

# SUZUKI

## 2-Stroke

# Service Bulletin

Subject: PISTON REPLACEMENT

Bulletin No: SPECIFICATION-1

Date: May 1, 1975

Read and Initial

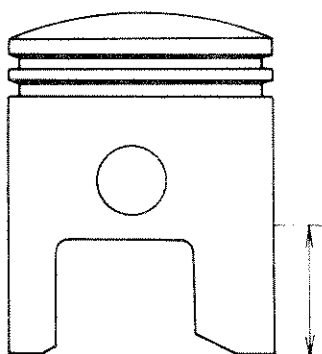
Manager: \_\_\_\_\_

Parts: \_\_\_\_\_

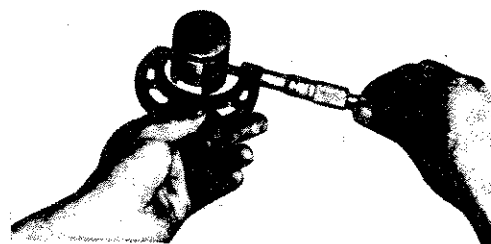
Service: \_\_\_\_\_

This bulletin is issued to assist our dealers in the replacement of piston and rings in Suzuki motorcycles.

1. Always measure the piston diameter at the specified distance from the base of the piston. Measure at right angle to the piston pin hole.



MEASURE PISTON DIAMETER  
AT SPECIFIED HEIGHT



MEASURE AT 90°  
TO PIN HOLE

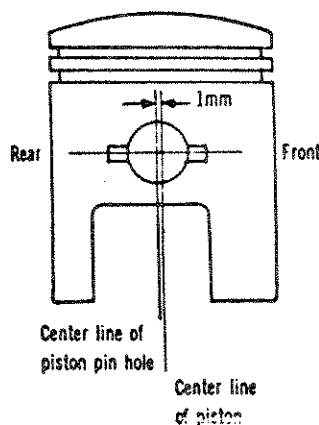
2. Always fit the piston with arrow pointing towards the front of the engine, toward the exhaust port. This is important because of the ring end gap location.



ARROW SHOULD POINT  
TO EXHAUST PORT

### Piston Replacement

3. The piston pinhole is always offset to the rear of the piston centerline. This is to anticipate the BTDC firing of the ignition system and reduce side thrust on the piston skirt.



4. When using old pistons, clean the ring grooves out before installing new rings.
5. Measure the cylinder bore at 5mm above the exhaust port for piston clearance diameter. No more than .002" total taper in the bore is permissible.
6. Check the ring end gap in the cylinder before assembling the engine. Push the ring into the cylinder with the piston to get it square in the bore. Check the end gap with a feeler gauge, while the ring is at its lowest normal position in the cylinder bore; just above the intake port. If the gap is too narrow, file both ends of the ring with a file gripped in a vice.
7. When inspecting used rings, check the free gap with a caliper. This is an indication of ring tension. If the ring is 1.0mm (.040") less than specified, replace it.

# UPDATED

## SUZUKI PISTON CLEARANCE

| MODEL                  | DISPLACE-<br>MENT | NOMINAL<br>CYL. BORE | PISTON CLEARANCE<br>MEASURE @ FIT TO | CYL.<br>WEAR<br>LIMIT* | RING END GAP<br>IN CYL. REPLACE @ |
|------------------------|-------------------|----------------------|--------------------------------------|------------------------|-----------------------------------|
| F50R, MT50K            | 49cc              | 41mm                 | 23mm .071-.078mm                     | 0.1mm                  | .15-.35mm 0.80mm                  |
| AS50, AC50, TS50       | 49cc              | 41mm                 | 23mm .066-.073mm                     | 0.1mm                  | .10-.30mm 0.75mm                  |
| M12, M15, M12-2, M15-2 | 50cc              | 41mm                 | 23mm .050-.063mm                     | 0.1mm                  | .10-.20mm 0.65mm                  |
| M31                    | 55cc              | 43mm                 | 23mm .088-.096mm                     | 0.1mm                  | .10-.25mm 0.70mm                  |
| TM/TS75                | 72cc              | 47mm                 | 23mm .050-.060mm                     | 0.1mm                  | .15-.35mm 0.80mm                  |
| K10, K11               | 79cc              | 45mm                 | 16mm .081-.096mm                     | 0.1mm                  | .10-.30mm 0.75mm                  |
| K15                    | 79cc              | 45mm                 | 16mm .088-.101mm                     | 0.1mm                  | .10-.30mm 0.75mm                  |
| K10P, K11P, K15P       | 79cc              | 45mm                 | 16mm .035-.040mm                     | 0.1mm                  | .10-.30mm 0.75mm                  |
| RV90                   | 88cc              | 50mm                 | 22mm .066-.076mm                     | 0.1mm                  | .15-.35mm 0.80mm                  |
| TS/TC90                | 89cc              | 47mm                 | 20mm .055-.066mm                     | 0.1mm                  | .15-.35mm 0.80mm                  |
| TC/TS100               | 97cc              | 49mm                 | 20mm .040-.050mm                     | 0.1mm                  | .15-.35mm 0.80mm                  |
| A100, AC100            | 98cc              | 50mm                 | 21mm .045-.055mm                     | 0.1mm                  | .15-.35mm 0.80mm                  |
| A100 RT KIT            | 98cc              | 50mm                 | 21mm .063-.081mm                     | 0.1mm                  | .15-.35mm 0.80mm                  |
| TM100/RM100            | 98cc              | 50mm                 | 19mm .050-.060mm                     | 0.1mm                  | .15-.35mm 0.80mm                  |
| TC120, B100, B105      | 118cc             | 52mm                 | 24mm .045-.055mm                     | 0.1mm                  | .10-.30mm 0.75mm                  |
| TS/TC125, RV125, TM125 | 123cc             | 56mm                 | 23mm .045-.055mm                     | 0.1mm                  | .15-.35mm 0.80mm                  |
| RM125                  | 123cc             | 56mm                 | 18mm .060-.070mm                     | 0.1mm                  | .15-.35mm 0.80mm                  |
| RM125 WITH KIT         | 123cc             | 56mm                 | 23mm .060-.071mm                     | 0.1mm                  | 1.40-1.70mm 2.15mm                |
| T125                   | 124cc             | 43mm                 | 20mm .088-.101mm                     | 0.1mm                  | .30-.35mm 0.75mm                  |
| S32                    | 149cc             | 46mm                 | 23mm .055-.066mm                     | 0.1mm                  | .10-.30mm 0.75mm                  |
| TC185                  | 183cc             | 64mm                 | 26mm .045-.050mm                     | 0.1mm                  | .15-.35mm 0.80mm                  |
| TS185                  | 183cc             | 64mm                 | 26mm .045-.050mm                     | 0.1mm                  | .15-.35mm 0.80mm                  |
| GT185                  | 184cc             | 49mm                 | 20mm .040-.050mm                     | 0.1mm                  | .15-.35mm 0.80mm                  |
| T200, TC200            | 196cc             | 50mm                 | 21mm .040-.050mm                     | 0.1mm                  | .10-.30mm 0.75mm                  |
| T10                    | 246cc             | 52mm                 | 20mm .124-.127mm                     | 0.1mm                  | .15-.35mm 0.80mm                  |
| TM250 (1968)           | 246cc             | 66mm                 | 77mm .304-.330mm                     | 0.1mm                  | .20-.38mm 0.83mm                  |
| TM250 (1972-1975)      | 246cc             | 70mm                 | 26mm .060-.071mm                     | 0.1mm                  | .20-.40mm 0.85mm                  |

(cont.)

UPDATED

SUZUKI PISTON CLEARANCE (cont'd.)

| MODEL             | DISPLACE-<br>MENT | NOMINAL<br>CYL. BORE | PISTON CLEARANCE<br>MEASURE @ | CYL.<br>WEAR<br>LIMIT* | RING END GAP<br>IN. CYL. REPLACE @ |
|-------------------|-------------------|----------------------|-------------------------------|------------------------|------------------------------------|
| TS250-II (69-70)  | 246cc             | 70mm                 | 52mm .177-.187mm              | 0.1mm                  | .20-.40mm 0.85mm                   |
| TS250 (1971 - )   | 246cc             | 70mm                 | 26mm .050-.060mm              | 0.1mm                  | .20-.40mm 0.85mm                   |
| RM250             | 246cc             | 70mm                 | 26mm .060-.070mm              | 0.1mm                  | 1.40-1.70mm 2.15mm                 |
| RL250             | 246cc             | 70mm                 | 26mm .060-.071mm              | 0.1mm                  | .15-.35mm 0.80mm                   |
| T20/TC250         | 247cc             | 54mm                 | 26mm .050-.060mm              | 0.1mm                  | .10-.25mm 0.70mm                   |
| T250              | 247cc             | 54mm                 | 26mm .055-.066mm              | 0.1mm                  | .15-.35mm 0.80mm                   |
| GT250             | 247cc             | 54mm                 | 26mm .040-.055mm              | 0.1mm                  | .15-.35mm 0.80mm                   |
| T305, TC305       | 305cc             | 60mm                 | 26mm .055-.066mm              | 0.1mm                  | .15-.35mm 0.80mm                   |
| T350              | 315cc             | 61mm                 | 26mm .055-.066mm              | 0.1mm                  | .15-.35mm 0.80mm                   |
| GT380             | 371cc             | 54mm                 | 26mm .040-.050mm              | 0.1mm                  | .15-.35mm 0.80mm                   |
| RM370             | 372cc             | 77mm                 | 27mm .070-.080mm              | 0.1mm                  | .20-.40mm 0.85mm                   |
| TM/TS400          | 396cc             | 82mm                 | 45mm .099-.109mm              | 0.1mm                  | .20-.40mm 0.85mm                   |
| T500 (1968)       | 492cc             | 70mm                 | 54mm .177-.187mm              | 0.1mm                  | .20-.40mm 0.85mm                   |
| GT/T500 (1969 - ) | 492cc             | 70mm                 | 32mm .066-.076mm              | 0.1mm                  | .20-.40mm 0.85mm                   |
| GT550             | 544cc             | 61mm                 | 26mm .040-.050mm              | 0.1mm                  | .15-.35mm 0.80mm                   |
| GT750             | 738cc             | 70mm                 | 32mm .045-.055mm              | 0.1mm                  | .20-.40mm 0.85mm                   |

\*The Cylinder Wear Limit column is the maximum amount of wear, out of roundness, or taper that is allowed for any Suzuki cylinder. Any measurement over 0.1mm would make cylinder reboring necessary to the next over size specification.



# SUZUKI

## 2-Stroke

# Service Bulletin

Bulletin No: SPECIFICATION-2

Date: May 1, 1975

Read and Initial

Manager \_\_\_\_\_

Parts \_\_\_\_\_

Service \_\_\_\_\_

Subject: PISTON RING REPLACEMENT SPECIFICATIONS

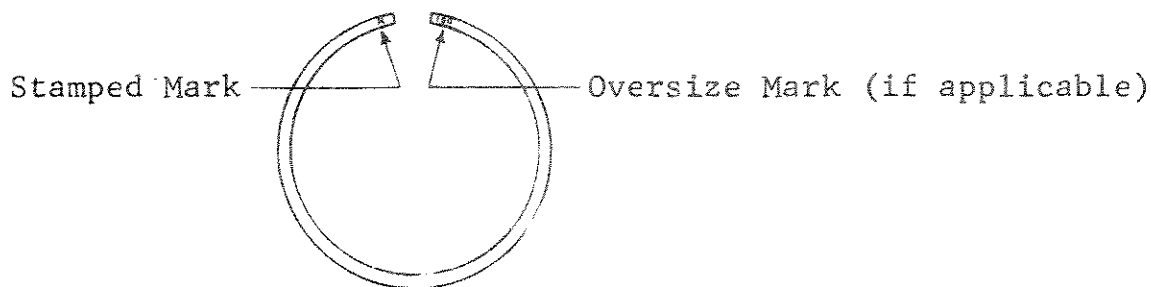
The attached service information provides piston ring data for all Suzuki motorcycles. All Suzuki piston rings are marked at the left end with a letter designation; usually "R", "NR", or "T". This mark designates the top of the piston ring and should always face toward the top of the piston. Some standard bore-pistons may also be marked "STD".

Oversize piston rings are marked as follows:

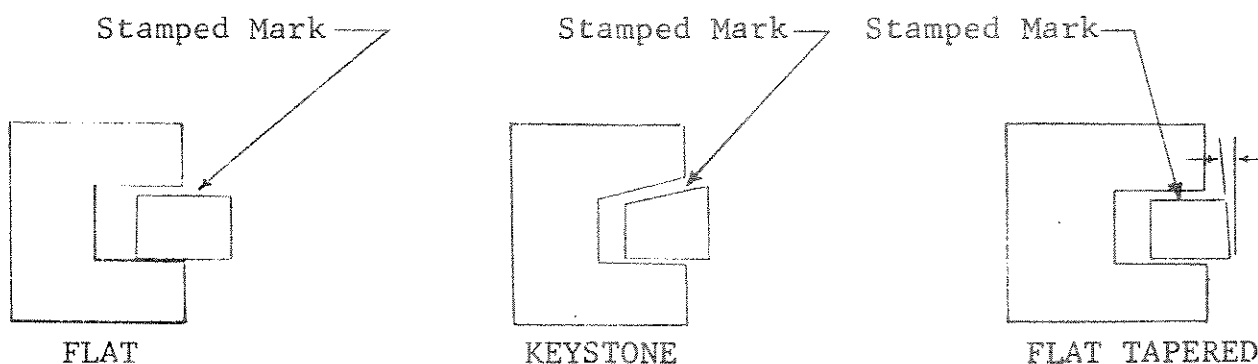
1st Oversize = 0.5mm (.020") over .....marked "50"

2nd Oversize = 1.0mm (.040") over .....marked "100"

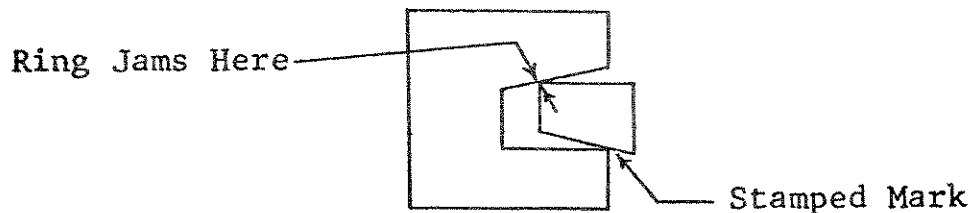
3rd Oversize = 1.5mm (.060") over .....marked "150"



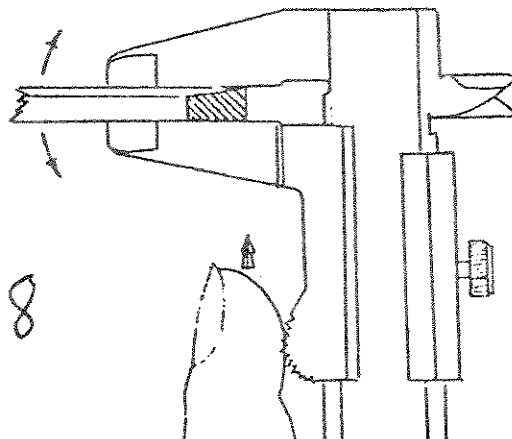
Suzuki piston rings come in three types as illustrated below:



Keystone-type piston rings must be installed with the letter marking up or the ring will jam in the ring groove as illustrated causing the ring to extend beyond the edge of the piston. This makes it impossible to slip the cylinder down over the piston.



1. Always use new rings when installing a new piston.
2. All rings are supplied in quantities sufficient for one engine: 4 rings for a twin, 2 rings for a single, etc.
3. The TM250 (1968) rings are the exception to the above rule; each ring must be ordered separately.
4. The RV90 and A100 use an expander for the bottom ring. The expander is included and should be replaced when the rings are replaced.
5. Take special care that each piston ring is installed so the ring end gap is located around the alignment pin in the groove.
6. If it is very difficult to determine whether a piston ring is keystone or flat with the naked eye. An easy method for determining which rings are keystone is shown below: Place the ring in the jaws of a vernier calipers and hold it firmly. Next, attempt to rock the ring up and down. If the ring is flat it will not rock, only flex. If it is keystone it will rock until the keystone edge hits the jaw.



(cont.)

# UPDATED

SERVICE BULLETIN  
SPECIFICATIONS - 2  
May 1, 1975 Page 3  
(Updated: April 2, 1976)

The procedure for checking piston ring end gap is as follows. Compress the ring and push it into the cylinder with the piston to get it square in the bore. Check the end gap with a feeler gauge (Part Number 09900-20802), while the ring is at its lowest normal position in the cylinder bore; just above the intake port. If the gap is too narrow, file both ends of the ring with a file gripped in a vice.

| MODEL                        | RING END GAP |            |
|------------------------------|--------------|------------|
|                              | IN CYLINDER  | REPLACE AT |
| F50R, MT50K                  | .15- .35mm   | 0.80mm     |
| AS50, AC50, TS50             | .10- .30mm   | 0.75mm     |
| M12, M15, M12-2, M15-2       | .10- .20mm   | 0.65mm     |
| M31                          | .10- .25mm   | 0.70mm     |
| TM/TS75                      | .15- .35mm   | 0.80mm     |
| K10, K11                     | .10- .30mm   | 0.75mm     |
| K15                          | .10- .30mm   | 0.75mm     |
| K10P, K11P, K15P             | .10- .30mm   | 0.75mm     |
| RV90                         | .15- .35mm   | 0.80mm     |
| TS/TC90                      | .15- .35mm   | 0.80mm     |
| TC/TS100                     | .15- .35mm   | 0.80mm     |
| AT00, AC100                  | .15- .35mm   | 0.80mm     |
| AT00 RT KIT                  | .15- .35mm   | 0.80mm     |
| TM100/RM100                  | .15- .35mm   | 0.80mm     |
| TC120, B100, B105            | .10- .30mm   | 0.75mm     |
| T125                         | .30- .35mm   | 0.75mm     |
| TS/TC125, RV125, TM125/RM125 | .15- .35mm   | 0.80mm     |
| RM125 WITH KIT               | 1.40-1.70mm  | 2.15mm     |
| S32                          | .10- .30mm   | 0.75mm     |
| TC/TS185                     | .15- .35mm   | 0.80mm     |
| GT185                        | .15- .35mm   | 0.80mm     |
| T200, TC200                  | .10- .30mm   | 0.75mm     |
| T10                          | .15- .35mm   | 0.80mm     |
| TM250 (1968)                 | .20- .38mm   | 0.83mm     |
| TM250 (1972-1975)            | .20- .40mm   | 0.85mm     |
| TS250-II (1969, 1970)        | .20- .40mm   | 0.85mm     |
| TS250 (1971 - on)            | .20- .40mm   | 0.85mm     |
| RL250                        | .15- .35mm   | 0.80mm     |
| RM250                        | 1.40-1.70mm  | 2.15mm     |
| T20, TC250                   | .10- .25mm   | 0.70mm     |
| T250, GT250                  | .15- .35mm   | 0.80mm     |
| T305, TC305                  | .15- .35mm   | 0.80mm     |
| T350                         | .15- .35mm   | 0.80mm     |
| RM370                        | .20- .40mm   | 0.85mm     |
| GT380                        | .15- .35mm   | 0.80mm     |
| TM400                        | .20- .40mm   | 0.85mm     |
| TS400                        | .20- .40mm   | 0.85mm     |
| T500 (1968)                  | .20- .40mm   | 0.85mm     |
| T500 (1969 - On)             | .20- .40mm   | 0.85mm     |
| GT550                        | .15- .35mm   | 0.80mm     |
| GT750                        | .20- .40mm   | 0.85mm     |







# SUZUKI

## 2-Stroke

# Service Bulletin

Subject: TORQUE SPECIFICATIONS

Bulletin No: SPECIFICATION-3

Date: May 1, 1975

Read and Initial

Manager: \_\_\_\_\_

Parts: \_\_\_\_\_

Service: \_\_\_\_\_

Suzuki engines are manufactured from aluminum and alloy castings. These materials are subject to uneven torque stresses if all assembly nuts and bolts are not tightened to correct specifications. This means that an accurate torque wrench is an absolute necessity. Warped cylinder heads, leaking crankcases and premature failure of bearings and seals can result from unevenly tightened critical bolts.

Bolts used on Suzuki motorcycles should be torqued to the specifications listed below, unless otherwise specified.

### STANDARD BOLTS

| <u>DIAMETER</u> | <u>KG-CM</u> | <u>Ft.-Lbs.</u> |
|-----------------|--------------|-----------------|
| 5mm             | 20-40        | 1.5-2.7         |
| 6mm             | 40-70        | 2.9-5.1         |
| 8mm             | 90-140       | 6.5-10.1        |
| 10mm            | 180-280      | 13.0-20.2       |

### EXTRA STRENGTH BOLTS ("S" stamped on head)

| <u>DIAMETER</u> | <u>KG-CM</u> | <u>Ft.-Lbs.</u> |
|-----------------|--------------|-----------------|
| 5mm             | 30-60        | 2.2-4.3         |
| 6mm             | 60-100       | 4.3-7.2         |
| 8mm             | 130-230      | 9.5-17.0        |
| 10mm            | 250-400      | 18.3-29.3       |

Note: Cadmium plated bolts should be torqued 30% less than Standard bolts unless otherwise specified.

Spark plugs should be torqued to the correct specifications to assure proper heat transfer at the cylinder head. A loose spark plug can make an engine run hotter and cause preignition.

All spark plugs in Suzuki motorcycles should be torqued to 14 ft-lbs.

May 1, 1975

Page 2

Cylinder head nuts and bolts should always be torqued when the engine is cold. If these bolts are torqued while the engine is hot, the cylinder head gasket can extrude into the combustion chamber. This can cause an annoying rattling noise if the piston contacts the gasket. Or, the thin edge of the extruded gasket may overheat from combustion and cause local preignition.

IMPORTANT: After the motorcycle has been run for a week or so, the cylinder head bolts should be retorqued when the engine is cold.

The additional pages list torque specifications for all Suzuki motorcycles.

FRAME TORQUE SPECIFICATIONS (All figures given in ft. lbs.)

| MODEL                        | ENGINE<br>MOUNTS | HANDLEBAR<br>CLAMP<br>BOLTS | STEERING<br>STEM<br>BOLTS | FORK<br>PINCH<br>BOLTS | FORK<br>TUBE<br>BOLTS | FRONT AXLE | REAR<br>AXLE | SWING-<br>ARM<br>PIVOT | REAR<br>SHOCK<br>ABSORBER |
|------------------------------|------------------|-----------------------------|---------------------------|------------------------|-----------------------|------------|--------------|------------------------|---------------------------|
| F50                          | 14               | 5                           | N/A                       | N/A                    | N/A                   | 22         | 22           | 17                     | 17                        |
| AS50, AC50, TS50             | 14               | 5                           | 17                        | 17                     | 16                    | 31         | 22           | 17                     | 17                        |
| MT50                         | 14               | N/A                         | N/A                       | N/A                    | N/A                   | 31         | 31           | 17                     | 17                        |
| M12, M15, M31, K10, K11, K15 | 14               | 5                           | 17                        | 17                     | 16                    | 29         | 22           | 17                     | 17                        |
| TM/TS75                      | 14               | 10                          | 32                        | 17                     | 17                    | 32         | 22           | 17                     | 17                        |
| RV90                         | 14               | 10                          | 32                        | N/A                    | 16                    | 32         | 27           | 17                     | 17                        |
| TS/TC90                      | 14               | 10                          | 32                        | 17                     | 17                    | 29         | 29           | 17                     | 17                        |
| A10C                         | 14               | 5                           | 17                        | 17                     | 16                    | 29         | 22           | 17                     | 17                        |
| TC/TS100                     | 14               | 10                          | 45                        | 17                     | 17                    | 32         | 32           | 17                     | 17                        |
| TM100/125                    | 22               | 10                          | 33                        | 18                     | 18                    | 32         | 32           | 40                     | 6                         |
| B105P, TC120                 | 14               | 5                           | 17                        | 17                     | 16                    | 29         | 22           | 19                     | 17                        |
| RM125                        |                  |                             |                           |                        |                       |            |              |                        |                           |
| F125                         | 14               | 10                          | 36                        | 17                     | 17                    | 28         | 28           | 28                     | 17                        |
| TS/TC125                     | 14               | 10                          | 32                        | 17                     | 16                    | 32         | 32           | 27                     | 17                        |
| S32-2/T10                    | 13/9             | 5                           | 17                        | 20                     | 17                    | 40         | 40           | 28                     | 17                        |
| GT185                        | 14/23            | 10                          | 58                        | 18                     | 18                    | 32         | 32           | 27                     | 17                        |
| TC/TS185                     | 14               | 10                          | 33                        | 17                     | 14                    | 32         | 32           | 40                     | 17                        |
| RL250                        | 16               | 10                          | 45                        | 16                     | 16                    | 32         | 32           | 47                     | 6                         |
| TS250 (69' & 70')            | 16               | 10                          | 45                        | 17                     | 17                    | 45         | 45           | 45                     | 17                        |
| TS250 (71'- )                | 16               | 10                          | 35                        | 17                     | 17                    | 45         | 45           | 45                     | 17                        |
| TM250 (72', 75'/73'-74')     | 16               | 10                          | 32                        | 17                     | 17                    | 32         | 45           | 42                     | 17/6                      |
| T20 T200/T250 T350.T305,     | 16               | 5/10                        | 13                        | 14                     | 18                    | 45         | 45           | 28                     | 17                        |
| GT250                        |                  |                             |                           |                        |                       |            |              |                        |                           |
| GT380                        | 26               | 10                          | 23                        |                        | 18                    | 32         | 47           | 45                     | 17                        |
| TM400 (71', 72', 75/73'-74') | 28               | 10                          | 25                        | 15                     | 18                    | 28         | 45           | 45                     | 17/6                      |
| TS400                        | 28               | 10                          | 32                        | 18                     | 17                    | 47         | 47           | 45                     | 17                        |
| TS500                        | 43               | 10                          | 18                        | 14                     | 18                    | 47         | 47           | 47                     | 18                        |
| GT550, GT750                 | 23               | 10                          | 53                        | 13                     | 18                    | 32         | 47           | 45                     | 17                        |

(cont.)

ENGINE TORQUE SPECIFICATIONS

(All figures given in ft-lbs)

| MODEL                                                          | CYLINDER<br>HEAD  | CRANKCASE<br>BOLTS               | MAGNETO<br>ROTOR NUT |
|----------------------------------------------------------------|-------------------|----------------------------------|----------------------|
| F50, AS50, AC50, TS50,<br>MT50, TM/TS75                        | 8                 |                                  | 25                   |
| M12, M15, M12-2, M15-2,<br>M31                                 | 8                 | (All singles)<br>Impact Driver   | 29 (7,M15D)          |
| K10P, K11P, K15P                                               | 8                 |                                  | 29                   |
| K10, K11, K15, TS/TC90,<br>B105P, TC/TS100                     | 14.5              |                                  | 29                   |
| A100, TC120, TS/TC125,<br>TM100, RM125, RV125,<br>TS185, TM125 | 14.5              | (All two and<br>three cylinder)  | 25                   |
| T125                                                           | 8                 | 6mm = 7<br>8mm = 14<br>10mm = 25 | 7                    |
| S32-2, T10                                                     | 12.               |                                  | 7                    |
| GT185, T20, T305, GT250,<br>T250, T350, T200                   | 14.5              |                                  | 7                    |
| TS250, TS250, TM250, RL250,<br>TM400, TS400, RL250             | 14.5              |                                  | 7                    |
| T500, GT750                                                    | 8mm-14<br>10mm-25 |                                  | 7                    |
| GT380                                                          | 26                |                                  | 7                    |
| GT550                                                          | 26                |                                  | 7                    |

LUBRICATION SYSTEM - (ALL APPLICABLE MODELS)

|                         |                       |
|-------------------------|-----------------------|
| Check Valve             | 3 lbs/ft, 35 lbs/inch |
| Oil Pump Mounting Screw | 3 lbs/ft, 35 lbs/inch |
| Oil Line Union Bolts    | 16 lbs/inch           |
| Oil Tank Lens Screw     | 22 lbs/inch           |

(cont.)

TRANSMISSION TORQUE SPECIFICATIONS  
 (All figures given in ft. - lbs)

| MODEL                                       | PRIMARY<br>PINION | CLUTCH<br>HUB NUT | SPROCKET<br>NUT | TRANS<br>DRAIN<br>PLUG | SHIFT<br>CAM<br>DETENT | STARTER<br>CLUTCH<br>NUT |
|---------------------------------------------|-------------------|-------------------|-----------------|------------------------|------------------------|--------------------------|
| F50, MT50                                   | 31                | 18                | 5               | 10                     |                        |                          |
| AS50, TS50, TS/TM75                         | 31                | 18                | 28              | 10                     |                        |                          |
| M12, M15, M31                               | 25                | 18                | 22              | 10                     |                        |                          |
| K10, K11, K15                               | 33                | 18                | 25              | 10                     |                        |                          |
| TS/TC90, A100, RV90<br>TC/TS100             | 31                | 18                | 26              | 10                     |                        |                          |
| TC120, B105P,<br>TS/TC125, RV125            | 31                | 36                | 36              | 10                     |                        |                          |
| T125                                        | 31                | 18                | N/A             | 10                     |                        |                          |
| S32-2, T10                                  | 31                | 31                | 29              | 10                     |                        |                          |
| TM100/125, TC/TS185,<br>RM125               | 35                | 18                | 36              | 10                     |                        |                          |
|                                             | 57-72             | RM100/125         |                 |                        |                        |                          |
| GT185, T200, T20, T305<br>T250, T350, GT250 | 31                | 35                | 36              | 10                     | 12                     |                          |
| RL250, TS250, TM250                         | 35                | 35                | 36              | 10                     |                        |                          |
| GT380                                       | 36                |                   | N/A             | 10                     |                        |                          |
| TM/TS400                                    | 35                | 35                | 36              | 10                     |                        |                          |
| T500                                        | 36                | 36                | 29              | 10                     | 12                     |                          |
| GT550                                       | 101               | 40                | N/A             | 10                     |                        |                          |
| GT750                                       | N/A               | 30                |                 | 10                     |                        |                          |





# SUZUKI

## 2-Stroke

# Service Bulletin

Subject: IGNITION TIMING SPECIFICATIONS

Bulletin No: SPECIFICATIONS-4

Date: May 1, 1975

Read and Initial

Manager: \_\_\_\_\_

Parts: \_\_\_\_\_

Service: \_\_\_\_\_

The below listed tools are necessary to properly adjust the ignition settings on Suzuki motorcycles without PEI.

Timing Tester (buzz box) Part No. 09900-27002  
Timing Gauge (dial indicator) Part No. 09931-00112

| MODEL                        | TIMING (mm)      | DEGREES (BTDC)  |
|------------------------------|------------------|-----------------|
| AS50, AC50, TS50             | 2.00             | 24°             |
| F50, TM/TS75                 | 1.56             | 20°             |
| MT50                         | 1.40             | 20°             |
| M12, M15                     | 2.53             | 27°             |
| M31                          | 1.41             | 20°             |
| K10, K11, K15                | 3.34             | 27°             |
| K10P, K11P, K15P             | 1.86             | 20°             |
| TS/TC90                      | 1.96             | 20°             |
| RV90                         | 2.04             | 22°             |
| A100, AS100, AC100           | 1.86             | 20°             |
| TM100/125, RM125             | *36° @ 1000 RPM  | 29° @ 6000      |
| TS/TC100                     | 2.22             | 20°             |
| B100P, B105P, KT120, TC120   | 3.00             | 24°             |
| T125                         | 2.20             | 24°             |
| TC/TS125K, RV125K            | 2.41             | 22°             |
| S32-2                        | 1.95             | 22°             |
| GT185 (1973 & 1974)          | 1.83             | 20°             |
| GT185 (1975 -                | 2.62             | 24°             |
| TC185                        | 3.07             | 24°             |
| TS185                        | *16° @ 1000 RPM. | 24° @ 6000RPM.  |
| T200, TC200                  | 2.68             | 24°             |
| T10                          | 3.88             | 27°             |
| T20, TC250                   | 3.62             | 27°             |
| TS250 (1969 & 1970)          | 2.70             | 21°             |
| TS250 (71'- ), RL250         | *16° @ 1000 RPM  | 24° @ 6000 RPM. |
| GT250 (73') T250, T305, T250 | 2.88             | 24°             |
| GT250 (1974- )               | 2.93             | 24°             |
| TM400                        | *8° @ 1000 RPM.  | 24° @ 6000 RPM. |
| T500                         | 3.40             | 24°             |
| GT380 (1972 & 1973)          | 3.00             | 24°             |
| GT380 (1974)                 | 2.40             | 21°             |
| GT380 (1975- )               | (R & L) 2.30     | 21°             |
|                              | (C) 2.25         | 21°             |

SERVICE BULLETIN  
SPECIFICATION - 4  
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| MODEL             | TIMING (mm)  | DEGREES (BTDC) |
|-------------------|--------------|----------------|
| GT550             | 3.37         | 24°            |
| GT750 (1972-1974) | (R & L) 3.64 | 24°            |
|                   | (C) 3.42     | 24°            |
| GT750 (1975- )    | (R & L) 3.62 | 24°            |
|                   | (C) 3.42     | 24°            |

\*On PEI models the ignition timing is set when mark on the stator plate is centered at the top mounting screw. The figures given are used to check the advance built into the black-box circuitry. These figures are checked using a degree wheel and a timing light. RPM specifications for aligning timing marks to be used with a Timing Light are given in the appropriate Service Manual.





# SUZUKI

## 2-Stroke

# Service Bulletin

Subject: RM125 SPECIFICATIONS

Bulletin No: SPECIFICATIONS-5

Date: May 1, 1975

Read and Initial

Manager: \_\_\_\_\_

Parts: \_\_\_\_\_

Service: \_\_\_\_\_

### 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    | 7.4:1                                     |
| (corrected)          |                                           |
| 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                        |

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Spark plug NGK B-9EV

## SUSPENSION

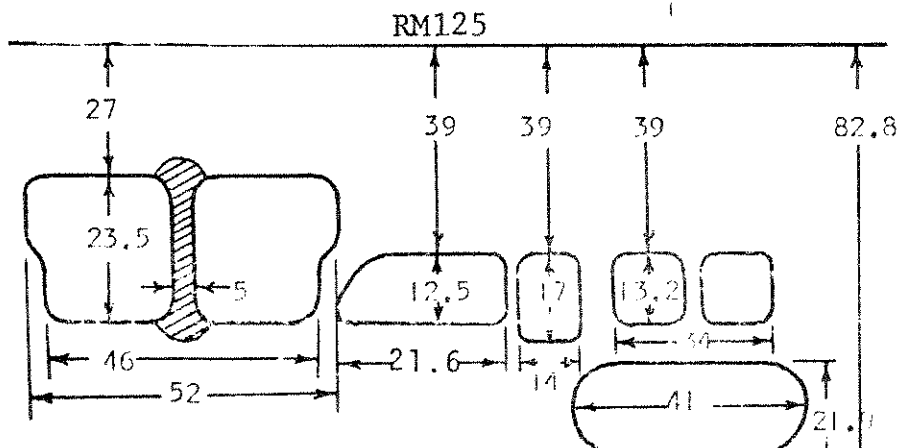
Rear wheel travel 7.80" (198mm)

## CAPACITIES

Front fork oil 210cc per leg

CYLINDER

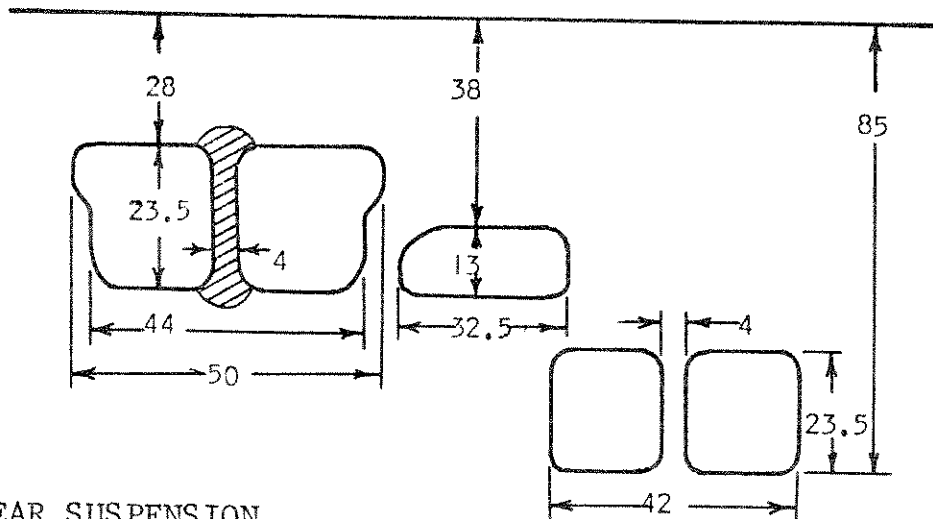
The cylinder features wrap-around transfer ports designed for both high rpm and broad midrange torque. The cylinder liner is made of cast iron and is a shrink fit.



## PORT TIMING

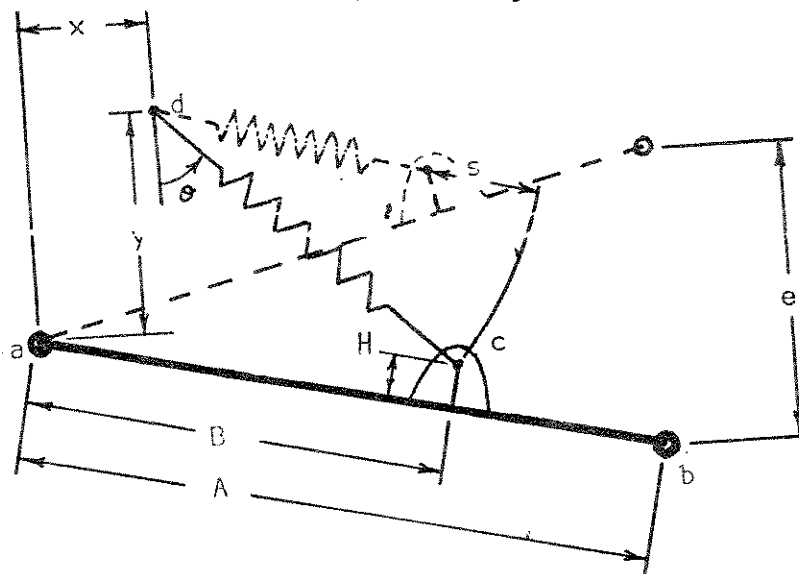
Transfer.....62.36<sup>00</sup>

(cont.)



### 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) | $\theta$ (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.

TOP

