TWO STROKE

SUZUKI

2-Stroke

Service Bulletin Index

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RM

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SUZUKI
2-Stroke
Service Bulletin

Bulletin No: RM-1
Date: May 1, 1975

Read and Initial

Manager
Parts
Service RMC

Subject: RM125 SPECIFICATIONS

GENERAL

Length	80.3 in. (2,040mm)
Handlebar width	33.9 in. (860mm)
Footpeg height	13.8 in. (350mm)
Ground clearance	9.65 in. (245mm)
Wheelbase	53.5 in. (1,360mm)
Seat height	35.5 in. (901mm) no load
Dry weight	190 lbs. (86kg)
Wet weight	204 lbs. (92.7kg)
Front brake	130mm diameter
Rear brake	130mm diameter
Front tire	3.00-21-4PR
Rear tire	3.50-18-4PR
Frame	Semi-dual cradle

ENGINE

Horsepower	23 hp/10,500 rpm
Torque	12.3 ft.-lbs. (1.7kg-m)/9,500 rpm
Engine type	Two-stroke, air cooled, 6-port scavenging
Bore and stroke	56 x 50mm (2.20 x 1.97 in.)
Displacement	123cc (7.5 cu. in.)
Compression ratio (corrected)	7.4:1
Lubrication	Fuel and oil premix, 20:1
Carburetion	Bore.....28mm Main jet.....#180 Jet needle.....5DP7-3rd Needle jet.....P-4 Cutaway.....2.5 Pilot jet.....#50 Pilot air screw.....1 1/2 turns Float level.....25mm (0.98 in.)
Air filtration	Wet polyurethane filter
Exhaust system	Expansion chamber with external silencer
Starting system	Primary kick
Clutch	Wet, multi-plate type
Type of transmission	5-speed constant-mesh
Primary Drive	Straight-cut gears

Primary reduction	3.389 (61/18)		
Final drive	#428TM chain, 126 links		
Final reduction	4.286 (60/14)		
	Solid mount rear sprocket		
Gear ratios	Low	2.143	(30/14)
	2nd	1.588	(27/17)
	3rd	1.250	(25/20)
	4th	1.045	(23/22)
	Top	0.913	(21/23)
Ignition	PEI (same as TM125)		
Spark plug	NGK B-9EV		

SUSPENSION

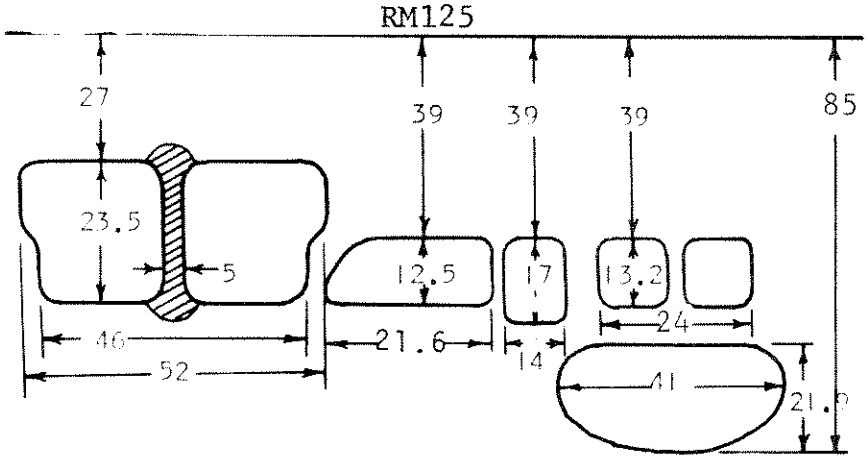
Front suspension	Telescopic fork, hydraulic damper
Inner fork tube outside diameter	35mm
Front fork travel	7.48" (190mm)
Fork caster (from horizontal)	61°
Fork trail	4.84" (123mm)
Rear suspension	Swing arm, hydraulic damper 5-way adjustable spring
Shock absorbers	Gas/oil type, forward mount, "lay-down" position
Rear wheel travel	7.80" (198mm)

CAPACITIES

Fuel tank	5.28 L (1.4 U. S. Gal.)
Transmission oil	550cc (1.16 U. S. Pint)
Front fork oil	210cc per leg

CYLINDER

The cylinder features wrap-around transfer ports designed for both high rpm and broad midrange torque. The cylinder liner is made of cast iron and is a shrink fit.

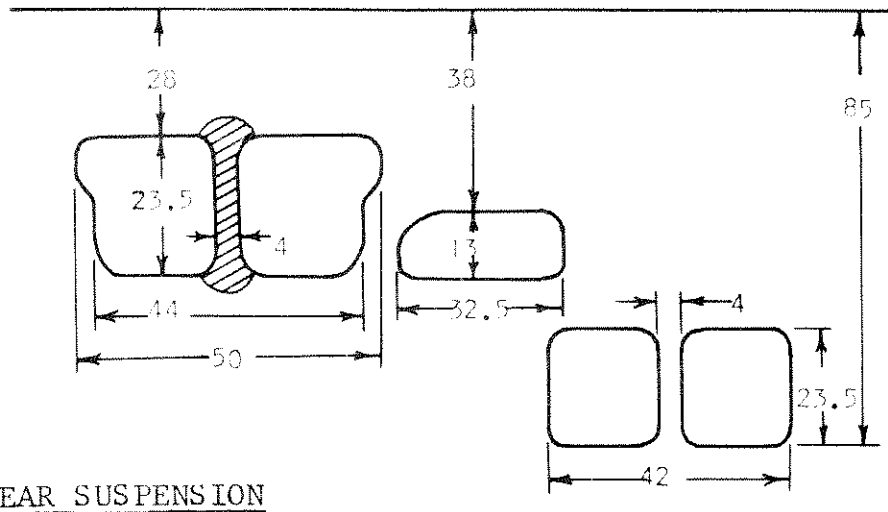


PORT TIMING

Exhaust.....92.41°
Intake.....91.53°
Transfer.....63.36°

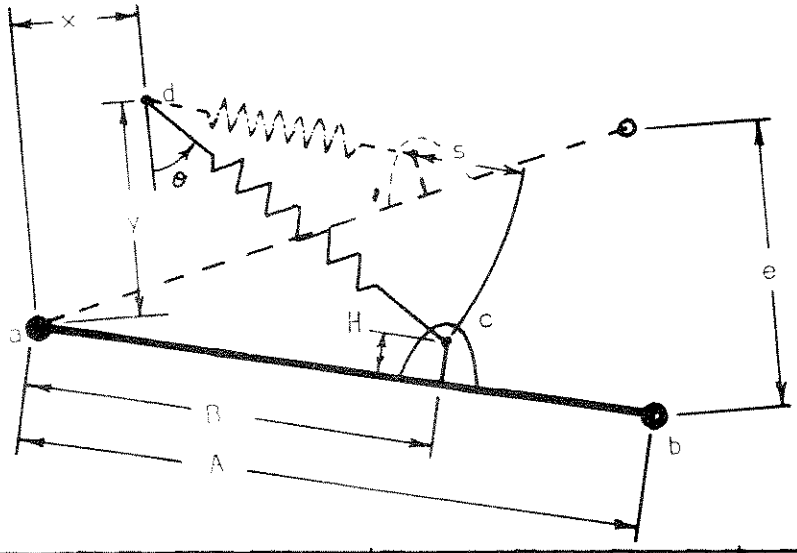
(cont.)

TM125M



REAR SUSPENSION

The rear suspension features gas/oil shock absorbers forward mounted in the "lay-down" position.



a. Rear swing arm pivot shaft
b. Rear axle
c. Rear shock absorber lower mount
d. Rear shock absorber upper mount

	X	Y	S (SHOCK TRAVEL)	E(STROKE)	θ(WITH RIDER)
RM125	76mm	237mm	100mm	198mm	40°
TM125	262mm	290mm	115mm	154mm	14°

	A	B	H
RM125	414.5mm	294mm	42mm
TM125	430mm	343mm	34mm

The RM125 rear swing arm width at the pivot shaft is the same as the TM125.

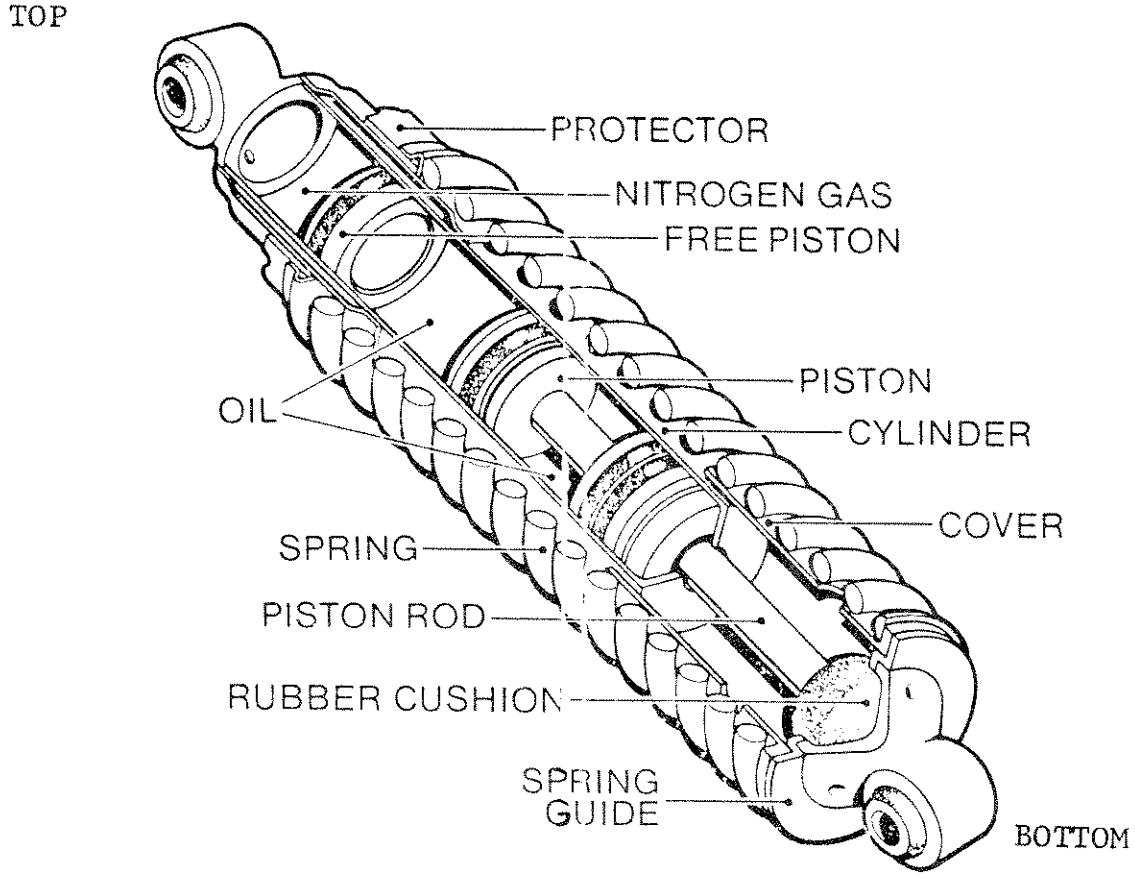
(cont.)

REAR SHOCK ABSORBERS

The rear shock absorbers are gas/oil type. The gas is compressed nitrogen (N_2) and it is separated from the oil by a free floating piston. Due to this construction the oil chamber is completely free from air and the damper piston operates in pure oil. This construction allows fade free constant performance over severe bumps and makes it sensitive even to small bumps.

IMPORTANT

The rear shock absorbers are to be mounted in the inverse position; that is with the spring tension adjusting collar mounted at the top.



U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: RM-2
Date: August 1, 1976

Read and Initial

Manager_____
Parts_____
Service _____

Subject: RM125 OIL RECOMMENDATION

This bulletin includes an additional brand oil recommendation and thus supersedes RM-2 dated June 13, 1975.

As you know, the RM125 is intended as a competition ready-to-race replica of the factory moto-cross machine.

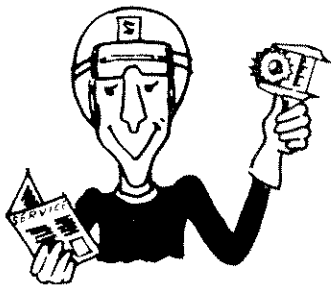
To assure that this machine performs up to public expectation, the factory has conducted exhaustive testing. This testing program has shown that the RM125 delivers superior performance when one of five brands of oil is used. These brands are:

Castrol Racing Oil R-30
Bel-Ray MC-1 Two Stroke Racing Lubricant
Intercontinental Golden Spectro (Synthetic Blend)
Shell Super M
B. P. Racing Oil

Of these five, only Castrol R-30, Bel-Ray MC-1, and Intercontinental Golden Spectro are readily available in this country. We are therefore recommending that only these brands be used in these machines under any conditions. We also recommend that these oils be mixed at a 20:1 ratio.

We are also requesting that you pass along these recommendations to your customer when he takes delivery of his RM125. As you know, there is no warranty on this competition machine, so we wish to assure each customer of the best lubrication package for high-performance and reliability.

U.S. Suzuki Motor Corp. • 13767 Freeway Drive • Santa Fe Springs, California • 90670 • (213) 921-4461



SUZUKI
2-Stroke
Service Bulletin

Bulletin No: RM-3
Date: June 13, 1975

Read and Initial

Manager
Parts
Service APF

Subject: RM125 CABLE GUIDES

IMPORTANT

When installing the cable guides which fasten to the number plate, be sure to use a thread lock cement or an adhesive such as 3-M to insure that the nuts do not vibrate loose.

Failure to do this may result in a cable guide falling off and the front brake cable becoming fouled causing the front brake to lock.

Please check all RM125's you have already set up or delivered and be sure to follow this procedure on all future RM125's you receive.

SUZUKI
2-Stroke
Service Bulletin

Subject: RM125 CHAIN GUIDE ROLLER WASHERS

Bulletin No: RM-4
Date: June 13, 1975

Read and Initial

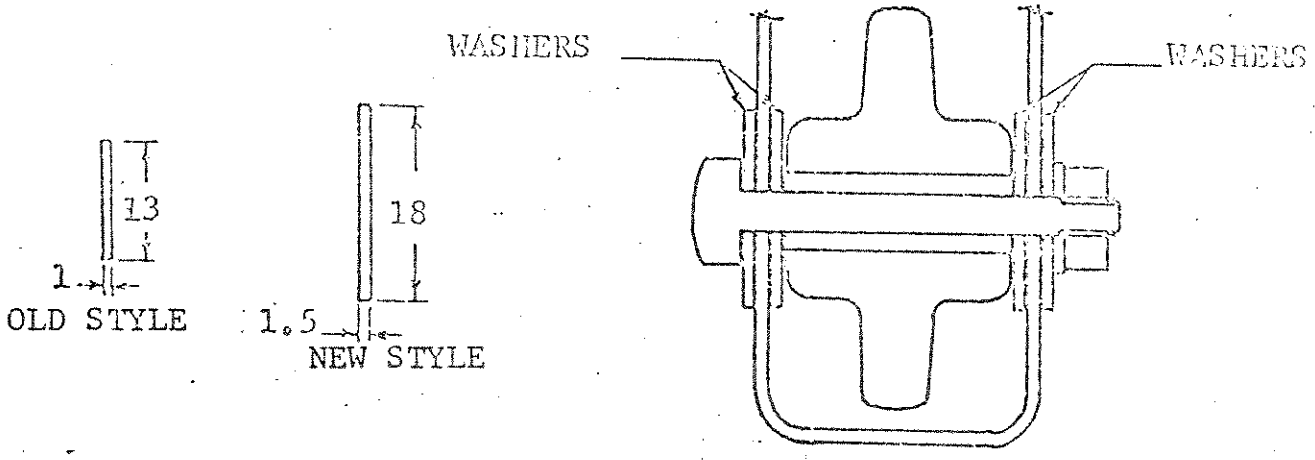
Manager
Parts
Service

PROBLEM:

The washers on each side of the rear chain guide roller are too small. Under hard usage they may bend and bind the roller causing the roller to be damaged by the chain.

MODIFICATION:

The thickness and outside diameter of the washers have been increased for improved durability.

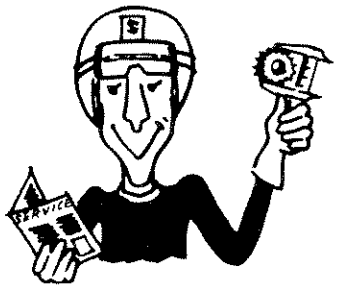


APPLICATION:

The new washers are installed on all RM125's from F/No. - 16174.

Please change to the new style washers on any units you have received manufactured before the above numbers.

PART DESCRIPTION	OLD PART NO.	NEW PART NO.	QUANITY	INTERCHANGEABILITY
Washer	08322-21068	09160-06007	4	OLD ←X→ NEW ←O→



SUZUKI
2-Stroke
Service Bulletin

Bulletin No: RM-5
Date: June 13, 1975

Read and Initial

Manager
Parts
Service ARC

Subject: DISPOSING OF RM125 SHOCK ABSORBERS

The RM125 shock absorbers contain pressurized nitrogen gas and are non-rebuildable. Therefore, the following special precautions must be followed before disposing of them.

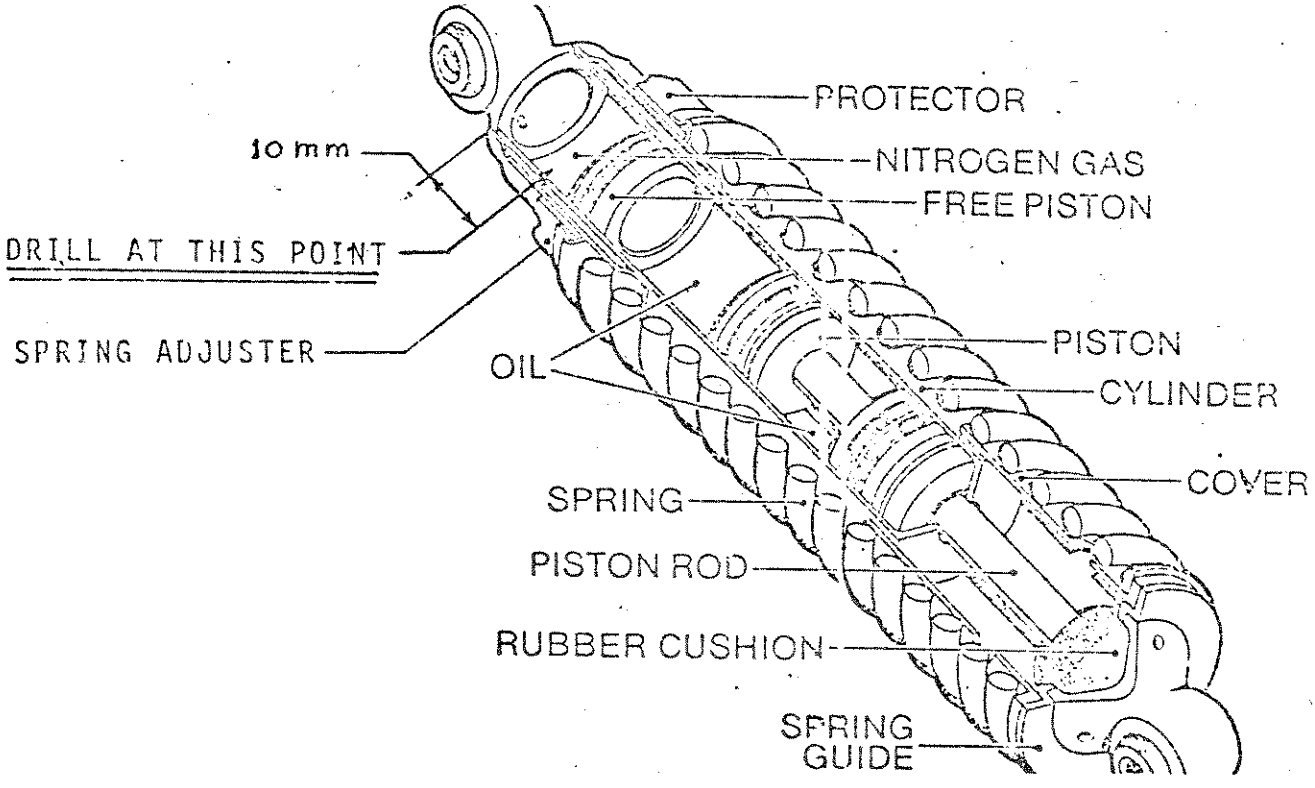
1. Drill the gas chamber with about a 3mm (1/8") drill bit to relieve the gas pressure.

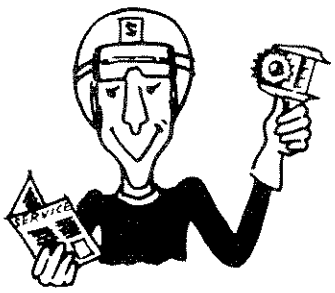
NOTE: Be sure to wear protective glasses and gloves.

2. DO NOT have hole directed towards face or body when drilling.

3. DO NOT drill the oil chamber.

4. After drilling the gas chamber, fully compress the shock absorber several times to expell any trapped gas.





SUZUKI
2-Stroke
Service Bulletin

Bulletin No: RM-6
Date: July 18, 1975

Read and Initial

Manager
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Service

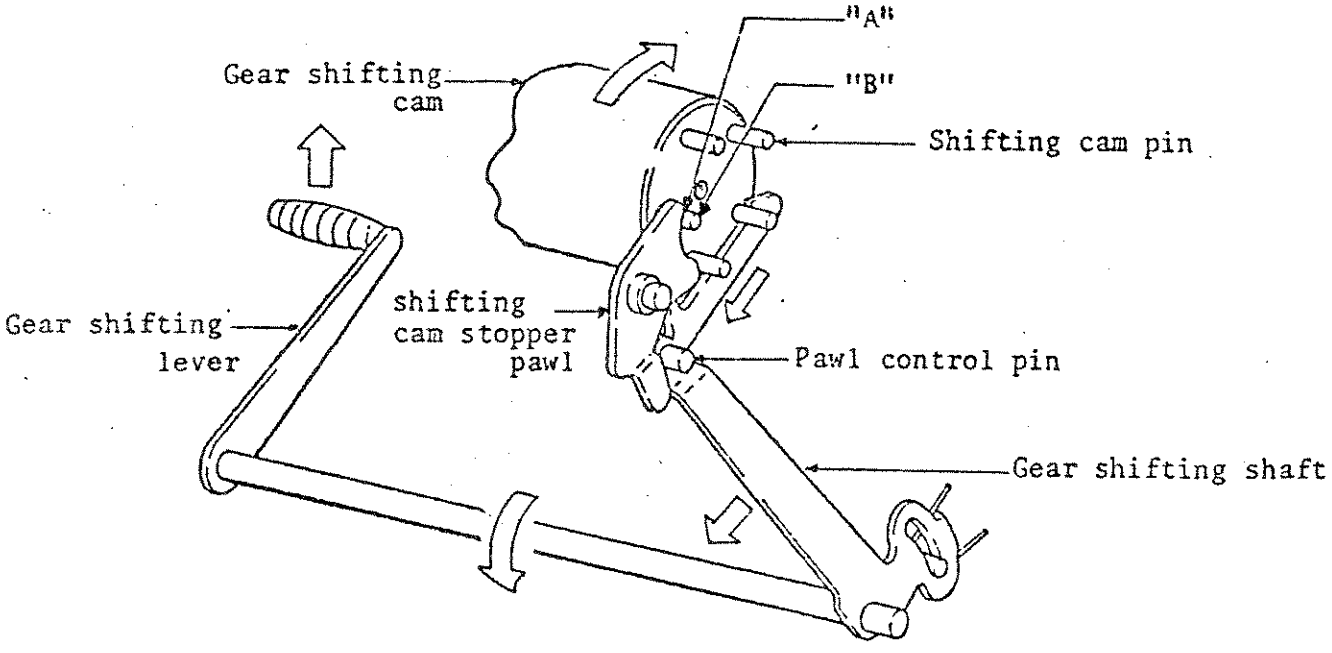
Subject: MIS-ENGAGEMENT OF RM125 3RD GEAR

PROBLEM:

During prolonged and severe competition usage, some RM125's may experience overshifting from 2nd to 3rd gear. This results in a false neutral between 3rd and 4th gear.

CAUSE:

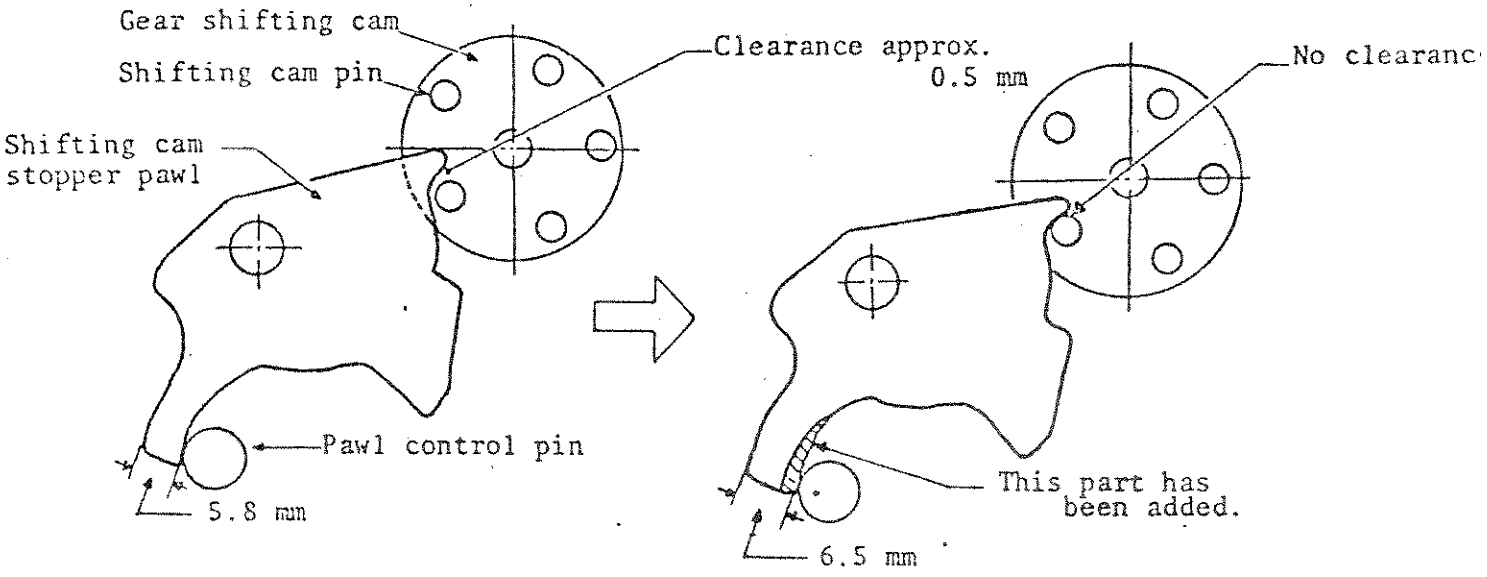
The illustration below shows the gear shift linkage when the shift lever is in the "UP" position during the shifting procedure.



The amount of shift cam rotation is limited by contact of the shifting cam stopper pawl "A" and shifting cam pin "B". If the shifting cam stopper pawl becomes excessively worn at the shift cam pin contact area, over shifting can occur. This is because the shift cam is then allowed to rotate past 3rd gear.

MODIFICATION:

The shifting cam stopper pawl has been dimensionally changed as shown below:



OLD STYLE NEW STYLE

This change removes all initial clearance at the shift cam pin contact area.

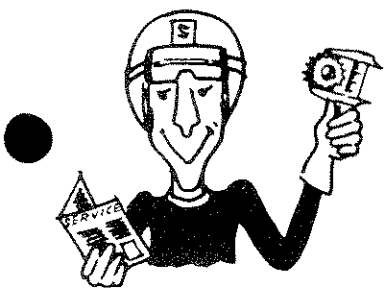
PARTS:

The new style shifting cam stopper pawl is now available from U. S. Suzuki's Parts Department. The old and new style parts are interchangeable. The new style part number is 25370-12101.

APPLICATION:

The new style shifting cam stopper pawl has been installed on and after Engine Number RM125-16201.

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT



SUZUKI
2-Stroke
Service Bulletin

Bulletin No: RM-7
Date: August 29, 1975

Read and Initial
Manager
Parts
Service

Subject: RM250/370 SPECIFICATIONS AND GENERAL INFORMATION

REVISED UPDATED

	RM250	RM370
DIMENSIONS:		
Overall Length	2140mm (84.3 in.)	2140mm (84.3 in.)
Overall Width	935mm (36.8 in.)	935mm (36.8 in.)
Overall Height	1200mm (47.2 in.)	1200mm (47.2 in.)
Wheelbase	1440mm (56.7 in.)	1440mm (56.7 in.)
Ground Clearance	265mm (10.4 in.)	265mm (10.4 in.)
Dry Weight	97kg (214 lbs.)	102kg (225 lbs.)
PERFORMANCE:		
Maximum Horsepower	36 @ 8,000 rpm	42 @ 7,000 rpm
Maximum Torque	3.48kg/m (25.2 ft-lb) @ 6,500 rpm	4.66kg/m (33.7 ft-lb) @ 5,500 rpm
ENGINE:		
Intake System	Piston & Reed Valve	Piston & Reed Valve
Bore x Stroke	70 x 64mm (2.76 x 2.52 in.)	77 x 80mm (3.03 x 3.15 in.)
Piston Displacement	246cc (15.0 in.^{3})	372cc (22.7 in.^{3})
Compression Ratio	7.1:1	6.9:1
Lubrication	Fuel - Oil Premix 20:1	Fuel - Oil Premix 20:1
Piston Clearance	.060 - .070mm (.0024 - .0028")	.070 - .080mm (.0028 - .0031")
measure at	26mm (1.02")	***27mm (1.06")
Ring End Gap	1.4 - 1.7mm (.055 - .067")	0.20 - 0.40mm (.0079 - .0157")
CARBURETION:		
Bore	36mm	36mm
Main Jet	310	340
Pilot Jet	*300	**310
Needle Jet	45	50
	Q-0	Q-0
	*Q-4	**Q-4

*On and after Engine Number 13834
**On and after Engine Number 13128

*REVISED: 2/13/76

	RM250	RM370
CARBURETION: (con't)		
Jet Needle	6FJ6-4	6FJ6-3
Cut-Away	1.5	1.5
Pilot Air Screw	1½ turns out	1½ turns out
Float Level	13.9mm	13.9mm
TRANSMISSION:		
Primary Reduction	2.727 (60/22)	2.384 (62/26)
Final Reduction	3.846 (50/13)	3.846 (50/13)
Gear Ratios: low	2.076 (27/13)	2.071 (29/14)
2nd	1.750 (28/16)	1.625 (26/16)
3rd	1.352 (23/17)	1.263 (24/19)
4th	1.105 (21/19)	1.000 (21/21)
top	0.913 (21/23)	0.869 (21/23)
Drive Chain	#520, 108 links	#520, 108 links
ELECTRICAL:		
Ignition Type	PEI	PEI
Ignition Timing	23°BTDC @ 6,000 rpm	23°BTDC @ 6,000 rpm
Spark Plug	NGK B9EV	NGK B9EV
CHASSIS:		
Front Fork Travel	220mm (8.66 in.)	220mm (8.66 in.)
Rear Suspension	Swing arm with gas/oil lay down shocks. 3-way adjustable spring	
Front Brake Diameter	130mm	130mm
Rear Brake Diameter	150mm	150mm
Front Tire Size	3.00 x 21 4PR	3.00 x 21 4PR
Rear Tire Size	4.50 x 18 4PR	4.60 x 18 6PR
Caster	60°	60°
Trail	126mm (5.0 in.)	126mm (5.0 in.)
Turning Radius	2.3m (7.5 ft.)	2.3m (7.5 ft.)
CAPACITIES:		
Fuel Tank	8 L (2.1 gal.)	8 L (2.1 gal.)
Front Fork Oil	245cc (8.3 oz.)	245cc (8.3 oz.)
Transmission Oil	Refilling after draining: 900cc (1.9 pt.) Refilling after rebuilding: 1,000cc (2.1 pt.)	Refilling after draining: 1,000cc (2.1 pt.) Refilling after rebuilding: 1,100cc (2.3 pt.)

REVISED: 2/13/76

(con't)

OIL RECOMMENDATION:

To assure that these machines perform up to public expectation, the factory has conducted exhaustive testing. This testing program has shown that the RM250/370 delivers superior performance and reliability when one of five brands of oil is used. These brands are:

Castrol Racing Oil R-30
Bel-Ray MC-1 Two Stroke Racing Lubricant
Intercontinental Golden Spectro (Synthetic Blend)
Shell Super M
B. P. Racing Oil

Of these five, only Castrol R-30, Bel-Ray MC-1, and Intercontinental Golden Spectro are readily available in this country. We are therefore recommending that only these oils be mixed at a 20:1 ratio.

We are also requesting that you pass these recommendations to your customer when he takes delivery of his RM250 or RM370. As you know, there is no warranty on this competition machine, so we wish to assure each customer of the best lubrication package for high performance and reliability.

ASSEMBLY:

1. The black wire attached to the PEI "box" mounting bracket should be connected to the "kill" switch mounting screw.

2. For proper rear shock operation, the rear shock abosrbers must be mounted in the inverted position.

CARBURETION ADJUSTMENTS:

The standard RM250 and RM370 carburetor main jet may be too large for some areas, causing a rich condition during 3/4 to full throttle operation.

Whenever decreasing the size of the main jet on the RM250 or RM370 the pilot jet and jet needle clip position must also be changed.

RM250			
MAIN JET	PILOT JET	JET NEEDLE POSITION	REMARKS
310	45	4th	Standard
300	50	5th	Optional
290	"	"	"
280	"	"	"

RM370			
MAIN JET	PILOT JET	JET NEEDLE POSITION	REMARKS
340	50	3rd	Standard
330	55	4th or 5th	Optional
320	"	" "	"
310	"	" "	"

(cont.)

Part numbers for the jets are listed below:

DESCRIPTION	PART NUMBER	DESCRIPTION	PART NUMBER
Main Jet 280	09491-56001	Main Jet 330	09491-66001
290	58001	340	68001
300	60003	Pilot Jet 45	09492-45009
310	62001	50	50010
320	64001	55	55005

MISCELLANEOUS NOTES:

1. Spokes must be frequently checked for looseness during initial break-in, until the spoke nipples have "seated in" against the rim. At the same time, caution your customers to tighten spokes equally and evenly to prevent hubs from breakage and from wheel rims getting out of true. Proper tightening torque for spoke nipples is 2.6 ft.-lb.

2. Drive chain adjustment is very critical. The drive chain should be adjusted to have 40-45mm (1.5-1.7 in.) of free play, mid-way between the drive and driven sprocket.

3. Whenever the cylinder is removed the stainless steel reed pedals should be inspected for fatique cracks, and replaced if necessary.

4. Initial shipments of RM250's and RM370's do not contain owners manuals. These owners manuals will be sent automatically to dealers which have been invoiced for RM250's and RM370's.

5. During extensive testing, it was determined that some individuals might prefer stiffer fork action. Therefore, 2 spacers 10mm's long will also be sent automatically at no charge for each RM250 and RM370 your dealer has been invoiced for. These are to be installed if a customer determines that he would prefer stiffer fork action.

In future shipments the spacers will packed in the crate.

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: RM-8
Date: SEPT. 19, 1975

Read and Initial

Manager
Parts
Service APP

Subject: RM250/370 OIL RECOMMENDATION
REFERENCE: Service Bulletin RM-2

As you know, the RM250 and RM370 are intended as competition ready-to-race replicas of the factory moto-cross machines.

To assure that these machines perform up to public expectation, the factory has conducted exhaustive testing. This testing program has shown that the RM250 and RM370 delivers superior performance when one of five brands of oil is used. These brands are:

Castrol Racing Oil R-30
Bel-Ray MC-1 Two Stroke Racing Lubricant
Intercontinental Golden Spectro (Synthetic Blend)
Shell Super M
B. P. Racing Oil

Of these five, only Castrol R-30, Bel-Ray MC-1, and Intercontinental Golden Spectro are readily available in this country. We are therefore recommending that only these brands be used in these machines under any conditions. We also recommend that these oils be mixed at a 20:1 ratio.

We are also requesting that you pass along these recommendations to your customer when he takes delivery of his RM250 or RM370. As you know, there is no warranty on these competition machines, so we wish to assure each customer of the best lubrication package for high-performance and reliability.

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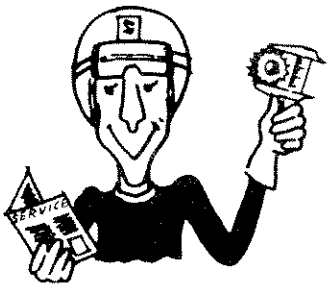


SUZUKI
2-Stroke
Service Bulletin

Bulletin No: RM-9
Date: Sept. 19, 1975

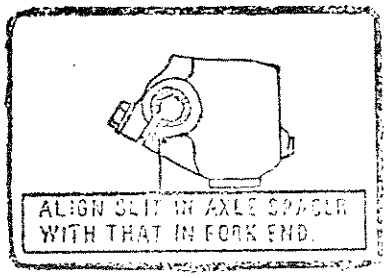
Read and Initial

Manager
Parts
Service AM

Subject: RM250/370 SET UP INFORMATION

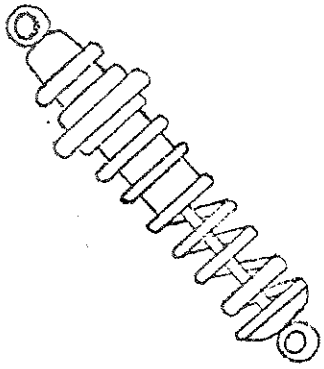
FRONT AXLE INSTALLATION:

When installing the front axle of the RM250/370 be sure to align the slot in the axle spacer with the slot in the axle eye of the left fork leg. Attach the enclosed label included in this bulletin to the left fork leg.



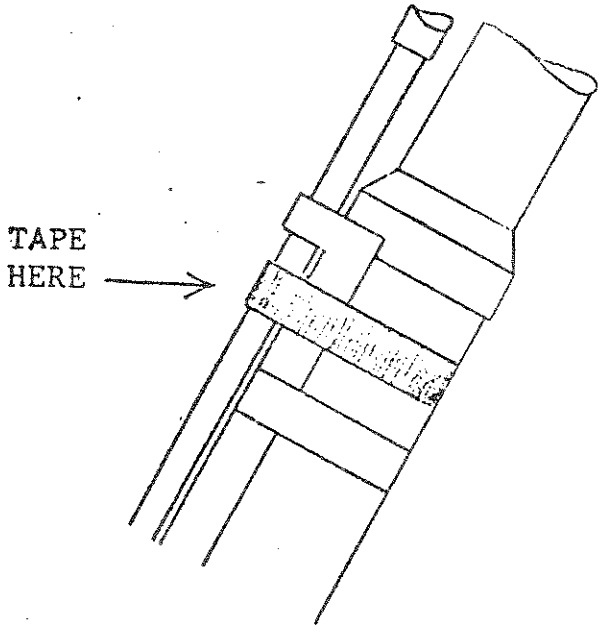
REAR SHOCK MOUNTING:

When installing the rear shocks on the RM250/370 place them in the inverted position as shown in the illustration.



BRAKE CABLE TAPING:

When setting up the RM250/370 tape the front brake cable to the fork leg just below the brake cable guide on the fork protector to prevent any damage to the brake cable. Refer to the illustration.



NOTE: Please make the necessary correction to Service Bulletin #RM-7. RM250 transmission oil capacity Refilling after draining: 900cc

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: RM-10
Date: Oct. 3, 1975

Read and Initial

Manager
Parts
Service

Subject: TROUBLESHOOTING THE RM250/RM370 NIPPON DENSO PEI SYSTEM

This bulletin is issued to provide instructions in the proper procedures for troubleshooting the RM250/RM370 Nippon Denso (ND) PEI system.

NOTICE:

The RM250 and RM370 ND PEI "Boxes" cannot be properly tested on the Suzuki SSII electrotester.

This is because the ND system does not use a separate trigger coil as the more familiar Kokusan system does. Instead its low speed coil doubles as the trigger coil.

TROUBLESHOOTING:

A. PEI BOX

The ND PEI "Box" can be tested statically, using a Suzuki pocket tester and the procedure chart below. Set the pocket tester on the RX10Ω scale.

	CONNECT TO TESTER (+) TERMINAL				
	BLACK/WHITE	BLACK/YELLOW	BLACK/RED	BLACK	WHITE/BLUE
Black/White		A	B	B	C
Black/Yellow	A		B	B	C
Black/Red	B	B		B	B
Black	A	A	A		C
White/Blue	A	A	A	A	

CONNECT TO TESTER (-) TERMINAL

A: Continuity
B: No Continuity
C: Pointer deflects once and returns immediately

REVISED

NOTE: When checking a wire combination which should give a meter reading designated by "C", the battery in the pocket tester (ohmmeter) is charging the condenser in the PEI box. Before any further tests can be performed the condenser must be discharged. This is done by connecting a jump wire across the B/W and W/B1 wires. *The condenser must be discharged for at least 15 minutes.

*NOTE: You must watch closely for the needle deflection when a meter reading of "C" is designated.

B. MAGNETO

Low speed coil	*(B/R- B):	430 ohms ± 10%
High speed coil	*(B/R-B/W):	35 ohms ± 10%

C. IGNITION COIL

Primary	*(W/B1-B):	0-2 ohms
Secondary:	*(B-HTL**):	8-14 K ohms

(*Revised May 14, 1976)
(**High Tension Lead)
U. S. SUZUKI
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SUZUKI
2-Stroke
Service Bulletin

Bulletin No: RM-11
Date: Oct. 10, 1975

Read and Initial

Manager
Parts
Service Dpt

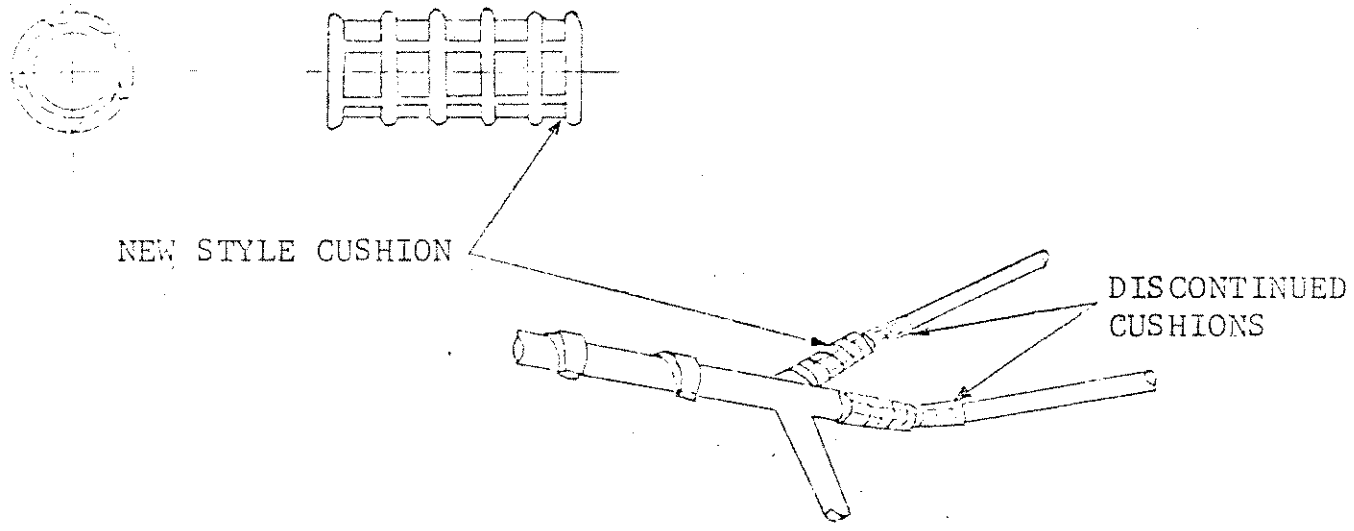
Subject: RM250/RM370 REAR FUEL TANK CUSHION MODIFICATION

NOTICE:

We have received information that RM250 aluminum alloy fuel tanks may become unnecessarily worn at their inner rear portion. This has been found to be caused by allowing the rear fuel tank cushion to become excessively worn.

MODIFICATION:

RM250's on and from Frame Number 11122 have had the use of the most rearward fuel tank cushions discontinued. At the same time, the "new" most rearward cushions (44511-15201) have had their dimensions increased and five horizontal ribs added.



RM370's have had the above modifications incorporated since the beginning of production.

RECOMMENDATIONS:

1. The fuel tank cushions should be checked after each race and replaced if worn. Regular replacement of these cushions will prevent unnecessary wearing of the RM alloy fuel tank.

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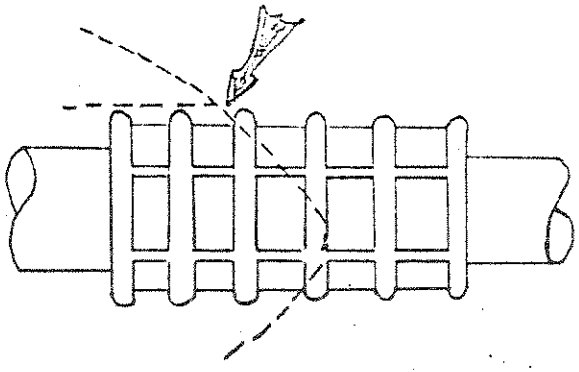
2. Attach new fuel tank cushions to the frame with an epoxy or adhesive cement.

3. Also, when attaching new cushions, position them so that the rear of the fuel tank contacts the third vertical rib as shown below:



4. Inform your RM250 and RM370 customers of the above recommendations.

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: RM-12
Date: Nov. 7, 1975

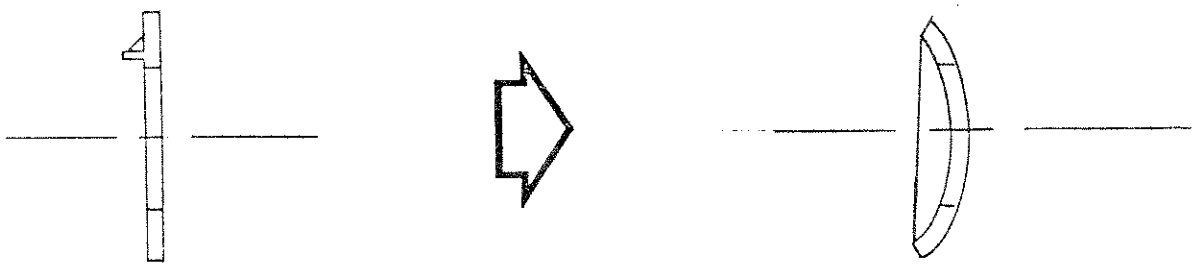
Read and Initial

Manager
Parts
Service Dpt

Subject: RM100/125 PRIMARY DRIVE GEAR NUT WASHER

NOTICE:

We have received occasional reports of the RM125 primary drive gear nut becoming loose. To prevent this from happening the nut's washer has been changed to a spring type as shown below:



OLD TYPE WASHER

NEW TYPE SPRING WASHER

After installing the new type washer, tighten the primary drive gear nut to 800 - 1,000 kg.cm. (57-72 ft.-lb.)

AVAILABILITY:

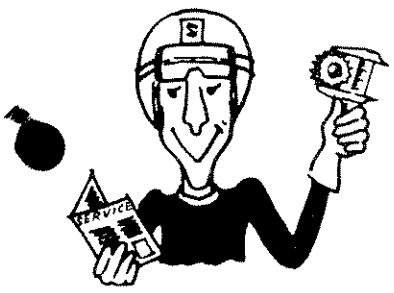
The new type washer is now available from U. S. Suzuki's Parts Department.

The part number has been changed as indicated below.

OLD PART NO.	NEW PART NO.
09166-18001	09164-18001

APPLICABILITY:

The new style washer has been installed on RM100's from the beginning of their production. RM125's have had the new style washer on and from Frame Number: RM125-20502 and Engine Number: RM125-20527.



SUZUKI
2-Stroke
Service Bulletin

Subject: RM250/370 REAR BRAKE SHOE RETURN SPRING

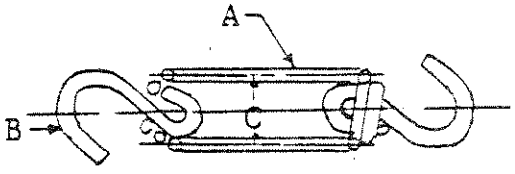
Bulletin No: RM-13
Date: Nov. 14, 1975

Read and Initial

Manager
Parts
Service DAP

NOTICE:

To increase its reliability, the rear brake shoe return spring has been strengthened by increasing the wire diameter of the coil and hooks, as indicated below. At the same time, the effective spring diameter (from coil center to coil center) has also been increased.



	OLD	NEW
A: Coil Wire Diameter	1.8mm	2.0mm
B: Hook Wire Diameter	2.0mm	2.3mm
C: Effective Spring Diameter	8.5mm	9.5mm

PARTS:

The old and new rear brake shoe springs are interchangeable. The old style shall remain available for use in other models.

The part number for the new part is: 55420-41100.

Note: When it becomes necessary to replace an RM250/RM370 rear brake shoe spring, replace both springs with the new type part.

APPLICABILITY:

The strengthened part is installed on all production units after the following frame numbers:

RM250-13801
RM370-13126

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2-Stroke
Service Bulletin

Bulletin No: RM-14
Date: Nov. 21, 1975

Read and Initial

Manager
Parts
Service AMP

Subject: TROUBLESHOOTING THE RM100 & RM125 PEI SYSTEM

This bulletin is issued to provide troubleshooting instructions for the RM100 and RM125 Kokusan PEI systems.

TROUBLESHOOTING:

I. PEI Box

The PEI "Box" can be tested dynamically on the Suzuki SSII Electro-Tester.

To check it statically, use a Suzuki pocket tester and the procedure chart below. Set the pocket tester on the RX100 scale.

(−) TERMINAL \ (+) TERMINAL	BLACK	BLACK/WHITE	BLACK/RED	RED/WHITE	WHITE/BLUE
Black		C	B	C	C
Black/White	A		B	A	C
Black/Red	A	C		C	C
Red/White	A	A	B		C
White/Blue	A	A	B	A	

A: Continuity
B: No Continuity
C: Needle deflects once and returns immediately

Note: When checking a wire combination which should give a meter reading designated by 'C', the battery in the ohmmeter is charging the condenser in the PEI box. Before any further tests are performed the condenser must be discharged. This can be done by connecting a jump wire between the White/Blue and Black colored wires for at least ½ minute.

II. Magneto

Using a Suzuki pocket tester on the RX1 scale check the following

Exciter Coil (B/R to B/W):	260-340 ohms ± 10%
Pulser Coil (R/W to B/W):	170-230 ohms ± 10%

III. Ignition Coil

Again using a Suzuki pocket tester check the ignition coil as described.

Primary (RX1 scale):	0-2 ohms
Secondary (RX100 scale):	8-14k ohms

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SUZUKI
2-Stroke
Service Bulletin

Bulletin No: RM-15
Date: Nov. 26, 1975

Read and Initial

Manager
Parts
Service

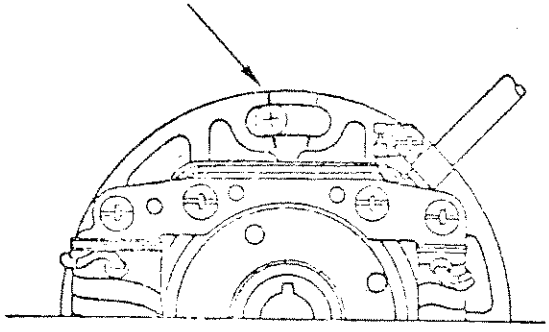
Subject: RM100/RM125 IGNITION TIMING

NOTICE:

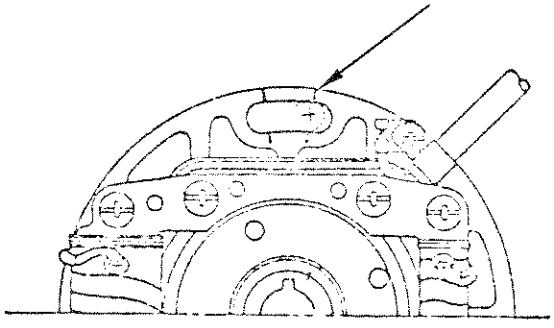
This bulletin is issued to advise your Service Department as to the differences in setting the ignition timing on the RM100 and RM125.

Although the component parts used on each model are identical, the correct positioning of the stator plate is different. This is due to the difference in ignition timing requirements; 22° at 6,000 rpm for the RM100 and 29° at 6,000 rpm for the RM125.

Therefore, the stator plate's top mounting hole has two punch marks for alignment with the crankcase holes center. The left one is for RM125's and the right one is for RM100's as illustrated.



RM125



RM100

For optimum performance, be sure the correct mark is used for alignment on the appropriate model.

The ignition timing can also be checked using a dial indicator using the following procedure.

1. Install a dial indicator into the spark plug hole and zero the dial at TDC.

2. Rotate the engine backwards (clockwise) 2.26/3.8mm (RM100/RM125) from TDC. At this exact position the center alignment mark on the rotor should align with the center stationary mark on the stator.

3. If not, loosen the stator mounting screws and move the stator until the marks do align. Then retighten mounting screws.

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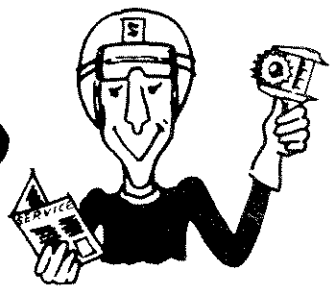

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: RM-16
Date: Jan. 2, 1976

Read and Initial

Manager
Parts
Service

Subject: RM250/RM370 JETTING CHANGE

NOTICE:

So that the RM250 and RM370 carburetors can better meet the customers overall needs, the main and needle jet specifications have been changed. The new specifications are as follows:

	RM250	RM370
Main Jet	300	310
Needle Jet	Q-4	Q-4

All other specifications shall remain the same and are as follows:

	RM250	RM370
Pilot Jet	45	50
Jet Needle	6FJ6-4	6FJ6-3
Cut-Away	1.5	1.5
Float Level	13.9mm	13.9mm
Air Screw	1½	1½

APPLICABILITY:

The new main jet and needle jet specifications have been applied to the Engine and Frame numbers listed below:

	RM250	RM370
Frame	13998	13610
Engine	13834	13128

PARTS:

The part numbers for the carburetor assemblies, main jets and needle jets are as follows:

DESCRIPTION	OLD PART NO.	NEW PART NO.
RM250 Carburetor Ass'y.	13200-41110	13200-41111
RM370 Carburetor Ass'y.	13200-41210	13200-41211
300 Main Jet	-------	09491-60003
310 Main Jet	-------	09491-62001
Q-4 Needle Jet	-------	09494-00165

SUZUKI
2-Stroke
Service Bulletin

Subject: RM125 KICK STARTER DRIVE GEAR

Bulletin No: RM-17
Date: Jan. 2, 1976

Read and Initial

Manager
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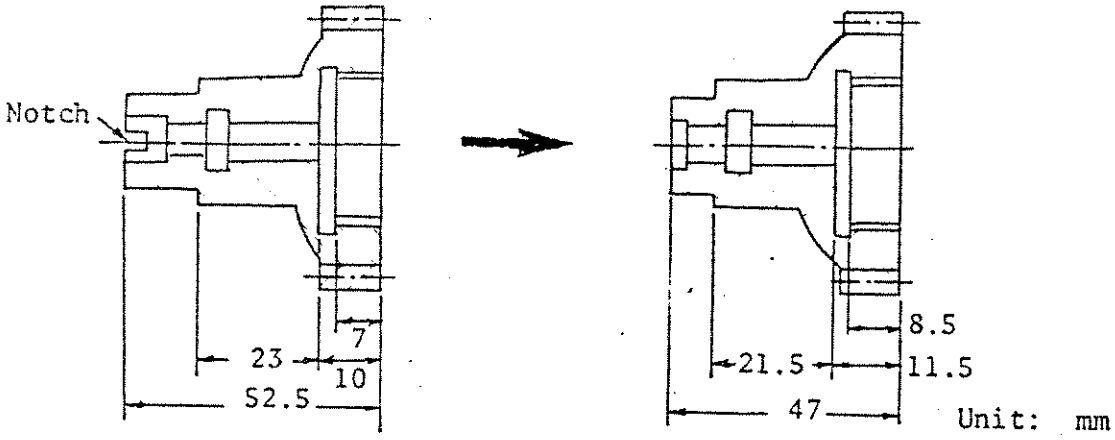
Service

NOTICE:

To increase it's durability, the RM125 kick starter drive gear pawl contact surface has been widened 1.5mm. At the same time, a 1.5mm thrust washer has been added to the existing one. Also, the oil pump drive notch has been eliminated, shortening the overall length of the gear.



26241-28300 26241-28302

PARTS:

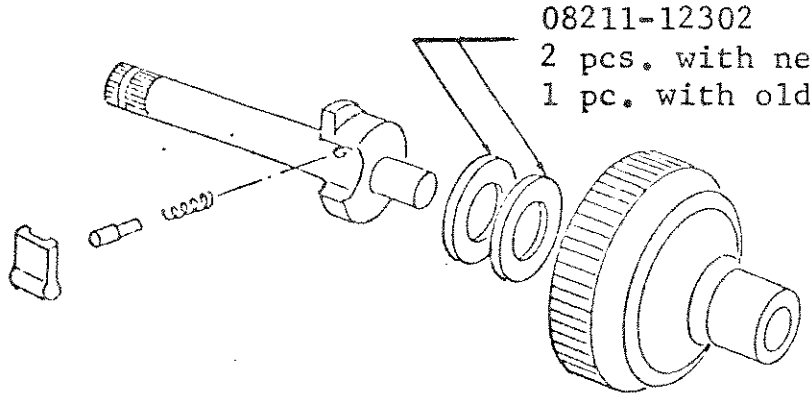
DESCRIPTION	OLD PART NO.	NEW PART NO.
Kick starter drive gear	26241-28300	26241-28302
Thrust washer	———	08211-12302

The old style gear shall remain available for use in the TM100 and TM125.

INTERCHANGEABILITY:

The old and new style kick starter drive gears are interchangeable. When replacing an old style kick starter drive gear with a new style, be sure to use two thrust washers (08211-12302) inside the

gear for proper spacing of the kick starter shaft.



APPLICATION:

The new style kick starter drive gear has been installed on and from Engine Number RM125- 20901.

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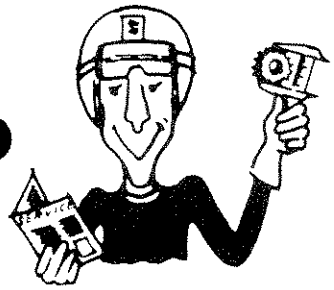
Technical Service Department



SUZUKI
2-Stroke
Service Bulletin

Bulletin No: RM-18
Date: Jan. 16, 1976

Read and Initial

Manager
Parts
Service

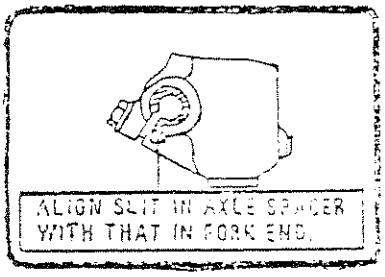
Subject: RM250/370 GENERAL MAINTENANCE

This bulletin contains general notes and information on the proper maintenance of the RM250 and RM370.

FRONT AXLE INSTALLATION:

This is a reminder of the proper installation of the front axle as explained in Service Bulletin #RM-9.

When installing the front axle of the RM250/370 be sure to align the slot in the axle eye of the left fork leg with the slot in the spacer.

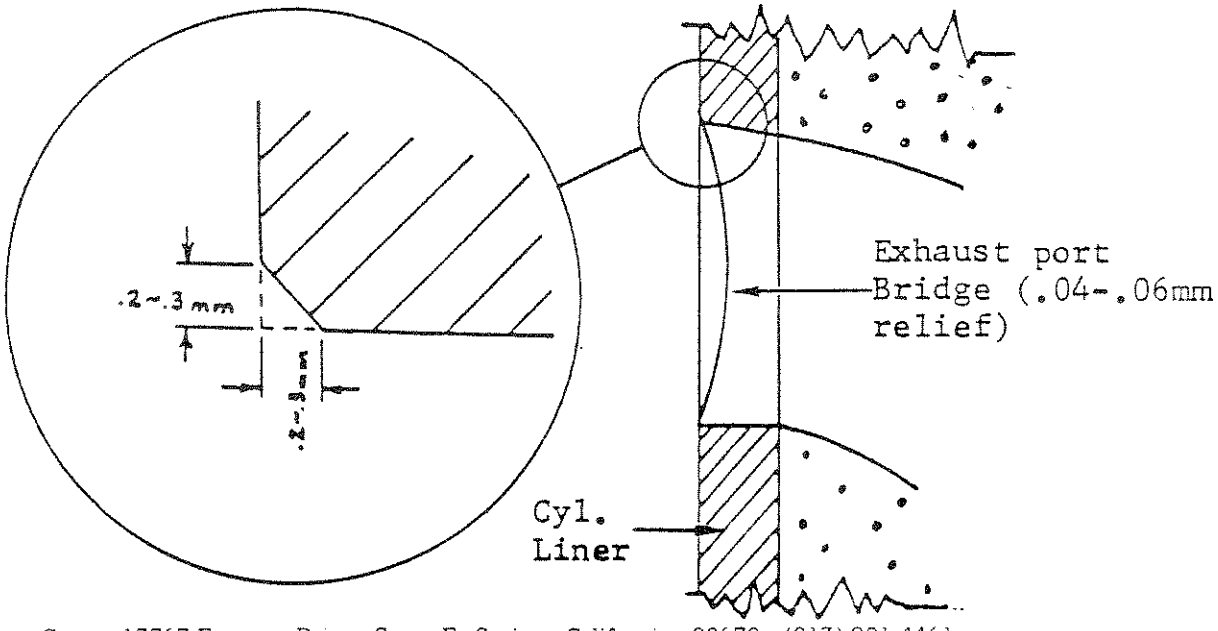


PRIMARY DRIVE GEAR NUT:

This is to inform you that the RM250 and RM370 primary drive gear is secured with a nut having left hand threads, instead of the usual right hand threads. This requires that the nut be loosened by turning it in a clock-wise direction.

CYLINDER PORT CHAMFER:

Whenever inspecting an RM250 or RM370's cylinder port chamfer, you will notice that the chamfer is very slight as compared to other Suzuki models. Both the vertical and horizontal dimensions of the chamfer should be .2-.3mm, as shown below:



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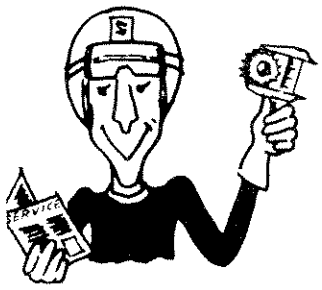

SUZUKI
2-Stroke
Service Bulletin

Subject: RM100 PRIMARY DRIVE/DRIVEN GEARS

Bulletin No: RM-19
Date: Feb. 27, 1976

Read and Initial

Manager
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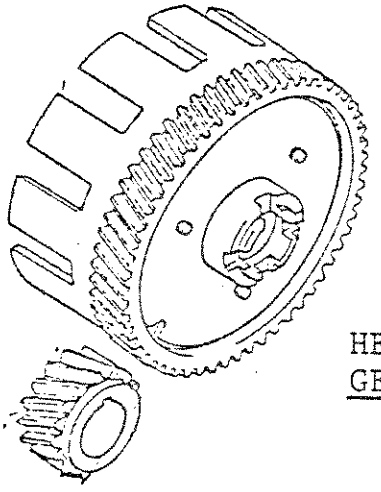
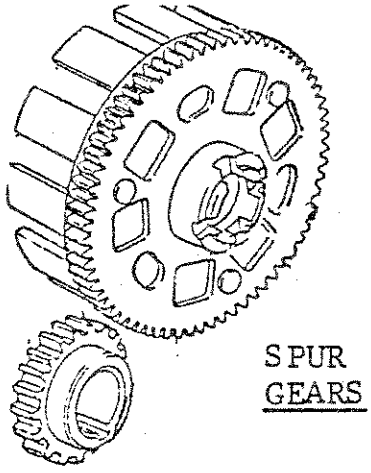
Service DMP

NOTICE:

The mechanical efficiency of the RM100's primary drive and driven gears has been increased. This has been accomplished by changing the design of the helical type gears to spur type gears (commonly referred to as straight cut gears).



HELICAL GEARS



SPUR GEARS

APPLICABILITY:

Spur type primary drive and driven gears are installed on RM100's on and after the following Engine Number: RM100-11445.

PARTS AND INTERCHANGEABILITY:

Both the helical and spur type primary drive and driven gears are now available from U. S. Suzuki's Parts Department. Their part numbers are listed below.

DESCRIPTION	PART NUMBER
Helical Primary Drive Gear	21111-28700
Helical Primary Driven Gear	21200-28300
Spur Primary Drive Gear	21111-41000
Spur Primary Driven Gear	21200-41001

Due to the major change in design, the individual gears are not interchangeable spearately. However, they are interchangeable when both drive and driven gears are changed as a set.

Helical primary drive gear Helical primary driven gear	INTERCHANGEABLE	Spur primary drive gear Spur primary driven gear

SUZUKI
2-Stroke
Service Bulletin

Subject: RM250/370 ENGINE MOUNT BOLTS AND BUSHINGS

Bulletin No: RM-20
Date: April 1, 1977

Read and Initial

Manager
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This bulletin replaces the "Temporary RM-20", as it contains all pertinent information on the subject for both the RM250 and RM370.

NOTICE:

Engine mounting bolts should be checked frequently for proper torque to prevent them from becoming loose.

Listed below, are the engine mounting bolt torque specifications for the RM250 and RM370.

8MM BOLT	200-250 KG-CM	14-18 FT.-LBS.
10MM BOLT	350-400 KG-CM	25-29 FT.-LBS.

To protect RM250 and RM370's crankcases against damage resulting from lack of proper torque applied to engine mounting bolts, bushings have been added to the engine crankcases.

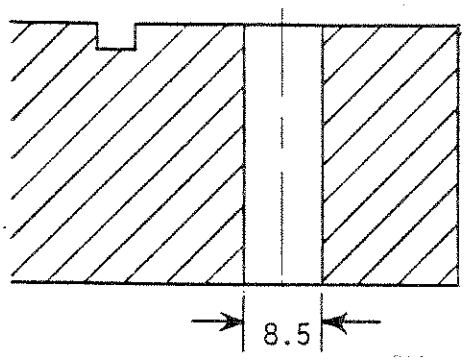
The history of the engine crankcase bushings and modifications are illustrated on pages 2 and 3 of this Service Bulletin, with the applicable frame numbers and notes.

(continued)

HISTORY:

I. RM250

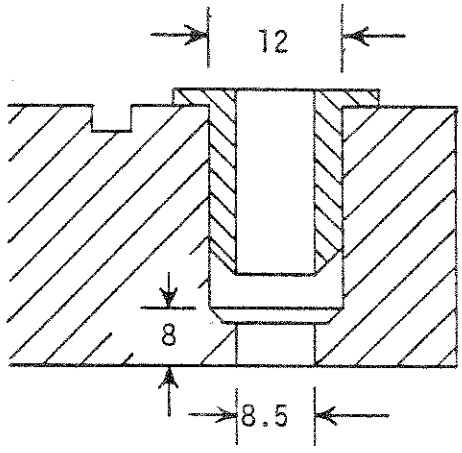
A. RM250's having Frame Numbers RM250-10001 through 12172 do not have engine mount bushings installed. The dimensions of the engine bolt mounting holes are illustrated below.



All measurements are in millimeters

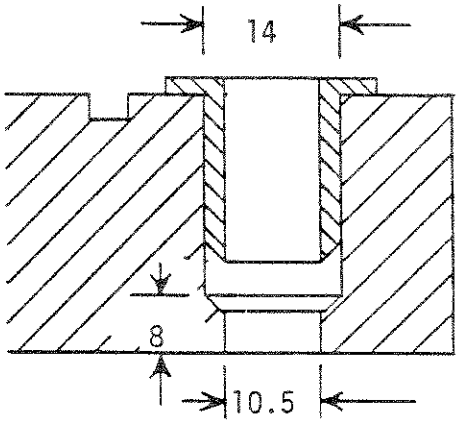
(Part Number 11300-41811)

B. As of Frame Number RM250-12173 through 13750 a bushing was added to the upper rear crankcase engine mount only. The dimensions of the bushing are illustrated below.



(Part Number 11300-41812)

C. As of Frame Number RM250-13751 and after, the upper rear engine mounting bolt's size was changed to 10mm. The size of the bushing was also increased to accept the new bolt as illustrated below.



(Part Number 11300-41813)

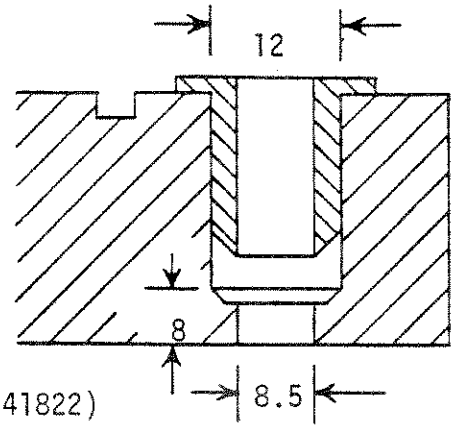
The frame was also modified to accept the larger diameter bolt.

NOTE: The RM250 has had a bushing added to the upper rear engine crankcase mount only.

(continued)

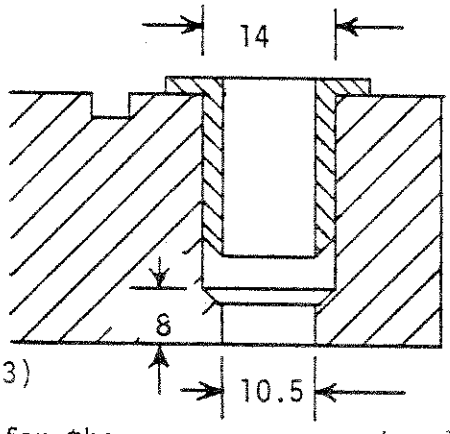
II. RM370 (Upper and lower rear engine mount)

A. RM370's from initial production through Frame Number 13708, had both an upper and lower rear engine mount bushing installed. They are illustrated below.



(Part Number 11300-41822)

B. As of Frame Number RM370-13109 the upper rear engine mount bolt's size was increased from 8mm to 10mm. The inside diameter of the upper rear engine mount bushing was increased to accept the larger engine mount bolt.



(Part Number 11300-41823)

NOTE: This change was for the upper rear mount only.

The frame was also modified to accept the larger diameter bolt.

PARTS AND INTERCHANGEABILITY:

DESCRIPTION	OLD PART NO.	NEW PART NO.
Frame	*41100-41100-019	41100-41101-019
Engine Mounting Bolt (10mm)	09103-08010	09103-10010
Nut (10mm)	N/A	09159-10018
Step Washer (use with new frame and old crankcases)	N/A	41999-41100
Washer (10mm)	08322-11088	08322-11108

* The new style engine crankcases can be used on the early style frames, if the frame's upper rear engine mounting bolt holes are drilled 2mm larger in diameter to accomodate the larger bolt. Use an 11mm (.423") drill bit, available from most tool companies.

(continued)

When using a new style frame with the old style engine crankcases, stepped washers listed on the previous page must be used in the upper rear engine mount holes of the frame.

When ordering the new style engine crankcases, the larger style (10mm) mounting bolt, and its securing nut and washer are included. Only the new style crankcases are available from U.S. Suzuki's Parts Department.

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SUZUKI
2-Stroke
Service Bulletin

Subject: RM100 FRONT BRAKE CABLE ROUTING

Bulletin No: RM-21
Date: Mar. 12, 1976

Read and Initial

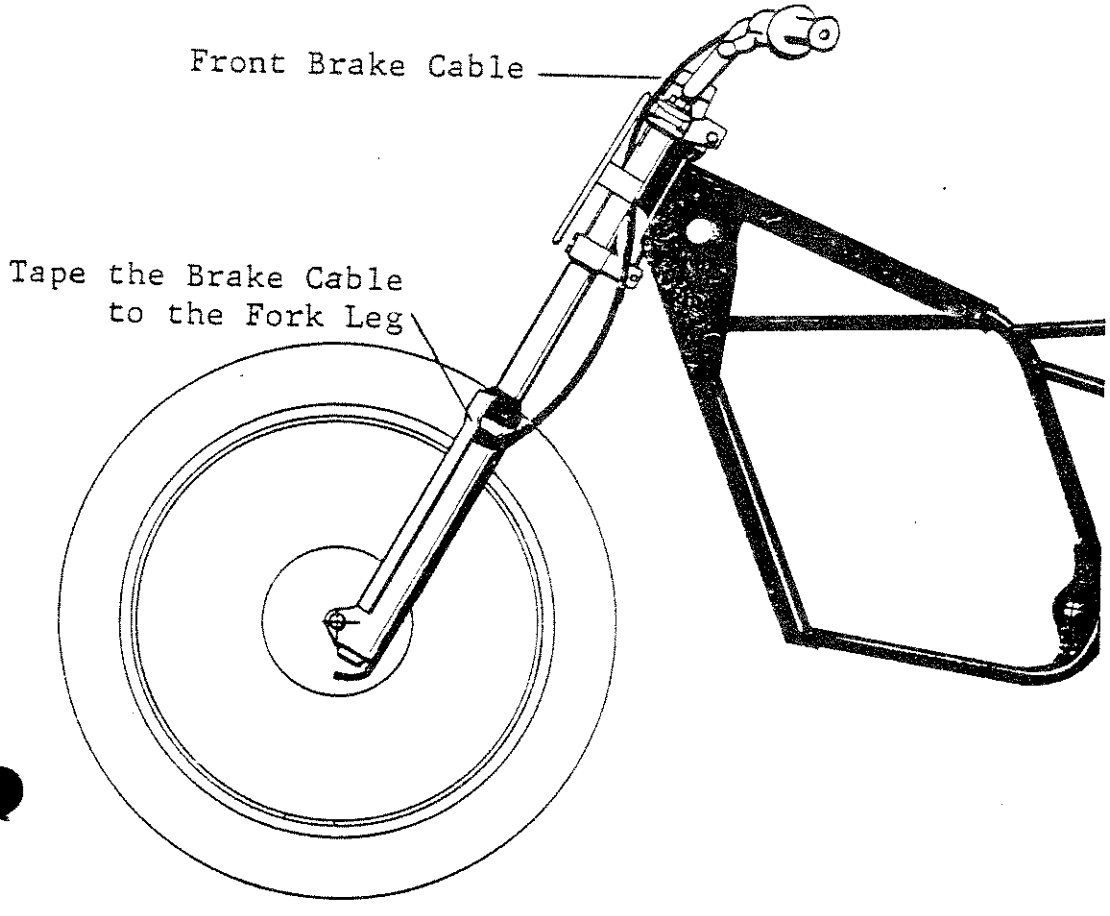
Manager
Parts
Service

NOTICE:

Reports have been received indicating incorrect placement of the front brake cable on the RM100. When the cable is routed in front of the front number plate, there is the possibility of the cable hanging up on the upper left fork tube securing bolt when the forks are fully compressed. If the front brake cable is adjusted tighter than normal for off road riding, the brakes can become locked.

PREVENTION:

To eliminate the possibility of this happening, be sure the front brake cable is routed behind the front number plate, and that it exits through the rear side of the steering stem. Also, be sure that the cable is taped to the lower fork leg just below the dust seal.



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SUZUKI
2-Stroke
Service Bulletin

Bulletin No: RM-22
Date: April 15, 1976

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Subject: 1976 RM125A IGNITION TIMING SPECIFICATIONS

NOTICE:

The 1976 RM125A incorporates several new engine design features not included on the "M" model RM125. Some of these features include the power reed intake system, six port scavenging system, restyled squash chamber of the cylinder head, and the piston dome.

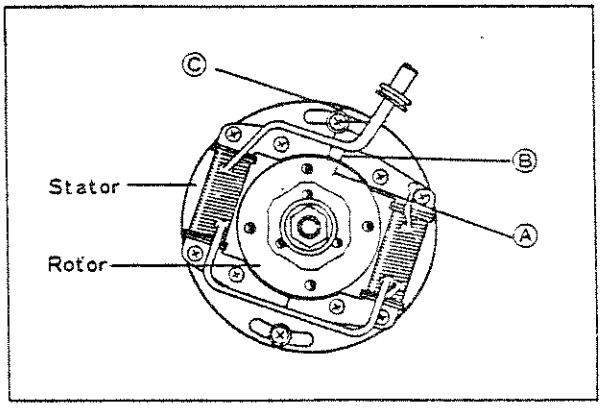
In conjunction, the ignition timing specification has been changed on the 1976 RM125A to 0.31mm BTDC (8° BTDC @ 11,000 rpm.) This differs from the 1975 RM125M ignition timing specification which is 3.80mm BTDC (29° BTDC @ 6000 rpm).

ADJUSTMENT:

The procedure for adjusting the RM125A's ignition timing is as follows:

1. Remove the spark plug and install the Timing Guage (09931-00112). Position the piston at T.D.C. and adjust the Timing Guage to "0".

2. Turn the rotor clockwise until the Timing Guage indicates 0.31mm BTDC. Hold the piston in that postion.



3. Adjust the stator so that line (A) aligns with rotor line (B). Next tighten the 2 stator base plate screws. This establishes the ignition timing as specified for the 1976 RM125A engine.

NOTE: An alternate method for setting the ignition timing is as follows: (This method eliminates the use of a Timing Guage.)

1. Loosen the two stator base plate screws.

2. Position the timing mark (C) to the center of the securing screws. This method approximates the ignition timing for this model.

SUZUKI
2-Stroke
Service Bulletin

Subject: 1976 RM125A CARBURETOR NEEDLE JET

Bulletin No: RM-23
Date: April 23 1976

Read and Initial

Manager
Parts
Service

NOTICE:

To further increase the 1976 Model RM-125A's engine mid range performance, the needle jet size has been increased from an R-0 to an R-3.

APPLICABILITY:

All other carburetor jetting specifications remain the same. The larger R-3 needle jet has been installed on and from the following Engine Number: RM125-36597..

PARTS AND AVAILABILITY:

The part number for the R-3 needle jet is: 09494-00176.

In conjunction with the needle jet change, the part number for the RM125A carburetor assembly has been changed from 13200-41310 to 13200-41311.

As of this date, the R-3 needle jet is available from U.S. Suzuki's Parts Department.

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: RM-24
Date: May 28, 1976

Read and Initial

Manager
Parts
Service

Subject: TROUBLESHOOTING THE 1976 RM125A PEI SYSTEM

This bulletin has been issued to provide troubleshooting instructions for the 1976 RM125A PEI system.

TROUBLESHOOTING:

I. PEI Box

The PEI box can be checked dynamically on the Suzuki SSII Electro Tester. To check it statically, use a Suzuki pocket tester and use the procedure listed below. Set the pocket tester on the ohms (RX100) scale.

		POSITIVE TERMINAL					
		Black/ Yellow	Black/ White	Black/ Red	Red/ White	Blue	White/ Blue
NEGATIVE TERMINAL	Black/Yellow		C	B	C	C	C
	Black/White	A		B	A	A	C
	Black/Red	A	C		C	C	C
	Red/White	B	B	B		B	B
	Blue	C	C	B	C		C
	White/Blue	A	A	B	A	A	

A: Continuity

B: No Continuity

C: Needle deflects once and returns immediately.

NOTE: When checking a wire combination which should give a meter reading designated by "C", the battery in the ohmmeter is charging the condenser in the PEI box. Before any further tests are performed the condenser must be discharged. This can be done by connecting a jump wire between the two wires that designate a reading of "C". Discharge time must be at least 30 seconds.

NOTE: Watch carefully for the slight needle deflection when a meter reading of "C" is designated.

II. Magneto Coils

Using a Suzuki pocket tester on the RXI scale, check the following:

Exciter Coil	(B/R-R/W):	10- 90 ohms
*Pulser Coil (1)	(R/W-B/W):	200-300 ohms
Pulser Coil (2)	(Bl -B/W):	10- 90 ohms

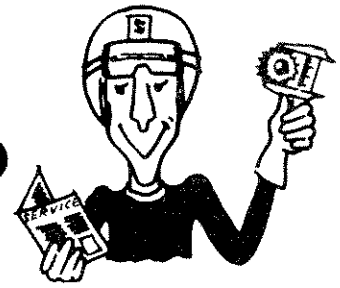
*If the pulser coil has been removed from the engine, a test of the R/W to B/W wires must be taken from the R/W wire to the eyelet tab located at the end of the B/W wire at the mount to the pulser coil.

III. Ignition Coil

Again, using a Suzuki pocket tester, check the ignition coil as described below:

Primary	(RXI Scale):	0- 2 ohms	(W/Bl-B/W)
Secondary	(RX100 Scale):	7-13 K ohms	(**HTL-B/W)

**High Tension Lead



NOTICE:

SUZUKI
2-Stroke
Service Bulletin

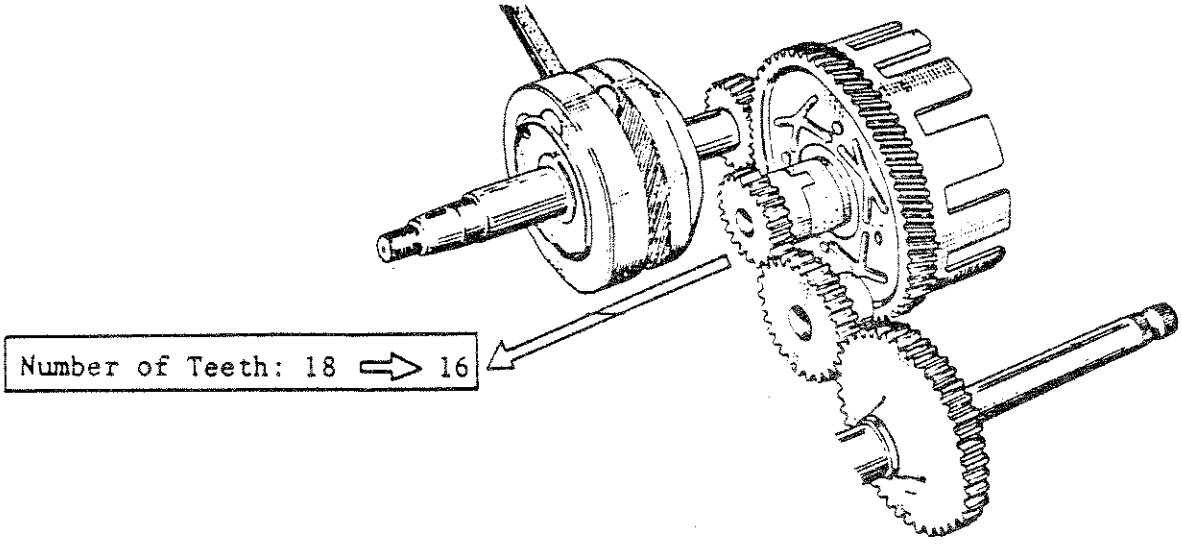
Bulletin No: RM-25
Date: May 28, 1976

Read and Initial

Manager_____
Parts_____
Service _____

Subject: 1975 RM125M KICK STARTER DRIVEN GEAR

To further increase durability of the RM125 kick starter driven gear, the number of teeth on the gear has been decreased from 18 to 16.



APPLICABILITY:

This new style gear has been installed on and after Engine Number RM125-15145.

PARTS AND AVAILABILITY:

DESCRIPTION	OLD PART NO.	NEW PART NO.
KICK STARTER DRIVEN GEAR	26281-36200	26281-25001

Both the old and new style parts are now available from U.S. Suzuki's Parts Department.

INTERCHANGEABILITY:

The old and new style parts are interchangeable. It is recommended however that when the old style part needs replacement that the new style part be used.

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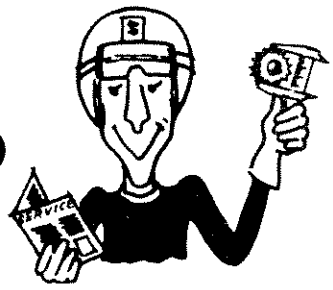

SUZUKI
2-Stroke
Service Bulletin

Subject: RM250/370 BOLT AND NUT INSPECTIONS

Bulletin No: RM-26
Date: July 2, 1976

Read and Initial

Manager
Parts
Service

NOTICE:

We have received questions from time to time concerning periodic inspection of RM race machines. It is very important that these machines be visually checked for loose nuts and bolts after each motocross race, generally 30-45 minutes.

Included in this bulletin are several charts dealing with proper torque figures for specific bolts by location on the motorcycle and more generally, the size of the bolts. Also included is a guide to visual inspection of bolts for service life.

Bolt Dia.(mm)	TIGHTING TORQUE			
	NORMAL BOLT		"S" TYPE BOLT	
	kg - cm	lb. - ft.	kg - cm	lb. - ft.
5	20 - 40	1.5 - 2.9	30 - 60	2.2 - 4.4
6	40 - 70	2.9 - 5.1	60 - 100	4.4 - 7.3
8	90 - 140	6.5 - 10.2	130 - 230	9.4 - 17.0
10	180 - 280	13.0 - 20.5	250 - 400	18.0 - 29.0

TORQUE CHART BY LOCATION ON MOTORCYCLE

RM250/370	kg-cm	lb-ft
*Rear torque link nut, front & rear	200-300	15-21
Cylinder head nut	190-230	14-16
Magneto rotor nut	300-400	22-28
Engine sprocket nut	400-600	29-43
Clutch sleeve hub nut	400-600	29-43
Primary drive gear nut	500-700	37-50
Front axle	450-520	33-37
Front axle clamp bolt	150-250	11-18

TORQUE CHART BY LOCATION ON MOTORCYCLE (cont'd.)

RM250/370	kg-cm	lb-ft.
Front brake cam lever nut	60- 80	5- 6
Front fork cylinder securing bolt	150-250	11-18
Front fork upper clamp bolt	150-250	11-18
Steering stem head bolt	350-500	26-36
Front fork lower clamp bolt	200-300	15-21
Handlebar clamp bolt	130-190	10-13
Steering stem nut	450-550	33-39
Front fork cap bolt	180-270	14-19
Spoke nipple	40- 50	4- 5
Swingarm pivot nut	250-300	19-21
Rear axle	520-780	38-56
Rear axle sleeve nut	700-900	51-65
Rear brake cam lever nut	60- 80	5- 6
**Rear sprocket screw	200-300	15-21

* Special attention should be given to the rear brake torque link bolts (front & rear). Due to the stresses imposed on those two bolts, they not only should be checked for proper torque after each race, but checked for wear around the neck area of the bolt.

**The countersunk allen bolts of the rear sprocket should also receive special attention. When tightening the allen bolts make sure that they are torqued down in a criss cross pattern, such as cylinder head bolts.

There are no service life specifications for nuts and bolts. They must be removed and checked visually for cracks and/or thread stretch. If a bolt has been over torqued and the threads of the bolt have stretched, it is recommended that at that time it be removed and replacement installed.

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SUZUKI
2-Stroke
Service Bulletin

Bulletin No: RM-27
Date: July 2, 1976

Read and Initial

Manager
Parts
Service

Subject: RM100/125 LEFT CRANKSHAFT MAIN BEARING

NOTICE:

To further increase strength and durability of the 1975 RM100/125M models, the heat treatment process applied to the left crankshaft main bearing retainer has been improved.

APPLICABILITY:

RM100M's on and after Engine Number 11263.
RM125M's on and after Engine Number 21167.

PARTS:

The new style main bearing is now available from U. S. Suzuki's Parts Department, having a part number of 09262-25049.

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SUZUKI
(2-Stroke)
Service Bulletin

Subject: RM250/370 MODIFIED AIR CLEANER ASSEMBLY

Bulletin No: RM-28
Date: AUGUST 27, 1976

Read and Initial

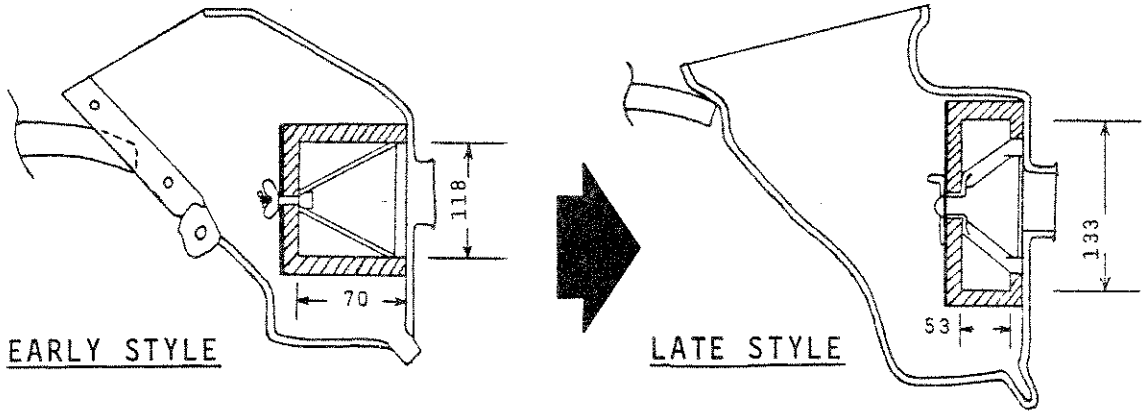
Manager_____
Parts_____
Service_____

NOTICE: To further improve the air cleaner system and ease of maintenance on the RM250 and RM370's, the air cleaner assembly has been changed.

The changes are as follows:

1. The shape of the air cleaner element has been changed to provide a more positive seal.

2. The shape of the air box has been changed to provide easier accessability to the element.



3. To provide easier installation and removal of the filter element, the fastening device has been changed from a wing nut to a snap pin.

4. The carburetor air inlet hose mounting surface dimensions have been changed for more positive sealing, however, it's overall length remains the same.

PARTS AND AVAILABILITY:

DESCRIPTION	OLD PART NO.	NEW PART NO.	AVAILABILITY
*Air Cleaner Assy.	13700-41110	13700-41111	NEW ONLY
Air Filter	13781-41110	13781-41111	NEW & OLD
Air Filter Cap	13770-40001	13771-41310	NEW & OLD
Air Inlet Hose	13881-41100	13881-41101	NEW ONLY
Rear Fender	63111-41101-163	63111-41102-163	NEW ONLY
Wing Nut	09144-06001	———	AVAILABLE
Snap Pin	———	13731-41310	AVAILABLE

(cont.)

SERVICE BULLETIN RM-28
AUGUST 27, 1976

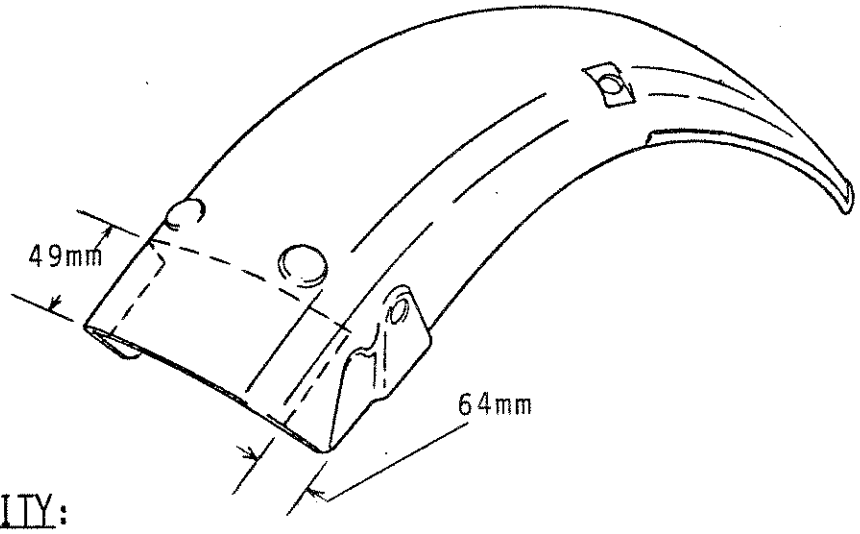
*The new style air cleaner assembly and individual components are now available from U.S. Suzuki's Parts Department.

The air box is included with the assembly. It is not available separately.

INTERCHANGEABILITY:

1. Due to the differences in dimensions the new and old air cleaner components are not interchangeable, with the exception that the new style fender may be used with an old style air cleaner assembly.

2. When installing a new style air cleaner assembly on a unit equipped with an old style rear fender, the rear fender must be cut as shown below.



APPLICABILITY:

The new style parts have been installed on and after the frame numbers listed below:

RM250-15206
RM370-14483

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SUZUKI
(2-Stroke)
Service Bulletin

Bulletin No: Sept. 3, 1976
Date:

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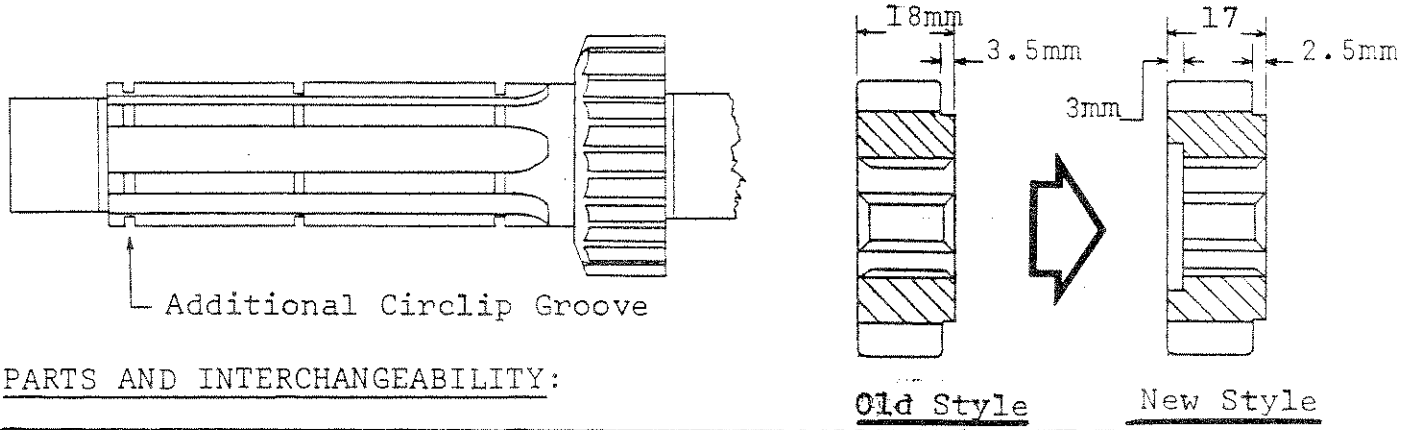
Manager
Parts
Service

Subject: RM370 SECOND DRIVE GEAR

NOTICE:

The countershaft and second drive gear have been modified in the manner illustrated below.



PARTS AND INTERCHANGEABILITY:

DESCRIPTION	OLD PART NO.	INTERCHANGEABILITY	NEW PART NO.
Countershaft	24121-41200	*	24121-41201
2nd Drive Gear	24221-41200		24221-41201
Circlip	09380-25006		SAME

*These components are not interchangeable separetely, but they are interchangeable as a set.

Only the new style countershaft is available from U. S. Suzuki's Parts Department. However, both the old and new style second drive gears are available at this time.

APPLICABILITY:

RM370's on and after ENGINE NUMBER-13644 will have the modified components installed.

ASSEMBLY:

When installing circlip on end of shaft all other components must be slide towards 1st gear. Then, position all circlips correctly and reslide everything back towards 2nd drive gear.

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SUZUKI
2-Stroke
Service Bulletin

Bulletin No: RM-30

Date: Jan. 7, 1977

Read and Initial

Manager

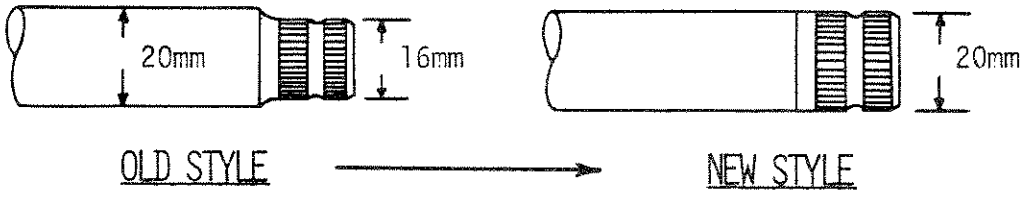
Parts

Service

Subject: RM250/370 KICK STARTER SHAFT

NOTICE:

We have received reports of RM250/370 kick starter shafts breaking. To prevent this from happening, the splined end of the kick starter shaft has been increased in size as illustrated below.



Along with the kick starter shaft modification, the kick starter lever has also been modified to accomodate the increased dimensions of the new shaft.

PARTS AND INTERCHANGEABILITY:

DESCRIPTION	OLD PART NO.	INTERCHANGEABILITY	NEW PART NO.
Kick Starter Shaft RM250	26211-41100	* ← 0 →	26211-41101
Kick Starter Shaft RM370	26211-41200	* ← 0 →	26211-41201
Kick Starter Lever RM250/370	26300-40002	* ← 0 →	26300-41201

*The new style kick starter shaft can be interchanged with the old style kick starter shaft only if the new kick starter lever is used and vice versa.

Only the new style RM250 and RM370 kick starter shafts will be available after the existing stock of the old style parts are exhausted. Both the old and new style kick starter levers are now available from U.S. Suzuki's Parts Department.

APPLICABILITY:

The new style parts have been installed on and after the Engine Numbers listed below:

RM250-21024

RM370-17949

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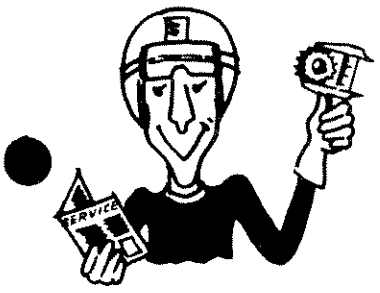


SUZUKI
(2-Stroke)
Service Bulletin

Subject: RM125 "AIR" FRONT FORK SERVICING PROCEDURES

Bulletin No: RM-31
Date: January 7, 1977

Read and Initial

Manager
Parts
Service AMP

NOTICE:

The RM125 model has been significantly improved by the addition of "Air" front forks. The use of the air forks provides an infinite variety of spring characteristics and greater sensitivity to small bumps and quick movements of the fork assembly than conventional forks.

To achieve maximum performance from these new air forks, the following precautions and service procedures should be carefully studied and followed.

AIR PRESSURES AND ADJUSTMENTS:

Months of testing under racing conditions has shown that to achieve the proper suspension characteristics from the front forks, the air pressure must be maintained at the following levels. Remember that the spring and air pressure support the weight of the motorcycle and the oil amount and viscosity the dampening rate.

STANDARD AIR PRESSURE	MAXIMUM AIR PRESSURE
1.4 KG/CM (20 lbs/in^2)	2.5 KG/CM (36 lbs/in^2)

The maximum difference between the right and left fork leg air chambers should be

ALLOWABLE DIFFERENCE
0.1 KG/CM^2 (1.4 lb/in^2)

NOTE:

When measuring the pressure in the forks, remember that some of the air pressure will escape through a conventional air pressure gauge. Pressure measurements will vary from a "cold" to a "hot" condition after the motorcycle has been ridden. Always be consistent when measuring the fork pressure for best results.

(continued)

SERVICE PROCEDURES:

The amount of fork oil in the RM125 front air forks is critical for proper operati To obtain maximum performance from the forks, it is necessary to measure the level of oil in the front forks, rather than rely on the volume or cc's of oil in the forks. The following procedure should be followed when changing the fork oil on the air forks.

1. Release the air pressure in both forks by pushing in the air valve.

2. Remove the lower leg drain plugs and allow the oil to drain out. Slowly pump the forks up and down to force out the remaining fork oil.

3. Replace the fork leg drain plugs.

4. Measure the correct amount of high quality 20W fork oil into a graduated beaker and then pour it into each leg. If fork oil is unavailable then the recommendations are: 20W-20 Motor Oil.

FORK OIL LEVEL
SAE 20 *156.5 mm

*NOTE: Approximately 264 cc of oil is required to achieve the 156.5 mm oil level.

5. After filling the fork legs, slowly pump the forks up and down to distribute the oil.

6. To check the fork oil level, use the following procedure:

   A. Remove the fork springs, allowing the oil to drain back into the leg as they are removed.

   B. Allow the front of the motorcycle to settle on to the fork inner stops.

   C. The fork leg must then be placed in a vertical position, either by removing it from the motorcycle, or by raising the back of the motorcycle.

(continued)

The oil level is then measured from the fork cap seating surface to the actual fluid level. This measurement should be:

STANDARD OIL LEVEL	ADJUSTMENT LEVELS
156.5mm + or - 5mm	161.5mm Maximum 151.5mm Minimum

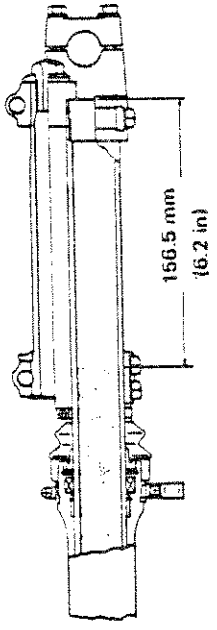
NOTE: To achieve maximum suspension performance, the fork oil level must remain within the specified maximum and minimum levels. This measurement is critical and should not be deviated from.

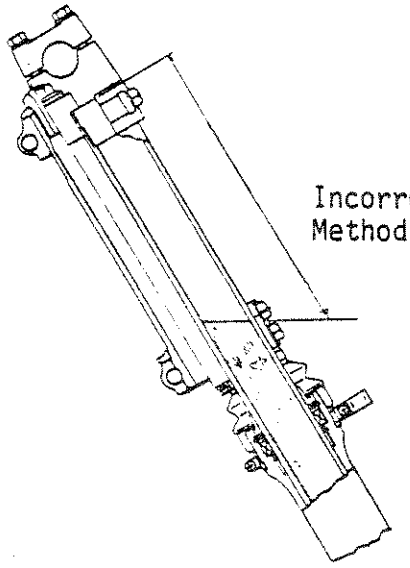
The amount of oil in each fork leg must be as equal as possible. The maximum difference may be:

OIL LEVEL DIFFERENCE
1mm

MEASURING METHOD:

Correct Method





Incorrect Method

PRECAUTIONS:

1. The air forks should only be pressurized with either regular air or nitrogen gas only.

2. NEVER use pure oxygen or any other explosive gas.

3. A manual air pump must be used to pressurize the front forks. The use of a high pressure system will damage the fork seals.

(continued)

4. Be sure to release the air pressure from the fork assembly before any service work is attempted.

5. Be careful when removing the fork cap bolt, as there is some fork spring preload on this cap.

6. NEVER discard or store pressurized forks near high temperatures.

7. Do not substitute conventional fork seals with the "air" fork seals, as while they are similar in appearance, their construction features are different.

SUZUKI
(2-Stroke)
Service Bulletin

RM250 1ST AND 5TH DRIVEN GEARS

Subject:

Bulletin No: RM-32

Date: JAN. 28, 1977

Read and Initial

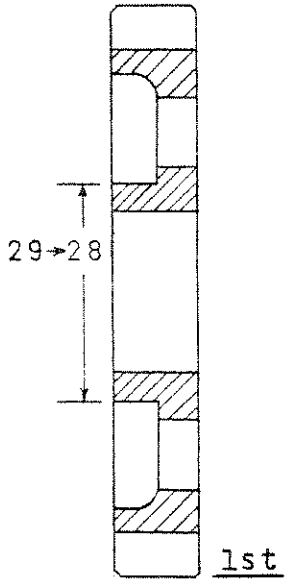
Manager

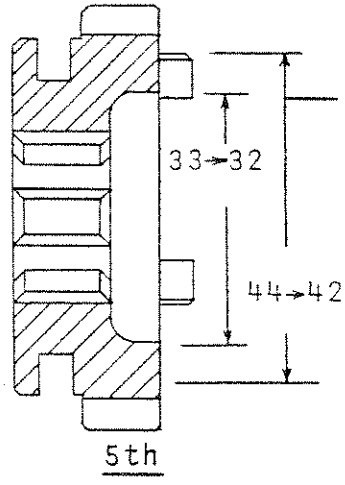
Parts

Service

NOTICE:

1st and 5th driven gears of the RM250 transmission have been changed to provide added strength and reliability. Although the actual gears ratios remain the same, certain structural dimensions have been changed as illustrated below.





PARTS AND INTERCHANGEABILITY:

DESCRIPTION	OLD PART NO.	INTERCHANGEABILITY	NEW PART NO.
1st Driven Gear	24311-41100	*	24311-41101
5th Driven Gear	24351-41100		24351-41101

*First and fifth driven gears are interchangeable, but only as a set.

(cont.)

PARTS AND INTERCHANGEABILITY (CONTINUED):

Only the new style gears are available from U.S. Suzuki's Parts Department.

APPLICABILITY:

RM250's on and after Engine Number 13800 have the modified driven gears installed.

U.S. SUZUKI
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SUZUKI
(2-Stroke)
Service Bulletin

Subject: TROUBLESHOOTING THE RM "B" MODEL PEI SYSTEMS

RM-33

Bulletin No:

Date: March 4, 1977

Read and Initial

Manager

Parts

Service

NOTICE:

This bulletin has been issued to provide instructions to properly troubleshoot the 1977 "B" model RM Nippon Denso P.E.I. systems using the Suzuki Pocket Tester (09900-25001).

TROUBLESHOOTING:

The ND P.E.I. "Box" can be tested statically by adjusting the Suzuki Pocket Tester to the RX100 scale, and following the Tester connections listed below.

I. RM80, 100, 250, 370

Connect (-) Tester Lead To:	Connect (+) Tester Lead To:			
	B/W-B/Y	B/R	B	BL/W
B/W-B/Y		B	B	C
B/R	B		B	About 5MΩ
B	A	A		C
BL/W	A	A	A	

A = Continuity

B = No Continuity

C = Pointer deflects once and returns immediately

(continued)

II. RM125

Connect (-) Tester Lead To:	Connect (+) Tester Lead To: B/Y	B/W	B/R	R/W	W/BL
B/Y		C	About 2M ohms	C	C
B/W	A		About 2M ohms	A	C
B/R	A	C		C	C
R/W	B	B	B		B
W/BL	A	A	About 2M ohms	A	

NOTE: When checking a wire combination which should give a meter reading designated by "C", the battery in the pocket tester (ohmmeter) is charging the condensor of the P.E.I. box. Before any further tests can be performed, the condensor must be discharged. This is done by connecting a jump wire across the B/W and W/BL wires. The condensor must be discharged for at least 15 minutes.

You must watch very closely for the needle deflection when a meter reading of "C" is designated.

III. MAGNETO OHMMETER SPECIFICATIONS

SET POCKET TESTER TO R x 1

MODEL	CONNECTIONS	VALUES
RM80	B/W - B/R	10 - 50 ohms
	B/W - B	330 - 530 "
	B/R - B	300 - 500 "
RM100	B/W - B/R	10 - 50 "
	B/W - B	330 - 530 "
	B/R - B	300 - 500 "
RM125	B/W - B/R	200 - 400 "
	B/W - R/W	130 - 330 "
	B/R - R/W	30 - 80 "
RM250/370	B/R - B/W	10 - 50 "
	B/W - B	350 - 550 "
	B/R - B	320 - 520 "
PE250	R/W - B/W	80 - 280 "
	B/R - B/W	100 - 300 "
	B/R - R/W	0 - 40 "
	Y/R - Ground	0 - 3 "
	O - Ground	0 - 10 "

SUZUKI
(2-Stroke)
Service Bulletin

Bulletin No:
Date: March 11, 1977

Read and Initial

Manager
Parts
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RM250/370
PISTON RING LOCATING PINS

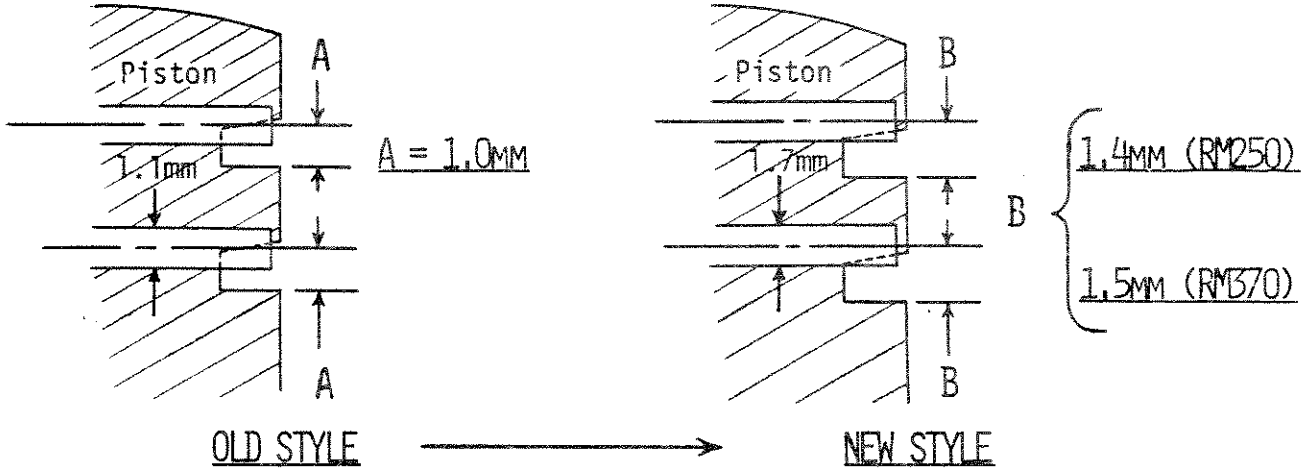
Subject:

NOTICE:

I. To increase their durability, the RM250A and RM370's piston ring locating pins have been changed as indicated below:

a. The piston rings' locating pins have been increased in diameter 0.6mm, from 1.1 to 1.7mm.

b. At the same time, the locating pin position has been raised 0.4/0.5mm (RM250A/370) further from the bottom of the ring groove.



II. To accomodate the piston ring locating pin changes, the piston ring ends have been changed as illustrated below:

PISTON RING END SIDE VIEW

MODEL	DIMENSION B NEW STYLE	NEW DIMENSION C (RING END GAP)	
		OLD	NEW
RM250A	0.4 mm	1.4-1.7mm	0.2-0.4mm
RM370	0.5 mm	0.2-0.4mm	0.2-0.4mm

(continued)

APPLICABILITY:

These changes are applicable as indicated below:

RM250A - Spare parts stock only. RM250A production was completed prior to these changes.

The changes do not apply to RM250B's because of the difference in its bore and stroke, and subsequently its use of a different piston. However, ring end gap is the same as RM250A models new style piston rings.

RM370 - The new style piston and rings have been installed on and after Engine Number RM370-17946.

PARTS AND INTERCHANGEABILITY:

RM250A

DESCRIPTION	OLD PART NO.	*INTERCHANGEABILITY	NEW PART NO.
STD. Piston	12110-41101	← 0 →	12110-41102
STD. Piston Ring Set	12140-40010		12140-40011
0.25 O.S. Piston	12110-41701	← 0 →	12110-41702
0.25 O.S. Piston Ring Set	12140-40700		12140-40701
0.50 O.S. Piston	12110-41709	← 0 →	12110-41749
0.50 O.S. Piston Ring Set	12140-40720		12140-40721

*The old style and new style piston and piston ring set must be interchanged as a set. They are not interchangeable separately.

Note: The RM250A and B piston and piston ring sets are not interchangeable because of the difference in the two models bore and stroke. The parts listed are for the 1976 RM250 'A' model only.

RM370

DESCRIPTION	OLD PART NO.	*INTERCHANGEABILITY	NEW PART NO.
STD. Piston	12110-41201	← 0 →	12110-41202
STD. Piston Ring Set	12140-41210		12140-41211
0.25 O.S. Piston	12110-41711	← 0 →	12110-41712
0.25 O.S. Piston Ring Set	12140-41710		12140-41711
0.50 O.S. Piston	12110-41780	← 0 →	12110-41781
0.50 O.S. Piston Ring Set	12140-41780		12140-41781
0.75 O.S. Piston	12110-41790	← 0 →	12110-41791
0.75 O.S. Piston Ring Set	12140-41790		12140-41791

*The old style and the new style piston and piston ring sets must be interchanged as a set. They are not interchangeable separately.

After the existing stock of old style piston and rings is depleted, only the new style will be available.

T.M.

SUZUKI
2-Stroke
Service Bulletin

Subject: RM80 GEARSHIFT PAWL MODIFICATION

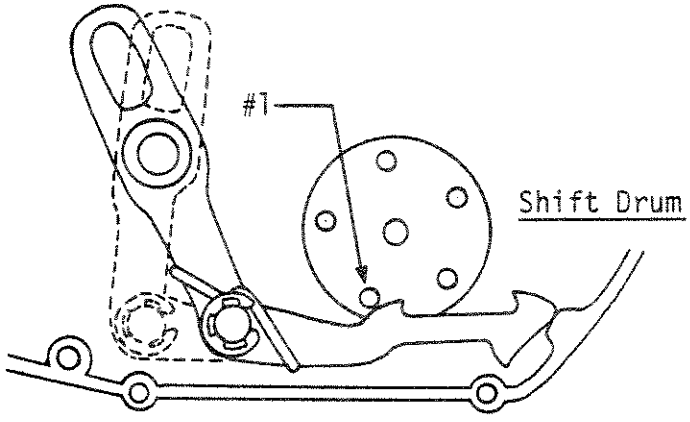
Bulletin No: RM-35
Date: April 1, 1977

Read and Initial

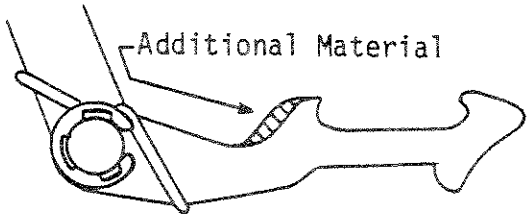
Manager
Parts
Service

NOTICE:

We have had reports of RM80's gear shift lever sticking in the up position, when shifting into higher gears; 3rd, 4th, or 5th. When this happens, the shift drum of the transmission is actually rotating past the normal stopping point, which allows the next shift drum pin (#1 in illustration) in rotation to restrict the shifting pawl's movement back to its original position.



This situation has been cured by the addition of a small amount of material applied to the gear shift pawl, which restricts the shift drum from rotating too far.



PARTS:

DESCRIPTION	OLD PART NO.	NEW PART NO.
Gear Shifting Pawl	25513-46002	25513-46003

Only the new style gear shifting pawls are available from U.S. Suzuki's Parts Department.

APPLICABILITY:

The new style gear shifting pawls have been installed on and after Engine No. 16441.

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SUZUKI
(2-Stroke)
Service Bulletin

Subject: RM80 TRANSMISSION GEAR MODIFICATION

Bulletin No: RM-36
Date: April 29, 1977
Read and Initial
Manager
Parts
Service

NOTICE:

The RM80's first, second, and third transmission gear ratios have been changed to improve low and mid-range engine performance. The changes are as follows:

NUMBER OF TEETH

DESCRIPTION	EARLY STYLE	LATE STYLE
1st Drive Gear	12	15
1st Driven Gear	38	35
2nd Drive Gear	17	19
2nd Driven Gear	33	32
3rd Drive Gear	21	22
3rd Driven Gear	29	29

RATIOS

	EARLY STYLE	LATE STYLE
1st Gear	3.166 (38/12)	2.333 (35/15)
2nd Gear	1.941 (33/17)	1.684 (32/19)
3rd Gear	1.380 (29/21)	1.318 (29/22)

Fourth and fifth gears remain the same.

	EARLY STYLE	LATE STYLE
4th Gear	1.083 (26/24)	Same
5th Gear	0.923 (24/26)	Same

PARTS AND INTERCHANGEABILITY:

DESCRIPTION	EARLY STYLE PART NO.	INTERCHANGEABILITY	LATE STYLE PART NO.
*Countershaft Assy.	24120-46000	*	24120-46001
Countershaft	24121-46000		24121-46001
*1st Driven Gear	24310-46000		24310-46001
2nd Drive Gear	24221-46000		24221-46001
*2nd Driven Gear	24321-46000		24321-46001
3rd Drive Gear	24231-46000		24231-46001

*If a late style countershaft assembly is used in an RM80 before Frame Number 16025, the late style 2nd and 3rd driven gears must also be installed.

(continued)

If an early style countershaft assembly is used in an RM80 on or after Frame Number 16025, the early style 2nd and 3rd driven gears must also be installed.

If a customer desires to change his transmission from the early style to the late style, it is strongly recommended that all of the modified gears be installed, although, it is possible to only change certain gears as shown in the interchangeability chart. Otherwise, smooth power delivery will not be obtained

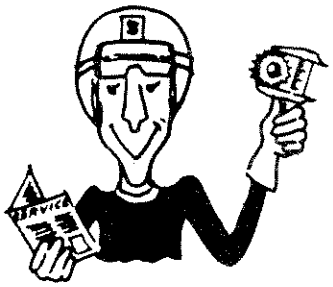
AVAILABILITY:

Both early and modified gears and countershafts are available.

APPLICABILITY:

The late style gears will be installed on and after Engine Number RM80-16025.

U.S. SUZUKI
TECHNICAL SERVICE DEPARTMENT



SUZUKI
(2-Stroke)
Service Bulletin

Bulletin No: RM-37

Date: June 10, 1977

Read and Initial

Manager

Parts

Service

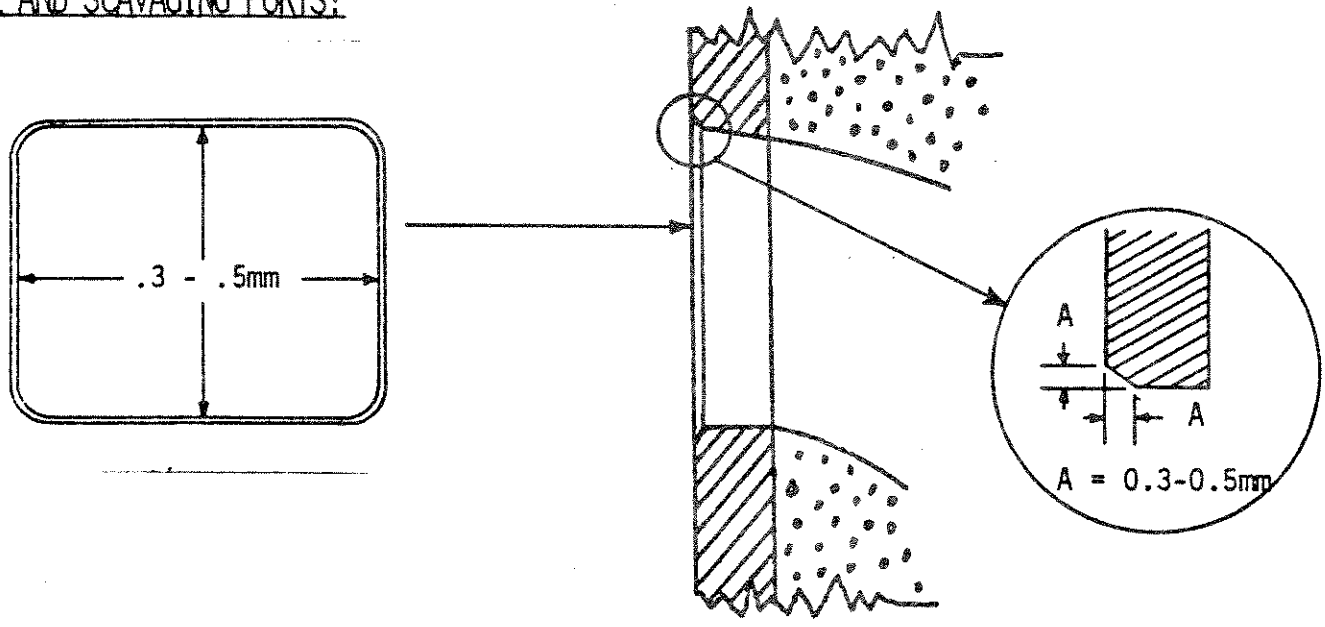
Subject: RM MODEL CYLINDER PORT CHAMFER RECOMMENDATIONS

NOTICE:

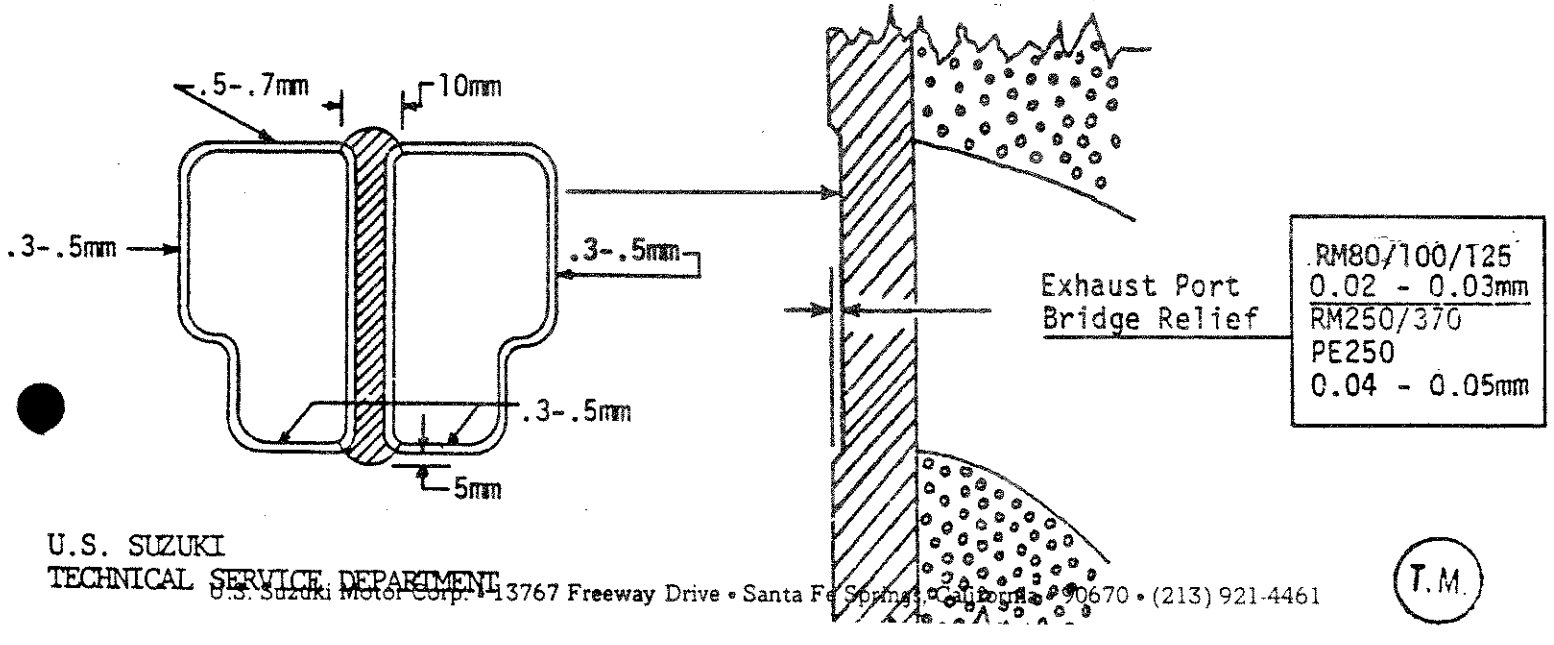
Cylinder port chamfer is very important, with regard to extended piston ring life. The lack of proper chamfer around a cylinder port can cause the piston rings to snag in the ports, which will cause ring breakage and/or excessive piston ring groove and cylinder wear.

Too much port chamfer can cause an abnormal amount of piston ring noise. For these reasons, it is important to chamfer cylinder ports after reboring any RM cylinder. Listed below are chamfer specifications for all RM models.

INTAKE AND SCAVAGING PORTS:



EXHAUST PORT:



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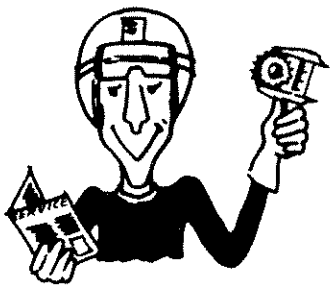
T.M.



SUZUKI
2-Stroke
Service Bulletin

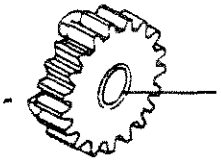
Subject: RM80 SECOND DRIVE GEAR

Bulletin No: RM-38
Date: August 5, 1977
Read and Initial
Manager
Parts
Service

RE: SERVICE BULLETIN, RM-36

NOTICE:

The second drive gear of the RM80 transmission which includes both the original style gear (17 teeth) replacement parts, and the modified style gear (19 teeth), have had a bushing added to increase the overall durability.



Bushing installed here

PARTS AND INTERCHANGEABILITY:

DESCRIPTION	EARLY STYLE PART NUMBER	INTERCHANGEABILITY	LATE STYLE PART NUMBER
Original 2nd Drive Gear (17 teeth)	24221-46000	⟷ 0 ⟷	24220-46100
Modified 2nd Drive Gear (19 teeth)	24221-46001	⟷ 0 ⟷	24220-46000

KEY: ⤫ - Not Interchangeable
0 - Interchangeable

Only the gears with bushings are available from U.S. Suzuki's Parts Department.

APPLICABILITY:

RM80's will have the modified second drive gear installed on and after Engine Number 20336.

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T.M.

SUZUKI
2-Stroke
Service Bulletin

Subject: RM125 AND RM80 (OPTIONAL) DRIVE CHAIN TENSIONER

Bulletin No:
Date: August 5, 1977

Read and Initial

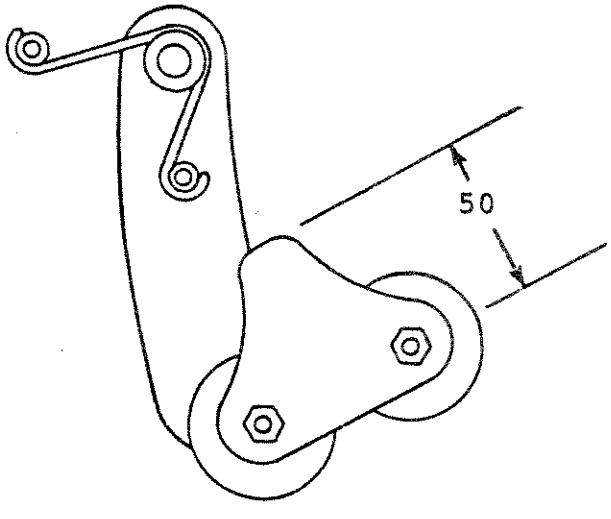
Manager
Parts
Service

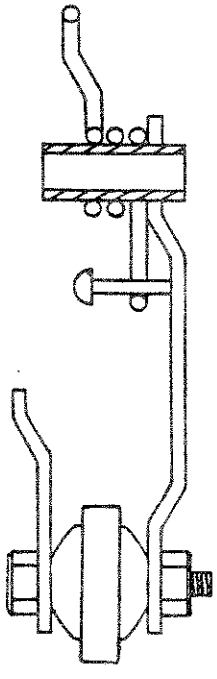
NOTICE:

To further improve the service life of the drive chain tensioner, a new style tensioner is now available. The modifications to each model are listed by frame number below:

RM125

1. Original Style Chain Tensioner



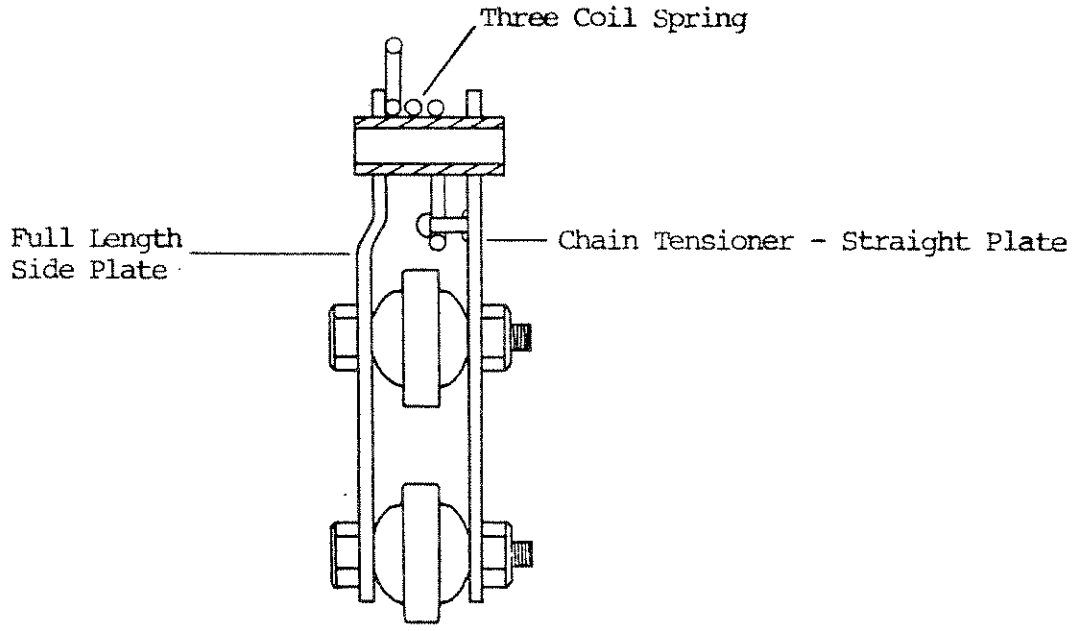


Side View

RM125's from Frame Number 43983 (beginning of "B" model production) to Frame Number 51727, have the original style chain tensioner installed.

(continued)

2. Second Style Tensioner



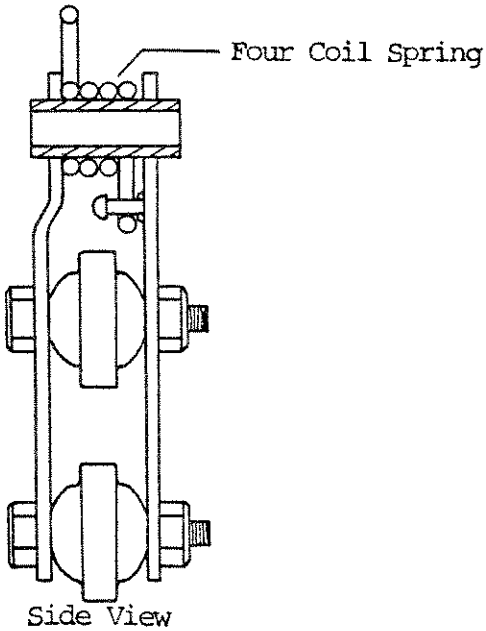
Side View

a. The side plate was changed from 50mm in length to a full length plate.

b. The chain tensioner's shape has been changed to a straight plate as illustrated above.

RM125's having a Frame Number 51728 through 52687 have the second style components installed.

3. Third Style Tensioner



Side View

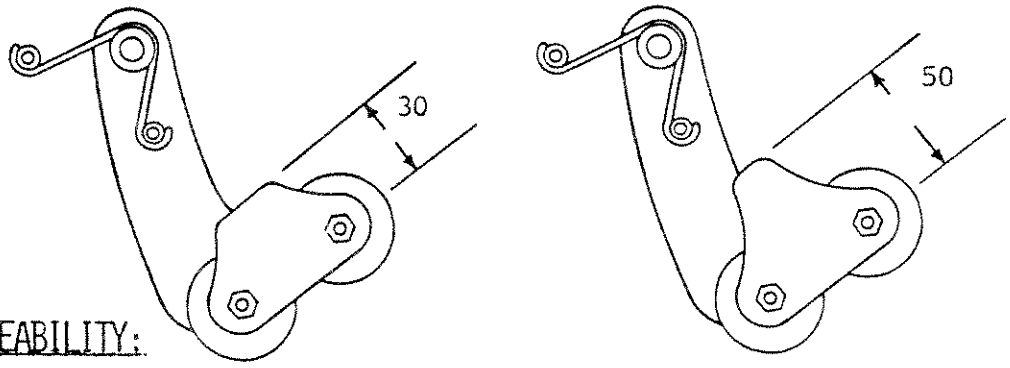
a. The chain tensioner's spring was changed from a three coil style to a four coil style which increases spring tension. The remainder of the tensioner components remain the same.

The third style chain tensioner has been installed on RM125's on and after Frame Number 52688.

(continued)

RM80 (OPTIONAL EQUIPMENT)

1. The RM80's chain tensioner has been modified by changing the original side plate as illustrated below.



PARTS AND INTERCHANGEABILITY:

Due to the number of modifications initiated to each tensioner, a step by step break down of part numbers and interchangeability is listed below.

RM125 ORIGINAL TO SECOND STYLE

DESCRIPTION	ORIGINAL STYLE PART NUMBER	INTERCHANGEABILITY	SECOND STYLE PART NUMBER
Spring	09448-25002	———	09448-25002
Side Plate	61352-41401	◄——X——►	61352-41300
Chain Tensioner	61350-41401	◄——X——►	61350-41300

RM125 SECOND TO THIRD STYLE

DESCRIPTION	EARLY STYLE PART NUMBER	INTERCHANGEABILITY	LATE STYLE PART NUMBER
Spring	09448-25002	◄——0——►	09448-25003
Side Plate	61352-41300	———	61352-41300
Chain Tensioner	61350-41300	———	61350-41300

RM80 OPTIONAL TENSIONER

DESCRIPTION	EARLY STYLE PART NUMBER	INTERCHANGEABILITY	LATE STYLE PART NUMBER
Spring	09448-22002	———	09448-22002
Side Plate	61352-41400	◄——X——►	61352-41401
Chain Tensioner	61350-46000	———	61350-46000

KEY: 0 - Interchangeable X - Not Interchangeable

Only the latest style chain tensioner parts of the final modification are available from U.S. Suzuki's Parts Department since chain tensioner assemblies are not available.

U.S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

TWO STROKE

SUZUKI
TWO STROKE
Service Bulletin

Bulletin No: RM-40

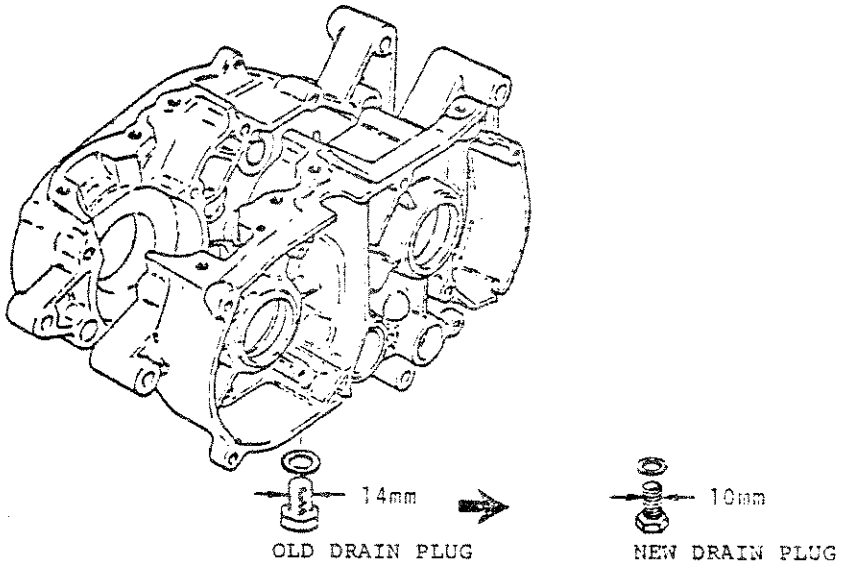
Date December 9, 1977
Read and Initial

Manager _____
Parts Mgr. _____
Service Mgr. _____
Mechanics AMP _____ _____

RM80
TRANSMISSION DRAIN PLUG

EFFECTIVE: E/No. - 105735

The diameter of the transmission drain plug and crankcase hole on the RM80 have been reduced from 14 mm to 10 mm.



CAUTION:

To avoid damaging the crankcase, tighten new and old drain plugs to the following torque specifications:

DRAIN PLUG	TIGHTENING TORQUE
New 10 mm	180-280 kg-cm
Old 14 mm	250-400 kg-cm

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PARTS AVAILABILITY & INTERCHANGE INFORMATION:

Only new type crankcases will be available. When you order new crankcases for an engine with the old type 14 mm drain plug, you must also order a new 10 mm drain plug and gasket. Old type drain plugs and gaskets will also be kept in stock at U.S. SUZUKI'S Parts Department.

DESCRIPTION	OLD PART NO.	INTERCHANGE	NEW PART NO.
Drain Plug	09247-14007	No	01107-10208
Drain Plug Gasket	09168-14004	No	09168-10002
Crankcase	11300-46840	← * Yes →	11300-46841

* When interchanging crankcases, be sure to use the correct drain plug and gasket.

U. S. SUZUKI
Technical Service Department

TWO STROKE

SUZUKI
TWO STROKE
Service Bulletin

Bulletin No.: RM-50
Date: 2-27-81

Read and Initial

Manager _____
Parts Mgr. _____
Service Mgr. _____
Mechanics _____

SUBJECT: RM125X MAIN JET MODIFICATION

NOTICE

Continuing research, testing, and racing experience has shown that the RM125X will perform better and produce more power with a #250 main jet rather than with the original jet. With a #250 main jet there is the added benefit of improved piston seizure protection during very hard useage.

To benefit all RM125X owner's, we will automatically send a #250 main jet to your dealership for each affected RM125X invoiced to you. Please install a #250 main jet in all RM125X models prior to sale and in all retail RM125X models sold prior to this bulletin.

AFFECTED UNITS

RM125X: Eng. No. 200001 - Eng. No. 213972

MAIN JET INFORMATION

#250 Main Jet: P/N 99103-14100

A #250 main jet will be sent to your dealership automatically for each affected unit invoiced to you.

Dealer cost on the main jet is $0.98 each.

The main jet will be shipped net 30 days, freight prepaid.

INSTALLATION

Carburetor removal is not necessary to install the main jet.

1. Turn the fuel petcocok to the "OFF" position.
2. Place a clean shop towel under the carburetor.
3. Loosen the hose clamps on each end of the carburetor.
4. Pull some extra throttle cable slack down to the carburetor.

5. Rotate the carburetor top towards the RH side of the motorcycle.

6. Using a 14mm box end wrench or ratchet and 14mm socket, remove the float bowl access plug.

7. Using the tool kit main jet wrench, remove the original main jet.

8. Install the #250 main jet. Be careful not to dislodge the needle jet from the locating pin.

9. Reinstall the access plug and tighten securely.

10. Twist the carburetor back to its upright position and tighten both hose clamps.

11. Restore the throttle cable to its proper position and check for smooth throttle operation and automatic return. Check for fuel leaks.

12. After the main jet has been installed, use a center punch and a hammer to place a mark (•) in front of the engine number.

    EXAMPLE:

BEFORE MODIFICATION	AFTER MODIFICATION
RM125-210001	•RM125-210001

13. Complete and mail a warranty claim as per the Reimbursement instructions. Be certain to tag and retain the original main jet.

PARTS DISPOSITION

Fill out a warranty parts tag completely. Wire the tag to the original main jet.

The original main jet must be held until collected by your Technical Advisor. The 120 day limit does not apply to this modification campaign.

CUSTOMERS' MOTORCYCLES

Each affected RM125X owner for whom we have received a Sales Registration Card, has been sent a letter requesting him to return his motorcycle to his selling dealer to have the #250 main jet installed.

...continued

DEALERS STOCK

Install a #250 main jet in all affected units you have in stock and all you may receive in the future.

NOTE: Check the engine number before you change a main jet to be certain it is an affected unit.

REIMBURSEMENT

The Warranty Request form is being used to generate a dealer credit.

A separate Warranty Request form must be used for each unit.

Dealer Stock Units: The warranty request must contain the following information:

1) dealer imprint, 2) model number, 3) frame number, 4) engine number, 5) indicate as NEW-UNSOLD, 6) date of defect (date first set-up by you), 7) date of repair, 8) quantity, 9) main jet P/N, 10) description, 11) description of defect, 12) dealer signature

Customer Units: The Warranty Request form must contain the following information:

1) dealer imprint, 2) customer name, 3) model number, 4) frame number, 5) engine number, 6) date of purchase, 7) date of defect, (same as date of purchase), 8) date of repair, 9) quantity, 10) main jet P/N, 11) description, 12) description of defect, 13) customer signature, 14) dealer signature.

Reimbursement will be: 0.2 hours labor at your dealership warranty labor rate plus dealer net cost for parts.

To avoid Warranty Request returns and to expedite reimbursement, double check the model number, frame number and engine number. Be certain that the frame and engine numbers are not transposed, etc.

Please assist us by modifying all affected units promptly and submitting properly completed Warranty Requests in a timely fashion.

Thank you for your cooperation.

TECHNICAL SERVICE DEPARTMENT
U.S. SUZUKI MOTOR CORPORATION

TM

SUZUKI WARRANTY REQUEST FORM

CREDIT CANNOT BE ISSUED WITHOUT THE USE OF THE DEALER AND CUSTOMER "SERVI-CARD".

DO NOT WRITE IN RED SPACES

RECEIVED	PROCESSED

DEALER "ID" PLATE

(1)

5555-0000
SPORT'S SUZUKI
100 W. ELM
HOMETOWN, MT 00001

CUSTOMER SERVI-CARD

(2) RM125X (3) F-5B2100522 (4) E-204552

(5) NEW UNIT-UNSOLD

SPEEDO READING	WARRANTY REQUEST NUMBER
DNA	E 01279

(6) DATE OF DEFECT	HASH COUNT	LINES	JOB CODE
3 / 3 / '81			

(7) DATE OF REPAIR	TROUBLE CODE	OVERRIDE	SUB. LABOR
3 / 10 / '81			

(8) PRESS HARD — PRINT CLEARLY — LAST PAGE DEALER COPY

QTY	PART NUMBER	PART DESCRIPTION	TROUBLE CODE	DESCRIPTION OR CAUSE OF DEFECT
1	99103 14100 (9)	(10) #250 MAIN JET		(11) Installed #250 Main Jet As Per 2-Stroke Service Bulletin #RM-50
	TOTAL			REPAIR ORDER NO.

☐ CLAIM DENIED ☐ PLEASE READ REVERSE SIDE # CUSTOMER SIGNATURE _____

DEALER SIGNATURE (12) Bob Ford

DEALER'S COPY

SUZUKI WARRANTY REQUEST FORM

CREDIT CANNOT BE ISSUED WITHOUT THE USE OF THE DEALER AND CUSTOMER "SERVI-CARD".

DO NOT WRITE IN RED SPACES

RECEIVED	PROCESSED

DEALER "ID" PLATE

(1)

5555-0000
SPORT'S SUZUKI
100 W. ELM
HOMETOWN, MT 00001

CUSTOMER SERVI-CARD

(3) RM125X (4) F-5B2100522 (5) E-204552
(6) D.O.P. 2-25-81
(2) S. JONES

SPEEDO READING	WARRANTY REQUEST NUMBER
DNA	E 01280

(7) DATE OF DEFECT	HASH COUNT	LINES	JOB CODE
2 / 25 / 81			

(8) DATE OF REPAIR	TROUBLE CODE	OVERRIDE	SUB. LABOR
3 / 10 / 81			

QTY.	PART NUMBER	PART DESCRIPTION	TROUBLE CODE	DESCRIPTION OR CAUSE OF DEFECT
1	9 9 1 0 3 1 4 1 0 0 (9)	(11) #250 MAIN JET		(12) Installed #250 Main Jet
	(10)			As Per 2-Stroke Service
				Bulletin # RM-50
	TOTAL			REPAIR ORDER NO.

☐ CLAIM DENIED ☐ PLEASE READ REVERSE SIDE # CUSTOMER SIGNATURE (13) S. Jones

DEALER SIGNATURE (14) B. Ford

PRESS HARD — PRINT CLEARLY — LAST PAGE DEALER COPY

DEALER'S COPY

U.S. SUZUKI MOTOR CORPORATION

Dear Suzuki Customer:

Congratulations on your recent purchase of the new 1981 Suzuki RM125X.

The RM125X has enjoyed outstanding success in its 1981 race season debut. This racing experience, combined with continuing research and testing has shown that the RM125X will actually perform better and produce more power with a #250 main jet rather than with the original main jet. With a #250 main jet there is also the added benefit of improved piston seizure protection during very hard useage.

So that you benefit directly from this experience, your Suzuki dealer will be happy to install a #250 main jet at no charge to you. All you have to do is return your RM125X to your selling Suzuki dealer. Please make an appointment to have this done at your earliest convenience.

The winning edge is the result of continuing developement and Suzuki will continue to work for you.

TECHNICAL SERVICE DEPARTMENT
U.S. SUZUKI MOTOR CORPORATION

3251 East Imperial Highway / Brea, California 92621
Cable Address "COLLEDA" / Telex 68-3348 / P.O. Box 1100 / Tel (714) 996-7040