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SUPPLEMENTS

LT-A400F/LT-F400FK9

10

Section 00

Precautions

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Precautions

Precautions

Warning / Caution / Note

B827H2000001

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

⚠ WARNING

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

⚠ CAUTION

Indicates a potential hazard that could result in vehicle damage.

NOTE

Indicates special information to make maintenance easier or instructions clearer.

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

General Precautions

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⚠ WARNING

- Proper service and repair procedures are important for the safety of the service mechanic and the safety and reliability of the vehicle.
- When 2 or more persons work together, pay attention to the safety of each other.
- When it is necessary to run the engine indoors, make sure that exhaust gas is forced outdoors.
- When working with toxic or flammable materials, make sure that the area you work in is well ventilated and that you follow all of the material manufacturer's instructions.
- Never use gasoline as a cleaning solvent.

- To avoid getting burned, do not touch the engine, engine oil, radiator and exhaust system until they have cooled.
- After servicing the fuel, oil, water, exhaust or brake systems, check all lines and fittings related to the system for leaks.

⚠ CAUTION

- If parts replacement is necessary, replace the parts with Suzuki Genuine Parts or their equivalent.
- When removing parts that are to be reused, keep them arranged in an orderly manner so that they may be reinstalled in the proper order and orientation.
- Be sure to use special tools when instructed.
- Make sure that all parts used in reassembly are clean. Lubricate them when specified.
- Use the specified lubricant, bond, or sealant.
- When removing the battery, disconnect the negative (–) cable first and then the positive (+) cable.
- When reconnecting the battery, connect the positive (+) cable first and then the negative (–) cable, and replace the terminal cover on the positive (+) terminal.
- When performing service to electrical parts, if the service procedures do not require use of battery power, disconnect the negative (–) cable the battery.
- When tightening the cylinder head or case bolts and nuts, tighten the larger sizes first. Always tighten the bolts and nuts diagonally from the inside toward outside and to the specified tightening torque.
- Whenever you remove oil seals, gaskets, packing, O-rings, locking washers, self-locking nuts, cotter pins, circlips and certain other parts as specified, be sure to replace them with new ones. Also, before installing these new parts, be sure to remove any left over material from the mating surfaces.

- **Never reuse a circlip. When installing a new circlip, take care not to expand the end gap larger than required to slip the circlip over the shaft. After installing a circlip, always ensure that it is completely seated in its groove and securely fitted.**
- **Use a torque wrench to tighten fasteners to the specified torque. Wipe off grease and oil if a thread is smeared with them.**
- **After reassembling, check parts for tightness and proper operation.**
- **To protect the environment, do not unlawfully dispose of used motor oil, engine coolant and other fluids: batteries, and tires.**
- **To protect Earth's natural resources, properly dispose of used vehicle and parts.**

Precautions for Electrical Circuit Service

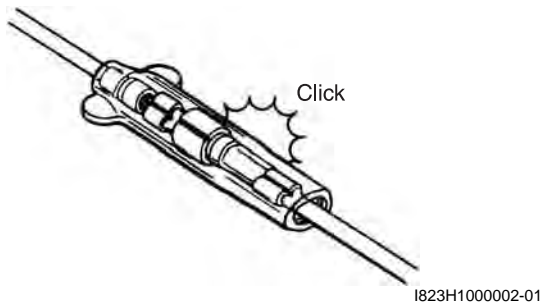
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When handling or servicing the electrical parts, observe the following points for the safety of the systems.

Electrical Parts

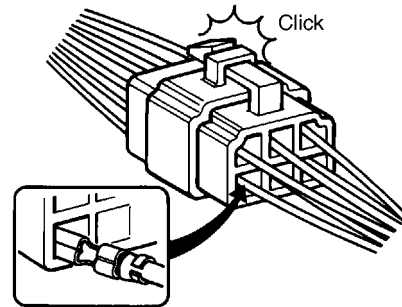
Connector / Coupler

- When connecting a connector, be sure to push it in until a click is felt.

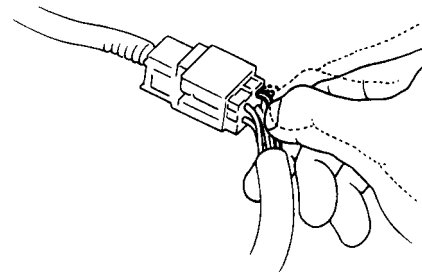


- With a lock type coupler, be sure to release the lock when disconnecting, and push it in fully to engage the lock when connecting.
- When disconnecting the coupler, be sure to hold the coupler body and do not pull the lead wires.
- Inspect each terminal on the connector/coupler for looseness or bending.
- Push in the coupler straightly. An angled or skewed insertion may cause the terminal to be deformed, possibly resulting in poor electrical contact.
- Inspect each terminal for corrosion and contamination. The terminals must be clean and free of any foreign material which could impede proper terminal contact.

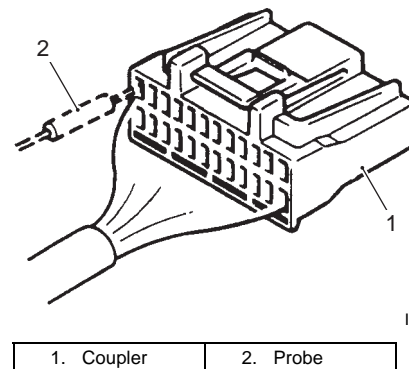
- Before refitting the sealed coupler, make sure its seal rubber is positioned properly. The seal rubber may possibly come off the position during disconnecting work and if the coupler is refitted with the seal rubber improperly positioned, it may result in poor water sealing.



- Inspect each lead wire circuit for poor connection by shaking it by hand lightly. If any abnormal condition is found, repair or replace.



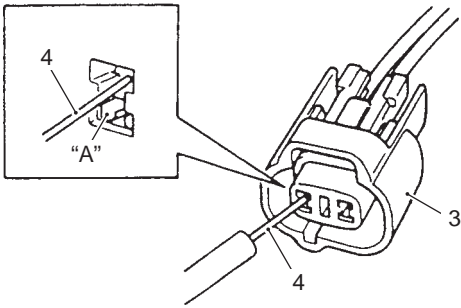
- When taking measurements at electrical connectors using a tester probe, be sure to insert the probe from the wire harness side (backside) of the connector/coupler.



- When connecting meter probe from the terminal side of the coupler (where connection from harness side not being possible), use extra care not to force and cause the male terminal to bend or the female terminal to open. Connect the probe as shown to avoid opening of female terminal. Never push in the probe where male terminal is supposed to fit.

00-3 Precautions:

- Check the male connector for bend and female connector for excessive opening. Also check the coupler for locking (looseness), corrosion, dust, etc.

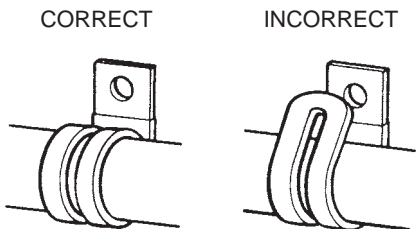


I649G1000030-02

3. Coupler	4. Probe	"A": Where male terminal fits
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Clamp

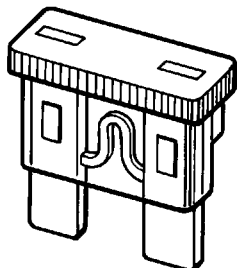
- Clamp the wire harness at such positions as indicated in "Wiring Harness Routing Diagram in Section 9A (Page 9A-8)".
- Bend the clamp properly so that the wire harness is clamped securely.
- In clamping the wire harness, use care not to allow it to hang down.
- Do not use wire or any other substitute for the band type clamp.



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Fuse

- When a fuse blows, always investigate the cause to correct it and then replace the fuse.
- Do not use a fuse of different capacity.
- Do not use wire or any other substitute for the fuse.



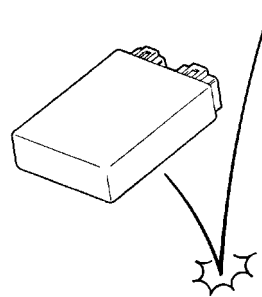
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Switch

Never apply grease material to switch contact points to prevent damage.

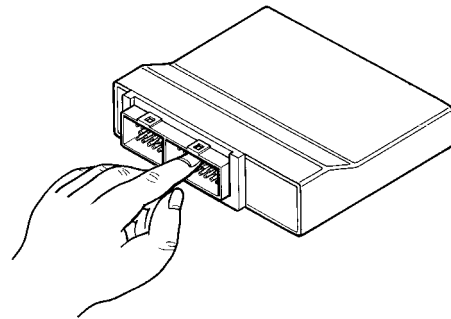
CDI unit / Various sensors

- Since each component is a high-precision part, great care should be taken not to apply any severe impacts during removal and installation.



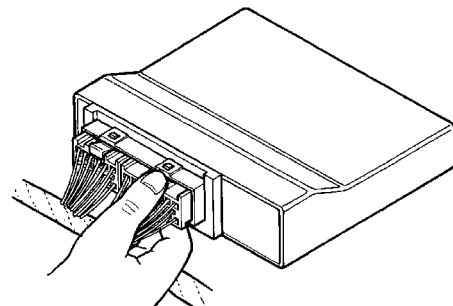
I310G1000007-01

- Be careful not to touch the electrical terminals of the CDI unit. The static electricity from your body may damage these.



I310G1000008-01

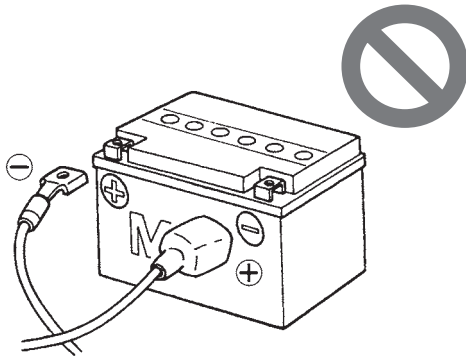
- When disconnecting and connecting the coupler, make sure to turn OFF the ignition switch, or electronic parts may get damaged.



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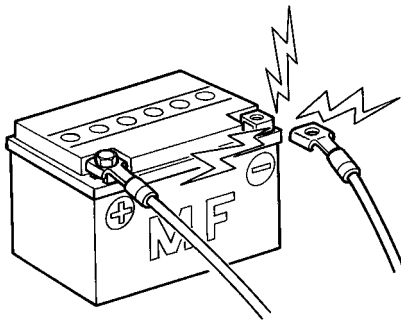
Battery

- Battery connection in reverse polarity is strictly prohibited. Such a wrong connection will damage the components of the FI systems instantly when reverse power is applied.



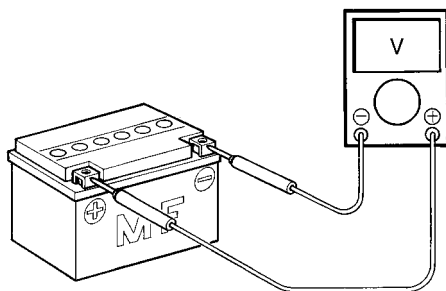
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- Removing any battery terminal of a running engine is strictly prohibited. The moment such removal is made, damaging counter electromotive force will be applied to the CDI unit which may result in serious damage.



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- Before measuring voltage at each terminal, check to make sure that battery voltage is 11 V or higher. Terminal voltage check with a low battery voltage will lead to erroneous diagnosis.



I310G1000012-02

- Never connect any tester (voltmeter, ohmmeter, or whatever) to the electronic unit when its coupler is disconnected. Otherwise, damage to electronic unit may result.
- Never connect an ohmmeter to the CDI unit with its coupler connected. If attempted, damage to CDI unit may result.
- Be sure to use a specified voltmeter/ohmmeter. Otherwise, accurate measurements may not be obtained and personal injury may result.

Electrical Circuit Inspection Procedure

While there are various methods for electrical circuit inspection, described here is a general method to check for open and short circuit using an ohmmeter and a voltmeter.

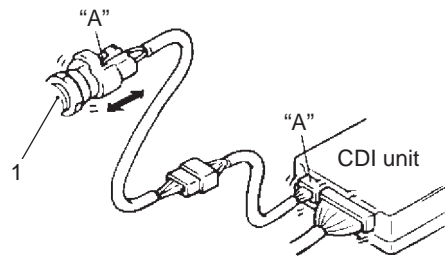
Open circuit check

Possible causes for the open circuit are as follows. As the cause can exist in the connector/coupler or terminal, they need to be checked carefully.

- Loose connection of connector/coupler
- Poor contact of terminal (due to dirt, corrosion or rust, poor contact tension, entry of foreign object etc.)
- Wire harness being open.
- Poor terminal-to-wire connection.

When checking system circuits including an electronic control unit such as CDI unit, etc., it is important to perform careful check, starting with items which are easier to check.

- 1) Disconnect the negative (-) cable from the battery.
- 2) Check each connector/coupler at both ends of the circuit being checked for loose connection. Also check for condition of the coupler lock if equipped.

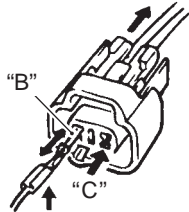


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1. Sensor	"A": Check for loose connection
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00-5 Precautions:

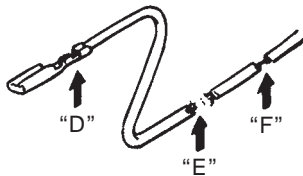
- Using a test male terminal, check the female terminals of the circuit being checked for contact tension.
Check each terminal visually for poor contact (possibly caused by dirt, corrosion, rust, entry of foreign object, etc.). At the same time, check to make sure that each terminal is fully inserted in the coupler and locked.
If contact tension is not enough, rectify the contact to increase tension or replace. The terminals must be clean and free of any foreign material which could impede proper terminal contact.



I649G1000027-02

"B": Check contact tension by inserting and removing.
"C": Check each terminal for bend and proper alignment.

- Using continuity inspect or voltage check procedure as described below, inspect the wire harness terminals for open circuit and poor connection. Locate abnormality, if any.

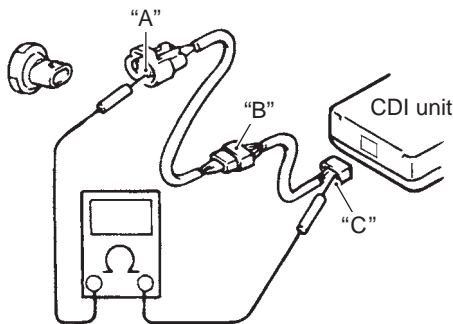


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"D": Looseness of crimping
"E": Open
"F": Thin wire (A few strands left)

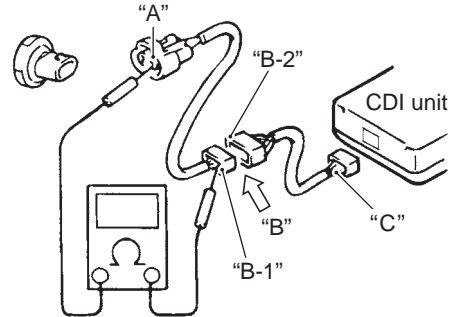
Continuity check

- Measure resistance across coupler "B" (between "A" and "C" in figure).
If no continuity is indicated (infinity or over limit), the circuit is open between terminals "A" and "C".



I827H1000002-01

- Disconnect the coupler "B" and measure resistance between couplers "A" and "B-1".
If no continuity is indicated, the circuit is open between couplers "A" and "B-1". If continuity is indicated, there is an open circuit between couplers "B-2" and "C" or an abnormality in coupler "B-2" or coupler "C".



I827H1000003-01

Voltage check

If voltage is supplied to the circuit being checked, voltage check can be used as circuit check.

- With all connectors/couplers connected and voltage applied to the circuit being checked, measure voltage between each terminal and body ground.
- If measurements were taken as shown in the figure and results were listed in the following, it means that the circuit is open between terminals "A" and "B".

Voltage between

- "A" and body ground: Approx. 5 V
- "B" and body ground: Approx. 5 V
- "C" and body ground: 0 V

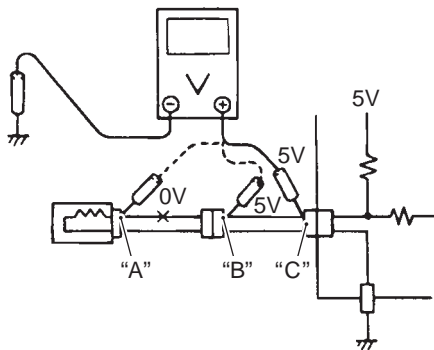
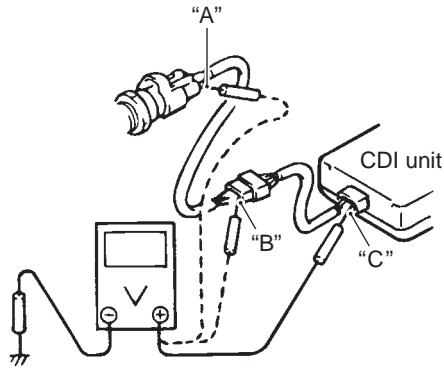
- 3) Also, if measured values are as listed following, a resistance (abnormality) exists which causes the voltage drop in the circuit between terminals "A" and "B".

Voltage between

"A" and body ground: Approx. 5 V

"B" and body ground: Approx. 5 V – 2 V voltage drop

"C" and body ground: 3 V – 2 V voltage drop



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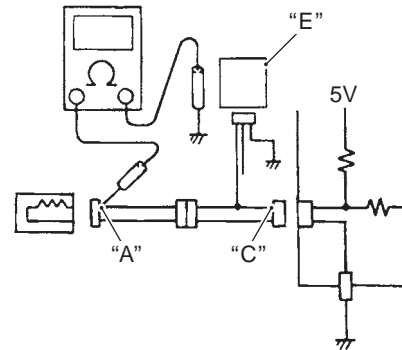
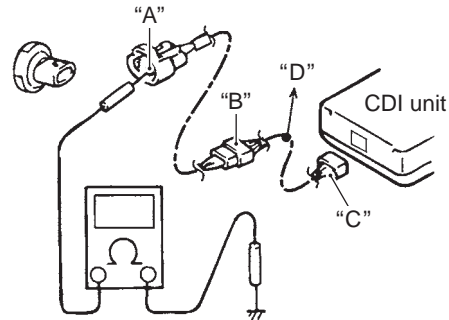
Short circuit check (Wire harness to ground)

- 1) Disconnect the negative (-) cable from the battery.
- 2) Disconnect the connectors/couplers at both ends of the circuit to be checked.

NOTE

If the circuit to be checked branches to other parts as shown, disconnect all connectors/couplers of those parts. Otherwise, diagnosis will be misled.

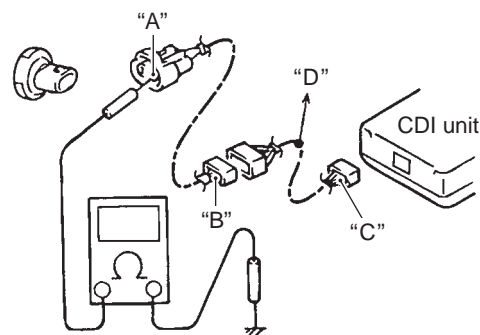
- 3) Measure resistance between terminal at one end of circuit ("A" terminal in figure) and body ground. If continuity is indicated, there is a short circuit to ground between terminals "A" and "C".



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"D": To other parts	"E": Other parts
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- 4) Disconnect the connector/coupler included in circuit (coupler "B") and measure resistance between terminal "A" and body ground. If continuity is indicated, the circuit is shorted to the ground between terminals "A" and "B".



I827H1000006-01


"D": To other parts

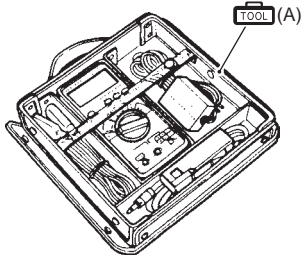
00-7 Precautions:

Using The Multi-Circuit Testers

- Use the Suzuki multi-circuit tester set.
- Use well-charged batteries in the tester.
- Be sure to set the tester to the correct testing range.

Special tool

 (A): 09900-25008 (Multi-circuit tester set)




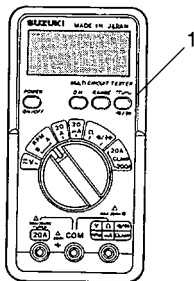
I649G1000024-03

Using the testers

- Incorrectly connecting the (+) and (-) probes may cause the inside of the tester to be burnt out.
- If the voltage and current are not known, make measurements using the highest range.
- When measuring the resistance with the multi-circuit tester (1), ∞ will be shown as 10.00 M Ω and "1" flashes in the display.
- Check that no voltage is applied before making the measurement. If voltage is applied the tester may be damaged.
- After using the tester, turn the power off.

Special tool

 : 09900-25008 (Multi-circuit tester set)



I649G1000002-02

NOTE

- When connecting the multi-circuit tester, use the needle pointed probe to the back side of the lead wire coupler and connect the probes of tester to them.
- Use the needle pointed probe to prevent the rubber of the water proof coupler from damage.
- When using the multi-circuit tester, do not strongly touch the terminal of the CDI unit coupler with a needle pointed tester probe to prevent the terminal damage or terminal bend.

Special tool

 (A): 09900-25009 (Needle pointed probe set)



I649G1000025-03

Section 0

General Information

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











General Information

General Description

Symbols

B827H20101001

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

Symbol	Definition
	Torque control required. Data beside it indicate specified torque.
	Apply oil. Use engine oil unless otherwise specified.
	Apply molybdenum oil solution. (Mixture of engine oil and SUZUKI MOLY PASTE in a ratio of 1:1).
	Apply SUZUKI SUPER GREASE "A" or equivalent. 99000-25010
	Apply SUZUKI MOLY PASTE or equivalent. 99000-25140
	Apply WATER RESISTANCE GREASE. 99000-25160
	Apply SUZUKI SILICONE GREASE or equivalent. 99000-25100
	Apply SUZUKI BOND "1207B" or equivalent. 99000-31140
	Apply THREAD LOCK SUPER "1303" or equivalent. 99000-32030
	Apply THREAD LOCK SUPER "1322" or equivalent. 99000-32110
	Apply THREAD LOCK SUPER "1360" or equivalent. 99000-32130
	Apply or use brake fluid.
	Use special tool.
	Do not reuse.
	Note on reassembly.

Abbreviations

B827H20101002

A:
ABDC: After Bottom Dead Center
AC: Alternating Current
ACL: Air Cleaner, Air Cleaner Box
API: American Petroleum Institute
ATDC: After Top Dead Center
A/F: Air Fuel Mixture
B:
BBDC: Before Bottom Dead Center
BTDC: Before Top Dead Center
B+: Battery Positive Voltage
C:
CDI unit: Capacitive Discharge Ignition unit
CKP Sensor: Crankshaft Position Sensor (CKPS)
CKT: Circuit
CO: Carbon Monoxide
CPU: Central Processing Unit

D:
DC: Direct Current
DRL: Daytime Running Light
DTC: Diagnostic Trouble Code
G:
GEN: Generator
GND: Ground
GP Switch: Gear Position Switch
H:
HC: Hydrocarbons
I:
IG: Ignition
J:
JASO: Japanese Automobile Standards Organization
L:
LCD: Liquid Crystal Display
LED: Light Emitting Diode (Malfunction Indicator Lamp)
LH: Left Hand

M:**Max:** Maximum**MIL:** Malfunction Indicator Lamp (LED)**Min:** Minimum**N:****NOx:** Nitrogen Oxides**O:****OHC:** Over Head Camshaft**P:****PCV:** Positive Crankcase Ventilation (Crankcase Breather)**R:****RH:** Right Hand**ROM:** Read Only Memory**S:****SAE:** Society of Automotive Engineers**SAE-to-Former SUZUKI Term**

B827H20101010

This list shows SAE (Society of Automotive Engineers) J1930 terms and abbreviations which may be used in this manual in compliance with SAE recommendations, as well as their former SUZUKI names.

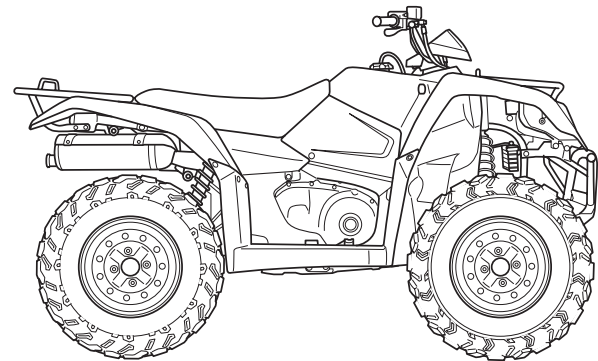
Ex. SAE term (Abbreviation): Former SUZUKI term

A:**Air Cleaner (ACL):** Air Cleaner, Air Cleaner Box**B:****Battery Positive Voltage (B+):** Battery Voltage, +B**C:****Crankshaft Position Sensor (CKP Sensor):**
Crankshaft Position Sensor (CKPS), Crank Angle**E:****Electronic Ignition (EI):** —**Engine Speed (RPM):** Engine speed (RPM)**G:****Generator (GEN):** Generator**Ground (GND):** Ground (GND, GRD)**I:****Ignition Control (IC):** Electronic Spark Advance (ESA)**M:****Mass Air Flow (MAF):** Air Flow**V:****Voltage Regulator (VR):** Voltage Regulator**Vehicle Side View**

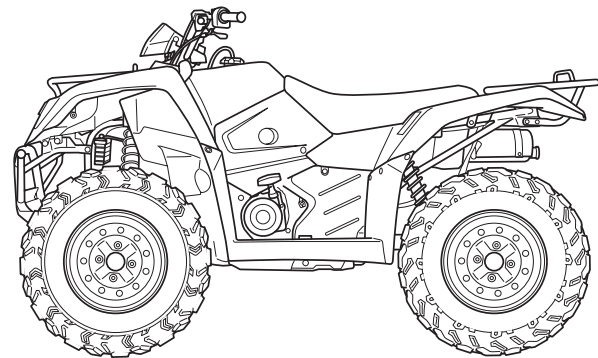
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NOTE

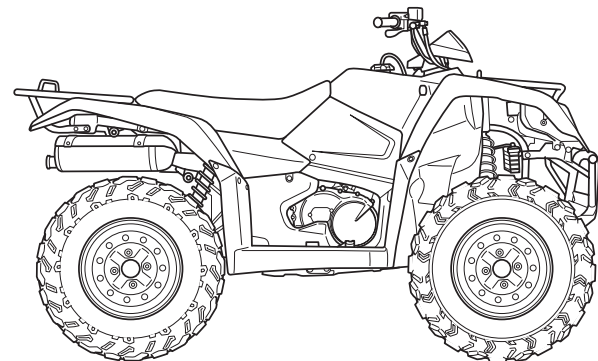
Difference between illustration and actual vehicle may exist depending on the markets.

SUZUKI LT-A400/F (2008-model)**Right Side**

I827H1010003-01

Left Side

I827H1010004-01

SUZUKI LT-F400/F (2008-model)**Right Side**

I827H1010005-01

BREAK-IN Procedures

B827H20101006

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

- 1) Keep to these break-in engine speed limits:

Speed limits**Initial 500 km (300 miles): Less than 1/2 throttle**

- 2) Upon reaching an odometer reading of 500 km (300 miles) you can subject the vehicle to full throttle operation, for short periods of time.

Country and Area Codes

B827H20101007

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

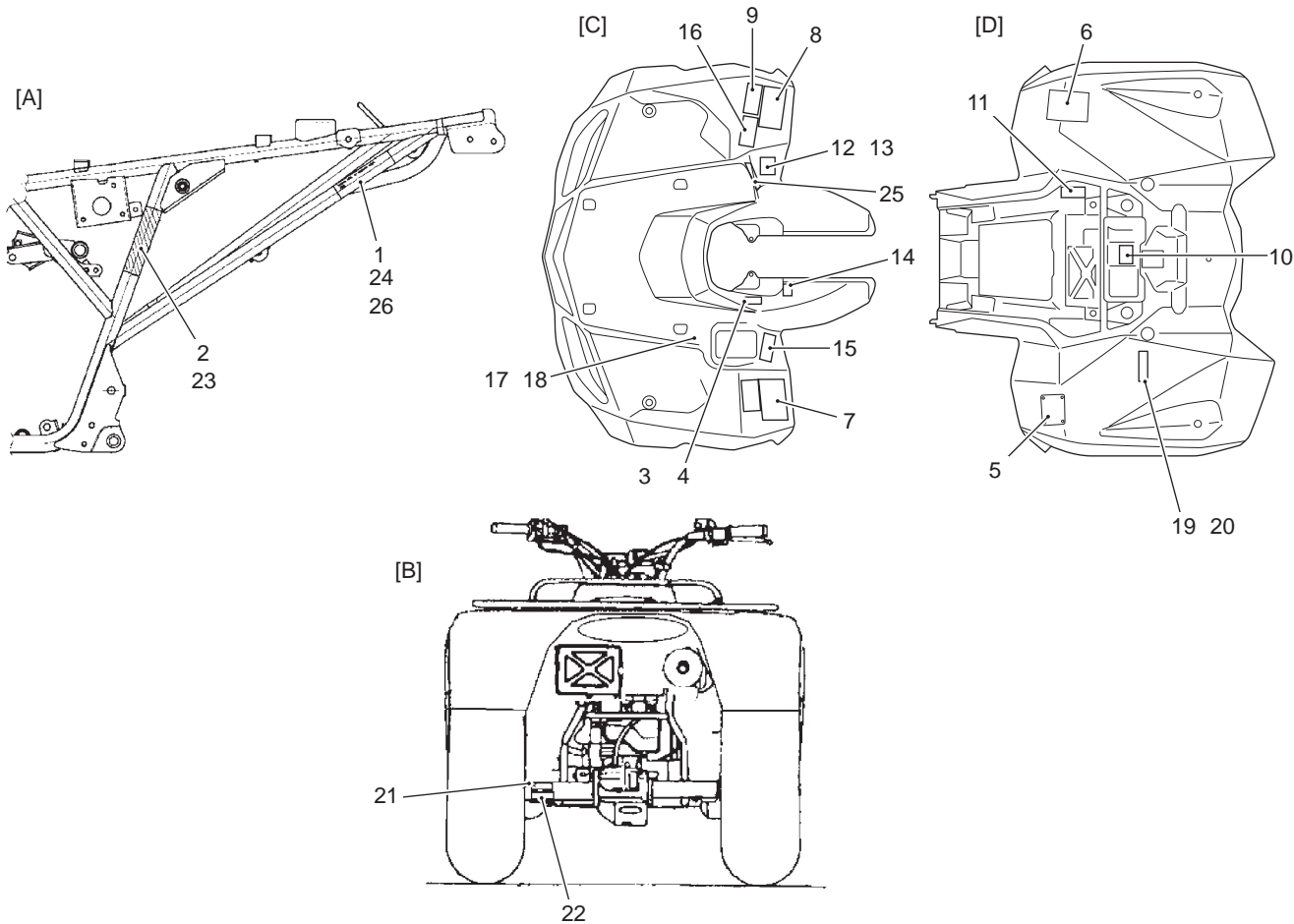
Code	Country or Area	Effective Frame No.
LT-A400K8 (P-28)	Canada	5SAAK48A87100001 –
LT-A400K8 (P-33)	U.S.A.	5SAAK48A87100001 –
LT-A400FK8 (P-17)	Sweden	5SAAK49A87100001 –
LT-A400FK8 (P-24)	Australia	5SAAK49A87100001 –
LT-A400FK8 (P-28)	Canada	5SAAK49A87100001 –
LT-A400FK8 (P-33)	U.S.A.	5SAAK49A87100001 –
LT-F400K8 (P-17)	Sweden	5SAAK48A87100001 –
LT-F400K8 (P-24)	Australia	5SAAK48A87100001 –
LT-F400K8 (P-28)	Canada	5SAAK48A87100001 –
LT-F400K8 (P-33)	U.S.A.	5SAAK48A87100001 –
LT-F400FK8 (P-17)	Sweden	5SAAK49A87100001 –
LT-F400FK8 (P-24)	Australia	5SAAK49A87100001 –
LT-F400FK8 (P-28)	Canada	5SAAK49A87100001 –
LT-F400FK8 (P-33)	U.S.A.	5SAAK49A87100001 –

Wire Color Symbols

B827H20101008

Symbol	Wire Color	Symbol	Wire Color
B	Black	Br/W	Brown with White tracer
Bl	Blue	G/B	Green with Black tracer
Br	Brown	Gr/R	Gray with Red tracer
Dg	Dark green	Gr/W	Gray with White tracer
G	Green	O/G	Orange with Green tracer
Gr	Gray	O/R	Orange with Red tracer
O	Orange	O/W	Orange with White tracer
P	Pink	O/Y	Orange with Yellow tracer
R	Red	O/B	Orange with Black tracer
W	White	O/Bl	Orange with Blue tracer
Y	Yellow	P/W	Pink with White tracer
B/Bl	Black with Blue tracer	R/B	Red with Black tracer
B/Br	Black with Brown tracer	R/G	Red with Green tracer
B/G	Black with Green tracer	W/B	White with Black tracer
B/Lg	Black with Light green tracer	W/Bl	White with Blue tracer
B/R	Black with Red tracer	W/G	White with Green tracer
B/W	Black with White tracer	W/R	White with Red tracer
B/Y	Black with Yellow tracer	W/Y	White with Yellow tracer
Bl/B	Blue with Black tracer	Y/B	Yellow with Black tracer
Bl/G	Blue with Green tracer	Y/Bl	Yellow with Blue tracer
Bl/W	Blue with White tracer	Y/R	Yellow with Red tracer
Bl/R	Blue with Red tracer	Y/G	Yellow with Green tracer
Bl/Y	Blue with Yellow tracer		

Warning, Caution and Information Labels Location



I827H1010011-02

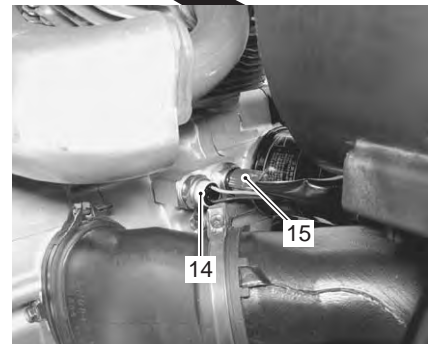
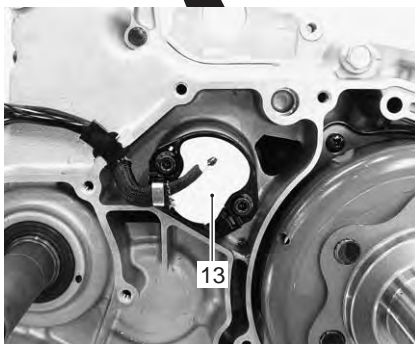
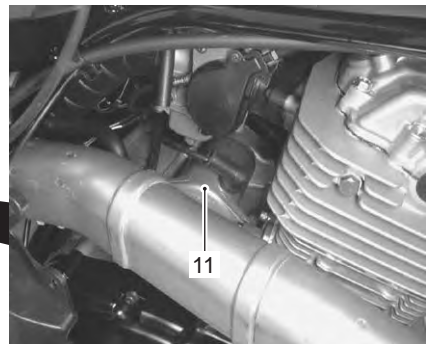
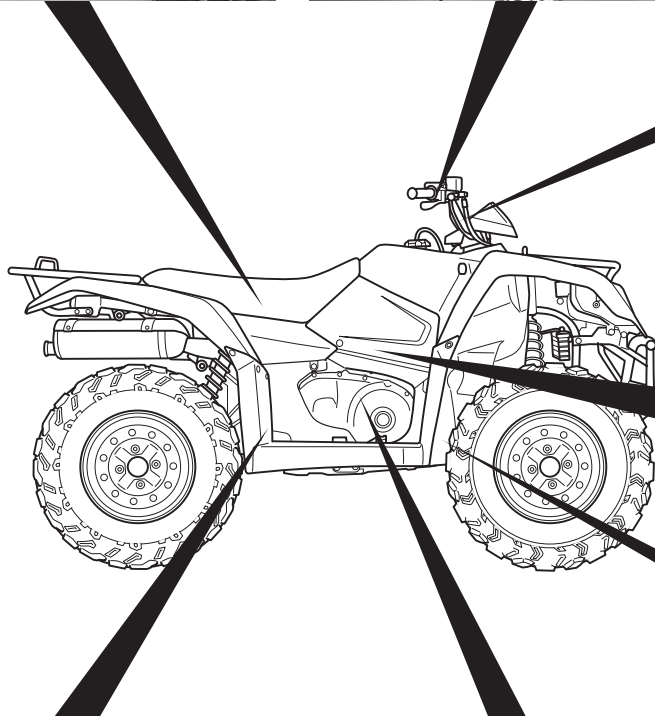
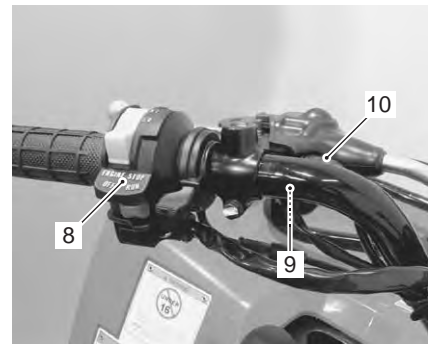
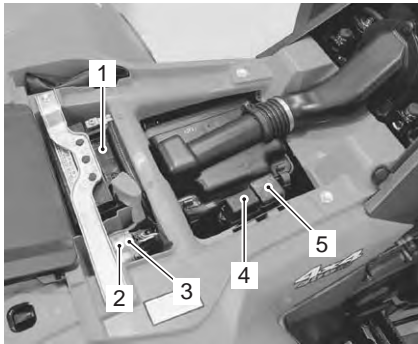
1. Certification plate (English)	For P-24, 33	16. Gearshift label (French)	For P-28
2. Information label (English)	For P-33	17. Front carrier warning label (English)	For P-24, 33
3. Gearshift pattern label (English) (LT-F400/F)	For P-24, 33	18. Front carrier warning label (English/French)	For P-17, 28
4. Gearshift pattern label (English/French) (LT-F400/F)	For P-17, 28	19. Rear carrier warning label (English)	For P-24, 33
5. Tire air pressure label (English)	For P-17, 24, 28, 33	20. Rear carrier warning label (English/French)	For P-17, 28
6. Tire air pressure label (French)	For P-28	21. Trailer tow warning label (English)	For P-17, 24, 28, 33
7. General warning & AGE 16 label (English)	For P-17, 24, 28, 33	22. Trailer tow warning label (French)	For P-28
8. General warning label (French)	For P-28	23. ICES Canada label (French)	For P-28
9. AGE 16 label (French)	For P-28	24. Compliance label (English)	For P-28
10. Warning no-passenger label (English)	For P-17, 24, 28, 33	25. Compliance label (English/French)	For P-28
11. Manual notice label (English)	For P-33	26. I.D. plate (English)	For P-17
12. Max AMP caution label (English)	For P-24, 33	[A]: Left side of frame	
13. Max AMP caution label (French)	For P-17, 28	[B]: Rear axle housing	
14. Fuel caution label (English)	For P-24	[C]: Front fender	
15. Gearshift label (English)	For P-17, 24, 28, 33	[D]: Rear fender	

Component Location

Electrical Components Location

LT-A400/F

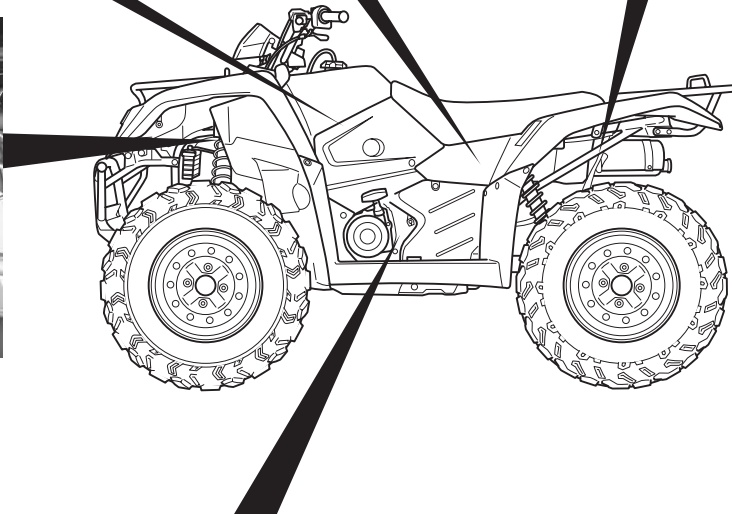
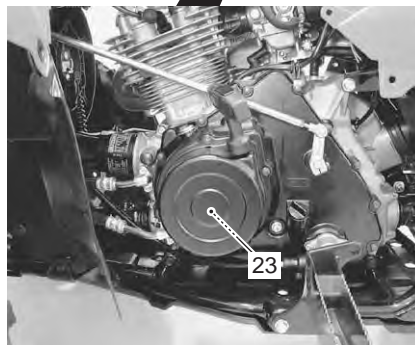
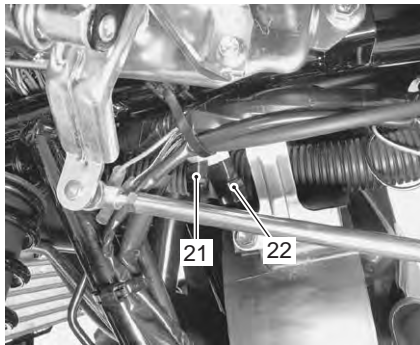
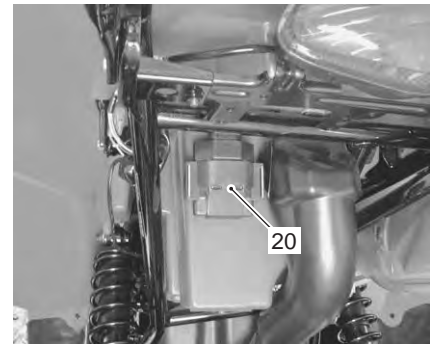
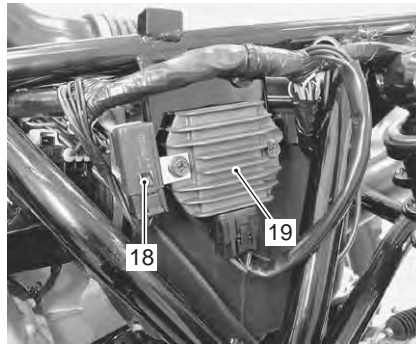
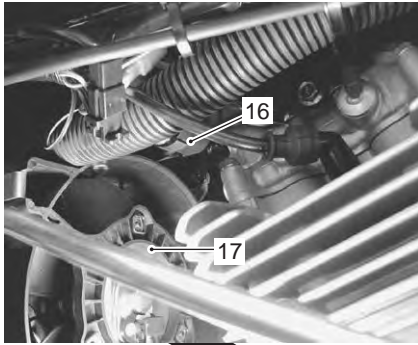
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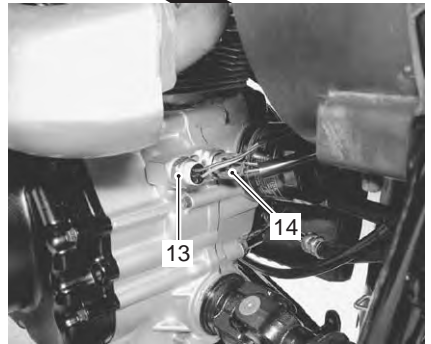
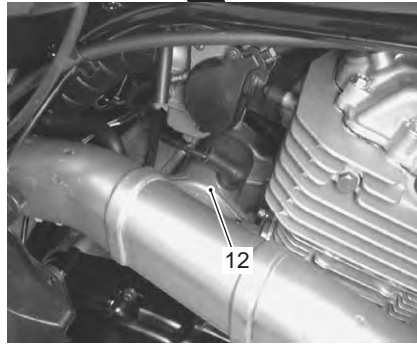
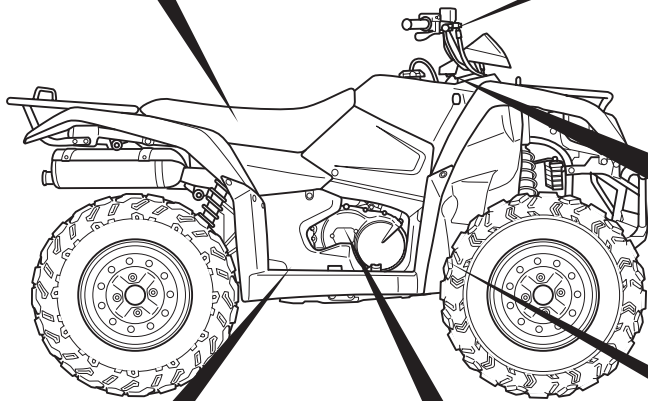
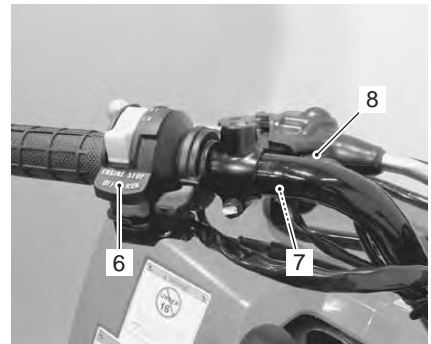
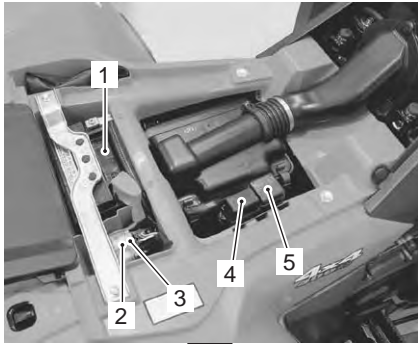
1. Battery	6. Ignition switch	11. Starter motor
2. Main fuse	7. Output terminal	12. Brake light switch
3. Starter relay	8. Handlebar switch (LH)	13. Neutral switch
4. Neutral relay	9. Parking brake switch	14. Cooling fan thermo-switch
5. Fuse box	10. Brake light switch	15. Engine oil temperature switch

0A-7 General Information:



16. Ignition coil	19. Regulator/Rectifier	22. Reverse diode
17. Cooling fan	20. CDI unit	23. Generator
18. Ignition/starter control relay	21. Neutral switch diode	

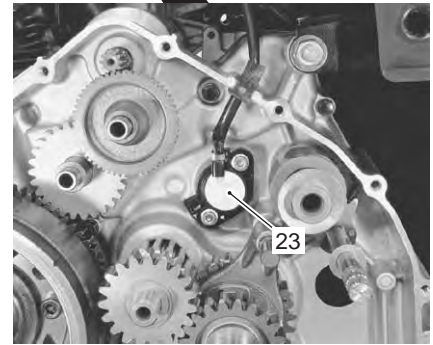
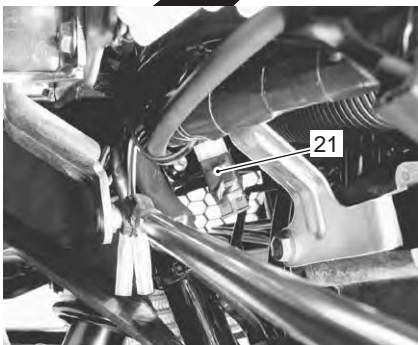
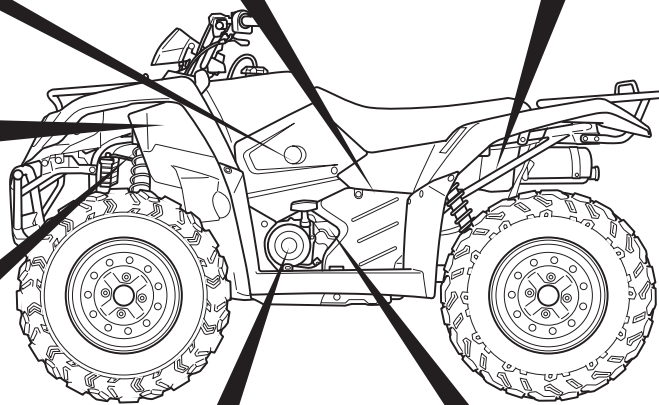
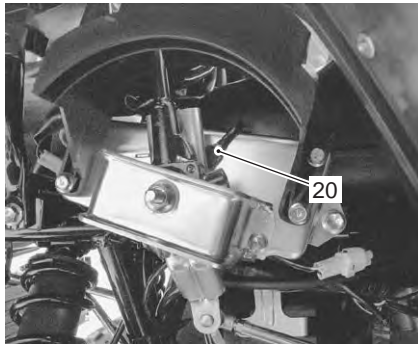
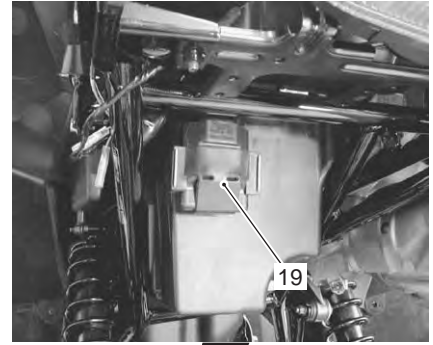
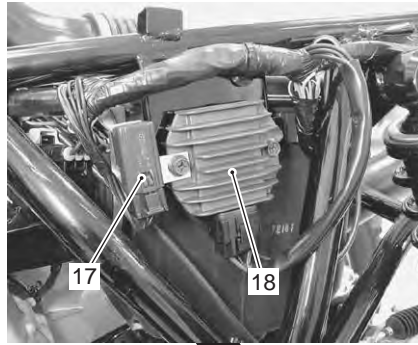
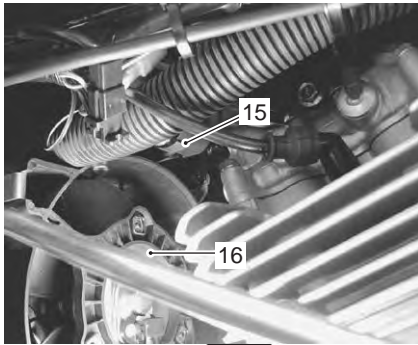
LT-F400/F



I827H1010009-02

1. Battery	6. Handlebar switch (LH)	11. Brake light switch
2. Main fuse	7. Parking brake switch	12. Starter motor
3. Starter relay	8. Brake light switch	13. Cooling fan thermo-switch
4. Neutral relay	9. Ignition switch	14. Engine oil temperature switch
5. Fuse box	10. Output terminal	

0A-9 General Information:



I827H1010010-04

15. Ignition coil	18. Regulator/Rectifier	21. Neutral diode
16. Cooling fan	19. CDI unit	22. Generator
17. Ignition/starter control relay	20. Reverse switch	23. Neutral switch

Specifications

Specifications

B827H20107001

NOTE

These specifications are subject to change without notice.

LT-A400/F

Dimensions and dry mass

Item	Specification	Remark
Overall length	2 160 mm (85.0 in)	P-17, 24
	2 060 mm (81.1 in)	P-28, 33
Overall width	1 200 mm (47.2 in)	P-17, 24
	1 145 mm (45.1 in)	P-28, 33
Overall height	1 220 mm (48.0 in)	
Wheelbase	1 270 mm (50.0 in)	
Ground clearance	250 mm (9.8 in)	
Seat height	840 mm (33.1 in)	
Dry mass	252 kg (555 lbs)	LT-A400
	272 kg (599 lbs)	LT-A400F(P-17)
	275 kg (606 lbs)	LT-A400F(P-24)
	268 kg (590 lbs)	LT-A400F(P-28, 33)
Front track	880 mm (34.6 in)	
Rear track	900 mm (35.4 in)	

Engine

Item	Specification	Remark
Type	4-stroke, Air-cooled with SACS, OHC	
Number of cylinders	1	
Bore	82.0 mm (3.228 in)	
Stroke	71.2 mm (2.803 in)	
Displacement	376 cm ³ (22.9 cu.in)	
Compression ratio	9.0 : 1	
Carburetor	KEIHIN CVK32, single	
Air cleaner	Polyurethane foam element	
Starter system	Electric and recoil starter	
Lubrication system	Wet sump	
Idle speed	1 500 ± 100 r/min	

Drive train

Item	Specification	Remark
Clutch	Wet shoe, automatic, centrifugal type	
Transmission	Automatic variable ratio (V-belt)	
Transfer	2-speed forward with reverse	
Gearshift pattern	Transmission	Automatic
	Transfer	L-H-N-R (Hand operated)
Primary reduction ratio (Automatic drive)	2.938 – 0.813 (Variable change)	
Secondary reduction ratio	2.730 (42/19 x 21/17)	
Final reduction ratio (Front & Rear)	3.600 (36/10)	
Transfer gear ratio	Low	2.500 (40/16)
	High	1.375 (33/24)
	Reverse	2.125 (34/16)
Drive system	Shaft drive	

0A-11 General Information:

Chassis

Item	Specification	Remark
Front suspension	Independent, double wishbone, coil spring, oil damped	
Rear suspension	Swingarm type, coil spring, oil damped	
Front wheel travel	170 mm (6.7 in)	
Rear wheel travel	170 mm (6.7 in)	
Caster	3°	
Trail	14 mm (0.55 in)	
Toe-in	10 mm (0.39 in)	
Camber	0.3°	
Steering angle	47° (right & left)	
Turning radius	3.1 m (10.2 ft)	
Front brake	Disc brake, twin	
Rear brake	Drum brake	
Front tire size	AT25 x 8-12☆☆, tubeless	
Rear tire size	AT25 x 10-12☆☆, tubeless	

Electrical

Item	Specification	Remark
Ignition type	Electronic ignition (CDI)	
Ignition timing	10° B.T.D.C at 1 500 r/min	
Spark plug	NGK CR7E or DENSO U22ESR-N	
Battery	12 V 43.2 kC (12 Ah)/10 HR	
Generator	Three-phase A.C. generator	
Main fuse	30 A	
Fuse	10/10/10/10/10/10 A	
Headlight	12 V 35/35 W x 2 (HS1 x 2)	
Brake light/Taillight	12 V 21/5 W	
Speedometer light	12 V 1.7 W	
Oil temperature indicator light	12 V 3.4 W	
Neutral indicator light	12 V 3.4 W	
High beam indicator light	12 V 3.4 W	P-17
Reverse indicator light	12 V 3.4 W	
Reversing light	12 V 21 W	P-17

Capacities

Item	Specification	Remark
Fuel tank	Including reserve	16.0 L (4.2/3.5 US/Imp gal)
	Reserve	2.9 L (0.8/0.7 US/Imp gal)
Engine oil	Oil change	2 900 ml (3.1/2.6 US/Imp qt)
	With filter change	3 100 ml (3.3/2.7 US/Imp qt)
	Overhaul	3 400 ml (3.6/3.0 US/Imp qt)
Differential gear oil	300 ml (10.1/10.6 US/Imp oz)	
Final gear oil	350 ml (11.8/12.3 US/Imp oz)	

LT-F400/F

Dimensions and dry mass

Item	Specification	Remark
Overall length	2 160 mm (85.0 in)	P-17, 24
	2 060 mm (81.1 in)	P-28,33
Overall width	1 200 mm (47.2 in)	P-17, 24
	1 145 mm (45.1 in)	P-28,33
Overall height	1 220 mm (48.0 in)	
Wheelbase	1 270 mm (50.0 in)	
Ground clearance	250 mm (9.8 in)	
Seat height	840 mm (33.1 in)	
Dry mass	253 kg (557 lbs)	LT-F400(P-24)
	250 kg (551 lbs)	LT-F400(P-17)
	246 kg (542 lbs)	LT-F400(P-28)
	269 kg (593 lbs)	LT-F400F(P-24)
	266 kg (586 lbs)	LT-F400F(P-17)
	262 kg (577 lbs)	LT-F400F(P-28,33)
Front track	880 mm (34.6 in)	
Rear track	900 mm (35.4 in)	

Engine

Item	Specification	Remark
Type	4-stroke, Air-cooled with SACS, OHC	
Number of cylinders	1	
Bore	82.0 mm (3.228 in)	
Stroke	71.2 mm (2.803 in)	
Displacement	376 cm ³ (22.9 cu.in)	
Compression ratio	9.0 : 1	
Carburetor	KEIHIN CVK32, single	
Air cleaner	Polyurethane foam element	
Starter system	Electric and recoil starter	
Lubrication system	Wet sump	
Idle speed	1 500 ± 100 r/min	

Drive train

Item	Specification	Remark
Clutch	Wet multi-plate, automatic, centrifugal type	
Transmission	5-speed forward constant mesh	
Transfer	2-speed forward with reverse	
Gearshift pattern	All up (foot operated)	
Primary reduction ratio	2.392 (67/28)	
Secondary reduction ratio	1.133 (17/15)	
Final reduction ratio (Front & Rear)	3.600 (36/10)	
Transfer gear ratio	Low	2.435 (35/13 x 19/21)
	High	1.296 (35/27)
Transmission gear ratio	Low	3.083 (37/12)
	2nd	1.933 (29/15)
	3rd	1.388 (25/18)
	4th	1.095 (23/21)
	Top	0.913 (21/23)
	Reverse	2.883 (34/12)
Drive system	Shaft drive	

0A-13 General Information:

Chassis

Item	Specification	Remark
Front suspension	Independent, double wishbone, coil spring, oil damped	
Rear suspension	Swingarm type, coil spring, oil damped	
Front wheel travel	170 mm (6.7 in)	
Rear wheel travel	170 mm (6.7 in)	
Caster	3°	
Trail	14 mm (0.55 in)	
Toe-in	10 mm (0.39 in)	
Camber	0.3°	
Steering angle	47° (right & left)	
Turning radius	3.1 m (10.2 ft)	
Front brake	Disc brake, twin	
Rear brake	Drum brake	
Front tire size	AT25 x 8-12☆☆, tubeless	
Rear tire size	AT25 x 10-12☆☆, tubeless	

Electrical

Item	Specification	Remark
Ignition type	Electronic ignition (CDI)	
Ignition timing	10° B.T.D.C at 1 500 r/min	
Spark plug	NGK CR7E or DENSO U22ESR-N	
Battery	12 V 43.2 kC (12 Ah)/10 HR	
Generator	Three-phase A.C. generator	
Main fuse	30 A	
Fuse	10/10/10/10/10/10 A	
Headlight	12 V 35/35 W x 2 (HS1 x 2)	
Brake light/Taillight	12 V 21/5 W	
Speedometer light	12 V 1.7 W	
Oil temperature indicator light	12 V 3.4 W	
Neutral indicator light	12 V 3.4 W	
High beam indicator light	12 V 3.4 W	P-17
Reverse indicator light	12 V 3.4 W	
Reversing light	12 V 21 W	P-17

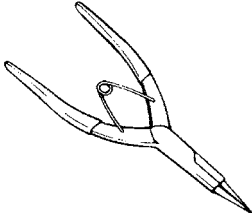
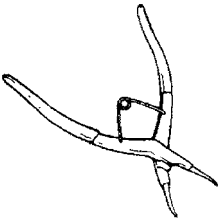
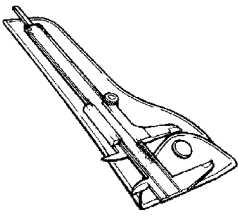
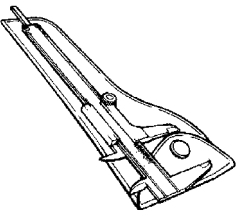
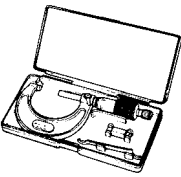

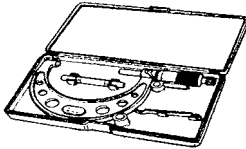
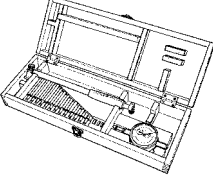
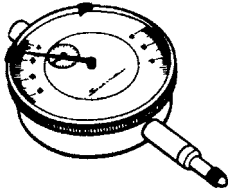
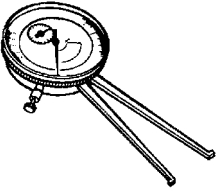
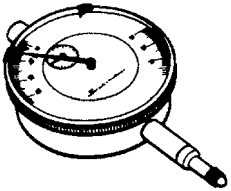
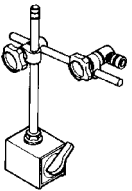
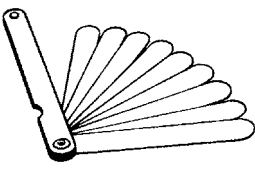
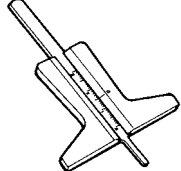
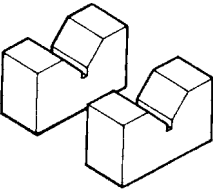
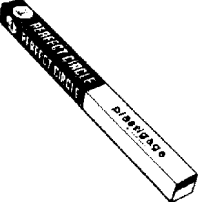
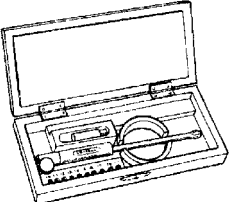
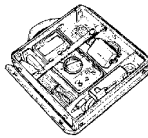
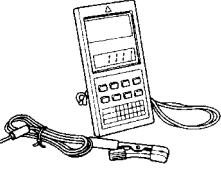
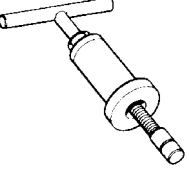
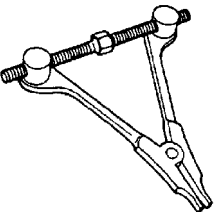
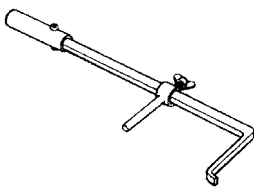
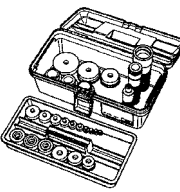
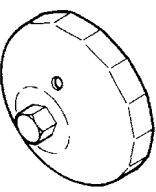
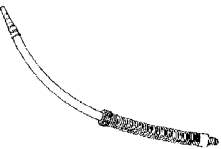
Capacities

Item	Specification	Remark
Fuel tank	Indicator reserve	16.0 L (4.2/3.5 US/Imp gal)
	Reserve	2.9 L (0.8/0.7 US/Imp gal)
Engine oil	Oil change	3 000 ml (3.2/2.6 US/Imp qt)
	With filter change	3 200 ml (3.4/2.8 US/Imp qt)
	Overhaul	3 500 ml (3.7/3.1 US/Imp qt)
Differential gear oil	300 ml (10.1/10.6 US/Imp oz)	
Final gear oil	350 ml (11.8/12.3 US/Imp oz)	

Special Tools and Equipment

Special Tool

B827H20108001

				
09900-06107 Snap ring pliers	09900-06108 Snap ring pliers	09900-20101 Vernier calipers (1/15 mm, 150 mm)	09900-20102 Vernier calipers (1/20 mm, 200 mm)	09900-20202 Micrometer (1/100 mm, 25 – 50 mm)
				
09900-20205 Micrometer (0 – 25 mm)	09900-20210 Micrometer (100 – 125 mm)	09900-20530 Cylinder gauge set	09900-20602 Dial gauge (1/1000 mm, 1 mm)	09900-20605 Dial calipers (1/100 mm, 10 – 34 mm)
				
09900-20607 Dial gauge (1/100 mm, 10 mm)	09900-20701 Magnetic stand	09900-20803 Thickness gauge	09900-20805 Tire depth gauge	09900-21304 V-block (100 mm)
				
09900-22302 Plastigauge (0.051 – 0.152 mm)	09900-22403 Small bore gauge (18 – 35 mm)	09900-25008 Multi-circuit tester set	09900-26006 Engine tachometer (solar cell type)	09910-32812 Crankshaft installer
				
09912-34510 Cylinder disassembling tool	09913-50121 Oil seal remover	09913-70210 Bearing installer set	09915-40610 Oil filter wrench	09915-63311 Compression gauge attachment