



NOTICE:

SUZUKI

2-Stroke

Service Bulletin

Subject: OIL PUMP DISCHARGE RATE DATA

Bulletin No: SPECIFICATION-10

Date: May 28, 1976

Read and Initial

Manager _____

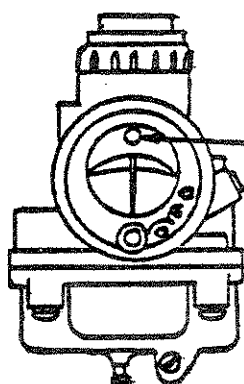
Parts _____

Service _____

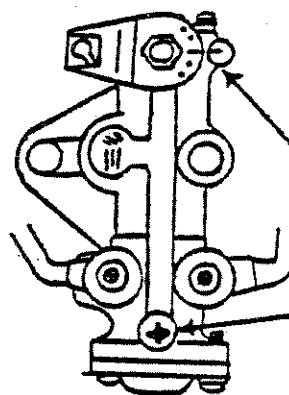
This bulletin contains oil pump discharge rate data for each Suzuki model equipped with an oil pump, and testing procedures. The procedure for testing oil pump discharge rates is as follows:

- I. Adjust and synchronize the carburetor (s).
- II. Adjust the oil pump as specified for each model. Oil pump adjusting methods indicated as A, B, C, and D are listed on the adjoining Oil Pump Discharge Rate Data Chart. Adjust the oil pump alignment marks when the methods listed below are completed.

METHOD A: Turn the throttle grip until the dot on the carburetor slide aligns with the top of carburetor Venturi:



ALIGNMENT
CIRCLE

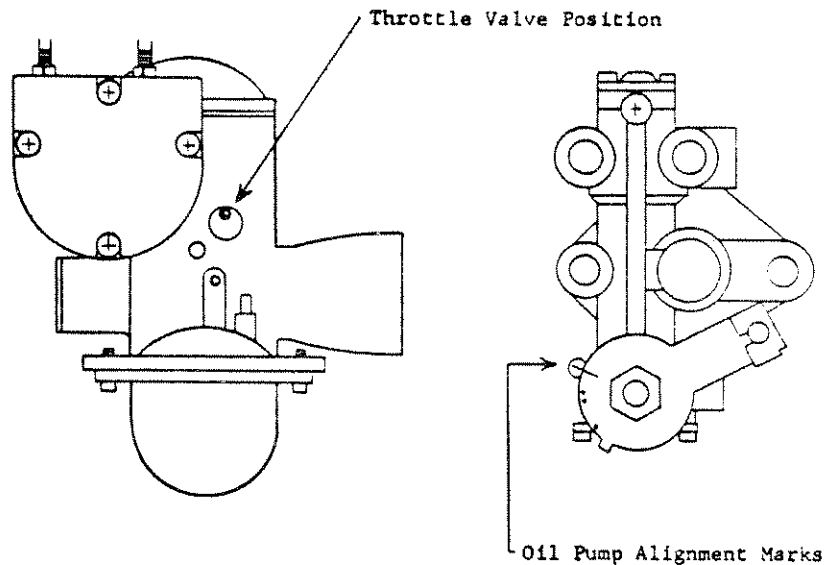


ALIGNMENT
MARKS

BLEED
SCREW

METHOD B: Turn to the throttle grip to the "full open" position

METHOD C: Remove the screw on the carburetor slide body. Turn the throttle grip until the dot on the carburetor slide is at the top of the inspection hole.



METHOD D: The throttle grip should be in the fully closed position.

- III. Warm up the engine, and make sure the oil lines are free of air bubbles.
- IV. Install an oil guage (09900-21602) on the motorcycle anywhere around the oil tank location and above the oil pump.

NOTE: Make sure the oil guage has been cleaned properly.

- V. Connect the oil line from the oil tank to the fitting on the bottom of the oil guage.
- VI. Pour 3 to 5 cc's of CCI oil into the oil guage.
- VII. Set the engine RPM's as specified in the data chart and stabilize.
- VIII. Measure the amount of oil drained by the oil pump from the oil guage and compare it with the specification on the data chart.

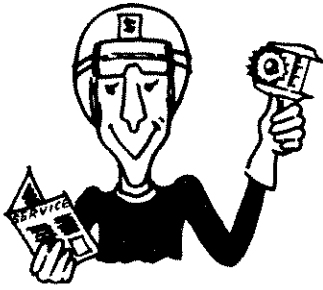
OIL PUMP DISCHARGE RATE DATA CHART

MODEL & OIL PUMP ADJUSTMENT METHOD	OIL PUMP CONTROL ARM POSITION & ENGINE RPM	DISCHARGE AMOUNT/ TIME @ RPM SPECIFIED
TS50	ENGINE RPM	2,000 RPM
METHOD - A	FULLY CLOSED	0.55 $\pm$ 0.15 cc/12 Min.
	FULLY OPENED	1.50 $\pm$ 0.15 cc/ 6 Min.
TS/TM75	ENGINE RPM	2,000 RPM
METHOD - A	FULLY CLOSED	0.78 $\pm$ 0.17 cc/12 Min.
	FULLY OPENED	2.13 $\pm$ 0.21 cc/ 6 Min.
RV90	ENGINE RPM	1,000 RPM
METHOD - A	FULLY CLOSED	0.46 $\pm$ 0.17 cc/12 Min.
	FULLY OPENED	0.57 $\pm$ 0.05 cc/ 3 Min.
TC/TS90	ENGINE RPM	2,000 RPM
TC/TS100	FULLY CLOSED	0.84 $\pm$ 0.18 cc/ 6 Min.
METHOD - A	FULLY OPENED	1.54 $\pm$ 0.15 cc/ 2 Min.
A100	ENGINE RPM	2,000 RPM
METHOD - B	FULLY CLOSED	1.06 $\pm$ 0.44 cc/12 Min.
	FULLY OPENED	0.77 $\pm$ 0.08 cc/ 1 Min.
TM100/125	ENGINE RPM	2,000 RPM
METHOD - B	FULLY CLOSED	0.93 $\pm$ 0.15 cc/ 3 Min.
	FULLY OPENED	1.27 $\pm$ 0.13 cc/ 1 Min.
RV125	ENGINE RPM	2,000 RPM
METHOD - B	FULLY CLOSED	0.98 $\pm$ 0.16 cc/ 6 Min.
	FULLY OPENED	1.33 $\pm$ 0.13 cc/ 2 Min.
TC /TS125	ENGINE RPM	2,000 RPM
METHOD - B	FULLY CLOSED	0.98 $\pm$ 0.16 cc/ 6 Min.
	FULLY OPENED	1.33 $\pm$ 0.13 cc/ 2 Min.
GT185	ENGINE RPM	2,000 RPM
METHOD - C	FULLY CLOSED	0.72 $\pm$ 0.20 cc/20 Min.
	FULLY OPENED	1.31 $\pm$ 0.13 cc/ 2 Min.
TC185	ENGINE RPM	2,000 RPM
METHOD - B	FULLY CLOSED	1.35 $\pm$ 0.32 cc/ 6 Min.
	FULLY OPENED	0.87 $\pm$ 0.09 cc/ 1 Min.
TS185	ENGINE RPM	2,000 RPM
METHOD - B	FULLY CLOSED	1.33 $\pm$ 0.31 cc/ 6 Min.
*A MODEL METHOD-C	FULLY OPENED	0.85 $\pm$ 0.08 cc/ 1 Min.

(cont.)

OIL PUMP DISCHARGE RATE DATA CHART (cont'd)

MODEL & OIL PUMP ADJUSTMENT METHOD	OIL PUMP CONTROL ARM POSITION & ENGINE RPM	DISCHARGE AMOUNT/ TIME @ RPM SPECIFIED
GT250	ENGINE RPM	1,000 RPM
METHOD - C	FULLY CLOSED	0.632 $\pm$ 0.16 cc/ 6 Min.
	FULLY OPENED	0.86 $\pm$ 0.13 cc/ 1 Min.
TM250	ENGINE RPM	2,000 RPM
METHOD - B	FULLY CLOSED	1.15 $\pm$ 0.30 cc/ 2 Min.
	FULLY OPENED	1.87 $\pm$ 0.19 cc/ 1 Min.
TS250	ENGINE RPM	2,000 RPM
METHOD - B	FULLY CLOSED	0.93 $\pm$ 0.26 cc/ 3 Min.
*A MODEL METHOD-C	FULLY OPENED	1.08 $\pm$ 0.11 cc/ 1 Min.
GT380	ENGINE RPM	1,000 RPM
METHOD - C	FULLY CLOSED	0.897 $\pm$ 0.33 cc/20 Min.
	FULLY OPENED	0.81 $\pm$ 0.08 cc/ 1 Min.
TS/TM400	ENGINE RPM	2,000 RPM
METHOD - B	FULLY CLOSED	0.86 $\pm$ 0.32 cc/ 3 Min.
*A MODEL TS400- METHOD - C	FULLY OPENED	2.09 $\pm$ 0.21 cc/ 1 Min.
GT/T500	ENGINE RPM	1,000 RPM
METHOD - C	FULLY CLOSED	1.01 $\pm$ 0.26 cc/ 6 Min.
	FULLY OPENED	1.68 $\pm$ 0.17 cc/ 1 Min.
RE5	ENGINE RPM	2,000 RPM
METHOD - B	FULLY CLOSED	1.03 $\pm$ 0.10 cc/ 3 Min.
	FULLY OPENED	0.87 $\pm$ 0.09 cc/ 1 Min.
GT550	ENGINE RPM	1,000 RPM
METHOD - C	FULLY CLOSED	0.8 $\pm$ 0.29 cc/12 Min.
	FULLY OPENED	1.42 $\pm$ 0.14 cc/ 1 Min.
GT750	ENGINE RPM	1,000 RPM
METHOD - D	FULLY CLOSED	0.96 $\pm$ 0.35 cc/12 Min.
	FULLY OPENED	1.71 $\pm$ 0.17 cc/ 1 Min.



SUZUKI

2-Stroke

Service Bulletin

Subject: 1965 to 1970 GENERAL AND
CARBURETOR SPECIFICATIONS

Bulletin No: SPECIFICATION-11

Date: June 1, 1976

Read and Initial

Manager _____

Parts _____

Service _____

This bulletin encompasses every 1965 to 1970 Suzuki model and its purpose is to provide your Service Department with a 1965 to 1970 ready reference general and carburetor specifications. Thus preventing the "dreaded" search through various manuals and bulletins to obtain the accurate information required and at the same time saving your shop valuable time.

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

U. S. SUZUKI motor corporation

13767 Freeway Drive • Santa Fe Springs, California 90670 • Phone: (213) 921-4461





MODEL	IGN. TIMING B. T. D. C.	SPARK PLUG NGK	TRANS OIL CAPACITY (CC)	FRONT FORK CAPACITY (CC)	BORE SIZE	MAIN JET	JET NEEDLE	NEEDLE JET	CUT AWAY	PILOT JET	AIR SCREW	FLOAT LEVEL (mm)
M12/2	(27°) 2.54mm	B-6	550	N/A	15mm	80	3G1-3	E-0	3.0	20	1 1/4	23
M15/2	(27°) 2.54mm	B-6	550	N/A	15mm	75	3G1-3	E-0	2.0	20	1 3/4	23
M31/2	(20°) 1.41mm	B-6	670	N/A	15mm	120	3G1-3	E-0	3.0	17.5	3/4	22.5
K10	(27°) 3.34mm	B-6	650	125	17mm	70	4J5-2	N-6	1.0	17.5	1.0	22.5
K10P	(20°) 1.86mm	B-7	650	125	20mm	110	5DH5-4	N-6	2.5	25	1 1/4	25
K11	(27°) 3.34	B-6	650	125	17mm	75	4J5-2	0-2	2.5	20	1 3/4	22.5
K11P	(20°) 1.86mm	B-7	650	125	20mm	95	4DH5-3	N-6	2.0	25	1 1/4	25
K15	(27°) 3.34mm	B-6	650	130	17mm	70	4J5-2	N-6	1.0	17.5	3/4	22.5
K15P	(20°) 1.86mm	B-7	650	125	20mm	110	4DH5-3	N-6	2.0	25	1 1/4	25
A/AS100	(20°) 1.86mm	B-77HC	750	130	20mm	75	5FS1-2	E-0	2.5	40	1 1/2	23
B100/ 105	(20°) 1.41mm	B-7	800	160	20mm	110	4F6-2	0-4	2.0	25	1 1/2	25
S32	(22°) 1.95mm	B-77C	1200	180	20mm	80	4D4-2	0-4	2.0	25	1 3/4	24
T/TC200	(24°) 2.68mm	B-77HC	1000	180	22mm	140	4DC6-3	E-0	2.5	25	1 1/2	25
T10	(27°) 3.62mm	B-7	500	230	20mm	70	4F6-2	N-6	3.0	40	2.0	25
T20/ TC250	(27°) 3.62mm	B-77HC	1000	TC250 T 220	24mm	95	4DH5-3	N-6	2.5	35	1 3/4	25

1966

GENERAL

CARBURETION

MODEL	IGNITION TIMING B.T.D.C.	SPARK PLUG NGK	TRANS OIL CAPACITY (cc)	FRONT FORK CAPACITY (cc)	BORE SIZE	MAIN JET	JET NEEDLE	NEEDLE JET	CUT AWAY	PILOT JET	AIR SCREW	FLOAT LEVEL (mm)
M-12	(27°) 2.54mm	B-6	550	N/A	15mm	80	3G1-3	E-0	3.0	20	1 1/4	23
M15/d/2	(27°) 2.54mm	B-6	550	N/A	15mm	75	3G1-3	E-0	2.0	20	1 3/4	23
M31/2	(20°) 1.41mm	B-6	670	N/A	15mm	120	3G1-3	E-0	3.0	17.5	3/4	22.5
K10	(27°) 3.34mm	B-6	650	125	17mm	70	4J5-2	N-6	1.0	17.5	1.0	22.5
K10-P	(20°) 1.86mm	B-7	650	125	20mm	110	4DH5-4	N-6	2.0	25	1 1/2	25
K11	(27°) 3.34mm	B-6	650	125	17mm	75	4J5-2	0-2	2.5	20	1 3/4	22.5
K11-P	(20°) 1.86mm	B-7	650	125	20mm	95	4DH5-3	N-6	2.0	25	1 1/4	25
K-15	(27°) 3.34mm	B-6	650	130	17mm	70	4J5-2	N-6	1.0	17.5	3/4	22.5
K15-P	(20°) 1.86mm	B-7	650	125	20mm	110	4DH5-3	N-6	2.0	25	1 1/4	25
B100/105	(20°) 1.41mm	B-7	800	160	20mm	110	4F6-2	0-4	2.0	25	1 1/2	25
S32	(22°) 1.95mm	B-77C	1200	180	20mm	80	4D4-2	0-4	2.0	25	1 3/4	24
T-10	(27°) 3.62mm	B-7	500	230	20mm	70	4F6-2	N-6	3.0	40	2.0	25
T-20	(27°) 3.62mm	B-77C	1000	220	24mm	95	4DH5-3	N-6	2.5	35	1 3/4	25

[illegible]

1968

GENERAL

CARBURETION

MODEL	IGN. TIMING B. T. D. C.	SPARK PLUG NGK	TRANS OIL CAPACITY (CC)	FRONT FORK CAPACITY (CC)	BORE SIZE	MAIN JET	JET NEEDLE	NEEDLE JET	CUT AWAY	PILOT JET	AIR SCREW	FLOAT LEVEL (mm)
M31	(20°) 1.41mm	B-6	670	N/A	15mm	120	3GL-3	E-0	3.0	17.5	3/4	22.5
AS 50	(24°) 1.84mm	B-77HC	550	125	16mm	70	3GL-2	E-0	2.0	20	2.0	20.5
K10P	(20°) 1.86mm	B-7	650	125	20mm	110	4GL-2	N-6	2.5	25	1 1/4	25
K11P	(20°) 1.86mm	B-7	650	125	20mm	95	4DH5-3	N-6	2.0	25	1 1/4	25
K15P	(20°) 1.86mm	B-7	650	125	20mm	110	4DH5-3	N-6	2.0	25	1 1/4	25
A/AS100	(20°) 1.86mm	B-77HC	750	130	20mm	75	5ES1-2	E-0	2.5	40	1 1/2	23
B100/105	(24°) 2.68mm	B-7	800	160	20mm	95	4F11-2	N-2	2.0	25	1 1/2	25
KT120	(24°) 2.68mm	B-77C	800	160	20mm	100	4F10-3	O-0	2.5	25	1 1/2	25
T/TC200	(24°) 2.68mm	B-77HC	1000	180	22mm	140	4DG6-3	E-0	2.5	25	1 1/2	25
T20/ TC250	(27°) 3.62mm	B-77HC	1000	220	24mm	95	4DH5-3	N-6	2.5	35	1 3/4	25
T/TC305	(24°) 2.88mm	B-77HC	1200	220	32mm	170	5DP2-2	O-0	2.5	30	1 1/2	26.5
T500	(24°) 3.40mm	B-77HC	1200	220	34mm	410	5DP2-2	P-4	2.5	25	1 1/4	(1)
				(1) Brass floats =			29 mm					
				Plastic floats =			30 mm					



SUZUKI (2-Stroke) Service Bulletin

Subject: 1977 GENERAL & CARBURETOR
SPECIFICATIONS
(Updated Jan. 14, 1977)

Bulletin No: SPECIFICATION-12

Date: AUGUST 27, 1976

Read and Initial

Manager: _____

Parts: _____

Service: _____

UPDATED

GENERAL:

This bulletin is issued to provide you with service specifications for the 1977 models.

MODEL	IGN. TIMING B. T. D. C.	SPARK PLUG NGK (ND)	TRANS OIL CAP. (cc)	FRONT FORK CAP. (cc)	PISTON & CYL. STANDARD MM (IN)	CLEARANCE PT. TO BE MEASURED MM (IN)
TS75B	1.56mm (20°)	B7HS (W22FS)	700	110	0.050-0.060 (0.0020-0.0024)	23 (.91)
RM80B	16° @ 10,000 RPM 1.03 mm	B7ES (W22ES)	650	126	0.060-0.070 (0.0024-0.0028)	18 (.71)
RV90B	2.04mm (22°)	BP6HS (W20FP)	700	98	0.065-0.075 (0.0026-0.0030)	22 (.87)
A100B	1.86mm (20°)	BP7HS **BP6HS	650	138	0.045-0.055 (0.0018-0.0022)	*21 (0.83)
RM100B	PEI *7° @ 11,000rpm 0.17mm	B9EV	*800	125	*0.060-0.077 (0.0024-0.0033)	*18 (0.75)
TC/TS 100B	1.96mm (20°)	B8HS (W24FS)	700	*119	0.040-0.050 (0.0016-0.0020)	20 (0.79)
RM125B	PEI 17° @ 10,000 2.80mm	B9EV	800	264 ***156	0.060-0.070 (0.0024-0.0028)	18 (0.75)
RV125B	2.41mm (22°)	B7HS (W22FS)	550	125	0.045-0.055 (0.0018-0.0022)	23 (0.91)
TC/TS 125B	2.26mm (22°)	B8HS (W24FS)	550	122	0.045-0.055 (0.0018-0.0022)	23 (0.91)
ST185B	2.62mm (24°)	B7HS (W22FS)	800	130	0.040-0.050 (0.0016-0.0020)	20 (0.79)

*DENOTES CHANGE FROM LAST YEAR'S SPECIFICATIONS.

**AFTER ENGINE NUMBER: A100-351919

***OIL LEVEL MEASURE IN MM (REF: SERVICE BULLETIN RM-31)

(cont.)

UPDATED

(Updated Jan. 14, 1977)

GENERAL: (CONT.)

MODEL	IGN. TIMING B. T. D. C.	SPARK PLUG NGK (ND)	TRANS OIL CAP. (cc)	FRONT FORK CAP. (cc)	PISTON & CYL. CLEARANCE	
					STANDARD MM (IN)	PT. TO BE MEASURED MM (IN)
TC185B	3.07mm (24°)	B7HS (W22FS)	750	122	0.045-0.055 (0.0018-0.0022)	26 (1.02)
TS185B	PEI 20° @ 6,000 RPM 2.18mm	B7HS (W22FS)	700	127	0.045-0.055 (0.0018-0.0022)	26 (1.02)
GT250B	2.05mm (20°)	B9ES (W27ES)	1300	145	0.040-0.050 (0.0016-0.0020)	26 (1.02)
PE250B	PEI 23° @ 6000 RPM 3.25mm	B8EV	900	243	0.060-0.070 (0.0024-0.0028)	22 (0.87)
PM250B	PEI 9° @ 8000 RPM 3.62mm	B9EV	900	247	0.060-0.070 (0.0024-0.0028)	*22 (0.87)
TS250B	3.47mm *PEI 24° @ 3000 rpm	B8ES (W24ES)	850	*217	*0.060-0.070 (0.0024-0.0028)	26 (1.02)
RM370B	*PEI 9° @ 8000 RPM 4.14 mm	B9EV	1000	247	*0.090-0.100 (0.0035-0.0040)	27 (1.06)
GT380B	R, L: 2.09mm C: 2.05 (20°)	B8ES (W24ES)	1500	145	0.040-0.050 (0.0016-0.0020)	26 (1.02)
TS400B	PEI 22° @ 3000 rpm	B6ES (W20ES)	1200	177	0.100-0.110 (0.0040-0.0043)	44.5 (1.75)
GT500B	PEI 24°	B7HS (W22FS)	1400	*266	0.065-0.075 (0.0026-0.0030)	32 (1.26)
GT550B	3.37mm (24°)	B8ES (W24ES)	1500	160	0.040-0.050 (0.0016-0.0020)	26 (1.02)
GT750B	R, L, : 3.63mm C: 3.42mm (24°)	B8ES (W24ES)	2200	160	0.045-0.055 (0.0018-0.0022)	32 (1.26)

*: DENOTES CHANGE FROM LAST YEARS SPECIFICATIONS.

NOTE: THE POINT TO BE MEASURED COLUMN REFERS TO THE DISTANCE FROM THE BOTTOM OF THE PISTON SKIRT AT A 90 DEGREE ANGLE TO THE PISTON PIN HOLE. SEE SERVICE BULLETIN NUMBER SPECIFICATION - 1 FOR MORE INFORMATION.

(cont.)

UPDATED
(Updated Mar. 11, 1977)

CARBURETION:

MODEL	BORE SIZE	MAIN JET	NEEDLE JET	JET NEEDLE	CUT-AWAY	PILOT JET	AIR SCREW	FLOAT LEVEL (MM)
TS75B	16mm	77.5	E-3	3E3-3	2.0	22.5	1 1/2	A: 22.5
RM80B	24mm	105	0-2	4DH7-3	3.0	40	1 1/2	A: 21.1
RV90B	17mm	250	E-6	4I2-3	3.0	17.5	1 1/2	A: 22.5
A100B	20mm	75	E-0	5E51-2	2.5	35	1 1/2	A: 25.1
RM100B	*30mm	*200	*R-2	*5DP11-3	2.5	*30	1 1/2	A: 31.75
TC/TS 100B	19mm	TC:200 TS:190	E-4	5D3-3	2.0	22.5	1 1/2	A: 25.1
RM125B	32mm	230	R-0	6DP5-3	2.0	30	1 1/2	A: 32.0
RV125B	22mm	105	P-3	4F10-3	3.0	20	1 3/4	A: 25.8
TC/TS 125B	24mm	85	0-0	4DH7-3	3.0	25	1 1/4	B: 6.9
GT185B	20mm	72.5	N-4	4D17-3	2.0	20	1.0	A: 19.9
TC185B	24mm	130	0-4	5DP28-3	1.5	17.5	1 1/2	B: 6.9
TS185B	26mm	125	P-3	5E116-3	2.0	22.5	1 1/2	A: 23.0

(cont.)

UPDATED

(Updated Mar. 11, 1977)

MODEL	BORE SIZE	MAIN JET	NEEDLE JET	JET NEEDLE	CUT-AWAY	PILOT JET	AIR SCREW	FLOAT LEVEL (MM)
GT250B	28mm	95	0-0	5CN3-3	2.5	30	1 1/2	B: 13.6
PE250B	36mm	260	Q-0	6DH3-2	2.5	40	1 1/2	B: 13.9
RM250B	36mm	300	*R-2	*6FJ6-3	1.5	*50	1 1/2	B: 13.9
TS250B	28mm	*140	*0-9 ① P-1	*5CN3-3	2.5	30 ① 27.5	1 1/2	B: 16.4
RM370B	36mm	*300	*R-2	6FJ6-3	1.5	50	1 1/2	B: 13.9
GT380B	24mm	80	0-2	4DH7-2	3.0	25	1 1/4	A: 25.75
TS400B	32mm	122.5	P-1	5F22-3	2.5	27.5	*1 1/2	A: 26.95
GT500B	32mm	97.5	P-4	5FP17-3	2.5	30	1 1/2	A: *27.3
GT550B	28mm	R, L: 97.5 C: 95.0	P-0	5DH21-4	2.5	25	1 1/2	A: 25.75
GT750B	40mm	R, L: 110 C: 107.5	Z-0	4DN18-4	0.5	45	3/4 (Fuel-Air)	A: 27.6

A: MEASUREMENT FROM GASKET SURFACE TO TOP OF FLOATS.
B: MEASUREMENT FROM NEEDLE JET BASE TO FLOAT TONGUE.
*: DENOTES CHANGE FROM LAST YEARS SPECIFICATIONS.

① : P-1 N.J. and 27.5 P.J. as of Engine Number

TS250-13467

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT



SUZUKI (2-Stroke) Service Bulletin

Subject: 1978 DS80/100/185 GENERAL AND
CARBURETOR SPECIFICATIONS

Bulletin No: Specification-13

Date: April 29, 1977

Read and Initial

Manager: _____

Parts: _____

Service: _____

GENERAL:

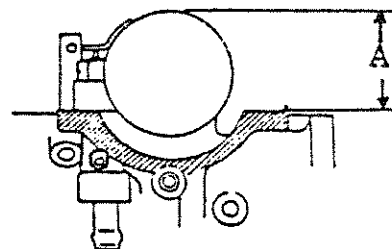
MODEL	IGN. TIMING B.T.D.C.	SPARK PLUG NGK (ND)	TRANS. OIL CAP. (CC)	FRONT FORK CAP. (CC)	PISTON & CYLINDER CLEARANCE	
					STANDARD MM (IN)	PT. TO BE MEASURED MM (IN)
DS80C	23° (2.12mm)	B7ES (W22ES)	650	75	0.04-0.05 (0.0016-0.0020)	18 (0.71)
DS100C	20° (1.90mm)	B8ES (W24ES)	800	73	0.04-0.05 (0.0016-0.0020)	23 (0.91)
DS185C	PEI 20° @ 6000 RPM (1.95mm)	B7HS (W22FS)	700	126	0.045-0.055 (0.0018-0.0022)	26 (1.02)

CARBURETION:

MODEL	CARB. I.D.#	BORE SIZE MM	MAIN JET	NEEDLE JET	JET NEEDLE	CUT AWAY	PILOT JET	AIR SCREW	FLOAT LEVEL MM
DS80C	46410	20	65	0-4	4F22-4	1.5	22.5	1 1/2	A:21
DS100C	48110	24	90	N-6	4DH7-3	1.5	27.5	1 1/4	A:25.8
DS185C	29311	26	125	P-3	5EI16-3	2.0	22.5	1 1/2	A:23

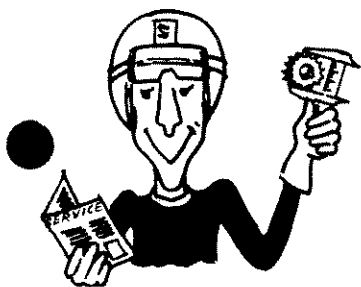
U.S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

FLOAT LEVEL
MEASUREMENT
METHOD



A: Distance between float
bowl fitting surface, and
top of float





SUZUKI

(2-Stroke)

Service Bulletin

Subject: RM250 "C"
SERVICE SPECIFICATIONS

Bulletin No: Specifications-14

Date: June 24, 1977

Read and Initial

Manager: _____

Parts: _____

Service: _____

NOTICE:

Listed below are the service specifications for the RM250 "C".

ENGINE:

Piston to Cylinder Clearance:

Measurement At:

Piston Ring End Gap:

Lubrication System:

Recommended Engine Oil:

0.060-0.070mm

*22mm

Standard: 0.20-0.40mm

Service Limit: 0.85mm

Premix 20:1, Fuel and Oil

1. Shell Super M
2. Castrol R30
3. Golden Spectro Synthetic Blend
4. B.P. Racing
5. Bel Ray MC-1, Two Cycle Racing Lubricant

CARBURETION:

Bore

Main Jet

Jet Needle

Needle Jet

Cut Away

Pilot Jet

Air Screw

Float Level

36mm

300

6FJ6-3

R-2

1.5

50

1 Turn Out

13.9mm

TRANSMISSION:

Primary Reduction:

Final Reduction:

Low

2nd

3rd

4th

5th

2.727 (60/22)

3.846 (50/13)

2.076 (27/13)

1.750 (28/16)

1.352 (23/17)

1.105 (21/19)

0.913 (21/23)

ELECTRICAL:

Spark Plug

Ignition Timing

Static Ignition Timing

NGK, B-9EV

9°/8,000 RPM BTDC

3.62mm BTDC

*22mm above bottom of piston skirt at 90 degrees to piston pin.

(continued)

CAPACITIES:

Fuel Tank
Transmission Oil

8 Liters (2.1 gal.)
900cc Oil Change
1,000cc After Overhaul
SAE: 20W/40
Standard: 273cc
*Level: 139mm
SAE: 20W/20

Front Fork Oil

*See Pneumatic/Coil Spring Front Fork Service Manual for proper oil measuring procedure.

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