SUZUKI LJ80·80V·81

OWNER'S MANUAL
MANUEL D'ENTRETIEN
MANUAL DEL PROPIETARIO
HANDBOEK

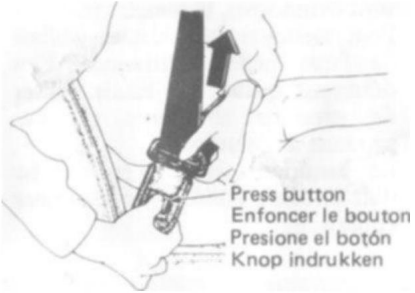
Part No. 9011-73602-01
October, 1980 Ⓙ ©
...ed in Japan

SEAT BELT (only applicable for vehicles with attached seat belts)

SEAT BELTS **(applicable only to vehicles equipped with seat belts)**

SEAT BELT (applicable only to vehicles equipped with seat belts)

SEAT BELTS **(other than applicable to vehicles in which a seat belt is fitted)**



1. Adjust the position and angle of the seat belt so that it does not interfere while driving.

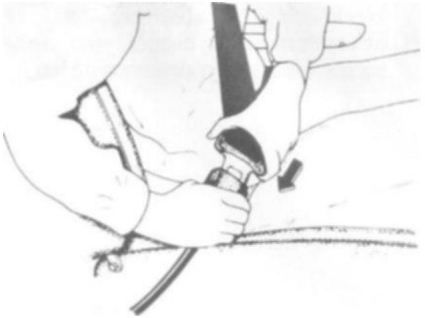
2. Pull the belt out of the retractor and insert it into the locking loop until a click is heard.

3. To remove the belt, push in the push button located on the buckle and pull it out by the tab.

1. Adjust the position and angle of the belt so that driving is as comfortable as possible.

2. Pull the belt out of the retractor and insert it into the buckle until the buckle plate clicks firmly into place.

3. When removing the belt, press the button on the buckle and pull the belt off the buckle plate.



/. Adjust the position and angle of the seat so that driving is made as confor-table as possible.

2. Pull the belt out from the retractor and insert it into the buckle until the buckle plate clicks firmly into place.

3. When removing the belt, press the push-button on the buckle and pull the belt out through the buckle plate.

1. Adjust the seat and backrest so that you sit comfortably behind the wheel.

2. Pull the belt out of the retractor and insert the buckle into the lock. You'll hear a "click" when the buckle locks into place.

3. To release the belt, press the buckle button and pull the buckle out of the buckle.

WARNING; 1.
Do not attach the belt in a twisted condition.

2. Attach the belt not to the stomach but so that it fits perfectly around the hips.

3. The belt is intended for use by a single person. Do not use it for two or more people.

4. The belt should be replaced with a new one if it gets damaged, if it be-comes thin through wear, if it becomes very faded, or if the metal parts and the fittings deteriorate.

5. Lukewarm water containing dis-solved neutral detergent should be used for cleaning the belt. The use of pharmaceutical products or bleach dyeing is strictly forbidden.

6. Young children should not use shoulder belts.

WARNING: 1. Do not place the belt on yourself if it has folds or twists.

2. Do not place the belt against the stomach; place it so that it fits perfectly on the hips.

3. **The belt is intended for use by only one person. Do not use it for multiple people.**

4. If the belt is damaged, thinned by wear, very worn, or if its metal parts and fasteners are deteriorated, replace it.

5. To clean the belt, use lukewarm water with a neutral detergent. Never use chemicals or dyes.

6. The harness (shoulder strap) should not be used for young children.

WARNING: 1. Do not place the belt twisted.

2. Do not place the belt on your stomach, but rather so that it fits perfectly around your hips.

3. The seat belt is intended for one person only. Do not use it for two or more people.

4. The belt must be replaced with a new one if it is damaged, worn, or discolored, or if the metal parts and adjustments break down.

5. To clean the belt, use warm water with a dissolved neutral detergent. The use of chemicals or bleach is strictly prohibited.

6. Small children should not use seat belts.

WARNING:

1. Make sure the belts are not twisted.

2. Wear the belt as low as possible around your hips and not at the level of your stomach.

3. **Seat belts may only be worn by one person.**

4. Belts that are damaged, worn, or faded should be replaced. This should also be done for belts whose metal parts are no longer functioning properly.

5. To clean the belts, use a solution of mild soap and lukewarm water. The use of chemical products or bleach is strictly prohibited.

6. Shoulder belts must not be worn by small children.

This vehicle may not comply with the emission, noise and safety regulations or other countries. Before attempting to register this vehicle in any other country, check all applicable regulations and make any necessary modifications.

This vehicle may not comply with other countries' regulations regarding exhaust emissions, noise, and safety. Before applying to register the vehicle in another country, check the applicable regulations and make any necessary modifications.

This vehicle may not comply with the emissions, noise, and safety regulations of other countries. Before attempting to register this vehicle in any other country, please review all applicable regulations and make any necessary modifications.

Het is mogelijk dat dit voertuig niet voldoet aan de [illegible] en veiligheids voorschriften van andere landen. Voordat U probeert om dit [illegible] ander land, controleer alle voorschriften van toepassing en maak al de nodige wij[illegible]

FOREWORD

FOREWORD

Your SUZUKI LJ80, LJ80V or LJ81 is an ali-yound utility would fall into disrepair of superb capability. and It'is designed to accomodate all types of road conditions — smooth paved road rough ground, it sandy ground, etc. built so rugged withstand completely the severity of duty other beyond any ordinary in car. Therefore, of should be remembered that your vehicle is familialize different from ordinary the not- senger cars terms handling as well as in the structure. It is very important yourself with to controles of this ve- hicle as much as possible before you start driving.

This MANUAL contains detailed information or handling procedures in the and inspections, both daily and periodic. Careful reading of this manual will assist you in handle the vehicle proper manner and enjoy satisfaction for a long time.

SUZUKI MOTOR CO., LTD.

The ***The SUZUKI LJ80, LJ80V, or LJ81 is a versatile utility vehicle with exceptional capability. It is designed to handle any terrain—smooth asphalt roads, rough ground, sand, etc. Its robust construction allows it to withstand harsh conditions more than any other ordinary vehicle. Therefore, it's important to remember that this vehicle is entirely different from other passenger cars, both in its use and its structure. Before driving this vehicle, it is essential to thoroughly familiarize yourself with its equipment and operation.***

This manual contains detailed information on operating the vehicle and routine and periodic checks. Careful reading of the manual will ensure proper use of the vehicle and long-lasting satisfaction.

SUZUKI MOTOR CO., LTD.

PRETEND IT
FOREWORD

Are SUZUKI LJ80, LJ80V the LJ81 is and vehicle of use general and magnificent capacity. This designed to perform built in paths of all type of conditions - suave road paved, any vehicle land rugged, sandy, etc., tan resistant support for the severity of work that familiarizes you terms common. Therefore both, has to and remember that are vehicle is completely of the different of cars. with other passenger common in the handling of as well as in structure. It is very important* driving before starting with both as sea possible with this vehicle.

It is MANUAL they trust, the information detailed of the procedures for of I handle and appropriate daily but as periodic. The reading careful of is manual the will allow operating the vehicle in the form inspections and find satisfaction by and time long.

SUZUKI MOTOR CO., LTD.

Your SUZUKI LJ80, LJ80V, or LJ81 is a versatile vehicle with immense capabilities. It's designed to handle all road conditions—on flat roads, off-road, sandy surfaces, and so on—and is built tough enough to withstand operating conditions that a standard vehicle can't. It's important to remember that your vehicle is very different from other standard passenger cars in terms of handling and construction. It's very important to familiarize yourself with the use of this vehicle before you start driving.

Dit HANDBOOK heeft u verbreiding informatie over de gebruikswijze eninspecteurs, beide dagelyks en tydelyk.
Carefully reading this manual will ensure that you use the vehicle correctly and enjoy it for a long time.

SUZUKI MOTOR CO., LTD.

IMPORTANT NOTICE

Please read this manual and follow its instructions carefully.

To emphasize special information the words WARNING, CAUTION and NOTE carry special meanings and should be carefully understood.

WARNING ..... **The personal safety of the driver or occupants may be involved. Disregard! q this information could result in their injury.**

CAUTION ..... **These instructions point out special service procedures or precautions that must be followed to avoid damaging the vehicle.**

NOTE ..... **Special information to make maintenance easier or to clarily important instructions more clear.**

Your vehicle might differ in minor respects from the contents in this manual. This is because some minor hardware modifications made in the vehicle to comply with statutory requirements of your country.

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 in this manual. Suzuki reserves the right to make changes at any time.

IMPORTANT NOTICE

Read this manual carefully and follow the instructions to the letter.

To emphasize certain special information, the terms WARNING, CAUTION and NOTE carry special meanings and should be examined carefully.

WARNING	**The personal safety of the driver and passengers is at stake. Failure to observe this information puts them in danger.**
ATTENTION	**These instructions highlight certain steps to follow or precautions to take in order to avoid damaging the vehicle.**
NOTE	**This special information is intended to facilitate maintenance and to clarify important instructions.**

It is possible that the vehicle may not exactly match the manual, due to minor modifications that may have had to be made to make it compliant with your country's regulations.

All information, illustrations, and specifications in this manual are based on the latest data available at the time of publication. Due to improvements or other modifications, the vehicle may not exactly match the manual. Suzuki reserves the right to make changes at any time.

IMPORTANT NOTICE

Please, it is manuals instructions carefully.

To emphasize the information special reviews with use the WARNING, CAUTION words and USE what have meanings special ones must and to be with Careful.

WARNING... The personal safety of the driver or occupants may be involved. Disregard this information. may result in your injury.

CAUTION . . . . . These instructions emphasize special service procedures or precautions that must be followed to avoid damaging the vehicle.

USE . . . . . Special information to make maintenance easier or clarify some important instructions.

Are vehicle may defer in small details with regard al content of is manual. This with owes to some small modifications to the cations have that had to become to the one vehicle to meet for with the requirements stipulated by laws of their country.

All the Information and illustrations available and specifications contained in manuals are this based in the information of the last product at the moment publication. Due a in occur Other changes could there are some discrepancies in manual. is SUZUKI with reserve the right to make changes in improvements at any time.

IMPORTANT WARNING

Read it textbook in follow of instructions please carefully.

About emphasis the to lay on of special data to have of words WARNING, A ATTENTION, one NB special one meaning in must read carefully and become.

WARNING .. . The personal safety of the driver or passengers may be at risk. Failure to comply
Failure to follow this information may result in injury to them.

ATTENTION . . . . . These instructions indicate special maintenance methods or precautions that must be followed to avoid damage to the vehicle.

N.B . . . . . Special information to simplify maintenance or to make important instructions clearer to make.

Your vehicle can on some places slightly the differences of of contents by this textbook. This is because some there minor modifications applied had to be On vehicle about On the laws by your country to meet.

All information, illustrations in specifications the it manual based on changes bring of latest production information the was available on the publication date. SUZUKI reserves the right about On the if desired.

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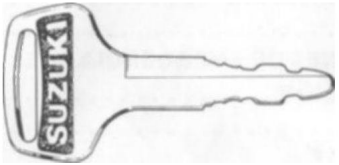
KEY
CLE
KEY
KEY



For LJ80
Ignition switch key
Glove compartment lid lock key
Fuel tank cap lock key
For LJ80V
Ignition switch key
Door lock key
Back door lock key
Fuel tank cap lock key
For LJ81
Ignition switch key
Door lock key
Fuel tank cap lock key

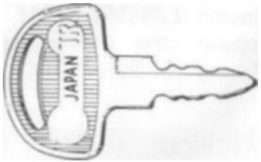
For the LJ80
Ignition key
Glove box key
Fuel tank cap key

For the LJ80V
Ignition key
Door key
Rear door key
Fuel tank cap key

For the LJ81
Ignition key
Door key
Fuel tank cap key

For the LJ80
Ignition key
Glove box key
Key to the gas tank cap
For the LJ80V
Ignition key
Door key
Rear door key
Key to the gas tank cap
For the LJ81
Ignition key
Door key
Key to the gas tank cap

* AdvantageLJ80
The ignition key
The key to the glove compartment
The gas tank cap key
* For the LJ80V
The ignition key
The door key
The back door key
The gas tank cap key
* VoordeLJ81
The ignition key
The door key
The gas tank cap key



* For LJ80 only
(Except for Europe)
Parking lever lock key

NOTE: The key is identical on both sides and may therefore be inserted either way up into the keyhole.

* For the LJ80 only
(Except for Europe)
Parking lever lock key

NOTE: The keys are symmetrical and can therefore be inserted into the lock in either direction.

* Only for the LJ80
(Except Europe)
Parking lever lock key

NOTE: The key is identical on both sides and can therefore be inserted into the keyhole with either side facing up.

* Only for the LJ80
(Except Europe)
Handbrake key

NB: The key has the same shape on both sides and can therefore be inserted into the keyhole in either way.

DOOR LOCK AND WINDOW

DOOR LOCKS AND
ICE CREAM

HOW TO CLOSE THE DOOR AND WINDOW

THE DOOR LOCK AND FRAME

From outside **(LJ80V** and **LJ81)**

To lock the door, insert the key and turn it toward the front of the vehicle. To un-lock, turn the key toward the rear, after which, the door can be opened by pulling the door handle. To lock the door with-out a key, push in the lock knob, then hold the handle up as you close the door.

Be careful not to leave the key in the ve-hicle.

From the outside **(LV80V** and **LJ81)**

To lock the door, insert the key and turn it towards the front of the vehicle.

To unlock it, turn the key towards the rear. After unlocking, the door can be opened by pulling its handle.

To lock a door without using the key, press the lock button and close the door while holding the handle pulled. Don't forget the key in the vehicle.

From the outside **(LJ80V** and **LJ81)**

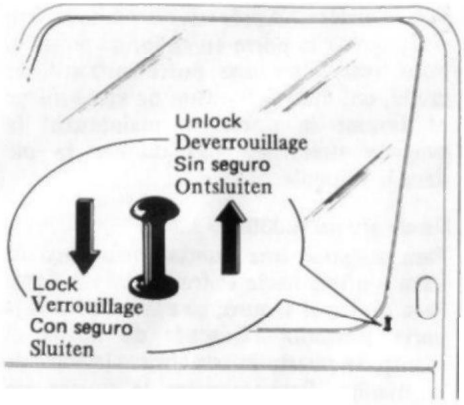
To lock a door, insert your key and turn it towards the front of the vehicle.

To release the lock, turn the key to the back. After releasing the lock, the door can be opened by pulling the handle. To lock the door without a key, push the lock button. Then pull the handle toward you as you close the door. Be careful not to leave your key inside the vehicle.

On the outside **(LJ80V** and **LJ81)**

To lock, turn it toward the front of the vehicle. To unlock, turn the key toward the rear.

The door can be opened by pulling the door handle after it has been unlocked. To lock the door without a key, press the lock button. Then hold the handle as you close the door. Be careful not to leave the key in the vehicle.



Fro m insid e (LJ80 V an d LJ81)

T o loc k a door , pus h i n th e loc k knob.

Pul l i t u p t o unlock.

WARNING:

Whe n driving , loc k th e doors from inside.

From the inside (LJ80 V **and** LJ81)

To lock the door, press the lock button. To unlock it, press the button.

pull the button.

WARNING: Always lock the doors from the inside while driving.

From and inside (LJ80 V and LJ81)

To secure the door, push the secure button.

For a discharge I already have insurance.

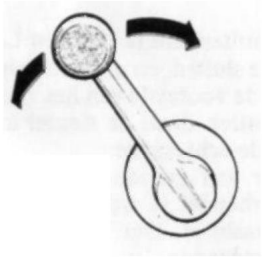
WARNING: When driving, make sure all doors are closed from the inside.

Va n **is** binding t (LJ80 V and LJ81)

Dru k d e slotkno p i n o m d e deu r o p slot t e doen .

Tre k he m omhoo g o m he m van slo t t e halen.

WARNING: Close all doors from the inside when driving.



Doo r window s (LJ80 V an d LJ81)

With th e regulato r handl e turne d counter - clockwise th e glas s lower s t o ope n the window .

With th e handl e turne d clock - wise th e glas s rise s t o clos e th e window.

Glace s d e port e (LJ80 V e t LJ81)

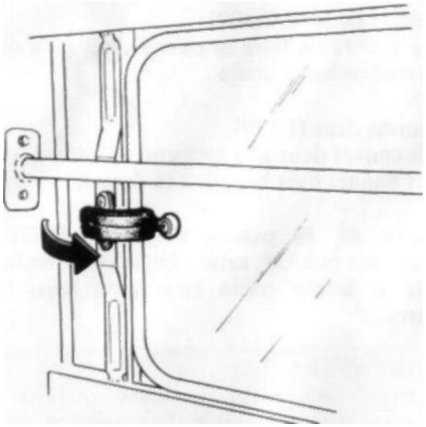
When the ice-lifting crank is turned in the opposite direction of the hands of a watch, the ice descends. When you turn it in the direction of the needles of a glacier it goes back. show

Door window (LJ80 V and LJ81)

Co nla manivel a girad ade derech aa izquierda , el vidri o baj a par a abri r la ventana . Girand ola manivel ade izquierda a derecha el vidri o sub e par a cerra r la ventana.

Door frames (LJ80 V and LJ8 1)

Ai s he t turns i hand l leftso m turned word t goes t he t glas s overlaag . Ai s the hand l right m turned t word t go t him raa m close.

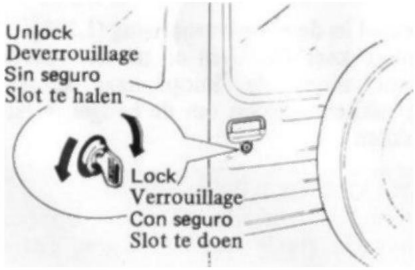


Rear side window (LJ80V)

The window will open by pushing it outwards after pulling forward the lock handle. To close the window, push the lock handle back until it clicks into po-sition.

Rear side windows (LJ80V)

To open the windows, push them outwards after pulling the locking handle forward. To close the windows, push the locking handle back in until you hear a click.



Back door (LJ80V)

The back door of the LJ80V is locked with the door and ignition key. To lock the door, turn the key clockwise 1/4 rotation. To open the locked door, turn the key counterclockwise 1/4 rotation.

Rear door (LJ80V)

The rear door of the LJ80V locks with the ignition and door key. To lock the door, turn the key a quarter turn clockwise. To unlock it, turn the key a quarter turn counterclockwise.

Rear side window (LJ80V)

The window will open when you push it outward after pulling the lock forward. To close the window, push the lock back in until it clicks into the closed position.

Rear window (LJ80V)

After pulling the window handle forward, the window will open by pushing it outward. Push the window handle back until it clicks into place to close the window.

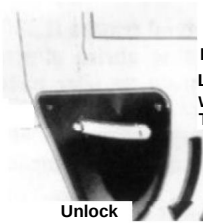
Rear door **(LJ80V)**

The rear door of the LJ80V is locked with the same key used for the door and ignition. To lock the door, turn the key clockwise 1/4 turn.

To remove the lock, turn the key 1/4 turn to the left.

Rear door (LJ80V)

The rear door of the LJ80V is locked with the ignition key. To lock the door, turn the key a quarter turn. To open the locked door, turn the key a quarter turn counterclockwise.



Lock

Lockdown

With insurance

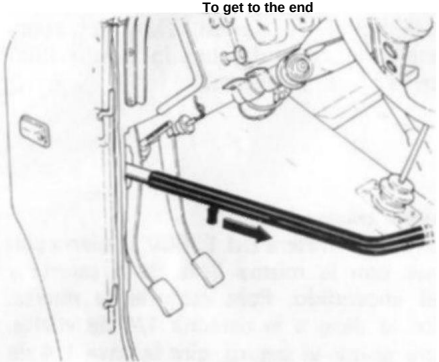
To conclude

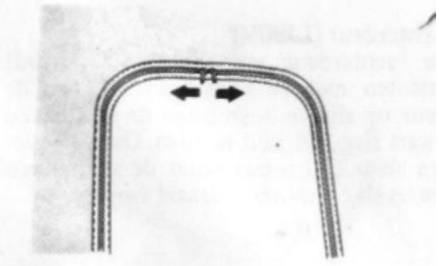
Unlock

Unlocking

Without insurance

To get to the end





Canvas door(LJ80)

The canvas door can be opened turning the handle by downward.

Tarpaulin door (LJ80)

To open the tarpaulin door, turn the handle downwards.

Front gate bar (LJ80)

Each time you get in and out of the vehicle, pull the knob back-ward to lower the bar.

WARNING:

Make sure that the front gate bars are locked securely before starting off.

Front guard bar (LJ80)

To enter or exit the vehicle, pull the button back to lower the bar.

WARNING.

Before setting off, ensure that the front guardrails are properly locked.

Window (LJ80)

To open the windows, release the fas-teners.

Ice (LJ80)

To open the windows, release the fasteners.

Canvas door (LJ80)

The canvas door can be opened by turning the handle downwards.

Canvas door (LJ80)

The canvas door can be opened by turning the handle downwards.

Front door bar (LJ80)

Each time you get in or out of the vehicle, pull the button back to lower the bar.

WARNING:

Before leaving, make sure the front door bars are securely fastened.

Bracket in the front door opening (LJ80) Each time you get in or out of the vehicle, the button must be pulled back to lower the bracket.

WARNING:

Make sure the front door opening brackets are securely in place before you leave.

Window (LJ80)

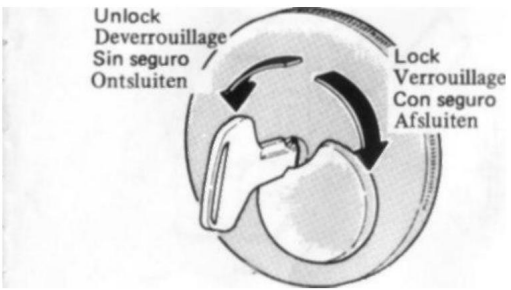
To open the windows, release the zippers.

Window (USO)

Unzip the zippers to open the window.

FUEL TANK CAP LOCK

CAP LOCK
FUEL TANK
TANK CAP LOCK
FUEL
FUEL TANK CAP KEY



The fuel tank inlet is located at the rear right side of the vehicle. To prevent theft, the cap is lockable. Unlock the fuel tank cap with the ignition key, in order to fill the tank.

FUEL TANK CAPACITY	**40 l (10.6/8.8 US/Imp gal)**

Use gasoline v-'ith an octane number of 85 or higher (Research Method), pre-ferably unleaded or low-lead.

The fuel tank opening is located on the right at the rear of the vehicle.

For added safety, the fuel tank is locked. To refuel, unlock the fuel cap with the ignition key.

CAPACITY OF RESERVOIR D'ESSENCE	408 (10,6/8, 8 US/Imp. **gal.)**

Use a fuel with a research octane rating of at least 85 and preferably one that is lead-free or contains as little lead as possible.

The fuel filler cap is located on the rear right side of the vehicle. For your protection, the tank is secured. To remove the cap and fill the tank, release the cap lock using the ignition key.

ABILITY FROM THE TANK OF COMBUSTIBLE	**40 C (10.6/8.8 gal. American/ Imperial)**

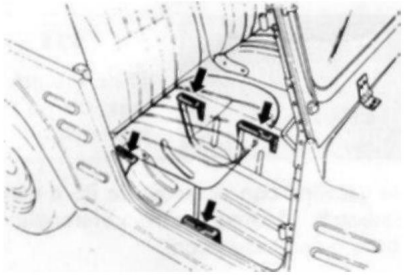
Use gasoline with an octane rating of 85 or higher (Research Method), preferably unleaded or with very little lead.

The fuel tank opening is located on the right rear side of the vehicle.
For your safety, the tank is locked.
To remove and fill the tank, unlock the fuel tank cap with the ignition key.

GASOLINE TANK CONTENTS	40C (10,6/8,8 US/Imp **gal)**

Use gasoline with an octane rating of 85 or higher (Research Method), preferably unleaded or with a low lead content.

SEAT ADJUSTMENT
REGLACE OF VICTORY
SEAT REGULATION
ADJUSTMENT OF THE SITTING



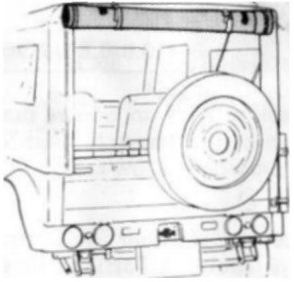
Loosen the four nuts to adjust your seat to the desired position and then, retigh-ten the nuts securely.

To adjust the seat to the desired position, loosen the four nuts, then tighten them firmly.

Loosen the four nuts to position your seat as desired, and then tighten the nuts securely.

Loosen the four nuts to adjust your seat to the desired position, then retighten the nuts securely.

REAR CURTAIN (LJ80)
REAR CURTAIN (LJ80)
REAR CURTAIN (LJ80)
BEHIND GORDYN (LJ80)



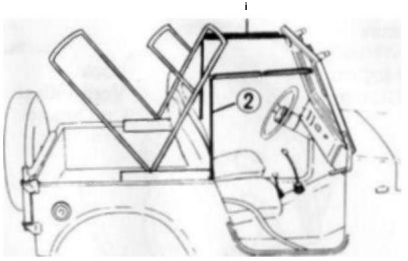
To open the rear curtain, release the fasteners. Roll up the rear curtain and fix it witl^ the straps.

To open the rear curtain, release the fasteners. Roll up the rear curtain and secure it with the fasteners.

To open the back curtain, release the zipper. Roll the curtain up and secure it with its straps.

Release the brackets to open the rear curtain. Roll up the rear curtain and secure it with the straps.

CANVAS COVER REMOVAL (LJ80)
REMOVAL OF THE TARPAULIN (LJ80)
TO REMOVE THE CANVAS (LJ80)
REMOVAL OF THE CANVAS PROTECTION (LJ80)

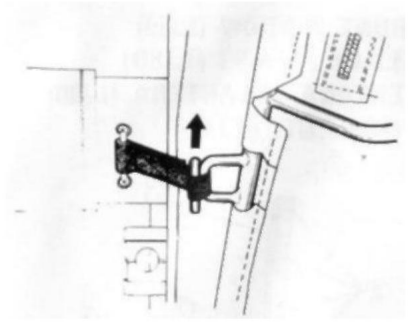


(1) Front roof rail
(2) Center pipe

(1) Front roof rail
(2) Tube central

(1) Front roof rail
(2) Central tube

(1) For roof rails
(2) Center tube



1. Pull up the clamp to remove, and release the band.

1. Lift the fastener to remove it, and detach the band.

1. Pull the clamp upwards
Remove and release the girdle.

1. Remove the door by pulling it up and loosen the strap.

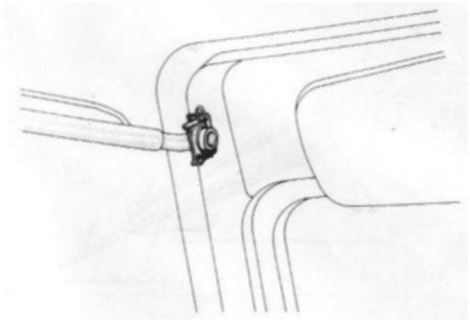
2. Open the door and then, lift it up slowly to remove.

2. Open the door, then lift it slightly-
how to remove it.

2. Open the door and then slowly lift it to remove it.

and

2. Open the door and remove it by slowly pulling it up.



3. Release the hooks, rubber bands and straps.

4. Remove the canvas cover.

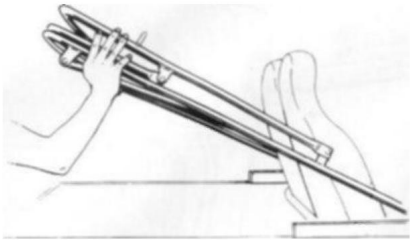
3. Release the hooks, rubber bands and straps.

4. Remove the tarpaulin.

3. Release the hooks, rubber straps and
straps.

4. Remove the canvas cover.

3. Release the rubber supports and straps.
4. Remove the canvas hood.



5. Release the clips and remove the front roof rail and center pipe.

5. Release the fasteners and remove the front roof rail and center tube.

5. Release the fasteners and remove the front roof rail and center tube.

5. Release the hooks and remove the roof rails and center tube.

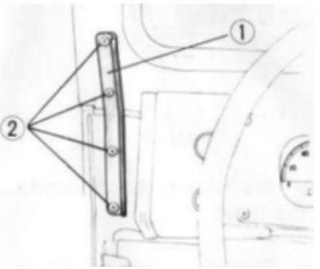
6. Loosen the wing bolt, push the top bow toward the front end and then lay it backward.

6. Loosen the wing nut, push the upper hoop forward, then lay it back.

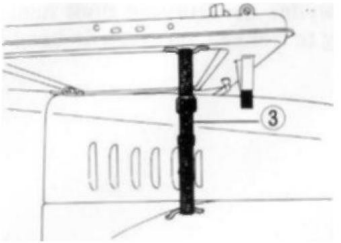
6. Loosen the wing bolt, push the upper bow towards the front end and pull it back.

6. Loosen the bolt on the side, push the top forward and set it aside.

FRONT WINDOW (LJ80)
FRONT WINDOW (LJ80)
FRONT WINDOW (LJ80)
WINDSHIELD (LJ80)



(1) Bracket
(1) Support
(1) Clamp
(1) Support
(2) Setting bolt
(2) Fixing bolt
(2) Fixing bolt
(2) Cross screws



(3) Fixing belt
(3) Fixing strap
(31 Fastening straps
(3) Belt

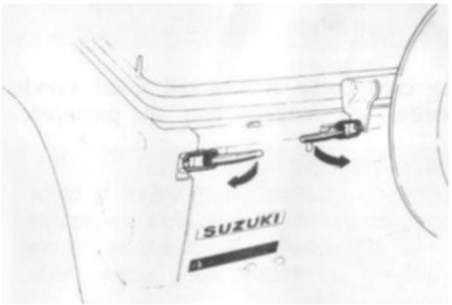
The windshield of the **LJ80** can be lower-ed by removing the brackets, but be sure to use the fixing belts.

It is possible to tilt the windscreen of the LJ80 by removing the supports.
Always use the fastening straps.

The LJ80's windshield can be tilted by removing the clamps. Make sure to use the straps securing it.

The LJ80's windshield can be lowered by removing the supports. Use the straps.

TAIL-GATE (LJ80)
TILTING DOOR
REAR (LJ80)
REAR HATCH (J80)
TAILGATE (LJ80)



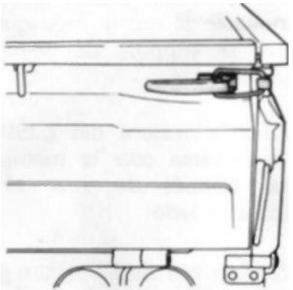
The tail-gate of the LJ80 can be opened or shut with the lock handle after swing-ing the spare tire holder to one side.

It is possible to open or close the rear drop-down door of the LJ80 with the locking handle after maneuvering the spare tire carrier to one side.

The LJ80's tailgate can be opened or closed with the lock handle after turning the tire carrier to one side.

The LJ80's tailgate can be opened or closed with the latch after the spare tire support has been swung to one side.

TAIL-GATE (LJ81)
TILTING DOOR
REAR (LJ81)
REAR HATCH (LJ81)
TAILGATE (LJ81)



The tail-gate of the LJ81 can be opened or shut with the lock handle.

WARNING:

Never leave the tail-gate down while driving to ensure that turn signals, rear brake lights, etc. are clearly visible.

It is possible to open or close the rear drop-down door of the LJ81 with the locking handle.

WARNING:

Never drive with the rear drop-down door lowered because the

The turn signals, brake lights, etc., would no longer be visible.

The rear hatch of the LJ81 can be opened or closed with the latch.

WARNING: When

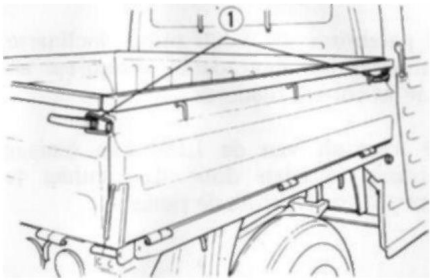
driving, never leave the rear door down to ensure that the turn signals, rear brake lights, etc., are clearly visible.

The tailgate of the LI81 can be opened or closed with the latch.

WARNING: Never leave

the tailgate open while driving so that the turn signals, rear brake lights, etc., are clearly visible.

SIDE GATE (LJ81)
TILTING DOOR
LATERAL (LJ81)
SIDE GATE (LJ81)
ZYKLEP(LJ81)



(1) Lock handle
(2) Side gate lever
(3) Side gate stay

(1) Locking handle
(2) Side-folding door lever
(3) Side-folding door handle

(1) Door handle
(2) Side door lever
(3) Side door retainer

(1) Closure
(2) Zyklep closure
(3) Zyklep support

Like the tail-gate, the side gates can be opened for loading and unloading bag-gage. First open the tail-gate and then the side gate. To open a side gate, lift up the side gate lever to push down the side gate stay and pull up the lock handle on the front deck.

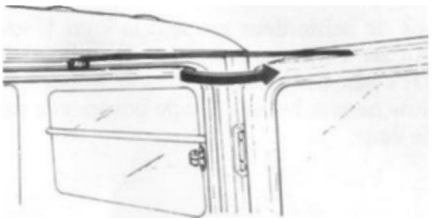
Like the rear drop-down door, the side drop-down doors can be opened for loading and unloading. Open the rear drop-down door first, then the side drop-down door. To open the side drop-down door, turn the door lever to lower the support, then open the locking handle located on the side and above the door .

Like the tailgate, the side doors can be opened for loading or unloading luggage. Open the tailgate first, then the side doors. To open the side doors, lift the lever on the respective side to push down the latch and pull the handle on the front cover.

The hatches can be opened for loading and unloading luggage, just like the tailgate. Open the tailgate first, then the side hatch.

To open the zyklep, lift the zyklep latch to press down the zyklep holder and pull up the lock lever on the front.

BACK DOOR (LJ80V)
REAR DOOR (LJ80V)
REAR DOOR (LJ80V)
REAR DOOR (LJ80V)



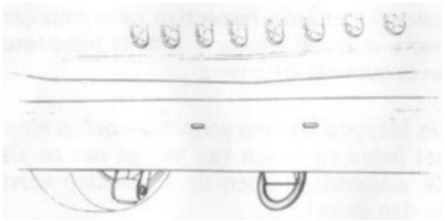
When the back door is opened, you can find a stay for retaining this open posi-tion. Pull the stay at the left end, and insert it into the hole on the upper portion of the door.

A stop is provided to hold the rear door in the open position. Pull the stop from the left end and insert it into the hole located on the upper part of the door.

When you open the rear door, you may find a retainer to keep it in this open position. Pull the retainer to the far left and insert it into the hole at the top of the door.

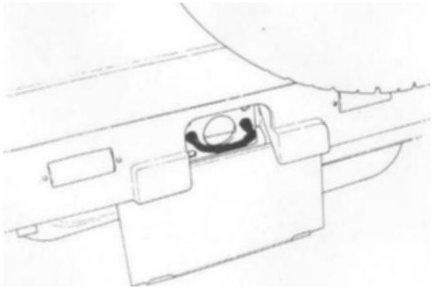
Once the back door is opened you can find a holder to hold it open.
Pull the left side of the holder, and push it into the hole at the top of the door.

FRONT HOOK
FRONT HOOK
FRONT HOOK
TOW BAR FRONT



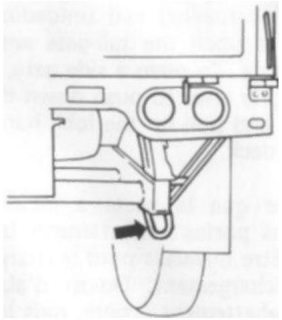
REAR HOOK
REAR HOOK
REAR HOOK
REAR TOW BAR

(LJ80 and LJ80V)
(LJ80 and LJ80V)



(LJ80 and LJ80V)
(U80 and LJ80V)

(LJ81)



LJ80, LJ80V and LJ81 have both front and rear towing hooks. Use the hook for towing operations. (See page 148 as to how to tow your vehicle)

The LJ80, U80V, and LJ81 are equipped with tow hooks at the front and rear. Use these hooks for towing. (For vehicle towing instructions, see page 149.)

The LJ80, LJ80V, and LJ81 have front and rear tow hooks. Use these hooks for towing operations. (See page 149 for instructions on how to tow your vehicle.)

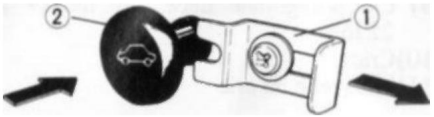
The LJ80, LJ80V, and LJ81 have front and rear tow bars. Use the hook for towing purposes (see page 149 for how to tow your vehicle).

HOW TO OPEN THE ENGINE HOOD (BONNET)

HOOD OPENING ENGINE

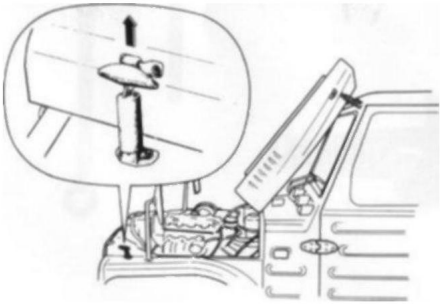
HOW TO OPEN THE HOOD OF THE MOTOR

OPENING THE HOOD



(1) Stopper (1) Stop
(2) Lock knob (2) Locking button

(1) Guarantor (1) Holder
(2) Insurance (2) Knob



1. To open the hood (bonnet), first move the hood lock cable stopper located in the glove box after loosening screw, and push the hood lock knob.

1. To open the hood, first move the locking cable stop located in the glove box after loosening the screw, then push the locking button.

2. Remove two hook-shaped grips instal-led on the front fenders, and open the hood. To support the open hood, gen-tly lean it against the rubber stopper which are fixed above the windshield.

2. Remove the two latches located on the front wings and open the hood.
To keep the hood in the open position, lightly rest it against the rubber stop fixed above the windshield.

1. To open the hood, first move the hood lock retainer cable located in the glove box after loosening the screw, and then push the lock button.

1. First, move the hood lock holder in the glove compartment to the right after loosening the screw to open the hood.

2. Remove the two hook-shaped fasteners installed on the front trim panels and open the hood. To support the open hood, gently lean it against the rubber stop located above the windshield.

2. Remove the two hood retainers mounted on the front fenders and open the hood. Carefully rest the open hood against the rubber stopper to support it; the rubber is located above the windshield.

PORTABLE WORK TOOLS
PORTABLE TOOLS
WORK TOOLS
LAPTOPS
PORTABLE TOOLS

The work tools illustrated here come with your LJ80, LJ80V or LJ81. These tools can be used for your overall chek-up re-pairs or more serious troubles.

The tools shown opposite accompany the LJ80, LJ80V and LJ81. These tools can be used for repairs during general checks and for any breakdowns.

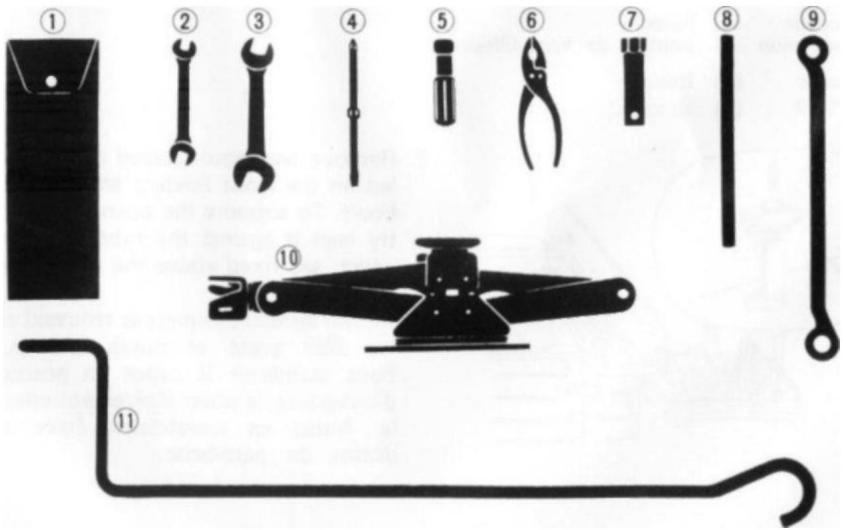
The working tools illustrated here come with your LJ80, LJ80V or LJ81.
Use these tools for your general overhaul repairs and more serious problems.

The illustrated tools are for your LJ80, LJ80V, and LJ81. Use these tools for general checks and repairs.

(1) Tool case (2) 10x12 mm open end wrench (3) 14 x 17 mm open end wrench
(4) Combination screwdriver
(5) Screwdriver handle
(6) Pliers
(7) Spark plug socket wrench
(8) Socket wrench handle (9) 19 x 22 mm offset ring wrench
(10) Jack
(11) Jack handle

(1) Tool kit
(2) 10 x 12 mm open-end wrench
(3) 14 x 17 mm open-end wrench
(4) Multi-screwdriver
(5) Screwdriver handle
(6) Pliers
(7) Spark plug wrench
(8) Socket wrench handle
(9) Offset 19 x 22 mm polygonal key

(10) Jack
(1 l) Jack handle



(1) Toolbox
(2) 10 x 12 mm open-end wrench
(3) 14x17 mm open-end wrench
(4) Combination screwdriver
(5) Screwdriver handle
(6) Pliers
(7) Spark plug socket wrench
(8) **Socket wrench handle**
(9) Offset box wrench 19 x 22 mm
(10) Cat
(11) Jack crank

(1) Tool holder (2) 10 and
12 mm open-end wrench (3)
14 and 17 mm open-end wrench
(4) Combination screwdriver
(5) **Screwdriver handle**
(6) Pliers
(7) Spark plug wrench
(8) Key lever (9)
19 and 22 mm ring spanner
(10) Jack
(ll)Jack lever

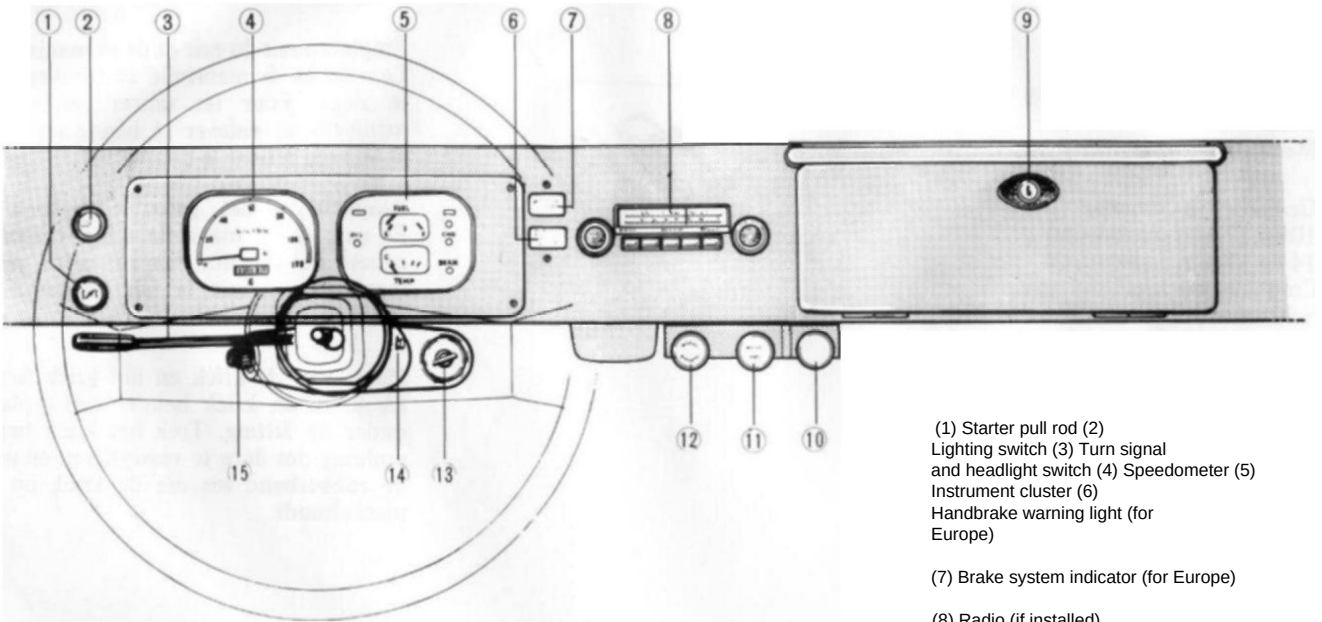
Housing of the jack and the jack handle A **jack and jack handle are provided under the seat. To remove them, pull up the jack handle and take off the rubber band which fixes the jack.**

Location of the jack and its crank: The jack and its crank are located under the seat. To remove them, lift the crank and remove the rubber band that holds the jack in place.

Jack and crank housing: The jack and crank are located under the seat. To remove them, pull the crank and remove the rubber strap that secures the jack.

Location of the jack and jack handle: The jack and jack handle are located under the seat. Pull the jack handle up to remove it and loosen the rubber band holding the jack in place.

INSTRUMENT PANEL (Left-handle Drive model)
DASHBOARD (Left-hand drive model)
INSTRUMENT PANEL (Left-hand drive model)
INSTRUMENT PANEL (Left-side riding model)



(1) Starter pull rod (2) Lighting switch (3) Turn signal and headlight switch (4) Speedometer (5) Instrument cluster (6) Handbrake warning light (for Europe)

(7) Brake system indicator (for Europe)

(8) Radio (if installed)
(9) Glove box (10) Blower switch (11) Air vent button (12) FRESH*-CIRC button (fresh air <-• recirculation)

(13) Ignition switch (14) Hazard warning light switch (15) Windshield wiper and washer switch

(1) Choke button
(2) Lighting switch
(3) Turn signal and dimmer switch
(4) Speedometer
(5) Combination meter
(6) Parking brake indicator light (For Australia and Europe)
(7) Brake system warning light (For Australia and Europe)
(8) Radio (if fitted)
(9) Glove box
(10) Blower switch
(11) Ventilator knob
(12) FRESH*—'CIRC changeover knob
(13) Ignition switch
(14) Emergency flasher switch
(15) Windshield wiper and washer switch

(1) Choke button
(2) Light switch
(3) Light dimming switch and direction indicators
(4) Speedometer
(5) Combined meter
(6) Parking brake indicator light- I lie (for Europe)
(7) Brake system warning light (for Europe)
(8) Radio (if equipped)
(9) Glove box
(10) Heater fan switch
(11) Fan button
(12) FRESH toggle button <—• CIRC
(13) Ignition switch
(14) Switch for emergency light sign

(15) Windshield wiper and washer switch

(1) Choke knob
(2) Light switch
(3) Turn signal and dimmer switch
(4) Speedometer
(5) Combination meter
(6) Handbrake warning light (Front Europe)
(7) Brake system warning light (Front Europe)
(8) Radio (if available)
(9) Glove compartment
(10) Blower switch
(11) Ventilation button
(12) FRESH «—• CIRC changer button
(13) Contact slot
(14) Warning light switch
(15) Windshield wiper and washer switch

SPEEDOMETER

SPEEDOMETER

VELOCIMETER

SPEEDOMETER

The speedometer indicates running speed in km/h or miles/h. The odometer records the total distance the vehicle has covered.

CAUTION: Watch your mileage and check your maintenance schedule re-gularly against required services.

The speedometer indicates the vehicle's speed in km/h. The odometer records the total distance travelled by the vehicle.

WARNING: Regularly check the mileage traveled to verify if any of the operations described in the maintenance program need to be carried out.

The speedometer indicates the speed at which you are running in km/h or miles/h.

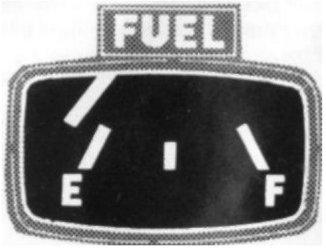
The odometer records the total distance the vehicle has traveled.

CAUTION: Observe the distance traveled and regularly check the maintenance schedule with respect to the required service.

The speedometer displays the speed in km/h. The odometer shows the total distance traveled by the vehicle.

ATTENTION: Check your mileage and **check your maintenance schedule regularly.**

FUEL GAUGE
LEVEL INDICATOR D'ESSENCE
GASOLINE GAUGE
FUEL METER



When the ignition switch is on, this gauge indicates the amount of gasoline in the tank. "F " stands for full and " E" means empty. It is desirable to always keep the tank over 1/4 full.

When the ignition is switched on, this gauge displays the amount of fuel in the tank. "F" indicates that the tank is full and "E" that it is empty. It is advisable to always keep the fuel tank at least one-quarter full.

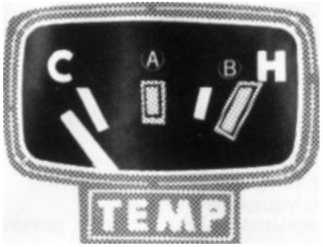
When the ignition switch is on, this indicator shows the amount of gasoline in the tank.

" "F" means full and "E" means empty. It is advisable to always keep the tank more than 1/4 full.

This gauge shows the amount of fuel in the tank when the ignition is on. " means full and "E" means empty.
" F

It is advisable to keep the tank over a quarter full.

TEMPERATURE GAUGE
THERMOMETRE
TEMPERATURE INDICATOR
TEMPERATURE METER



(A) Normal range
(B) Overheating

(A) Normal limit
(B) Overheating

(A) Zone normal
(B) Overheated

(A) Normal range
(B) Overheating

Engine coolant temperature will be indicated immediately after the ignition is turned on. While you are driving, it should remain within the normal, accept-able temperature range. If the indicator exceeds this range, shifting toward "H", overheating is indicated. In such case, stop your vehicle and allow the engine to cool.

Investigate by refering to "Breakdowns and Emergency Repairs" section (page 143) before re-starting the engine.

WARNING: Do

- **not continue driving with the engine overheated.**
- **Do not remove the radiator cap while engine is hot.**

The engine coolant temperature gauge is activated as soon as the ignition is switched on. While driving, the temperature should remain within the normal operating range. If the gauge rises above this range and moves towards "H", this indicates overheating. In such a case, stop the vehicle immediately and allow the engine to cool down.

Before resuming your journey, investigate the cause again by referring to the "Breakdowns and Emergency Repairs" section on page 143.

WARNING:

- **Do not continue driving when the engine overheats.**
- **Do not remove the fuel filler cap when the engine is hot.**

dia-

The engine coolant temperature will be displayed immediately after the ignition is turned on. While driving, it should remain within an acceptable, normal temperature range. If the gauge exceeds this range, moving toward "H," this indicates overheating. In that case, stop the vehicle and allow the engine to cool down.

Before restarting the engine, investigate by referring to the "BREAKDOWNS AND EMERGENCY REPAIRS" section on page 143.

WARNING: Do not

- **continue driving with an overheated engine.**
- **Do not remove the radiator cap while the engine is hot.**

The engine coolant temperature is indicated immediately after the ignition key is turned clockwise. While driving , **the temperature should remain normal. If the gauge points toward** "H," **this indicates overheating. In that case, stop your vehicle and let the engine cool.**

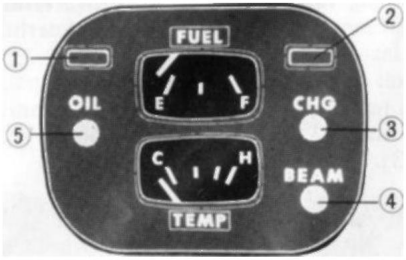
Find this out by reading the breakdown and emergency repair sections before restarting the engine (page 143).

WARNING: * Do not

continue to ride with an overheated engine.

- **Do not remove the radiator cap when the engine is hot.**

INDICATOR LIGHTS
INDICATOR LIGHTS
INDICATOR LIGHTS
DIRECTION SIGNALS



(1) Turn signal indicator light (Left)
(2) Turn signal indicator light (Right)
(3) Charging light
(4) High beam light
(5) Oil pressure light

(1) Indicator light for turn signals (left)
(2) Indicator light for turn signals (right)
(3) Charging indicator light
(4) High beam indicator lamp
(5) Oil pressure warning light

(1) Direction indicator light (Left)
(2) Direction indicator light (Right)
(3) Charging light
(4) High beam light
(5) Oil pressure light

(1) Turn signal light (left)
(2) Turn signal light (right)
(3) Charging current indicator light
(4) High beam light
(5) Oil pressure light

Turn signal indicator light (yellow)
This light flashes together with the turn signal lights when a turn signal is switched on. When the lights on the left side flash, light (1) (in the drawing) also flashes, and when the lights on the right side flash, light (2) (in the drawing) also flashes.

Charging light (red)
This light usually comes on when the ignition switch is activated, and goes out when the engine started. If not, there is something wrong with the battery charging system. If this occurs, the charg-ing system should be inspected immedi-ately by a SUZUKI dealer unless the fan belt is broken or too loose.

High beam indicator light (blue)
This light comes on when the high beam of the headlights is turned on. It does operate when the headlights are on low beam.

Oil pressure light (red)
This light usually comes on when the ignition switch is activated, and goes out when the engine is started. However, it will stay on if something goes wrong with the engine lubrication system. If this occur, stop the engine immediatly, and check the oil level. (Instructions on how to check and add oil are on page 91.) If addition of oil does not bring the condi-tion back to normal, consult your SUZUKI dealer.

WARNING: Do not drive the vehicle until the trouble is fixed.

Indicator light for turn signals (yellow)
This indicator flashes with the turn signals when they are activated. When the left turn signals are activated, indicator (1) **(in the diagram) flashes; when the right turn signals are activated, indicator** (2) **(in the diagram) flashes.**

Charging indicator light (red)
This indicator light normally illuminates when the ignition is switched on and goes out when the engine is started.
If this is not the case, it is a sign of a problem in the battery charging circuit.
In this case, have the charging circuit checked immediately by a SUZUKI dealer unless the fan belt is broken or too loose.

High beam indicator lamp (blue)
This indicator light illuminates when the headlights are switched to high beam. It does not illuminate when low beams are used.

Oil pressure warning light (red)
This indicator light normally illuminates when the ignition is switched on and goes out when the engine is started.
However, it remains lit in case of an anomaly in the lubrication circuit of the

engine. In this case, immediately stop the engine and check the oil level. (Instructions for checking and topping up the oil are given on page 91.) If normal operation is not restored after topping up the oil, consult your **SUZUKI dealer.**

WARNING: Do not drive the vehicle **until the problem has been remedied.**

Direction indicator light (yellow)

This light flashes simultaneously with the turn signal when the turn signal is activated. When the lights on the left side flash, light (1) (in the figure) flashes, and when the lights on the right side flash, light (2) (in the figure) flashes.

Charging light (red)
This light usually illuminates when the ignition switch is turned on. If it doesn't, there's a problem with the battery charging system. If this happens, the charging system should be checked immediately by a Suzuki dealer, unless the fan belt is severely broken or too loose.

High beam indicator light (blue)
This light comes on when the high beam of the headlights is activated. It does not come on.

when the headlights are on low beam.

Oil pressure light (red)
This light usually comes on when the ignition switch is turned on, and goes off when the engine is started.

However, it will remain illuminated if there is a problem with the engine lubrication system. If this occurs, stop the engine immediately and check the oil level (instructions on how to check and add oil are on page 92). If adding oil does not resolve the issue, consult your Suzuki dealer.

WARNING: Do not drive the vehicle until the problem has been resolved.

Turn signal warning light (yellow)

This light will flash along with the turn signal lights when the turn signal is turned on. When the lights on the left side flash, light (1) is on, and when the lights on the right side flash, light (2) is on.

Charging indicator light (red)
This light usually comes on when the ignition is turned on and goes out when the engine is started. If this doesn't happen, there's a problem with the battery charging system. If this happens

The charging system should be checked immediately by a SUZUKI dealer, except in the case of a broken or loose fan belt.

High beam warning light (blue)

The light comes on when the high beam is turned on.

Oil pressure light (red)
This light normally comes on when the ignition is turned on and goes out when the engine is started. However, it will stay on if there is a problem with the engine's lubrication system. If this occurs, stop the engine immediately and check the oil level. (Instructions for checking and adding oil are on page 92.) If adding oil does not restore the condition to normal, consult your SUZUKI dealer.

WARNING: Do not drive the vehicle until the problem is corrected.

Brake system warning light (red)
(For Europe and Australia)
This light usually comes on when the ignition switch is activated, and goes off when the engine is started. However, it will remain on if the brake fluid level is too low. If the light keeps flashing, the brake system should be immediately checked by a SUZUKI dealer.

WARNING:
Prior to driving your vehicle, be sure to check that the light is off.

Parking brake indicator light (For Europe and Australia)
With the parking brake lever upright (While the parking brake is applied), and when the ignition switch is turned on, the light comes on. After starting the engine, when the parking brake lever is again fully depressed (the moment the parking brake is released), it goes out. If the light stays on, even after the parking brake lever is fully depressed, the parking brake lever switch is malfunctioning. Therefore, ask your SUZUKI dealer to inspect the switch.

Brake system warning light (red)

(For Europe and Australia)
This indicator light normally illuminates when the ignition is switched on. It goes out when the engine is started.
However, it will remain illuminated if the brake fluid level is insufficient. If the warning light continues to **flash, the braking system should be checked immediately by a SUZUKI dealer.**

WARNING: Do not drive the vehicle until the problem has been remedied.

Handbrake indicator light (For Europe and Australia)
When the handbrake **is engaged (the brake is applied) and the ignition switch is turned on, the indicator light illuminates. After starting the engine, when the handbrake lever is fully released** (the **brake is disengaged), the indicator light goes out. If the indicator light remains illuminated when the handbrake lever** is **fully released ,** it indicates a malfunction in the handbrake **lever switch . In this case, have the switch repaired by a SUZUKI dealer.**

Brake system warning light (red) (for Europe and Australia)
This light usually comes on when the ignition switch is turned on and goes off when the engine starts. However, it will remain on if the brake fluid level is very low.

If the light continues to flash, the SUZUKI dealer should immediately check the brake system.

WARNING: Before starting your vehicle, make sure to check that the lights are off.

Parking brake indicator light
namiento (for Europe and Australia)
This light comes on when the ignition switch is on and the parking brake lever is engaged.

vantada (while applying the brake).
After starting the engine and the parking brake lever is fully retracted (the moment the brake is released), the light goes out. If the light remains on even after the parking brake lever has been fully retracted, the parking brake lever switch is malfunctioning.

Therefore, immediately request that the SUZUKI dealer inspect the switch.

Brake system warning light (red)

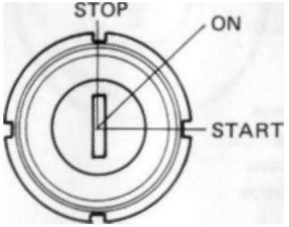
(For Europe and Australia)
This light normally comes on when the ignition is turned on and goes out once the engine has started. However, it will remain on if the brake fluid level is too low. The brake system should be checked immediately by a SUZUKI dealer if the light continues to flash.

WARNING: Before
driving your vehicle, make sure the light is off.

Handbrake warning light (For Europe and Australia)
When the ignition switch is on and the handbrake is applied, the light will come on. After starting the engine, when the handbrake is fully down (the moment the handbrake lever is released), the light will go out.

The parking brake switch is defective if the light remains on even after the parking brake is released. Therefore , have your SUZUKI dealer check the switch immediately.

IGNITION SWITCH
IGNITION SWITCH
IGNITION SWITCH
IGNITION SWITCH



Except for Europe
Except for Europe
Except for Europe
With the exception of Europe

ON
This is the position at which the engine is ready to turn while all electrical supply systems are set.

WARNING: Do
not leave the key at the ON position unless the engine runs.
Otherwise, the battery will be dis-charged causing the ignition to be damaged.

START
This is the position for starting the engine by the starter motor. The key should be removed at this position as soon as the engine starts.

ON (engaged)
In this position the motor is ready to be started and the electrical power supply circuit is energized.

WARNING:
Do not leave the key in the ON position when the engine is not running.
Otherwise, the battery will discharge, which will affect the ignition.

START (starting)
In this position, the engine is started by the starter. Release the key as soon as the engine starts.

ON (Connected)
This is the position in which the engine is ready to start while all electrical supply systems are active.

WARNING: Do not
leave the key in the ON position unless the engine is running. Otherwise, the battery will drain, causing damage to the ignition.

START (Start-up)
This is the position for starting the engine with the starter. The key should be removed from this position as soon as the engine starts.

ON (On)
This is the position where the engine is ready to start and the ignition is on.

WARNING: Do not leave
the key in the lock in the on position unless the engine is running.
Otherwise the battery will be discharged and damage to the ignition may occur.

START
This is the position where the starter motor cranks the engine. The key should be returned from this position as soon as the engine fires.

For Europe

For Europe
For Europe
For Europe

LOCK (For Europe)
This is the position for insertion or with-drawal of the key. The steering wheel will be locked, when after the key is pulled out, the wheel is moved slightly. The lock is released by inserting the key and turning it to the **ACC** position while gently moving the steering wheel to left or right.

WARNING:
When you leave your vehicle, be sure to withdraw the ignition key from the switch and lock the steering.

Keep the key in hand, never leaving it in the vehicle.

ACC (For Europe)
This is the position for radio to be employed with the engine off.

LOCK (anti-theft; For Europe)
In this position, the key can be inserted and removed. To lock the steering wheel, remove the key and turn the steering wheel slightly. To unlock it, insert the key and turn it counterclockwise while turning the steering wheel slightly to the left or right.

WARNING: Before leaving
the vehicle, always remove the key from the ignition switch and lock the steering. Keep the
key in your hand and never leave it inside the vehicle.

ACC (For Europe)
When the key is in this position, the radio can be used with the engine off.

LOCK (Insurance; For Europe)

This is the position for inserting or removing the key. The steering wheel is

The lock will engage if the steering wheel is moved, even slightly, after the key has been removed. The lock is released by inserting the key and turning it to the ACC position while simultaneously moving the steering wheel to the left or right.

WARNING: When

exiting the vehicle, be sure to remove the key from the ignition switch and lock the steering wheel.

Keep the key in your hand, never leave it in the vehicle.

ACC (For Europe)

This is the position to operate the radio when the engine is not running.

LOCK (For Europe)

This is the position for inserting and removing the key. The steering wheel is locked after removing the key and moving the steering wheel slightly. To unlock the steering wheel, insert the key and turn it to the ACC position while gently turning the steering wheel from left to right.

WARNING: Be sure to

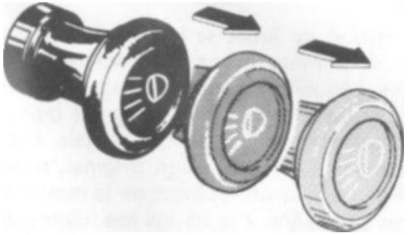
remove the key and lock the steering wheel whenever you leave your vehicle.

Keep the key in your hand, never leave it in the vehicle.

ACC (For Europe)

This is the position for using the radio with the engine off.

LIGHTING SWITCH
LIGHT SWITCH
LIGHT CONTROL
LIGHT SWITCH



The lighting switch is pulled out in two stages. At the first stage, all small lights, taillights, licence plate lights and dash-board meter light are switched on. When you pull it out completely from the original position, headlights, licence plate lights, small lights and dashboard meter light will come on.

If you return the switch to original po-sition and then turn it to clockwise, the front and rear combination light only will come on (for vehicle parking).

The lighting switch is pulled in two stages. In the first stage, the front and rear position lights, license plate lights, and dashboard lights illuminate. In the second stage (fully pulled), the headlights are added to the lights already on .

Only the front and rear lights (for parking) will light up by returning the switch to the initial position and turning it clockwise.

The light switch is pulled in two stages.
In the first stage, the small lights, taillights, license plate lights, and instrument panel gauges illuminate. When pulled fully out of their original position, the headlights, license plate lights, small lights, and instrument panel gauges illuminate.

(For vehicle parking) If you return the control to the original position and then turn it to the right, the front and rear combination lights will illuminate.

The light switch is pulled out in two stages. The first stage turns on the parking lights, taillights, license plate light, and dashboard light. Pulling it completely out of its original position turns on the headlights, license plate light, parking lights, and dashboard light. Returning the switch to its original position and turning it clockwise turns on the front and rear lights.

combination lights turn on.

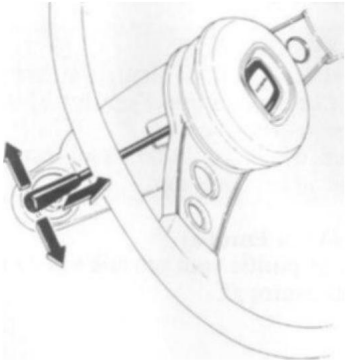
TURN SIGNAL ANO DIMMER SWITCH

TURN SIGNAL REVERSE AND CODES

DIRECTION SIGNAL AND CON-GRADATION MUTATOR

LIGHT

DIRECTION SIGNAL AND DIM SWITCH



Turn signal
With the ignition switch at "ON", move the lever up or down, as illustrated, for directional signals. The right lights will flash with the lever moved upwards, and vice versa.

In the case of right-hand drive vehicles, the right lights will flash with the lever moved downwards, and vice versa.

Dimmer

Pulling the lever backward switches the headlights from high to low beam or from low to high beam.

Turn signals:
With the ignition switch in the "ON" position, raise or lower the lever as shown in the figure to activate the turn signals.
The lever is used to signal a left turn and lowered for a right turn.
In the case of right-hand drive, the right turn signals will flash when the lever is moved downwards, and vice versa.
versa.

Codes

When the lever is pulled back, the headlights are switched from high beam to low beam and vice versa.

Turn Signals To activate the turn signals, with the ignition switch in the "ON" position, move the lever up or down as illustrated. The right lights will flash if you move the lever up, and the left lights if you move it down.

In the case of a vehicle with right-hand drive, the right light will turn on when the lever is moved down, and vice versa.

Light Adjustment

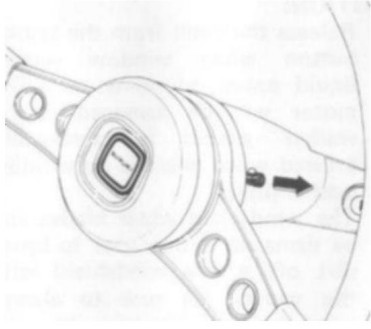
Pulling the lever back will change the headlight beam from high to low (dimmed) or from low to high beam.

Turn Signal With the ignition switch turned "ON," move the lever up and down (as shown in the diagram) to indicate the turn signal. The right lights will flash when the lever is moved up, and vice versa.

Dimmer switch

When the lever is pulled rearward, the headlights switch from high beam to low beam, or from low beam to high beam.

EMERGENCY FLASHER SWITCH
TRAFFIC LIGHT SWITCH OF DISTRESS
AD SWITCH EMERGENCY LIGHT
WARNING LIGHT-SWITCH



Use this emergency flasher switch as a warning light to avoid a rear-end collision when emergency parking is necessary.

CAUTION: Do not use this switch except at an emergency.

In case of dangerous parking, use this switch to turn on the hazard lights. This will help prevent a rear-end collision.

WARNING: Do not use this switch except in case of danger.

Use this switch for emergency light announcement, as a warning light to avoid rear-end collisions when emergency parking is necessary.

CAUTION: Do not use this switch in any case other than an emergency.

Use this hazard warning light switch to avoid rear-end collisions when an emergency stop is required.

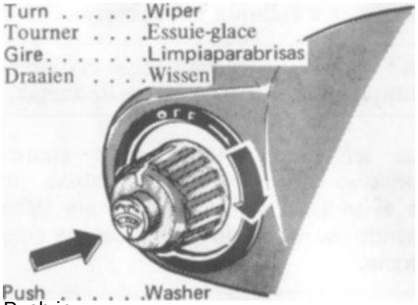
ATTENTION: Use this switch only for an emergency.

WINDSHIELD WIPER AND WASHER SWITCH

WIPER SWITCH-
ICE AND WINDSHIELD WASHER SWITCH FOR LI MP I AP ARA-

BREEZES AND WASHING MACHINE

WINDSCREEN WIPER AND SPRAY SWITCH



Push in. Press. Pressed . . .Lave-glace . .Lavador . .Spray

1. The wipers will corne into operation by turning the switch. They operate at two speeds, low speed at the first position, and high speed at the second position.

2. Window washer liquid will spray out while the switch button is being pressed.

CAUTION: (1)

Release the hand from the switch button when window washer liquid ceases to come out. The motor will be damaged if the washer switch is continually pressed when there is no window washer liquid.

(2) The windshield wiper blades will be damaged if one tries to brush dirt off a dry windshield with the wipers. Be sure to always wet the windshield with the washer liquid before operating the wipers.

1. The windshield wipers start when the switch is turned on.
They have two sweep speeds. To obtain the low speed, turn the switch to the first position. To obtain the high speed, turn the switch to the second position.

2. When the windshield washer button is pressed, the fluid sprays onto the windshield.

CAUTION: (1)

Release the button when the fluid stops flowing. Continuing to press the button when there is no more fluid may damage the windshield washer motor.

(2) Do not operate the windshield wipers on a dry windshield as this may damage the wiper blades.
Before operating the windshield wipers, always wet the windshield with windshield washer fluid .

1. The windshield wipers will operate when you turn the switch. They have two speeds: low speed is activated by turning the switch to the first position, and high speed is activated by turning the switch to the second position.

2 The window washer fluid will splash onto the window when the switch button is pressed.

CAUTION: 1.

Remove your hand from the inter- button

The switch will be pressed when the window washer fluid stops flowing. The motor will be damaged if the switch is pressed when there is no fluid.

2. The windshield and wipers will be damaged if you try to remove dirt from a dry windshield with them. Always be sure to wet the windshield with washer fluid before operating the wipers .

1. The windshield wipers are activated by turning the switch. They operate at two speeds: low speed in the first position and high speed in the second position.

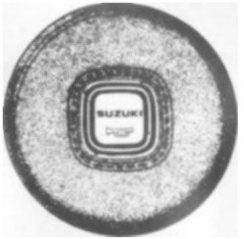
2. The windshield washer operates when the button in the rotary switch is pressed.

MITIGATED:

(1) Do not use the sprayer if no more fluid is coming out of the nozzles. The motor will be damaged if the switch is left depressed while no fluid is present.

(2) Wiper blades will be damaged if you try to wipe dirt off a dry windshield. Always wet the windshield with fluid before using the wipers.

HORN BUTTON
WARNING BUTTON
SOUND
HORN BUTTON
CLAXON



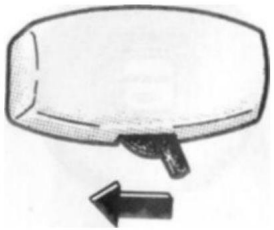
The horn will sound, the moment the horn button is pressed with the ignition switch set at the ON position.

The horn is activated when the ignition switch is in the ON position and the horn button is pressed.

The horn will sound the moment the button is pressed with the ignition switch in the ON position.

The horn works when the ignition is on and the horn button is pressed.

INTERIOR LIGHT SWITCH
SWITCH
CEILING LIGHT
LIGHT SWITCH
INTERIOR
INTERIOR LIGHTING



The light cornes on, when the switch is turned to the left and goes out when the switch is turned to the right.

The ceiling light turns on when the switch is turned to the left; it turns off when it is turned to the right.

The light turns on when the switch is turned to the left and turns off when the switch is turned to the right.

The light turns on when the switch is turned to the left.

RADIO (when fitted)
RADIO (if installed)
RADIO (when it has one)
RADIO (if available)

The radio is turned on by pushing the right knob. Volume can be controlled by turning the knob. Once any of selector buttons between the knobs is set, ac-cording to a desired station, it can be always enjoyed simply by a push of the button. Turning the left knob enables you to select any station independently of the station selector buttons. The station selector button can be set by pulling it out about 1 cm, selecting the station with the left knob and then putting the button back.

The radio turns on when the right button is pressed. By turning this same button, it is possible to adjust the volume.

Once the center selection buttons have been preset to specific stations, these stations can be accessed simply by pressing the corresponding button. The left button allows you to search for stations independently of the selection buttons. To preset a selection button, pull it out approximately one centimeter, tune to the station using the left button, and then push the button back in.

The radio is turned on by pushing the knob on the right.
The volume is controlled

Turning this knob allows you to select any station independently of the center selector buttons. Once either of the center selector buttons is set to a desired station, you can tune to that station simply by pushing the respective button. Turning the left knob allows you to select any station independently of the selector buttons.

The selector button can be locked in place by pulling it in about 1 cm, selecting the station with the left knob, and then returning the button to its original position.

The radio is turned on by pressing the right button. Once one of the selection buttons between the rotary knobs is set to a specific station, you can listen by simply pressing one of the buttons. By turning the left knob, you can select any station independently of the pushbutton selectors. The station pushbutton selector can be adjusted by pulling it out about 1 cm and then selecting the station with the left button. Then, press the pushbutton.

This is used for starting the engine when it is cold. Please refer to page 52 for how to use it.

The choke lever allows you to start the engine when it's cold. For operating instructions, see page 52.

This is used to start the engine when it is cold. Please refer to page 53 for instructions on how to use it.

This is used when the engine is cold. See page 54 for instructions.

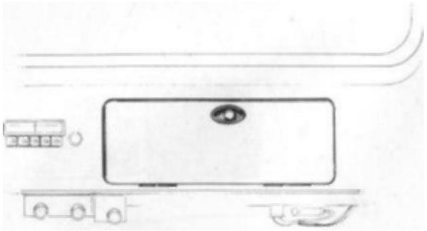
In order to remove the ashtray for cleaning it, lift its rear.

To remove the ashtray for cleaning, lift it from the back.

To remove and clean the ashtray, lift its back.

To remove the ashtray for cleaning, the back must be lifted up.

GLOVE BOX
GLOVE BOX
GLOVE COMPARTMENT
GLOVE BOX



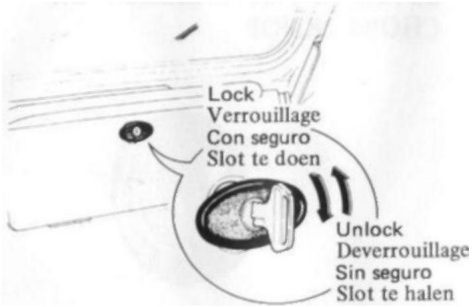
The spring-loaded glove compartment lid stays either in the closed or fully open position.

The spring-loaded glove box lid locks into the fully open or closed position.

The spring-loaded clamp on the glove box lid keeps it fully open or closed.

The self-closing glove compartment lid remains either in the fully closed position or in the fully open position

to stand.



LJ80

The glove box of the LJ80 may be locked with the ignition key.

The

LJ80 glove box can be locked with the ignition key.

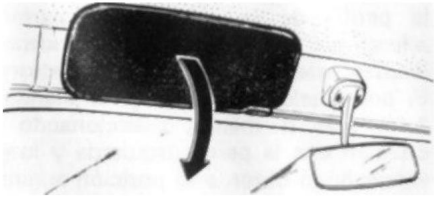
LJ80

The LJ80's glove compartment is closed with the ignition key.

LJ80

The glove compartment of the LJ80 can be locked with the ignition key.

SUN VISOR
SUN SHADE
SUN VISOR
SUN VISPERS



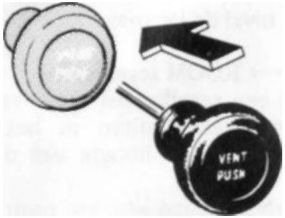
This gives protection against dazzle from the sun. If sunlight is dazzling, pull the sun visor downwards.

The sun visor provides protection against glare from the sun.
When the sun is blinding, pull the sunshade down.

This provides protection against glare from the sun. If the sunlight is dazzling, pull the visor down.

These provide protection against sun glare. When sunlight is blocked, the sun visors can be rolled down.

VENTILATOR KNOB
AIR FAN BUTTON
FAN BUTTON
VENTILATION BUTTON



This ventilator knob opens or closes the ventilator lid. In order to allow stuffy air to escape, open the ventilator by pressing the knob to the limit.

The aerator button allows you to open or close the aerator cover.

To allow the stale air to escape, open the vent by pushing the button all the way in.

This button on the fan opens or closes the fan cover. To allow stale air to escape, fully open the fan by pressing the button.

This ventilation button opens or closes the ventilation cover.

HEATER
HEATING
HEATER
STOVE

The heater offers the following three functions and should be used in the ways indicated below, depending on the par-ticular use for which it is intended:

1. For heating **2.**
For cleaning the windscreen 3. For ventilation

The heater performs the following three functions and must be used in the manner indicated below, according to the particular use for which it is intended.

1. For heating 2. For
demisting and defrosting the windshield 3. For ventilation

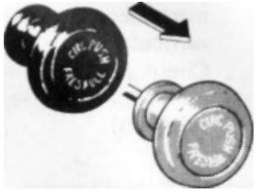
The heater offers the following three functions and should be used in the ways indicated below, depending on the particular case for which it is intended.

1. For heating **2.** For
cleaning the windshield 3. For ventilation

The stove has the following three functions and should be used as indicated below.

1. For heating 2. To clarify
the pre-

window 3. For ventilation



FRESH<—^CIRC changeover knob This is a changeover knob for controlling the intake of air from outside and the cir-culation of air inside the vehicle.

FRESH . . . . . Intake of air from outside (Air is introduced from outside into the vehicle).

CIRC . . . . . Air circulation (Air is cir-culated inside the vehicle).

Bouton FRESH <-» CIRC (air frais <-+ circulation)

This button controls the intake of outside air and the air circulation inside the vehicle.

FRESH . . Air intake from the outside (Air passes from the outside into the vehicle.)

CIRC ... . Air circulation (air circulates inside the vehicle.)

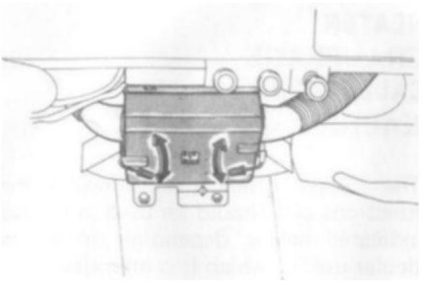
FRESH switch button *—»• CIRC This is the switch button to control the intake of outside air and the circulation of air inside the vehicle.

FRESH . It draws air from the outside (Air is introduced from outside the vehicle).

CIRC ... . Air circulation (Air is circulated inside the vehicle).

FRESH *-* CIRC control button This is a button to allow or deny outside air to enter.

FRESH ... . Outside air.
CIRC . . . . . Air circulation (Outside air does not enter)



DE F <—• ROOM changeover lever This is a changeover lever for sending warm air or air from outside into the vehicle, either at windshield level or at foot level.

DEF (Upward position): Directs air to windshield level

ROOM (Downward): Directs air to foot level

DEF lever <-* ROOM (Passenger compartment defrosting)
This lever controls the sending of hot air or outside air into the vehicle, either at the windshield level or at foot level.

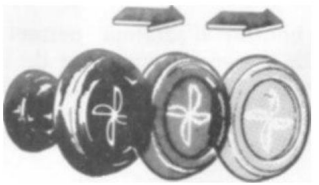
DEF (defrost; upper position): Air is directed to the windshield. ROOM (passenger compartment; lower position): Air is directed to the footwell.

DEF *—* ROOM Switch Lever This is the lever to send hot or fresh air from outside to the vehicle, either at the level of the windshield or the feet.

DEF (Upward Position): Sends air to the level of the windshield.
ROOM (Downward position): Sends air to the level of the feet.

DEF <—• ROOM control lever This is a control lever for warm air or air from outside into the vehicle, located at the height of the windshield or by the feet.

DEF (Upward Position): Provides air at windshield level
ROOM (Downward Position): Provides air at foot level

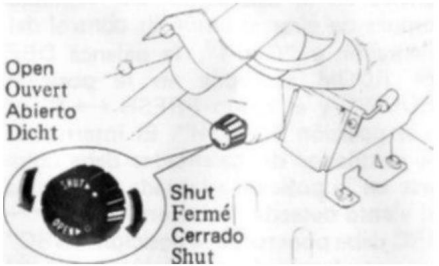


Heater blower switch The
heater blower will operate by pulling the knob. At the first stage a light wind is produced, and at the second stage a strong wind. When the heater control knob is turned to the SHUT position, the blower is inoperative.

Heater blower switch: The heater blower operates when the knob is pulled. In the first position, the airflow is gentle; in the second position, it is strong. When the heater control knob is turned to the SHUT position, the blower does not operate.

Heater Fan Switch: The heater fan will turn when the button is pulled. The first stage produces a light breeze, and the second stage produces a strong breeze. When the heater control button is turned to the SHUT (off) position, cold air is introduced.

Heater fan switch: The heater fan
starts by pulling the knob. The first stage produces a gentle airflow, and the second stage produces a strong airflow. When the heat control knob is turned to the
SHUT position, a cold light will appear.



Heater control knob Turn
the knob toward "OPEN" and hot water is fed to the heater to effect heat-ing. During hot weather, you may prefer to shut off the heater control knob.

Heating control knob: When this knob is turned
to the "OPEN" position, hot water flows through the radiator and heating is activated. In warm weather, close the heating control knob if desired.

Heater control button
Turn the knob to "OPEN" and hot water will flow to the heater for heating. During warm weather, you may prefer to close the heater control knob completely.

Heater control knob:
Turn this knob to "OPEN" to direct hot water into the heater for heating. In warm weather, you can close the heater control knob.

Control of heating inside the vehicle After turning
the heater control knob to "OPEN", the DEF ROOM lever is put in the "ROOM" position, and the FRESH CIRC knob in the "FRESH" position. The heater blower switch should be set to a proper position in relation to the wind force desired. The FRESH *—** CIRC knob should be put in the "CIRC" position if heating inside the vehicle is to be effected for only a short time, or if the outside air is dirty.

Operation for clearing the windshield (During
winter or cold periods)
After turning the heater control knob to "OPEN", the DEF +-> ROOM lever is put in the "DEF" position, and the FRESH <-»• CIRC knob in the "FRESH" position. Misting rapidly disappears when the heater blower switch is pulled.

Interior Heating Controls: After turning the heater control knob to the "OPEN" position, move the DEF <-> ROOM lever to the ROOM position and the FRESH <-> CIRC button to the "FRESH" position. Adjust the heater blower switch to the desired airflow setting. If heating is required for a short period or if the outside air is polluted, move the FRESH <-> CIRC lever to the CIRC position.

Vehicle Heating Control: After turning the heater control knob to "OPEN," the DEF <—> ROOM lever is moved to the "ROOM" position, and the FRESH <—> CIRC knob is moved to the "FRESH" position. The heater fan switch should be set to the appropriate position for the desired airflow. The FRESH <—> CIRC knob should be set to the "CIRC" position if the vehicle will only be heated for a short time, or if the outside air is dirty.

Adjusting the heater inside the vehicle: After turning the heat control knob to "OPEN," move the DEF <-> ROOM lever to the "ROOM" position, and the FRESH «-> CIRC lever to the "FRESH" position. The heater blower switch should be set to the appropriate position for the desired blower speed. The FRESH <-> CIRC knob should be set to the "CIRC" position if the vehicle only needs to be heated for a short period, or if the outside air is unpleasant.

Windscreen demisting or defrosting (in winter or cold weather)
After setting the heater control knob to "OPEN", move the DEF <-> ROOM lever to the "DEF" position and the FRESH <-> CIRC lever to the "FRESH" position. The condensation will disappear quickly when the heater blower switch is pulled.

Windshield cleaning procedure (During winter or cold periods)
After turning the heater control knob to "OPEN", the DEF * ROOM lever is set to the "DEF" position, and the FRESH CIRC knob to the "FRESH" position. The fogging will quickly disappear when the heater fan switch is pulled.

Use to clear the windshield (during winter or cold periods)

After turning the heat control knob to "OPEN," the DEF ROOM lever is set to the DEF position, and the FRESH CIRC is set to the "FRESH" position. Deposits disappear quickly when the heater fan switch is pulled out.

Operation for clearing the windshield (During summer or hot periods)

After turning the heater control knob to "SHUT", the DEF ROOM lever is put in the "DEF" position, and the FRESH <-> CIRC knob in the "FRESH" position. Misting rapidly disappears when the heater blower switch is pulled. The FRESH <-> CIRC knob should be put in the "CIRC" position and the heater blower switch pulled if the outside air is dirty.

Control of ventilation inside the vehicle After turning the heater control knob to "SHUT", the DEF <-> ROOM lever is put in the "ROOM" position, and the FRESH <-> CIRC knob is put in the "FRESH" position. The heater blower switch should be set to a proper position in relation to the wind force desired. The FRESH CIRC knob should be put in the "CIRC" position if the outside air is dirty.

Windshield demisting (in summer or hot weather)

After setting the heater control knob to "SHUT" (off), set the DEF <-> ROOM lever (defrost <-> cabin) to the DEF (defrost) position, and the FRESH <-> CIRC (fresh air <-> circulation) knob to the "FRESH" (fresh air) position. The condensation will disappear quickly when the heater blower switch is pulled. If the outside air is polluted, set the FRESH <-> CIRC (fresh air <-> circulation) knob to the "CIRC" (circulation) position and pull the heater blower switch.

Vehicle interior ventilation After placing the heater control knob in the "SHUT" (closed) position, put the DEF <-> ROOM lever (defrost <-> passenger compartment) in the "ROOM" (passenger compartment) position and the FRESH <-> CIRC (fresh air <-> circulation) knob in the "FRESH" (fresh air) position.

Set the blower switch to the position corresponding to the desired wind strength. If the outside air is polluted, set the FRESH <-> CIRC (fresh air <-> circulation) button to the "CIRC" (circulation) position.

Windshield cleaning procedure (During summer or hot periods)

After turning the heater control knob to "SHUT", place the DEF <-> ROOM lever in the "DEF" position, and the FRESH <-> CIRC knob in the "FRESH" position. The fogging disappears quickly when the heater fan switch is pulled.

If the outside air is dirty, the FRESH <-> CIRC button should be set to the "CIRC" position and the heater fan switch should be pulled.

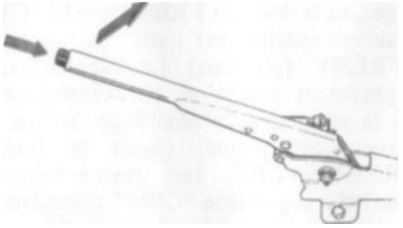
Vehicle Ventilation Control: After turning the heater control knob to "SHUT", move the DEF <-> ROOM lever to the "ROOM" position and the FRESH <-> CIRC knob to the "FRESH" position. The heater fan switch should be set to the appropriate position according to the desired airflow. The FRESH <-> CIRC knob should be set to the "CIRC" position if the outside air is dirty.

Instructions for clearing the windscreen (during summer and warm periods)

After turning the heat control knob to "SHUT," the DEF <-> ROOM lever is set to the "DEF" position, and the FRESH <-> CIRC knob is set to the "FRESH" position. Deposits disappear quickly when the heater fan switch is pulled out. The FRESH <-> CIRC knob should be set to the "CIRC" position if the outside air is unpleasant, and the heater fan switch is then pulled out.

Adjusting the ventilation in the vehicle: After turning the heat control knob to "SHUT," move the DEF <-> ROOM lever to the "ROOM" position, and set the FRESH <-> CIRC knob to the "FRESH" position. The heater fan switch should be set to the correct position for the desired airflow. The FRESH <-> CIRC knob should be set to the CIRC position if the outside air is unpleasant.

PARKING BRAKE LEVER
HANDBRAKE LEVER
BRAKE LEVER
PARKING LOT
PARKING BRAKE LEVER



When the lever is raised, the parking brake comes into action. To release the parking brake, raise the lever slightly and push the knob at the end of the lever with the thumb, and return the lever to its original position.

WARNING:

This lever must always be fully applied when parking. Be sure to check that the brake warning indicator light goes out whenever the lever is released.

When the lever is fully pulled, the handbrake is engaged. To release the handbrake, pull the lever slightly and depress the button at the end of the lever with your thumb. Return the lever to its original position.

WARNING: This lever must always be fully depressed when parking. Ensure the brake warning light goes out when the lever is released.

When the lever is fully raised, the parking brake engages. To release it, slightly lift the lever and push the button at the end of the lever with your thumb, then return the lever to its original position.

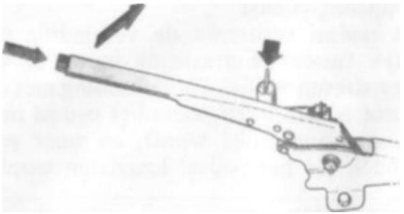
WARNING:

When parking, always fully engage this lever. Make sure the brake warning light turns off after releasing the lever.

Pulling the lever firmly upward engages the parking brake. To release the parking brake, pull the lever slightly upward and depress the button at the end of the lever with your thumb, then return the lever to its original position.

WARNING: This lever must always be fully pulled in when parking.

Make sure that the parking brake warning light goes out when the lever is released.



LJ80 (Except for Europe)

For LJ80, a parking brake lever lock is provided on the base of the lever to pre-vent theft. To lock, insert the lock, key and turn it clockwise.

LJ80 (except for Europe)

On the LJ80, a locking mechanism is fitted to the base of the lever. To lock the lever, insert the lock key and turn it clockwise.

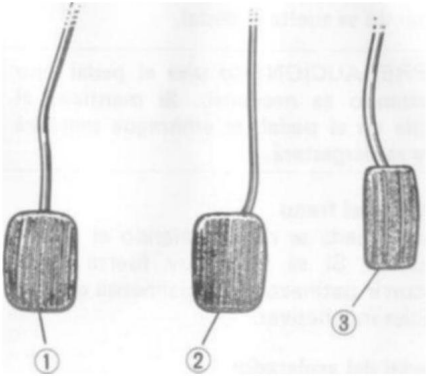
LJ80 (Except for Europe)

The LJ80 is equipped with a parking brake lever lock to prevent vehicle theft. To engage the lock, insert the key and turn it to the right.

LJ 80 (Except Europe)

For the LJ80, a parking brake lock is located at the base of the lever to prevent theft. To lock it, insert the key and turn it clockwise.

PEDALS
PEDALS
PEDALS
PEDALS



(1) Clutch pedal
(2) Brake pedal
(3) Accelerator pedal

(1) Clutch pedal
(2) Brake pedal
(3) Accelerator pedal

(1) Clutch pedal
(2) Brake pedal
(3) Accelerator pedal

(1) Clutch pedal
(2) Brake pedal
(3) Accelerator pedal

Clutch pedal

This pedal temporarily disconnect engine power from the driving wheels, while the engine is in operation. The engine is dis-connected when the pedal is depressed with the foot and reconnected when the pedal is released.

CAUTION: Do not place the foot on the pedal except when necessary. If the foot is kept on the pedal, the clutch will slip and wear out.

Brake pedal

Braking is effected when the pedal is depressed with the foot. If it is depressed too strongly skidding may be caused especially on loose surfaces.

Accelerator pedal

This is the pedal which controls the revolutions of the engine. When the pedal is depressed with the foot, the revolutions increase, and the power output and speed can be raised.

Clutch pedal: This pedal
temporarily interrupts the transmission of power from the engine to the wheels. The transmission is interrupted when the pedal is pressed; it is restored when the pedal is released.

CAUTION: Do not leave your foot on the pedal longer than necessary.
Otherwise, the clutch will slip and wear out prematurely.

Brake pedal:
Braking occurs when the pedal is pressed. If it is pressed too hard, the vehicle may skid, especially on soft surfaces.

Accelerator pedal: This
pedal controls the engine speed. When you press this pedal, the engine speed increases, and the power delivered by the engine and the vehicle speed increase.

Clutch pedal: This pedal
temporarily disconnects the transmission of power from the engine to the drive wheels while the engine is running. The engine is disconnected when the pedal is pressed and reconnected when the pedal is released.

CAUTION: Do not press the pedal but
when necessary. If you keep your foot on the pedal, the clutch will slip and wear out.

Brake pedal: Braking
occurs when the pedal is pressed. Pressing it too hard can cause skidding, especially on non-cohesive surfaces.

Accelerator pedal: This is
the pedal that controls the engine's revolutions. When the pedal is pressed with the foot, the revolutions increase, and the power output and speed can be increased.

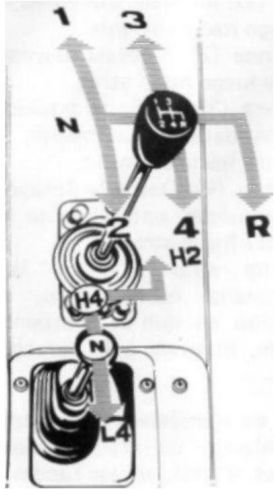
Clutch pedal: This
pedal temporarily disconnects **the** running engine from the driven **wheels.** The connection to the engine is disconnected as soon as the pedal is depressed, and reconnected when the pedal is released.

WARNING: Only place your foot on the pedal when necessary. Keeping your foot on the pedal will cause the clutch to slip, causing slew.

Brake pedal
The brakes are applied when the pedal is pressed with the foot.
If pressed too forcefully it can cause slipping, especially on loose road surfaces.

Accelerator
pedal. This is the pedal that controls the engine's RPM. When the pedal is depressed with your foot, the RPM will increase, allowing you to increase power and speed.

GEARSHIFT LEVERS
SELECTION LEVERS
SPEEDS
GEAR SHIFT LEVERS
GEAR LEVERS



Transmission shift lever This

is the lever for controlling gear changes and to select particular gears direct from the neutral position, operate as follows: * Low (1): Move gently to the left and then forward.

* Second (2): Move gently to the left and then backward.

* Third (3): Move the lever forward from the position where it is standing naturally.

* Top (4): Move the lever backward from the position where it is standing naturally.

* Reverse (R): With the lever pressed down from the position where it is standing naturally, move it to the right and backward.

Transfer shift lever *

H2: 2-wheel drive high range (rear wheels drive). This position should be used for normal driving on dry, hard-surfaced roads.

* H4: 4-wheel drive high range (high speed four wheels drive). This position provides greater traction than 2-wheel drive. Use this for driving on slippery roads (wet, icy, snow-covered, or muddy roads etc.) or off-road.

* N: Neutral. Engine power is not trans-fered to wheels.

* L4: 4-wheel drive low range (low speed four wheels drive). Use this for climbing or descending steep hills, or off-road driving.

Shift the transfer lever to a desired po-sition after depressing the clutch pedal.
If you have trouble with shifting, put the transmission in gear and release the clutch pedal slightly while pushing the transfer lever.

CAUTION: (1)

Bring the vehicle to a complete stop before shifting the transfer lever between 4WD high range (H4) and 4WD low range (L4).

(2) It is permissible to shift the lever between 2WD (H2) and 4WD high range (H4) while driving, and the steering must be in the straight ahead position during the shifting operation.

Gear shift lever. This lever allows you to change gears. To change gears from neutral, proceed as follows:

* First (1): Move the lever gently to the left and then forward.
* Second (2): Move the lever gently to the left and then back.
* Third (3): Move the lever forward from the position where it naturally returns.

* Fourth (4): Move the lever back from the position where U naturally returns.

* Reverse (R): Slightly push the lever into the position where it naturally returns, then move it to the right and then backward.

Transfer lever * H2: high gears, 2-wheel drive (rear-wheel drive). This position should be used for normal driving on dry, hard-surface roads.

* H4: high ratios, 4-wheel drive (high speed, four-wheel drive).
This position provides greater traction than two-wheel drive. Use this position for driving on slippery roads (wet, icy, snowy, muddy, etc.) or off-road.

* N: neutral. Power is not transmitted to the wheels.

* L4: reduced gear ratios, 4-wheel drive (low speed, four-wheel drive).
Use this position for going up and down steep hills or off-road.

Place the transfer lever in the desired position after pressing the clutch pedal. If shifting gears is difficult, engage a gear and slightly release the clutch while pushing the transfer lever.

CAUTION: (1)
Before moving the transfer lever between the 4WD high speed range (H4) and the 4WD low speed range (L4), completely stop the vehicle.

(2) Switching between 2WD (H2) and 4WD high-speed range (H4) while driving is possible. During this operation, the steering wheel must be turned so that the wheels are straight.

Gearbox lever
This is the lever to control gear changes and to select the specific gear directly from the neutral position, operate as follows:

* Down (1): Gently move it to the left and then forward.

* Second (2): Move it gently to the left and then back.

* Third (3): From the position in which it is naturally held, move the lever forward.

* Maximum (4): From the position in which it is naturally held, move the lever backwards.

* Reverse (R): With the lever pressed down, from the position in which it is naturally held, move it to the right and backward.

Transmission transfer lever * H2: Two-wheel long-range control (rear wheel control) .

This position should be used for normal driving on hard, dry surface roads.

* H4: High-range four-wheel drive (high-speed four-wheel drive). This position provides more traction than two-wheel drive. Use it for driving on slippery roads (wet, icy, snow-covered, or muddy, etc.) or off-road.

* N: Neutral. Engine power is not transmitted to the wheels.
* L4: Low-range 4-wheel drive (low-speed four-wheel drive). Use it for going up or down steep hills, or for off-road driving.

Place the transfer case lever in the desired position after pressing the clutch pedal. If you have trouble with the lever slipping, engage the transmission and slightly release the clutch pedal while simultaneously pushing the transfer case lever.

CAUTION: **(1)** Before changing the transfer lever between high range 4WD (H4) and low range 4WD (L4), bring the vehicle to a complete stop.

(2) It is permitted to change the lever between 2WD (H2) and 4WD long range (H4) while driving, and the steering must be in the straight forward position during the shift operation.

Gearbox Lever This is the lever for changing gears, operate as follows: to select the desired gear directly from the neutral position.

* One (1): Move carefully to the left and then forward.

* Two (2): Move carefully to the left and then back.

* Three (3): Move the lever forward from the neutral position.
* Top (4): Move the lever backward from the neutral position.
* Reverse (R): When the lever is pressed from the neutral position, move it to the right and backward.

Transfer case lever *
H2: 2-wheel drive high gear (rear-wheel drive). This position should normally be used for driving on paved and dry roads.

* H4: 4-wheel drive high gearing (high speed with four driven wheels.) This position gives better grip than two driven wheels.

Use these for riding on slippery roads (water, ice, snow-covered or muddy roads, etc.) or off-road.

* N: Neutral. Engine power is not transmitted to the wheels.
* L4: 4-wheel drive low gearing (low speed four-wheel drive).

Use this for climbing or descending steep slopes tydens terrein ryden.

After depressing the clutch pedal, move the gear lever to the correct position. If you have difficulty shifting, put the transmission in gear and gradually release the clutch while pressing against the gear lever.

WARNING: (1) Bring the vehicle to a complete stop before shifting between 4WD high range (H4) and 4WD low range (L4) with the transfer lever.

(2) It is permissible to switch between 2WD (H2) and 4WD high range (H4) while driving, but the steering wheel must be kept in the straight position during the switch.

TIPS ON DRIVING
DRIVING TIPS
DRIVING TIPS
DRIVING INSTRUCTIONS

ENGINE STARTING

Starting a cold engine **1.** Be sure that the transmission gearshift lever is in NEUTRAL. Depress the clutch pedal.

2. Pull out the choke knob all the way, and start cranking the engine by operating the ignition key. (Be sure not to depress the accelerator pedal at this time.)

3. As soon as the engine starts, release the key and the clutch pedal.
4. Push the choke knob gradually to the position where the engine runs smooth-ly without stalling. Keep the engine running in this condition until the coolant temperature rises to "C" on the temperature meter.

5. As the temperature rises to "C", push in the choke knob back all the way, and lightly depress the accelerator pedal.

6. After the temperature rises to "C", you're ready to drive.

NOTE: If the engine is very cold, pump the ac-celerator pedal two or three times before crank-ing. Using the pedal this way will help the engine fire up.

CAUTION: (1)
Turn off the starter prompdy when the engine fires up.
It is hard on the starter to keep it running when the engine has started to run by itself.

(2) Do not crank the engine more than 5 seconds at a time. If first cranking fails, wait about 10 seconds (to let the battery recoup its strength) and then try again.

(3) Do not "race" a cold engine after starting.

Starting up a hot engine Do not pull the choke knob. Depress the accelerator pedal just a little and turn on the starter. Do not pump the pedal.

ENGINE START-UP

Cold start engine 1. Ensure the gear shift lever is in NEUTRAL.

Press the clutch pedal.
2. Pull the choke lever fully and start the engine by turning the ignition key. (Do not press the accelerator pedal yet.)

3. As soon as the engine starts, release the ignition key and the clutch pedal.

4. Gradually push in the choke lever until the engine runs smoothly without stalling. Let the engine run until the coolant temperature reaches point "C" on the thermometer.

5. When the temperature reaches "C" Push the choke lever in all the way, and press the accelerator pedal lightly.

6. Once the temperature reaches "C", the vehicle is ready to start.

NOTE: If the engine is very cold, repeatedly press the accelerator pedal before starting it. This will make it easier to start.

ATTENTION:

(1) Release the key immediately once the engine has started. The starter motor must not continue to turn after the engine has started.

(2) Do not start the engine for more than 5 seconds at a time. If the engine does not start, wait approximately 10 seconds (to allow the battery to regain its strength) and make a second attempt.

(3) Do not "rev" a cold engine after starting.

Starting the engine when warm: Do not pull the choke lever. Gently depress the accelerator pedal and turn the ignition key to engage the starter. Do not rev the engine.

STARTING THE ENGINE

Starting a cold engine 1. Make sure the gear lever is in NEUTRAL. Press the clutch pedal.

2. Pull the choke button fully out, and start the engine by turning the ignition key. (Make sure not to press the accelerator pedal at this time.)

3. As soon as the engine starts, release the key and the clutch pedal.

4. Gradually push the choke button to the position where the engine runs smoothly without losing speed. Keep the engine running in this condition until the coolant temperature rises to "C" on the temperature gauge.

5. When the temperature rises to "C", fully push the choke button in, and press the accelerator pedal.

6. After the temperature rises to "C" you are ready to march.

NOTE: If the engine is very cold, pump the accelerator pedal two or three times before starting. Using the pedal in this way will help start the engine.

CAUTION: (1)

Disconnect the starter immediately after the engine starts.
It is harmful to the starter to keep it operating when the motor has started running on its own.

(2) **Do not start the engine for more than** 5 **seconds at a time. If the first attempt fails, wait about** 10 **seconds (let the battery recover its strength) and then make the second attempt.**

(3) After starting the engine from cold, do not rev it.

Starting a hot engine: Do not pull the choke button. Press the accelerator pedal only slightly and engage the starter. Do not pump the pedal.

STARTING THE ENGINE

Starting a cold engine 1. Make sure the transmission is in the NEUTRAL position.

2. Pull the choke knob all the way out and start the engine. (Make sure you don't press the accelerator pedal at this point.)

3. Release the ignition key as soon as the engine is running.

4. Gradually press the choke knob until the engine runs smoothly without stalling.

5. Then push the choke knob all the way back. Once the engine has run for a while, you can press the accelerator pedal slightly.

6. Now you are ready to ride.

NB: Pump the accelerator pedal two or three times before starting if the engine is very cold.
Using the pedal in this way will help start the engine.

CAUTION: (1)

Stop the starter motor immediately after the engine starts. It is harmful to turn the starter motor while the engine is running.

(2) Do not start the engine for more than five seconds at a time. If the first attempt fails, wait about ten seconds (to allow the battery to recharge) and then try again.

(3) Do not ride hard with a cold engine.

Starting a warm engine: Don't pull the choke knob. Press the accelerator pedal lightly and let the starter motor turn. Don't pump the pedal.

USE OF CLUTCH

Depress the clutch pedal while putting the gearshift lever into low gear. If you experience any difficulty, press down on the clutch again and try again. Once the vehicle is in low gear, release the hand brake and press down on the accelerator slowly while releasing the clutch. Listening to the engine sound is helpful in dealing with the clutch. As you gradually release the clutch there will be a change in the engine's sound. It is at this time that the accelerator is to be depressed, while you continue to ease up on the clutch gradually.

CAUTION: Do not use your clutch pedal as a footrest while driving. Nor should you use a half-depressed clutch pedal to keep the vehicle stationary on the upgrade. Such misuse of the clutch may cause damage.

USE OF
THE CLUTCH

Press the clutch and shift the gear lever into first gear. If you have difficulty, press the clutch again and try again. Once the vehicle is in first gear, release the handbrake and slowly press the accelerator while releasing the clutch. To engage the clutch, it will be helpful to listen to the engine noise. As you gradually release the clutch pedal, the engine noise will change. This is when you should press the accelerator pedal, while continuing to release the clutch.

CAUTION: Do not use the clutch pedal as a footrest while driving. Do not use the clutch to hold the vehicle stationary on an incline. Doing so will damage with the clutch.

USE OF THE CLUTCH

Press the clutch pedal while simultaneously shifting the gear lever into first or low gear. If you experience any difficulty, press the clutch pedal again and try again.

Once the vehicle is at a low speed, release the parking brake and gently press the accelerator while releasing the clutch. Listening to the engine noise helps with clutch control.

As you gradually release the clutch, there will be a change in the engine sound.

It is at this moment that you should press the accelerator, while you continue to release the clutch little by little.

CAUTION: Do not use the clutch pedal to rest your foot while driving. Do not use the clutch pedal half-depressed to hold the vehicle on an incline.

Such overuse of the pedal damages it.

USING THE CLUTCH

Depress the clutch pedal while shifting the gear lever to first gear. If you experience any difficulty, depress the clutch again and try again. Release the handbrake once the vehicle is in first gear, then slowly depress the accelerator pedal and simultaneously release the clutch. Listening to the engine sound will help you use the clutch. When you gradually release the clutch, you will notice a change in the engine sound. This is the moment when you should depress the accelerator pedal while slowly releasing the clutch.

WARNING: Do not use the clutch pedal as a foot rest while driving, nor should you use the clutch pedal to hold the vehicle stationary on a hill by holding it halfway down. Such misuse will damage the clutch.

USE OF THE TRANSMISSION

When changing gears or starting do not race the engine. This shortens the engine life and hinders smooth shifting. All forward speeds are synchronized, which provides for noiseless gearshifting. The synchronization makes gearshifting easy, and only a little effort is required to move the control lever. It is not neces-sary to double de-clutch nor to accelerate in neutral when shifting down.

Good gearshift control refers to holding the engine rpm always within a certain range regardless of vehicle speed changes. If this is well done, fuel will be conserved and the vehicles lifespan will be pro-longed. To help your gearshift handling, keep the following criterion in mind.

USING THE BOX OF GEAR

Do not rev the engine when changing gears or starting the vehicle. This will shorten the engine's service life and prevent smooth gear changes.

All forward gears

are synchronized, ensuring quiet gear changes. Synchronization makes gear changes easy, and the lever can be operated with minimal effort. Double-clutching and revving in neutral while downshifting are unnecessary. Proper gearbox operation involves maintaining a consistent engine speed within a certain RPM range, regardless of vehicle speed variations. Following this correctly will save fuel and extend vehicle life. When shifting gears, refer to the following table.

won:

USE OF THE TRANSMISSION

When shifting gears or starting, the engine won't rev. This shortens engine life and makes shifting difficult. All forward gears are synchronized, providing quiet shifting. The synchronization makes shifting easy, requiring only minimal effort to move the control lever. There's no need to double-clutch or rev the engine in neutral when downshifting.

Proper gear shifting depends on maintaining the engine's revolutions per minute (RPM) within a certain range, regardless of the vehicle's speed. If done correctly, this will conserve fuel and extend the vehicle's lifespan. To aid your gear shifting, always keep the following criteria in mind.

USE OF THE GEARBOX

Don't rev the engine when shifting or starting. This shortens the engine's lifespan and prevents smooth shifting. Synchronization makes downshifting easy, and minimal force is required to move the gearshift lever. There's no need to double-clutch or rev the engine in neutral when downshifting.

Proper shifting means keeping the engine speed within a certain range, regardless of the vehicle's speed. If performed correctly, this will save fuel and extend the vehicle's lifespan. Remember these tips to improve your shifting.

Transfer gear is in "H2" or "H4" po-sition

The transfer report is on "H2" or "H4".

The transfer lever is in the "H2" or "H4" position

The changeover box is in the "H2" or "H4" positie

Engaged gear Gear engaged Gear in action Used gear	Speed range Speed range Scope of speed Speed range
Low First Low First	0-2 5 km/h 0 - 1 6 mile/h
Second Second Second Second	5-4 0 km/h 3 - 25 mile/h
Third Third Third Third	1 0 - 6 0 km/h 6-3 7 mile/h
Top Fourth Maximum Highest	3 0 km/h - Max. 20 mile/h - Max.

Transfer gear is in "L4" position
The transfer report is on "L4"
The transfer lever is in the "L4" position.

The transfer box in the "L4" position

Engaged gear Gear engaged Gear in action Used gear	Speed range Speed range Scope of speed Speed range
Low First Low First	0-1 5 km/h 0 - 10 mile/h
Second Second Second Second	5-2 5 km/h 3-1 5 mile/h
Third Third Third Third	8-3 5 km/h 5-2 5 mile/h
Top Fourth Maximum Highest	15 km/h - Max. 9 mile/h — Max.

Foot brake It
is well known that the distance needed to bring a car to a halt increases with the speed of the vehicle. The braking distance, for example, at 60 km/h (37 mile/h) will be 4 times greater than the braking dis-tance at 20 km/h (12 mile/h). Start to brake the vehicle some distance from the stopping point and slow the vehicle down gradually.

CAUTION: Do not rest your foot on the brake pedal while driving.

WARNING:

After going through deep water or a car wash, dry the brakes by a gentle intermittent pedal action while driving at very slow speeds. After extended operation in deep mud, sand, water or similar dirty conditions, clean brake drums and brake linings to avoid ex-cessive wear.

BRAKING

Foot brake .
We know that the distance required to bring a vehicle to a complete stop increases with the vehicle's speed. The distance of
Braking from 60 km/h (37 mph), for example, is four times greater than braking from 20 km/h (12 mph). Begin braking a certain distance from the stopping point and slow down gradually.

WARNING: Do not rest your foot on the brake pedal while driving.

WARNING: After driving
through deep water or having the vehicle washed, dry the brakes by gently and intermittently pumping the brake pedal at a very low speed. After prolonged use of the vehicle in deep mud, sand, water, etc., clean the brake drums and brake linings to prevent excessive wear.

Foot Brake: It
is well known that the distance a vehicle needs to stop increases with its speed. For example, the braking distance at 60 km/h (37 mph) will be four times greater than the braking distance at 20 km/h (12 mph). Begin braking the vehicle some distance from the stopping point and gradually reduce the vehicle's speed.

CAUTION: When driving, do not rest your foot on the brake pedal.

WARNING: After
driving through deep water or using a car wash, dry the brakes by gently and intermittently pumping the pedal while driving at very low speed. After prolonged operation in deep mud, sand, water, or similar conditions, clean the brake drums and linings to prevent excessive wear.

BRAKES

Foot brake

It's common knowledge that the distance required to stop a car increases as the vehicle's speed increases. The braking distance at 60 km/h (37 mph) will be four times longer than the braking distance at 20 km/h (12 mph). Always brake promptly and gradually.

WARNING: Do not rest your foot on the brake pedal while driving.

WARNING:

After driving through deep water or a car wash, the brakes should be dried by gently pressing the pedal intermittently while driving slowly. Clean the brake drums and brake shoes after prolonged use in deep mud, sand, water, and similar dirty conditions to prevent excessive wear.

Parking brake

Whenever the vehicle is parked, the park-ing brake should by all means be applied.

It is very important to raise the lever to the uppermost position so that the brake fully works. Particularly in parking the vehicle on a slope, raise the lever to the uppermost position and then, ascertain that the vehicle comes to a complete stop, slowly releasing your foot from the brake pedal.

Handbrake:

When parking the vehicle, always use the **handbrake .** It is essential that the lever is fully pulled **for** the brake to function properly. When parking on a hill, pull the lever fully and ensure the vehicle has come **to** a complete stop by slowly releasing the brake pedal.

Parking Brake: Whenever the

vehicle is parked, the parking brake must be applied. It is very important to move the lever to the fully engaged position so that the brake works effectively. Especially when parking the vehicle on a slope, raise the lever to its maximum position and then ensure the vehicle comes to a complete stop by gently releasing your foot from the brake pedal.

Parking brake:

The parking brake must be used under all circumstances when parking the vehicle. It is very important to pull the lever as far as possible for the brake to be fully effective. Especially when parking the vehicle on a slope, pull the lever all the way to the top. Once the vehicle has come to a complete stop, you can release your foot from the brake pedal.

BREAKING IN

In the process of manufacture the best possible materials are used and all ma-chine parts are finished to high standards 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.

* Never exceed the breaking-in speeds indicated in the table.
* Never drive at the maximam speeds re-commended for long stretches, espe-cially on climbs.

BREAK-IN

During the manufacturing process, only the finest materials were used, and all parts were machined to the highest degree of finish. However, it is still necessary to break in the moving parts before demanding maximum engine performance. The engine's future performance and reliability will depend on the care and moderation shown during its initial period of use. The general guidelines are as follows.

* Never exceed the break-in speeds indicated in the table.
* Never undertake long journeys at the maximum recommended speeds, especially uphill.

SETTLEMENT

The best possible materials are used in the manufacturing process, and all machined parts are finished to high standards. However, before subjecting the engine to maximum stress, it is still necessary to allow the moving parts a break-in period. The engine's future performance and reliability depend on the care and moderation exercised during its initial life. The general rules are as follows.

* Never exceed the settling speeds indicated in the table.
* Never drive at the maximum recommended speeds over long distances, especially uphill.

BREAK-IN PERIOD

The best possible materials were used in the manufacturing process, and all engine components are finished to a high standard. However, it is still necessary to allow the moving parts to become acquainted with each other during the so-called break-in period before the engine is subjected to maximum load. The application

The engine's future performance and reliability depend on how the vehicle is treated during the break-in period. In general, the rules are as follows.

* Never exceed the entry speeds indicated in the table.
* Never maintain the maximum entry speeds for extended periods, especially on a slope.

Transfer gear is in "H2" or "H4" position Transfer gear is in "L4" position

The transfer report can be found on "H2 " ou sur "H4"

The transfer report can be found on "L4"

The transfer lever is in the "H2" or "H4" position

The transfer lever is in the "L4" position.

The transfer box is in the "H4" positie

"H2" or The changeover box is in the "L4" position

Mileage Mileage Mileage Mileage	Initial Premiers 1 000 km First 600 miles First
Low First Low First	15 km/h 10 mile/h
Second Second Second Second	25 km/h 16 mile/h
Third Third Third Third	40 km/h 25 mile/h
Top Fourth Maximum Highest	55 km/h 35 mile/h

Mileage Mileage Mileage Mileage	Initial First 1000km First 600 miles First
Low Première Baja Eerste	4 km/h 2 mile/h
Second Seconde Segunda Tweede	12 km/h 8 mile/h
Third Troisième Tercera Derde	20 km/h 12 mile/h
Top Quartrième Máxima Hoogste	30 km/h 20 mile/h

Maximum recommended speed
Vitesses maxima recommandées
Velocidades máximas recomendadas
Aangeraden maximum snelheden

DRIVING
CONDUCT
DRIVING
RYDEN

CAUTION: *

Bring you r vehicl e t o complete sto p befor e shiftin g th e transfer lever.

* D o no t operat e th e vehicl e unless th e transfe r i s full y engaged.
* D o no t us e 4-whee l driv e for norma l drivin g o n dry , hard - surface d roads.

Unlik e standar d passenge r cars , your SUZUK I LJ8 0 (LJ80 V an d LJ81) offers a rar e featur e — enjoymen t o f off-road motorin g a s well . Durin g off-roa d motor - ing , yo u ca n enjo y pleasure s neve r found wit h ordinar y roa d driving . However i t is tru e tha t off-roa d motorin g require s very specialize d skil l an d handling , becaus e of it s impendin g hazards an d extrem e care shoul d b e taken . Likewis e howeve r on ordinar y roads muc h car e shoul d be take n a s yo u ma y encounte r man y o f the sam e hazard s suc h a s slipper y conditions whe n runnin g o n ic y roads snow-covered roads mudd y roads

etc . T o full y enjoy th e feature s o f thi s vehicl e maintaining safe runnin g a s wel l a s extendin g it s life a s muc h a s possible , i t i s ver y important t o observ e th e followin g caution s before startin g you r driving , i n additio n t o learn - in g regula r handlin g o f thi s vehicle.

» Ru n a t a safe spee d accordin g t o the condition s o f th e roa d surface.

* D o no t overta x th e engin e with highe r rpm's.

* Avoi d lon g tim e rotatio n o f th e engine a t hig h rpm's.

Avoi d sudde n starts , abrup t braking an d shar p steering . Thi s i s particularly necessar y fo r drivin g o n snow-covered, icy , o r mudd y road s becaus e o f slip - pag e o f th e tires.

D o no t ru n o n wor n tires.

Drive r an d passenger s shoul d wea r seat belt s whil e driving.

Reduc e spee d whe n unde r stron g side winds . Reduc e spee d whe n encounter - in g slipper y condition s suc h a s running , icy , snow-covered o r o n wet muddy roads.

* Passin g throug h water mudd y spots, o r sand y ground s wil l deteriorat e the effec t o f braking . Therefore im - mediatel y afte r passin g suc h spots lightl y "pump " th e brak e peda l to chec k fo r th e brakin g effect while runnin g a t very slo w speed . B e sure thi s actio n i s repeate d unti l th e brake return s t o norma l operation.
* B e sur e t o was h you r vehicl e after runnin g throug h wate r pools , muddy spot s an d o n off-roads.

CAUTION: * Before engaging the transfer lever, bring the vehicle to a complete stop.

* Do not drive if the transfer lever is not fully engaged.

* Do not use the 4-wheel drive transmission for normal driving on dry, hard-surface roads.

The SUZUKI LJ80 (LJ80V and LJ81) differs from other vehicles in the...

Standard driving is distinguished by one exceptional characteristic: the possibility of off-road driving. Off-road driving offers an appeal that does not exist in ordinary road driving. However, off-road driving requires particular skill and attention due to the inherent dangers.

Therefore, one must be very careful while driving. Similarly, one must be very cautious in ordinary conditions, especially if road conditions are slippery due to ice, snow, mud, etc. In order to fully benefit from the features of this vehicle, while maintaining driving safety and extending its service life as much as possible, it is essential to observe the following precautions in addition to learning how to operate the vehicle correctly.

* Drive at a moderate speed, taking into account the road conditions.

* Do not subject the engine to excessive speed.

* Do not run the engine at high RPMs for too long.

Avoid rapid starts, sudden braking, and taking corners too sharply. This is particularly important when driving on roads covered with snow, ice, or mud due to the risk of skidding.

* Do not drive with worn tires.

* The driver and passengers must always wear seat belts.

* Reduce speed when there are strong crosswinds. Reduce speed when the road conditions are slippery, especially when the road is wet, icy, snowy or muddy.

* When the vehicle has driven through water, mud, or sand, braking may be affected. In this case, immediately apply the brakes in short bursts to ensure proper braking, while driving at a very low speed.

Continue this operation until the brake functions normally.

* Wash the vehicle after driving through puddles, mud pools or after off-road use.

CAUTION: Bring

* **the vehicle to a complete stop before engaging the transfer lever.**

* **Do not operate the vehicle unless the transfer case is fully engaged.**

* **Do not use 4-wheel drive for normal driving on hard, dry surface roads.**

Unlike standard passenger cars, your SUZUKI LJ80 (LJ80V and LJ81) offers a rare feature—the joy of off-road driving. Off-road driving allows you to experience pleasures never before encountered on conventional roads. However, it is true that off-road driving requires specialized skill and handling due to its inherent dangers, and extreme caution must be exercised.

However, you should also exercise caution on public roads, as you may encounter many of the same hazards, such as slippery conditions when driving on icy, snow-covered, muddy roads, etc. To fully enjoy the features of this vehicle, maintain

Safe operation and extending its life as much as possible, in addition to learning the normal handling of this vehicle, it is very important to observe the

The following precautions before starting to drive.

* Drive at a safe speed according to the road surface conditions

* Do not overload the engine with higher revolutions

* Avoid prolonged engine revving at high speeds. * Avoid sudden starts, hard braking,
and sharp turns. This is especially important when driving on muddy, icy, or snow-covered roads due to tire slippage. * Do not drive with worn tires. * The driver and passengers must wear seat belts while driving. * Reduce speed in strong crosswinds. Reduce speed when encountering
slippery conditions, such as driving on...

Muddy, snow-covered, icy, or wet roads: Driving through water, mud, or sandy
terrain reduces the braking effect. Therefore, immediately after passing through such areas and while driving at a very low speed, lightly pump the brake pedal to check the braking effectiveness. Be sure to repeat this action until the brakes operate normally again.

* Be sure to wash your vehicle after driving through puddles, muddy areas, and off-road.

ATTENUE:

* Bring your vehicle to a complete stop before **moving** the gear shift lever.
* Do not use the vehicle until the switchover has been completed.

* Do not use the four-wheel drive for normal driving on dry, hard roads.

Unlike regular passenger cars, your SUZUKI LJ80 (LJ80V, LJ81) offers you the unique opportunity to travel off-road. Off-road driving offers enjoyment not available on regular roads, but it does require special driving skills and awareness of certain hazards. Extreme caution is essential when driving off-road. As with regular roads, caution is essential, as you'll encounter many of the same hazards, such as slippery conditions on ice-covered roads, muddy surfaces, and so on. To fully appreciate the unique qualities of this vehicle and to extend its lifespan as much as possible, it's crucial to observe the following instructions before you begin.

to drive, as an extra outside the normal use of this vehicle.

* Adjust your speed to the road or terrain conditions.

* Do not overspeed the engine.
* Prevent the engine from running at high speeds for long periods of time.
* Avoid sudden acceleration, sudden braking, and sharp steering, especially when driving on snow-covered, slippery, or muddy roads, as the tires will slip.

* Do not ride on worn tires.
* Driver and passenger must wear seat belts while driving.

* Reduce speed under strong side winds, and reduce speed if you encounter slippery conditions such as when riding on wet, slippery roads covered with snow or mud.

* Driving through water, mud, or sandy surfaces will reduce braking effectiveness. Therefore, immediately after passing such areas, gently pump the brake pedal to check the brakes at a very low speed. Repeat this until the brakes function normally again.

* After driving through puddles, mud, and terrain, remember to wash your vehicle
to wash.

DRIVING ON WET ROADS

DRIVING ON CHAUSSEES MOUILLEES

DRIVING ON ROADS WET

RIDING ON WET ROADS

Under wet road conditions, you must run at a lower speed than on dry roads due to possible slippage of tires at braking. When the vehicle is travelling at high speed in heavy rain or on drenched roads, a tri-angular layer of water may be formed between the tire and road. This "hydro-planing" phenomenon could cause loss of traction, control and braking ability. To avoid such a phenomenon, you should observe the following points.

* Do not drive too fast for road condition, slow down when roads are wet.
* Do not use worn tires.
* Avoid overrevving the engine because it could spin the wheels and cause a loss of traction.

When the road surface is wet, it is advisable to reduce speed due to the possibility of skidding when braking.

When a vehicle travels at high speed in heavy rain or on a wet road, a triangular layer of water forms between the tire and the road. This phenomenon, known as hydroplaning, can lead to a loss of traction, vehicle control, and braking performance.

To avoid such a phenomenon, observe the following rules: * Do not drive at

excessive speed; slow down when the road is wet .

* Do not drive with worn tires.
* Do not over-rev the engine as this may cause the wheels to spin and lead to a loss of vehicle control.

Under wet road conditions, due to the possibility of tire slippage when braking, you should drive at a lower speed than on dry roads. When the vehicle is traveling at high speed in heavy rain or on wet roads, a triangular band of water can form between the tire and the road. This phenomenon

Hydroplaning can cause loss of traction, control, and braking ability. To avoid this phenomenon, you should observe the following points.

* Do not drive too fast in relation to the road condition; reduce your speed when the road is wet.

Do not use excessively worn tires.

Avoid over-revving the engine

because it can cause wheel twisting and lead to loss of traction.

In wet road conditions, you should drive at a slower speed than on dry roads, as the tires may slip during braking. If the vehicle is driven at high speed in heavy rain or on wet roads, a layer of water can form between the tires and the road. This slippage is called aquaplaning and makes the vehicle steerless. To prevent this, the following points should be observed.

* Do not ride too fast in relation to road conditions, reduce speed on wet roads.
* Do not use worn tires.
* Avoid excessive engine speeds as these can lead to wheel slip and loss of grip.

DRIVING ON UNPAVED ROADS

DRIVING ON ROADS

NON PAVEES

DRIVING ON ROADS WITHOUT ASPHALT

RIDING ON UNPAVED

BECAUSE OF

Depending upon actual conditions of the road surface, your vehicle may be engag-ed in a 2-wheel drive or 4-wheel drive

high range. When passing through slippery areas including muddy spots or water pools, it is recommended to travel in the 4-wheel drive high range. As compared with driving on the paved roads, the speed must be reduced, considering pos-sible slippage of tires at braking.

Depending on the road conditions, you will need to drive with two-wheel drive or in higher gears.

Four-wheel drive. When crossing slippery areas, such as mud puddles or pools of water, it is recommended to use the higher gears of the four-wheel drive transmission. Speed should be reduced compared to paved roads due to the risk of wheel slippage during braking.

Depending on the actual road surface conditions, your vehicle should be driven in either 2-wheel drive or high-range 4-wheel drive.

When passing through slippery areas including muddy places or puddles of water, it is recommended that you travel in high-range 4-wheel drive.

Compared to driving on paved roads, you should reduce your speed, considering the possibility of tire slippage when braking.

Your vehicle should be driven with all four **wheels** in high gear, depending **on** the road surface conditions. When driving through slippery areas such as mud puddles and water puddles, it is recommended that you use the four-wheel drive high gear. Keeping the possibility **of** tire slippage during braking in mind, your speed should be reduced compared to driving on paved roads.

DRIVING ON ICY, SNOW-COVERED, OR MUDDY ROADS

DRIVING ON

CHAUSSEES VERGLACEES, SNOWY OR MUDDY

DRIVING ON ROADS

FROZEN, COVERED IN SNOW 0 MUDDY

DRIVING ON SMOOTH ROADS WITH SNOW COVERED OR MUDDY ROADS

Reduce speed as much as possible to avoid skidding.
Avoid sudden starts, sudden accelera-tion, abrupt braking, and sharp steer-ing work to prevent serious accidents due to slippage of tires.

When reducing speed, combine engine braking with the foot brake to en-hance efficiency as much as possible.
A light "pumping" pattern should be given to the brake pedal, instead of one heavy application.

On curves, make the turn moving the steering wheel slowly once speed has reduced.

Avoid overrevving the engine because it could spin the wheels and cause loss of traction.

Reduce speed as much as possible to avoid skidding.

Avoid sudden starts, rapid accelerations, sudden braking and sharp turns which could cause accidents due to wheel slippage.

To slow down, combine engine braking with the foot brake to maximize efficiency. Rather than slamming on the brake pedal, use short, gentle taps.

Take corners by slowly turning the steering wheel after reducing the vehicle's speed.

* Avoid running the engine at excessive speeds as this could lead to wheel slippage and loss of traction.

Reduce your speed as much as possible to avoid skidding. * To prevent accidents due to tire slippage, avoid sudden starts and accelerations, hard braking, and very tight turns.

When slowing down, combine engine braking with the foot brake to maximize effectiveness. Use a light pumping motion on the brake pedal, rather than a single hard press.

* On curves, make the turn by slowly moving the steering wheel after having reduced speed.

* Avoid exceeding the engine's limits because this can twist the wheels and cause loss of traction.

* Reduce speed as much as possible to avoid slipping.

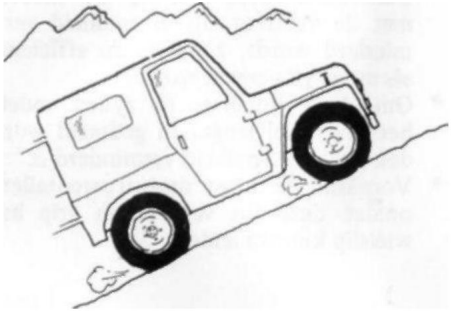
* Avoid sudden starts, abrupt acceleration and sharp steering to prevent serious accidents caused by skidding.

* Combine engine braking with the foot brake when reducing speed, so that braking is as efficient as possible.

* To drive through curves, the steering wheel should be turned slowly after reducing speed.

* Avoid excessive engine speeds as these can lead to loss of grip and wheel slip.

DRIVING ON OFF-ROADS
DRIVING TOUR OF THE TERRAIN
OFF-ROAD DRIVING
ROAD
RYDEN LAND



* Always "drive safely".
* Do not take chances in dangerous areas.
* Do not run in heavily inclined condi-tions to avoid a possible side roll-over.
* When reducing speed, use engine braking with foot brake.
* On slopes, climb straight up, after a careful study.

* Never climb going across a slope to avoid possible side "roll-over".

* Always drive carefully.
* Do not take risks in dangerous places.

* Do not drive on excessively steep slopes to prevent the vehicle from tipping over.

* To slow down, use engine braking with the foot brake.

* Climb the hills in a straight line after having carefully studied the terrain.
* Never go up a hill at an angle to avoid the vehicle tipping over.

"Drive carefully" always
* Do not take unnecessary risks in hazardous areas

* Do not run on steep inclines to avoid a possible rollover

* When slowing down, use engine braking and the foot brake together

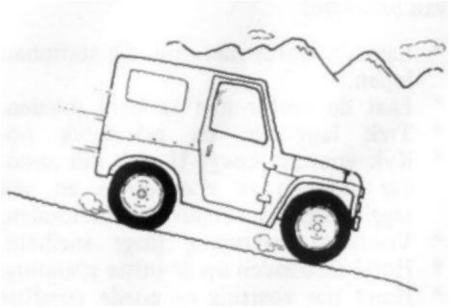
* On slopes, go straight up, after careful consideration.

* Never drive up a slope diagonally to avoid a possible rollover.

* Always drive safely
* Do not take risks in dangerous areas

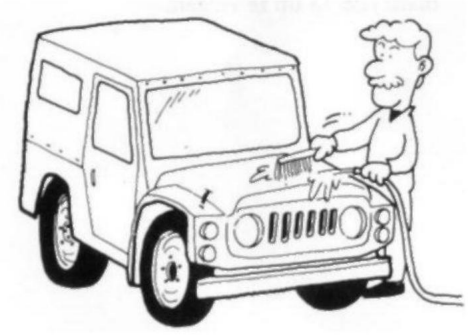
* Do not ride under sharply sloping conditions to avoid the possibility of tipping over.

* Brake using the engine and the foot brake when you reduce speed.
* Ride straight up on slopes after this carefull beovrdeeld te have.
* Never try to drive up a slope at an angle to avoid tipping over.



* When descending steep slopes, drive slowly by combining engine braking and foot braking with the transmission shifted to low gear. This should be done by engaging the transfer-case lever to L4 (low range). Never descend across a slope to avoid possible side "roll-over".

Be sure to wash the vehicle after each run on off-roads. Particularly, the underbody should be cleaned carefully to remove any attached mud, sand, etc. After each cleaning, check for possible damage or breakage.



* When descending steep slopes, drive slowly, combining engine braking and the parking brake with the transmission in first gear. To do this, engage the transfer case lever in L4 (low range). Never descend the slope at an angle to avoid the vehicle rolling over.

* Always wash the vehicle after off-road driving. Pay particular attention to cleaning the underside of the vehicle to remove mud, sand, etc.

After each cleaning, check if the braking is affected.

When descending steep slopes, drive slowly using a combination of engine braking and foot braking with the gear selector in low gear. This should be done by placing the transfer case lever in L4 (low range). Never descend a slope diagonally to avoid potential rollover.

Make sure to wash your vehicle after every off-road trip.

Especially the underside of the bodywork should be washed carefully to remove any mud, stuck-on sand, etc. After each cleaning, check for any damage or breakage.

* Ride slowly by combining engine braking and foot braking with the transmission in a low gear when descending steep slopes. This should be done by setting the transfer box to L4 (low gear). Never descend a slope at an angle to prevent the possibility of tipping.

* Don't forget to clean the vehicle after each off-road use. The underbody, in particular, should be carefully cleaned of caked-on mud, sand, etc. Check for possible damage and broken parts after each wash.

FUEL SAVING TIPS

TIPS FOR SAVING MONEY

THE ESSENCE

TIPS FOR SAVING MONEY

COMBUSTIBLE

FUEL SAVING CHANGES

A fuel-saving attitude is very important in economy-minded driving. Here are some specific tips for fuel saving.

* Avoid unnecessary idling of the en-
  architecture.
* Do not "race" the engine.
* Accelerate slowly and smoothly.
* Look ahead while driving to avoid un-necessary stops and to maintain a steady speed.
* Avoid excessively high speed.
* Keep the tires inflated at the correct pressure.
* Keep your vehicle tuned up by follow-ing the maintenance schedule given in page **73.**

To drive economically, it is essential to know how to save fuel.

Here are some practical tips for saving on petrol.

* Avoid leaving the engine running unnecessarily slowed down.
* Do not pack the engine.
* Accelerate slowly and smoothly.
* When driving, see far ahead to avoid unnecessary stops and maintain a steady speed.
* Avoid excessive speeds.
* Keep tires inflated to the correct pressure Correct.
* Keep the vehicle in good condition by following the maintenance schedule given on page 73.

A fuel-efficient attitude is very important if you want to drive economically. Here are some specific tips for saving fuel.

* Avoid stopping and turning off the engine unnecessarily.
* Do not rev the engine.
* Accelerate smoothly and slowly.
* While driving, look ahead to avoid unnecessary stops and maintain a constant speed.
* Avoid excessively high speeds.
* Keep your tires inflated to the correct pressure.
* Keep your vehicle in good condition by following the maintenance schedule given on page **73.**

A calm driving style is very important for fuel-efficient driving. Here are some special tips for saving fuel.

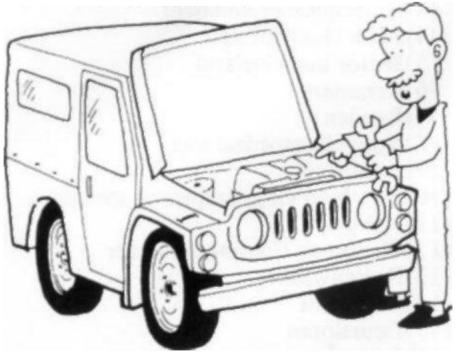
* Do not let the engine idle unnecessarily to walk.
* Do not overspeed the engine.
* Pull up slowly and gradually.
* Look ahead as you drive to avoid unnecessary stopping and maintain a steady speed.
* Avoid excessively high speed.
* Keep the tires at the correct pressure.
* Keep your vehicle in good condition by following the maintenance schedule on page 73.

DAILY INSPECTION

CHECK BEFORE EACH USE

DAILY INSPECTION

DAILY INSPECTIONS



The condition of the vehicle changes daily. Before setting out every day, in-spection and maintenance should be carried out. This section gives instruc-tions only for those items that are rela-tively easy for an owner to perform.

The items are given below and specific instructions regarding each item in the following pages.

The vehicle's condition changes daily. Before the first trip of the day, a check and maintenance check must be carried out. This section only provides instructions for checks and maintenance that can be performed relatively easily by the user. The checks and maintenance to be carried out are listed below, and specific instructions for each item are given on the following pages.

(l)Fan belt
(2) Engine oil
(3) Windshield washer liquid
(4) Battery solution level
(5) Engine coolant
(6) Brakes
(7) Tires
(8) Clutch pedal play
(9) Steering operation
(10) Indicator lights, gauges and meter
(11) Lighting system
(12) Horn and turn signal
(13) Windshield wipers and washer
(14) Fuel
(15) Door lock
(16) Mirrors
(17) Number plate
(18) Suspension
(19) Parts noted in yesterday's check-up
(20) Luggage load equipment
(21) Driver's equipment

(l)Fan belt
(2) Engine oil
(3) Windshield washer fluid
(4) Electrolyte level
(S)Engine coolant
(6) Brakes
(7) Tires
(8) Clutch pedal guard
(9) Steering operation (l0) Warning lights, indicators and comp-
author
(1 l) Lighting circuit
(12) Warning and flashing light
(13) Windscreen wipers and washers
(14) Essence
(15) Door lock
(16) Rearview mirrors
(17) License plate
(18)Suspension
(19) Document appearing in the previous day's control
(20) Bag- loading equipment
gages
(21) Driver's equipment

The condition of the vehicle changes daily. An inspection and maintenance check should be performed every day before departure.
This section gives instructions only for those items that are relatively easy for the owner to carry out.
The items are given below and the specific instructions regarding each item are on the following pages.

The vehicle's condition can change from day to day. Before you leave, the daily inspection and maintenance should be performed. This chapter provides instructions only for those items that can be relatively easily checked by the owner. Specific instructions refer to each item on the following page.

(DFan belt)
(2) Engine oil
(3) Windshield washer fluid
(4) Battery solution level
(5) Engine coolant
(6) Brakes
(7) Tires
(8) Clutch pedal play
(9) Operation of the steering
(10) Indicator lights and gauges
(11) Lighting system
(12) Horn and direction signal
(13) Windshield washer and windshield wiper
(14) Combustible
(15) Door lock
(16) Mirrors
(17) License plate
(18) Suspension
(19) Items noted in the previous day's review

(20) Baggage handling equipment
(21) Driver's Equipment

(l)For fans
(2)Engine oil
(3)Windscreen washer fluid
(4)Battery fluid level
(5)Engine coolant
(6) Brakes
(7)Tires
(8)Clutch pedal travel
(9)Control
(lO)Warning lights and meters
(11) Mirrors
(12)Horn and turn signal
(13)Windshield wiper
(14)Fuel
(15)Door Locks
(ló)Mirrors
(17) License plates
(18)Suspension
(19)Driver's equipment

PERIODIC MAINTENANCE

PERIODIC CHECKS

PERIODIC MAINTENANCE

PERIODICALLY MAINTENANCE D

The following table indicates the time schedule in which regular inspections are to be carried out, in km (miles) and months. Inspections, adjustments, lubri-cation and other servicing must be carried out at various intervals as indi-cated. Work must be done at more frequent interval if driving is usually done under severe conditions. Please

consult a SUZUKI dealer on proper intervals.

The following table indicates the frequency at which periodic checks should be carried out, in kilometers (miles) and months. Checks, adjustments, lubrication, and other operations should be performed at the various intervals indicated. These intervals may be shortened if normal driving conditions are severe. Consult a SUZUKI dealer regarding these intervals.

The following table indicates the planned timeframe for regular inspections, in kilometers (miles) and months. The inspections should be carried out...

Inspections, adjustments, lubrication and other services at the various intervals indicated.

This service should be performed more frequently if driving is done under severe conditions. Please consult your Suzuki dealer for appropriate service intervals.

The following table shows the schedule for regular inspections, in kilometers (miles) and months. Inspections, adjustments, lubrication, and other maintenance should be performed at the specified intervals. If the vehicle is normally ridden under severe conditions, maintenance should be performed more frequently. Please consult a SUZUKI dealer for the correct schedule.

CAUTION: Periodic inspection will reveal the need for replacement of one or more parts after prolonged service of your vehicle. Whenever such a need arises, it is recommended that you use genuine SUZUKI replacement parts: Avoid taking chances of using imitation parts.

WARNING: After prolonged use of the vehicle, periodic checks will reveal that one or more parts need replacing.

In this case, it is recommended to use genuine SUZUKI spare parts. Do not take risks by using imitation parts.

CAUTION: Periodic inspection will reveal the need to replace one or more parts after prolonged operation of your vehicle. Whenever such a need arises, it is recommended that you use genuine SUZUKI replacement parts.

Avoid taking risks by using counterfeit replacement parts.

WARNING: After extended use, periodic maintenance may reveal the need to replace one or more parts. If this is necessary, we recommend using genuine SUZUKI parts. Avoid risking the use of counterfeit parts.

MAINTENANCE PERIODS AND SCHEDULES

Interval : Thi s interva l shoul d b e judge d b y odomete r readin g o r months whicheve r come s first.

km	(x 1 000)	1	10	20	30	40	50	60	70	80
miles	(x 1 000)	1	6	12	18	24	30	36	42	48
months		1	6	12	18	24	30	36	42	48

iNGINE 1.

Fan (wate r pump) driv e belt 2 . Camshaf t timin g belt 3 . Valv e clearance 4 . Engin e bolt s (al l cylinde r hea d an d manifol d fixings)

5. Engine oil filter

AP I Grade SD or SE
AP I Grad e SC

- Engmeoi l 7 .

Engin e coolant 8 . Coolin g syste m hose s an d connections 9 . Exhaus t pipe s an d mountings

IGNITION 10 .

Ignitio n wiring 11 . Distributo r ca p an d rotor 12 . Spar k plug s an d distributo r breake r point 1 3 . Ignitio n timing 14 . Distributo r advance

FUEL

Pave d road
Dust y condition

15 . A. r cleane r
16. Accelerator cable & Carburetor shafts 17. Fuel tank cap, gas line connections 18. Fuel filter 19.

Idl e spee d an d idl e mixture

CRANKCAS E EMISSIO N CONTROL 20 . Crankcas e ventilatio n hose s an d connections

EVAPORATIVE FUEL AND EMISSION CONTROL 2 1 . Fuel steam storage system, hoses and connections

ELECTRICAL 22

Wirin g harness connection s an d headlights

A	–	I	–	R	–	I	–	R
I	–	I	–	I	–	I	–	I
A	–	A	–	A	–	A	–	A
T	–	T	–	T	–	T	–	T
R	R	R	R	R	R	R	R	R
R	Replace every 10 000 km (6 000 miles)							
R	Replace every 5 000 km (3 000 miles)							
–	–	–	–	R	–	–	–	R
–	–	I	–	I	–	I	–	I
–	–	I	–	I	–	I	–	I
–	–	I	–	I	–	I	–	I
–	–	I	–	I	–	I	–	I
–	R	R	R	R	R	R	R	R
I	A	A	A	A	A	A	A	A
–	–	I	–	I	–	I	–	I
Clean every 10 000 km (6 000 miles)								
Clean every 2 500 km (1 500 miles) or as required								
–	I&L	I&L	I&L	I&L	I&L	I&L	I&L	I&L
I	–	–	–	I	–	–	–	I
–	–	–	–	R	–	–	–	R
A	–	A	–	A	–	A	–	A
–	–	I	–	I	–	I	–	I
–	–	I	–	I	–	I	–	I
–	–	I	–	I	–	I	–	I

Interval: This interval should be judged by odometer reading or months, whichever comes first.	km (x 1 000) miles (x 1 000) months	1 1 1	10 20 30 6 6	12 12	18 18	40 24 30 36 24	50 30 36 42	60	70 42	80 48 48
CHASSIS AND BODY *23. Clutch play *24. Brake fluid *25. Brake pedal *26. Brake lever and cable *27. Brake drums and shoes *28. Brake hoses and pipes 29. Tires (abnormal wear and pressure)		I I I I – – – I – –	I I I I I I I I I –	I I I I I I I I I I & L	I I I I I I I I I –	I R I I I I I I I I & L	I I I I I I I I I –	I I I I I I I I I I & L	I I I I I I I I I –	I R I I I I I I I I & L
*30. Wheels and hub nuts *31. Shock absorbers *32. Propeller shafts *33. Transmission, transfer and differential oil *34. Bolts and nuts *35. Steering condition *36. Test drive		R T I	I – I	I T I	I – I	R T I	I – I	I T I	I – I	R T I
Test drive on completion of each service										

"A": Check and/or adjust if necessary
"R": Replace or Change
"I" : Inspect and correct or replace if necessary

"T": Tighten to the specified torque
"L": Lubricate
"C": Clean

NOTE: Items for daily inspections and other maintenance servicing are included in the above list. If you are to handle the servicing by yourself, please refer to the "PERIODIC MAINTE-NANCE SERVICE" section and the "DAILY MAINTENANCE AND INSPECTION" section given earlier.

CAUTION: Whether you're an expert do-it-yourself mechanic or not, SUZUKI recommends that inspection of those items marked with an asterisk (*) be perform-ed by your authorized SUZUKI dealer. Other items are relatively easy to handle and you can accomplish work by referring to the instructions set forth in this manual.

PERIODIC MAINTENANCE PROGRAM

Interval: **The** indications prescribed by the **kilometer** totalizer and at the latest, after the number of months **indicated.**

km	(x 1 000)	1	10	20	30	40	50	60	70	80
mille	(x 1 000)	I	6	12	18	24	30	36	42	48
mois		1	6	12	18	24	30	36	42	48
ENGINE										
1. Water pump/fan drive belt 2. Camshaft timing belt 3. Valve set 4. Engine bolts (all cylinder head and manifold fasteners)		A	–	I	–	R	–	I	–	R
		I	–	I	–	I	–	I	–	I
		A	–	A	–	A	–	A	–	A
		T	–	T	–	T	–	T	–	T
5. Engine oil purifier		R	R	R	R	R	R	R	R	R
Grade AP I **SD or** SE		R	Remplacer tous les 10 000 km (6 000 miles)							
6. Engine oil 7. Engine **Grad e** AP I **SC**		R	Remplacer tous les 5 000 km (3 000 miles)							
coolant 8. Cooling circuit hose and fittings		–	–	–	–	R	–	–	–	R
9. Exhaust pipe and mounting hardware		–	–	I	–	I	–	I	–	I
		–	–	I	–	I	–	I	–	I
IGNITION 10.										
Ignition wiring 11. Distributor rotor cover 12. Spark plugs and distributor contact points		–	–	I	–	I	–	I	–	I
		–	–	I	–	I	–	I	–	I
13. Ignition timing adjustment 14. Distributor advance		–	R	R	R	R	R	R	R	R
		I	A	A	A	A	A	A	A	A
		–	–	I	–	I	–	I	–	I
ESSENCE										
15. Air filter		Nettoyer tous les 10 000 km (6 000 milles)								
Asphalt road		Nettoyer tous les 2 500 km (1 500 milles)								
Dusty conditions		ou selon les besoins								
		–	I/L	I/L	I/L	I/L	I/L	I/L	I/L	I/L
		I	–	–	–	I	–	–	–	I
		–	–	–	–	R	–	–	–	R
•16. Throttle cable (carburetor shaft) *17. Fuel tank cap •18. Fuel filter *19. Idle speed and idle mixture fuel line fitting		A	–	A	–	A	–	A	–	A
CONTROL EDE L'EMISSIO NDU CARTE R MOTEUR 20 . Flexible hose set with crankcase ventilation fitting		–	–	I	–	I	–	I	–	I
CONTROL OF THE EMISSION OF GASOLINE VAPOR										
•21. Flexible hose set for gasoline vapor storage circuit fitting		–	–	I	–	I	–	I	–	I
ELECTRICITY *22.										
Wire harness headlight connection set		–	–	I	–	I	–	I	–	I

Interval: The prescribed readings of the odometer and, at the latest, after the number of months indicated.

km (x 1 000)	1	10	20	30	40	50	60	70	80
mille (x 1 000)	1	6	12	18	24	30	36	42	48
mois	1	6	12	18	24	30	36	42	48
CHASSIS AND BODYWORK *23.	I	I	I	I	I	I	I	I	I
Clutch play *24. Brake fluid *25. Brake pedal	I	I	I	I	R	I	I	I	R
*26. Brake lever and cable	I	I	I	I	I	I	I	I	I
*27. Brake drums and shoes	I	I	I	I	I	I	I	I	I
*28. Brake hoses and pipes *29. Tires	–	I	I	I	I	I	I	I	I
(abnormal wear and inflation pressure)	–	I	I	I	I	I	I	I	I
	–	I	I	I	I	I	I	I	I
*30. Wheels and hub nuts *31. Shock	I	I	I	I	I	I	I	I	I
absorbers *32. Driveshaft	–	I	I	I	I	I	I	I	I
*33. Gearbox, transfer case,	–	–	I/L	–	I/L	–	I/L	–	I/L
and differential oil *34. Bolts and nuts *35. Steering conditions *36. Test drive	R	I	I	I	R	I	I	I	R
	T	–	T	–	T	–	T	–	T
	I	I	I	I	I	I	I	I	I
	Marche d'essai après chaque entretien								

"A": Check and/or adjust if necessary

"R": Replace

"I": Check and correct or replace if necessary

"T": Tighten to the specified torque

"L": Lubricate

"C": Nettoyer

NOTE: The table above also includes daily checks and other maintenance operations. If the user performs the maintenance themselves, they should refer to the "PERIODIC MAINTENANCE" section and the "CHECKS AND MAINTENANCE BEFORE USE" section above.

WARNING: Even if the user is an experienced amateur mechanic, it is strongly recommended that they entrust the checks of the points marked with an asterisk (*) to a SUZUKI dealer. The other points do not present any particular difficulties and can be carried out by the user according to the instructions given in this manual.

PERIODIC MAINTENANCE SCHEDULE

Intervalo: Este intervalo debe ser interpretado por la lectura del odómetro o por meses, cualquiera que venga primero.										
	km (x 1 000)	1	10	20	30	40	50	60	70	80
	millas (x 1 000)	1	6	12	18	24	30	36	42	48
	meses	1	6	12	18	24	30	36	42	48
MOTOR										
1. Correa de impulsión (bomba de agua) del ventilador		A	–	I	–	R	–	I	–	R
* 2. Correa de sincronización del eje de levas		I	–	I	–	I	–	I	–	I
* 3. Huelgo de la válvula		A	–	A	–	A	–	A	–	A
* 4. Pernos de motor (Todas la guarniciones del colector de admisión y culatas)		T	–	T	–	T	–	T	–	T
* 5. Filtro de aceite de motor		R	R	R	R	R	R	R	R	R
6. Aceite de motor	API Grado SD o SE	R	Reeplace cada 10 000 km (6 000 milas)							
	API Grado SC	R	Reeplace cada 5 000 km (3 000 milas)							
7. Refrigerante del motor		–	–	–	–	R	–	–	–	R
8. Conexiones y mangeuras del sistema de enfriamiento		–	–	I	–	I	–	I	–	I
* 9. Tubos de escape y montajes		–	–	I	–	I	–	I	–	I
ENCENDIDO										
*10. Cableado del encendido		–	–	I	–	I	–	I	–	I
*11. Tapa del distribuidor y rotor		–	–	I	–	I	–	I	–	I
*12. Bujías y platinos del distribuidor		–	R	R	R	R	R	R	R	R
*13. Afinamiento del encendido		I	A	A	A	A	A	A	A	A
*14. Avance del distribuidor		–	–	I	–	I	–	I	–	I
COMBUSTIBLE										
15. Filtro de aire	Carretera pavimentada	Limpie cada 10 000 km (6 000 millas)								
	Condición polvorienta	Limpie cada 2 500 km (1 500 millas) o cuando seanecesario								
*16. Cable del acelerador y ejes del carburador		–	I/L	I/L	I/L	I/L	I/L	I/L	I/L	I/L
*17. Tapa del tanque de combustible, líneas de gas y conexiones		I	–	–	–	I	–	–	–	I
*18. Filtro de gasolina		–	–	–	–	R	–	–	–	R
*19. Velocidad y mezcla en ralentí		A	–	A	–	A	–	A	–	A
CONTROL DE EMISION DEL CARTER										
*20. Mangueras y conexiones de ventilación del cárter		–	–	I	–	I	–	I	–	I
CONTROL DE EMISION EVAPORATIVA DE COMBUSTIBLE										
*21. Mangueras y conexiones del sistema de almacenaje de vapor de combustible		–	–	I	–	I	–	I	–	I
SISTEMA ELECTRICO										
*22. Colector de cableado, conexiones y faros delanteros		–	–	I	–	I	–	I	–	I

Interval: **This** interval **should** be interpreted by the odometer reading **or** by months, whichever comes first.

	km (x 1000) miles (x 1000)	1	1 0	20	30 40 18 18	50 60	7 0 80
	months	1	6	12 12		24 30 36 4 2 48 24 30 36 4 2 48	
		1	6				
CHASSIS AND BODYWORK							
*23. Clutch assembly *24. Brake fluid							
*25. Brake pedal *26. Brake lever and cable *27. Brake drums						R	R
and shoes *28. Brake hoses and lines *29.							
Tires (pressure and abnormal wear)		—					
		—					
		–					
*30. Wheel and hub nuts *31. Shock							
absorbers *32. Drive shaft *33.							
Transmission,		–		I I/L I/L	-	I I/L I/L	I I/L I I/L
differential, and transfer case oil *34. Bolts and nuts *35. Steering system *36. Test drive		–					
		R				R	R
		T		T		T	T
		Test drive at the end of each service					

"A": Review and/or adjust if necessary
" R" : Replace or change
" I " Inspect and correct or replace if necessary

"„T" : Adjustment to specified torque
L" : Lustful
" C" : Limpie

NOTE: Daily inspections and other necessary items are included among the maintenance items mentioned above. If you are performing the service yourself, you should refer to the "PERIODIC MAINTENANCE SERVICE" section below and the "DAILY MAINTENANCE AND INSPECTION" section given earlier.

CAUTION: Whether you are an expert mechanic or a DIY enthusiast, SUZUKI recommends that the inspection of items marked with an asterisk (*) be performed by an authorized SUZUKI dealer. Other items are relatively easy to handle and can be performed by you using the instructions in this manual as a reference.

PERIODIC MAINTENANCE SCHEDULE

Interval: This interval should be judged by reading the odometer or months, whichever comes first.	km (x 1 000) miles (x 1 000) months	1 1 1	10 20 12 12 6 6	30 18 18	4 0 24 24	50 30 30	60 36 36 42	70 4 2	80 48 4 8
ENGINE 1.									
Water pump and fan drive belt		A	I		R		I		R
* 2. Camshaft adjustment strap * 3.		I	I		I		I		I
Valve clearance * 4. Engine		A	A		A		A		A
bolts * 5. Engine oil filter		T	T —		T		T —		T
		R R R		R R R R R R					
6. Motor oil 6. Motor oil	API Grade SD of SE	R	Renew every 10,000 km (6,000 miles)						
	API Grade SC	R	Refresh every 5 00 0 km (3 00 0 miles)						
7. Coolant 8. Cooling		—	— R						R
system hoses and connections * 9. Exhaust pipes and connections			I		I		I		I
			I		I		I		I
IGNITION *10. Ignition									
cables * 11			I		I		I		I
Distributor cap and rotor * 12. Spark		—	I		I		I	—	I
plugs and distributor contact points *13. Ignition timing * 14.			R R	R R R			R	R	R
Distributor advance		I A A A A A A A A							
			I				I		I
FUEL SYSTEM									
15, Air filter		Clean every 10,000 km (6,000 miles)							
*16. Throttle cable and carburetor stand. *17. Fuel tank cap,		Clean every 2 500 km (1 5 00 miles) or as necessary							
fuel lines, and connections. *18. Fuel filter. *19. Idle speed and idle mixture.		— I&L I&L I&L I&L I&L I&L I&L I&L							
		I	—	— —	I	—		—	I
					R		—		R
		A — — —	A		A	—	A	—	A
1 CRANKCASE VENTILATION CHECK *20. Crankcase									
ventilation hoses and connections			I		I		I		I
1 FUEL EVAPORATION CONTAMINATION CONTROL *21 . Fuel vapor storage system, hoses, and									
connections.			I		I		I		I
ELECTRICAL INSTALLATION									
1 *22. Cable harness connections and headlights			I		I		I		

Interval: **This** interval must be judged by **reading** the Km counter or Months, whichever comes first .	km (x **1 000)** miles (x **1 000)**	1	10	20	30	4 0	50	60	24	30	36	18	24	30	18			70		80
	months	1	6	12														42	48	42	48
		1	6	12													36				
CHASSIS IN BODYWORK																					
***23.** Clutch clearance ***24.** Brake fluid ***25.** Brake pedal ***26.** Handbrake and		I	I	I		I		I			i					I		I		I
		I	I	I				I	R	i	i					I		I	R		
cable ***27.** Brake drums and		1	I	I		I		I								I		I		I
shoes ***28.** Brake hoses and lines **29.** Tires		1	I	1		I		I			i					I		I		I
(abnormal wear and pressure)			I	1		I		I			i					I		I		I
			I	I		I		I			i					I		I		I
			I	I		I		I			i					I		I		I
***30.** Wheel and hub nuts ***31.** Shock		I	I	I		1		I			i					I		I		I
absorbers ***32.** Dry axles ***33.**		—	I	I		I		I			i					I		1		I
Gearbox, transmission				I & L				I & L - I & L i												I & L
and differential oil ***34.** Nuts and bolts ***35.** Steering ***36.** Test drive		R	I	I		I	R									I		I		R
		T		T —				T			—					T				T
		I	I	I		I		I			i					I		I		I
		Test drive after completing each maintenance																			

" A" : Check and/or adjust if necessary

" R " : Renew or exchange

" I " : Inspect and adjust or replace if necessary.

" T " : Tighten to the specified tension

"L" Lubricate

"C" Clean

Note: Daily and other necessary checks are listed in the maintenance schedule above. If you maintain your vehicle yourself, please refer to the following chapter "PERIODIC MAINTENANCE" as well as the previous chapter "DAILY MAINTENANCE AND INSPECTION."

WARNING: Whether you're a skilled DIY mechanic or not, SUZUKI recommends that the inspection of items marked with an asterisk (*) be performed by your authorized SUZUKI dealer. Other items are relatively easier to perform, and you can perform this work by referring to the instructions provided in this manual.

PRECAUTIONS AGAINST ACCIDENTS

As with any machinery, extreme care should be taken when working on your vehicle to prevent accidental injury. Here are a few precautions that you should be especially careful to observe:

* When the engine is running, keep hands, clothing, tools, and others away from the moving fan and fan belt.
* Be careful not to touch hot exhaust components (manifold, pipes, muf-flers).
* Do not allow smoking, sparks, or flames around gasoline or the battery, as the fumes are inflammable.
* Do not get under your vehicle if it is supported only with the portable jack provided in your vehicle.
* Be careful not to cause accidental short circuits between battery termi-nals (positive and negative).

ACCIDENT PRECAUTIONS

As with any machine, all precautions must be taken when working on the vehicle to avoid accidental injury. Here are some precautions that must be especially observed:

* When the engine is running, do not bring hands, clothing, tools, etc. near the fan or the moving fan belt.
* Do not touch the hot exhaust components (manifold, pipes and silencer).
* Do not smoke, create sparks or flames near petrol or battery as the fumes are flammable .
* Do not get under the vehicle when it is supported by the portable jack supplied with the vehicle.
* Take care not to cause accidental short circuits between the battery terminals (positive and negative).

PRECAUTIONS AGAINST ACCIDENTS

As with any machinery, extreme care must be taken to avoid injury when working on your vehicle. Here are some precautions you should observe with particular care:

* When the engine is running, keep hands, clothing, tools, and other items away from the moving fan and fan belt.
* Be careful not to touch the hot components of the exhaust (manifold, pipes, muffler).
* Do not allow smoking, sparks or flames around the gasoline or battery as the gases are flammable.
* Do not get under the vehicle raised with the portable jack provided in your vehicle.
* Take care not to cause accidental short circuits between the terminals.
battery terminals (positive and negative).

PREVENTION OF ACCIDENTS

As with all machinery, you must exercise extreme caution when working on your vehicle to prevent accidents. Here are a few precautions you should pay particular attention to:

* Keep clothes, tools, and other items out of the way of the rotating fan and fan belt when the engine is running.

* Be careful not to touch hot exhaust parts (manifold and exhaust pipes).

* Do not allow sparks or flames around the gasoline or battery, as the vapor is flammable.

* Do not lie under the vehicle when it is supported with the jack.
  that comes with your vehicle.
* Be careful not to accidentally short circuit the battery terminals (positive and negative).

CHECKING INDICATOR LIGHTS, GAUGES AND METER

Charging light and oil pressure light Check to see that these lights come on when the ignition switch is turned on and go out after the engine has been started.

Brake system warning light Check to see that this light comes on when the ignition key is turned on and goes out when the parking brake lever is fully depressed.

Fuel gauge
Check to see that the gauge functions normally when the ignition key is turned on.

Water temperature gauge and speedometer
Make sure that these gauge and meter function normally, while running the vehicle.

CHECKING LIGHTS Turn on the switches and check that the head lights, small lights and other lights have come on. Depress the brake pedal and ensure that the braking lights have lit up. Put the shift lever into the R (reverse) position and check that the back-up lights have come on. Finally, remember to check that the lights are not dirty or damaged.

INSPECTION OF THE HORN, TURN SIGNALS, WIPERS AND WIND-SHIELD WASHER

Check that the horn, turn signals, wipers and windshield washer are in proper working order.

CHECKING FUEL

Make sure that there is enough petrol to reach one's destination.

CHECKING DOOR LOCKS Make sure that the doors (LJ80V and LJ81) and the front gate bar (LJ80) are locked.

CHECKING REAR MIRROR

Check that there is clear rear vision from the driving position.

CHECKING NUMBER PLATE Check for dirt and damage. Check that the number plate is securely fixed and that the figures on it are clearly visible.

CHECKING SUSPENSION

Put the vehicle on a horizontal surface and check that there is no inclination.

If any inclination is found, the vehicle must be inspected by a SUZUKI dealer.

CHECKING EXHAUST GAS

Something is wrong if the exhaust gas is either excessively white or black.
If this is the case, an inspection must be performed by a SUZUKI dealer.
However, if the smoke is white on a cold day, this will be condensation and there is no cause for inspection.

FAULTS FROM THE PREVIOUS DAY

Check that faults found on the previous day have been fully corrected and that driving can be conducted without hind-
rance.

CAUTION: If you feel that there I may be something wrong with any of the above parts, or if there is some-thing wrong and feel you are unable to repair by yourself, do not leave the vehicle as it is but take it without delay to a SUZUKI dealer for inspec-tion or adjustment.

WITNESS TESTING, Indicators and Counters

Charging indicator and oil pressure indicator: Ensure that these indicators

light up when the ignition is switched on and that they go out after the engine has started.

Brake system warning light: Ensure that
this warning light illuminates when the ignition is switched on.

Fuel level indicator: Ensure that this

indicator functions normally when the ignition is engaged.
contact

Water thermometer and speedometer: Ensure that the water

thermometer and speedometer are functioning normally when the vehicle is in motion.

TRAFFIC LIGHT CONTROL

Turn on the switches and make sure the headlights, side marker lights, and other lights are on. Press the brake pedal to make sure the brake lights are on. Put the gear selector in R (reverse) and make sure the reverse lights are on. Finally, don't forget to check that the lights are not dirty or damaged.

WARNING CONTROL SOR, TURN SIGNALS, WINDSHIELD WIPERS AND

WINDSHIELD WASHER

Ensure that the horn, turn signals, windshield wipers and windshield washer are in good working order.

LEVEL CONTROL D'ESSENCE

Ensure that the tank contains enough fuel to reach the destination.

LOCK CHECK DOOR

Ensure that the doors (LJ80V and LJ81) and the front guard bar (LJ80) are locked.

MIRROR CONTROL

Ensure that the rearview mirror provides good rear visibility from the driver's position.

PLATELET CONTROL REGISTRATION

Check that the license plate is not dirty or damaged.
Make sure it is securely attached and that the numbers and letters are clearly visible.

CONTROL EDELA SUSPENSION N

Place the vehicle on a horizontal surface and check that it is not leaning to one side.
If necessary, have it checked by a SUZUKI dealer.

CONTROL E DE S GA Z EXHAUST

If the exhaust fumes are excessively white or black, this indicates a problem. In this case, an inspection should be carried out by a Suzuki dealer. However, if the exhaust fumes are white in cold weather, this is likely due to steam, and no inspection is necessary.

ANOMALIE S CONSTATEE S L A VEILL E

Ensure that the anomalies noted the previous day have been remedied and that the driving will proceed without problems.

WARNING: If you feel that the above components are malfunctioning, or if you are unable to carry out the repair yourself, do not use the vehicle in this condition, and take it without delay to a SUZUKI dealer for inspection or adjustment.

LIGHTS CHECK

INDICATORS, MEASURING AND INDICATORS

Charging light and oil pressure light

Check to see that these lights come on when the ignition switch is turned on and go off after the engine has started.

Brake system alarm system Check to verify that this light illuminates when the ignition switch is turned on.

Fuel Gauge Check to see that the gauge works normally when the ignition key is turned on.

Water temperature gauge and speedometer.
Make sure these gauges and meters are functioning normally while driving the vehicle.

LIGHTS CHECK

Turn on the switches and check that the headlights, small lights, and other lights illuminate. Press the brake pedal and ensure the brake lights come on. Shift the gear selector to the R (Reverse) position and check that the reverse lights illuminate.

Finally, remember to check if the lights are dirty or damaged.

HORN INSPECTION, DIRECTIONAL SIGNS, WINDSHIELD WIPERS AND WINDSHIELD WASHER

Check that the horn, turn signals, windshield wipers and windshield washer are working properly.

FUEL CHECK

Make sure there is enough fuel to reach your destination.

DOOR INSPECTION CLOSED

Make sure the doors (LJ80V and LJ81) and the front door bar (LJ80) are closed.

MIRROR INSPECTION rearview mirror

Check that there is a clear view from the driving position.

LICENSE PLATE INSPECTION

Check for dirt or damage. Check that the license plate is securely attached and that the numbers are clearly visible.

SUSPENSION REVISION

Place the vehicle on a level surface and check for any tilting. If any tilting is found, the vehicle must be inspected by a Suzuki dealer.

GAS INSPECTION ESCAPE

Something is wrong if the exhaust gas is too white or too black. If this is the case, an inspection should be carried out by a Suzuki dealer.

However, if the smoke is white on a cold day, it will be steam and there is no reason to do an inspection.

FAILURES FROM THE PREVIOUS DAY

Check that the faults found the previous day have been completely fixed and that it is possible to drive without any obstacles.

1 CAUTION: If you feel that there is any fault with any of the parts mentioned above, or if there is something wrong and you think you cannot fix it yourself, do not leave the vehicle as is but take it without delay to the SUZUKI dealer for inspection or adjustment.

INSPECTING THE WARNING LIGHTS, THE CLOCK IS ONE METER

Charge Light and Oil Pressure Light Check that these lights come on when the ignition switch is turned on, and go off after the engine has started.

Brake system warning light Check that this light comes on when the ignition key is turned and goes out when the parking brake lever is fully returned.

Gasoline meter

Check if the meter is working normally when the ignition key is turned.

The water temperature gauge and speed-meter

Make sure these meters are functioning normally while the vehicle is being driven.

CHECKING THE LAMPS

Flip the switch and check if the headlights, small lights, and other bulbs come on.

Depress the brake pedal and check that the brake lights come on. Push the gear lever into the R (Reverse) position and check that the reversing lights come on.

Finally, remember to check if the lights are dirty or damaged.

INSPECTION OF THE HORN, TURN SIGNALS, WASHER AND WASHER

Check that the horn, turn signals, wipers, and washer nozzles are in good working order.

FUEL CHECK Make sure there is enough fuel to reach your destination.

CHECKING THE DOOR RS LOTTERY

Make sure the doors (L180V and LJ81) and the front opening bracket (LJ80) are locked.

CHECKING THE REAR VIEW MIRROR

Check that there is an unobstructed rear view from the driving position.

CHECKING THE LICENSE PLATE Check for dirt and damage, and check that the license plate is securely attached and the numbers are clearly visible.

CHECKING THE SUSPENSION Place the vehicle on a level surface and check that it **is level;** if the vehicle leans to one side, consult a SUZUKI dealer.

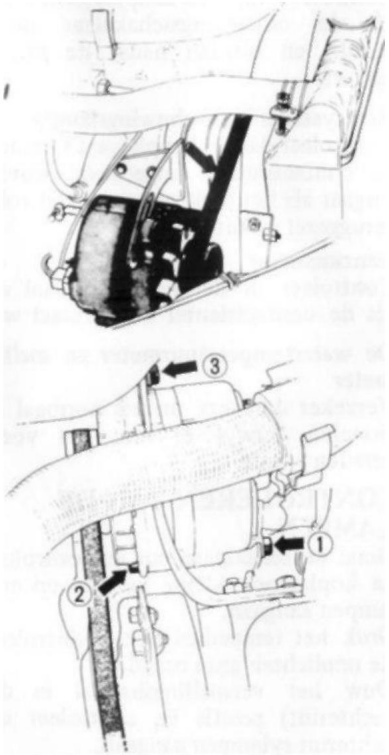
CHECKING THE EXHAUST GAS: Something is wrong if the exhaust gases are either distinctly white or distinctly black. If this is the case, have an inspection performed by your SUZUKI dealer. However, if the gases are white on a cold day, they are likely steam, and no inspection is necessary.

ERRORS FROM THE PREVIOUS DAY Check that the errors found the previous day have been completely resolved, so that driving can continue without any hindrance.

WARNING: If you feel that there is something wrong with any of the above parts, or that something is wrong and you feel that you cannot repair it yourself, do not leave the vehicle in this condition but take it immediately to a SUZUKI dealer for inspection and adjustment.

FAN BELT

FAN BELT
FAN BELT
FOR FANS



If the belt is too loose, the electricity supply will be insufficient, which may cause overheating and wear of the belt.
The tension of the belt should be such that there is a deflection of 10-1 5 mm (0.4 — 0.6 in) when the central part of the belt is pressed strongly. The belt should also be examined to ensure that it is not damaged. Adjustment and re-placement of the belt should be carried out in the following way:

1. Stop the engine.
2. Loosen the three bolts (Nos. (1), (2) and (3) in the drawing) securing the alternator.
3. When stretching the belt, push the alternator outwards with the belts loosened, tighten the bolts at the point where the tension of the belt is held within the limits specified above, and fix the alternator securely.
4. To replace the belt, slide the alter-nator inwards with the bolts loosened and replace it. Having replaced it, stretch the belt as specified in "3 " above.

NOTE: When replacing the belt with new one, give a tension as shown below.

8-1 0 mm (0.3-0.4 in)

If the belt is not properly tensioned, the electrical supply will be insufficient, which can cause overheating and belt wear. The belt tension should be such that it has a slack of 10 to 15 mm (0.4 to 0.6 in) when its center is firmly pressed. Also check that the belt is not damaged.

To adjust and replace the belt, proceed as follows:

1. Turn off the engine.
2. Loosen the three bolts (No. (1), (2) and (3) on the diagram) securing the alternator.
3. To tension the belt, push the alternator outwards after loosening the bolts, then tighten the bolts until the belt tension meets the limits indicated above, and securely fasten the alternator.

nator.

4. To replace the belt, slide the alternator inwards after loosening the bolts. After replacement, tension the belt as specified in point "3" above.

NOTE: When replacing the belt with a new one, apply the tension indicated below.

8 **to** 10 mm (0.3 **to** 0.4 in)

If the belt is too loose, the electrical supply will be insufficient, which can cause overheating and belt wear. The belt tension should be such that there is a slack of 10–15 mm (0.4–0.6 in.) when the center of the belt is firmly pressed. The belt should also be inspected to ensure it is not damaged.

The adjustment and replacement of the belt should be carried out as follows:

1. Stop the engine.
2. Loosen the three bolts (Nos. (1), (2) and (3) in the diagram) taking care of the alternator.

3. When tightening the belt, with the nuts loosened, pull the alternator outwards. At the point where the belt tension remains within the limit specified above, tighten the nuts and securely fasten the alternator.

4. To replace the belt, with the nuts loosened, slide the alternator inwards and replace it. After replacing it, tension the belt as specified above in No. 3.

NOTE: When replacing the belt with a new one, give it the tension indicated below.

8-10 mm (0.3-0.4 in.)

The alternator will not charge sufficiently if the belt is too loose, which can cause engine overheating and belt wear. The belt tension should be such that there is 10–15 mm (0.4–0.6 in) of deflection when the center of the belt is pressed firmly. The belt should also be checked to ensure it is not damaged. Adjustment and replacement of the belt should be carried out as follows: 1. Stop the engine. 2. Loosen the three bolts (nos. (1), (2), and (3) in the drawing) that secure the alternator.

3. Push the alternator outward with the bolts loose to tighten the alternator belt, tighten the bolts at the point where the belt tension remains within the above limit, and tighten the alternator securely.

4. To replace the belt, slide the alternator inward with the bolts loosened, then replace the belt. Adjust the belt as described in point "3" above after replacing it.

NB: When replacing the belt, give it the tension indicated below.

8 - 10 mm (0,3 -0, 4 in)

ENGINE OIL
ENGINE OIL
ENGINE OIL
MOTOR OIL

Special oil

Be sure that the engine oil you use comes under API classification of SD or SE.

Based on the air temperature, select proper viscosity of engine oil from among those listed in the table below:

NOTE: The temperature in this table indicates an average temperature for operation of the vehicle.

Special Oil:

Ensure that the engine oil used meets the API classification of SD or SE. Choose the engine oil viscosity based on atmospheric temperature from those listed in the table below:

NOTE: The temperature shown in this table indicates **the average temperature for the vehicle operation.**

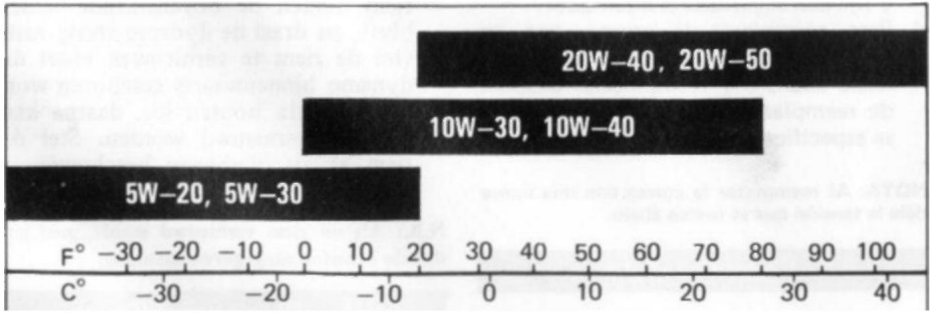
Specified Oil: Ensure that the engine oil you use falls under the API classification of SD or SE. Taking into account the ambient temperature, select the appropriate engine oil viscosity from those listed in the table below.

NOTE: The temperature in this chart indicates an average operating temperature for the vehicle.

Special oil:

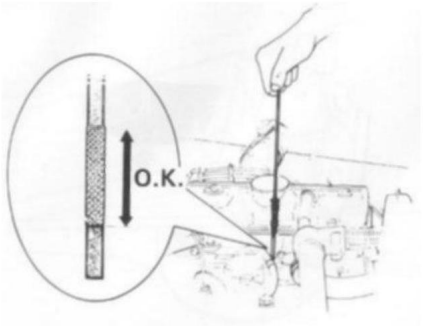
Make sure the engine oil you use meets the API classification SD or SE. Choose the correct engine oil viscosity indicated in the table below, depending on the air temperature.

NB: The temperatures in this table represent an average value.



Atmospheric temperature
Atmospheric temperature

Ambient temperature
Outside temperature



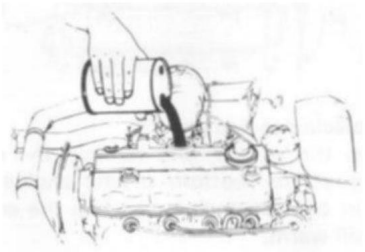
Inspection

The vehicle should **be** inspected after placed on a horizontal surface. Quantities measured may be incorrect on a slope.

The oil quantity should be checked either before starting the engine or at least two or three minutes after stopping the engine. If oil still remains in various parts of the engine, the correct measurement of oil quantities cannot be made. Take out the oil level gauge from crankcase and wipe it with a clean cloth. Reinsert the level gauge firmly once, then remove it again. The level of the oil on the gauge should be between the upper and the lower limits. If it is near the lower limit, more oil should be put in. The oil should be replaced if it shows excessive change in colour.

Checking: To check the oil level, place the vehicle on a horizontal surface.

Otherwise, the reading may be incorrect. The oil level should be checked either before starting the engine or at least 2 or 3 minutes after it has been switched off. If oil remains in various parts of the engine, an accurate reading will not be possible. Remove the dipstick from the engine block and wipe it clean with a cloth. Reinsert the dipstick and then remove it again. The oil level should be between the maximum and minimum marks on the dipstick. If it is close to the minimum mark, top up the oil. Change the oil if it shows excessive discoloration.



Refilling

Remove the filler cap, and refill specified oil up to the upper limit line. Having finished refilling, start the engine and after leaving it idling for about three minutes, stop the engine, and two or three minutes later, check the oil level on the level gauge.

Topping up the oil:

Remove the filler cap and top up the oil to the maximum level. After filling, start the engine and, after letting it idle for about 3 minutes, stop it and, 2 or 3 minutes later, check the oil level using the dipstick.

Inspection

The vehicle should be inspected after placing it on a horizontal surface.

On an incline, the measured quantities may be inaccurate. The oil level should be checked before starting the engine or at least two to three minutes after stopping it. If oil is still present in various parts of the engine, the oil level cannot be measured accurately. Remove the dipstick from the oil pan and wipe it clean with a cloth.

Firmly replace the dipstick, then remove it again. The oil level in the dipstick should be between the upper and lower marks.

If it's near the lower limit, add more oil. If the oil shows excessive discoloration, replace it.

Refilling:

Remove the filler cap and fill with the specified oil up to the upper fill line. After refilling, start the engine and let it idle for about three minutes. Stop the engine, and two or three minutes later, check the oil level on the dipstick.

Inspection

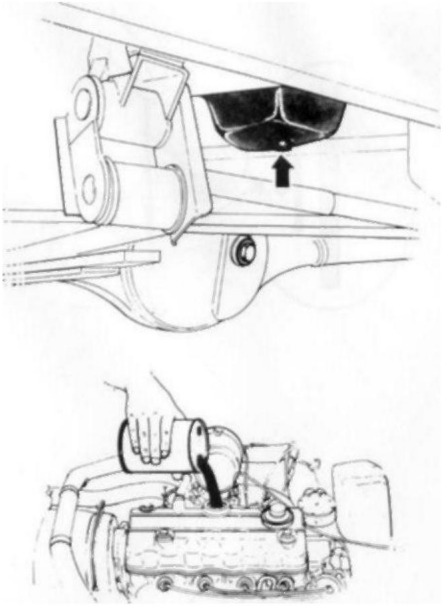
The vehicle should be inspected after being parked on a level surface. Measured quantities may be inaccurate on a slope. The oil quantity should be measured before starting the engine or at least two or three minutes after stopping the engine. If the oil is in a

If the oil level remains in various parts of the engine, the correct amount of oil cannot be measured. Remove the dipstick from the crankcase and clean it with a clean cloth. Firmly reinsert the dipstick, then remove it again. The oil level on the dipstick should be between the upper and lower marks. If it is closer to the lower mark, add oil.

The oil must be changed at the prescribed mileage or periods.

Adding oil:

Remove the filler cap and fill with the required oil to the upper line. After filling, start the engine and let it idle for about three minutes. Stop the engine and check the oil level with the dipstick two or three minutes later.



Replacing engine oil

Stop the engine, and remove the drain plug at the bottom of the engine and drain out the engine oil while the engine is still warm.

WARNING:

Care must be taken if the drain bolt is loosened when the engine is still hot, since the oil temperature is so high that one may easily get burnt.

Replace the drain plug after draining the oil. Then, remove the oil filler cap and put in 3fi (6.3/5.3 US/Imp pt) of the oil specified. After filling, attach the cap again and start up the engine for three minutes idling. Stop the engine, and three minutes later, check the oil level with the gauge. Add oil, as required, to bring the level to the "FULL" line on the gauge.

Engine oil change: Stop the engine, remove the drain plug located at the bottom of the engine, and drain the oil. This operation must be carried out while the engine is still warm.

WARNING: All precautions must be taken when changing the oil with the engine hot because the oil temperature is high and there is a high risk of burns.

After draining the oil, replace the drain plug, remove the oil fill plug and pour in 3 fl oz (6.3/5.3 US/Imp pt) of the recommended oil.

After filling, replace the cap and let the engine idle for approximately 3 minutes. Stop the engine and, after 3 minutes, check the oil level using the dipstick. Add oil, if necessary, to bring the level to the maximum mark on the dipstick.

Engine oil replacement: Turn off the engine and remove the drain plug located at the bottom of the engine and drain the engine oil while the engine is warm.

WARNING: Caution should be exercised if the drain plug is loose when the engine is still hot, as the oil temperature is so high that one can easily get burned.

After draining the oil, replace the drain plug. Then, remove the oil filler cap and add 3 ounces (6.3/5.3 US/Imperial pints) of the specified oil. After filling to capacity, replace the cap and start the engine and let it idle for about three minutes. Turn off the engine, and after three minutes, check the oil level with the dipstick. Add oil, if necessary, to bring the level up to the "FULL" line on the dipstick.

Changing engine oil Switch off the engine and remove the drain plug from the bottom of the crankcase while the engine is still warm.

WARNING: Care must be taken when removing the drain plug while the engine is still hot, as the engine oil temperature is so high that it is easy to burn yourself.

Replace the drain plug after the oil has drained. Then remove the oil filler cap and add 3 fl oz (6.3/5.3 US/Imp pt) of the recommended oil. After filling, tighten the cap and start the engine and let it idle for three minutes. Then, turn the engine off and check the oil level with the dipstick after three minutes. Add oil if necessary to bring the level to the upper mark on the dipstick.

ENGINE COOLANT

TDU COOLANT LIQUID

MOTE R

ENGINE COOLANT

ENGINE COOLANT F

Specified coolant
Use GOLDEN CRUISER 1200 or

equivalents as your water additive all through the year. Change the coolant once every two years. Cooling water must be soft water — such as city water.

Hard water (which includes well water and river water) contains many impurities (iron and the like) which may cause rust or foul the inside of the radiator leading to engine trouble.

GOLDEN CRUISER 1200 GOLDEN
CRUISER 1200 serves not only as an anti-freeze element,

but also anti-foam, anti-rust and anti-corrosion besides being a lubricant for the water pump. To achieve these objectives, the cooling system should be filled with a 30% solution of GOLDEN CRUISER 1200.

NOTE: In Europe, a 50% solution should be used for cooling system.

The freezing temperature of water with a 50% coolant mixture will be -33 ° F

(—36° C). For lower temperatures than this, the coolant mixture proportion should be adjusted according to the table shown. (Should the cooling water 94

freeze, the cylinder block may crack.)

I

Before the beginning of winter, be sure to measure (accurately) the coolant pro-portion of the mixture. This will be helpful in preparing for any exceptionally cold periods that are found often i« cold districts. Measurement of the mixture proportion can be undertaken by autho rized SUZUKI dealer.

Specified refrigerant: As a

water additive, use GOLDEN CRUISER 1200 or equivalent year-round. Renew the refrigerant every two years.

The cooling water must be

fresh water, such as tap water.
Hard water (including well water and river water) contains many impurities (iron, etc.) which can rust or foul the inside of the radiator and cause engine problems.

GOLDEN CRUISER 1200 serves not
only as antifreeze but also as an anti-foaming, anti-rust,

and anti-corrosion agent. Furthermore, it acts as an oil pump lubricant. To achieve these benefits, the cooling system should be filled with a 30% solution of GOLDEN CRUISER 1200.

NOTE: In Europe, a 50% solution must be used for the cooling circuit.

The freezing point of water containing 50% refrigerant must be -33°F (-36°C). For temperatures below this, the mixture proportions must correspond to the table below. (If the cooling water were to freeze, the cylinder block would crack.)

Before winter begins, accurately measure the refrigerant ratio in the fuel mixture. This will help prepare for the exceptionally low temperatures found in cold regions. The mixture ratio can be measured by a Suzuki dealer.

Use GOLDEN CRUISER 1200 or
equivalent coolant as your year-round coolant additive. Change the coolant every two years. The coolant should be soft water, such as drinking water. Hard water (including well water and river water) contains many impurities (iron and similar elements) that can rust or foul the inside of the radiator, causing engine problems.

GOLDEN CRUISER 1200 serves
not only as an antifreeze, but also as an antifoaming, antioxidant, and corrosion inhibitor, in addition to being a lubricant for the water pump. To achieve these benefits, the cooling system should be filled with a 30% solution of GOLDEN CRUISER 1200.

NOTE: In Europe, a **50%** solution should be used for the cooling system.

The freezing point of water with a 50% refrigerant mixture should be -33°F (-36°C). For temperatures lower than this, the proportion of the refrigerant mixture should be adjusted according to the table shown here.

(If the cooling water freezes, the cylinder block may burst.)

Before winter arrives, make sure you accurately measure the proportion of
coolant mixture. This will be very beneficial in preparing for any exceptionally cold period that often occurs in cold climates. Any authorized Suzuki dealer can measure the mixture ratio.

Prescribed coolant: Use coolant (anti-
freeze) as an additive for your cooling water year-round. Replace the coolant every two years. Preferably use soft water. Hard water (such as well water and river water) contains many impurities (such as iron and lime) that can cause rust and clog the radiator, potentially leading to engine problems.

COOLANT: The coolant
not only acts as an antifreeze element but also as an anti-foam, anti-rust, and anti-corrosion agent, and also lubricates the water pump. To achieve this, the cooling system must be filled with a 30% solution of coolant in water.

NB: For added safety, a 50/50 ratio is recommended.

The freezing temperature of water with 50% coolant should be -33° F (-36° C). For temperatures lower than this, the concentration of the coolant should be
The material mixture must be changed according to the table below. (If the water freezes, the cylinder block will crack.)

Before the onset of winter, have the coolant concentration measured accurately so that you are assured of adequate frost protection in the event of a sudden frost.

Radiator capacity: 3.8 fi (8.0/6.7 US/Imp pt)

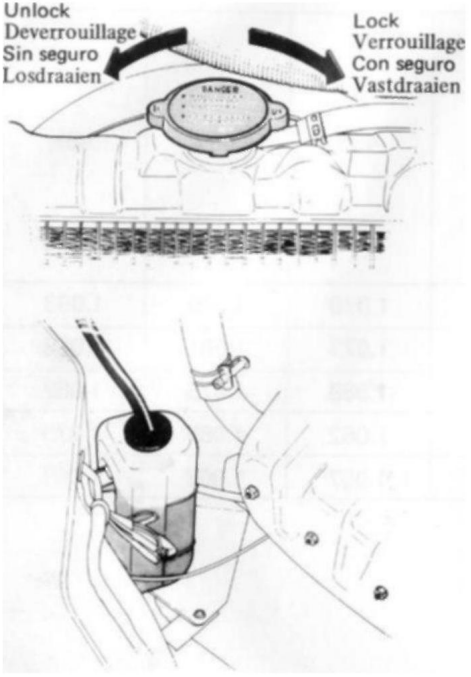
Radiator capacity: 3.8 fl oz (8.0/6.7 US/Imp pt)

Radiator capacity: 3.8 cu in (8.0/6.7 US/Imperial pints)

Cooling system capacity: 3.8fi (8.0/6.7 US/Imp pt)

		Severely cold districts Very cold regions Severely cold places Extremely cold area					
Lowest possible temp. Temperatura ambiente más baja posible Température ambiante la plus basse possible Niedrigste Umgebungstemperatur Temperatura ambiente più bassa possibile Laagste omgevingstemperatuur Najniższa możliwa temperatura otoczenia Lägsta möjliga omgivningstemperatur Laveste mulige omgivelsestemperatur Alin mahdollinen ympäristön lämpötila Nejnižší možná teplota okolí Legalacsonyabb lehetséges környezeti hőmérséklet Cea mai mică temperatură ambiantă posibilă Najnižšia možná teplota okolia Najnižja možna temperatura okolja En mogelyke temperatuur	°F	3	- 4	- 1 3	- 2 2	- 3 3	- 4 7
	°C	- 1 6	- 2 0	- 2 5	- 3 0	- 3 6	- 4 4
Amount of GOLDEN CRUISER 1200 Quantity of GOLDEN CRUISER 1200 Quantity of GOLDEN CRUISER 1200 The amount of COOLANT	US pt	2.41	2.81	3.21	3.61	4.01	4.42
	Imp pt	2.01	2.34	2.68	3.01	3.34	3.68
	l	1.14	1.33	1.52	1.71	1.90	2.09
Proportion Proportion Proporción Percentage	%	30	35	40	45	50	55
Safe-use temp. Safe operating temperature Safe operating temperature Safe operating temperature Safe operating temperature Safe operating temperature	°F	12	5	- 4	- 1 3	- 2 4	- 3 8
	°C	- 1 1	- 1 5	- 2 0	- 2 5	- 3 1	- 3 9

Coolant temperature Refrigerant temperature Coolant temperatures Cooling temperature	Proportion Proportion Proportion Relationship	30%	35%	40%	45%	50%	55%
Spec, gravity Specific weight Specified severity Specific gravity	50° **F** (10°C)	1.054	1.062	1.071	1.078	1.086	1.093
	68° **F** (20°C)	1.050	1.058	1.066	1.073	1.081	1.088
	86° **F** (30°C)	1.046	1.053	1.061	1.068	1.075	1.082
	112°F (40°C)	1.041	1.048	1.056	1.062	1.069	1.075
	122°F (50°C)	1.036	1.043	1.051	1.057	1.063	1.069



Inspection

With th e engin e cool th e coolan t level i n th e reservoi r tan k i s goo d i f i t is foun d betwee n th e "FULL " an d "LOW" marks .

I f th e leve l i s belo w th e "LOW" mark , replenis h th e coolan t following procedur e below.

(1) Removed and removed from cap.

(2) Pou r coolan t int o th e reservoi r tank it s leve l reache s th e "FULL"

Th e leve l mus t no t exceed

gradually mark th e "FULL " mark.

(3) Afte r th e leve l o f coolan t ha s reached th e "FULL " mark , retighte n the ca p securely.

Whe n ther e ha s bee n a larg e decreas e in quantit y o f coolant o r whe n refilling ha s t o b e don e frequenty , i t i s possible tha t a lea k ma y hav e occure d i n the coolin g system , an d therefor e a n inspec - tio n shoul d b e carrie d ou t b y a SUZUKI dealer.

WARNING:

It is very dangerou s to remove the radiato r ca p whe n th e engin e i s hot, because som e pressure work s o n the coolant an d thus there i s a danger

tha t stea m an d ho t coolan t will shoo t ou t a s soo n a s th e radiato r cap i s removed . Therefore th e ca p should b e take n off onl y whe n engin e i s cool.

Control

When the engine is cold, the coolant level in the reservoir is correct if it is between the maximum and minimum values. If the level is below the minimum mark, add coolant by proceeding as follows:

(1) Remove the radiator plug.

(2) Pour refrigerant liquid into the tank up to “FULL” (maximum mark).

The level one must not exceed the maximum benchmark.

(3) After filling the tank to the maximum mark, tighten the cap.

Where a signiÿcant decrease in the quantity of cooling liquid is observed to occur frequently, it is possible that the cooling system is present with leaks. fair and effective run control In case of run dealer and SUZUKI.

WARNING: The refrigerant

is under pressure when the engine is hot. It is dangerous to remove the reservoir cap because steam from the hot refrigerant may escape. The cap should only be removed when the engine is cold.

Inspection

The coolant level in the reservoir tank is correct if, with the engine cold, it is between the "FULL" and "LOW" marks.

If the level is below the "LOW" mark, refill the coolant following the procedure below: (1) Remove the radiator cap.

(2) Pour coolant into the reservoir tank until the level reaches the "FULL" mark. The level must not exceed the "FULL" mark.

(3) After the coolant level has reached the "FULL" mark, securely tighten the cap.

If there has been a large decrease in the amount of coolant, or when it has to be refilled frequently, there may be a leak in the cooling system, and therefore an inspection should be carried out by the SUZUKI dealer.

Inspection:

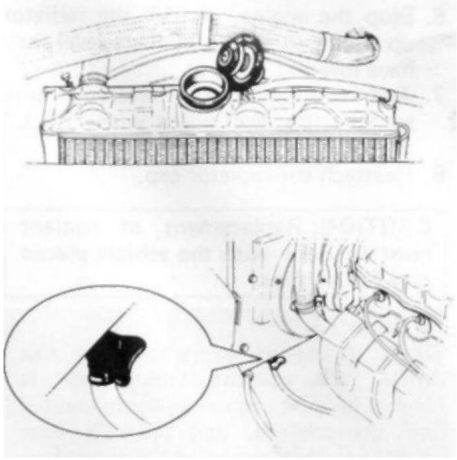
With a cold engine, the coolant level in the reservoir tank is correct if it is between the full and empty marks. Top up the coolant following the procedure below if the level is below the lower mark.

(1) Remove the radiator cap.
(2) Add coolant to the supply tank until the level reaches the full mark.

The level must not exceed the full mark.

(3) After the fluid level reaches the full mark, the cap must be tightened securely.

If there is a significant decrease in the coolant volume, or if it needs to be topped up frequently, the cooling system may have a leak, and an inspection should be carried out by a SUZUKI dealer.



Replacement of engine coolant 1. Remove the radiator cap. Loosen the drain plug attached to the lower portion of the radiator and drain out the coolant.

WARNING: Removing the radiator cap when the engine is hot is very dangerous because the coolant is under pressure, and hot steam and water may spray out as soon as the cap is removed. Therefore, the cap should only be removed when the engine is cold.

WARNING: It is very dangerous to remove the radiator cap when the engine is hot, as there is some pressure on the coolant, and therefore there is a risk of steam and hot coolant spraying out when the radiator cap is removed. Therefore, the cap should only be removed when the engine has cooled down.

2. Remove the reservoir tank, which is on the side of radiator, and drain.
3. Tighten the drain plug, and reinstall the reservoir tank.
4. Fill the radiator with coolant and attach the radiator cap.
5. Run the engine for 2 or 3 minutes at idle to bleed air within the cooling system.

6. Stop the engine, and fill the radiator up again, since the coolant level may have lowered.

7. Add coolant to the reservoir tank so that the level aligns with "FILL" mark.

8. Reattach the radiator cap.

CAUTION: Replacement of coolant must be done with the vehicle placed on a flat surface.

WARNING: It is dangerous to remove the cap when the coolant temperature is high, because same pressure works on the coolant, and there is thus a danger that steam and hot coolant may shoot out. The cap should be taken off only after the coolant temperature has fallen enough.

Engine coolant renewal 1. Remove the radiator cap.

Loosen the drain plug located on the lower part of the radiator and drain the coolant.

2. Remove the reservoir located on the side of the radiator and drain it.
3. Tighten the drain plug and replace the tank.
4. Fill the radiator with coolant and replace the radiator cap.
5. Run the engine for 2 to 3 minutes at idle speed to bleed the air from inside the cooling system ment.
6. Stop the engine and refill the radiator because the coolant level will have dropped.
7. Add refrigerant to the reservoir so that its level corresponds to the "FILL" (maximum) mark.
8. Replace the radiator cap.

CAUTION: When changing the radiator fluid, the vehicle must be **on a level surface.**

WARNING:

Because the radiator coolant is pressurized when the temperature is high, removing the reservoir cap is dangerous as it may release hot steam and coolant. The cap should only be removed once the coolant temperature has dropped sufficiently.

Engine Coolant Replacement 1. Remove the radiator cap. Loosen the drain plug attached to the bottom of the radiator and drain the coolant.

2. Remove the reservoir tank, which is on the side of the radiator, and drain it.
3. Tighten the drain plug, and reinstall the reserve tank.
4. Fill the radiator with coolant and replace the radiator cap.
5. Run the engine at idle for 2 or 3 minutes to purge the air from inside the cooling system.
6. Stop the engine, and refill the radiator, as the coolant level has dropped.
7. Add refrigerant to the reservoir tank so that the level aligns with the "FILL" mark.
8. Replace the radiator cap.

CAUTION: The coolant replacement must be done with the vehicle on a level surface.

WARNING: Removing the cap when the coolant temperature is high is dangerous because it puts pressure on the coolant, and there is a risk of steam and hot coolant splashing out. The cap should only be removed after the temperature has dropped sufficiently.

Replacing the engine coolant: 1. Remove the radiator cap. Unscrew the drain cap attached to the lower portion of the radiator and allow the coolant to drain.

2. Remove the collection tank from the side of the radiator and allow it to drain.

3. Tighten the drain plug and install the reserve tank.

4. Fill the radiator with coolant and install the radiator cap.

5. Let the engine idle for 2 or 3 minutes to purge the air from the cooling system.

6. Stop the engine and refill the radiator, as the coolant level will be low.

7. Add coolant to the collection tank until the level is level with the full mark.

8. Install the radiator cap.

WARNING : Coolant changes must be carried out with the vehicle positioned on a level surface.

WARNING: It is dangerous
to remove the cap when the coolant temperature is high, because there is pressure on the coolant, and there is therefore a danger that steam and hot coolant will shoot out.

The cap should only be removed after the coolant has cooled sufficiently.

AIR CLEANER
AIR FILTER
AIR FILTER
AIR FILTER

If the air cleaner is clogged with dust, intake resistance will be increased with a resultant decrease in output and increase in fuel consumption.

Check and clean periodically according to the following procedure:

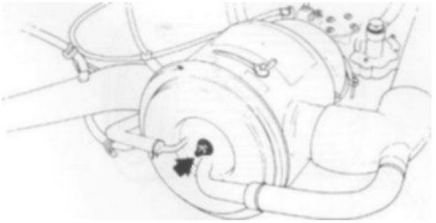
If the air filter is clogged with dust, the resistance to intake will increase, resulting in decreased power and increased fuel consumption.

sence.

Check and clean the filter periodically by following these steps:

If the air filter is clogged with dust, it increases air intake resistance, resulting in decreased performance and increased fuel consumption. Check and clean it periodically according to the following procedure:

If the air filter element is clogged with dirt, the air resistance of the element will increase, resulting in reduced performance and increased fuel consumption. Check and clean it regularly using the following method:



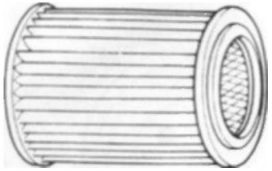
1. Remove the nut and take off the air cleaner cap.
Withdraw the element from the air cleaner case.

1. Remove the nut and take out the air filter cap.

Remove the cartridge from the filter housing.

1. Remove the nut and take off the air filter cover.
Remove the filter element from the cover.

1. Remove the nut and lift off the air filter cover. Lift the element out of the air filter housing.



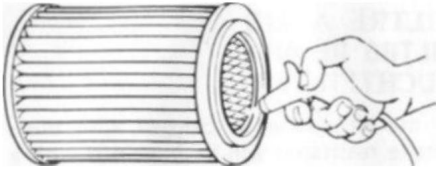
2. This air cleaner element is of dry type.
Remember that it needs cleaning ac-cording to the following method and interval.

2. This air filter element is of the type
sec.
Remember that it needs to be cleaned according to the following method and at the indicated frequency.

2. This air filter element is of the dry type.

Remember that it needs cleaning according to the following method and interval.

2. This is a dry-type air filter element. The following indicates how often and how it should be cleaned.



3. Blow off dust on cleaner element by compressed air from inside element.

3. Blow the dust out of the inside of the filter element using a jet of compressed air.

3. Blow the dust out of the inside of the filter element with compressed air.

3. Blow away the dust on the inside of the air filter element with compressed air.

Air cleaner element interval

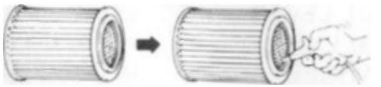
Paved road	Clean every 10 000 km (6 000 miles)
Dusty condition	Clean every 2 500 km (1 500 miles) or as required

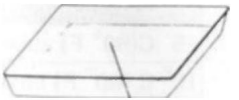
Air filter element maintenance frequency

Asphalt road	Clean every 10,000 km (6,000 miles)
Dusty conditions	Clean every 2,500 km (1,500 miles) or as needed.

Air filter element interval

Paved road	Clean every 10,000 km (6,000 miles)
Dusty condition	Clean every 2,500 km (1,500 miles) or as required





Household type detergent

Household detergent

Regular type detergent

Household cleaning product

Air filter element cleaning period

Common roads	Clean every 10,000 km (6,000 miles)
Dusty conditions	Clean every 2 500 km (1 500 miles) or as necessary.

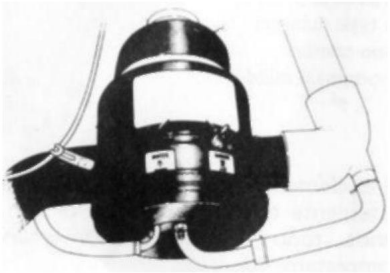
If the element are heavily dirtied, wash it in household type detergent. After wash-ing, rinse the detergent out of element, and dry it completely.

If the item is very dirty, wash it with regular detergent. Rinse it well, removing all the detergent, and dry it completely.

If the element is heavily soiled, wash it in household detergent. After washing, rinse the detergent off the element thoroughly and dry it completely.

Wash the element in household cleaning fluid if it is heavily soiled. After washing, rinse the cleaning fluid from the element and dry it completely.

AIR INTAKE CONTROL LEVER
CONTROL LEVER
D'ADMISSION D'AIR
CONTROL LEVER of AIR INTAKE
LEVER FOR SUMMER AND WINTER POSITION OF THE AIR FILTER



Based on the air temperature as listed below, the air intake control lever should be turned to the "SUMMER" or "WIN-TER" position.

Open air temperature Position of lever 15° C(60° F)

above	SUMMER
15° C (60° F) below	WINTER

When air temperature falls below 15° C (60° F), with the lever turned to the position of "WINTER", warm air, heated by the exhaust manifold, is fed to the carburetor, passing through the air clean-er. This assures sufficient engine per-formance even under the cold weather.

CAUTION: As engine over-heating may result, do not turn the lever to the "WINTER" position when the air temperature exceeds **15°** C **(60° F).**

Depending on the atmospheric temperature (indicated below), the air intake control lever must be turned to the "SUMMER" (summer) or "WINTER" (winter) position.

Atmospheric temperature	Lever position
Above 15°C (60°F)	SUMMER
Less than 15°C (60°F)	WINTER

When the atmospheric temperature falls below 15°C (60°F), with the lever turned to the "WINTER" position, warm air, heated by the exhaust manifold, passes into the carburetor through the air filter.

ensures sufficient engine performance even in cold weather.

CAUTION: To avoid engine overheating, do not turn the lever to the "WINTER" position when the temperature is above 15°C **(60°F).**

According to the air temperature mentioned below, the air intake control lever should be set to the "SUMMER" or "WINTER" position.

Outdoor temperature	Lever position
More than 15°C (60°F)	SUMMER
Less than 15°C (60°F)	WINTER

When the air temperature drops below 15°C **(60°F),** with the lever in the "WINTER" position, warm air, heated by the exhaust manifold as it passes through the air filter, is fed to the carburetor. This ensures sufficient engine performance even at low temperatures.

low cold climate.

CAUTION: Do not put the lever in the "WINTER" position when the outside air temperature exceeds 15°C (60°F), as this may cause the engine to overheat.

Based on the air temperature indicated below, the air inlet lever should be turned to the "SUMMER" or "WINTER" position.

Outside air temperature	**Position of the lever**
Above 15°C (60°F)	Summer
Below 15°C (60° F),	Winter

When the air temperature falls below 15°C (60°F), warm air from near the exhaust manifold is drawn into the carburetor when the lever is set to the "WINTER" position. This ensures good engine performance even in cold weather.

CAUTION: Do not set the lever to the winter position if the air temperature is above 15°C (60°F), as this may cause the engine to overheat.

SPARK PLUG
IGNITION SPARK PLUG
SPARK PLUG
CANDLES

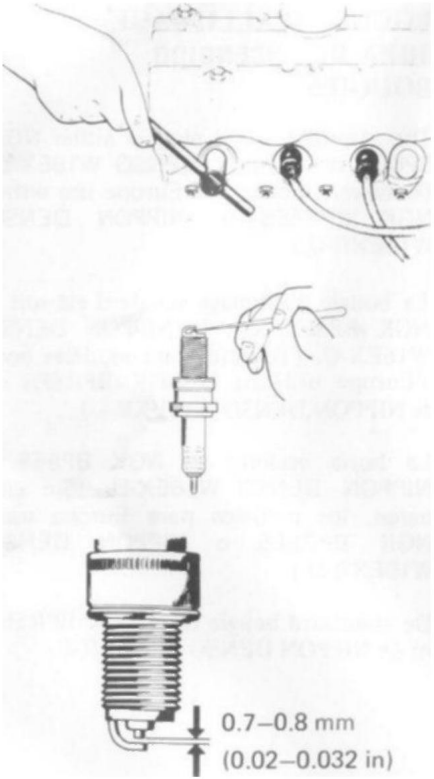
The standard spark plug is either NGK BP5ES or NIPPON DENSO W16EX-U.

(However, models for Europe use either NGK BPR5ES or NIPPON DENSO W16EXR-U.)

The standard spark plug is either the NGK BP5ES or the NIPPON DENSO W16EX-U. (However, models for Europe use the NGK BPR5ES or the NIPPON DENSO W16EXR-U).

The standard spark plug is NGK BP5ES or NIPPON DENSO W16EX-U. (However, models for Europe use NGK BPR5ES or NIPPON DENSO W16EXR-U.)

The standard spark plug is from NGK BPR5ES or from NIPPON DENSO W16EXR-U.



If the standard spark plug is unsuitable for your actual use, such as by aptness to overheat (porcelain shows whitish appear-ance) or get wet (black appearance) change it by referring to the following chart. When carbon accumulates on the spark plug, a strong spark will not be produced. Remove carbon deposites with a wire or pin and adjust the spark plug gap to 0.7-0.8 mm (0.020-0.032 in).

If the standard spark plug is unsuitable for the vehicle's intended use, either because it tends to overheat (white appearance of the porcelain insulator) or because it tends to become wet (black appearance), replace it using the table opposite. When carbon deposits accumulate on the spark plug, only a weak spark will be produced. Remove the carbon deposits with a wire or pin, and adjust the electrode gap to between 0.7 and 0.8 mm (0.020 to 0.032 in).

If the standard spark plug is not suitable for use—that is, it is prone to overheating (the porcelain shows a whitish appearance) or becomes wet (blackish appearance)—change it according to the table below. When carbon builds up on the spark plug, a strong, hot spark is not produced. Remove the carbon deposits with a wire or pin and adjust the spark plug gap to 0.7–0.8 mm (0.020–0.032 in.).

If the standard spark plug is not suitable for your application, as indicated by overheating (the porcelain appears white) or grease buildup (black color), replace it. Refer to the following table. If carbon deposits form on the spark plug, a strong spark will not be produced. Remove carbon deposits with a wire or pin and adjust the spark plug tip gap to 0.7-0.8 mm (0.020-0.032 in).

	REMARKS
NIPPON DENSO W14EX-U (W14EXR-U for vehicles to be used in Europe)	If the standard plug is apt to get wet, replace with this plug.
NGK BP5ES or NIPPON DENSE W16EX-U (BPR 5ESor W16EXR-U for vehicles to be used in Europe)	Standard
NGK BP6ES or NIPPON DENSE W20EX-U (BPR6ES or W20EXR-U for vehicles to be used in Europe)	If the standard plug is apt to overheat, replace with this plug.
CAUTION: If a brand of spark plug other than the NGK or the NIPPON DENSO is to be used, consult your SUZUKI dealer.	

	NOTES Use this
NIPPON DENSO W14WX-U (W14EXR-U for vehicles intended for Europe)	candle if the standard candle tends to get wet.
NGK BP5ES or NIPPON DENSO W16EX-U (BPR5ES ou W16EXR-(U for vehicles intended for Europe)	Standard
NGK BP6ES or NIPPON DENSO W20EX-U (BPR6ES or W20EXR-(U for vehicles intended for Europe)	Use this candle if the standard candle tends to overheat the iron.

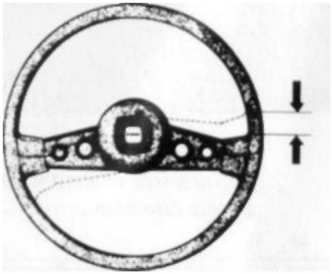
WARNING: To use a spark plug of a brand other than NGK/or NIPPON DENSO, consult a SUZUKI dealer.

	OBSERVATIONS
NIPPON DENSO W14EX-U (W14EXR-U for vehicles used in Europe)	If the standard spark plug is prone to getting wet, replace it with this spark plug.
NGK BP5ES o NIPPON DENSO W16EX-U (BPR5ES or W16EXR-U for used vehicles in Europe)	Standard
NGK BP5ES o NIPPON DENSO W20EXR-U (BPR6ES or W20EXR-U for used vehicles in Europe)	If the standard spark plug is prone to overheating, replace it with this spark plug.
CAUTION: If you are going to use a spark plug brand other than NGK, consult your SUZUKI dealer.	

	COMMENTS
NIPPON DENSO W14EXR-U	If the standard spark plug has a tendency to become greasy, use this spark plug.
DRC BPR5ES of NIPPON DENSO W16EXR-U	Standard
NGK BPR6ES of NIPPON DENSO W20EXR-U	If the standard spark plug has a tendency to overheat, replace it with this spark plug.

WARNING: If a brand other than NGK or NIPPON DENSO is used, your SUZUKI dealer should be consulted.

STEERING DIRECTION ADDRESS CONTROL



With the tires kept straight, check that there is no rattling noise when the steer-ing wheel is shaken up and down. Check the play of the steering wheel by gently turning it. The play of the wheel should be 10-30 mm (0.4-1.2 in) in terms of the circumference. Check to see if, when driving, the steering wheel shake or feel too heavy. If anything is wrong, and inspection must be performed by a SUZUKI dealer.

With the tires facing forward, make sure there is no rattling when shaking the steering wheel up and down.

Check the flywheel play by turning it gently. The flywheel play should be between 10 and 30 mm (0.4 to 1.2 in) around the circumference. Ensure that,

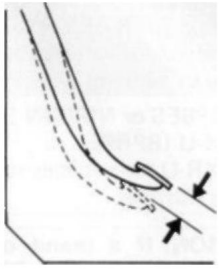
While driving, the steering wheel does not vibrate and is not too heavy. In case of any malfunction, it should be checked by a SUZUKI dealer.

With the tires straight, check for any rattling noises when the steering wheel is moved up and down. Check the steering wheel play by gently turning it. The steering wheel play should be 10-30 mm (0.4-1.2 in.) in circumference. Check if the steering wheel shakes or feels heavy while driving. If anything is wrong, an inspection by a Suzuki dealer is required.

Check that there is no rattling noise when the steering wheel is moved up and down with the tires in a straight position. Check the steering wheel's play by gently turning it.

The wheel clearance is 10-30 mm (0.4 - 1.2 in) is measured at the circumference. Check if the steering wheel jerks or feels too heavy while driving. If anything is wrong, have it inspected by your SUZUKI dealer.

CLUTCH PEDAL CLUTCH PEDAL CLUTCH PEDAL KOPPELINGSPED A A L



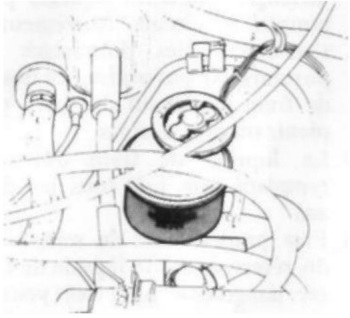
The play of the clutch pedal must be within 15-25 mm (0.6-1.0 in). With the pedal depressed, if the play is more or less than the above, or de-clutching is incomplete with abnormal gear sound, please contact a SUZUKI dealer, where it will be inspected and repaired.

The clutch pedal free play should be between 15 and 25 mm (0.6 to 1.0 in). If, when the pedal is depressed, the free play does not correspond to the above values, or if the clutch disengages poorly and with abnormal gear noises, contact a SUZUKI dealer who will carry out the inspection and repair.

The clutch pedal free play should be between 15 and 25 mm (0.6-1.0 in.). If, with the pedal depressed, the free play is greater or less than indicated above, or if the clutch disengagement is incomplete with an abnormal gear noise, please consult a Suzuki dealer, where the problem will be inspected and repaired.

The clutch pedal's free play should remain within 15-25 mm (0.6-1.0 in). If, with the pedal depressed, the free play is more or less than the above, or if the clutch disengages completely (shifting is difficult), consult your SUZUKI dealer.

BRAKES
BRAKES
BRAKES
BRAKES



Brake fluid

Open the front hood to gain access to the brake fluid reservoir. Check the brake fluid level.' If the fluid level is lower than the "MIN" level of the reservoir, fill the reservoir with the brake fluid listed below:

	Specifications
Brake fluid	**SAEJ1703**

Brake Fluid: Open
the front hood to access the brake fluid reservoir. If the brake fluid level is below the minimum mark in the reservoir, fill the reservoir with the brake fluid specified above.

	Specifications
Brake fluid	**SAE J1703**

Brake Fluid: Open
the front hood to access the brake fluid reservoir. Check the brake fluid level. If the fluid level is lower than the "MIN" (minimum) mark on the reservoir, fill the reservoir with the brake fluid listed below.

	Specifications
Brake fluid	**SAE J1703**

Brake fluid.
Open the hood to access the brake fluid reservoir. Check the brake fluid level.

If the fluid level is greater than the "MIN" mark on the reservoir tank, fill the reservoir with brake fluid that meets the specification below.

	Specification
Brake fluid	SAE J1703

CAUTION: (1)

Since the brake system of your vehicle is factory-filled with a glycol-based brake fluid, do not use or mix it with a different type of fluid when refilling the system, otherwise serious damage will be caused. Do not use a brake fluid taken from old or used or unsealed containers.

(2) The brake fluid should be replaced once every two years.

(3) Use caution in filling the reser-voir because brake fluid can harm your eyes and damage painted surfaces.

WARNING: As the brake fluid level in the reser-voir goes down, the brake warning light on the instrument panel comes on while the engine is in operation.

Should the light come on, inspect the reservoir for the brake fluid level. If the fluid is found below the "MIN" level immediately ask your SUZUKI dealer to inspect the brake system.

ATTENTION:

(1) The vehicle's braking system is filled with glycol-based brake fluid. Do not use a different type of fluid or mix different fluids to fill the system. Doing so will result in significant damage. Do not use brake fluid from old or opened containers.

(2) The brake fluid must be replaced once every two years.

(3) Be careful when filling the reservoir as brake fluid is dangerous to the eyes and may damage painted surfaces.

WARNING: When the brake fluid level in the reservoir drops, the brake warning light on the instrument panel will illuminate when the engine is running. If the light comes on, check the brake fluid level in the reservoir. If the fluid level is below the minimum mark, immediately have your SUZUKI dealer inspect the brake system.

CAUTION: (1) Since your vehicle's brake system is factory filled with glycol-based brake fluid, do not use or mix it with any other type of fluid when refilling the system, otherwise serious damage will occur. Do not use brake fluid contained in old, used, or unsealed containers.

(2) The brake fluid should be replaced once every two years.

(3) Take care when filling the reservoir because brake fluid can damage your eyes and spoil painted surfaces.

WARNING: As the brake fluid level decreases in the reservoir, the brake warning light on the instrument panel will illuminate while the engine is running.

If the light comes on, inspect the reservoir to confirm the brake fluid level. If the fluid is below the "MIN" level, immediately have your Suzuki dealer inspect the brake system.

WARNING: (1)

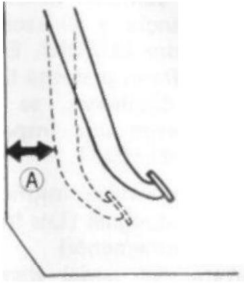
Because the brake system is factory-filled with a glycol-based brake fluid, do not refill the system with any other type of brake fluid than the one specified, as serious damage may occur. Never refill with old or used brake fluid from an unsealed container.

(2) The brake fluid must be replaced every two years.

(3) Be careful when filling the reservoir tank as brake fluid can damage your eyes and paint.

WARNING: If the brake fluid level in the reservoir tank decreases, the brake warning light in the instrument panel will illuminate while the engine is running. When the light illuminates, the reservoir should be checked for the brake fluid level.

If the fluid is found below the "MIN" level, immediately ask your SUZUKI dealer to check the brake system.



Brake pedal

Check the brake pedal for the distance between pedal and wall when the pedal is fully depressed. The specified distance is as follows.

Pedal - to - wall distance (A)	**50 mm (1.97 in) minimum**

Brake pedal: Check

the distance between the brake pedal and the wall when the pedal is fully depressed. The specified distance is as follows:

Distance between pedal and wall (A)	50 mm (1,97 in) minimum

Brake pedal Check

the brake pedal in relation to the distance between it and the floor plate when the pedal is fully depressed.

The specified distance is as follows.

Distance from pedal to plate (A)	**Minimum 50 mm (1.97 in.)**

Brake pedal.

Check the brake pedal for the clearance between the pedal and the bulkhead when the pedal is fully depressed. The recommended clearance is as follows.

Pedal to bulkhead distance (A)	50 mm (1,97 in) minimum

When your vehicle is in need of adjust-ment of the distance and travel, have your vehicle adjusted at SUZUKI dealer.

In case there should be the following malconditions in your brake system, an inspection and repair must be im-mediately performed by SUZUKI dealer.

1. Insufficient braking force 2. Uneven braking (Brakes not working uniformly.)

3. Pedal stroke too large 4. Dragging brake 5. Braking noise 6. Pedal pulsation (Pedal pulsates when depressed for braking.)

Entrust the adjustment of the pedal free play and travel to the dealer.

SUZUKI. In the event that the braking system exhibits the following anomalies, have it checked and repaired immediately by the SUZUKI dealer.

1. Insufficient braking force 2. Uneven braking (brakes not functioning uniformly)

3. Excessive pedal travel 4. Brake drag 5. Brake noise 6. Pedal vibration

(vibrates during braking)

When your vehicle requires adjustment of the distance and travel, take it to a Suzuki dealer. If the brake system exhibits the following abnormal conditions, it must be inspected immediately by a Suzuki dealer.

1. Insufficient braking force 2. Uneven braking (Brakes do not lock-(jan uniformly)

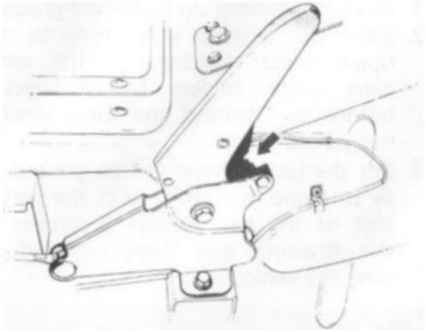
3. Pedal travel too long 4. Brake lever disengaged 5. Noise when braking 6. Pedal pulsation (The pedal pulsates when pressed while braking.)

If your vehicle requires adjustment for distance and stroke, have your vehicle adjusted by your SUZUKI dealer.

In the event that any of the following defects occur in your brake system, inspection and repair should be carried out immediately by your SUZUKI dealer.

1. Insufficient braking force 2. Uneven braking (brakes work not allie even good.)

3. Excessive pedal travel 4. Dragging brakes 5. Noisy brakes 6. A vibrating brake pedal (the pedal vibrates when it is pressed to brake).



Parking brake

Check that, when the parking brake lever is pulled, the brake works perfectly with the lever ratchet positioned underneath the seventh tooth. Also check that, when the brake lever is fully returned, there is no braking. If anything is wrong, an inspection must be performed by a SUZUKI dealer.

WARNING:

Always apply the parking brake fully when parking especially on inclined surface.

Handbrake:

Ensure that when the handbrake is pulled , the brake functions correctly with the lever click positioned below the seventh notch. Also ensure that when the brake lever is fully lowered, the vehicle does not brake.

In case of any malfunction, have the brake checked by a SUZUKI dealer.

WARNING: Always fully

engage the handbrake when parking, and especially on a sloped surface.

Parking Brake: Check that when

the parking brake lever is pulled, the brake engages properly with the lever pawl located below the seventh tooth. Also check that when the brake lever is fully released, the brakes do not engage. If anything is wrong, an inspection by a Suzuki dealer is required.

WARNING:

When parking, the parking brake should always be applied, especially on inclined surfaces.

Parking brake:

Slowly apply the parking brake and count the number of clicks. The adjustment is correct when you can apply the parking brake seven clicks. Then release the parking

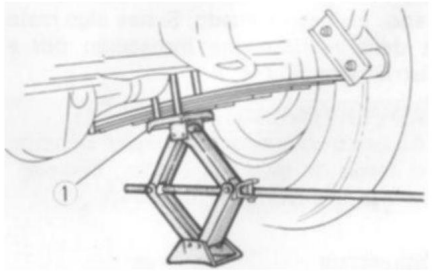
brake and check that the rear brakes do not drag. Have any inspection or adjustment carried out by a SUZUKI

dealer.

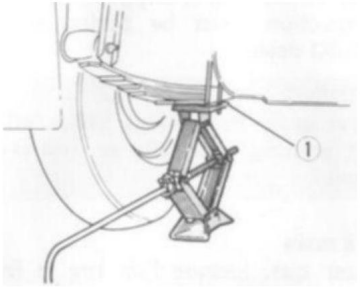
WARNING:

Always fully apply the handbrake when parking, especially on a slope.

HOW TO JACK-UP THE VEHICLE
PLACE THE VEHICLE ON A JACK
HOW TO LIFT THE VEHICLE WITH THE CAT
THE WAY TO THE VEHICLE TO CLICK ON



Front wheel jack-up
Jacking up the front wheel
Lifting the front wheel
Jacking up a front wheel



Rear wheel jack-up
Put the rear wheel on a jack
Lifting the rear wheel
Jacking up a rear wheel

(1) Spring seat
(1) Spring seat
(1) Central support of the crossbow
(1) Spring seat

1. Place the vehicle on level hard ground.
2. Raise the parking brake lever to the upper most position. At the same time, place wedges (wheel blocks) before and behind the three wheels

not jacked-up.

3 Set the jack vertical on the ground so as to come in contact with the spring seat of the leaf springs as shown in the drawing and then, proceed to raise the vehicle.

WARNING:

(1) Care should always be taken to check to see that the vehicle is

being raised vertically during the "jacking-up" process. If the jack begins to "tilt", lower the jack to resume the operation in the cor-rected position.

(2) Never jack-up the vehicle on an inclined surface.

(3) Never get under the vehicle while it is being jacked-up. If the jack should slip off during the process, a serious and fatal accident may occur.

1. Place the vehicle on firm ground and horizontal.
2. Pull the handbrake fully.
   Place wedges in front of and behind the three wheels that will not be lifted.
3. Place the jack vertically on the ground so that it comes into contact with the seat of the leaf spring, as shown in the illustration, then lift the vehicle.

WARNING: (1) Always ensure the vehicle is raised vertically during the jacking operation. If the jack begins to tilt, lower it to restart the operation in the correct position.

(2) Never jack up the vehicle on an inclined surface.

(3) Never get under the vehicle while it is on wax. If the jack were to slip during this operation, it could result in a serious or fatal accident.

1. Place the vehicle on a level surface tough at a level.
2. Lift the parking brake lever to the most inclined position. At the same time, place wheel chocks (anchor the wheels) in front of and behind the three wheels that are not raised.
3. Place the vertical jack on the ground so that it makes contact with the central support of the semi-elliptical leaf springs as shown in the drawing, and then proceed to lift the vehicle.

WARNING: (1) Always take great care to ensure the vehicle is lifted vertically during the process. If the jack starts to tilt, lower it and restart the operation in the correct position.

(2) Never lift the vehicle with the jack on an inclined surface.

(3) Never get under the vehicle while it is being lifted. If the cat were to slip during the process, a serious and fatal accident could occur.

1. Place the vehicle on hard ground.
2. Pull the parking brake lever to its highest position. Place wheel chocks in front of and behind the three wheels that are not being jacked up.
3. Place the jack vertically on the ground so that it contacts the spring seat of the leaf springs as shown in the drawing, and then raise the vehicle.

WARNING:

(1) Always ensure the vehicle is jacked up vertically. If the jack begins to tilt, lower it and reposition the lever.

(2) Never jack up the vehicle on a sloping road surface.

(3) Never lie under the vehicle while it is jacked up. If the jack slips, a fatal accident could occur.

TIRES
TIRES
TIRES
TYRES

* Check the tire air pressure with a tire gauge.

* Measure tire inflation pressure with a tire pressure gauge.

* Check tire air pressure with a tire pressure gauge cos.

* Check the tire pressure with a tire pressure gauge when the tires are cold.

(LJ80/LJ80V)

	Dump Discharged Single	Laden Charge Loaded Loaded
Unloaded Front Before Forward For	120 kPa 1.2 kg/cm2 1,2 bar 17 psi	120 kPa 1.2 kg/cm2 1,2 bar 17 psi
Family Back Back Behind	120 kPa 1.2 kg/cm2 1,2 bar 17 psi	180 kPa 1.8 kg/cm2 1,8 bar 2 6 psi

(LJ81)

	Unladen and Laden Unloaded and Loaded Downloaded and Uploaded Empty and Loaded
Front Before Forward For	120 kPa 1.2 kg/cm2 1,2 bar 17 psi
Rear Back Back Behind	210 kPa 2.1 kg/cm2 2,1 bar 30 psi

Air pressure

Inflation pressure
Air pressure
Tire pressure

Low tire pressure results in excessive wear of the tires, poor handling, reduc-ed fuel economy, and the possibility of blowouts due to overheated tires. High tire pressure produces a harsh ride, handling problems, and excessive wear at the center of the tire tread.

I CAUTION:

(1) Air pressure should be checked when the tires are cold.

(2) It is dangerous to give the tires too much air pressure. Pressure should not be in excess of 2.2 kg/ cm2 (31 psi, 220 kPa).

Insufficient tire pressure results in excessive tire wear, poor handling, increased fuel consumption, and the possibility of blowouts due to overheating. Excessive tire pressure causes a harsh ride, handling problems, and excessive wear in the center of the tire.

CAUTION: (1) To

check inflation pressure, wait until the tires are cold.

(2) Overinflating tires is dangerous. The inflation pressure should not exceed 2.2 kg/cm2 (31 psi, 220 kPa).

Low tire pressure causes excessive tire wear, poor handling, reduced fuel economy, and the possibility of blowouts due to overheating tires. High tire pressure results in harsh riding, handling problems, and excessive wear in the center of the tire tread.

CAUTION: (1) Air

pressure should be checked when tires are cold.

(2) It is dangerous to give the tires too much air pressure.

The pressure should not exceed 2.2 kg/cm2 (31 psi, 220 kPa).

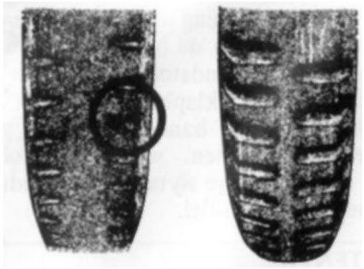
Low tire pressure results in excessive tire wear, poor handling, high fuel consumption, and the possibility of blowouts due to overheating. High tire pressure produces harsh riding, handling problems, and excessive wear in the center of the tire tread.

WARNING: (1)

Tire pressure must be checked when the tires are cold.

(2) It is dangerous to overinflate the tires.

The pressure must not exceed 2.2 bar (31 psi, 220 kPa).



Worn tread
(Tire should be replaced)

Worn tread (The tire must be replaced)

Worn footprint
(The tire must be replaced)

Worn profile
(The tire needs to be replaced)

New tread

New tread

New footprint

New profile

*** Check the tire tread for wear. If found to be worn, replace the tire.**

*** Check for abnormal wear, cracks, and damage. In case of cracks or damage, tire should be replaced. An inspection should be performed by SUZUKI dealer in case of abnormal wear.**

*** Check that there are no nails, stones or other objects sticking into the tires.**

*** Check for loose wheel nuts.**

*** When replacing, any tire must be of same size and construction as origi-nally installed and with the same or greater load capacity. The four tires used for the vehicle must be identical in tread pattern.**

* Check if the tire tread is worn. If it is worn, replace the tire.

* Check the tires for abnormal wear and tear or other damage. If cracks or damage are found, replace the tire. If the tire is abnormally worn, it must be inspected by a SUZUKI dealer.

* Ensure that the tires do not contain nails, stones or other sharp objects.

* Check if the wheel nuts are loose.

* The replacement tire must be the same size and construction as the tire previously fitted and must have at least the same load capacity. All four tires used on the vehicle must have the same tread pattern.

Check the tire for wear.
If you find it worn, replace the tire.

* Check for abnormal wear, cracks, and other damage. If cracks or damage are present, the tire must be replaced. If abnormal wear occurs, an inspection must be performed by a Suzuki dealer.

Check that there are no nails, stones, or other objects stuck in the tires.

* Check if any of the wheel nuts are loose.

Any replacement tire must be the same size and construction as the one originally installed and have the same or greater load capacity. The tread patterns of all four tires used on the vehicle must be identical.

* Check the tire tread for wear. If worn, the tire should be replaced.

* Check for abnormal wear, cracks, and damage. If cracks or damage are found, the tire should be retreaded. If abnormal wear is found, have your SUZUKI dealer inspect the tire.

* Check that there are no studs, stones or other objects in the tires.

* Check for loose wheel nuts.

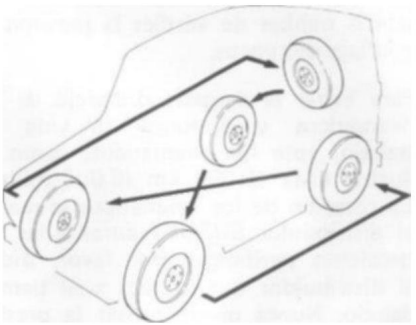
* When replacing tires, each tire must be the same size and construction as originally installed and have the same or greater load capacity. All four tires on the vehicle must have the same tread pattern.

TIRE ROTATION

TIRE ROTATION

ROTATION OF THE TIRES

ROTATING THE TIRES



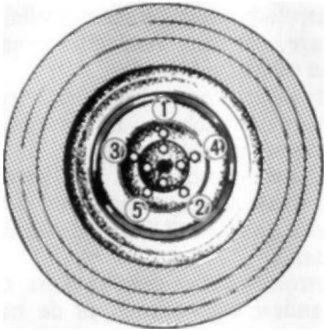
To avoid uneven wear of your tires and to prolong their lifespan, rotate tires, as illustrated, every 10 000 km (6 000 miles).
Tire rotation is to be carried out at the periodic inspections by SUZUKI dealer.
Please ask SUZUKI dealer to do this on the occasion.
Never fail to check tire pressures.

To prevent uneven tire wear and extend tire life, rotate the tires every 10,000 km (6,000 miles) as shown in the figure. Tire rotation will be performed by your SUZUKI dealer upon request during servicing. Always remember to check your tire pressure.

To prevent uneven tire wear and prolong their working life, rotate your tires, as illustrated, every 10,000 km (6,000 miles).

Tire rotation is performed by your Suzuki dealer during regular inspections. Please ask your dealer to do it on schedule. Never forget to check your tire pressure.

To prevent uneven wear and extend the life of your tires, they can be rotated (as shown) every 10,000 km (6,000 miles). Rotating tires should be performed during the periodic inspections by your SUZUKI dealer. Ask your SUZUKI dealer to do this. Never forget to check the tire pressure.



Replacement of tires
Loosen the wheel nuts slightly and wind the jack-up. Take off the wheel nuts and change the tire. After change of the tire, tighten the nuts evenly in order shown in the picture, lower the vehicle and take away the jack. After removal of the jack, tighten the wheel nuts firmly once more.

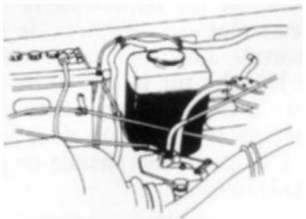
Changing a wheel: Slightly loosen the wheel nuts and raise the jack. Remove the wheel nuts and change the wheel. After changing the wheel, tighten the nuts evenly in the order shown in the illustration, lower the vehicle, and remove the jack. After removing the jack, firmly tighten the wheel nuts again.

Tire Replacement: Loosen the lug nuts slightly and raise the vehicle with the jack. Remove the lug nuts and change the tire. After changing the tire, tighten the lug nuts evenly in the order shown in the diagram, lower the vehicle, and remove the jack. After removing the jack, tighten the lug nuts securely.

nuts.

Changing the tires: Loosen the lug nuts slightly and raise the jack. Remove the lug nuts and change the tire. After changing the tires, tighten the nuts in the order shown in the illustration, lower the vehicle, and remove the jack. Tighten the nuts firmly again after removing the jack.

WINDSHIELD WASHER LIQUID
WINDSHIELD WASHER FLUID
WASHING LIQUID
WINDSHIELD
WINDOW WASHER FLUID



Check that washer liquid is present in the tank. Refill if it is not. It is advisable to add an approved cleaning solvent and make it antifreeze against the water in the container.

CAUTION: Damage will result if the motor is operated with no liquid in the washer tank.

Ensure there is still fluid in the windshield washer reservoir. If necessary, top up the level. It is advisable to add a proven degreasing solvent and an antifreeze solution to the reservoir.

WARNING: Never use the windshield washer motor when the reservoir is old.

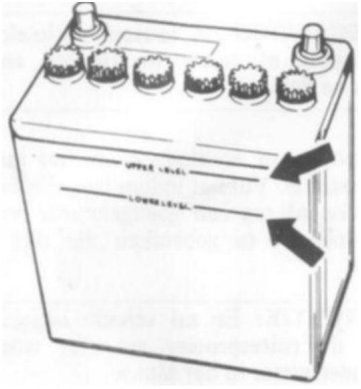
Check that there is washer fluid in the tank; refill it if there isn't any. It's advisable to add an approved cleaning solvent and make it antifreeze to protect against water in the reservoir.

CAUTION: Damage will be caused if the motor is operated without liquid in the washer tank.

Check if there is fluid in the tank. Fill it if empty. It is recommended to use an approved cleaning fluid that will not freeze.

WARNING: Damage will occur if the windshield washer is used without water in the tank.

BATTERY
BATTERY
BATTERY
ACCU



Th e leve l o f th e batter y solutio n mus t be kep t betwee n th e **"UPPER "** an d the "LOWER " leve l line s a t al l times . I f the leve l i s foun d t o b e belo w th e **"LOWER"** leve l line ad d distille d wate r t o **"UPPER"** leve l line . Loosenin g an d corrosio n of th e terminal s wil l resul t i n poo r contact.

Whe n foun d o n th e termina l section, whit e powde r shoul d b e washe d off with war m wate r an d the n greas e o r vaseline shoul d b e applied .

Mak e sur e tha t no war m wate r get s int o th e battery.

WARNING:

Since inflammabl e hydroge n gas e manates fro m th e battery , fir e must b e kep t a t a distance wheneve r hand - lin g it . Otherwise a n explosio n is threatened .

I t i s dangerou s that battery flui d gets int o th e eyes o r on th e skin .

I n thi s respect care shoul d be taken . I f b y an y chance i t shoul d get o n th e skin th e part affecte d mus t be washed immediatel y wit h plenty of wate r fo r a t least fiv e minutes an d a medica l specialis t shoul dbe consulted.

The battery electrolyte must always be kept between the maximum and minimum level marks. If the electrolyte falls below the minimum level mark, top up with distilled water to the maximum level mark. If the battery terminals are loose or corroded, the contact will be poor. When a white powder is observed on the terminals, remove it with hot water, then apply grease or petroleum jelly.

Make sure that hot water does not penetrate the battery.

WARNING:

Since the battery releases hydrogen, a flammable gas, it must be kept away from flames during operation. Otherwise, it is exposed to the risk of explosion. l'on

The electrolyte is dangerous for the eyes and skin, and all precautions must be taken to protect oneself. If the electrolyte comes into contact with the skin, immediately rinse the affected area with a large quantity of water for at least 5 minutes and consult a doctor.

The battery solution level must be maintained at all times between the "UPPER" and "LOWER" level lines. If the level is below the "LOWER" level line, add distilled water until it reaches the "UPPER" level line. Loose and corroded terminals will result in poor contact. If you find white powder on the terminal section, wash it with warm water and then apply grease or petroleum jelly.

Make sure warm water does not get into the battery.

WARNING:

Because the battery emits flammable hydrogen gas, fire must be kept at a safe distance whenever working with it. Otherwise, there is a risk of explosion. It is dangerous for the battery fluid to come into contact with the eyes or skin. Extreme caution must be exercised in this regard. If, for any reason, the fluid comes into contact with the skin, the affected area should be washed immediately with plenty of water for at least five minutes, and a medical professional should be consulted .

The level of the accu must be te alien tyde between de boven en onder lyn ligt.
If the level is below the lower line, add distilled water until it reaches the upper line. Loose and rusty terminals will result in a bad connection. If white powder is found on the terminals, wash it off with warm water and then apply grease or petroleum jelly. Avoid getting hot water into the battery.

WARNING: Because the battery releases explosive oxyhydrogen, keep open flames away when working on the battery. Otherwise, there is a risk of explosion. Battery fluid is dangerous if it comes into contact with the eyes or skin.

Rinse any parts of the body that have accidentally come into contact with the acid immediately with plenty of water for at least five minutes and call a doctor.

FUSES
FUSIBLE S
FUSES
FUSES

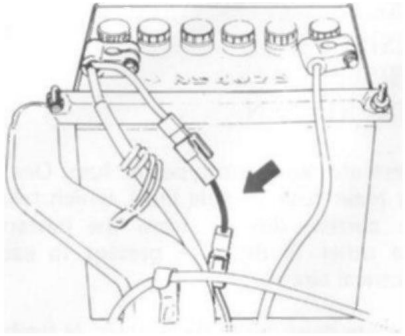
There are two basic types of fuse. One is the main fuse (fusible link), which takes the current directly from the battery.
The other is the fuse present in each electrical circuit.

There are two types of fuses: the main fuse (blade fuse), which receives current directly from the battery, and the fuses which are located on each electrical circuit.

There are two basic types of fuses. One is the main fuse (fuse link), which receives power directly from the battery. The other is the fuse placed in each electrical circuit.

There are two types of fuses. One is the main fuse (fused connection), which draws power directly from the battery.

The other fuses protect the various electrical circuits.



Main fuse (fusible link)

As **mentioned above, the fusible link takes with current directly from the battery. When this link has blown, electri-city will be cut from any of the electrical circuits, causing no electrical apparatus to function. If all the electrical apparatus ceases to work, open the front hood and check to see if the link at the front of the battery has blown. If the link** is **blown, it must be replaced.**

CAUTION: If the fusible link blows, be sure to have an inspection carried out by a SUZUKI dealer. Always use a genuine SUZUKI fusible link for replacement. Never apply wire even for a temporary fix. It may cause extensive damage, possibly a fire.

Fusible principal (lame fusible)

As just mentioned, the fuse blade receives current directly from the battery. When this fuse blows, current no longer flows through any electrical circuit and no electrical equipment functions.

If no electrical equipment is working, open the front hood and check that the fuse blade at the front of the battery has not blown. If the blade has blown, replace it.

CAUTION: When the fuse blade blows, always have it checked by a SUZUKI dealer. Always use a genuine SUZUKI fuse blade for replacement. Never use wire, even temporarily. This could cause significant damage or even a fire.

Main fuse (fusible link)

As mentioned earlier, the fusible link receives power directly from the battery. When this link blows, it cuts off power to all other electrical circuits, causing the entire electrical system to shut down. If the entire electrical system stops working, open the hood and check to see if the fusible link in front of the battery has blown.

If it's melted, you need to replace it.

CAUTION: If the fusible link melts, make sure your SUZUKI dealer carries out an inspection.

Always use a genuine SUZUKI fusible link for replacement. Do not use wire, even for temporary adjustment. This can cause further damage, possibly a fire .

Main fuse (fused fuse)
The fused connection draws power directly from the battery. If this fuse blows, all current will be cut off, so none of the electrical components will function.

If all electrical components stop working, open the hood and check if the fuse on the front of the battery has blown. If the fuse is blown, it must be replaced.

WARNING: **If the main fuse blows, have it inspected by your** SUZUKI **dealer. Always use a genuine** SUZUKI **main fuse for replacement. Never use wire, even for a temporary repair. This can cause extensive damage and possibly a fire.**

Fuse box
The fuse box is located beneath the right part of the dashboard. The cover of the box can be removed with hand.

The fuses, also, are easily removed. The replacement of a fuse must be made in the same specified capacity. Spare fuses are provided inside the cover of the fuse box.

Fuse Box: The fuse box is located under the right side of the dashboard.

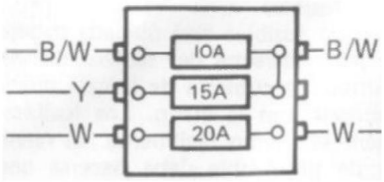
The cover of this box can be removed by hand. The fuses can also be easily removed. The replacement fuse must have the same amperage rating as the one being replaced.

Spare fuses are provided inside the fuse box cover.

Fuse Box The fuse box is located under the right side of the instrument panel. The box cover can be removed by hand. The fuses are also easily removed. A fuse should be replaced with one of the same specified rating.

Spare fuses are provided under the fuse box cover.

Fuse box: The fuse box is located under the right side of the dashboard. The cover of the box can be removed by hand. The fuses are also easy to remove. The fuse must be replaced with one of the same amperage. Spare fuses are stored in the cover of the fuse box.



WIRE COLOR
B/W: Black with
White tracer
W: White
AND: Yellow

COLOR CODE
B/W: Black with white trim
In: Blanc
Y: Yellow

WIRE COLOR
B/W: Black and white indicator
In: Blanco
Y: Yellow

THREAD COLOR
B/W: Black with
white band
W : Wit
Y : Yellow

CAUTION: Always be sure to replace a blown fuse with the correct varing.
Never use a substiture, for example aluminum foil or wire, to replace a blown fuse. If the spare fuse blows out soon after installed, it means that you could have a major electrical problem.

In this case, you should consult your SUZUKI dealer immediately.

NOTE: Always have 10A, 15A and 20A fuses as spare for emergency use.

CAUTION: Always replace a blown fuse with one of the correct amperage. Never use a substitute such as aluminum foil or wire to replace a blown fuse. If the new fuse blows immediately after installation, the problem may be serious. In this case, consult a SUZUKI dealer immediately.

NOTE: Always keep spare 10A, 15A and 20A fuses for use in case of emergency.

CAUTION: Always replace a blown fuse with one of the correct amperage. Never use a substitute such as aluminum foil or wire to replace a blown fuse. If the replacement fuse blows soon after installation, this indicates a more serious electrical problem. In this case, you should contact your Suzuki dealer immediately.

NOTE: Always keep 10A, 15A and 20A fuses on hand as spares for emergencies.

WARNING: When replacing fuses, always install fuses of the correct amperage. Never use a replacement fuse, such as aluminum foil or wire, to replace a blown fuse. If a new fuse blows soon after installation, this indicates a serious electrical problem. In that case, consult your SUZUKI dealer immediately.

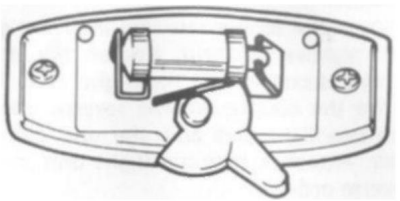
NB: Always have spare 10A, 15A, and 20A fuses available for emergencies.

BUL B REPLACEMENT

REPLACEMENT OF S AMPOULE S

REPLACING LIGHT BULB

LAM P REPLACEMENT



CAUTION : Frequen t replacemen t of bul b indicate s th e nee d fo r a n inspec - tio n o f th e electrica l system . This shoul d b e carrie d ou t b y a SUZUKI dealer.

WARNING: If a bulb needs to be replaced frequently, the electrical circuit must be checked. This check must be carried out by a SUZUKI dealer.

CAUTION: Frequent replacement - indicates the need for an inspection of the electrical system. Must be carried out by the SUZUKI dealer.

ATTENTION : Frequent replacement of lamps indicates the need for further inspection of the electrical This must be carried out on the system . doo r ee n SUZUK I dealer.

Interio r light

Takin g hol d o f th e interio r ligh t cover, pul l ou t th e interio r light . Pus h th e tubu - la r bul b toward s sprin g termina l an d take ou t bulb . A ne w bul b i s installe d in revers e order.

Ceiling light:

Remove the ceiling light cover by pulling it off. Push the tubular bulb towards the spring-loaded terminal and remove it. To replace the bulb, proceed in reverse order.

The side of the cabin

Tomand covered her side of the cabin, she took out the lamp. Push the bulb into the tube and make the terminal spring and remove the bulb. The new bulb is placed in reverse order.

Interior r lamp Tre

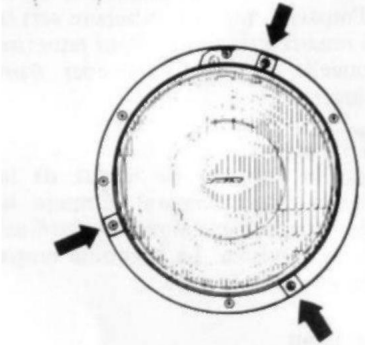
k he t lampgla s los . Push the tube lamp end towards the spring holder and remove the lamp . A new lamp is mounted in the reverse order.

Headlights

Loose n th e screw s securin g th e fron t grill an d remov e th e grill . Loose n th e three screw s securin g th e headligh t unit . Re - mov e th e couple r o n th e revers e sid e of th e headligh t uni t an d th e uni t **wil l** be free . Attac h a ne w headligh t uni t i n the revers e order.

Headlights Loosen the screws securing the front grille and remove it. Loosen the three screws that secure the headlight unit. Remove the coupling from the rear of the unit and it will be released.

Place a new light unit in the reverse order.



CAUTION : Adjustmen t o f th e head - ligh t bea m i s necessary whe n replacing th e headligh t unit an d so , excep t in emergencies , replacemen t an d adjust-ment should be done by a SUZUKI dealer.

CAUTION: Before replacing the headlight unit, it is necessary to adjust the headlight beam, so except in case of emergency, and adjustment must be done by the SUZUKI the spare distributor.

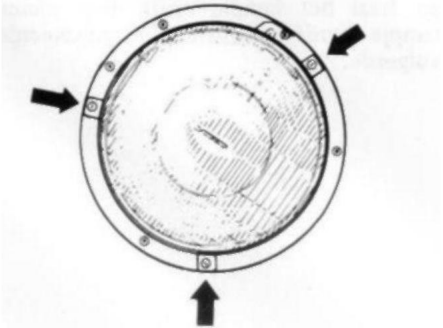
Headlights:

Remove the front grille fixing screws and remove the grille itself. Loosen the three screws fixing the optical block.

Remove the coupler located at the back of the optical block. The optical block can then be removed by itself. To install a new optical block, proceed in reverse order.

Copiamp Turn

the screws and loosen each front grille holding and move the rear grille. Loosen the three screws holding each headlamp . Remove the attachment to the rear side headlamp so that the lamp will come free . Install a new headlamp pin inverted and full - belt.

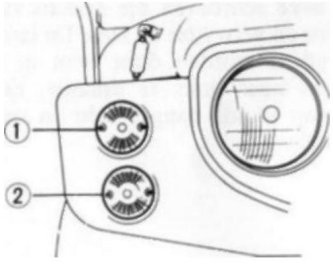


CAUTION: After replacing the optical unit, it is necessary to adjust the headlight. Therefore, except in cases of emergency, the replacement and adjustment must be carried out by a SUZUKI dealer.

WARNING: Headlamp adjustment is required when the headlamp housing is replaced. Replacement and adjustment, except in emergencies, should be performed by a SUZUKI dealer.

Turn signal light and combination light
Turn signals and combined taillight
Directional signal light and combined light
Turn signal lamp and combination lamp.

FRONT
BEFORE
FORWARD
FRONT



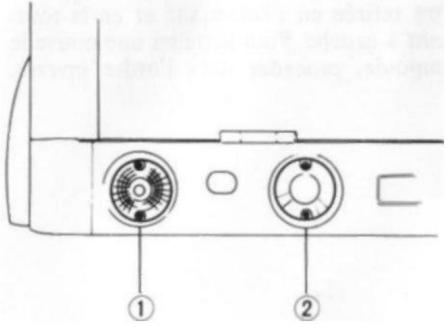
(1) Turn signal light
(2) Combination light

(1) Flashing
(2) Combined fire

(1) Directional signal light
(2) Combined light

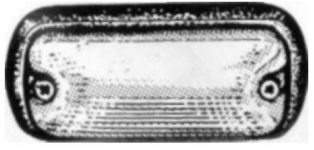
(1) Turn signal
(2) City light (front), tail light (rear side)

REAR
BACK
BACK
BACK

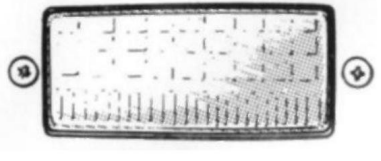


Side turn signal light
Side indicator
Side turn signal light

Side turn signal



Backup light
Reversing light
Reverse light
Reversing lamp

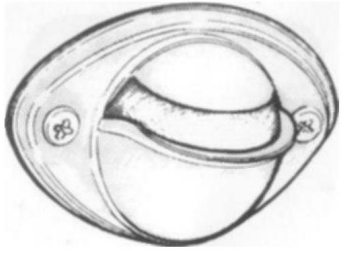


Licence plate light

License plate light

License plate light

License plate light



Turn signal lights, combination light, back-up light and licence plate lights Loosen the two screws retaining the lens and remove it. The bulb can be removed by pushing and turning it towards the left. A new bulb is installed in reverse order.

Turn signals, combination lights, reversing lights and license plate lights
Loosen the two fixing screws of the
Remove the lens. The bulb can be removed by pushing it in and turning it to the left. To install a new bulb, follow the reverse procedure.

Turn signal lights , combination light, reverse light , **and** license plate **lights :** Loosen the two screws that hold the lenses in place
and remove them. The bulb can be removed by pushing it out and turning it counterclockwise. A new bulb is installed in the reverse order.

Turn signals, parking lights, taillights, rear i-try lamp, and license plate light. Loosen the two screws holding the lens
and remove the lens. The bulb can be removed by pressing it in and turning it counterclockwise. Installing a new bulb is done in the reverse order.

WASHING AND WAXING YOUR SUZUKI

WASHING AND WAXING THE SUZUKI

WASHING AND WAXING OF SUZUKI

WASHING AND IN THE WASH SETTING YOUR SUZUKI

Dirt or any other foreign material on the painted surface can cause the following problems as time goes on.

1. Faded paint.
2. Body rust due to exposure caused by deteriorated paint film.
3. Body rust due to scratches caused by any contact with a painted surface when covered with dirt or foreign material.

It is therefore important that your SUZU-KI vehicle should always be kept clean in order to maintain the paint in good condition and to protect the entire body against corrosion.

The presence of dust and other foreign substances on the vehicle's painted surfaces can cause the following problems over time:

1. Tarnishing of the paint.
2. Rust on the bodywork in exposed areas due to deterioration of the paint film.

3. Rusting of the bodywork due to scratches caused by any contact with the painted surface when it is dirty.

Therefore, it is important to always keep the SUZUKI vehicle clean so that its paintwork can remain in good condition, and to protect the entire bodywork against corrosion.

Dirt or any other foreign material on the painted surface can, over time, cause problems such as the following:

1. Paint discoloration **2.** Rusty bodywork due to exposure caused by deteriorating paint film

3. Rusty bodywork due to scratches caused by contact with the painted surface when it is covered with dirt from foreign material.

Therefore, it is important that your SUZUKI vehicle is always kept clean in order to maintain the paint in good condition and protect the entire body against corrosion.

Dirt or any other deposits on the paint can eventually cause the following problems.

1. The doffels.
2. Rusting of the bodywork caused by a weathering paint layer.
3. Rusting of the bodywork due to scratches caused by touching the painted surface while it is covered with dirt or other material.

That is why it is important that your SUZUKI is always kept clean, to keep the paint in good condition and to protect the entire bodywork against rust.

CLEANING THE EXTERIOR

EXTERIOR CLEANING

EXTERIOR CLEANING

THE CLEANING OF THE OUTSIDE

NOTE: Cleaning of the painted surfaces should always be conducted in the shade while the body is cool (when not hot to the touch).

Cleaning should be conducted following the procedure as outlined below:

1. Remove dirt and mud from the body with running water. For washing, never rub the body with sponges, brushes, rags, or the like which could scratch the painted surface.

2. Dirt which is hard to remove with hose water should be washed off with commercial car-wash products. To clean such problem areas, lightly rub away the dirt with a sponge or soft rag liberally doused in the cleaning solution. The sponge or rag should be repeatedly soaked in a bucket con-taining the solution to wash off the dirt little by little.

CAUTION: To use commercial car-wash products,observe the precautions as specified by the manufacturers.
Never use strong home detergents or soaps.

3. Once the dirt is completely removed, rinse away completely the detergent with the running hose water.

4. After rinsing, wipe the body lightly off water with a wet chamois and allow the body to dry in the shade.

5. Check carefully for damages on the painted surface. If any is found, painting touch-up should be con-ducted following the procedure below: (1) Clean all damaged spots and allow them to dry.

(2) Treat any rusted metal with a proprietory rust solvent primer.

(3) Stir the paint and "touch-up" the damaged spots lightly with a small brush.

(4) After painting, allow to properly dry.

NOTE: In addition to times of car washing, you should periodically check for damages on the painted surface as part of your daily care.
Painting touch-up should be conducted as mentioned above, immediately upon discovery of such damage.

NOTE: Cleaning painted surfaces should always be done in the shade, when the bodywork is cool (when it is not hot to the touch).

To clean, proceed as follows:

1. Remove dirt and mud from the bodywork with a jet of water. Never rub the bodywork with a sponge, brush, cloth, etc., which could scratch the surface.

2. Dirt that remains after rinsing with water should be washed off with specific vehicle cleaning products.

To clean these difficult areas, gently rub the dirt with a sponge or soft cloth soaked in the cleaning solution.

The sponge or cloth should be frequently soaked in the container holding the solution and the dirt should be removed little by little.

CAUTION: When using car cleaning products, observe the manufacturer's instructions. Never use strong household detergents or soap.

3. Once the dirt has been completely removed, rinse the detergent thoroughly with a jet of water.

4. After rinsing, lightly wipe the water off the bodywork with a damp chamois leather and let it dry in the shade.

5. Carefully check the painted surfaces for deterioration. If deterioration is found, touch-ups should be carried out as follows: (1) Clean all damaged areas and allow them to dry.

(2) Treat the rusted metal parts with a brand name rust solvent.

(3) Shake the paint and lightly touch up the damaged spots with a small brush.

(4) Mix the paint and lightly touch up the damaged spots with a small brush.

NOTE: Do not only check the paintwork when washing the vehicle; check it also during daily inspections. Paint touch-ups should be carried out as mentioned above as soon as damage is noticed.

NOTE: Cleaning of painted surfaces should always be done in the shade while the bodywork is cold (when it is not hot to the touch).

Cleaning should be done following the procedure described below:

1. Remove dirt and mud from the car body using jets of water. To wash, never scrub the car body with sponges, brushes, rags, or similar materials that can scratch the painted surface.

2. Dirt that is difficult to remove with a hose should be washed with commercial car wash products. To clean such problem areas, gently scrub the dirt off with a sponge or rag soaked in the cleaning solution. The sponge or rag should be repeatedly dipped into the container of solution to gradually wash away the dirt.

CAUTION: When using commercial car wash products, observe the precautions specified by the manufacturer. Never use harsh household soaps or detergents.

3. Once the dirt has been completely removed, rinse off the detergent thoroughly with jets of water from a hose.

4. After rinsing, gently dry the car body with a dry chamois and let it finish drying in the shade.

5. Carefully inspect the painted surface for damage. If any is found, a paint touch-up must be done following the procedure below: **(1)** Clean all damaged areas and allow them to dry. (2) Treat any rusted metal with a suitable, high-quality rust remover.

(3) Move the paint around and "touch up" the damaged areas with a small brush. (4) After painting, let them dry properly.

NOTE: In addition to checking the vehicle during washing, you should periodically inspect the painted surface for damage as part of your daily maintenance. Paint touch-ups should be carried out as described above as soon as any such damage is discovered.

NB: Cleaning the exterior should always be carried out in the shade, while the bodywork is cool.

Cleaning should be done according to the method described below:

1. Remove dirt and mud from the bodywork with plenty of running water.

   Never rub the bodywork with sponges, brushes, cloths or the like which could scratch the paint.

   In addition, the water pressure of the hose must be kept sufficiently low.

2. Difficult-to-remove dirt should be washed off with a special cleaning agent. To clean such problem areas, gently rub the dirt with a cloth dipped in cleaning agent. Dip the sponge or cloth several times in a bucket of cleaning agent to remove the dirt, section by section.

   to wash.

   WARNING: When using a commercial car wash product, follow the manufacturer's instructions. Never use strong household detergents or soaps.

3. Rinse off the cleaning agent completely with running water. Once the dirt is completely removed, rinse.

4. After rinsing the bodywork with a chamois, carefully remove the water and let the bodywork dry in the shade.

5. Carefully check the paint for scratches and minor damage. If any are found, the damaged areas should be touched up with paint, using the method below: (1) Clean all damaged areas and let them dry.

   (2) Treat all rusting metal with a proprietary rust dissolving primer.

   (3) Stir the paint and carefully touch up the damaged areas with a small brush.

   (4) Let them dry thoroughly after painting.

NB: If there is any damage, please inspect the paint as part of your regular checks. Touch up the paint as described above, if necessary, immediately after discovering the damage.

6. After washing the vehicle waxing and polishing are recommended for further protecting and beautifying the paint.

   * Only use waxes and polishes of good quality.

   * To use waxes and polishes, observe the precautions specified by the manufacturers.

   * Plated exterior parts should also be waxed.

6. After washing the vehicle, it is recommended to wax and polish it to protect the paintwork and make it shine.

   * Use only good quality waxes and cleaning products.

   * When using waxes and cleaning products, observe the precautions indicated by the manufacturer.

   cant.

   * The exterior chrome parts must also be waxed.

6. After washing the vehicle, it is recommended to wax and polish it to further protect and enhance the paint.

* Use only good quality waxes and polishes.

* When using waxes and polishes, observe the precautions specified by the manufacturers.

* The galvanized exterior parts must also be waxed.

6. After washing the vehicle, waxing and polystering the vehicle is recommended to further protect and enhance the paint.

* Use only good quality wax and poly-stuff products.

* Follow the instructions given by the manufacturers for using the wax and polystyrene products.

* Chrome-plated parts of the exterior work should also be waxed.

CLEANING THE UNDERBODY

CLEANING OF L'INFRASTRUCTURE CLEANING UNDER THE BODYWORK

CLEANING THE BOTTOM OF THE BODYWORK

After running on off-roads, sea shores, or roads spread with salt against freezing in winter, clean the underbody as soon as possible to completely remove the mud and salt. Mud or salt may cause rust on the underbody and components of the brake, steering, and suspension systems.

The inevitable quick expansion of rust can lead to an increase in body corrosion and corresponding troubles with the systems mentioned above. Cleaning of the underbody should be conducted following the procedure below:

Rinse the entire body of mud and salt with high pressure water. If they are not blown away with water, use a steam cleaner. Particularly the inside of the front and rear wheel housings should be carefully cleaned.

If the underbody protection is damaged by rocks or stones etc, you should re-apply underbody sealant to the damaged areas. For this reason, regular underbody inspection is recommended.

After off-road driving, on beaches, or on roads where salt has been spread to prevent freezing in winter, clean the vehicle as soon as possible to completely remove mud and salt. Mud and salt can cause rust on the vehicle's structure and components of the braking, steering, and suspension systems. The inevitable tendency of rust to develop rapidly can lead to increased corrosion of the bodywork and corresponding malfunctions in the aforementioned systems.

To clean the infrastructure, proceed as follows:

Remove mud and salt from the entire bodywork with a high-pressure water jet. If they cannot be removed with water, use a steam cleaner.

Pay particular attention to cleaning the inside of the front and rear wheel arches.
If the underside of the bodywork is damaged by rocks, stones, etc., apply sealant to the damaged areas. For this reason, it is recommended to regularly inspect the underside of the bodywork.

After driving off-road, along seashores, or on roads covered with anti-freeze in winter, clean under the vehicle as soon as possible to completely remove mud and salt. These can cause rust under the body and on brake, steering, and suspension components. The inevitable rapid spread of rust can lead to increased corrosion of the body and corresponding problems with the aforementioned systems. Underbody cleaning should be performed following the procedure described here:

Rinse the entire vehicle body of mud and salt with high-pressure water. If the mud and salt don't come off with water, use a steam cleaner. Pay particular attention to cleaning the front and rear wheel wells.

If the underbody protection is damaged by rocks, stones, etc., you must reapply a layer of sealant to the damaged areas. For this reason, regular underbody inspection is recommended.

After driving on unpaved roads, the beach, or salted roads, the underside of the bodywork should be cleaned as soon as possible to remove mud and salt. Mud and salt can cause rust on the underside and on components of the brakes, steering, and suspension systems. The unintended, rapid spread of rust can lead to increased corrosion and related problems with the aforementioned systems . Cleaning the underside of the bodywork should be done as follows:

Rinse the entire bodywork clean of mud and salt with a strong jet of water. Use steam cleaning if water doesn't clean it.

The inside of the front and rear fenders, in particular, should be thoroughly cleaned. If the underbody protection layer is damaged by stones and rocks, etc., you should reapply an underbody sealant to the damaged areas. Regular inspection of the underbody is recommended for this purpose.

WARNING:

Whe n th e underbod y i s cleaned the brake shoes an d th e insid e of drums ma y becom e wet . Wet brake shoes or drum s ma y extremel y affec t th e brak-ing efficiency, which can lead to seriou s accidents i f th e vehicl e i s run i n thi s condition . Therefore once the underbod y has bee n cleaned allow th e brake shoes an d drum s t o dry completel y t o ensure prope r braking operatio n before drivin g again.

WARNING:

When cleaning the underside of the body, the inner brake oil shoes of the drums may be wet. Wet brake shoes or drums can tremendously affect braking effectiveness which can lead to serious accidents if the vehicle is operated in this condition. Because it is cleaned under the body, let the brake shoes and drums dry completely to ensure proper operation before driving again.

once

WARNING:

During infrastructure cleaning, the brake shoes and the inside of the drums may get wet. Brake shoes or

Wet drums can significantly affect braking efficiency, which can cause serious accidents if the vehicle is used in this condition. Therefore, after cleaning the infrastructure, the brake shoes and drums should be left to dry.

dry the brake pads completely to ensure proper brake function before taking the road.

WARNING: If the

underside of the bodywork is cleaned, the inside of the brake drum may be cleaned. Wet brake shoes or brake drums can severely affect braking performance, which can lead to accidents if the vehicle is not prepared for this condition. Therefore, leave tde brake shoes after

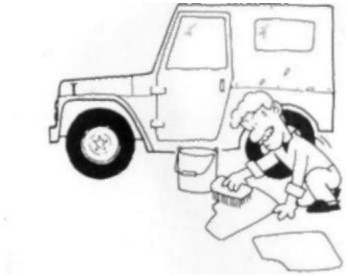
and the brake drums must be completely dried and the underside of the bodywork thoroughly cleaned to ensure good braking action.

CLEANING THE FLOOR AND THE FLOOR MAT

FLOOR CLEANING AND FLOOR CARPET

FLOOR CLEANING AND THE FLOOR CARPET

CLEANING THE FLOOR AND THE FLOOR MAT



Dirt or mud accumulated between the floor and the floor mat may mar the paint, which can cause corrosion on the floor. Accumulated wash water or rain-water between the floor and the floor mat may also cause rust as time goes on.

Therefore, cleaning of the floor and the floor mat with the mat removed at regular intervals is important (particularly after a car washing or running in rainy or wet weather).

Cleaning should be conducted following procedure below:

FLOOR MAT

Remove the mat from the floor and the clean both sides of the mat with water and/or mild detergents. When using deter-gents, rinse the mat completely. Wipe off water with a dry rag and allow the mat to dry in the shade.

FLOOR

(1) Take off the rubber caps for drain-age on the floor and remove dirt and mud from the floor with a low pressure flow of water. During wash-ing do not rub the floor with brushes or rags which may scratch the paint.

Dirt which is hard to remove with only water should be cut by rubbing the floor lightly with a sponge liberally doused in a commercial car-wash product much the same as with the cleaning of the exterior.

After removing, rinse the floor completely of any detergent.

(2) After rinsing, wipe off water com-pletely with a soft rag. Also, if any area other than the floor is wet, do likewise.

(3) Allow the floor to dry in the shade.

(4) Once the floor is dried, remount the rubber cap in the floor and ensure that no water is on the back of the mat before replacing the mat to the floor.

Dirt or dust accumulating between the floor and the floor mat can damage the paint, which can lead to floor corrosion.

Wash water or well water that seeps between the floor and the floor mat can also cause rust over time. Therefore, it is important to regularly clean the floor and floor mat after removing the latter (especially after washing the vehicle or driving in the rain or in wet weather). To clean the floor, proceed as follows:

FLOOR CARPET Remove the

floor mat and clean it on both sides with water and/or a mild detergent. When using detergents, rinse the mat thoroughly.

Wipe off the water with a dry cloth and let the rug dry in the shade.

FLOOR (1)

Remove the rubber plugs provided for water drainage on the floor and clean the dust and mud from the floor with a low-pressure water jet. During washing, do not scrub the floor with a brush or cloth to avoid scratching the paint. If the dirt is persistent, lightly scrub the floor with a sponge well-moistened with a commercial car wash product, as you would for cleaning the exterior.

After cleaning, rinse the floor to completely remove the detergent.

(2) After rinsing, wipe off all the water with a soft cloth.

If any part of the vehicle other than the floor is wet, proceed in the same way.

(3) Allow the floor to dry in the shade.

(4) Once the floor is dry, replace the rubber stopper on the floor. Ensure that no water remains on the back of the mat before placing it back on the floor.

Dirt and mud that accumulates between the floor and the carpet can damage the paint, making the floor more susceptible to corrosion. Wash water or rainwater that collects between the floor and the carpet can also cause rust over time. Therefore, it is important to clean the floor and carpet regularly, with the carpet removed from the floor (especially after washing the vehicle or driving in rain or humid weather).

Cleaning should be done as follows:

FLOOR CARPET Remove the

carpet from the floor and clean both sides with water and/ or mild detergents. If using detergents, rinse the carpet thoroughly. Remove the water with a dry cloth and allow the carpet to dry in the shade.

FLOOR

(1) Remove the rubber plugs for the floor drain and remove dirt and mud from the floor with a low-pressure stream of water. During washing, do not scrub the floor with brushes or rags that could scratch the paint. Dirt that is difficult to remove with water alone should be removed by lightly mopping the floor with a sponge soaked in a commercial car wash product, just as you would when washing the exterior. After removing the dirt, rinse the detergent thoroughly from the floor.

(2) After rinsing, completely remove the water with a dry cloth.
Also, if there is another place that is wet, do the same.

(3) Let the floor dry in the shade.

(4) Once the floor is dry, replace the rubber plugs on the floor and make sure there is no water on the inside of the carpet before placing it on the floor.

Dirt and mud that collects between the floor and the floor mat can damage the paint and lead to rust. Washwater and rainwater between the floor and the floor mat can also lead to rust over time. Therefore, cleaning the floor and the floor mat, with the floor mat removed, at regular intervals is important (especially after washing the vehicle or driving in rain or wet weather).

Cleaning should be carried out in the following manner:

FLOOR MAT:

Remove the mat from the floor and clean both sides with water and/or a mild detergent. Rinse the mat thoroughly if using detergent. Wipe off the water with a dry cloth and let the mat dry in the shade.

FLOOR

(1) Remove the rubber drain plugs from the floor and remove dirt and mud from the floor with a low-pressure water jet. Do not scrub the floor with brushes or cloths during washing, as this can scratch the paint. Dirt that is difficult to remove with water should be removed by gently cleaning the floor with a sponge liberally dipped in commercial car wash detergent, just as you would when cleaning exterior surfaces. Then, rinse the floor completely of the detergent.

(2) Wipe off the water completely with a soft cloth after rinsing. Do the same with any other wet area of the floor.

(3) Let the floor dry in the shade.

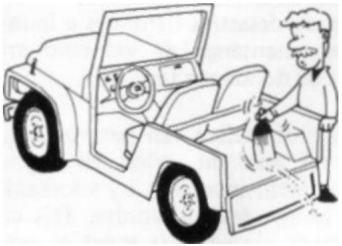
(4) After the floor has dried, install the rubber caps into the floor, making sure the bottom of the mat is dry before replacing the mat on the floor.

CLEANING THE TRUNK FLOOR

FLOOR CLEANING FROM THE TRUNK

FLOOR CLEANING ROOF RACK

CLEANING THE COFFEE SPACIOUS FLOOR



Cleaning should be conducted using the same procedure as with the floor of the passenger sections.

To clean the trunk floor, proceed in the same way as for the passenger side floor.

Cleaning should be carried out in the same way as with the floor of the passenger sections.

Cleaning should be carried out in the same manner as the floor of the passenger area.

IMPORTANT POINTS FOR THE PRE-SERVATION OF PAINT SURFACES

IMPORTANT BRIDGES FOR THE CONSERVATION OF THE PAINT

IMPORTANT TIPS FOR THE PRESERVATION OF THE SUPER-PAINTED FACES

IMPORTANT POINTS FOR PRESERVING THE LACQUER SURFACE SURFACES

1. Wash the vehicle frequently.
2. Avoid parking the vehicle near facto-ries giving forth a lot of smoke, be-side railway tracks. If there is no alternative parking places, a cover should be placed over the vehicle.

1. Wash the vehicle frequently.
2. Avoid parking the vehicle at Proximity to factories emitting heavy fumes or near railway lines. If no other option is available, place a tarpaulin over the vehicle.

1. Wash the vehicle frequently.
2. Avoid parking your vehicle near factories facing large amounts of smoke, and also avoid parking near railway lines.
   If there is no other alternative parking location, a cover should be placed over the vehicle.

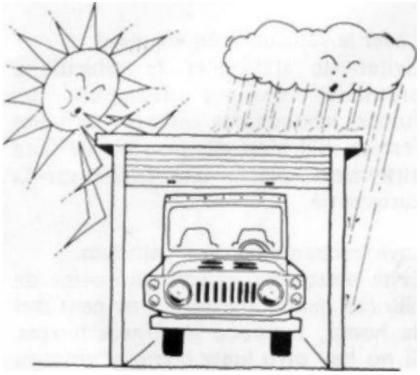
1. Wash the vehicle regularly.
2. Avoid parking the vehicle near factories that produce large amounts of smoke and next to railway lines. If there is no alternative cover, a cover should be placed over the vehicle.

STORAGE

REMISAGE

STORAGE

THE STABLE



1. Avoid exposure of the vehicle to direct sunlight wherever practical, wind and rain, preferably by housing it in a garage. (If no garage is available, a cover should be placed over the vehicle.)

2. For safeguarding the tires, keep the vehicle in dry places, keeping away from puddles of water.

3. In the case of natural disasters and flooding, keep the vehicle in a place where it is readily got out.

1. Avoid exposing the vehicle to direct sunlight, wind, and rain. Ideally, store it in a garage. (If a garage is not available, cover the vehicle with a tarpaulin.)

2. To protect the tires, park the vehicle in a dry place and avoid puddles of water.

3. Store the vehicle in a location where it can be quickly evacuated in the event of natural disasters and floods.

1. Whenever possible, avoid exposing the vehicle to direct sunlight, wind, and rain; it is preferable to store it in a garage. (If you do not have a garage, you must put a cover over the vehicle.)

2. To protect the tires, keep the vehicle in dry places, keeping it away from puddles.

3. In case of natural disasters and floods, keep the vehicle in a place from which it is easy to get out.

1. To prevent the vehicle from being exposed to direct sunlight, wind, and rain, it should preferably be stored in a garage. (If a garage is not available, a cover should be placed over the vehicle.)

2. Store the vehicle in a dry place to secure the tires and keep it away from puddles.

3. Store the vehicle in a place where it can be easily removed in case of an emergency such as a heavy storm, flooding, etc.

THE STARTER DOES NOT REVOLVE

THE STARTER DOESN'T DOES NOT WORK

THE STARTER IS NOT WORKING

THE STARTER MOTOR DOES NOT TURN AROUND

1. Is the battery properly charged? If the battery is inadequately charged, the starter revolves in slowly or not at all.
When the headlights are switched on and the starter is turned, if the headlights go dim or go out altogether, this is proof that the battery is in-adequately charged and so it should be recharged.

2. Is it due to the contact condition of the battery terminals? If the contact of the terminals is bad, when the igni-tion switch is turned to the "START" position, the starter will not revolve and only a click will be heard. If this is the case, repair the contacts by polishing the terminals and tightening the bolts.

3. Has the fuse blown? If the fuse has blown, the starter will not function at all, so check to see if the fuse has blown. If the engine is to be started with a discharged battery connected to other batteries, a booster cable should be connected in as shown in the drawing.

1. Is the battery sufficiently charged? If the battery is insufficiently charged, the starter will not turn or will turn too slowly. If, when the starter is activated with the headlights on, the light intensity decreases, this is a sign that the battery is undercharged. In this case, recharge it.

2. Is there a bad connection at the battery terminals? If the connection at the battery terminals is bad, when the ignition switch is turned to the "START" position, the starter will not operate and you will only hear a click. In this case, restore the connection by sanding the terminals and tightening the bolts.

3. Is the fuse blown? If the fuse is blown, the starter will not work. Check if the fuse is blown. To start the engine with a discharged battery connected to other batteries, connect the cable as shown in the illustration.

1. Is the battery properly charged? If the battery is inadequately charged, the starter will move slowly or not at all. A sign that the battery is not properly charged is that when you turn on the headlights and engage the starter, the headlights will dim.

or it turns off completely, therefore the battery must be recharged.

2. Is it due to the contact conditions of the battery terminals?
If the terminal contacts are poor, turning the ignition switch to the "START" position will not engage the starter and a 'click' sound will be heard. If this is the case, repair the contacts by cleaning the terminals and tightening the bolts.

3. Has the fuse blown? If the fuse has blown, the jump starter won't work at all, so check if the fuse is blown. If the engine is to be started with a discharged battery connected to other batteries, a jumper cable must be connected.

voltage as shown in the drawing.

1. Is the battery sufficiently charged?
If this isn't the case, the starter motor will not turn at all or will turn only slowly . If the headlights become noticeably dimmer or even go out during starting, this means the battery's charge level is insufficient and it needs to be charged.

2. Are the battery terminals making poor contact?
If this is the case, you'll only hear a clicking sound when you engage the starter motor, and the starter motor will remain inactive. Clean and strip the battery terminals and clamps, and tighten them securely.

3. Is the fuse blown?
If the fuse is blown, the starter motor won't work; so check the fuse. If you 're having trouble starting due to a dead battery, you can safely use a second battery as a jump starter. Connect the jumper cables as shown in the figure above.

CAUTION: When a booster cable is connected between two batteries, join equal terminals to each other. In other words, a positive terminal of the one battery must be joined to the corresponding positive terminal of the other. In the case of the negative terminal, do likewise.

CAUTION: When connecting two batteries with a cable, ensure that the corresponding terminals are connected. The positive terminal of one battery must be connected to the positive terminal of the other. The same applies to the negative terminal.

CAUTION: When connecting a voltage booster cable between two batteries, match the terminals of each battery. In other words, the positive terminal of one battery must be connected to the corresponding positive terminal of the other battery. Do the same for the negative terminal.

ATTENTION: Connect the same terminals of the two batteries using the jumper cables, i.e. connect one jumper cable between the positive terminals and the other jumper cable between the negative terminals.

THE ENGINE WILL NOT START
THE ENGINE WON'T START
THE ENGINE WON'T START
THE ENGINE WON'T START

1. Is fuel present in the tank? Check if any fuel is present in the tank by looking at the fuel gauge.

2. Are the spark plugs normal? Check to see if the spark plugs are dirty or damp.

1. Does the tank contain gasoline?
Check if there is fuel in the tank by consulting the fuel level indicator.

2. Are the spark plugs in good condition? Check if the spark plugs are not fouled or wet.

1. Is there fuel in the tank?
Check if there is any fuel in the tank by looking at the fuel gauge.

2. Are the spark plugs normal? Check to see if the spark plugs are dirty or wet.

1. Is there fuel in the tank? Check if there is any fuel in the tank by checking the fuel gauge.

2. Are the spark plugs normal? Check if the spark plugs are dirty or wet.

REDUCED ENGINE POWER AND POOR VEHICLE PERFORMANCE

ENGINE POWER REDUCED AND BAD PERFORMANCE OF THE vehicles

ENGINE POWER REDUCED AND PERFORMANCE FROM THE POOR VEHICLE

REDUCES ENGINE POWER AND POOR PERFORMANCE OF THE VEHICLE

1. Are the spark plugs in proper order?
Check to see if the spark plugs are dirty and if sparks are being properly produced.

2. Is the accelerator wire loose?

3. Is the air cleaner blocked? If so, clean the element.

4. If the air pressure in the tires is ex-cessively low, inflate the tire to speci-fied pressure.

1. Are the spark plugs in good condition? Make sure the spark plugs are not fouled and that the spark is good.

2. Is the throttle cable loose?

3. Is the air filter clogged? If so, clean the cartridge.

4. Is the tire inflation pressure correct? If the tire inflation pressure is excessively low, inflate the tires to the specified pressure.

1. Are the spark plugs in the correct order?
Check to see if the spark plugs are dirty and if the spark is occurring properly.

2. Is the throttle cable loose?

3. Is the air filter blocked? If so, clean the element.

4. If the air pressure in the tires is excessively low, inflate the tire to the specified pressure.

1. Are the spark plugs in good condition?
Check if the spark plugs are dirty and if they produce a good spark.

2. Is the accelerator pedal cable loose?

3. Is the air filter dirty? If so, clean the element.

4. Inflate the tires to the specified pressure if the tire pressure is exceptionally low.

TREATMENT FOR OVERHEATING

WHEN THE ENGINE OVERHEATED

TREATMENT IN CASE OF RE-HEATING

REMEDYING OVER-HEATING

1. Stop the engine, and open the hood.
2. Check the fan belt to see if it is bro-
ken or loose. (Instruction for checking the tension is given in page 88.)
3. Check the reservoir tank for the coolant level. If it is dry, let the engine cool without running it.
4. Check for obvious coolant leaks. Look at the radiator, hoses, and under the engine.

5. If the fan belt and the coolant level in the reservoir tank are O.K, and there are no leaks, if may help the engine to cool down more quickly by idling it.

6. After the engine has cooled back to normal condition, again check the coolant level in the reservoir tank. If the level is below "LOW" level line, stop the engine and further cool it down.

7. Remove the radiator cap, and add water to the reservoir tank. If the radiator should be dry, there may be serious coolant leak in the cooling system. Therefore, you should have the engine checked as soon as possible at your SUZUKI dealer.

1. Turn off the engine and open the hood.
2. Check if the fan belt is broken or loose. (Instructions for checking belt tension are provided)

(on page 89.)

3. Check the coolant level in the reservoir. If the reservoir is empty, stop the engine and let it cool down.

4. Check for coolant leaks. Inspect the radiator, hoses, and underside of the engine.

5. If the fan belt and the coolant level in the reservoir are satisfactory and there are no leaks, the engine can be helped to cool down more quickly by running it at idle.

6. Once the engine has cooled to normal operating temperature, check the coolant level in the reservoir again. If the coolant level is below the minimum mark, stop the engine and allow it to cool down.

Again.

7. Remove the radiator cap and add water to the reservoir.

If the radiator is empty, there may be significant leaks in the cooling system. In this case, have the engine checked as soon as possible by a SUZUKI dealer.

1. Stop the engine, and open the hood.
2. Check the fan belt for any breaks or looseness. (Instructions for checking the tension are given on page 89.)
3. Check the coolant level in the reservoir tank. If it is dry, let the engine cool down without running it.
4. Check for obvious coolant leaks. Inspect the radiator, hoses, and under the engine.
5. If the fan belt and coolant level in the reservoir tank are in good condition, and there are no leaks, you can help the engine cool down more quickly by idling it.
6. After the engine has cooled down and returned to normal operating conditions, recheck the coolant level in the reservoir tank. If the level is below the "LOW" line, stop the engine and allow it to cool further.
7. Remove the radiator cap and add water to the reservoir. If the radiator runs dry, there may be a serious coolant leak in the cooling system. Therefore, you...

   You should have the engine checked by your SUZUKI dealer as soon as possible.

1. Switch off the engine and open the engine cap.
2. Check the fan belt to see if it is broken or loose (Instructions for checking the

   (voltage is given on page 89.)
3. Check the coolant level in the coolant reservoir. If it's empty, let the engine cool without running it.
4. Check for visible coolant leaks. Check the radiator for

   hoses and the engine, at the bottom-- silk.
5. If the fan belt and the coolant level in the reservoir tank are OK, and there are no leaks, **you** can cool the engine down faster by letting it idle.
6. Check the coolant level in the reservoir tank again after the engine has cooled to normal temperature. If the level is below the "LOW" mark on the water tank, stop the engine and let it cool further.
7. Remove the radiator cap and add water to the reservoir tank. If the radiator is dry, there may be a leak in the cooling system.

   Therefore, **you** should have the engine checked by your SUZUKI dealer as soon as possible.

WARNING: **Do not remove the radiator cap when the engine and radiator are hot. Scald-ing hot coolant and steam may blow up under pressure, which could cause serious injury.**

WARNING: Do not remove the radiator cap when the engine and radiator are hot. Boiling coolant or steam may erupt under pressure and cause serious injury.

WARNING: Do not remove the radiator cap when the engine and radiator are hot.
Under pressure, extremely hot steam and refrigerant can splash out, which can cause serious damage.

WARNING.

Remove the radiator cap do not ice the engine and the radiator is faulty.
Boiling hot coolant and steam under pressure can blow upwards, causing you **to seriously burn yourself.**

TOWING YOUR VEHICLE

TOWING OF THE vehicles

VEHICLE TOWING

TOWING YOUR VEHICLE

If towing is necessary, your vehicle may be towed from either the front or rear, but be sure you comply with the follow-ing instructions to avoid damage to your vehicle.

General precaution The wheels and axles on the ground must be in good condition. If they are damaged, use a towing dolly. Put both the transmission and the transfer in NEUTRAL. The ignition key must be in LOCK or ACC position to unlock steer-ing. Release the parking brake. Vehicle can now be towed with all four wheels on ground. A driver must be in the vehicle to steer it and operate the brake.

Towing with rear wheels on ground. Put both the transmission and the transfer in NEUTRAL, and release the parking brake.

Towning with front wheels on ground Put both the transmission and the trans-fer in NEUTRAL, and the ignition key must be in the LOCK or ACC position.

If necessary, the vehicle can be towed from the front or the rear.
To avoid damaging the vehicle, observe the following instructions:

General precautions: The wheels and axles on the ground must be in good condition. If they are damaged, use a recovery dolly. Put the gearbox and transfer case in NEUTRAL.

The ignition key must be in the LOCK (anti-theft) or ACC position to unlock the steering wheel. Release the parking brake . The vehicle can then be towed with all four wheels on the ground. The driver must be **inside** the vehicle to steer and operate the brake.

Towing with the rear wheels on the ground: Put the gearbox and transfer case in NEUTRAL and release the handbrake.

Towing with the front wheels on the ground: Put the gearbox and transfer case in NEUTRAL and place the ignition key in the LOCK (anti-theft) or ACC position.

If necessary, your vehicle may be towed from both the front and the back, but please make sure to comply with the following instructions to avoid damaging your vehicle.

Your vehicle can be towed from the front or rear if towing is necessary, but please ensure you follow the following instructions to avoid damage to your vehicle.

about

General Caution: The wheels and axles on the ground must be in good condition. If they are damaged, use a suitable tow truck.

General precautions The wheels and axles must be in good condition. Gebrui k ee n sleep - wage n ai szy beschadig d zyn . They t the gearbox knew shift box both one NEUTRAL.

Put the shift lever and transfer in NEUTRAL. The ignition key must be in the LOC K or ACC positions to remove the steering safety. Release the parking brake .

The ignition key must be in the LOCK or ACC position when the steering wheel is locked. They release the parking brake so that the vehicle can be towed with both **Wheels** on the ground.

The vehicle can now be towed with its four wheels on the ground. There must be a driver in the vehicle to guide it and operate the brake.

A driver must sit inside the vehicle to operate the driver's brake.

Trailer with the rear wheels on the ground.

Drag n me tde rear wheels nopde ground They tde gear shift ba can shift - ba k both one NEUTRAL and they t the parking brake m loose.

Put the gearshift and transfer levers in NEUTRAL, and release the parking brake.

Towing with the front wheels on the ground Put the shift and transfer levers in NEUTRAL, and the ignition key in the LOC K or ACC position.

Drag n with tde front wheel nopde ground They tde transmission end switch box both one NEUTRAA L end contact - lock l moe tinde LOCK - end ACC - positi e stand.

IDENTIFICATION PLATE

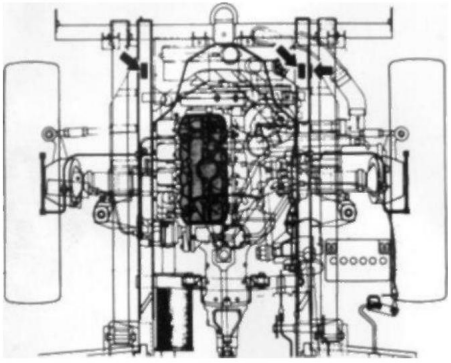
IDENTIFICATION PLATE

IDENTIFICATION PLATE

NUMBER TABLE

CHASSIS NUMBER

CHASSIS NUMBER
CHASSIS NUMBER
CHASSIS NUMBER



The chassis number is punched on the top face of the left-hand frame under the radiator reservoir tank. In case of right-hand drive vehicles, the number is punch-ed on the right-hand frame. The number is unique to your new vehicle, and is used by SUZUKI for all after-sale service.

Each time you consult your SUZUKI dealer, remember to refer to this number.
Should you find the number difficult to read, the same number can be obtained on the identifiée ion plate. **150**

NOTE: The chassis number of the vehicles for European market is punched on the side wall of right-hand frame.

The chassis number is located on the upper part of the left side of the chassis, below the radiator tank.

For right-hand drive vehicles, the number is located on the right side of the chassis. This number is unique to the vehicle and is used by Suzuki for after-sales service. Always mention it when contacting your Suzuki dealer. If the number is illegible, it can also be found on the vehicle identification plate.

NOTE: The chassis numbers for the European market are imprinted on the side wall of the right frame.

The chassis number is punched on the upper front left side of the frame, below the radiator tank. For right-hand drive vehicles, the number is punched on the right side of the frame.

This number is unique to your new vehicle, and is used by SUZUKI for all after-sales services.

Whenever you consult your SUZUKI dealer, remember to refer to this number. If you find this number difficult to read, the same number can be seen on the identification plate.

NOTE: The vehicle chassis for European countries is drilled on the left side of the right frame.

The chassis number is stamped into the top of the left chassis frame beam below the radiator supply tank.

In the case of right-hand drive vehicles, the number is stamped into the right chassis member. This number belongs to your new vehicle and is used by SUZUKI for all subsequent maintenance after the sale. Every time you consult your SUZUKI dealer, remember to refer to this number. If you find the number difficult to read, the same number can be found on the vehicle identification plate.

NB: **The chassis number of the vehicles for the Europasa market is stamped on the side of the right chassis member.**

ENGINE NUMBER

ENGINE NUMBER

ENGINE NUMBER

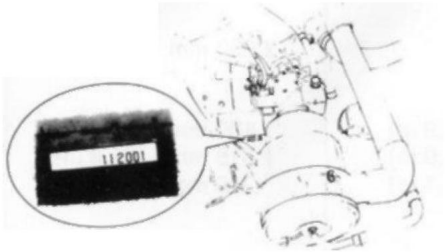
ENGINE NUMBER

The engine number is punched on the cylinder block (see diagram).

The engine number is inscribed on the cylinder block.

The engine number is engraved on the cylinder block.

The engine number is stamped into the cylinder block.



SPECIFICATIONS

ITEM	LJ80	LJ80V	LJ81
DIMENSIONS			
Overall length	3 195 mm (125.8 in) 1 395	<=	3 620 mm (142.5 in)
Overall width	mm (54.9 in) 1 695 mm	<=	<=
Overall height	(66.7 in) ... . 2-passenger 1 840 mm (72.4 in) ... . 4-passenger 1 930 mm (76.0 in) 1 190 mm (46.9 in)	1 685 mm (66.3 in)	1 680 mm (66.1 in)
Wheel base	1 200 mm (47.2 in) 825 mm	<=	2 200 mm (86.6 in)
Tread, front	(32.5 in) 1 205 mm (47.4 in)	<=	<=
rear	1 030 mm (40.6 in) ... . 2-passenger 1 190 mm	«=	<=
Load deck size, length width	(46.9 in) 4-passenger	785 mm (30.9 in) 1 190 mm (46.9 in) 1 045 mm	1 400 mm (55.1 in) 1 315 mm (51.8 in) 290 mm (11.4 in)
height	240 mm (9.4 in)	(41.1 in)	
Ground clearance		<=	<=
WEIGHT			
Curb weight	735 kg (1 620 lbs) 755 kg (1 664 lbs) . . LJ80Q **	785 kg (1 731 lbs) **-	830 kg (1 830 lbs) **-
	740 kg (1 631 lbs) 780 kg (1 720 lbs) . . LJ80Q	790 kg (1 742 lbs) *	**-
Weight distribution, front	400 kg (882 lbs) 410 kg (904 lbs). . LJ80Q 405 kg (893 lbs) ** 430 kg (948 lbs). . LJ80Q	415 kg (915 lbs) * • 415 kg (915 lbs)	440 kg (970 lbs) **- **-
rear	335 kg (739 lbs) 345 kg (760 lbs) . ** . LJ80Q	» » 370 kg (816 lbs) **-	390 kg (860 lbs) **-
	** 335 kg (739 lbs) 350 kg (772 lbs) . . LJ80Q 1	375 kg (827 lbs) » »	**-
Gross vehicle weight	130 kg (2 491 lbs) 1 150 kg ** (2 535 lbs) . . LJ80Q 1 140 kg (2 513 lbs)	1 125 kg (2480 lbs) **-	1 220 kg (2 690 lbs) **-

** For Europe

ITEM	LJ80	LJ80V	LJ81
Gross vehicle weight	Ï 1 140 kg (2 513 lbs) ... LJ80Q 2 or 4	**-	**-
Seating capacity	persons ** 2 or 4 persons	2 persons ** 2 persons	<= **-
ENGINE			
Type	Four-stroke cycle, water-cooled, OHC 4 Wet sump		
Number of cylinders			
Lubrication system	62.0 mm		
Bore	(2.441 in) 66.0 mm (2.598		
Stroke	in) 797 cm3 (797 cc, 48.6		
Piston displacement	cu.in) 8.7 : 1 MIKUNI 32PHD, single		
Corrected compression ratio			
Carburetor	Polyurethane foam element		
Air cleaner			
ELECTRICAL			
Ignition timing	10°B.T.D.C. below 850r/min NGK		
Standard spark plug	BP5ES or NIPPON DENSO W16EXR-U NGK BPR5ES or		
	NIPPON DENSO W16EXR-U Magnetic shift type Alternator . For Europe		
Starter			
Generator			
Battery	12V 126 KC (35 AH)/20 HR		
Main fuse	30A		
Fuse box	10/15/20 A		
Headlight	12V 50/40W		
	12V 45/40W . . . . . For Europe		
Front and rear turn signal light	12V 21W		
Side turn signal light	12V 6W		
	12V 4W . . . . . For Europe		
Combination light	12V 5W		
Tail/brake light	12V 5/21W		
Licence plate light	12V 10W		
Back-up light	12V 10W		
	12V 21W . . . . . For Europe		
Interior light	12V 5W		

ITEM	LJ80	LJ80V	LJ81
Meter pilot light	12V 3.4W		
Brake system warning light	12V 3.4W . . . . . For Europe		
Parking brake indicator light	12V 3.4W . . . . . For Europe		
TRANSMISSION			
Clutch type	Dry, single disc 4-		
Transmission type	forward all synchromesh, 1 reverse 2-speed		
Transfer gear box type	constantmesh 4.556 3.835		
Final reduction ratio	2.359		
Gear ratios, low 2nd	1.543		
3rd	1.000		
top	4.026		
reverse	2.571		
Transfer gear ratios, low range high	1.563		
range	* 3.012 *		
	1.714		
WHEEL AND SUSPENSION			
Tire size, front and rear	6.00-16-4PR		<=
Tire pressure, front	120 kPa (1.20 kg/cm2 , 17 psi) 120 kPa		<=
rear	(1.20 kg/cm2 , 17 psi) . 180 kPa (1.80 kg/	Unload.	–
	180 kPa (1.80 kg/cm , 26 psi) . . 26 psi) . .	Load.	–
			210 kPa (2.1 kg/cm2 , 30 psi)
Suspension type, front and rear	Leaf spring		<=
STEERING			
Turning radius	4.9 m (16.1 ft)		5.5 m (18.0 ft)
Steering gear box	Ball nut 1		<=
Toe-in	- 5 mm (0.04 - 0.20 in) 1°00' 2°00'		<=
Camber angle	11		<=
Caster angle	mm		<=
Trail	(0.43 in) 9°00'		<=
King pin angle			<=

* For Colombia

ITEM	LJ80	LJ80V	LJ81
BRAKE SYSTEM			
Type	4-wheel, hydraulic		
Wheel brake, front	Two-leading		
rear	Leading and trailing		
Parking brake	Internal expanding, on propeller shaft		
CAPACITIES			
Cooling solution	3.8 L (8.0/6.7 US/Imp pt)		
Fuel tank	40 L (10.6/8.8 US/Imp gal)		
Engine oil	3.0 L (6.3/5.3 US/Imp pt)		
Transmission oil	1.0 L (2.1/1.8 US/Imp pt)		
Differential gear box oil	1.3 L (2.7/2.3 US/Imp pt)		
Transfer gear box oil	0.9 L (1.9/1.6 US/Imp pt)		

FEATURES

ITEM	LJ80	LJ80V	LJ81
DIMENSIONS			
Overall length	3 195 mm (125,8 in) 1 395		3 620 mm (142,5 in)
Overall width	mm (54,9 in) 1 695 mm		<=
Overall height	(66,7 in) 2 places 1 840	1 685 mm (66,3 in)	1 680 mm (66,1 in)
	· · · mm (72,4		
	in) 4 places 1 930 mm		
	· · · (76,0 in)		
Wheelbase		<=	2 200 mm (86,6 in)
Wheel spacing,			
front		<=	<=
rear	1 190 mm (46,9 in) 1 200 mm (47,2 in)	«=	<=
Loading platform dimensions: length, width, height	825 mm (32,5 in) 1 205 mm (47,4 in) 1 030 mm (40,6 in) 2 places 1 · · · 190mm(46,9 in) 4 places · · · 240 mm	785 mm (30,9 in) 1 190mm(46,9 in) 1 045 mm (41,1 in)	1 400 mm (55,1 in) 1 315 mm(51,8 in)
290 mm (11,4 in)			
Ground clearance	(9,4 in)	<=	<=
WEIGHT			
Weight in running order	735 kg (1 620 lbs) 755 kg (1 664 lbs)... U80Q $ 740 kg (1 631 lbs) $ 780kg(1 720lbs)... LJ80Q 400 kg (882 lbs) 410 kg (904 lbs)... LJ80Q $ 405 kg (893 lbs) $ 430 kg (948 lbs)... LJ80Q	785 kg (1 731 lbs) $ 790 kg (1 742 lbs) $ - 415 kg (915 lbs)	830 kg (1 830 lbs) $- $- 440 kg (970 lbs)
Weight distribution, before	335 kg (739 lbs) 345 kg (761 lbs)... LJ80Q $ 335 kg (739 lbs)	$ 415 kg (915 lbs) $ -	$- $- 390 kg (860 lbs)
back		370 kg (816 lbs) $ 375kg (827 lbs)	$-

$ For Europe

ITEM	LJ80	LJ80V	LJ81
Weight distribution, rear	$ 350 kg (772 lbs)... LJ80Q 1 130 kg		
Total weight when loaded	(2 491 lbs) 1 150 kg (2	1 125 kg (2 480 lbs)	1 220 kg (2 690 lbs)
	535 lbs)... LJ80Q $1 140 kg (2 513 lbs)		
	$1 140kg (2 513 lbs)...	$=	$-
	LI80Q 2 ou 4 places $2 ou 4 places	$-	$-
Number of seats		2 places $	=
		2 places	$ $ -
ENGINE			
Type	Four-stroke, water-cooled, overhead camshaft, 4-stroke, wet sump, bore and		
Number of cylinders			
Lubrication system	stroke, bore and		
Bore	stroke, bore and stroke, bore		
Piston stroke	and stroke, bore and stroke,		
Engine displacement	bore and stroke, bore and stroke,		
Corrected compression ratio			
Carburetor	displacement, 797 cc (797 cc, 48.6		
Air filter	cu in), compression ratio, 8.7:1, Mikuni 32PHD single polyurethane foam filter element		
ELECTRICITY			
Ignition advance	10° before TDC at less than 850 rpm NGK BP5ES or		
Standard spark plug	NIPPON DENSO W16EX-U NGK BPR5ES or NIPPON DENSO W16EXR-U.		for Europe
Starter	Magnetic drive type alternator 12 V 126 KC		
Generator	(35 Ah)/20 h		
Battery	30 A 10/15/20 A 12 V 50/40 W		
Fusible principal			
Fuse box			
Projector	12 V 45/40 W . . for Europe		

ITEM	LJ80	LJ80V	LJ81
ELECTRICITY			
Front and rear turn signals	12 V 21 W		
Side indicator	12V 6W 12V 4 W . . for Europe		
Combination lantern	12V 5 W 12 V 5/21 W		
Rear/Brake Light	12V 10W		
License plate light			
Reversing light	12V 10W		
Ceiling light	12 V 21 W . .. pour l'Europe 12 V 5 W 12 V 3,4 W		
Meter indicator	12 V 3,4 W .. .		
Brake system warning light	pour l'Europe 12V 3,4 W .. . pour		
Handbrake indicator	l'Europe		
TRANSMISSION			
Clutch type	Dry, single disc, 4		
Gearbox type	synchronized forward gears, 1 reverse gear, 2 continuously variable		
Transfer case type	transmission gears, 4.556		
Final drive ratio			
Gear ratios, first	3,835		
2 and	2,359		
3 and	1,543		
4 and	1,000		
WITH	4,026		
Transfer speed ratios, low			
range, high			
range	2,571 * 3,012		
	1,563 * 1,714		

* For Colombia

ITEM	LJ80	LJ80V	LJ81
WHEELS AND SUSPENSION			
Tire size, front and rear	6,00-16-4PR		<=
Inflation pressure, front rear	120 kPa (1,20 kg/cm2 , 17 psi) 120 kPa		<=
	(1,20 kg/cm2 , 17 psi). .	Unloaded at	
	180 kPa (1.80 kg/cm² , 26 psi).	. Charge	
			210kPa(2,l kg/cm2 , 30 psi)
Suspension type, front and rear	Leaf springs		<=
DIRECTION			
Turning radius	4,9 m (16,1 ft)		5,5 m (18,0 ft)
Steering box	Spherical nut		<=
Pinch	I - 5 mm (0,04 - 0,20 in) 1°00'		<=
Camber angle			<=
Hunting angle	2°00'		<=
Track	II mm (0,43 in) 9°00'		<=
Lateral tilt angle of the rocket pivots			<=
BRAKING SYSTEM			
Type	Hydraulics on all 4 wheels		
Wheel brakes, front and rear	Two leading and three		
	Leading and trailing		
	Internal expansion on drive shaft		
CAPACITES			
Refrigerant solution	3,8 L(8,0/6,7 US/Imp pt)		
Fuel tank	40 L (10,6/8,8 US/Imp gai)		
Engine oil	3,0 L(63/5,3 US/Imp pt)		
Gearbox oil	1,0 L(2,1/1,8 US/Imp pt)		
Differential gearbox oil	1,3 L(2,7/2,3 US/Imp pt)		
Transfer case oil	0,9 L(1,9/1,6 US/Imp pt)		

SPECS

ITEM	LJ80	LJ80V	LJ81
DIMENSIONS			
Total length	3,195 mm (125.8 in) 1,395 mm	<=	3,620 mm (142.5 in)
Total width	(54.9 in) 1,695 mm (66.7 in) 2	*=	<=
High total	passengers 1,840 mm (72.4 in)	1,685 mm (66.3 in)	1680 mm (66.1 in)
	· · · 4 passengers		
	1,930 mm (76.0 in) 1,190 mm		
	· · · (46.9 in) 1,200	<=	
Wheelbase	mm (47.2 in)	<=	2200 mm (86.6 in)
Track width, front rear		<=	«=
		<=	<=
Cargo surface size, length width			
	825 mm (32.5 in) 1 205 mm	785 mm (30.9 in) 1 190 mm	1400 mm (55.1 in) 1315 mm
	(47.4 in) 1 030 mm (40.6 in) 2	(46.9 in) 1 045 mm (41.1 in)	(51.8 in) 290 mm (11.4 in)
high	passengers 1 190 mm (46.9 in)		
	· · · 4 passengers		
	240 mm (9.4 in)		
	· · ·		
Free altar on the ground			<=
WEIGHT			
Weight without load	735 kg (1 620 lbs) 755 kg	785 kg (1 731 lbs)	830 kg (1 830 lbs)
	(1 664 lbs) ... LJ80Q $ 740 kg (1 631 lbs)		
	$ 780 kg (1 720 lbs) ... LJ80Q	$ 790 kg (1 742 lbs)	$
	400 kg (882 lbs) 410 kg (904 lbs) ... LJ80Q	»	$ —
Weight distribution, forward	$ 405 kg (893 lbs) $ 430	415kg (915 lbs)	440 kg (970 lbs)
	kg (948 lbs) ... LJ80Q 335 kg (739 lbs)		
	345 kg (761 lbs) ... LJ80Q $Î	$ 415 kg (915 lbs) $ 415 kg	$ —
	335 kg (739 lbs) $ 350 kg (772 lbs) ... LJ80Q	» —	$ -
back	1 130 kg (2 491 lbs)	370 kg (816 lbs)	390 kg (860 lbs)
		$ 375 kg (827 lbs) $ 375 kg	$-
		» —	$—
Gross vehicle weight		1 125 kg (2 480 lbs)	1 220 kg (2 690 lbs)

$ For Europe

ITEM	LJ80	LJ80V	LJ81
Gross vehicle weight	1 150 kg (2 535 lbs) ... LJ80Q $1 140 kg (2 513 lbs) $1 140 kg (2 513 lbs) ... LJ80Q 2 or 4 people $2 or 4 people	$ $ —	$ — $—
Seating capacity		2 people $ 2 people	<= $ —

MOTOR

Type	OHC, 4-stroke, water-cooled 4
Number of cylinders	
Lubrication system	Dry sump 62.0
Diameter	mm (2.441 in) 66.0 mm (2.598
Career	in) 797 cm3 (797 cc, 48.6 in3)
Engine displacement	
Corrected compression ratio	8,7 : 1
Carburetor	Simple, MIKUNI 32PHD
Air filter	Polyurethane foam element

ELECTRICAL EQUIPMENT

Ignition regulation	10° before PMS at less than 800 rpm NGK BP5ES or	
Standard spark plug	NIPPON DENSO W16EX-U NGK BPR5ES or NIPPON DENSO W16EXR-U	for Europe
Starter	Type of magnetic displacement	
Generator	Alternator	
Battery	12V 126 KC (35 AH)/20HR	
Fusible principal	30A	
Fuse box	10/15/20A	
Will do	12V 50/40W	
Directional signal light	12V45/40W .	for Europe
front and rear	12V 21W	

ITEM	LJ80	LJ80V	LJ81
ELECTRICAL EQUIPMENT			
Side turn signal light	12V 6W		
	12V 4W . for Europe		
Combined light	12V 5W		
Brake/tail light	12V 5/21W		
License plate light	12V 10W		
Reverse light	12V 10W		
	12V 21W . for Europe		
Interior light	12V 5W		
Meter indicator light	12V 3,4W		
Brake system warning light			
	12V 3,4W . for Europe		
Station brake indicator light, I lie			
	12V 3,4W . for Europe		
TRANSMISSION			
Clutch type	Dry single-disc		
Transmission type	4 forward speeds, all synchronized, and 1 reverse gear		
Transfer gearbox type	2 speeds in constant mesh		
Final reduction ratio	4,556		
Gear ratios,			
Low	3,835		
2nd	2,359		
3rd	1,543		
maximum	1,000		
reverse	4,026		
Transfer gear ratios, low range,			
high range	2,571 * 3,012		
	1,563 * 1,714		
WHEELS AND SUSPENSION			
Tire size, front and rear	6.00-164PR		

* For Colombia

ITEM	LJ80	LJ80V	LJ81
WHEELS AND SUSPENSION			
Front tire pressure	120 kPa (1,20 kg/cm2 , 17 psi)		<=
rear	120 kPa (1,20 kg/cm2 , 17 psi) . 180 kPa (1,80 kg/cm2 , 26 psi) .	Downloaded. Argado	210 kPa (2,1 kg/cm2 , 30 psi)
Suspension type, front and rear	Springs		
ADDRESS			
Tour radio	4.9 m (16.1 magpies)		5.5 m (18.0 magpies)
Steering mechanism	Spherical nut		<=
Wheel toe-in Camber angle Caster angle	I - 5 mm (0.04 - 0.20 pulg) 1°00' 2°00'		<= <= <=
Trail	II mm (0.43 pulg) 9°00'		
Angle of exit			<=
BRAKE SYSTEM			
Type	Hydraulic on all 4 wheels		
Wheel brakes: front rear	Two shoes in front Forward and backward		
Parking brake	Internal expansion in the propeller shaft		
CAPABILITIES			
Refrigerant solution	3.8 L (8.0/6.7 American/Imperial pints)		
Fuel tank	40 L (10.6/8.8 American/Imperial pints)		
Engine oil	3.0 L (6.3/5.3 American/Imperial pints)		
Transmission oil	1.0 L (2.1/1.8 American/Imperial pints)		
Differential crankcase oil	1.3 L (2.7/2.3 American/Imperial pints)		
Transfer case oil	0.9 L (1.9/1.6 American/Imperial pints)		

ITEM	LJ80	LJ80V	LJ81
DIMENSIONS			
Overall length	3 195 mm (125.8 in) 1 395	<=	3 620 mm (142,5 in)
Overall width	mm (54.9 in) 1 695 mm	<=	«=
Overall height	(66.7 in) 2 passengers 1 · · · 840 mm (72.4 in) 4 passengers 1 930 · · · mm (76.0 in)	1 685 mm (66,3 in)	1 680 mm (66,1 in)
Wheelbase	1 190 mm (46.9 in) 1 200	<=	2 200 mm (86,6 in)
Track width, front rear	mm (47.2 in) 825 mm	<=	<=
Loading space dimensions, length, width, height	(32.5 in) 1 205 mm (47.4 in) 1 030 mm (40.6 in) 2 passengers 1 190 mm (46.9 in) 4 passengers · · · :40mm (9.4 in)	<= 785 mm (30,9 in) 1 190 mm (46,9 in) 1 045 mm (41,1 in)	<= 1 400 mm (55,1 in) 1 315 mm(51,8 in) 290 mm (11,4 in)
Ground clearance	· · ·	<=	<=
WEIGHT			
Curb weight	735 kg (1 620 lbs) 755 kg (1 664 lbs)... LJ80Q $ 740 kg (1 631 lbs) $ 780 kg (1 720 lbs)... LJ80Q 400 kg (882 lbs) 410 kg (904 lbs) ... LJ80Q	785 kg (1 731 lbs) $ 790 kg (1 742 lbs) **$ -**	830 kg (1 830 lbs) **$- $-**
Weight distribution, front	$405 kg (893 lbs) $430 kg (948 lbs)... LJ80Q 335 kg (739 lbs) 345 kg (760 lbs) ... LJ80Q $ 335 kg (739 lbs) $ 350 kg	415 kg (915 lbs) $415 kg (915 lbs) ***$-***	440 kg (970 lbs) **$- *t -***
behind	(772 lbs)... LJ80Q 1 130 kg (2 491 lbs)	370 kg (816 lbs) $ 375 kg (827 lbs) $ **-**	390 kg (860 lbs) **$ -** $ **-**
Total weight		1 125 kg (2 480 lbs)	1 220 kg (2 690 lbs)

$ For Europe

ITEM	LJ80	LJ80V	LJ81
Total weight	1 15 0 kg (2 53 5 lbs).. . LJ80Q *t* 1 14 0 kg (2 51 3 lbs) 1 1 14 0 kg (2 51 3 lbs).. . LJ80Q 2 of 4 persons $ *2*	$ ~ $ -	$- $
See capacity	of 4 persons	2 person $ *2* person	<= $
MOTOR			
Type	Four-stroke, water-cooled e OHC 4		
The number of cylinders			
Lubrication system	We t sump		
Boring	62, 0 m m (2,44 1 in) 66,		
Slag	0 m m (2,59 8 in) 79 7 cm		
Piston displacement	3 (79 7 cc , 48, 6 cu.in)8, 7 : 1		
Improved compression ratio			
Carburetor	MIKUN I 32PHD , single		
Air filter	Polyurethane schui m element		
ELECTRIC			
Ignition timing	10th vo r BDP where r 85 0 r/min.		
Standard spark plug	NG K BPR5E S of NIPPO N DENS OW I 6EXR-U . NG K BP5E S o f NIPPO N DENS O W16EX-U	. flight r Europe	
Starter motor	Magnetic switch type		
Dynamo	Altenator		
Accu	12 V 126KCÍ3 5 AH)/2 0 HR		
Main fuse	3 0 A		
Fuse box	10/15/2 0 A 12		
Headlight	V 50/4 0 W 12 V		
For rear direction - wyzerlamp	45/40 W . . .flight to Europe 12 V 2 1 W		
Side indicator lamp	12 V 6W 12 V 4 W . . . flight to Europe		
City lights	12 V 5 W		
Taillight/Stoplight	12 V 5/2 1 W 12		
License plate lamp	V 10W 12 V		
Reversing light	10W 12 V 2 1 W . . flight r Europe		

ITEM	LJ80	LJ80V	LJ81
Interior lighting	12V 5W		
Indicator lights	12V 3,4 W		
Brake system warning light	12V 3.4 W . . . for Europe		
Parking brake warning light	12V,3,4W . . .for Europe		
GEARBOX			
Coupling type	Dry single-plate, 4 forward gears,		
Gearbox type	fully synchronized. 1 reverse gear, 2 unsynchronized gears. 4.556		
Transfer case box type			
Final drive ratios (il)			
Acceleration positions (il) í aag (first)	3,835		
Second	2,359		
Third	1,543		
Holst and	1,000		
Backwards	4,026		
Overbrengingsbak maten, läge gearing hoge gearing	2,571 * 3,012 1,563 * 1,714		
HOW **t** >T **AND SUSPENSION**			
. front and back	6,00-16-4PR		<=
ning, front back	120 kPa(l,2 bar, 17 psi) 120 kPa (1,2 bar, 17 psi). . . Unloaded 180 kPa (1.8 bar, 26 psi). . Loaded		<=
Spring type, front and rear	Leaf springs		210 kPa (2,1 bar, 30 psi) <=
RESTORING			
Turning radius	4,9 m (16,1 ft)		5,5 m (18,0 ft) <=
Steering gear housing	Nut on ball circuit 1 - 5 mm		
Toe-in	(0.04 - 0.20 in)		<=

* For Colombia

ITEM	LJ80	LJ80V	LJ81
Camber	1°00'		
Caster	2°00'		
Sporing	11 mm (0,43 in) 9°00'		
K.P.I.			
BRAKE SYSTEM			
Type	4-wheel hydraulic		
Wheel brakes, front rear	Two ascending brake shoes		
	One ascending and one dragging brake shoe		
Parking brake	Drum brake on intermediate axle to rear wheels		
QUANTITIES			
Coolant	3,8 L(8,0/6,7 US/Imp pt)		
Fuel tank	40 L (10,6/8,8 US/Imp gal)		
Engine oil	3,0 L(6,3/5,3 US/Imp pt)		
Gearbox oil	1,0 L(2,1/1,8 US/Imp pt)		
Differential housing oil	1,3 L(2,7/2,3 US/Imp pt)		
Transmission oil	0,9 L(1,9/1,6 US/Imp pt)		

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