SUZUKI

ROTARY

Rotary
Service Bulletin Index

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SERVICE BULLETIN

U. S. SUZUKI TECHNICAL SERVICE

Bulletin No. RE-1
Date DECEMBER 20, 1974
Page 1 of 3

SUBJECT: RE5 INTRODUCTORY NOTES
Affected Models:
Effective Engine No.:
Reference:

Read & Initial
Manager
Parts
Service

The new Suzuki RE5 will be arriving at your dealership shortly. This bulletin contains RE5 oil recommendations and other points to note.

OIL RECOMMENDATIONS:

To provide excellent lubrication of apex seals and internal engine cooling, Suzuki Rotary Engine Motor Oil will be available from U. S. Suzuki's Accessory Department, after February 1, 1975. Its use in the Suzuki RE5 motorcycle is strongly recommended.

As an alternative until Suzuki Rotary Engine Motor Oil becomes available, we recommend: Shell Super X 10W-20W-50 Motor Oil. It is available at most Shell Oil Company dealers.

We are requesting that you inform your customers of this recommendation when they take delivery of their RE5. Also explain to the customer that the same oil is to be used in the engine oil sump and in the metering oil tank.

BATTERY VENT TUBE:

All RE5's are specially equipped with a rubber battery vent tube located under the right frame cover.

During pre-delivery service of RE5's, the original plastic battery vent tube is to be removed and replaced with the rubber vent tube. The rubber vent tube is pre-routed to prevent the possibility of battery fluid overflow, from contacting and damaging any component parts. Therefore, it should not be removed. If it is removed for any reason, be sure it is re-routed according to the illustration located on the rear fender, under the seat.

The battery vent tube clamp on the battery holder plate should not be used.

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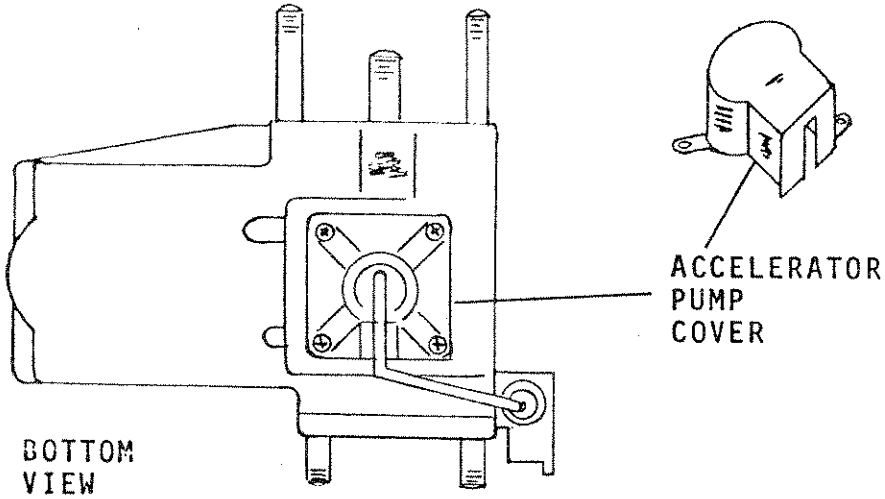
ACCELERATOR PUMP COVER:

To prevent dirt from accumulating on the carburetor's accelerator pump, we will ship your dealership a protective cover for each unit you are invoiced for, prior to Engine Number RE5 - 11738. The protective cover should be installed using two of the phillips head screws mounting the accelerator pump to the bottom of carburetor.



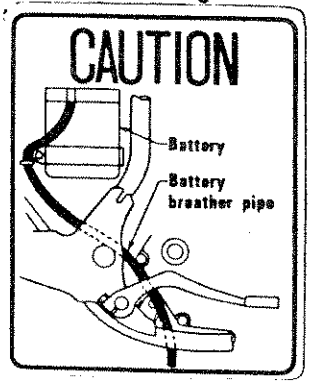
CARBURETOR: BOTTOM VIEW

MISSING ITEMS:

1. Battery Vent Tube and Vent Tube Clamp:

RE5's prior to FRAME NUMBER RE5 - 10753 were shipped without the rubber battery vent tube (previously described) and its clamp.

These items will be shipped to your dealership, if you are invoiced for an affected unit. The clamp should be installed on the voltage regulator's bottom mounting bolt. (The voltage regulator is located under the right frame cover and on the left side of the battery.)



The rubber vent tube should then be routed according to the diagram shown, which is also located on the rear fender, under the seat. This should be done prior to delivering an affected unit to a retail customer.

2. Kick Start Lever:

Kick start levers were not installed on some units prior to FRAME NUMBER RE5 - 10753. These are the same units shipped without battery vent tubes and clamps.

The kick start lever will be shipped (with the vent tube and clamp) to your dealership for installation, if you are invoiced for an affected unit.

3. Owners Manual:

Some RE5 Owners Manuals were not included in the RE5 crate. Again, these will be shipped to your dealership, if you are invoiced for an affected unit.

It is important that the RE5 customer is supplied with an RE5 Owners Manual when he takes delivery of his motorcycle. We suggest that you stress to the customer, the importance of reading the Owners Manual.

SUMMARY:

A. RE5's prior to Frame Number RE5-10753, were shipped without the following items.

1. Battery vent tube
2. Battery vent tube clamp
3. Kick start lever

B. RE5's prior to Engine Number RE5 - 11738 requires the installation of a carburetor accelerator pump cover.

C. Some RE5's shipped without owners manuals.

All parts listed above will be shipped immediately, when your dealership is invoiced for an affected unit.

MAINTENANCE SCHEDULE CHART:

A Suzuki RE5 Maintenance Schedule Chart will be mailed to your dealership shortly. This chart should be hung in your service area and referred to whenever servicing an RE5.

T. Shigenoya
Manager
Technical Service Department

SERVICE BULLETIN

U. S. SUZUKI TECHNICAL SERVICE

Bulletin No. RE-2
Date March 12, 1975
Page 1 of 1

SUBJECT: RECOMMENDED SUMP AND METERING PUMP OIL
Affected Models:
Effective Engine No.:
Reference:

Read & Initial
Manager
Parts
Service

Suzuki Motor Company Ltd. has done extensive testing of most available oils for suitability in the Suzuki RE/5.

At the present time the ONLY approved oils for use in the sump and metering pump oil tank are: SHELL SUPER X 10W 20W-50 Motor oil and Suzuki Rotary Engine Motor Oil.

The use of any other oil in the sump or oil tank may result in severe damage to the rotary engine unit and may void the warranty.

Please be sure to impress upon the RE owner the necessity to use only the approved oils.

Your cooperation in this matter is greatly appreciated.

T. Shigenoya

T, Shigenoya, Manager
Technical Service Department

U. S. SUZUKI motor corporation
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SUZUKI ROTARY ENGINE SERVICE BULLETIN

Bulletin No. RE-3

Date March 15, 1975

Read & Initial

Manager

Parts

Service

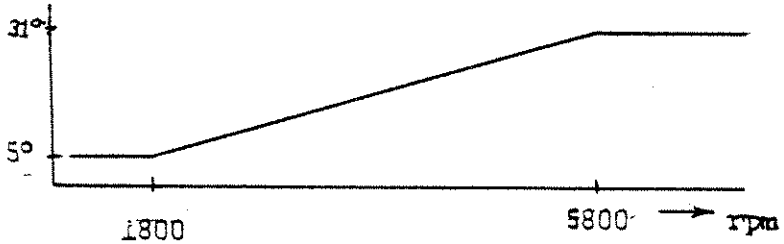
SUBJECT:

RE5 SERVICE MANUAL CORRECTIONS AND ADDITIONS

Please note that the ignition timing and its advance characteristic in the production type RE-5 are explained as follows:

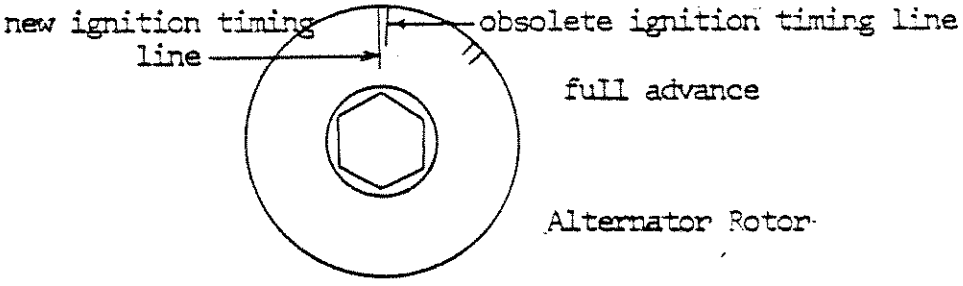
* IGNITION TIMING ..... 5 degree B.T.D.C. at idling speed.

* TIMING ADVANCE CHARACTERISTIC



ADVANCE INDICATOR LINES

When checking the ignition timing advance, use the longest line shown in the illustration for setting the pointer wire to it referring to the idling ignition timing; the line next to it (obsolete line) will give 4 degrees difference from the specification.



CORRECTION OF SERVICE MANUALS

The above specification was decided after the service manuals were completed. Therefore, "RE-5 Service Manual" does not include current specifications.

This information is used when checking the timing advance by the method shown on page 150, section 6 in the RE5 Service Manual.

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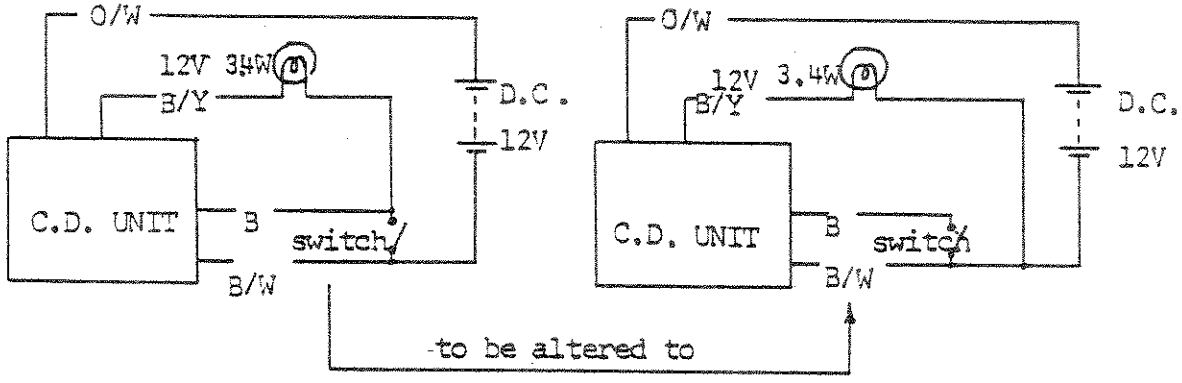
* RE-5 SERVICE MANUAL

PAGE	TO BE CORRECTED	CORRECT TO
74	(SPECIFICATION)	
	Start-of-advance speed 1400 rpm	1800 rpm
	Full-advance speed 5000 rpm.	5800 rpm
	Advance angle 22° ± 1°	26° ± 1°
79	(6th line from the top)	
	notch marked "11"	"13"
	(7th and 8th lines from the top)	
	The weight spring may be hooked to either weight.....	delete
150	(Second paragraph)	
	It should be 10° BTDC	5°
	(3rd paragraph)	
	the specification (10° BTDC)	5°
	(last paragraph)	
	all the way to upwards of 5800 rpm	5800 rpm
	starts advancing at about 1400 rpm	1800 rpm
	when the level of 5000 rpm	more than 5800 rpm
	no further advance for speeds above 5000 rpm	5800 rpm

Please alter the illustration "Fig 8-4 C.D. Unit check circuit" in the page 76 as shown below.

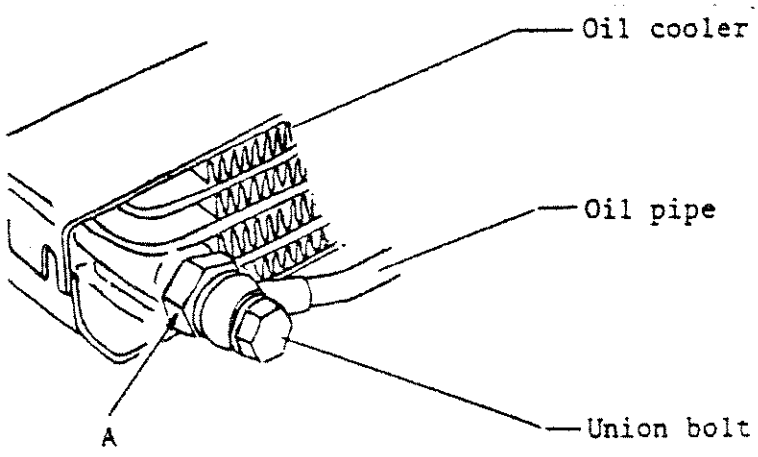


The existing check circuit in the manual can still be operable and the lamp lights as good as the altered circuit shown above. This operation, however, may damage the element inside the C.D. unit; whereas the altered one does no harm.

PAGE	TO BE CORRECTED	CORRECT TO
5	(1. General information) Special tool #24..... Special tool #25..... Special tool #26..... Special tool #27.....	 #25 #26 #27 #24
65	(Paragraph b., item 4.) Remove P.P.A.J.; S.P.A.J.; etc.....	add S.P.F.J.
77	(b. Inspection) diagram shows continuity between O and GR in "on" pos....	no continuity here
78	only one spring pictured.....	should be two
82	(1st paragraph, 6th line) inifinity..... (1st paragraph, 7th line) is open; with the switch close,.....	 0 ohms is closed with the switch closed,
	(1st paragraph, 8th line) 0 ohm..... (1st paragraph, 9th line) contact is closed.....	 inifinity contact is open
148	(4. Service Spark plug, Item 4.) Gap specification is 0.55 mm (0.06).....	0.55mm (0.0165 in.)
149	(5. check & adjust ignition timing, 9th line) ccw (counter clockwise).....	cw (clockwise)
150	(1st paragraph, 1st line) ccw.....	cw
156	(1st paragraph, 2nd column. & Item #7, 2nd column) ADD:.....	The quanity of bars leak to be added is 1/2 oz.

ADDITIONAL INFORMATION

This is intended to call your attention to a proper procedure to tighten the oil pipe joint at the oil cooler on the model RE5.



Please be sure to hold the indicated "A" securely with a wrench when tightening the union bolt. Tightening the union bolt with part "A" unrestrained applies undue stress to the oil cooler which may result in damage.

Damage of the oil cooler can also result in serious damage to the engine. Therefore, please follow the above instructions whenever tightening the oil pipe.

BATTERY VENT TUBE

We have had some reports of dealers cutting the slit portion of the battery vent tube off thinking that it was not supposed to be slit. This left the battery vent tube about 1" too short allowing battery acid to damage the mufflers and frame.

The vent tube is supposed to be slit at the end of the tube which attaches to the battery. This is to prevent the battery from cracking or exploding in the event the vent tube is pinched or otherwise restricted

Please be sure that all battery vent tubes do have this slit at the battery end of the tube.

IDLE MIXTURE SCREW ADJUSTMENT

During set-up and each service check the idle mixture screw should be adjusted. This is the angled screw on the back of the carburetor underneath the air filter hose.

PROCEDURE

1. Warm up engine and shut off.
2. Screw in idle mixture screw until it lightly bottoms.
3. Back screw out 3/4 - 1 turn.
4. Start engine and adjust screw for the smoothest idle at approximately 1200 rpm.

T. Shigenoya

T. Shigenoya, Manager
Technical Service Department

SERVICE BULLETIN

U. S. SUZUKI TECHNICAL SERVICE

Bulletin No. RE-4
Date March 15, 1975
Page 1 of 3

SUBJECT: RE5 THROTTLE CABLE ADJUSTMENT PROCEDURE
Affected Models:
Effective Engine No.:
Reference:

Read & Initial
Manager
Parts
Service

This throttle cable adjustment procedure bulletin will serve to summarize the adjustment procedures in the RE5 Service Manual and those presented at the RE seminars and schools.

The proper adjustment of the carburetor and associated cables is critical to the performance of RE5 and the importance of proper attention to these adjustments cannot be over-emphasized.

PROCEDURE:

1. Loosen and run all of the adjusters all the way in.

2. Install carb. angle indicator "A" (09913-13710) on the primary throttle plate shaft of the carburetor.

3. Run the idle speed screw out until it no longer contacts the cable pulley and make sure that the choke is in the "off" position.

4. Check to see if the notch in the short arm is aligned with dot #1 cast on the carburetor body. If a protractor is used, the pointer should be set to 0°.

   If the arm does not align with the dot re-check the cable adjusters to be sure that they are all run in. Check to see that all of the cable ends are properly inserted in all of the adjusters. Re-check the idle speed screw to assure that it is not contacting the cable pulley.

5. Turn adjuster P1 out approximately 1/8" and lock it.

6. Turn the throttle grip completely open. Check to see if the long arm of the indicator corresponds with the last dash mark (#5, figure 2 or 62° if using a protractor).

   a. If the arm does not reach mark #5, turn out adjuster P2 until it does reach the mark. If there is not enough adjustment in adjuster P2 to align the arm and the mark, turn out cable adjuster P1 until they can be brought into alignment.

   b. If the arm goes past the mark and adjuster P2 is all they way in, turn cable adjuster P1 in until the arm and mark align.

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7. Lock adjuster P2 and re-check to see if indicator will return to dot #1 and open to mark #5.

8. Turn adjuster R1 out approximately the same distance as P1.

9. Push choke lever down. This will advance the cable pulley 22.5° and at the same time it will remove a corresponding amount of slack from the return cable.

   note: With the choke lever in the "down" position the short indicator arm should align with dot #2 (22.5°). If it does not, adjust the fast idle linkage as per the RE5 Service Manual before proceeding with any further cable adjustments.

10. Turn out adjuster R2 until approximately 1 mm of slack remains in the return cable at R2.

    a. If enough slack cannot be taken out of the cable, re-adjust R1 out until proper adjustment is obtained.

    b. If there is no slack, even with R2 all of the way in, turn in R1 until the proper adjustment is obtained.

    Lock adjuster R2 & R1

11. The accelerator pump may now be checked in accordance with the service manual.

12. Remove the port valve cover. Turn the throttle grip until the long arm of the indicator aligns with the 36° mark, #4 shown in fig. 2. If there is a dot and a dash use the dot. If there is only a dash, use it.

    a. If the tab of the port valve cable pulley has not reached the port valve lever, turn adjuster P3 out until the tab on the cable pulley just contacts the port valve lever.

    b. If the port valve begins to open too soon and adjuster P3 is all the way in, this indicates that adjuster P1 is adjusted out too far. It must be turned in and the procedures 6-12 must be re-done.

    Lock P3 and re-check accuracy of the adjustment.

13. Adjust R3 so there is approximately 1mm or more free play in the port valve return cable.

14. Turn throttle grip completely open and adjust P4 so that the mark on the oil pump arm aligns with the mark on the oil pump body.

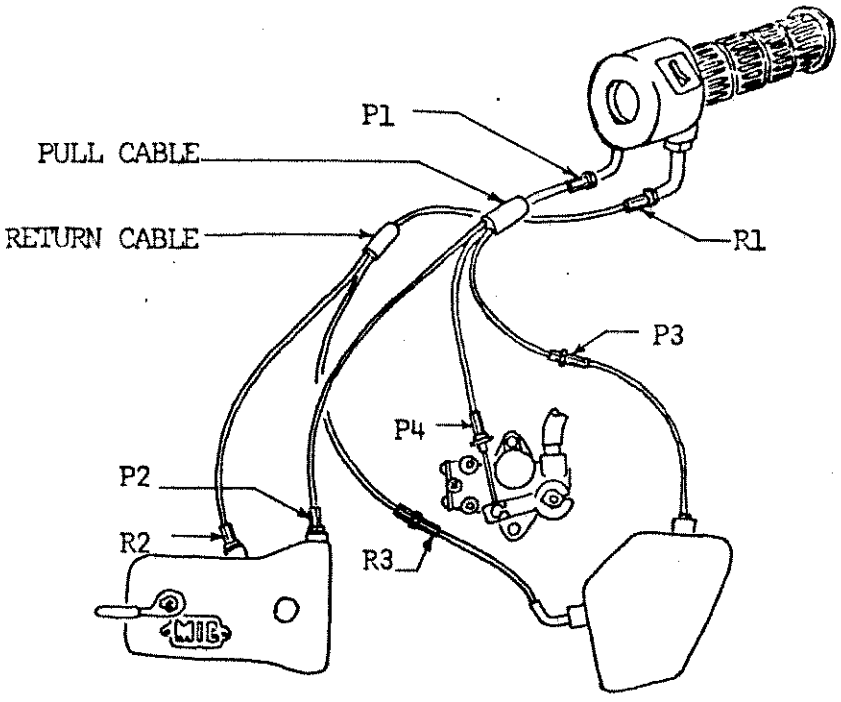
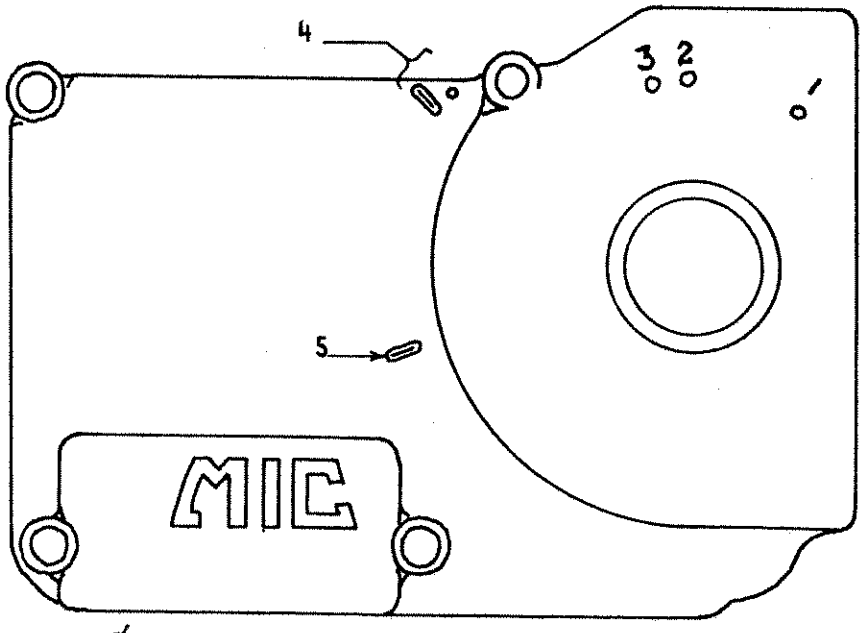


fig 1



1. = 0°
2. = 22.5°
3. = 35°
4. = If dot and dash use dot 36°
   If only dash = 36°
5. = 82°

fig 2

T. Shigenoya

T. Shigenoya, Manager
Technical Department

SERVICE BULLETIN

U. S. SUZUKI TECHNICAL SERVICE

Bulletin No. RE-5
Date March 27, 1975
Page 1 of

SUBJECT: CARBURETOR FUEL FILTER
Affected Models:
Effective Engine No.:
Reference:

Read & Initial
Manager
Parts
Service

I. PROBLEM:

Carburetor fuel filter blockage with foreign particles.

CAUSE:

In the process of manufacturing the fuel tank, some very fine particles adhere to the inside surface. These particles are loosened by the initial fuel filling and flow to the carburetor, where they are caught by the filter.

SOLUTION:

All fuel tanks are now washed out prior to assembly and the filter mesh has been modified from #200 mesh to #120 mesh. The #120 mesh is coarser.

This implies that the modified filter will allow more particles to enter the carburetor and the jets. This will not cause any problems, however, as the particles passing through the mesh are smaller than any jet holes or orifices in the carburetor.

APPLICATION:

This modification has been incorporated from and including engine number RE5-10547.

CORRECTION TO MACHINES IN USE:

Since the blockage usually takes place in the early stages of use, most of the trouble may be avoided if the filter is replaced during the 750 mile service.

SPARE PARTS:

	PART NUMBER		
PART NAME	OLD	NEW	AVAILIBILITY
VALVE SEAT FILTER	13376-37010	13376-37012	NEW TYPE ONLY

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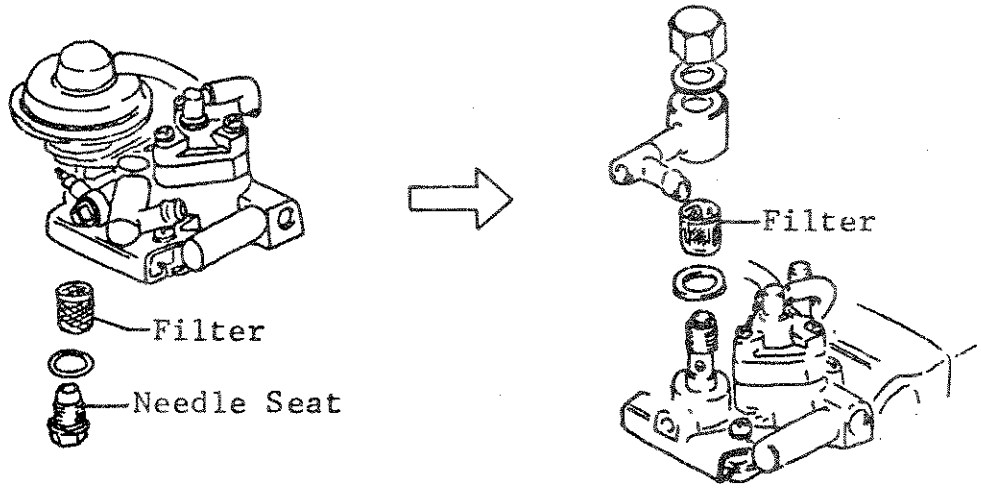
II. PROBLEM:

To service the carburetor fuel filter requires removal of the float chamber top and the needle seat.

MODIFICATION:

The construction of the carburetor fuel inlet has been modified to provide easy access to the fuel filter.



APPLICATION:

This modification has been included from and including engine number RE5-13054.

SPARE PARTS:

PART NAME	PART NUMBER		PARTS SUPPLY
	OLD	NEW	
VALVE SEAT FILTER		13376-37012	New type only
CARBURETOR ASS'Y	13200-37012	13200-37013	New type only, after stock exhausted.

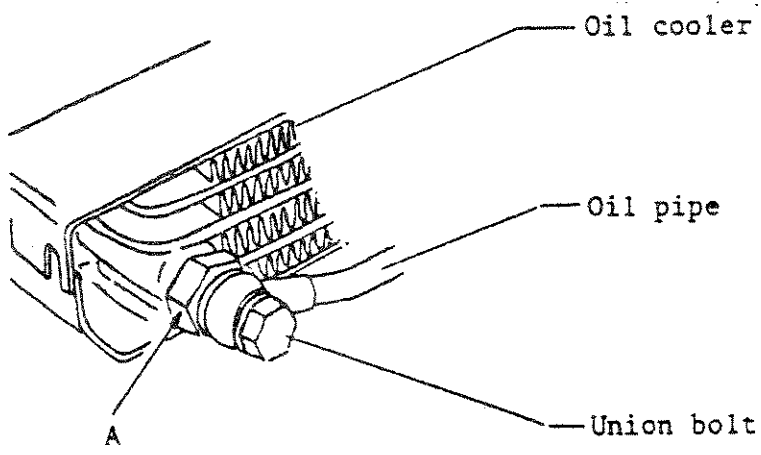
NOTE: Both the old and new style carburetors use the same filter.

T. Shigenoya, Manager
Technical Service Department

PAGE	TO BE CORRECTED	CORRECT TO
5	(1. General information)	
	Special tool #24.....	#25
	Special tool #25.....	#26
	Special tool #26.....	#27
	Special tool #27.....	#24
65	(Paragraph b., item 4.)	
	Remove P.P.A.J.; S.P.A.J.; etc.....	add S.P.F.J.
77	(b. Inspection)	
	diagram shows continuity between O and GR in "on" pos....	no continuity here
78	only one spring pictured.....	should be two
82	(1st paragraph, 6th line)	
	inifinity.....	0 ohms
	(1st paragraph, 7th line)	
	is open; with the switch close,.....	is closed with the switch closed,
	(1st paragraph, 8th line)	
	0 ohm.....	inifinity
	(1st paragraph, 9th line)	
	contact is closed.....	contact is open
148	(4. Service Spark plug, Item 4.)	
	Gap specification is 0.55 mm (0.06).....	0.55mm (0.0165 in.)
149	(5. check & adjust ignition timing, 9th line)	
	ccw (counter clockwise).....	cw (clockwise)
150	(1st paragraph, 1st line)	
	ccw.....	cw
156	(1st paragraph, 2nd column. & Item #7, 2nd column)	
	ADD:.....	The quanity of bars leak to be added is 1/2 oz.

ADDITIONAL INFORMATION

This is intended to call your attention to a proper procedure to tighten the oil pipe joint at the oil cooler on the model RE5.



Please be sure to hold the indicated "A" securely with a wrench when tightening the union bolt. Tightening the union bolt with part "A" unrestrained applies undue stress to the oil cooler which may result in damage.

Damage of the oil cooler can also result in serious damage to the engine. Therefore, please follow the above instructions whenever tightening the oil pipe.

BATTERY VENT TUBE

We have had some reports of dealers cutting the slit portion of the battery vent tube off thinking that it was not supposed to be slit. This left the battery vent tube about 1" too short allowing battery acid to damage the mufflers and frame.

The vent tube is supposed to be slit at the end of the tube which attaches to the battery. This is to prevent the battery from cracking or exploding in the event the vent tube is pinched or otherwise restricted

Please be sure that all battery vent tubes do have this slit at the battery end of the tube.

IDLE MIXTURE SCREW ADJUSTMENT

During set-up and each service check the idle mixture screw should be adjusted. This is the angled screw on the back of the carburetor underneath the air filter hose.

SERVICE BULLETIN

U. S. SUZUKI TECHNICAL SERVICE

Bulletin No. RE-6
Date April 25, 1975
Page 1 of 2

SUBJECT: RE5 STARTER ONE-WAY CLUTCH MODIFICATION
Affected Models:
Effective Engine No.:
Reference:

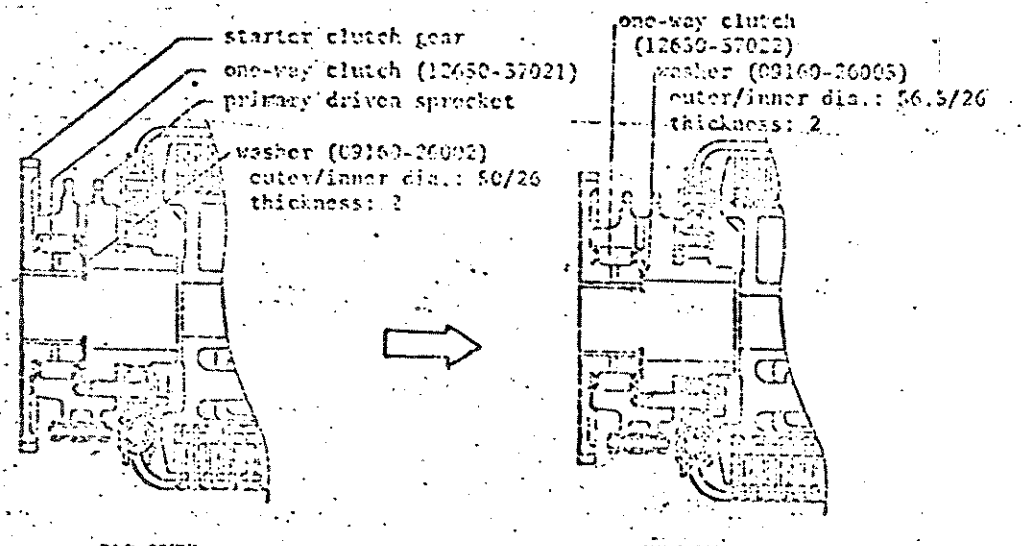
Read & Initial
Manager
Parts
Service

NOTICE:

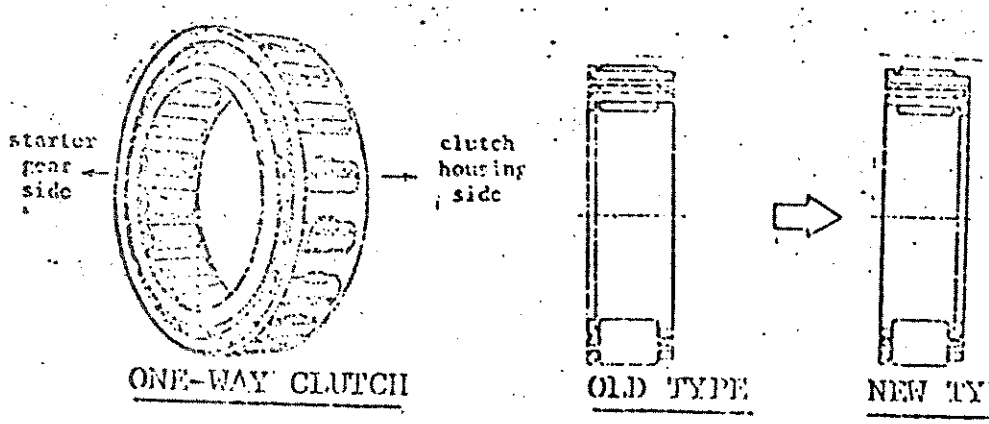
To increase its durability, the RE5 starters one-way clutch has been modified.

MODIFICATION:

The two cages in the one-way clutch are now being assembled so that their flanged ends are opposite of each other. At the same time, the outside diameter of the the thrust washer has been increased from 50mm to 56.5mm. The modifications are illustrated below:



OLD TYPE NEW TYPE



ONE-WAY CLUTCH OLD TYPE NEW TYPE

APPLICATION:

The new style one-way starter clutch and thrust washer has been installed on RE5's, on and after ENGINE NUMBER RE5-12054.

PARTS:

DESCRIPTION	OLD PART NO.	INTER-CHANGE	NEW PART NO.
One-way clutch Ass'y	12650-37021	O / O	12650-37022
Washer	09160-26002	O / X	09160-26005

O: INTERCHANGEABLE X: NOT INTERCHANGEABLE

At the present time, the new style parts supply is being used for production line assembly. When the new parts supply exceeds production line demand, they will be available from U. S. Suzuki's Parts Department. During the interim, the old style parts shall remain available.

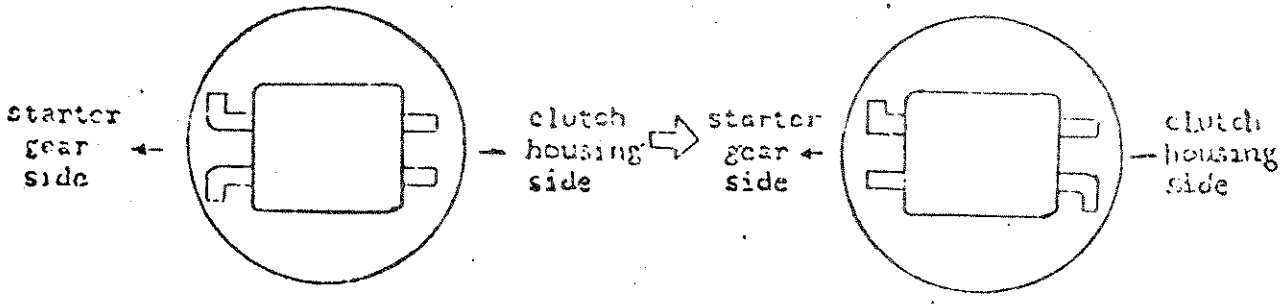
NOTES:

1. When replacing the old style one-way starter clutch assembly with a new style starter clutch, a new style washer must be used. If an old style washer is used, the starter clutch will slip.

2. There is an identical old style washer on the other side of the primary driven gear. It should also be replaced with a new style washer to prevent accidentally interchanging it with the starter clutch thrust washer during reassembly.

3. The old style clutch can be used with the new style washers.

4. Correct figure 10-15, page 99 of the RE5 Service Manual as indicated below:



T. Shigenoya, Manager
Technical Service Department

SERVICE BULLETIN

U. S. SUZUKI TECHNICAL SERVICE

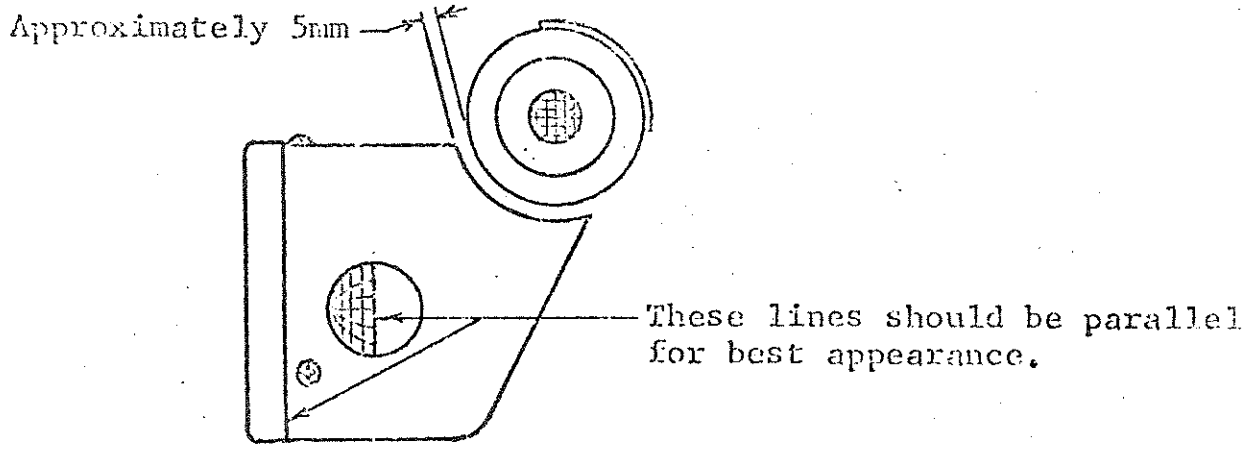
Bulletin No.: RE-7
Date: May 16, 1975
Page: 1 of: 1

SUBJECT: HEADLIGHT AND HEADLIGHT HOUSING INSTALLATION PROCEDURE
Affected Models:
Effective Engine No.:
Reference:

Read & Initial
Manager
Parts
Service

When installing a headlight or headlight housing on an RE5, please follow this procedure to insure a proper fit.

1. Adjust the headlight housing so that the clearance between the housing and the combination meter assembly is about 5mm (0.2 in).

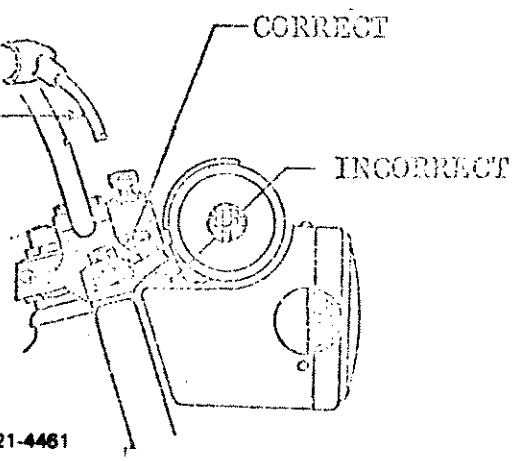


2. Install the headlight to the housing by aligning the hook on the headlight rim with the hole in the bottom of the headlight housing.

3. Tighten the headlight fitting screw 1 while pushing upward on the headlight, toward the housing, so that there is no clearance between the headlight and housing.

4. Tighten screws 2 and 3 using the same procedure.

5. When installing the combination meter assembly, check the front brake hose to make sure that it is routed above the meter bracket. If it is routed below the bracket it may be pinched or subjected to wear.



U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

U. S. SUZUKI motor corporation
13767 Freeway Drive • Santa Fe Springs, California 90670 • Phone: (213) 921-4461

SUZUKI ROTARY ENGINE SERVICE BULLETIN

Bulletin No. RE8

Date July 11, 1975

Read & Initial

Manager_____

Parts_____

Service_____

SUBJECT: RE5M CARBURETOR MODIFICATION KIT

Information has been received by U. S. Suzuki which indicates that some RE5M's are experiencing carburetion difficulties in very warm weather. This may vary from a light popping sound in the mufflers to a surging or jerking feeling when cruising, especially in lower gears.

There have also been some reports of a hesitation or "stumbling" when leaving from a stop, accelerating, or when shifting gears.

To correct these conditions U. S. Suzuki will supply a Carburetor Modification Kit to be installed on all RE5M's.

In addition, a modified throttle grip to remove the excess play in the throttle cables will be sent for all RE5's up to F/No-12964. After F/No-12964 the new grip is installed at the factory.

MODIFICATION KIT COMPONENTS:

MODIFICATION KIT PART NUMBER: 99104-09050		
QT'Y	PART NO.	DESCRIPTION
1	13129-37000	Insulator Block
1	09491-87002	#87.5 Primary Main Set
1	13125-37001	Carburetor Gasket
2	01411-08308	Stud
1	01411-08358	Stud
1	13494-37010	Accelerator Pump Diaphram Spring

1	99104-09060	Modified Throttle Grip (Up to F/No-12964)

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One Carburetor Modification Kit will automatically be shipped for each RE5M invoiced to your dealership.

APPLICATION:

This modification kit is to be installed on all RE5M's already received by your dealership, sold or not, and any future RE5M's received by your dealership up to E/No-13346. From E/No-13346 ~ the modifications will be made at the factory.

CUSTOMER NOTIFICATION:

All RE5M owners will be notified by U. S. Suzuki to make arrangements with their selling dealers to have the modification kit installed.

REIMBURSEMENT:

U. S. Suzuki Motor Corporation's Parts Department will automatically ship the modification kits to your dealership net 30 days, freight pre-paid.

On completion of the modification, fill out the required information on a separate warranty claim form for each unit, without delay, and mail to U. S. Suzuki's Warranty Department.

On customers machines: Each warranty claim shall contain Dealer Imprint, Customer Servicard Imprint, Dealer and Customer Signatures, Date of Repair and Description of Work Performed.

For RE5M's in your stock: Each warranty claim shall contain Dealer Imprint, indicate as an Unsold Unit, Model, Frame and Engine Number, Dealer Signature, Date of Repair, and a Description of Work Performed.

Each warranty claim must also contain the part number for the modification kit (99104-09050), throttle grip: (99104-09060).

Reimbursement will be 1.0 hour for installation of the modification kit and .2 hour for installation of the modified throttle grip.

INSTALLATION:

1. Remove Carburetor:
   a. Disconnect fuel level switch connector, petcock vacuum line and fuel line, release rear fuel tank strap, and remove fuel tank.
   b. Loosen air filter intake hose clamp, slide hose off carburetor inlet air horn and tuck it behind the upper frame tube.

(cont.)

c. Remove the carburetor air intake horn held by the three (3) acorn nuts.
d. Remove the carburetor nuts and washers. This can be accomplished by using a 12mm twelve-point box end wrench from the left side or a 3/8" drive 12mm socket, universal joint, extension, and ratchet from the right side.

2. Throttle Grip Ass'y Installation:
a. Run in all cable adjusters.
b. Unplug the kill switch wires from inside the headlight shell.
c. Remove the top half of the throttle grip housing.
d. Remove the cables from the grip.
e. Remove the cables from the bottom half of the throttle grip housing.
f. Reverse procedures a-e to install the new throttle grip ass'y.

3. Carburetor Modifications:
a. Remove the carburetor mounting studs and replace them with the longer studs supplied in the kit.

c. Remove the screws holding the accelerator pump diaphram cover.
d. Remove the diaphram cover carefully to avoid tearing the diaphram.
e. Carefully remove the diaphram from the carburetor body and discard the diaphram spring.
f. Check the free length on the new diaphram spring. Minimum free length is 14mm. If the free length is less than 14mm, gently stretch the spring, then compress it 15 to 20 times and recheck the free length.
g. Reinstall the accelerator pump assembly and check the accelerator pump mechanism by twisting the throttle grip several times and observing the arm, rod, etc. for free movement.

NOTE: Be sure that the accelerator pump cover does not interfere with the pump arm.

h. Install one of the carburetor gaskets, the carburetor insulator, and the other carburetor gasket on the carburetor studs.

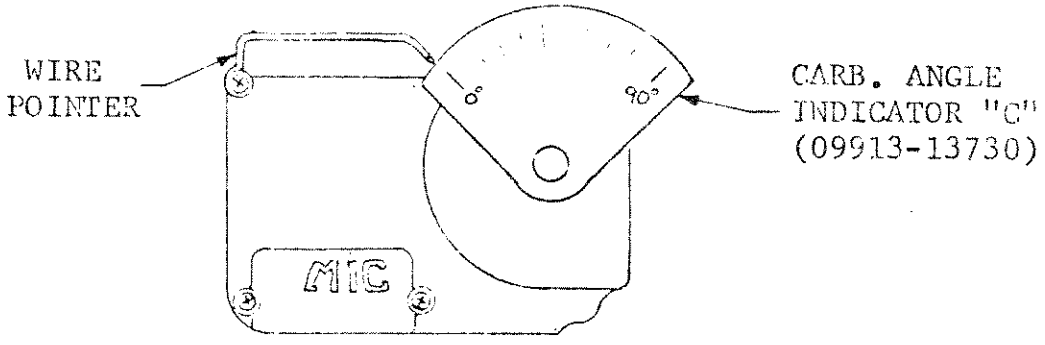
4. Accelerator Pump Adjustment: Installing the modified accelerator pump diaphram spring may change the accelerator pump timing. Be sure to follow these procedures exactly:
a. With carburetor still off manifold, turn carburetor sideways and hang the carburetor stud on the manifold stud.
b. Remove the rubber plug on the carburetor cover and install the carburetor angle indicator "C" (09913-13730) as shown.

(cont.)

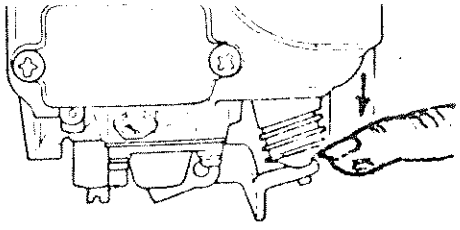
c. Back out the idle speed screw all of the way, make sure the choke lever is in the "off" position, and visually check that the primary throttle plate is completely closed.

NOTE: If the new style throttle grip with the stop is used with the old style throttle cables you may not be able to completely close the primary throttle plate, even with the cable adjustors run all of the way in. In this case it may be necessary to remove the throttle stop block from inside the grip assembly until the adjustments are complete. Old cables are marked 37000 at the grip adjuster. New cables are 37001.

d. Install a wire pointer to one of the carb cover screws and set it to the zero position.

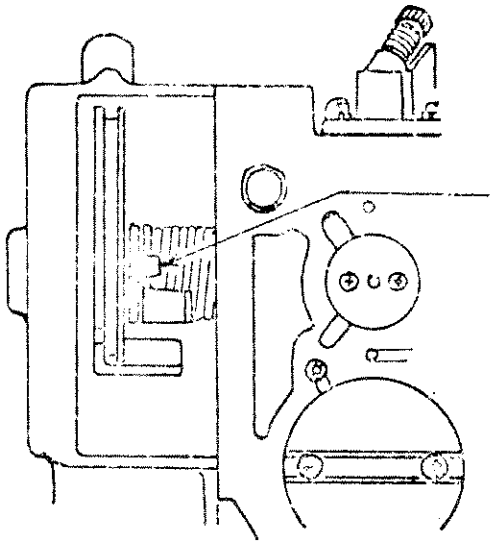


e. Set the accelerator pump touch timing to 28°. That is with all of the play removed from the accelerator pump arm by lightly pulling down on the accelerator pump arm in the area of the rod, gently turn the throttle grip until the accelerator pump arm just begins to move.



(cont.)

f. If the accelerator pump timing is early or late, adjust it by bending the brass colored tab next to the carburetor cable pulley.



Bend this tab to adjust.

NOTE: Be carefuly when bending the tab that you do not warp the arm and cause it to bind on the primary throttle shaft.

g. Recheck the zero position then recheck the accelerator pump.

5. PMJ Installation:
   a. Remove the slotted-hex primary main jet plug.
   b. Remove the #90 primary main jet.
   c. Install the #87.5 primary main jet.
   d. Reinstall the primary main jet plug.

6. Carburetor Installation:
   Reverse the procedures in step #1.

7. Final Adjustments:
   Peform all carburetor adjustments in accordance with Service Bulletin #RE .

8. Install the fuel recommendation label on the underside of the gas cap flap.

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

SUZUKI ROTARY ENGINE SERVICE BULLETIN

Bulletin No. RE-9

Date July 11, 1975

Read & Initial

Manager

Parts

Service

SUBJECT: RE5 SERVICE PROCEDURES

IMPORTANT

This bulletin contains the latest information necessary to correctly service the RE5 after it has been set up.

This bulletin is designed to cover the latest carburetor protractor, throttle cables, throttle grip, carburetor specifications, and adjustment shortcuts.

Proper employment of the procedures outlined in this bulletin will ensure you of the smoothest possible running RE5.

MODIFICATION KIT:

If the Carburetor Modification Kit (99104-09050) has not been installed, install it first in accordance with Service Bulletin #RE-8 before proceeding with the servicing of the RE5.

OIL:

Use ONLY Suzuki Rotary Engine Motor Oil 10W-20W-50 or Shell Super X 10W-20W-50 in the Sump AND Metering Pump Oil Tank. Use of other than recommended oils may cause engine damage and possibly void the warranty.

Use Suzuki Transmission Oil or a high quality SAE 20W-40 motor oil in the transmission.

GASOLINE:

Use ONLY unleaded regular or low-lead regular gasoline.

BATTERY:

1. Fill with dilute sulfuric acid with a specific gravity of 1.280 (as corrected to 20°C)

2. Charge the battery at a rate of 1.0 to 1.5 amps for 20 hours.

NOTE: Charge the battery with the battery on the bench. Leave the vent tube in the frame. DO NOT OVERFILL. After charging, bring the battery cells up to the full mark with distilled water.

(cont.)

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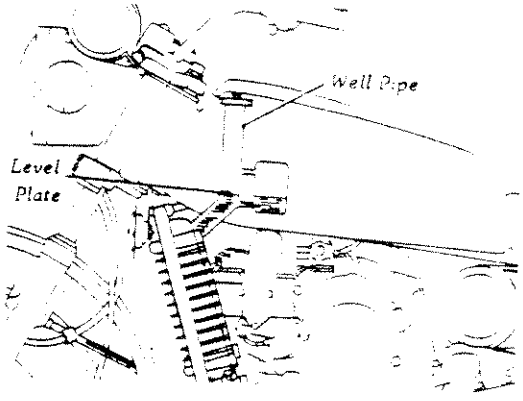
ENGINE COOLANT:

Check the coolant level. If low bring it up to the plate with a 50% to 50% mixture of Golden Cruiser #1200 and distilled water.



TRANSMISSION OIL:

1. Place the RE5 on the centerstand.
2. Drain the transmission and replace the drain plug.
3. Install 1600cc of the specified oil in the transmission.

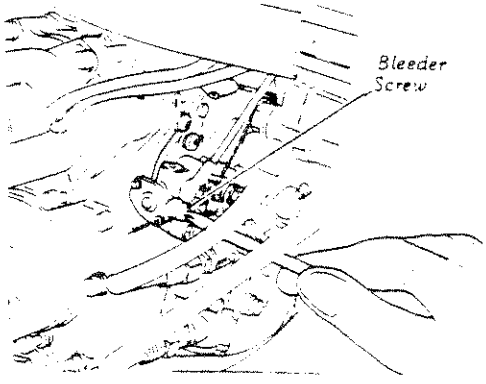
ENGINE OIL INSTALLATION:

A. Metering Pump Oil Tank:

Fill the metering pump oil tank with one of the two recommended oils.

NOTE: Always insure that nothing is placed on top of the oil tank cap vent hole such as gloves, maps, etc.

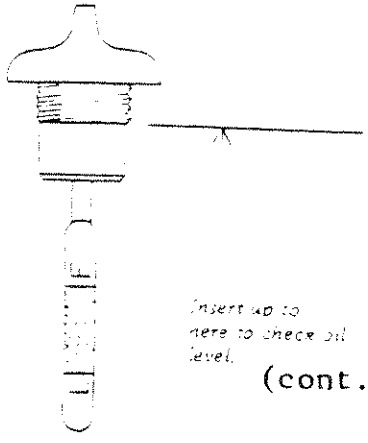
Bleed the metering pump oil line with the bleeder screw on the pump.



B. Engine Sump:

1. Place RE5 on center stand
2. Fill the sump to the "Full" mark on the dip stick.
3. Start the engine and let it idle until the temperature gauge reaches the center mark.
4. Shut off the engine and wait 15 minutes.
5. Recheck the oil level and bring it to the "Full" mark.

NOTE: ALWAYS follow this procedure when checking the sump oil level on the RE5, otherwise accurate measurements cannot be obtained.



(cont.)

IGNITION TIMING:

1. Remove the left side alternator cover "SUZUKI" emblem and the rubber plug under it.

2. Insert a 17mm T-handle through the hole and on to the head of the alternator rotor fitting bolt.

3. Remove the breaker housing cap on the right side of the engine.

4. Remove the nylon point covers.

5. Clean the contact point faces if necessary. Inspect for oil, burning, and pitting.
   a. File the points faces with a #120 grit flex-stone, .024" thick.
   b. Clean the point faces off with electrical contact cleaner.
   c. Blow the point faces off with compressed air.
   d. Draw a strip of thin slick card board (business card) through the point faces to burnish the point faces.
   e. Lube the point cams with a small quanity of high quality point cam grease.

6. Set the point gap to .45 mm $\pm$ .05mm (.017" $\pm$ .002").

7. Remove the timing mark inspection cover held in place with the two (2) 6mm bolts on the left counter weight cover.

8. Remove the spark plug from the rotor housing.

9. Insert the spark plug into the plug cap and lay the spark plug by the timing mark inspection hole.

10. Turn the ignition key to the "On" position.

11. Turn the 17mm T-handle clockwise and note at how many degrees BTDC the spark plug fires. Set to 5° BTDC.

12. Adjust the timing by gently loosening the four (4) allen head bolts holding the breaker point housing and rotating the housing CCW to advance the timing and CW to retard the timing.

13. After setting the timing, tighten the four (4) breaker point housing allen bolts gently and evenly in a criss-cross pattern. This procedure is necessary to prevent breaking the breaker point housing mounting tabs.

14. Recheck the ignition timing.

(cont.)

15. Reinstall the nylon point covers and the breaker point housing cover.

16. Gap the spark plug to .55mm (.022 in.) and reinstall.

CARBURETOR AND PORT VALVE ADJUSTMENTS:

1. Loosen and run all of the throttle cable adjusters all of the way in. (Total of 7 adjusters.)

2. Loosen the lock nut on throttle grip stop and run the throttle stop adjusting screw out until it no longer affects the throttle grip movement.

3. Remove the fuel tank after disconnecting the petcock vacuum line, the fuel line and the fuel level switch connector.

4. Loosen the carburetor air inlet hose clamp, remove the hose from the carburetor intake horn and fold the hose back under the upper frame tube.

5. Remove the three (3) acorn nuts and the carburetor intake horn.

6. Remove the 8mm nuts and washers that hold the carburetor to the intake manifold.

NOTE: The nuts may be removed by using a 12 point, 12mm, box end wrench from the left side or a 3/8" drive 12mm socket, universal, extension, and ratchet from the right side. It is not necessary to remove the fan.

7. Back the idle speed adjusting screw out all of the way.

8. Remove the rubber plug in the carb cover.

9. Turn the carburetor sideways and rest the carburetor stud on the intake manifold stud. This will hold the carburetor whil adjustments are being made. Make certain that there is no tension on any of the cables.

10. With the choke in the "off" position check to make certain that the primary throttle plate is closing completely.

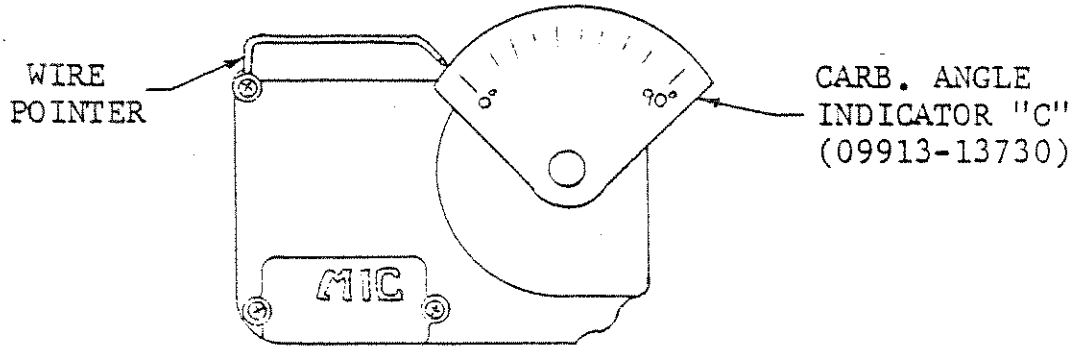
NOTE: If the adjusters are run all of the way in, the idle speed screw is completely out, and the choke lever is in the "off" position, and the primary throttle plate still will not close completely, check the part number printed on the pull cable close to the cable adjuster at the throttle grip. If the cable is stamped

(cont.)

37000 it may be necessary to remove the throttle grip stopper piece from inside the throttle grip housing to obtain a completely closed primary throttle plate. Be sure to reinstall the stopper piece after completing all adjustments.

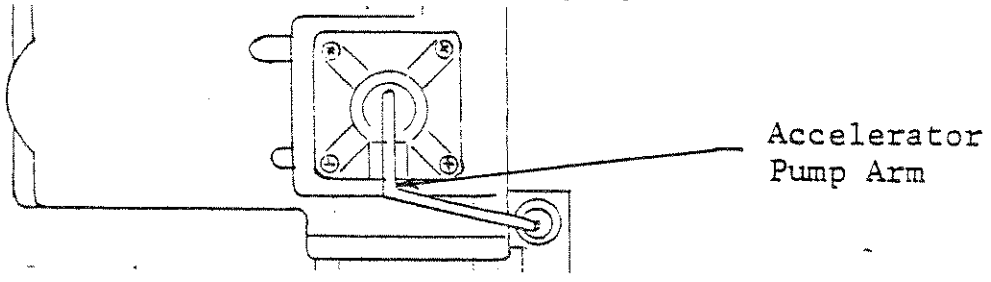
11. Install the carburetor angle indicator "C" on the primary throttle plate shaft. (09913-13730)

12. Install a wire pointer to one of the carb cover screws and set it to 0° as shown:



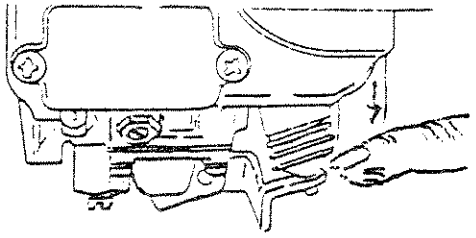
13. Accelerator Pump Touch Timing Adjustment:
    a. Early style accelerator pump: This pump can be identified by the right angle bend in the pump arm.

Carburetor: Bottom View



To adjust this style accelerator pump the excess play must be manually removed from lever to accurately determine when the diaphram begins to be compressed.

1) Lightly press down on the accelerator pump arm as shown. Press just hard enough to remove the slack from the linkage.

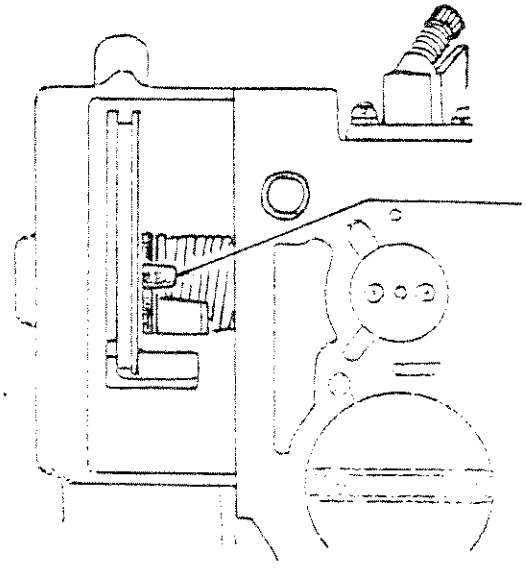


(cont.)

2) Slowly twist the throttle until the accelerator pump arm just begins to move. This should be 28°.

NOTE: Be sure that there is fuel in the float bowl and accelerator pump before checking touch timing.

3) If the lever begins to move either before or after 28°, adjust the timing by bending the brass-colored tab located beside the carburetor cable pulley on the primary throttle shaft.



Bend this tab to adjust.

NOTE: Be careful when bending the tab not to warp the arm that the tab is on. Check for free movement of this arm after bending the tab.

b. New Style Accelerator Pump: Since there should be little or no play in this system follow procedures 14. a. 2) and 14. a. 3).

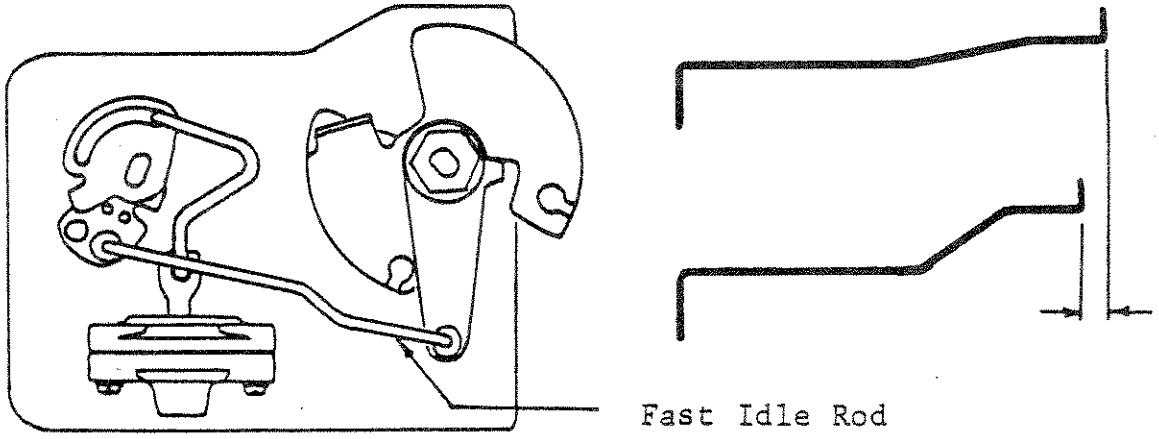
14. Fast Idle Adjustment:

a. Return the throttle grip to the closed position. Check to see that the primary throttle plate closes completely to a fully closed position. On some carburetors it may be necessary to manually close the throttle plate the final 5 to 10 degrees.

b. Press the choke lever down to the full "On" position. The primary throttle should open 25.5° ± 0.75°. If it opens more or less than this figure adjust by bending the fast idle rod.

(cont.)

NOTE: It is necessary to remove the carburetor cover to do this.



15. Cable Adjustment:
    a. Turn the throttle grip pull cable adjuster out approximately 1/8" to 1/4" and lock it.
    b. Adjusting full open.
        1) Turn the throttle grip full open and check the primary throttle plate angle. The proper angle is 78 to 82°.
        2) If the angle is less than this, turn out the carburetor pull cable adjuster until this figure is reached. Lock the adjuster.
        3) Check to see that the carburetor will still return to the 0° position.
    c. Remove the port valve cover.
    d. Port Valve Timing
        1) Turn the throttle grip slowly and check when the port valve lever #1 touches port valve lever #2. The correct timing is 35°.
        2) Turn out the port valve pull cable adjuster until this figure is reached.

NOTE: If the port valve opens too soon (approximately 30°) even with the port valve pull cable adjuster run all of the way in, proceed as follows:

1. Turn the throttle grip until lever #1 just touches lever #2.

2. Turn out the carburetor pull cable adjuster until the primary throttle plate indicates 35°.

3. Lock the port valve pull cable and the carburetor pull cable adjusters.

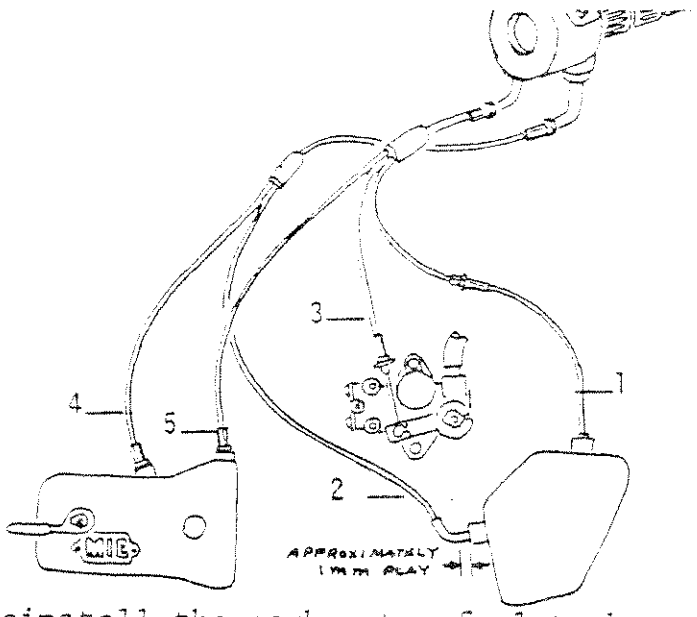
4. This may prevent the primary throttle plate from closing by 5° or so. However, since the primary throttle plate is open

(cont.)

approximately 18° at a 1200 rpm idle this will cause no problems.

e. Turn the throttle grip full open and turn out the oil pump cable adjuster until the mark on the oil pump arm corresponds with the mark on the oil pump body.

f. Return Cable Adjustment:
   1) Depress the choke lever fully to the "On" position.
   2) Run the carburetor return cable adjuster out approximately the same amount as carburetor pull cable adjuster and lock it.
   3) Turn out the throttle grip return cable adjuster until the choke lever just begins to move.
   4) Turn in the throttle grip return cable adjuster until you have about 1mm of play at the adjuster and lock it.
   5) Turn out the port valve return cable adjuster until only a small amount of slack is left in the return cable.
   6) Lock the adjuster.



1. OPENS PORT VALVE
2. CLOSES PORT VALVE
3. CONTROLS OIL PUMP
4. CLOSES PRIMARY THROTTLE PLATE
5. OPENS PRIMARY THROTTLE PLATE

16. Reinstall the carburetor fuel tank, etc., and recheck the port valve adjustment. Correct if necessary.

17. Check the port valve cable routing to insure that it does not interfere with secondard throttle plate linkage.

18. Run in the idle speed screw until the primary throttle plate is open approximately 18° with the choke lever in the "Off" position. Remove the carburetor angle indicator "C".

19. Setting the idle mixture:
   a. Turn in the primary pilot mixture screw in until the needle lightly bottoms. Back the screw out approximately 1/2 of a turn.

(cont.)

b. Thoroughly warm up the engine and set the idle to 1200 rpm.
c. With the bike on the center stand quickly open the throttle grip to bring the rpm's over 5,000 then quickly close the throttle grip.
d. If the exhaust has a popping sound or afterfires on deceleration, turn the primary pilot mixture screw out approximately 1/8 of a turn and repeat step c.
e. Continue this process until there is little or no hesitation when the throttle is quickly opened and no popping or afterfiring when the throttle is quickly closed.
f. Reset the idle to 1200 rpm if it has changed.

NOTE: The correct mixture at idle may cause a slight "lope" to the idle but it will cause no problems.

20. After the final idle adjustments have been made turn the throttle grip until you can feel the primary throttle plate spring tension against the grip.

21. Turn in the throttle grip stopper screw until it touches the grip.

22. Back off the stopper screw slightly and lock it with the lock nut.

NOTE: This remove the slack from the carburetor pull cable that resulted from opening the primary throttle plate from 0^{o} to approximately 18^{o} to obtain a 1200 rpm idle.

23. Insure that there is a small amount of play left in the grip and that the idle will not raise when the handlebars are turned from side to side.

SUZUKI ROTARY ENGINE SERVICE BULLETIN

Bulletin No. RE-10
Date August 22, 1975

Read & Initial
Manager
Parts
Service

SUBJECT: RE5 SPARK PLUG INSTALLATION

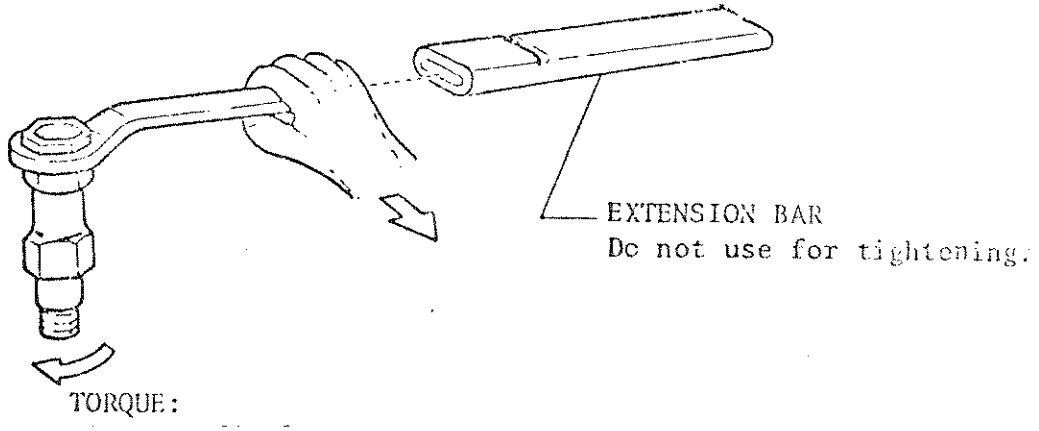
NOTICE:

The RE5 spark plug is a taper seat design and does not require a gasket. Taper seat spark plugs require extra care when they are installed, to be sure they are not over tightened.

If the RE5 spark plug should be over tightened in the rotor housing, the copper inserts threads can be damaged or the insert may loosen and separate from the housing. Therefore, it is always recommended to use a torque wrench when tightening the spark plug.

TORQUE TO: 18 ft-lb

Always encourage RE5 owners to use a torque wrench when they install their own spark plugs. If a torque wrench is not available, advise the RE5 owner to use the spark plug wrench supplied in the tool kit without the extension bar. The spark plug can be torque adequately using this method.



CAUTION: When the engine is hot the spark plug may be difficult to remove. DO NOT use the extension bar or use force to loosen the spark plug. Allowing the engine to cool will ease removal of the spark plug.

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SUZUKI ROTARY ENGINE SERVICE BULLETIN

Bulletin No. RE-11
Date September 5, 1975

Read & Initial
Manager
Parts
Service

SUBJECT: ADDITIONAL RE5 OIL RECOMMENDATION
REFERENCE: Service Bulletin #RE-1

As stated on page 1 of Service Bulletin #RE-1, the recommended oils for use in the RE5's sump and metering tank are Suzuki Rotary Engine Motor Oil and Shell Super X 10W-20W-50.

In addition to the above, U. S. Suzuki is now also recommending Mobil Super Motor Oil 10W-40 as an acceptable oil for use in the RE5.

These three oils have been found to provide excellent lubrication of the apex seals and internal engine cooling. Therefore, the use of only the recommended oils should be emphasized to the RE5 owner.

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SUZUKI ROTARY ENGINE SERVICE BULLETIN

Bulletin No. RE-12
Date Sept. 19, 1975

Read & Initial
Manager
Parts
Service

SUBJECT: RE5 DRIVE CHAIN

NOTICE:

To increase the durability of the RE5 drive chain, a new style is now available from the Parts Department of U. S. Suzuki.

Its Part Number is 27600-37021.

The new style drive chain is manufactured with grease applied internally between the chain roller bushings and pins. The grease is sealed in with the use of rubber o-rings positioned on the pins between the two link plates.

Maintenance: The following should be recommended to the RE5 customer.

1. The new style drive chain should be cleaned with a parts cleaning brush and a light weight oil every 300 miles.

CAUTION: Under no circumstances are solvents, gasoline, parts cleaners, etc. to be used to clean the new style chain. Not only are some of these dangerous and should never be used in any case, but they also will damage the chain's rubber o-rings. Thus causing it to lose the sealed grease and shortening the life of the drive chain.

2. The new style drive chain should also be manually lubricated as often as necessary with a heavy weight motor oil. After washing the motorcycle or riding in the rain, be sure to lubricate the chain.

Automatic chain oiler: It is also recommended that the use of the chain oiler be discontinued. This can be done by:

1. Remove the chain oiler union bolt (top union bolt) and nylon washer from the metering oil pump. Discard chain oil line.

2. Replace the above with the following parts:

   a. Bolt (09360-06007)
   b. Bolt Gasket (09168-06004), Quanity: 1 required

Use of the automatic chain oiler has been discontinued and the new style drive chain has been installed on and after Engine Number: RE-13346.

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SUZUKI

SUZUKI ROTARY ENGINE SERVICE BULLETIN

Bulletin No. RE-13
Date Nov. 21, 1975

Read & Initial
Manager
Parts
Service

SUBJECT: RE5 SECOND DRIVE & DRIVEN GEARS
REFERENCE: Service Bulletin #GT-29

NOTICE:

To increase reliability of the second drive gear, the second drive and driven gears have been strengthened by decreasing their number of teeth by one. At the same time, third drive and driven gears have been strenthend by the same method.

	NUMBER OF TEETH	
	OLD STYLE	NEW STYLE
2nd drive gear	19	18
2nd driven gear	33	32
3rd drive gear	22	21
3rd driven gear	30	29

PARTS:

The new style 2nd drive and driven gears must be replaced as a set. The same applies for 3rd drive and driven gears. The new style parts are used according to the following table:

(cont.)

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DESCRIPTION	OLD PART NO.	NEW PART NO.	RELATED PARTS WHICH MUST ALSO BE REPLACED WHEN THE NEW STYLE PART IS USED	
2nd drive gear	24221-31000	24221-37000	2nd driven gear 24320-37000	
2nd driven gear	24321-31000	24320-37000	2nd drive gear 24221-37000	
3rd drive gear	24231-31000	24231-37000	3rd driven gear 24330-37000	
3rd driven gear	24331-31000	24330 37000	3rd drive gear 24231-37000	
Countershaft Ass'y	24120-37003	*24120-37990	2nd driven gear 24320-37000	3rd driven gear 24330-37000

Only, the new style parts are now available from U. S. Suzuki's Parts Department.

Although it is not absolutely necessary, we strongly recommend that if new style 2nd gears are being installed, new style 3rd gears should also be installed at the same time, and vice-versa.

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

*Revised: 1/16/76

SUZUKI ROTARY ENGINE SERVICE BULLETIN

Bulletin No. RE-14

Date Nov. 21, 1975

Read & Initial

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SUBJECT: RE5 OIL COOLER

NOTICE:

For better flexability, the RE5 oil cooler line material has been changed from metal to rubber. At the same time, the position of the oil inlet was changed from the left side of the oil cooler to the right side, beneath the outlet connection.

APPLICABILITY:

The new style oil lines and cooler have been installed on and after the following Frame number:

RE5-12081

PARTS:

When an old style oil cooler is replaced with a new style, the oil lines must also be replaced with new style lines. At the same time, the oil pressure regulator union connections must also be removed and replaced with 2 union bolts and 4 gaskets. The part numbers are listed below.

DESCRIPTION	OLD PART NO.	INTERCHANGE-ABILITY	NEW PART NO.	QT'Y
Oil Cooler	16600-37010	⟷	16600-37011	1
Oil Cooler Line No. 1	16460-37011	⟷	16460-37012	1
Oil Cooler Line No. 2	16470-37011	⟷	16470-37012	1
Union Bolt	-------	⟷	09360-14001	2
Union Bolt Gasket	-------	⟷	09168-14007	4

The old and new style parts are interchangeable when replaced as a set as indicated above.

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SUZUKI ROTARY ENGINE SERVICE BULLETIN

Bulletin No. RE-15
Date Nov. 21, 1975

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SUBJECT: CONSTANT 'ON' HEADLIGHT SWITCH

NOTICE:

To comply with certain government regulations, motorcycles manufactured after January 1, 1975 must incorporate a headlight on feature when the engine is operating.

This has been accomplished on the RE5 by locking the headlight switch in the 'on' position. The headlight then becomes operative when the ignition switch is turned to the 'on' position.

PARTS:

The above change has required the modification of the light switch knob. This modification also changes the part number for the left hand switch assembly as listed below:

DESCRIPTION	OLD PART NO.	NEW PART NO.
Light switch knob	57712-33011	57718-36630
Left hand switch ass'y.	57700-31603	57700-31622

APPLICABILITY:

The headlight switch has been locked in the 'on' position on and from the following frame number: RE5-11727.

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SUZUKI ROTARY ENGINE SERVICE BULLETIN

Bulletin No. RE-16

Date Dec. 19, 1975

Read & Initial

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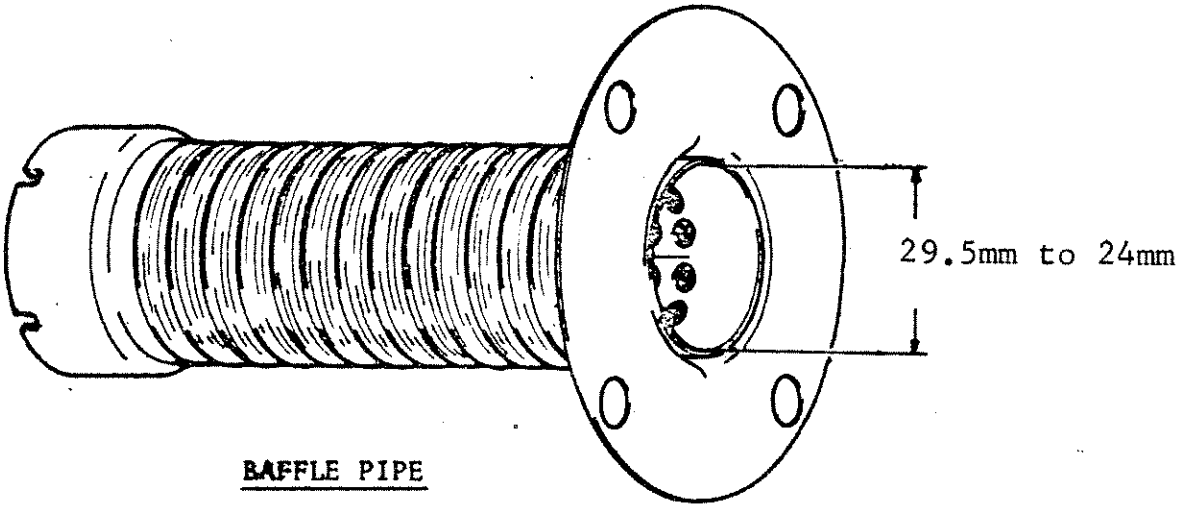
SUBJECT: RE5 BAFFLE INSIDE DIAMETER CHANGE

NOTICE:

To reduce the RE5's exhaust noise level, the muffler baffles inner diameter has been decreased 5.5mm from 29.5mm to 24mm.



BAFFLE PIPE

APPLICABILITY:

The new style baffles have been installed on and from Frame Number RE5-11901.

PARTS:

Only the new style parts are now available from U. S. Suzuki's Parts Department. The part numbers are listed below.

DESCRIPTION	OLD PART NO.	NEW PART NO.
Right Muffler Ass'y.	14301-37000	14301-37001
Left Muffler Ass'y.	14302-37000	14302-37001
Baffle	N/A	14610-37001

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