Click Here

In addition to the oil capacity, it is equally important to use the correct type of oil for your Suzuki Intruder or 1400. However, as a general rule, it is advisable to change the oil and filter every 3,000 to 5,000 miles (4,800 to 8,000 kilometers). No, it is recommended to use a high-quality synthetic oil with a viscosity rating of 10W-40 or 15W-50 for both the Suzuki Intruder and 1400. When it comes to motorcycle maintenance, understanding the oil capacity of your ride is crucial. For Suzuki Intruder and 1400 owners, this knowledge is essential to ensure proper lubrication and prevent potential engine damage. In this comprehensive guide, we will delve into the oil capacity differences between these two legendary machines, providing you with the necessary information to keep your motorcycle running smoothly. The Suzuki Intruder and 1400 feature distinct engine configurations, which directly impact their oil capacity requirements. Suzuki Intruder: The Intruder boasts a 1462cc V-twin engine. Its oil capacity is typically around **3.7 quarts (3.5 liters)**, including the oil filter. Suzuki 1400: The 1400, on the other hand, is equipped with a larger 1360cc V-twin engine. Its oil capacity is slightly higher at **4.2 quarts (4 liters)**, again including the oil filter. In addition to the oil capacity, it is equally important to use the correct type of oil for your Suzuki Intruder or 1400. The manufacturer recommends using a high-quality synthetic oil with a viscosity rating of 10W-40 or 15W-50. These oils provide optimal lubrication and protection for the engine components under various operating conditions. Regular oil changes are vital for maintaining the health of your motorcycle's engine. The recommended oil change intervals for the Suzuki Intruder and 1400 vary depending on the riding conditions and usage patterns. However, as a general rule, it is advisable to change the oil and filter every 3,000 to 5,000 miles (4,800 to 8,000 kilometers). Monitoring the oil level is essential to ensure that your motorcycle has the correct amount of lubrication. To check the oil level, follow these steps: Run the engine for a few minutes to warm up the oil. Turn off the engine and wait a few minutes for the oil to settle. Locate the oil dipstick, typically found near the front of the engine. Pull out the dipstick and wipe it clean with a rag. Reinsert the dipstick fully into the engine. Pull out the dipstick again and check the oil level on the marked lines. The oil level should be between the “minimum” and “maximum” marks. If the oil level is low, you will need to add more oil. Use a funnel to pour the recommended type of oil into the engine. Add oil gradually and check the level frequently to avoid overfilling. Overfilling or underfilling the oil can have detrimental effects on your motorcycle’s engine. Overfilling can lead to increased oil pressure, which can damage seals and gaskets. Underfilling, on the other hand, can result in insufficient lubrication and potential engine damage. Understanding the oil capacity, type, and change intervals of your Suzuki Intruder or 1400 is crucial for maintaining optimal engine performance and longevity. By following the manufacturer’s recommendations and monitoring the oil level regularly, you can ensure that your ride runs smoothly and reliably for years to come. Q: What is the oil capacity of a Suzuki Intruder 1500? A: The Suzuki Intruder 1500 has an oil capacity of 3.7 quarts (3.5 liters), including the oil filter. Q: How often should I change the oil in my Suzuki 1400? A: The recommended oil change interval for the Suzuki 1400 is every 3,000 to 5,000 miles (4,800 to 8,000 kilometers). Q: Can I use regular oil in my Suzuki Intruder? A: No, it is recommended to use a high-quality synthetic oil with a viscosity rating of 10W-40 or 15W-50 for both the Suzuki Intruder and 1400. Post navigation The Suzuki Intruder is a series of cruiser motorcycles produced by Suzuki from 1985 to 2005. In Europe, the Intruder name remains in use on certain models. After 2005, the Intruder lineup was replaced by the Boulevard range in the U.S. market. The Intruder is loved for its classic cruiser styling, V-twin engine, and comfortable riding position.Technical SpecificationsFirst Generation (1985-1997)Engine: 4-stroke, air-cooled V-twinDisplacement: 699 cc (VS700), 747 cc (VS750), 805 cc (VS800)Bore x Stroke: 80.0 mm × 74.4 mm (VS700/750), 83.0 mm × 74.4 mm (VS800)Compression Ratio: 10.0:1Carburetion: 2x Mikuni BSR32SSTransmission: 5-speed constant meshSecond Generation (1997-2005)Engine: 4-stroke, liquid-cooled V-twin, SOHC, 4 valves per cylinderDisplacement: 1,360 cc (VS1400)Bore x Stroke: 94.0 mm × 98.0 mmCompression Ratio: 10.5:1Fuel System: Electronic fuel injectionTransmission: 5-speed constant meshFluid SpecificationsEngine Oil:Type: SAE 10W-40, API SJ or later (synthetic blend recommended)Capacity: 3.2 L (VS800), 3.6 L (VS1400)Final Drive Oil:Type: SAE 90 hypoid gear oilCapacity: 200-220 mLBrake Fluid: DOT 4Coolant (VS1400): Use Suzuki Long Life Coolant or equivalent 50/50 pre-mixMaintenance ScheduleItemIntervalEngine Oil & FilterReplace every 6000 km (4000 miles) or 12 monthsAir FilterInspect every 12000 km, replace every 24000 kmSpark PlugsInspect every 12000 km, replace every 24000 kmValve ClearanceInspect every 24000 kmFuel HosesInspect annually, replace every 4 yearsBrake FluidInspect annually, replace every 2 yearsCoolant (VS1400)Replace every 4 years or 48000 kmFinal Drive OilReplace every 12000 kmLearn More Suzuki Skydrive 125 Comprehensive Maintenance Schedule GuideFrequently Asked Questions1. What type of oil should I use in my Intruder?Use SAE 10W-40 motorcycle oil meeting API SJ specs or higher. Synthetic blend is recommended.2. How often should I change the oil on my Intruder 800?Change the oil and filter every 6000 km (4000 miles) or 12 months, whichever comes first.3. What is the valve clearance spec on the Intruder 1400?Intake: 0.10-0.20 mm, Exhaust: 0.20-0.30 mm. Inspect every 24000 km.4. How much oil does an Intruder 1400 hold?The oil capacity is approximately 3.6 liters.5. What type of spark plugs does the Intruder use?NGK DR8EA or DENSO X24ESR-U 6. How often should I replace the air filter?Inspect the air filter every 12000 km and replace it every 24000 km.Learn More Suzuki GSX-R1000 Comprehensive Maintenance Schedule Guide7. What is the recommended tire pressure?Solo riding: Front 200 kPa (2.00 kgf/cm²), Rear 225 kPa (2.25 kgf/cm²)Riding with passenger: Front 200 kPa (2.00 kgf/cm²), Rear 250 kPa (2.50 kgf/cm²)8. How often should I change the coolant on a VS1400?Replace the coolant every 4 years or 48000 km, using Suzuki Long Life Coolant or equivalent 50/50 pre-mix.9. What brake fluid do I need?Use DOT 4 brake fluid. Inspect annually and replace every 2 years.10. When should I replace the final drive oil? – Replace the final drive gear oil every 12000 km, using SAE 90 hypoid gear oil.By following the recommended maintenance schedule and using the proper fluids and parts, your Suzuki Intruder will provide many miles of reliable cruising enjoyment. Consult your owner’s manual for model-specific information.Sources of this Blog PostGeneral Information and IntroductionLearn More Suzuki SV650 Comprehensive Maintenance Schedule GuideTechnical SpecificationsFluid Specifications and MaintenanceMaintenance Schedule and FAQsThese sources were used to compile an accurate and comprehensive maintenance schedule and specifications for the Suzuki Intruder, ensuring reliable information for owners and enthusiasts. and We are unable to give a standard recommendation for this component. Please contact our service department. Check 6000 km/ 12 months, change 24 months The Suzuki Intruder 1400, a cruiser renowned for its robust engine and classic styling, demands meticulous care to ensure longevity and peak performance. Among the crucial maintenance aspects, understanding the correct oil capacity stands paramount. Overfilling or underfilling can lead to detrimental effects, impacting engine health and overall riding experience. This post delves into the specifics of the Suzuki Intruder 1400’s oil capacity, exploring the nuances of oil changes, filter replacements, and the potential consequences of deviating from recommended levels. Whether a seasoned rider or a new owner, this guide offers valuable insights to keep the Intruder 1400 running smoothly for years to come.Understanding Oil’s RoleEngine oil serves as the lifeblood of any motorcycle, and the Intruder 1400 is no exception. Its primary functions include:Lubrication: Reducing friction between moving parts, minimizing wear and tear.Cooling: Dissipating heat generated by combustion and friction.Cleaning: Removing contaminants and debris, preventing sludge buildup.Sealing: Creating a seal between piston rings and cylinder walls, optimizing compression.Corrosion Prevention: Protecting internal components from rust and corrosion.Maintaining the correct oil level ensures all these functions are performed optimally, contributing to a healthier and more efficient engine.The Intruder 1400 Oil Capacity: The NumbersThe Suzuki Intruder 1400’s oil capacity varies slightly depending on whether the oil filter is changed during an oil change.Oil Change Only: Approximately 3.2 liters (3.4 US quarts).Oil Change with Filter Replacement: Approximately 3.4 liters (3.6 US quarts).Always consult the owner’s manual for the specific model year to confirm these figures, as minor variations may exist. It’s also wise to have a little extra oil on hand to top off as needed after the initial fill.Oil Change Procedure: A Step-by-Step GuidePerforming an oil change on the Intruder 1400 is a relatively straightforward process that can be accomplished with basic tools and a little patience. Here’s a general guide:1. Warm Up the Engine: Run the engine for a few minutes to warm the oil, making it flow more easily. 2. Gather Supplies: You’ll need the correct amount of oil (as specified above), a new oil filter (if replacing), a wrench to remove the drain plug, an oil filter wrench (if needed), a drain pan, a funnel, and some rags. 3. Locate the Drain Plug: The drain plug is typically located on the bottom of the engine. 4. Position the Drain Pan: Place the drain pan under the drain plug. 5. Remove the Drain Plug: Carefully loosen and remove the drain plug, allowing the old oil to drain completely. Be cautious, as the oil may be hot. 6. Replace the Oil Filter (Optional): If replacing the oil filter, use an oil filter wrench to loosen and remove the old filter. Lightly lubricate the rubber gasket on the new filter with fresh oil and install it, tightening it by hand until snug. 7. Reinstall the Drain Plug: Once the oil has completely drained, clean the drain plug and install a new crush washer (if available). Tighten the drain plug to the manufacturer’s specified torque. 8. Add New Oil: Using a funnel, pour the correct amount of new oil into the engine. 9. Check the Oil Level: Use the dipstick (located on the side of the engine) to check the oil level. Add more oil as needed to reach the “full” mark. 10. Run the Engine: Start the engine and let it run for a few minutes. Check for leaks around the drain plug and oil filter. 11. Recheck the Oil Level: After running the engine, turn it off and let it sit for a few minutes. Recheck the oil level and add more oil if necessary. 12. Dispose of Old Oil Properly: Take the used oil to a recycling center or auto parts store for proper disposal.Consequences of Incorrect Oil LevelsMaintaining the correct oil level is crucial for the health and performance of the Intruder 1400’s engine. Both overfilling and underfilling can lead to serious problems:Overfilling: Overfilling can cause the crankshaft to churn the oil, creating air bubbles and reducing its lubricating properties. This can lead to increased engine temperature, reduced power, and potential damage to seals and gaskets.Underfilling: Underfilling deprives the engine of adequate lubrication, leading to increased friction, wear, and heat. This can result in premature engine failure.Choosing the Right OilSelecting the appropriate oil for the Intruder 1400 is as important as maintaining the correct oil level. Consider these factors:Viscosity: Consult the owner’s manual for the recommended viscosity grade. Typically, a 10W-40 or 20W-50 motorcycle-specific oil is suitable.Type: Choose a high-quality motorcycle oil that meets or exceeds the manufacturer’s specifications. Both synthetic and conventional oils can be used, but synthetic oils generally offer superior performance and protection.Brand: Select a reputable brand known for producing high-quality motorcycle oils.Monitoring Oil ConditionRegularly monitoring the oil’s condition is another essential aspect of maintaining the Intruder 1400’s engine. Check the oil level frequently and observe its color and consistency. Dark, sludgy oil indicates the need for an oil change.Beyond the Numbers: The Art of Engine CareWhile knowing the oil capacity and following the correct procedures are crucial, there’s also an “art” to engine care. Listen to your motorcycle. Pay attention to any unusual noises or changes in performance. A well-maintained engine will reward you with years of reliable service and exhilarating rides. Treat your Intruder 1400 with respect, and it will return the favor.Final Thoughts: Nurturing the Heart of Your RideUnderstanding and adhering to the recommended oil capacity for the Suzuki Intruder 1400 is more than just a maintenance task; it’s an act of care for the heart of the machine. By paying attention to this critical detail, alongside regular checks and quality oil choices, you contribute significantly to the longevity, performance, and overall enjoyment of your ride. It’s about creating a bond with your motorcycle, a partnership built on knowledge, respect, and a shared passion for the open road.Information You Need to KnowQ1: Can I use car oil in my Suzuki Intruder 1400?A: It’s generally not recommended to use car oil in a motorcycle. Motorcycle oils are specifically formulated to handle the unique demands of motorcycle engines, including the wet clutch system. Car oils often contain friction modifiers that can cause clutch slippage.Q2: How often should I change the oil in my Intruder 1400?A: The recommended oil change interval is typically every 3,000 to 5,000 miles, or at least once a year, depending on riding conditions and the type of oil used. Consult the owner’s manual for specific recommendations.Q3: What happens if I put too much oil in my motorcycle?A: Overfilling the oil can cause the crankshaft to churn the oil, creating air bubbles and reducing its lubricating properties. This can lead to increased engine temperature, reduced power, and potential damage to seals and gaskets.Q4: Where can I find the recommended oil type and capacity for my specific year Intruder 1400?A: The owner’s manual is the best source for this information. You can also often find this information on online forums dedicated to the Intruder 1400 or by consulting with a qualified motorcycle mechanic.Q5: Is it necessary to change the oil filter every time I change the oil?A: While it’s not strictly necessary, it’s highly recommended to change the oil filter every time you change the oil. The oil filter traps contaminants and debris, and replacing it ensures that the new oil remains clean and effective. Fork Oil Change VS1400 Intruder Instructions for Fork Oil change on a 1995 Suzuki 1400 Intruder Should be identical for newer VS1400/S83 models. In the VS800/S50 series, the fork springs are shorter and there is a spacer tube installed above the spring to compensate for the difference in the spring length. Tools required: Motorcycle Lift 14 MM Hexagonal Socket, ½” drive 10” Crescent Wrench ½” Ratchet Drive Rubber Mallet Torque Wrench Masking Tape Old Fishing Pole Rags Suction Gun Flashlight Long ½” drive extension Funnel – medium Measuring Cup or Graduated Cylinder REMOVAL OF OLD FORK OIL Lift Motorcycle so the front wheel is off the ground and not supporting any weight. Install masking tape around the chrome cap fork bolt head to protect the chrome finish Use the 10” Crescent wrench and the rubber mallet to loosen off the fork cap bolt. Unscrew the fork cap bolt and set it aside. This will allow access to the Spring Stopper. Use a 14 MM Hexagonal Socket and the ½” ratchet drive or breaker bar to remove the Spring Stopper. Be careful when nearing the end of unscrewing the Spring Stopper because the Fork Spring is directly below this spring stopper and it is exerting a small amount of force onto the spring stopper. Remove the Spring Stopper and set it aside. Remove the Fork Spring from the Fork Tube. Remove the oil from the fork tube by use of a suction gun or other device. Use a small semi rigid piece of flexible tubing and lower it into the top portion of the fork tube. Remove the oil from the top portion of the fork tube. Once you have the oil removed you can look down into the fork tube and see a smaller opening in the middle of the fork tube. That is the top of the Dampener Rod. Insert the flexible tubing into the opening of the Dampener Rod and push the suction tube down about another six to eight inches or so until you hit the bottom of the fork. Inserting the tube into this hole can be a difficult part of the task but if you have an old fishing pole around, you can use the top section of the pole and slide the flexible plastic tubing through the guides (eyelets) of the fishing pole and that might help align the tubing with the lower Dampener Rod hole. Once you have the tube inserted into the lower portion of the fork tube, continue to remove the old oil. Once you have the oil removed from the entire fork, remove the tubing and all other accouterments you used to remove the old oil and you are ready to install the new oil. INSTALLATION OF NEW FORK OIL Suzuki recommends using #10 Fork Oil. The fork oil capacity for the VS 1400 is listed as 354 ml (12.0 US oz) on page 8-17 in the Suzuki Shop Manual. The same information is listed in Table 3 found on page 331 of the Clymer Manual. I elected to use Amsoil Synthetic Fork Oil because I planned on using the Amsoil oil sampling pump for the removal of the old oil and because of convenience, I could purchase the two products at the same time. Measure the amount of oil you intend to use in a measuring cup or graduated cylinder. Pour the measured amount of oil into the top fork tube using a funnel or other means, being careful not to spill any oil. Re-install the fork spring into the fork tube, making sure the tighter wound portion of the fork spring is at the top of the fork. Install the Spring Stopper into the top portion of the fork tube. You will have to compress the fork spring while trying to get the Spring Stopper started into the threads in the top of the fork tube. Getting the Spring Stopper started into the threads can be an interesting and frustrating activity. The easiest way we found was to place the Spring Stopper onto the top of the fork spring that is protruding out from the top of the fork. Insert the 14 MM hexagon socket into the top of the Spring Stopper, then a long extension and a small block of wood to push down on the top end of the long extension. While pushing down on the extension, have a buddy turn the Spring Stopper by using the Crescent wrench fitted to the top portion of the hexagon bit that is inserted into the Spring Stopper. Once you get the Spring Stopper started into the threads, tighten it to a snug tight condition. Using the torque wrench, tighten the Spring Stopper to 29.0 – 36.0 lb-ft as listed on page 8-18 of the Suzuki Shop Manual or, listed in Table 1 on page 330 of the Clymer Manual. Clean the threads and inspect the o-ring of the fork cap bolt. Install the fork cap bolt by threading it into the top of the fork tube. The Suzuki Shop Manual recommends the fork cap bolt be tightened to 58.0 – 72.5 lb-ft of torque. I did not have a large enough socket to fit the bolt head on the fork cap bolt. I used the Crescent wrench to tighten the bolt as tight as I could get it and then wrapped on it a few times with the rubber mallet. Thanks to Jesse aka BigSkyTruder of the Cafe for this tip There is a lot of useful information on this site, but errors are possible All Images/external links open in New TabHelpful answers are $1.00 each dumb looks are still FREE These Tips come from many people, on the various motorcycle forums I frequent. If You Attempt Modifications & Ruin Your Motorcycle It Is Your Problem. If You Are Not Mechanically Inclined, Get Help From Someone Who Is I Am Not Responsible For Use/Misuse Of These Tips & Tricks Use @ Your Discretion © 2002-------> Intruder Alert.Ca Make Model Suzuki VS 1400GL Intruder Year 1990 - 93 Engine Four stroke, 45°V-twin, SOHC, 3 valves per cylinder. Capacity 1360 cc / 83 cu in Bore x Stroke 94 x 98 mm Compression Ratio 9.3:1 Cooling System Air/oil cooled Induction 2 x Mikuni BDS36 /BS36 carburetors Ignition Digital transistorized Starting Electric Max Power 52.5 kW / 72 hp @ 4800 rpm Max Power (at rear tyre) 43.5 kW / 58.3 hp @ 5000 rpm Max Torque 115 Nm / 11.7 kgf-m / 84.8 lb-ft @ 3200 rpm Transmission 4 Speed Final Drive Shaft Rake 36o Trail 165 mm / 6.5 in Front Suspension 41 mm Telescopic fork, coil spring, oil damped Front Wheel Travel 160 mm / 6.3 in Rear Suspension Twin shock, oil damped, 5-way adjustable spring preload Rear Wheel Travel 104 mm / 4.1 in Front Brakes Single 295 mm disc, 2 piston caliper Rear Brakes Single 275 mm disc, 1 piston caliper Front Tyre 110/90-19 Rear Tyre 170/80-15 Wheelbase 1621 mm / 63.8 in Dry Weight 243 kg / 536 lbs Wet Weight 243 kg / 560 lbs Oil Capacity 5.0 Litres / 5.3 US qt / 4.4 Imp qt Fuel Capacity 13 Litres / 3.43 US gal / 2.86 Imp gal Consumption Average 6.76 L/100 km / 14.8 km/l / 34.8 US mpg / 41.8 Imp mpg Braking 60 km/h - 0 14.0 m / 45.9 ft Braking 100 km/h - 0 40.4 m / 132.5 ft Standing ¼ Mile 13.6 sec / 152.8 km/h / 94.9 mph Top Speed 168.9 km/h / 104.9 mph A Conejo grade stretches two and a half miles, rising nearly 1000 feet from sea level to the northern ridge of California's Santa Monica Mountains. Early-morning commuter traffic, pressing over the hill at 45 miles per hour, will clog the pass by seven a.m., but in the gray winter dawn the 1400 Intruder is alone on the road, powering toward the crest at 60 miles per hour in fourth— top gear. Your ears tell you this 1400cc V-twin engine spins slowly at cruising speed slumbers, really—even while heaving up this endless incline of earth. Most motorcycle succumb half a mile up engines bog, speedo needles sag and signal for more throttle, But the big Suzuki clears the top with unbroken response, the throttle held steady just a crack above idle. As it crests the hill, the Intruder lights up in the first cold rays of day, creating its own warmth in the chromed and polished surfaces. The sun catches in the clutch and brake master cylinders, illuminates the speedometer case, arcs over the flat bar seems to rise there between the grips. An early morning trip up the Conejo grade captures the 1400's vitality, its style and power. Suzuki's big Intruder follows closely the style-cruiser formula first established in the VS700, a model which topped Suzuki's American sales charts in 1986 for the second straight season, exemplifying the sales appeal of a mainstream idea deftly executed. In its technology the 1400 offers little new; rather it extends and amplifies the basic Intruder formula by sizing the VS-format upward and doubling the original machine's displacement. In the matter of V-twin style-cruisers, there's still no substitute for big engines. For highway hauling or curbside crawling, the bigger the engine, the better the wallop. With a bore and stroke of 94 x 98mm, the new Intruder displaces an impressive 1360cc, yet the drag strip doesn't reveal the magic of its engine Honda's 1100 Shadow and Yamaha's 1000 Virago both run quicker and faster than the big VS, which posted a 13.1-second quarter-mile with a terminal speed of 99.3 miles per hour. Road torque is the 1400's preserve. According to Suzuki, the big Intruder pumps out a whopping 88.2 pounds/ feet at 3000 rpm, and that's a figure the seat of your pants will corroborate. In full-throttle top-gear roll-ons from 45-75 mph, the 1400 Intruder chugs away from both the Shadow and Virago. This bike's mid-range acceleration puts it in league with motorcycling's big-bore power elite—Suzuki's own GSX-R1100, Yamaha's FJ1200 and the mighty V-Max—machines all driven by five-speed, four-cylinder engines. Despite its relatively tall, wide-ratio, four-speed gearbox, the Intruder's massive torque and crisp throttle response have it lunging ahead with an immediacy that snaps heads and leaves big-bore sport bikes lagging behind. Every inch of the 1400 honors that great American folk bias: bigger is better. Every specification seems proportioned to that monstrous engine. Wet weight hovers at 573 pounds. A 36-degree rake and a massive 170/80-15 rear tire help stretch the wheelbase to 63.8 inches. The seating position has riders under six feet feeling short. Even the dimensions of the 1400's price tag are huge: $5898 is a hefty chunk of cash in a class where the competition's style-cruisers sell for hundreds less. Like the 700 Intruder, however, the VS1400 also trades on stark elegance; it offers real steel uncluttered by gratuitous hardware—no tachometer, no centerstand, only basic indicator and warning lights under tinted plastic. On the 1400, the ignition sits under the tank on the left, the fork lock on the port side of the steering neck. The 1400 carries a single-disc brake at the front and another at the rear. Unlike the 700, there's no cast-wheel option on this big, wire-spoked Suzuki. The bike's clear, uncluttered look encompasses more than basic form—the 1400's designers turned to details as well. Look for nuts and bolts; you won't find many, and those left exposed are polished, plated, or capped with chromed inserts. Try to find a dangling wire or cable; all the switch wires run inside the handlebar, down through 5.5-inch chromed risers, and disappear into hoops under the tank. Hydraulic lines for the clutch and brake master cylinders run between the risers, dropping through holes in the polished aluminum triple clamps. The taillight, located atop the fender on the 700, tucks under a bobbed rear fender, Milwaukee style. The spark plugs and lead wires disappear behind chromed covers. And where are the carburetors? The 36mm Mikunis vanish, the front mixer under the fuel tank, the rear under the seat. With its great hulking engine and fine detail work, the Intruder finds a way to blend ruggedness and elegance. Riders should have plenty of time to spit-shine the 1400's bright exterior, because the VS needs about as much servicing as a fountain pen. The V-twin has a long list of low-maintenance features: shaft drive, hydraulic valve adjusters, automatic cam-chain tensioners, CD ignition, and a sealed battery buried behind the engine and below the swing-arm pivot. An automotive-type spin-on filter simplifies oil/filter changes. Like the 700 Intruder, the 1400 disposes its towering cylinders at 45 degrees atop narrow aluminum cases with plated sidecovers, and runs the drive shaft outside the main frame tubes for a trim waist. Though the big V-twin appears similar to the water-cooled 700 engine, the 1400 is actually quite different. According to Suzuki, water-cooling would have enlarged the 1400cc engine, increased complexity, and required a radiator too huge to hide. The 1400's front cylinder is air-cooled, the rear oil-cooled through a system similar to the SACS fitted on the GSX-R750 and 1100 super sport bikes. A high-pressure jet at the base of the rear cylinder directs oil from the VS's sump up a passage cast in the cylinder to a small "sump" area atop the combustion chamber. This rear-cylinder cooling system relies on a large volume of oil flow and on an oil cooler mounted below the steering neck. The 1400's sump holds 5.3 quarts of oil (most big-bore engines carry about four quarts), and pumps its entire oil supply through the rear cylinder head fives time per minute at 6000 rpm. From below, jets in the main-bearing journals squirt the undersides of both pistons, a practice now used in almost all Suzuki four-stroke engines. Separate passages direct the slippery stuff upstairs to single overhead cams (the rear cam is chain-driven off the right side of the crank, the front from the left) and hydraulic valve gear. Hollow rocker arms supply oil to the hydraulic lifters, which bear directly on the valve stems. Clearance is regulated by a check-valve and plunger system. Unlike the four-valve 700, the 1400 uses a three-valve design, with a single spark plug centrally located in a shallow multi-pocket combustion chamber. The 3.7-inch pistons provide room for valves the size of poker chips: a pair of 33mm intakes, and a single, 40mm exhaust valve. Suzuki engineers experimented with two-, three- and four-valve versions of the 1400 engine, and settled on the three-valve desjgn which produced more peak torque at lower rpm and a smoother power delivery thanks to mild camming and relatively low (9.3:1) compression. There's little point in revving the 1400 past 5000 rpm; the engine reaches peak torque at 3000 rpm, peak horsepower at 4500. The sheer thudding force of two huge pistons has the potential to hammer the Intruder's driveline. Consequently, Suzuki engineers have taken steps to manage the power pulses. A new torque-limiting clutch smooths engagement and reduces wheel hop under hard engine braking; dampers in the drive shaft take up slop and reduce stress in the transfer case and third member. Suzuki designers eased the starter's load as well, fitting the 1400 with an automatic compression release similar to that used in the Savage single. The starter button activates an electronic solenoid that lifts the exhaust valves off their seats via cables. After a few seconds, the valves close and the starter works against full compression. Continuous cranking of the starter, as we discovered courtesy of a recalcitrant fuel petcock, can quickly drain the 1400's battery. Under normal circumstances, riders should never have to face the prospect of bump-starting this beast. The torque-limiting clutch prevents wheel hop on trailing throttle in the top three gears, but the wide-ratio, four-speed transmission puts first gear a long way from second, and downshifting at speeds over 30 mph chirps the Intruder's rear tire, especially if the rear brake is applied at the same time. To its credit, the Intruder's driveline feels tight; the gearbox shifts easily and no annoying lash disrupts the smooth power delivery. Considering the efforts that went into minimizing the pounding in the Intruder's driveline, Suzuki did little elaborate engineering to control engine vibration itself. The 1400 uses no counterbalancing weights, and rubber bushings only in the front engine mounts. Like the 700 Intruder, the 1400 has staggered crank-pins disposed 45 degrees apart. This arrangement doesn't produce perfect primary balance, and the VS also has an uncompensated rocking couple caused by connecting rods running on widely spaced pins. Consequently, the VS1400 isn't as smooth as Honda's 1100 Shadow, which has 90-degree pins and perfect primary balance. The VS's pleasant and subdued shaking at low rpm intensifies as engine speeds increase, blurring the mirrors at highway speed and charging the seat, pegs, handlebar and fuel tank with a numbing buzz at speeds over 65 mph. One inescapable conclusion: Suzuki deliberately engineered this level of shake into the VS1400. Vibration governs road speed, and the company is clearly doing its part to make Intruder riders solid, 55-mph citizens. At this speed, the engine is smooth, loafing along at its massive torque peak. Merely roll on the throttle, and the big VS lunges past traffic, then settles back into its easy, relaxed highway rhythm. From the 1400's bologna-cut mufflers comes an unmistakable Milwaukee beat—raw, rowdy, and intentionally loud. Bounced off city traffic or a canyon wall, the VS's booming exhaust note is conspicuous. And annoying. Furthermore, our 1400 backfired vociferously enough on trailing throttle to attract a SWAT team. At 60 mph, however, the VS rider hears only mellow notes. Highway droning squeezes 130 miles out of the Intruder's 3.4-gallon peanut tank, a distance easily covered in one sitting. The 1400's plush ride and hammock ergonomics guarantee that. At first glance, the Intruder's seating position looks uncompromising: Your legs stretch 27 inches to footpegs set directly below a flat, stubby handlebar. This feet-and-fists-forward riding position works remarkably well on the open road; arms slightly bent, the rider cants forward, relaxed against the wind, and the long-reach pegs offer room to stretch. The seat is comfortable, and passengers report a pleasant pillion. Understand, however, that the 1400 Intruder is a huge motorcycle; riders under six feet will likely find the handlebar reach excessive and the seat step too far rearward to offer support. For them, Suzuki offers an optional pull-back handlebar that cuts the reach in half and provides more steering leverage. With the shorter (by four inches), narrower (by two inches) drag bar, steering the 1400 at parking-lot speeds is a hand-and-armful. A low, 28.3-inch seat height helps riders steady the Intruder on creep-speed maneuvers. Steering heaviness subsides at about 15 mph. Weight and basic frame geometry work against the Intruder rider at low speeds, and contribute nothing to the bike's sporting competence. A rake of 36 degrees, 6.5 inches of trail, and 63.8 inches of wheelbase add up to the most radical geometry yet in a Japanese cruiser. At 572.5 pounds, the 1400 occupies middle ground by big-bore cruiser standards. Yamaha's 1000 Virago is 50 pounds lighter, but the 1100 Shadow and Harley's Low Rider Custom are both heavier than the Intruder. Still, almost 600 pounds of motorcycle aimed by lazy steering geometry and following a 19-inch front wheel builds little confidence on backroads. It's best to heed posted cornering speeds. Though the VS requires only a light hand at the bar to initiate turn-in, its steering is slow and has the remote quality of a motorcycle that stretches its front end way, way out there. The Bridgestone tires stick well, though the bike offers only token cornering clearance. The solid, forward-mounted footpeg brackets throw sparks when the bike leans over even at a mild clip, and pushing beyond that will lever the front tire off the ground. While the VS's brakes are adequate for general-duty riding, they're simply not powerful enough for brisk backroad work. Riders familiar with the 700 Intruder's backroad capabilities will barely see the family resemblance in the 1400's handling. The big Intruder weighs 110 pounds more than the 700, which has firm, short-travel suspension. The 1400's suspension takes the opposite approach. Highway plushness requires 6.3 inches of travel up front, 4.1 inches at the rear and soft spring and damping rates. To cope with the additional weight, the 1400 gets large-diameter 41mm fork tubes, but, like the 700, the big VS's suspension offers minimal adjustment: five preload settings only in the dual rear dampers. We settled on the softest setting for most riding, including two-up passenger-hauling. Even with the suspension set on firm, the 1400 lacks the poise necessary for fast riding. Long sweeping turns induce a slow but disconcerting oscillation. Up-and-down shaft effect, while well controlled during around-town riding, upsets the chassis during on/off-throttle cornering transitions. Roller coaster-type dips have passengers tightening their stomach muscles, and potholes or sharp pavement ripples taken at speed can trigger an unfriendly handlebar shake. All these things will put a rider back at lawful speeds and pointed toward the long, wide, straight road. Putt-putting along at 60 mph, the Intruder's pleasing elements converge. The raked-out front end and long wheel-base have the big VS running arrow straight, impervious to crosswinds; freeway expansion joints disappear into the soft suspension; the ride is touring soft-and-compliant; the highway-chopper seating position perfectly comfortable; the engine smooth, quiet, alive. These things make the 1400 a splendid open-road traveler. Nevertheless, the Intruder's sweet zone is narrower than other Japanese cruisers'. By sharply focusing the Intruder's repertoire, perhaps Suzuki has strengthened the bike's elemental V-twin quality—making the VS striking and memorable, though less functional than it might otherwise have been. In this way, the Suzuki is reminiscent of Harley's Low Rider Custom. With V-twin style cruisers, the Japanese in general, and Suzuki in particular with the VS1400, have been trying to strike the "right" (read highly marketable) combination of style and raw-boned engineering. High-tech sophistication has often created a perception of Japanese motorcycles as appliances. With Intruder-type bikes, the Japanese are working toward a tougher, more mechanical image. Suzuki engineers could have fashioned a more efficient method of vibration control in the VS, but they didn't; they could have built a five-speed 1000, but chose a four-speed 1400; they could have firmed up the VS's suspension for greater versatility, but they opted for plushness and a narrower highway zone instead. The Intruder wants to trade on the basic mechanical quality of a big V-twin machine running effortlessly in its sweet zone. Suzuki wanted the Intruder 1400 rough-hewn without rough edges. In that sense, the VS1400, at $5898, is the most expensive Japanese cruiser on the market, and the closest thing to Milwaukee iron—in mechanicalness and price— you can buy. Source Cycle 1987 In this blog post, we will explore the oil capacity of each model and provide a comprehensive guide to oil maintenance. Changing the oil in your Suzuki Intruder or Intruder 1400 is a relatively simple process. The best way to prevent low oil is to check the oil level regularly and add oil as needed. When it comes to motorcycle maintenance, oil is essential for keeping your engine running smoothly and efficiently. The Suzuki Intruder and Intruder 1400 are two popular models, but they have different oil capacities. In this blog post, we will explore the oil capacity of each model and provide a comprehensive guide to oil maintenance. Model Oil Capacity — — Suzuki Intruder 2.7 quarts (2.5 liters) Suzuki Intruder 1400 4.1 quarts (3.9 liters) As you can see, the Intruder 1400 has a significantly larger oil capacity than the Intruder. This is because the 1400 has a larger engine displacement, which requires more oil to lubricate the moving parts. Both the Suzuki Intruder and Intruder 1400 require 10W-40 motor oil. This oil is formulated to provide the best protection for your engine in all riding conditions. Changing the oil in your Suzuki Intruder or Intruder 1400 is a relatively simple process. Here are the steps: 1. Gather your materials: new oil, oil filter, oil filter wrench, drain pan, funnel, and rags. 2. Warm up your engine for a few minutes to thin the oil. 3. Place the drain pan under the engine. 4. Use the oil filter wrench to remove the old oil filter. 5. Allow the oil to drain completely. 6. Replace the oil filter with a new one. 7. Tighten the oil filter by hand, then use the oil filter wrench to tighten it another 1/2 to 3/4 turn. 8. Remove the oil drain plug and allow the remaining oil to drain. 9. Replace the oil drain plug and tighten it to the specified torque. 10. Add new oil to the engine, using the funnel to avoid spills. 11. Check the oil level and add more oil as needed. 12. Start the engine and let it run for a few minutes to circulate the new oil. 13. Check for leaks and tighten any loose bolts or fittings. Oil Maintenance Schedule The recommended oil change interval for the Suzuki Intruder and Intruder 1400 is 6,000 miles or 6 months, whichever comes first. However, you may need to change your oil more frequently if you ride in dusty or dirty conditions. There are several signs that may indicate low oil in your Suzuki Intruder or Intruder 1400: The oil level is below the “min” mark on the dipstick. The oil is dark and dirty. The oil smells burnt. The engine is making a knocking or ticking noise. The oil pressure light is on. If you experience any of these signs, you should check the oil level and add oil as needed. Riding with low oil can have serious consequences for your engine. These consequences include: Increased wear and tear on engine components Reduced engine performance Engine damage Engine failure The best way to prevent low oil is to check the oil level regularly and add oil as needed. You should also change your oil according to the recommended maintenance schedule. Q: How much oil does a Suzuki Intruder 1400 hold? A: The Suzuki Intruder 1400 has an oil capacity of 4.1 quarts (3.9 liters). Q: What type of oil should I use in my Suzuki Intruder? A: Both the Suzuki Intruder and Intruder 1400 require 10W-40 motor oil. Q: How often should I change the oil in my Suzuki Intruder? A: The recommended oil change interval for the Suzuki Intruder and Intruder 1400 is 6,000 miles or 6 months, whichever comes first. Q: What are the signs of low oil? A: Signs of low oil include: Oil level below the “min” mark on the dipstick Dark and dirty oil Burnt smell Knocking or ticking engine noise Oil pressure light on Q: What are the consequences of riding with low oil? A: Riding with low oil can lead to: Increased wear and tear on engine components Reduced engine performance Engine damage Was this page helpful?YesNo Thanks for your feedback! en Vi er ikke i stand til å gi en standard anbefaling for denne komponenten. Ta kontakt med serviceavdelingen vår. Sjekk 6000 km/ 12 måneder, bytt 24 måneder