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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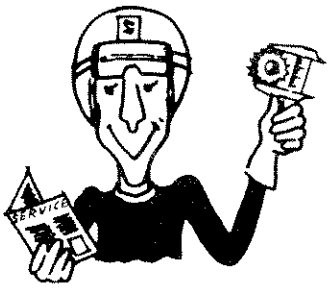

SUZUKI
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Service Bulletin

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

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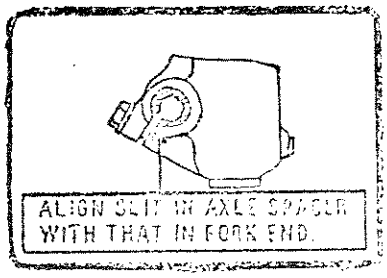
Subject: RM250/370 SET UP INFORMATION

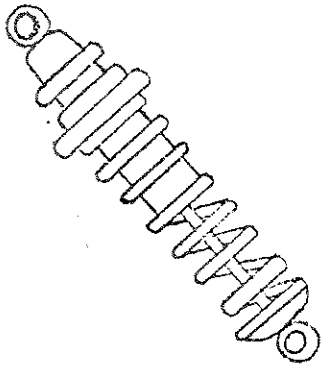
FRONT AXLE INSTALLATION:

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.



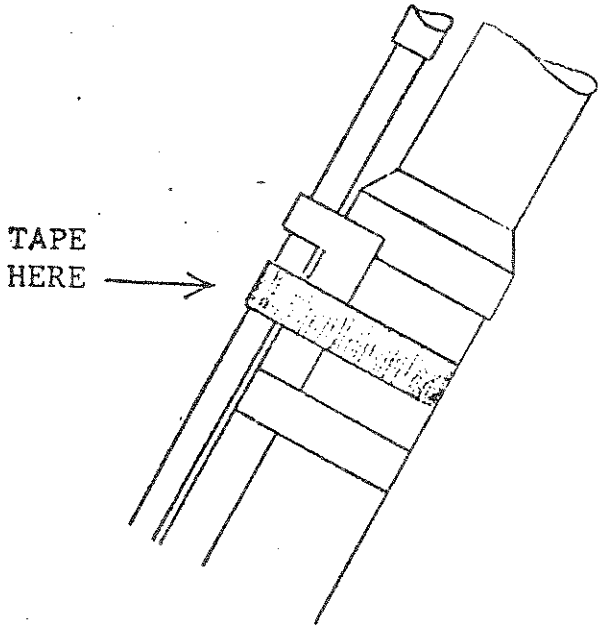
REAR SHOCK MOUNTING:

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

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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.

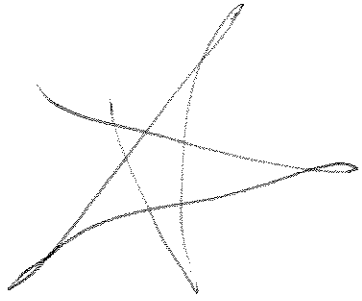
*NOTE: You must watch closely for the needle deflection when a meter reading of "C" is designated.

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)
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SUZUKI
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Service Bulletin

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

Read and Initial

Manager
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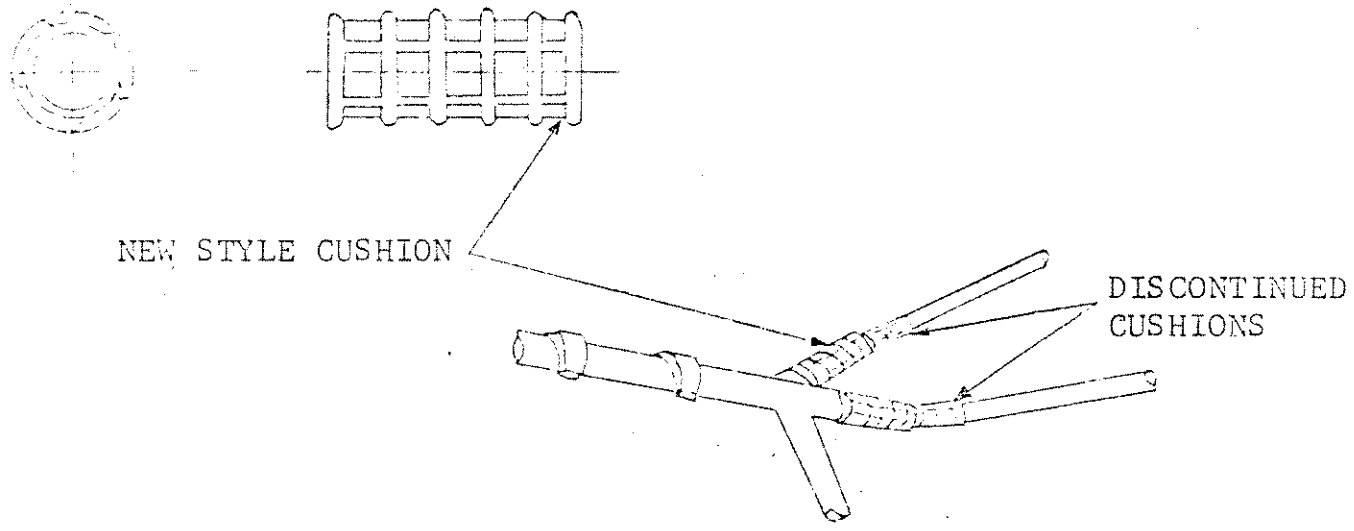
Subject: RM250/RM370 REAR FUEL TANK CUSHION MODIFICATION

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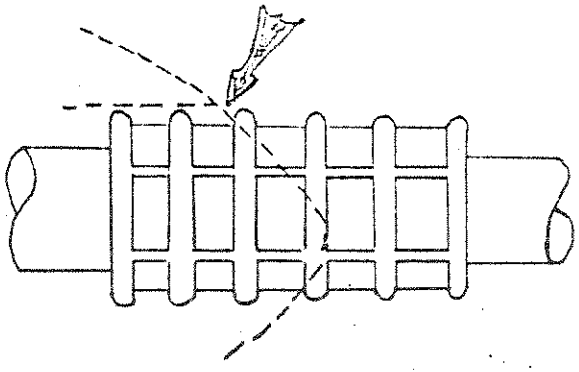
2. Attach new fuel tank cushions to the frame with an epoxy or adhesive cement.

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.

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

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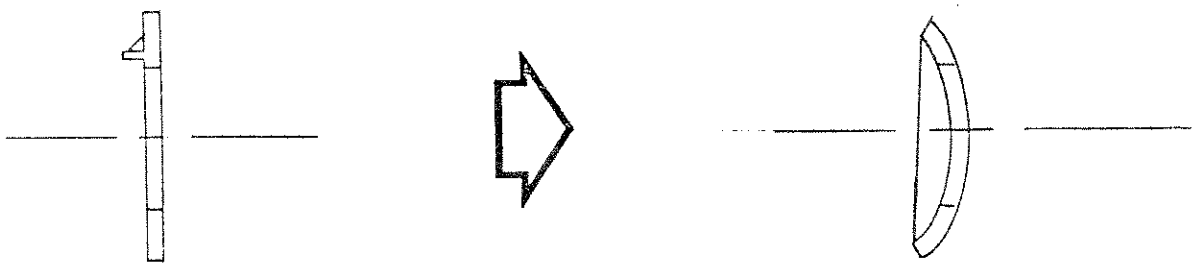
Manager
Parts
Service Dpt

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:

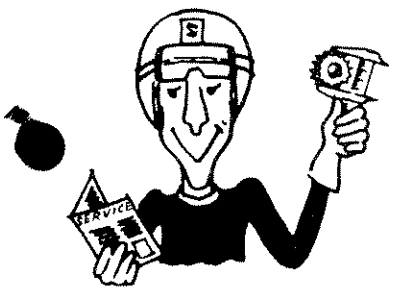
The new type washer is now available from U. S. Suzuki's Parts Department.

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

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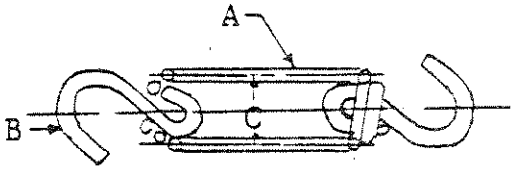
NOTICE:

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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SUZUKI
2-Stroke
Service Bulletin

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

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Manager
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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
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Service Bulletin

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

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Parts
Service

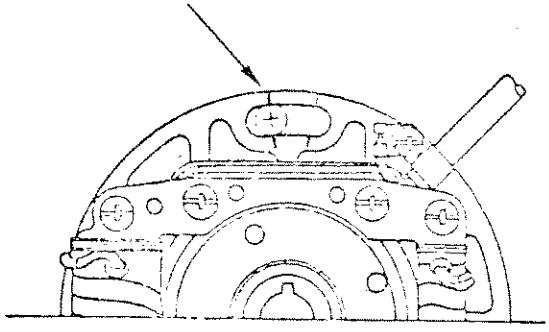
Subject: RM100/RM125 IGNITION TIMING

NOTICE:

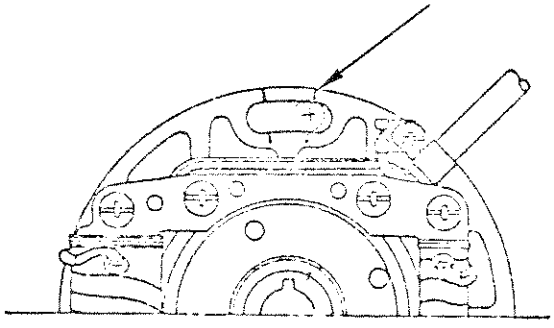
This bulletin is issued to advise your Service Department as to the differences in setting the ignition timing on the RM100 and RM125.

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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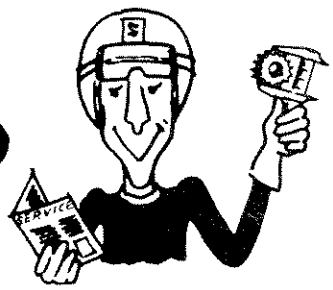

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Service Bulletin

Subject: RM250/RM370 JETTING CHANGE

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

Read and Initial

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Service

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

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2-Stroke
Service Bulletin

Subject: RM125 KICK STARTER DRIVE GEAR

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

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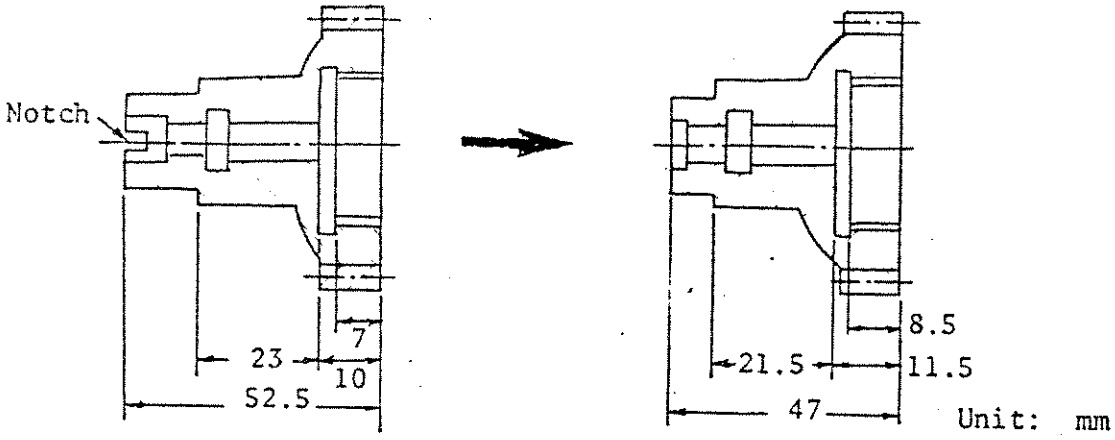
NOTICE:

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:

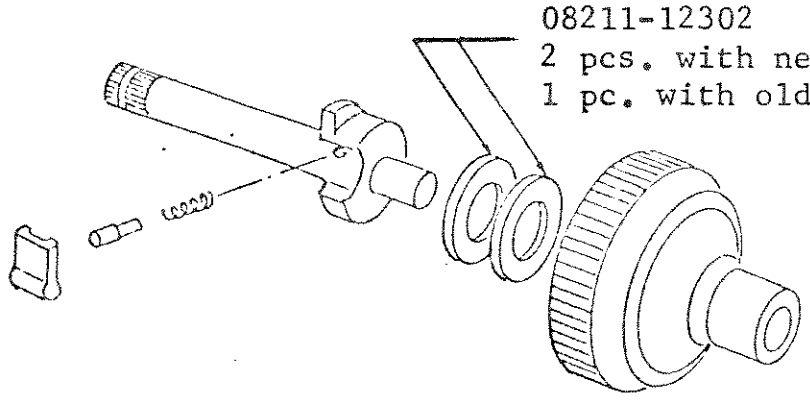
DESCRIPTION	OLD PART NO.	NEW PART NO.
Kick starter drive gear	26241-28300	26241-28302
Thrust washer	———	08211-12302

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.

U. S. Suzuki
Technical Service Department