



SUZUKI

TWO STROKE

Service Bulletin

GENERAL SPECIFICATIONS

Bulletin No. Specification 15
Date: April 21, 1978

Read and Initial

Manager _____

Parts Mgr. _____

Service Mgr. _____

Mechanics _____

MODEL	IGN TIMING BTDC	SPARK PLUG & GAP (MM) NGK (ND)	TRANS. OIL CAP. ML.	FRONT FORK CAP.	PISTON TO CYL. CLEARANCE	
					STANDARD (MM)	PISTON MEASURING POINT (MM)
JR50C	2.00mm (24°)	BP4H 0.6-0.7 (W14FP 0.6-0.7)	450	■	0.065-0.075	23
RM50C	1.14mm (18°)	BP6HS 0.6-0.7	650	75ml	0.065-0.075	23
RM80C	Static-1.30mm 18° @ 10,000rpm	B8ES 0.7-0.8	700	90ml	0.060-0.070	18
RM100C	Static-2.47mm 17.5° @ 10,000rpm	B9EV 0.5-0.6	800	177ml	0.060-0.070	18
RM125C	Static 2.80mm 17.5° @ 10,000rpm	B9EV 0.5-0.6	800	1.3kg/cm ² (18psi) *175mm	0.060-0.070	18
RM250 C2	Static-3.62mm 9° @ 8,000rpm	B9EV 0.5-0.6	900	1.25kg/cm ² (17.7psi) *164mm	0.060-0.070	22
RM400C	Static-4.14mm 15° @ 6,000rpm	B8EV 0.5-0.6	1000	1.25kg/cm ² (17.7 psi) *169mm	0.070-0.080	26
PE175C	Static-1.84mm 18° @ 6,000rpm	B9EV 0.5-0.6	800	274ml	0.060-0.070	26
PE250C	Static-2.24mm 18° @ 6,000rpm	B8EV 0.5-0.6	900	274ml	0.060-0.070	22
DS80C	2.12mm (23°)	B7ES 0.7-0.8 (W22ES 0.6-0.7)	650	75ml	0.040-0.050	18
DS100C	1.90mm (20°)	B8ES 0.7-0.8 (W24ES 0.6-0.7)	800	73ml	0.040-0.050	23

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(continued)

MODEL	IGN TIMING BTDC	SPARK PLUG & GAP (MM) NGK (ND)	TRANS. OIL CAP, ML.	FRONT FORK CAP.	PISTON TO CYL. CLEARANCE	
					STANDARD (MM)	PISTON MEASURING POINT (MM)
DS185	20° @ 6,000rpm	B7HS **B7ES 0.7-0.8 (W22FS) ** (W22ES 0.6-0.7)	700	126ml	0.045-0.055	26
TS100C	1.90mm (20°)	B8ES 0.7-0.8 (W24ES 0.6-0.7)	800	73ml	0.040-0.050	23
TS125C	1.90mm (20°)	B8ES 0.7-0.8 (W24ES 0.6-0.7)	700	137ml	0.045-0.055	23
TS185	21.5° @ 6,000rpm	BP7ES 0.7-0.8 (W22EP 0.6-0.7)	700	132ml	0.050-0.060	26
TS250C	24° @ 6,000rpm	BP7ES 0.7-0.8 (W22EP 0.6-0.7)	850	210ml	0.060-0.070	26

■ DOES NOT APPLY

* FORK OIL LEVEL MEASURE IN MM

** ON AND AFTER E# DS185-502978 (Approximate)

NOTE: THE PISTON MEASURING POINT IS THE DISTANCE FROM THE BOTTOM OF THE PISTON SKIRT AT 90 DEGREES FROM THE PISTON PIN HOLE.

1.14

CARBURETION

MODEL	BORE SIZE	MAIN JET	NEEDLE JET	JET NEEDLE	CUT AWAY	PILOT JET	AIR SCREW	FLOAT HEIGHT (MM)
JR50C	12mm	52.5	E-4	3E3-3	3.0	#1:15 #2:12.5	1 1/4	A:24.5~25.0
RM50C	16mm	80	E-2	3D4-4	1.5	20	1 3/4	A:22.4±1
RM80C	28mm	150	P-4	5DP39-3	2.5	45	1 1/2	A:25±1
RM100C	30mm	190	R-4	5DP11-3	2.0	35	1 1/2	A:31.75 ±1.00
RM125C	32mm	240	R-4	6DP5-3	2.0	35	1 1/2	A:31.75 ±1.00
RM250C 2	36mm	300	R-2	6FJ6-3	1.5	50	1	B:13.9 ±1.0
RM400C	36mm	270	R-2	6FJ6-2	1.5	50	1 1/2	B:13.9 ±1.0
PE175C	32mm	190	R-2	6DP17-3	2.5	25	1 1/4	A:32±1
PE250C	36mm	260	Q-0	6PH3-2	2.5	40	1	A:33±1
DS80C	20mm	65	Q-4	4F22-4	1.5	22.5	1 1/2	A:21 ±1
DS100C	24mm	*85	*N-8	*4DH7-2	*1.5	*30	*1	A:28±1
DS185C	26mm	125	P-3	5EI16-3	2.0	22.5	1 1/2	A:23±1
TS100C	24mm	**85	**N-8	**4DH7-2	**1.5	**30	**1	A:28±1

(continued)

MODEL	BORE SIZE	MAIN JET	NEEDLE JET	JET NEEDLE	CUT AWAY	PILOT JET	AIR SCREW	FLOAT HEIGHT (MM)
TS125C	24mm	***85 [A95]	***N-8 [A0-4]	***4DH7-3 [5DH38-3]	***1.5 [1.5]	***30 [A17.5]	***1 [Pre-Set]	A: 28+1
TS185C	26mm	130 [A125]	0-6 [A0-0]	5EI18-4 [5CN11-3]	2.0 [2.0]	22.5 [A22.5]	1 1/2 [Pre-Set]	A: 23+1
TS250C	28mm	140 [A140]	0-9 [A0-3]	5CN3-3 [5CN13-3]	2.5 [2.5]	27.5 [A25]	1 1/2 [Pre-Set]	A: 25+1

* ON AND AFTER E/NO DS100-102704

** ON AND AFTER E/NO TS1002-102674

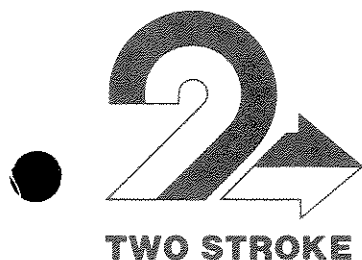
*** ON AND AFTER E/NO TS1252-114222

[] INDICATE EMISSION CONTROL SPECIFICATIONS

A: MEASUREMENT FROM GASKET SURFACE TO TOP OF FLOATS.

B: MEASUREMENT FROM MAIN JET BASE TO TOP OF FLOAT TONGUE ARMS.

T.M.



SUZUKI

TWO STROKE

Service Bulletin

MODEL: DS80T

SUBJECT: SPECIFICATIONS

Bulletin No.: SPECS- 16D

Date: 2/1/80
Head and Initial

Manager _____

Parts Mgr. _____

Service Mgr. _____

Mechanics _____

ITEM	STANDARD	LIMIT	ITEM	STANDARD	LIMIT
VALVE SPECS			Piston Pin Bore I.D.	11.998 - 12.006mm	12.030mm
Valve Lift	IN: - - - EX: - - -		Piston Pin O.D.	11.995 - 12.000mm	11.980mm
Tappet Clearance or Valve Clearance	IN: - - - EX: - - -		CRANKSHAFT		
Valve Guide--Valve Stem Clearance	IN: - - - EX: - - -		Con-rod Small End Hole	16.003 - 16.01mm	16.040mm
Valve Guide I.D. (IN/EX)	- - -		Big End Side Clearance	- - -	- - -
Valve Stem O.D.	- - -		Con-rod Deflection	- - -	3.0mm
Valve Stem Deflection (IN & EX)	- - -		Crankshaft Runout	- - -	0.05mm
Valve Head Thickness (IN & EX)	- - -		Crankshaft Web to Web Width	40.0 + 0.1mm	
Valve Seat Width (IN/EX)	- - -		OIL PUMP		
Valve Head Radial Runout (IN & EX)	- - -		Oil Pressure	- - -	
Valve Spring Free Length	INN: - - - OUT: - - -		Tip Clearance	- - -	
Valve Spring Tension	INN: - - - OUT: - - -		Outer Rotor Clearance	- - -	
Rocker Arm I.D. (IN & EX)	- - -		Side Clearance	- - -	
Rocker Arm Shaft O.D. (IN & EX)	- - -		Oil Pump Reduction Ratio	6.461 (73/19x37/22)	
CAMSHAFT			CCI Pump Discharge Rate	0.65-0.79ml at 2000rpm for 2 minutes	
Cam Height	IN: - - - EX: - - -		CLUTCH		
Camshaft--Journal Clearance (IN & EX)	- - -		Drive Plate Thickness	2.9 - 3.1mm	2.6mm
Camshaft Journal I.D. (IN & EX)	- - -		Drive Plate Warp	- - -	0.4mm
Camshaft Journal O.D. (IN & EX)	- - -		Driven Plate Thickness	1.6mm	- - -
Camshaft Deflection (IN & EX)	- - -		Driven Plate Warp	- - -	0.1mm
Cam Chain 20 Pitch Length	- - -		Drive Plate Claw Width	11.8-12.0mm	11.3mm
PISTON/RING/CYLINDER			Clutch Spring Free Length	35.4mm	33.7mm
Compression Pressure	- - -		Pri. Drive--Driven Gear Backlash	0.02-0.07mm	0.10mm
Max. Difference Between Cylinders	- - -		TRANSMISSION		
Piston--Cylinder Clearance	0.040-0.05mm	0.120mm	Primary Reduction	3.842 (73/19)	
Cylinder Bore	49.000-49.015mm	49.090mm	Final Reduction	2.833 (34/12)	
Piston Dia./Measuring Point	48.955-48.970mm/18.0mm	48.880mm	Gear Ratios, Low/2nd 3rd/4th 5th/Top	2.333 (35/15) 1.684 (32/19) 1.318 (29/22) 1.083 (26/24) 0.923 (24/26) - - -	
Cylinder Warp	- - -	0.05mm	Gear Backlash 1st/2nd 3rd/4th 5th/6th	- - -	
Piston ring free end gap	approx 4.5mm	3.6mm	Shift Fork--Groove Clearance	0.10 - 0.30mm	0.50mm
Piston ring End Gap	0.15 - 0.35mm	0.80mm	Shift Fork Groove Width	4.45-4.55mm	- - -
Piston ring--Groove Clearance	0.01 - 0.05mm	- - -	Shift Fork Thickness	4.25 - 4.35mm	- - -
			Drive Chain Size	D.I.D. 428 or TAKASAGO RK428B/88 links	
			21 Pin Length	254.4mm	259.5mm
			Counter Shaft Length (Low-5th)	76.0-0.1mm	
			Drive Chain Slack	25-35mm	

I T E M		S T A N D A R D		L I M I T		I T E M		S T A N D A R D		L I M I T	
CARBURETOR						Headlight (Low/High)		6V 15/15W			
Idle RPM		1300 $\pm$ 100 r/min				Instrument Bulbs (Speedo/ Tach/Hi Beam/Turn Signal Oil Pressure)		-- --			
Carburetor Type		MIKUNI VM20SS (single)				Tail light/Stop light		6V 5W/-- --			
I.D. No.		46410				Turn Signal Bulbs		-- --			
Bore Size		20mm				CHASSIS					
Float Height		19.0 $\pm$ 1.0mm				Axle Runout (Front/Rear)				.25mm	
Fuel Level		-- --				Brake Drum I.D.		Front: -- -- Rear: -- --		110.7mm 110.7mm	
Air Screw		1 1/8				Brake Lining Thickness		Front: -- -- Rear: -- --		1.5mm 1.5mm	
Pilot Screw		-- --				Brake Disc Thickness (Front & Rear)		-- --			
Pilot Air Jet		-- --				Master Cylinder Cylinder Bore		Front: -- -- Rear: -- --			
Pilot Jet		#22.5				Master Cylinder Piston Diameter		Front: -- -- Rear: -- --			
Cut Away		1.5				Brake Caliper Cylinder Bore		Front: -- -- Rear: -- --			
Jet Needle		4F22-4				Brake Caliper Piston Dia.		Front: -- -- Rear: -- --			
Needle Jet		0-4				Wheel Rim Runout (Radial & Axial)		-- --		2.0mm	
Secondary Air Jet		---				Tire Size		Front: 2.50-14-4PR Rear: 3.00-12-4PR			
Pilot Outlet		0.6				Tire Tread Depth		Front: -- -- Rear: -- --		4.0mm 4.0mm	
Main Jet		#65				Tire Pressure		SOLO FRONT DUAL SOLO REAR DUAL			
ELECTRICAL						Normal Riding		14psi		14psi	
Ignition		Magnet				Continuous High		-- --		-- --	
Ignition Timing		23° $\pm$ 2° B.T.D.C. (2.12mm)				Speed Riding		-- --		-- --	
Firing Order		-- --				Fork Spring Free Length		312.4mm		305.4mm	
Spark Plug		NGK B7ES or ND W22ES				Swinging Arm Pivot Shaft Runout		-- --		0.6mm	
Spark Plug Gap		0.6 - 0.8mm				FUEL & OILS					
Contact Point Gap		0.35 $\pm$ 0.05mm				Fuel Type		unleaded or low-lead			
Dwell Angle		215°				Engine Oil Type		Suzuki CCI Super 2 or equivalent			
Spark Performance		over 8mm				Engine Oil Capacity		CCI Tank: 0.9l			
Condensor Capacity		0.18 $\pm$ 0.02 μ F				Transmission Oil Type/Cap		SAE 20W/40 change 650ml/overhaul 700ml			
Ignition Coil Resistance (Pri.)		B/Y - Ground		approx 0-1 Ω		Front Fork Air Pressure		-- --			
Ignition Coil Resistance (Sec.)		Plug cap - Ground		approx 15-17k Ω		Fork Oil Type/Cap./Level		High quality SAE 10 fork oil or A.T.F./80ml/110.5mm			
Pri. Ignition Coil Resistance		B/Y - Ground		approx 1-3 Ω							
High Speed Coil Resistance											
Low Speed Coil Resistance											
Exciter Coil Resistance											
Pulser Coil Resistance											
Lighting Coil Resistance		Y/R - Ground		approx 0-1 Ω							
Lighting Coil Output		over 5.7V @ 2,500rpm/under 9.0V @ 8000rpm									
Battery		-- --									
Specific Gravity		-- --									
Regulated Amperage		-- --									
Regulated Voltage		-- --									
Fuse Capacity		-- --									



SUZUKI

TWO STROKE

Service Bulletin

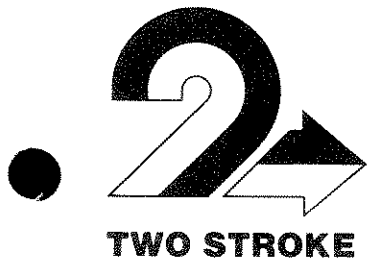
Bulletin No.: SPECS-16K
 Date: 2/1/80
 Read and Initial
 Manager _____
 Parts Mgr. _____
 Service Mgr. _____
 Mechanics _____

MODEL: RM80T

SUBJECT: SPECIFICATIONS

ITEM	STANDARD	LIMIT
VALVE SPECS		
Valve Lift	IN: EX:	
Tapet Clearance or Valve Clearance	IN: EX:	
Valve Guide--Valve Stem Clearance	IN: EX:	
Valve Guide I.D. (IN/EX)		
Valve Stem O.D.		
Valve Stem Deflection (IN & EX)		
Valve Head Thickness (IN & EX)		
Valve Seat Width (IN/EX)		
Valve Head Radial Runout (IN & EX)		
Valve Spring Free Length	INN: OUT:	
Valve Spring Tension	INN: OUT:	
Rocker Arm I.D. (IN & EX)		
Rocker Arm Shaft O.D. (IN & EX)		
CAMSHAFT		
Cam Height	IN: EX:	
Camshaft--Journal Clearance (IN & EX)		
Camshaft Journal I.D. (IN & EX)		
Camshaft Journal O.D. (IN & EX)		
Camshaft Deflection (IN & EX)		
Cam Chain 20 Pitch Length		
PISTON/RING/ CYLINDER		
Compression Pressure		
Max. Difference Between Cylinders		
Piston--Cylinder Clearance	0.060-0.070mm	0.120mm
Cylinder Bore	49.00-49.015mm	49.070mm
Piston Dia./ Measuring Point	48.935-48.950mm/18mm	48.880mm
Cylinder Warp		0.05mm
Piston ring free end gap	approx. 5.0mm	4.0mm
Piston ring End Gap	1.2-1.5mm	2.0mm
Piston ring--Groove Clearance	0.015-0.065mm	
ITEM	STANDARD	LIMIT
Piston Pin Bore I.D.	11.998-12.006mm	12.030mm
Piston Pin O.D.	11.995-12.000mm	11.980mm
CRANKSHAFT		
Con-rod Small End Hole	16.003-16.011mm	16.040mm
Con-rod Deflection		3.0mm
Big End Side Clearance		
Con-rod Big End Wear		
Crankshaft Runout		0.05mm
Crankshaft Web to Web Width	52.0 ± 0.1mm	
OIL PUMP		
Oil Pressure		
Tip Clearance		
Outer Rotor Clearance		
Side Clearance		
Oil Pump Reduction Ratio		
CCI Pump Discharge Rate		
CLUTCH		
Drive Plate Thickness	2.9-3.1mm	2.6mm
Drive Plate Warp		0.4mm
Driven Plate Thickness	1.6 ± 0.1mm	
Driven Plate Warp		0.1mm
Drive Plate Claw Width	11.8-12.0mm	11.3mm
Clutch Spring Free Length	35.4mm	33.7mm
Pri. Drive--Driven Gear Backlash	0.02-0.07mm	0.10mm
TRANSMISSION		
Primary Reduction	3.842 (73/19)	
Final Reduction	3.571 (50/14)	
Gear Ratios, Low/2nd	2.571 (36/14) / 1.888 (34/18)	
3rd/4th	1.500 (30/20) / 1.250 (25/20)	
5th/Top	1.083 (26/24) / 0.961 (25/26)	
Gear Backlash 1st/2nd		
3rd/4th		
5th/6th		
Shift Fork--Groove Clearance	0.10-0.30mm	0.50mm
Shift Fork Groove Width	4.45-4.55mm	
Shift Fork Thickness	4.25-4.35mm	
Drive Chain Size	D.I.D. 428GM, 112 links	
21 Pin Length	254.4mm	259.5mm
Countershaft Length (Low-2nd)	87.5-87.6mm	
Drive Chain Slack	30-40mm	

I T E M	S T A N D A R D	L I M I T	I T E M	S T A N D A R D	L I M I T
CARBURETOR			Headlight (Low/High)		
Idle RPM	--		Instrument Bulbs (Speedo/ Tach/Hi Beam/Turn Signal Oil Pressure		
Carburetor Type	MIKUNI VM26SS		Tail light/Stop light		
I.D. No.	46920		Turn Signal Bulbs		
Bore Size	26mm		CHASSIS		
Float Height	23 ± 1mm		Axle Runout (Front/Rear)	--	0.25mm
Fuel Level	--		Brake Drum I.D.	Front: -- Rear: --	110.7mm 110.7mm
Air Screw	2.0		Brake Lining Thickness	Front: -- Rear: --	1.5mm 1.5mm
Pilot Screw	--		Brake Disc Thickness (Front & Rear)		
Pilot Air Jet	--		Master Cylinder Cylinder Bore	Front: -- Rear: --	
Pilot Jet	#35		Master Cylinder Piston Diameter	Front: -- Rear: --	
Cut Away	2.0		Brake Caliper Cylinder Bore	Front: -- Rear: --	
Jet Needle	5DP39-3		Brake Caliper Piston Dia.	Front: -- Rear: --	
Needle Jet	P-4		Wheel Rim Runout (Radial & Axial)		2.0mm
Secondary Air Jet	--		Tire Size	Front: 2.75-17-4PR Rear: 4.10-14-4PR	--
Pilot Outlet	0.6		Tire Tread Depth	Front: -- Rear: --	4.0mm 4.0mm
Main Jet	#155		Tire Pressure	FRONT DUAL SOLO REAR SOLO DUAL SOLO DUAL	
ELECTRICAL			Normal Riding Continuous High Speed Riding	10-14 PSI 532mm	10-14 PSI 512mm
Ignition	Suzuki "PEI"		Fork Spring Free Length	--	0.6mm
Ignition Timing	13° ± 1° B.T.D.C. @ 12,000rpm		Swinging Arm Pivot Shaft Runout		
Firing Order	--		FUEL & OILS		
Spark Plug	NGK B8ES or ND W24ES		Fuel Type	Premium	
Spark Plug Gap	0.6-0.8mm		Engine Oil Type	CCI Super 2 or equivalent	
Contact Point Gap	--		Engine Oil Capacity	20:1 fuel/oil ratio premix	
Dwell Angle	--		Transmission Oil Type/Cap	SAE 20W/40/cahnge 700ml ovrl 750ml	
Spark Performance	Over 8mm		Front Fork Air Pressure	--	
Condensor Capacity	--		Fork Oil Type/Cap./Level	high quality SAE 10 fork oil or A.T.F./ 166ml/170mm	
Ignition Coil Resistance (Pri.)	B/W - W/Bl approx 0-1 ohm				
Ignition Coil Resistance (Sec.)	Plug cap - B/W approx 10-11 K ohms				
Magneto Resistance	B/W - R/W approx 250-300 ohms B/W - Bl approx 50-60 ohms B/R - R/W approx 70-80 ohms				
Pulser Coil Resistance					
Charging Coil Resistance					
Lighting Coil Output					
Battery					
Specific Gravity					
Regulated Amperage					
Regulated Voltage					
Fuse Capacity					



SUZUKI

TWO STROKE

Service Bulletin

Bulletin No.: SPECS-16-0

Date: 2/1/80
Read and Initial

Manager _____

Parts Mgr. _____

Service Mgr. _____

Mechanics _____

MODEL: RM400T

SUBJECT: SPECIFICATIONS

ITEM	STANDARD	LIMIT
VALVE SPECS		
Valve Lift	IN: EX:	---
Tappet Clearance or Valve Clearance	IN: EX:	---
Valve Guide--Valve Stem Clearance	IN: EX:	---
Valve Guide I.D. (IN/EX)		---
Valve Stem O.D.		---
Valve Stem Deflection (IN & EX)		---
Valve Head Thickness (IN & EX)		---
Valve Seat Width (IN/EX)		---
Valve Head Radial Runout (IN & EX)		---
Valve Spring Free Length	IN: OUT:	---
Valve Spring Tension	IN: OUT:	---
Rocker Arm I.D. (IN & EX)		---
Rocker Arm Shaft O.D. (IN & EX)		---
CAMSHAFT		
Cam Height	IN: EX:	---
Camshaft--Journal Clearance (IN & EX)		---
Camshaft Journal I.D. (IN & EX)		---
Camshaft Journal O.D. (IN & EX)		---
Camshaft Deflection (IN & EX)		---
Cam Chain 20 Pitch Length		---
PISTON/RING/CYLINDER		
Compression Pressure	---	---
Max. Difference Between Cylinders	---	---
Piston--Cylinder Clearance	0.070-0.080mm	0.120mm
Cylinder Bore	80.000-80.015mm	80.060mm
Piston Dia./Measuring Point	79.925-79.940mm/27.5mm	79.980mm
Cylinder Warp	---	0.05 mm
Piston ring free end gap	Approx. 9.0mm	7.2mm
Piston ring End Gap	0.20-0.40mm	0.85mm
Piston ring--Grove Clearance	0.020-0.060mm	---
STANDARD		
Piston Pin Bore I.D.	17.998-18.006mm	18.010mm
Piston Pin O.D.	17.995-18.000mm	17.980mm
CRANKSHAFT		
Con-rod Small End Hole	21.997-22.011mm	22.040mm
Con Rod Deflection	---	3.0mm
Big End Side Clearance	---	---
Con-rod Big End Wear	---	---
Crankshaft Runout	---	0.05mm
Crankshaft Web to Web Width	70.0+0.1mm	---
OIL PUMP		
Oil Pressure		---
Tip Clearance		---
Outer Rotor Clearance		---
Side Clearance		---
Oil Pump Reduction Ratio		---
CCI Pump Discharge Rate		---
CLUTCH		
Drive Plate Thickness	2.9-3.1mm	2.6mm
Drive Plate Warp	---	0.2mm
Driven Plate Thickness	2.0+0.06mm	---
Driven Plate Warp	---	---
Drive Plate Claw Width	15.8-16mm	15.0mm
Clutch Spring Free Length	40.5mm	38.5mm
Pri. Drive--Driven Gear Backlash	0.02-0.07mm	0.10mm
TRANSMISSION		
Primary Reduction	2.384 (62/26)	
Final Reduction	3.500 (49/14)	
Gear Ratios, Low/2nd	2.000(28/14)/1.625(26/16)	
3rd/4th	1.263(24/19)/1.000(21/21)	
5th/Top	0.869 (20/23)	
Gear Backlash	1st/2nd 3rd/4th 5th/6th	---
Shift Fork--Grove Clearance	No.1 0.40-0.60mm No.'s 2&3 0.20-0.40mm	0.80mm 0.60mm
Shift Fork Groove Width	No.1 4.45-4.55mm No.'s 2&3 4.25-4.35mm	---
Shift Fork Thickness	(All) 3.95-4.05mm	---
Drive Chain Size	DID 520TR 108 links	324, 1mm
21 Pin Length	317.8mm	---
Drive Chain Slack	40-50mm	---

I T E M	S T A N D A R D	L I M I T	I T E M	S T A N D A R D	L I M I T
CARBURETOR			Headlight (Low/High)	---	
Idle RPM	---		Instrument Bulbs (Speedo/ Tach/Hi Beam/Turn Signal Oil Pressure)	---	
Carburetor Type	Mikuni VM35SS, single		Tail light/Stop light	---	
I.D. No.	40410		Turn Signal Bulbs	---	
Bore Size	36mm		CHASSIS	---	
Float Height	13.9 + 0.5mm		Axle Runout (Front/Rear)	---	0.25mm
Fuel Level	---		Brake Drum I.D.	---	150.7mm
Air Screw	15		Brake Lining Thickness	---	140.7mm
Pilot Screw	---		Brake Disc Thickness (Front & Rear)	---	1.5mm
Pilot Air Jet	#50		Master Cylinder Cylinder Bore	---	
Pilot Jet	2.5		Master Cylinder Piston Diameter	---	
Cut Away	6F16-3		Brake Caliper Cylinder Bore	---	
Jet Needle	R6		Brake Caliper Piston Dia.	---	
Secondary Air Jet	2.5		Wheel Rim Runout (Radial & Axial)	---	2.0mm
Pilot Outlet	0.6		Tire Size	Front: 3.00-21-4PR full knobby Rear: 5.10-18-4PR full knobby	
Main Jet	#270		Tire Tread Depth	Front: --- Rear: ---	4.0mm 4.0mm
ELECTRICAL			Tire Pressure	SOLO DUAL SOLO DUAL FRONT REAR	
Ignition	PEI		Normal Riding	0.7 - 1.0 kg/cm ²	0.7 - 1.0 kg/cm ²
Ignition Timing	15° + 2° BTDC @ 6,000rpm		Continuous High	(10-14psi)	(10-14psi)
Firing Order	---		Speed Riding	568mm	558mm
Spark Plug	NGK B8EGV		Fork Spring Free Length	---	0.3mm
Spark Plug Gap	0.5 - 0.6mm		Swinging Arm Pivot Shaft Runout	---	
Contact Point Gap	---		FUEL & OILS		
Dwell Angle	---		Fuel Type	Premium	
Spark Performance	Over 8mm		Engine Oil Type	Suzuki CCI Super 2	
Condensor Capacity	---		Engine Oil Capacity	20:1 premix	
Ignition Coil Resistance (Pri.)	B/W - W/B approx. 0 - 1ohm		Transmission Oil Type/Cap	SAE 20W/40 / chng: 1000ml ovhl: 1100ml	
Ignition Coil Resistance (Sec.)	Plug cap - B/W approx. 10 - 11k ohms		Front Fork Air Pressure	11.4psi	
Pri. Ignition Coil Resistance			Fork Oil Type/Cap./Level	High quality SAE 10 fork oil or A.T.F./400ml /175mm	
High Speed Coil Resistance	B/W-B/R approx. 150-200ohms		Shock Absorber Oil Type	Bel Ray LF100 SAE 5 or high quality SAE 5 shock oil (approx. 192ml)	
Low Speed Coil Resistance	B/W-R/W approx. 250-300ohms		Shock Absorber Nitrogen Pressure	16kg/cm ² (228 psi)	
Exciter Coil Resistance	---				
Pulser Coil Resistance	---				
Charging Coil Resistance	---				
Lighting Coil Output	---				
Battery	---				
Specific Gravity	---				
Regulated Amperage	---				
Regulated Voltage	---				
Fuse Capacity	---				



SUZUKI

TWO STROKE

Service Bulletin

Bulletin No.: SPECS-16T

Date: 11/9/79
Read and Initial

Manager _____

Parts Mgr. _____

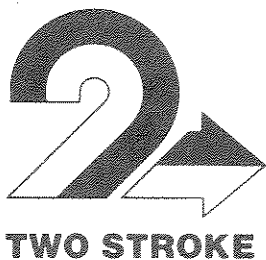
Service Mgr. _____

Mechanics _____

MODEL: TS125T

SUBJECT: SPECIFICATIONS

ITEM	STANDARD	LIMIT	ITEM	STANDARD	LIMIT
VALVE SPECS			Piston Pin Bore I.D.	13.998-14.006mm	14.030mm
Valve Lift	IN: EX:		Piston Pin O.D.	13.995-14.000mm	13.980mm
Tappet Clearance or Valve Clearance	IN: EX:		CRANKSHAFT		
Valve Guide--Valve Stem Clearance	IN: EX:		Con-rod Small End Hole	18.003-18.011mm	18.040mm
Valve Guide I.D. (IN/EX)	IN: EX:		Big End Side Clearance	---	3.0mm
Valve Stem O.D.	IN: EX:		Con-rod Deflection	---	0.05mm
Valve Stem Deflection (IN & EX)	IN: EX:		Crankshaft Runout	---	
Valve Head Thickness (IN & EX)	IN: EX:		Crankshaft Web to Web Width	56.0 + 0.1mm	
Valve Seat Width (IN/EX)	IN: EX:		OIL PUMP		
Valve Head Radial Runout (IN & EX)	IN: EX:		Oil Pressure		
Valve Spring Free Length	INN: OUT:		Tip Clearance		
Valve Spring Tension	INN: OUT:		Outer Rotor Clearance		
Rocker Arm I.D. (IN & EX)	IN: EX:		Side Clearance		
Rocker Arm Shaft O.D. (IN & EX)	IN: EX:		Oil Pump Reduction Ratio	3.562 (57/16)	---
CAMSHAFT			Oil Pump Discharge Rate	1.28-1.58 ml @ 2000 rpm for 2 minutes	---
Cam Height	IN: EX:		CLUTCH		
Camshaft--Journal Clearance (IN & EX)	IN: EX:		Drive Plate Thickness	2.9-3.1mm	2.6mm
Camshaft Journal I.D. (IN & EX)	IN: EX:		Drive Plate Warp	---	0.4mm
Camshaft Journal O.D. (IN & EX)	IN: EX:		Driven Plate Thickness	No. 1: 1.6 ± .06mm/No. 2: 2.0 ± .06mm	
Camshaft Deflection (IN & EX)	IN: EX:		Driven Plate Warp	---	0.1mm
Cam Chain 20 Pitch Length	IN: EX:		Drive Plate Claw Width	11.8-12.0mm	11.3mm
PISTON/RING/ Cylinder			Clutch Spring Free Length	31.1mm	32.6mm
Compression Pressure			Pri. Drive--Driven Gear Backlash	0.02-0.07mm	0.10mm
Max. Difference Between Cylinders			TRANSMISSION		
Piston--Cylinder Clearance	0.045-0.055mm	0.120mm	Primary Reduction	3.562 (57/16)	---
Cylinder Bore	56.000-56.015mm	56.085mm	Final Reduction	3.066 (46/15)	---
Piston Dia./Measuring Point	55.950-55.965mm/23mm	55.880mm	Gear Ratios, Low/2nd 3rd/4th 5th/Top	3.090 (34/11)/2.000 (30/15) 1.368 (26/19)/1.095 (23/21) 0.956 (22/23)/0.840 (21/25)	
Cylinder Warp	---	.05mm	Gear Backlash 1st/2nd 3rd/4th 5th/6th		
Piston ring free end gap	Approx. 7.5mm	6.0mm	Shift Fork--Groove clearance	0.05-0.25mm	0.45mm
Piston ring End Gap	0.15-0.35mm	---	Shift Fork Groove Width	No.1: 4.45-4.55mm/No.2: 5.45-5.55mm	
Piston ring-- Groove clearance	0.01-0.05mm	---	Shift Fork Thickness	No.1: 4.30-4.40mm/No.2: 5.30-5.40mm	
			Drive Chain Size	D.I.D. 428D 116 Links	259.0mm
			21 Pin Length	254.0mm	
			Countershaft Length (low to 2nd)	+0.0mm -0.2mm	



SUZUKI

TWO STROKE

Service Bulletin

Bulletin No.: SPECS-16N
 Date: 2/1/80
 Read and Initial
 Manager _____
 Parts Mgr. _____
 Service Mgr. _____
 Mechanics _____

MODEL: RM250T

SUBJECT: SPECIFICATIONS

ITEM	STANDARD	LIMIT	ITEM	STANDARD	LIMIT
VALVE SPECS			Piston Pin Bore I.D.	17.998-18.006mm	18.030mm
Valve Lift	IN: EX:		Piston Pin O.D.	17.995-18.000mm	17.980mm
Tappet Clearance or Valve Clearance	IN: EX:		CRANKSHAFT		
Valve Guide--Valve Stem Clearance	IN: EX:		Con-rod Small End Hole	23.003-23.011mm	23.040mm
Valve Guide I.D. (IN/EX)	IN: EX:		Connecting Rod Deflection	- - -	3.0mm
Valve Stem O.D.	IN: EX:		Big End Side Clearance	- - -	- - -
Valve Stem Deflection (IN & EX)	IN: EX:		Con-rod Big End Wear	- - -	- - -
Valve Head Thickness (IN & EX)	IN: EX:		Crankshaft Runout	- - -	0.05mm
Valve Seat Width (IN/EX)	IN: EX:		Crankshaft Web to Web Width	58.0 ± 0.1mm	
Valve Head Radial Runout (IN & EX)	IN: EX:		OIL PUMP		
Valve Spring Free Length	INN: OUT:		Oil Pressure		
Valve Spring Tension	INN: OUT:		Tip Clearance		
Rocker Arm I.D. (IN & EX)	INN: OUT:		Outer Rotor Clearance		
Rocker Arm Shaft O.D. (IN & EX)	INN: OUT:		Side Clearance		
CAMSHAFT			Oil Pump Reduction Ratio		
Cam Height	IN: EX:		CCI Pump Discharge Rate		
Camshaft--Journal Clearance (IN & EX)	IN: EX:		CLUTCH		
Camshaft Journal I.D. (IN & EX)	IN: EX:		Drive Plate Thickness	2.9-3.1mm	2.6mm
Camshaft Journal O.D. (IN & EX)	IN: EX:		Drive Plate Warp	- - -	0.2mm
Camshaft Deflection (IN & EX)	IN: EX:		Driven Plate Thickness	2.0 ± 0.06mm	- - -
Cam Chain 20 Pitch Length	IN: EX:		Driven Plate Warp	- - -	0.1mm
PISTON/RING/CYLINDER			Drive Plate Claw Width	15.8 - 16.0mm	15.0mm
Compression Pressure	IN: EX:		Clutch Spring Free Length	40.5mm	38.5mm
Max. Difference Between Cylinders	IN: EX:		Pri. Drive--Driven Gear Backlash	0.02-0.07mm	0.10mm
Piston--Cylinder Clearance	IN: EX:		TRANSMISSION		
Cylinder Bore	IN: EX:		Primary Reduction	2.727 (60/22)	
Piston Dia./Measuring Point	IN: EX:		Final Reduction	3.571 (50/14)	
Cylinder Warp	IN: EX:		Gear Ratios, Low/2nd 3rd/4th 5th/Top	2.076 (21/13) / 1.750 (28/16) 1.352 (23/17) / 1.105 (21/19) 0.913 (21/23)	
Piston ring free end gap	IN: EX:		Gear Backlash 1st/2nd 3rd/4th 5th/6th	- - -	
Piston ring End Gap	IN: EX:		Shift Fork--Groove Clearance	No. 1 0.40-0.60mm No. 2&3 0.20-0.40mm No. 4&5 4.35mm (ALL) 3.95-4.05mm	0.80mm 0.60mm - - -
Piston ring--Groove Clearance	IN: EX:		Shift Fork Groove Width	No. 2&3 4.45-4.55mm	- - -
	IN: EX:		Shift Fork Thickness	(ALL) 3.95-4.05mm	
	IN: EX:		Drive Chain Size	D.I.D. 520TR 110 links	
	IN: EX:		21 pin Length	317.8mm	324.1mm
	IN: EX:		Drive Chain Slack	40-50mm	

I T E M		S T A N D A R D		L I M I T		I T E M		S T A N D A R D		L I M I T	
CARBURETOR						Headlight (Low/High)		---			
Idle RPM		---				Instrument Bulbs (Speedo/		---			
Carburetor Type		Mikuni VM36 SS Single				Tach/Hi Beam/Turn Signal		---			
I.D. No.		40310				Oil Pressure		---			
Bore Size		36mm				Tail light/Stop light		---			
Float Height		13.9 ± 0.5mm				Turn Signal Bulbs		---			
Fuel Level		---				CHASSIS		---			
Air Screw		14				Axle Runout (Front/Rear)		---		.25mm	
Pilot Screw		---				Brake Drum I.D.		Front: ---		150.7mm	
Pilot Air Jet		---				Brake Lining Thickness		Rear: ---		140.7mm	
Pilot Jet		460				Brake Disc Thickness		Front: ---		1.5mm	
Cut Away		2.0				(Front & Rear)		Rear: ---		1.5mm	
Jet Needle		6FJ6-3				Master Cylinder		Front: ---		---	
Needle Jet		R-6				Cylinder Bore		Rear: ---			
Secondary Air Jet		2.5				Master Cylinder		Front: ---			
Pilot Outlet		0.6				Piston Diameter		Rear: ---			
Main Jet		#230				Brake Caliper Cylinder		Front: ---			
ELECTRICAL						Bore		Rear: ---			
Ignition		PEI				Brake Caliper Piston Dia.		Front: ---			
Ignition Timing		10.5° ± 2° BTDC @ 8000RPM				Rear: ---		Front: ---		2.0mm	
Firing Order		---				Wheel Rim Runout (Radial		---			
Spark Plug		NGK B9EGV				& Axial)		Front: 3.00-21-4PR Full Klobby			
Spark Plug Gap		0.5 - 0.6mm				Tire Size		Rear: 5.10-18-4PR Full Klobby			
Contact Point Gap		---				Tire Tread Depth		Front: ---		4.0mm	
Dwell Angle		---				Tire Pressure		Rear: ---		4.0mm	
Spark Performance		Over 8.0mm				SOLO		FRONT		SOLO	
Condensor Capacity		---				Normal Riding		---		DUAL	
Ignition Coil Resistance		W/Bl- B approx. 0-1ohm				Continuous High		---		---	
(Pri.)						Speed Riding		0.7 - 1.0		0.7 - 1.0	
Ignition Coil Resistance						(10-14psi)		kg/cm ²		kg/cm ²	
(Sec.)						Fork Spring Free Length		(10-14psi)		(10-14psi)	
Pri. Ignition Coil		Plug cap-B approx. 12-14k ohms				Swinging Arm Pivot Shaft		568mm		558mm	
Resistance		---				Runout		---		0.3mm	
High Speed Coil Resistance		W/R-B approx. 25-35ohms				FUEL & OILS		Premium			
Low Speed Coil Resistance		B/R-B approx. 350-450k ohms				Fuel Type		Suzuki CCI Super 2			
Exciter Coil Resistance		---				Engine Oil Type		20:1 Premix			
Pulsar Coil Resistance		---				Engine Oil Capacity		SAE 20w/40 chng. 800ml		Ovrhl: 850ml	
Charging Coil Resistance		---				Transmission Oil Type/Cap		0.8kg/cm ² 11.4psi			
Lighting Coil Output		---				Front Fork Air Pressure		High quality SAE 10 fork oil or ATF/			
Battery		---				Fork Oil Type/Cap./Level		400ml/175mm			
Specific Gravity		---				Shock Absorber Oil		Bel Ray LTI100 SAE 5 or high quality			
Regulated Amperage		---				Shock Absorber Nitrogen		SAE 5 shock oil (approx. 192ml)			
Regulated Voltage		---				Pressure		16kg/cm ² , 228psi			
Fuse Capacity		---									



TWO STROKE

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TWO STROKE

Service Bulletin

Bulletin No.: SPECS-16S

Date: 11/9/79
Read and Initial

Manager _____

Parts Mgr. _____

Service Mgr. _____

Mechanics _____

MODEL: TS100T

SUBJECT: SPECIFICATIONS

ITEM	STANDARD	LIMIT
VALVE SPECS		
Valve Lift	IN: EX:	
Tapet Clearance or Valve Clearance	IN: EX:	
Valve Guide--Valve Stem Clearance	IN: EX:	
Valve Guide I.D. (IN/EX)		
Valve Stem O.D.		
Valve Stem Deflection (IN & EX)		
Valve Head Thickness (IN & EX)		
Valve Seat Width (IN/EX)		
Valve Head Radial Runout (IN & EX)		
Valve Spring Free Length	INN: OUT:	
Valve Spring Tension	INN: OUT:	
Rocker Arm I.D. (IN & EX)		
Rocker Arm Shaft O.D. (IN & EX)		
CAMSHAFT		
Cam Height	IN: EX:	
Camshaft--Journal Clearance (IN & EX)		
Camshaft Journal I.D. (IN & EX)		
Camshaft Journal O.D. (IN & EX)		
Camshaft Deflection (IN & EX)		
Cam Chain 20 Pitch Length		
PISTON/RING/Cylinder		
Compression Pressure		
Max. Difference Between Cylinders		
Piston--Cylinder Clearance	0.040-0.050mm	0.120mm
Cylinder Bore	50.000-50.015mm	50.090mm
Piston Dia./Measuring Point	49.955-49.970mm/23mm	49.880mm
Cylinder Warp		0.05mm
Piston ring free end gap	(T) approx 4.5mm (N) approx 5.0mm	(T) 3.6mm (N) 4.0mm
Piston ring End Gap	0.15-0.35mm	0.80mm
Piston ring--Groove Clearance	0.02-0.06mm	
ITEM	STANDARD	LIMIT
Piston Pin Bore I.D.	13.998-14.006mm	14.030mm
Piston Pin O.D.	13.995-14.000mm	13.980mm
CRANKSHAFT		
Con-rod Small End Hole	18.003-18.011mm	18.040mm
Big End Side Clearance		
Con-rod Deflection		3.0mm
Crankshaft Runout		0.05mm
Crankshaft Web to Web Width	56.0 ± 0.1mm	
OIL PUMP		
Oil Pressure		
Tip Clearance		
Outer Rotor Clearance		
Side Clearance		
Oil Pump Reduction Ratio	3.562 (57/16)	
CCI Pump Discharge Rate	1.28-1.56ml @ 2000 rpm for 2 minutes	
CLUTCH		
Drive Plate Thickness	2.9-3.1mm	2.6mm
Drive Plate Warp		0.4mm
Driven Plate Thickness	No.1 1.6 ± 0.06mm No.2 2.0 ± 0.06mm	
Driven Plate Warp		0.1mm
Drive Plate Claw Width	11.8-12.0mm	11.3mm
Clutch Spring Free Length	31.1mm	32.6mm
Pri. Drive--Driven Gear Backlash	0.02-0.07mm	0.10mm
TRANSMISSION		
Primary Reduction	3.562 (57/16)	
Final Reduction	3.285 (46/14)	
Gear Ratios, Low/2nd	3.090 (34/11)/2.000 (30/15)	
3rd/4th	3.368 (26/19)/1.095 (23/21)	
5th/Top	0.875 (21/24)	
Gear Backlash 1st/2nd		
3rd/4th		
5th/6th		
Shift Fork--Groove Clearance	0.05-0.25mm	0.45mm
Shift Fork Groove Width	No.1: 4.45-4.55mm/No.2: 5.45-5.55mm	
Shift Fork Thickness	No.1: 4.30-4.40mm/No.2: 5.30-5.40mm	
Drive Chain Size	D.I.D. 428D 116 Links	
21 Pin Length	254.0mm	259.0 mm
Counter Shaft Length (Low-2nd)	92.0 ± 0.2mm	

I T E M	S T A N D A R D	L I M I T	I T E M	S T A N D A R D	L I M I T
CARBURETOR			Headlight (Low/High)	6V 30/30W	
Idle RPM	1300 ± 100 rpm		Instrument Bulbs (Speedo/ Tach/Hi Beam/Turn Signal Oil Pressure/Neutral)	6V 3W/-/1.7W/3W/-/3W	
Carburetor Type	Mikuni VM24SH, Single		Tail light/Stop light	6V 5.3/25W	
I.D. No.	48160		Turn Signal Bulbs	6V 17W	
Bore Size	24.0mm		CHASSIS		
Float Height	25.8 ± 1.0mm		Axle Runout (Front/Rear)		0.25mm
Fuel Level	---		Brake Drum I.D.	Front: 130.7mm Rear: 130.7mm	
Air Screw	Pre-set		Brake Lining Thickness	Front: 1.5mm Rear: 1.5mm	
Pilot Screw	---		Brake Disc Thickness (Front & Rear)		
Pilot Air Jet	---		Master Cylinder Cylinder Bore	Front: 1.5mm Rear: 1.5mm	
Pilot Jet	#17.5		Master Cylinder Piston Diameter		
Cut Away	2.0		Brake Caliper Cylinder Bore	Front: 2.0mm Rear: 2.0mm	
Jet Needle	5E20		Brake Caliper Piston Dia.		
Needle Jet	0-6		Wheel Rim Runout (Radial & Axial)		
Secondary Air Jet	---		Tire Size	Front: 2.75-19-4P.R. Rear: 3.00-18-4P.R.	
Pilot Outlet	0.7		Tire Tread Depth	Front: 4.0mm Rear: 4.0mm	
Main Jet	#115		Tire Pressure	SOLO DUAL SOLO DUAL	
ELECTRICAL			Normal Riding	21 psi	28 psi
Ignition	Suzuki "PEI"		Continuous High		
Ignition Timing	20° ± 2° B.T.D.C. @ 6000rpm		Speed Riding		
Firing Order	---		Pork Spring Free Length	529.4mm	517.4mm
Spark Plug	NGK B8ES or ND W24ES		Swinging Arm Pivot Shaft Runout	---	0.6mm
Spark Plug Gap	0.6-0.8mm		FUEL & OILS		
Contact Point Gap	---		Fuel Type	Unleaded or Low-lead	
Dwell Angle	---		Engine Oil Type	CCI Super 2 or equivalent	
Spark Performance	Over 8mm		Engine Oil Capacity	CCI tank: 1.2 lit (1.3 qt)	
Condensor Capacity	---		Transmission Oil Type/Cap	SAE 20W/40/Chng 800 ml/Overhaul 850 ml.	
Ignition Coil Resistance (Pri.)	B/V-Ground approx. 650-800 ohms		Front Fork Air Pressure	---	
Ignition Coil Resistance (Sec.)	Plug Cap-Ground approx. 15-17K ohms		Fork Oil Type/Cap./Level	High quality SAE 10 fork oil or A.T.F./ 130 ml/197mm	
Magneto Coil Resistance	R/W - Ground: 25-30 ohms B/Y - Ground: 1.5 - 2 ohms Y/R - Ground: 0-1 ohms		Drive chain slack	30-40mm	
Charging Coil Resistance	Y/W - Ground: 0-1 ohm				
Lighting Coil Output	Over 6.0V @ 2500rpm/Under 8.7V @ 8000rpm				
Battery	6V 4AH 10HR				
Specific Gravity	1.26 @ 20°C (68°F)				
Regulated Amperage	Over 0.7A @ 4000rpm/Under 2.8A @ 8000rpm				
Regulated Voltage	7.7-8.9V				
Fuse Capacity	10A				



SUZUKI

TWO STROKE

Service Bulletin

Bulletin No. SPECS-16U

Date: 11/9/79

Read and Initial

Manager _____

Parts Mgr. _____

Service Mgr. _____

Mechanics _____

MODEL: TS185T

SUBJECT: SPECIFICATIONS

ITEM	STANDARD	LIMIT
VALVE SPECS		
Valve Lift	IN: EX:	
Tappet Clearance or Valve Clearance	IN: EX:	
Valve Guide--Valve Stem Clearance	IN: EX:	
Valve Guide I.D. (IN/EX)		
Valve Stem O.D.		
Valve Stem Deflection (IN & EX)		
Valve Head Thickness (IN & EX)		
Valve Seat Width (IN/EX)		
Valve Head Radial Runout (IN & EX)		
Valve Spring Free Length	INN: OUT:	
Valve Spring Tension	INN: OUT:	
Rocker Arm I.D. (IN & EX)		
Rocker Arm Shaft O.D. (IN & EX)		
CAMSHAFT		
Cam Height	IN: EX:	
Camshaft--Journal Clearance (IN & EX)		
Camshaft Journal I.D. (IN & EX)		
Camshaft Journal O.D. (IN & EX)		
Camshaft Deflection (IN & EX)		
Cam Chain 20 Pitch Length		
PISTON/RING/ Cylinder		
Compression Pressure		
Max. Difference Between Cylinders		
Piston--Cylinder Clearance	0.050-0.060mm	0.120mm
Cylinder Bore	64.000-64.015mm	64.080mm
Piston Dia./ Measuring Point	63.945-63.960mm/26mm	63.880mm
Cylinder Warp		.05mm
Piston ring free end gap	Approx. 8.0mm	6.4mm
Piston ring End Gap	0.15-0.35mm	0.80mm
Piston ring-- Groove clearance	0.02-0.06mm	
ITEM	STANDARD	LIMIT
Piston Pin Bore I.D.	15.998-16.006mm	16.030mm
Piston Pin O.D.	15.995-16.000mm	15.980mm
CRANKSHAFT		
Con-rod Small End Hole	21.003-21.011mm	21.040mm
Big End Side Clearance		3.0mm
Con-rod Deflection		.05mm
Crankshaft Runout		---
Crankshaft Web to Web Width	56.0 ± 0.1mm	---
OIL PUMP		
Oil Pressure		
Tip Clearance		
Outer Rotor Clearance		
Side Clearance		
Oil Pump Reduction Ratio	5.529 (61/19 X 29/18 X 31/29)	
Oil Pump Discharge Rate	1.27 - 1.55ml @ 2000rpm for 2 minutes	
CLUTCH		
Drive Plate Thickness	2.9-3.1mm	2.6mm
Drive Plate Warp		0.4mm
Driven Plate Thickness	1.6 ± 0.06mm	---
Driven Plate Warp		
Drive Plate Claw Width	11.8-12.0mm	0.1mm
Clutch Spring Free Length	31.1mm	32.6mm
Pri. Drive--Driven Gear Backlash	0.02-0.07mm	0.10mm
TRANSMISSION		
Primary Reduction	3.210(61/19)	
Final Reduction	3.250(39/12)	
Gear Ratios, Low/2nd	2.750(33/12)/1.812(29/16)	
3rd/4th	1.250(25/20)/1.000(23/23)	
5th/Top	0.800(20/25)/-	
Gear Backlash 1st/2nd		
3rd/4th		
5th/6th		
Shift Fork-- Groove clearance		
Shift Fork Groove Width	0.20-0.40mm	0.60mm
Shift Fork Thickness	5.60-5.70mm	
Drive Chain Size	5.30-5.40mm	
21 Pin Length	D.I.D. 520K or Takasago RK520 96 Links	
Countershaft Length (Low-2nd)	317.5mm ± 0.5mm	323.8mm
	78.0mm -0.0mm	

I T E M		S T A N D A R D		L I M I T		I T E M		S T A N D A R D		L I M I T	
CARBURETOR						Headlight (Low/High)		6 V 30/30W			
Idle RPM		1300 $\pm$ 100 rpm				Instrument Bulbs (Speedo/ Tach/Hi Beam/Turn Signal Oil Pressure/Neutral)		6V 3W/-/1.7W/3W/-/3W			
Carburetor Type		Mikuni VM 29 SS				Tail light/Stop light		6V 5.3/25 W			
I.D. No.		29900				Turn Signal Bulbs		6V 17 W			
Bore Size		29.0mm				CHASSIS					
Float Height		24.0 $\pm$ 1.0mm				Axle Runout (Front/Rear)				0.25mm	
Fuel Level		---				Brake Drum I.D.		Front: Rear:		130.7mm 130.7mm	
Air Screw		Pre-set				Brake Lining Thickness		Front: Rear:		1.5mm 1.5mm	
Pilot Screw		---				Brake Disc Thickness (Front & Rear)					
Pilot Air Jet		---				Master Cylinder Cylinder Bore		Front: Rear:			
Pilot Jet		#27.5				Master Cylinder Piston Diameter		Front: Rear:			
Cut Away		2.5				Brake Caliper Cylinder Bore		Front: Rear:			
Jet Needle		5DH55				Brake Caliper Piston Dia.		Front: Rear:			
Needle Jet		0-9				Wheel Rim Runout (Radial & Axial)				2.0mm	
Secondary Air Jet		---				Tire Size		Front: 2.75-21-4P.R. Rear: 4.10-18-4P.R.			
Pilot Outlet		0.7				Tire Tread Depth		Front: Rear:		4.0mm 4.0mm	
Main Jet		#195				Tire Pressure		FRONT SOLO DUAL SOLO REAR 21 psi 21 psi 25 psi 28 psi			
ELECTRICAL						Normal Riding Continuous High Speed Riding		488.0mm		473.0mm	
Ignition		Suzuki "PET"				Fork Spring Free Length Swinging Arm Pivot Shaft Runout				0.6mm	
Ignition Timing		21.5° $\pm$ 2° B.T.D.C. @ 6000 rpm				FUEL & OILS					
Firing Order		---				Fuel Type		Low Lead or Unleaded			
Spark Plug		NGK BPTES ND W22EP				Engine Oil Type		Suzuki CCI Super 2 or equivalent			
Spark Plug Gap		0.6-0.8mm				Engine Oil Capacity		CCI tank: 1.2 lit(L.3qt)			
Contact Point Gap		---				Transmission Oil Type/Cap		SAE 20W/40/Chng 700ml/Ovrhl 750ml			
Dwell Angle		---				Front Fork Air Pressure		---			
Spark Performance		Over 8mm				Fork Oil Type/Cap./Level		High quality SAE 10 fork oil or A.T.F./166 ml/167mm			
Condensor Capacity		---				Drive chain slack		35-45mm			
Ignition Coil Resistance (Pri.)		B/W-W/BL approx 0-1 ohm									
Ignition Coil Resistance (Sec.)		Plug Cap-Ground 20-21K ohms									
Magnet coil Resistance											
		R/W - B/W 160-240 Ω R/W - B/R 30-40 Ω B/W - V/R 0-1 Ω									
Charging Coil Resistance		B/W - V/W 1-2									
Lighting Coil Output		Over 5.5V @ 2500rpm/Under 9.0V @ 8000rpm									
Battery		6V 4AH 10HR									
Specific Gravity		1.26 @ 20° C (68° F)									
Regulated Amperage		Over 1.0A @ 2000rpm/Under 3.2A @ 8000 rpm									
Regulated Voltage		6.7-7.3V									
Fuse Capacity		15A									



SUZUKI

TWO STROKE

Service Bulletin

Bulletin No.: SPECS-16V

Date: 11/9/79
Read and Initial

Manager _____

Parts Mgr. _____

Service Mgr. _____

Mechanics _____

MODEL: TS250T

SUBJECT: SPECIFICATIONS

ITEM	STANDARD	LIMIT	ITEM	STANDARD	LIMIT
VALVE SPECS					
Valve Lift	IN: EX:		Piston Pin Bore I.D.	17.998-18.006mm	18.030mm
Tappet Clearance or Valve Clearance	IN: EX:		Piston Pin O.D.	17.995-18.000mm	17.980mm
Valve Guide--Valve Stem Clearance	IN: EX:		CRANKSHAFT		
Valve Guide I.D. (IN/EX)			Con-rod Small End Hole	23.003-23.011mm	23.040mm
Valve Stem O.D.			Con-rod Deflection		3.0mm
Valve Stem Deflection (IN & EX)			Crankshaft Runout		0.05mm
Valve Head Thickness (IN & EX)			Crankshaft Web to Web Width	60.0 + 0.1 mm	
Valve Seat Width (IN/EX)			OIL PUMP		
Valve Head Radial Runout (IN & EX)			Oil Pressure		
Valve Spring Free Length	INN: OUT:		Tip Clearance		
Valve Spring Tension	INN: OUT:		Outer Rotor Clearance		
Rocker Arm I.D. (IN & EX)			Side Clearance		
Rocker Arm Shaft O.D. (IN & EX)			Oil Pump Reduction Ratio	2.658 (67/21 X 27/18 X 15/27)	
CAMSHAFT			CCI Pump Discharge Rate	1.58-1.87ml @ 2000rpm for 2 minutes	
Cam Height	IN: EX:		CLUTCH		
Camshaft--Journal Clearance (IN & EX)			Drive Plate Thickness	3.4-3.6mm	3.1mm
Camshaft Journal I.D. (IN & EX)			Drive Plate Warp		0.4mm
Camshaft Journal O.D. (IN & EX)			Driven Plate Thickness	2.0 + 0.06mm	
Camshaft Deflection (IN & EX)			Driven Plate Warp		0.1mm
Cam Chain 20 Pitch Length			Drive Plate Claw Width	15.8-16.0mm	15.3mm
PISTON/RING/ Cylinder			Clutch Spring Free Length	38.4mm	36.5mm
Compression Pressure			Pri. Drive--Driven Gear Backlash	0.02-0.07mm	0.10mm
Max. Difference Between Cylinders			TRANSMISSION		
Piston--Cylinder Clearance	0.060-0.070mm	0.120mm	Primary Reduction	3.190 (67/21)	
Cylinder Bore	70.000-70.015mm	70.070mm	Final Reduction	2.666 (40/15)	
Piston Dia./Measuring Point	69.935-69.950mm/26mm	69.980mm	Gear Ratios, Low/2nd 3rd/4th 5th/Top	2.727 (30/11)/1.800 (27/15) 1.277 (23/18)/1.000 21/21 0.826 (19/23)/-	
Cylinder Warp			Gear Backlash 1st/2nd 3rd/4th 5th/6th		
Piston ring free end gap	7.5mm	6.0mm	Shift Fork--Groove clearance	0.40-0.60mm	0.80mm
Piston ring End Gap	0.2-0.4mm	0.85mm	Shift Fork Groove Width	3.95-4.05mm	
Piston ring-- Groove clearance	0.03-0.07mm	---	Shift Fork Thickness	3.45-3.55mm	
			Drive Chain Size	D.I.D. 525TR, 100 Links	
			21 Pin Length	317.5mm	323.6mm
			Drive chain slack	50-60 mm	

I T E M		S T A N D A R D		L I M I T	
C A R B U R E T O R					
Idle RPM		1300 ± 100 rpm			
Carburetor Type		Mikuni VM 29 SS			
I.D. No.		30900			
Bore Size		29.0mm			
Float Height		24.0 ± 1.0mm			
Fuel Level		---			
Air Screw		Pre-set			
Pilot Screw		---			
Pilot Air Jet					
Pilot Jet		#25			
Cut Away		2.5			
Jet Needle		5DH55			
Needle Jet		0-7			
Secondary Air Jet		---			
Pilot Outlet		0.7			
Main Jet		#200			
ELECTRICAL					
Ignition		Suzuki "PEI"			
Ignition Timing		240 ± 20 B.T.D.C. @ 6000rpm			
Firing Order		---			
Spark Plug		NGK BP7ES or ND W22EP			
Spark Plug Gap		0.6-0.8mm			
Contact Point Gap		---			
Dwell Angle		---			
Spark Performance		Over 8mm			
Condensor Capacity		---			
Ignition Coil Resistance (Pri.)		B/W-B/L approx. 0-1 ohm			
Ignition Coil Resistance (Sec.)		Plug Cap.-Ground approx. 22-24K ohms			
Magnet coil Resistance					
		B-B/R 1-3Ω			
		B/R-B/W 130-165Ω			
		Y/R-B/W 0-1Ω			
Charging Coil Resistance		Y/W-B/W 0-1.5Ω			
Lighting Coil Output		Over 5.5V @ 2500rpm/Under 9.0V @ 8000rpm			
Battery		6V 4AH 10HR			
Specific Gravity		1.26 @ 20°C (68°F)			
Regulated Amperage		Over 1.0 A @ 2000rpm/Under 3.2 A @ 8000rpm			
Regulated Voltage		7.7-8.9V			
Fuse Capacity		15A			
I T E M		S T A N D A R D		L I M I T	
Headlight (Low/High)		6V30/30W			
Instrument Bulbs (Speedo/Tach/Hi Beam/Turn Signal Oil Pressure/Neutral)		6V 3W/3W/1.7W/3W/-/3W			
Tail light/Stop light		6V5.3/25W			
Turn Signal Bulbs		6V17W			
CHASSIS					
Axle Runout (Front/Rear)				0.25mm	
Brake Drum I.D.				Front: 150.7mm Rear: 150.7mm	
Brake Lining Thickness				Front: 1.5mm Rear: 1.5mm	
Brake Disc Thickness (Front & Rear)					
Master Cylinder					
Master Cylinder Bore					
Master Cylinder					
Piston Diameter					
Brake Caliper Cylinder Bore					
Brake Caliper Piston Dia.					
Wheel Rim Runout (Radial & Axial)				2.0mm	
Tire Size				Front: 3.00-21-4PR Rear: 4.60-18-4PR	
Tire Tread Depth				Front: 4.0mm Rear: 4.0mm	
Tire Pressure				FRONT SOLO DUAL SOLO DUAL 21 psi 21 psi 25psi 28 psi	
Normal Riding					
Continuous High					
Speed Riding					
Fork Spring Free Length				512mm	
Swinging Arm Pivot Shaft Runout				0.6mm	
FUEL & OILS					
Fuel Type				Low lead or Unleaded	
Engine Oil Type				Suzuki CCI Super 2 or equivalent	
Engine Oil Capacity				CCI tank 1.2 lit. (1.3 qt.)	
Transmission Oil Type/Cap				SAE 20W/40/Change: 850ml Overbl: 900ml	
Front Fork Air Pressure					
Fork Oil Type/Cap./Level				High quality SAE 10 fork oil or A.T.F./242ml/176.5mm	