



SUZUKI

2-Stroke

Service Bulletin

Subject: CONTACT BREAKER STICKING OPEN

Bulletin No: General -3

Date: May 1, 1975

Read and Initial

Manager _____

Parts _____

Service _____

PROBLEM: Engine stops running after the motorcycle is driven 5-10 miles, i.e. after engine has warmed up. Spark plug appears to be wet-fouled.

CAUSE: The contact breaker is binding on its pivot shaft on the stator plate. This is caused by lack of lubrication on the pivot shaft or by interference between the pivot shaft and the movable breaker arm. This binding does not occur until the crankcases and stator plate heat up from engine operation, and then the shaft expands from this heat.

INSPECTION: Check the axial play and radial play of the contact point arm on the shaft:

AXIAL PLAY

CONTACT	NEW	SERVICE
BREAKER POINT ARM	.008-.010"	If less than .008", take out shim. If more than .014", insert shim.

RADIAL PLAY

CONTACT	NEW	SERVICE
BREAKER POINT ARM	.0005-.0016"	If less than .0005", sand breaker shaft. If more than .003", replace points.

CORRECTION: Pull the circlip and shims from the breaker point pivot shaft. Check the moving contact arm for freeness on the shaft. Wipe the shaft and hole with solvent. Use fine emery cloth to remove any burrs from the shaft. Lubricate the shaft and hole with white grease. When assembling, check the contact point alignment and place shim on either side of the contact arm to center the movable point face on the stationary point face.