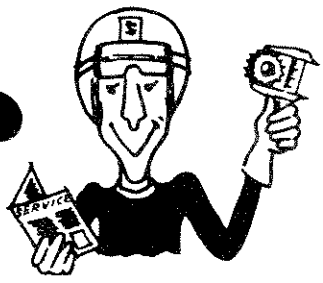


SUZUKI
2-Stroke
Service Bulletin

Bulletin No: SPECIFICATION-6
Date: July 11, 1975

Read and Initial

Manager_____
Parts_____
Service_____

Subject: 1971 to 1975 GENERAL AND CARBURETOR SPECIFICATIONS

This bulletin encompasses every 1971 to 1975 Suzuki model and its purpose is to provide your Service Department with up-to-date 1971-1975 ready reference general and carburetion 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 Motor Corp. • 13767 Freeway Drive • Santa Fe Springs, California • 90670 • (213) 921-4461

1975

GENERAL

CARBURETION

MODEL	IGN. TIMING B.T.D.C.	SPARK PLUG NGK (ND)	TRANS. OIL CAP. (CC)	FRONT FORK CAP. (CC)	BORE SIZE	MAIN JET	NEEDLE JET	JET NEEDLE	CUT-AWAY	PILOT JET	AIR SCREW	FLOAT LEVEL (MM)
TS/TM75M	1.56mm	B-7HS (W22FS)	700	TS: 110 TM: 100	16mm	77.5	E-3	3E3-3	2.0	22.5	1½	A: 22.5
RV90M	2.04mm	BP-6HS (W20FP)	700	100	17mm	250	E-6	4I2-3	3.0	17.5	1½	A: 22.5
TC/TS100M	2.22mm	B-8HS (W24FS)	700	125	19mm	TC: 210 TS: 200	E-4	5D3-3	2.0	22.5	1½	A: 25.1
TM100M	PEI	B-9EV	550	125	28mm	175	O-4	5DP7-3	2.5	30	1½	B: 25
RM125M	PEI.	B9EV	550	210	28mm	180	P-4	5DP7-3	2.5	50	1½	B: 25
RV125M	2.41mm	B-7HS (W22FS)	700	125	22mm	110	P-2	4F10-4	3.0	20	1½	A: 25.8
TC/TS125M	2.41mm	TC: B-8HS TS: B-7HS	550	125	24mm	90	O-0	4DH7-3	3.0	25	1¼	B: 17.3
TM125M	PEI	B-8EN (W25EN)	550	125	28mm	120	O-4	5DP7-3	2.0	30	1½	A: 25
GT185M	2.62mm	B-7HS (W22FS)	800	130	20mm	72.5	N-4	4DI7-3	2.0	20	1.0	A: 19.9
TC185M	3.07mm	B-7HS (W22FS)	750	125	24mm	130	O-4	5DP28-3	1.5	17.5	1½	B: 17.3
TS185M	PEI	B-7HS (W22FS)	550	125	24mm	125	O-5	5DP28-3	1.5	17.5	1½	B: 17.3
GT250M	2.93mm	B-8ES (W24ES)	1300	145	26mm	112.5	O-2	5CN3-2	2.5	25	1½	B: 17.3
RL250M	PEI	B-7ES (W22ES)	850	245	28mm	145	O-6	5CN6-3	2.0	30	1½	B: 17.3
TM250M	PEI	B-8ES (W24ES)	700	185	32mm	200	O-6	6DP1-2	1.5	35	1.0	A: 31.8
TS250M	PEI	B-7ES (W24ES)	850	180	28mm	180	O-4	5CN3-2	2.5	25	1 3/4	B: 17.3
GT380M	R,L2.30mm C:2.25mm	B-8ES (W24ES)	1500	145	24mm	80	O-2	4DH7-2	3.0	25	1¼	A: 25.8
TM400M	PEI	B-8ES (W24ES)	1200	185	34mm	240	P-3	6DH3-3	2.5	40	1.0	B: 23.4
TS400M	PEI	B-8ES (W24ES)	1200	180	32mm	122.5	O-9 P-1①	5F20-3 5F22-3②	2.5	27.5	1½ 1.0①	A: 27.3
T500M	3.44mm	B-7HS (W22FS)	1400	220	32mm	97.5	P-4	5FP17-3	2.5	30	1½	A: 27.3
GT550M	3.37mm	B-8ES (W24ES)	1500	160	28mm	R&L: 97.5 C: 95	P-0	5DH21-4	2.5	25	1½	A: 25.8
GT750M	R:3.62mm L:3.62mm C:3.42mm	B-8ES (W24ES)	2200	160	32mm	R&L: 110 C:107.5	Z-0	4DN18-3	110	45	fuel-air 3/4	A: 27.6

A: Measurement from gasket fitting surface to top of floats.

B: Measurement from gasket fitting surface to bottom of float tongue. NOTE: This differs from previous years measuring method.

① As of Engine Number: 17281. Applicable to all 1974 and 1975 models.

② As of Engine Number: 15125. Applicable to all 1974 and 1975 models.

MODEL	IGN. TIMING B.T.D.C.	SPARK PLUG NGK (ND)	TRANS. OIL CAP. (CC)	FRONT FORK CAP. (CC)	BORE SIZE	MAIN JET	NEEDLE JET	JET NEEDLE	CUT-AWAY	PILOT JET	AIR SCREW	FLOAT LEVEL (MM)
TS50L	2.03mm	B-7HS (W22FS)	700	110	16mm	75	E-2	3E3-3	2.0	17.5	1½	A: 22.5
TM75L	1.56mm	B-7HS (W22FS)	700	100	16mm	77.5	E-3	3E3-3	2.0	22.5	1½	A: 22.5
RV90L	2.04mm	BP-6HS (W20FP)	700	100	17mm	250	E-6	4I2-3	3.0	17.5	1½	A: 22.5
TC/TS100L	2.22mm	B-8HS (W24FS)	700	125	19mm	TC: 210 TS: 200	E-4	5D3-3	2.0	22.5	1½	A: 25.1
TM100L	PEI	B-8EN (W25EN)	550	130	26mm	130	O-4	5DP7-3	2.0	30	1½	A: 25.0
RV125L	2.41mm	B-7HS (W22FS)	550	125	22mm	110	P-2	4F10-4	3.0	20	1½	A: 25.75
TC/TS125L	2.41mm	B-77HC (W24FS)	550	125	24mm	90	O-0	4DH7-3	3.0	25	1¼	B: 5.8
TM125L	PEI	B-8EN (W25EN)	550	130	26mm	120	O-4	5DP7-3	2.0	30	1½	A: 25.0
GT185L	1.83mm	B-7HS (W22FS)	800	125	24mm	72.5	N-5	4DI7-3	1.5	20	1.0	A: 19.9
TC185L	3.07mm	B-7HS (W22FS)	750	125	24mm	130	O-4	5DP28-3	1.5	17.5	1½	B: 5.8
TS185L	PEI	B-77HC (W24FS)	550	125	24mm	125	O-4	5DH4-3	2.5	25	1½	B: 5.8
GT250L	2.93mm	B-8ES (W24ES)	1200	190	26mm	112.5	O-2	5CN3-3	2.5	25	1½	B: 13.7
RL250L	PEI	B-7ES (W22ES)	700	245	28mm	145	O-6	5CN6-3	2.0	30	1½	B: 13.7
TM250L	PEI	B-8ES (W24ES)	700	200	32mm	200	O-6	6DP1-2	1.5	35	1.0	A: 31.75
TS250L	PEI	B-7ES (W22ES)	700	180	28mm	180	O-4	5CN3-2	2.5	25	1 3/4	B: 15.2
GT380L	2.40mm	B-8ES (W24ES)	1500	145	24mm	80	O-2	4DH7-2	3.0	25	1¼	A: 25.75
TM400L	PEI	B-8ES (W24ES)	1200	200	34mm	240	P-3	6DH3-3	2.5	40	1.0	B: 7.6
TS400L	PEI	B-8ES (W24ES)	1200	180	32mm	122.5	O-4	5F20-3	2.5	27.5	1¼	A: 27.25
T500L	3.44mm	B-77HC (W24FS)	1400	220	32mm	97.5	P-4	5FP17-3	2.5	30	1½	A: 27.25
GT550L	3.37mm	B-7ES (W22ES)	1500	235	28mm	R&L: 97.5 C: 95	P-0	5DH21-4	2.5	25	1½	A: 25.75
GT750L	R: 3.64mm L: 3.64mm C: 3.42mm	B-6ES (W20ES)	2200	160	32mm	R&L: 110 C: 107.5	Z-0	4DN18-3	120	47.5	Fuel Air ¼	A: 27.6

A: measurement from gasket fitting surface to top of floats.
B: measurement from needle jet base to top of float tongue.

GENERAL

1971

CARBURETION

MODEL	IGN. TIMING B.T.D.C.	SPARK PLUG NGK (ND)	TRANS. OIL CAP. (CC)	FRONT FORK CAP. (CC)	BORE SIZE	MAIN JET	NEEDLE JET	JET NEEDLE	CUT-AWAY	PILOT JET	AIR SCREW	FLOAT LEVEL (MM)
MT50R	1.40mm	BP-4H (W14FP)	550	N/A	14mm	105	E-0	3G9-3	2.5	17.5	1½	A: 23.0
F50R	1.40mm	BP-4H (W14FP)	450	N/A	14mm	102.5	E-0	3F3-3	2.5	17.5	1¼	A: 23.0
TS50R	2.01mm	B-77HC (W24FS)	700	125	16mm	75	E-2	3E3-3	2.0	17.5	1½	A: 23.0
TC/TS90R	1.96mm	B-77HC (W24FS)	800	185	19mm	180	E-1	5F12-3	2.5	17.5	TC: 1¼ TS: 1½	A: 25.0
TC120R	3.00mm	B-77HC (W24FS)	800	175	20mm	110	0-0	4D8-3	2.5	25	1½	A: 25.0
T125R	2.28mm	BP-7HS (W22FP)	800	130	18mm	72.5	2	4F13-4	2.5	20	1½	A: 19.0
TS125R	2.41mm	B-77HC (W24FS)	550	185	24mm	125	0-4	4DH5-2	3.0	25	1¼	B: 6.8
TS185R	PEI	B-77HC (W24FS)	550	185	24mm	130	N-8	5DH4-3	2.5	30	1½	B: 7.0
TS250R	PEI	B-7ES (W22ES)	700	255	28mm	180	0-4	5CN3-2	2.5	25	1 3/4	B: 15.0
T250R	2.88mm	B-77HC (W24FS)	1200	220	26mm	110	0-2	5CN3-3	2.5	25	1½	B: 14.0
T350R	2.88mm	B-77HC (W24FS)	1200	220	32mm	112.5	P-6	5DL13-4	2.5	35	1½	A: 27.0
TM400R	PEI	B-8ES (W24ES)	1100	190	34mm	310	Q-8	6FJ6-3	2.0	35	1½	B: 9.5
T500R	3.40mm	B-77HC (W24FS)	1200	220	32mm	150	L:P-5 R:P-5	5FP8-3	2.5	30	1¼	A: 27.0

A: Measurement from gasket fitting surface to top of floats.

B: Measurement from needle jet base to top of float tongue.

GENERAL

1972

CARBURETION

MODEL	IGN. TIMING B.T.D.C.	SPARK PLUG NGK (ND)	TRANS. OIL CAP. (CC)	FRONT FORK CAP. (CC)	BORE SIZE	MAIN JET	NEEDLE JET	JET NEEDLE	CUT-AWAY	PILOT JET	AIR SCREW	FLOAT LEVEL (MM)
MT50J	1.4mm	BP-4H (W14FP)	550	N/A	14mm	105	E-0	3G9-3	2.5	17.5	1½	A: 24.0
TS50J	2.01mm	B-77HC (W24FS)	700	135	16mm	75	E-2	3E3-3	2.0	17.5	1½	A: 22.5
TC/TS90J	1.96mm	B-77HC (W24FS)	700	185	19mm	150	E-1	5F12-3 5D3-3①	2.5 2.0①	17.5	1¼	A: 25.1
RV90J	2.04mm	BP-6HS (W20FS)	700	N/A	17mm	250	E-6	4I1-2	3.0	17.5	1¼	A: 22.5
TC/TS125J	2.41mm	B-77HC (W24FS)	550	195	24mm	TC: 120 TS: 125	0-4 0-0②	4DH5-2 4DH7-3②	3.0	25	1¼	B: 6.8
TS185J	PEI	B-77HC (W24FS)	550	195	24mm	130	0-6	5DH4-2	2.5	25	1½	B: 6.8
T250J	2.88mm	B-77HC (W24FS)	1200	190	26mm	110	0-2	5CN3-3	2.5	25	1½	B: 13.7
TM250J	PEI	B-8ES (W24ES)	700	190	32mm	230	P-0	6DP1-2	1.5	40	1.0	B: 9.1
TS250J	PEI	B-7ES (W22ES)	700	255	28mm	180	0-4	5CN3-2	2.5	25	1 3/4	B: 15.0
T350J	2.88mm	B-77HC (W24FS)	1200	220	32mm	112.5	P-6	5DL13-4	2.5	35	1½	A: 27.25
GT380J	R: 2.99mm L: 2.99mm C: 2.93mm	B-7ES (W22ES)	1400	210	24mm	80	0-4	4DH7-2	3.0	22.5	1¼	A: 24.25
TM400J	PEI	B-8ES (W24ES)	1200	180	34mm	310 250③	Q-8 P-3③	6FJ6-3 6DH3-4③	2.0 2.5③	35	1½ 1.0③	B: 10.5
TS400J	PEI	B-8ES (W24ES)	1200	255	32mm	210	Q-6	6DP5-3	3.0	40	1¼	B: 31.0
T500J	3.40mm	B-77HC (W24FS)	1200	220	32mm	150	R: P-5 L: P-4	5FP8-3	2.5	30	1¼	A: 27.25
GT550J	3.37mm	B-7ES (W22ES)	1500	235	28mm	R&L: 95 C:92.5	0-5	5DH21-3	2.5	27.5	1¼	A: 24.25
GT750J	R: 3.64mm L: 3.64mm C: 3.42mm	B-7ES (W22ES)	2200	235	32mm	R: 102.5 L: 102.5 C: 100	R: P-4 L: P-4 C: P-3	5F16-3	2.5	30	1½	A: 27.25

A: Measurement from gasket fitting surface to top of floats.
B: Measurement from needle jet base to top of float tongue.

① As of Engine Numbers TC90 - 72322 and TS90 - 58397. Applicable to all TC and TS90's.
② As of Engine Numbers TC125 - 27974 and TS125 - 55545. Main jet also changed to 90.
③ As of Engine Numbers TM400 - 18295. In conjunction with addition of muffler.

GENERAL

1973

CARBURETION

MODEL	IGN. TIMING B.T.D.C.	SPARK PLUG NGK (ND)	TRANS. OIL CAP. (CC)	FRONT FORK CAP. (CC)	BORE SIZE	MAIN JET	NEEDLE JET	JET NEEDLE	CUT-AWAY	PILOT JET	AIR SCREW	FLOAT LEVEL (MM)
MT50K	1.40mm	BP-4H (W14FP)	550	N/A	14mm	105	E-0	3G9-3	2.5	17.5	1½	A: 24.0
TS50K	2.01mm	B-77HC (W24FS)	700	135	16mm	75	E-2	3E3-3	2.0	17.5	1½	A: 22.5
RV90K	2.04mm	BP-6HS (W20FP)	700	N/A	17mm	250	E-6	4J1-2	3.0	17.5	1¼	A: 22.5
TC/TS100K	2.22mm	B-8HS (W24FS)	700	185	19mm	TC: 210 TS: 200	E-4	5D3-3	2.0	22.5	1½	A: 25.1
RV125K	2.41mm	B-7HS (W22FS)	550	185	22mm	92.5	P-2	4F10-3	3.0	20	1¼	B: 6.8
TC/TS125K	2.41mm	B-77HC (W24FS)	550	185	24mm	90	O-0	4DH7-3	3.0	25	1¼	B: 6.8
TM125K	PEI	B-8EN (W25EN)	550	125	26mm	125	O-4	5DP7-3	2.0	30	1½	A: 25.3
GT185K	1.83mm	B-7HS (W22FS)	800	125	20mm	72.5	N-5	4D17-3	1.5	20	1.0	A: 19.9
TS185K	PEI	B-77HC (W24FS)	550	195	24mm	130	O-6	5DH4-2	2.5	25	1½	B: 6.8
GT250K	2.88mm	B-8ES (W24ES)	1200	210	26mm	110	O-2	5CN3-2	2.5	25	1½	B: 13.7
TM250K	PEI	B-8ES (W24ES)	700	190	32mm	230	P-0	6DP1-2	1.5	40	1.0	① B: 9.1
TS250K	PEI	B-7ES (W22ES)	700	255	28mm	180	O-4	5CN3-2	2.5	25	1 3/4	B: 15.2
GT380K	R&L: 2.99mm C: 2.93mm	B-7ES (W22ES)	1400	210	24mm	80	O-4	4DH7-2	3.0	22.5	1¼	A:24.25
TM400K	PEI	B-8ES (W24ES)	1200	190	34mm	250	P-3	6DH3-4	2.5	35	1.0	B: 10.5
TS400K	PEI	B-8ES (W24ES)	1200	255	32mm	210	Q-6	6DP5-3	3.0	40	1¼	A:31.75
T500K	3.40mm	B-77HC (W24FS)	1200	220	32mm	97.5	P-4	5FP17-3	2.5	30	1½	A:27.25
GT550K	3.37mm	B-7ES (W22ES)	1500	235	28mm	R&L: 95 C: 92.5	O-5	5DH21-3	2.5	27.5	1¼	A:24.25
GT750K	R&L: 3.64mm C: 3.42mm	B-7ES (W22ES)	2200	235	32mm	R&L: 102.5 C: 100	R&L: P-4 C: P-3	5F16-3	2.5	30	1½	A:27.25

A: Measurement from gasket fitting surface to top of floats.
B: Measurement from needle jet base to top of float tongue.

① TM250K's equipped with brass floats should be adjusted to A: 31.75mm.

TWO STROKE

SUZUKI
TWO STROKE
Service Bulletin

Bulletin No.: SPECIFICATION-7
Date: Oct. 10, 1975
Read and Initial
Manager
Parts Mgr.
Service Mgr.
Mechanics

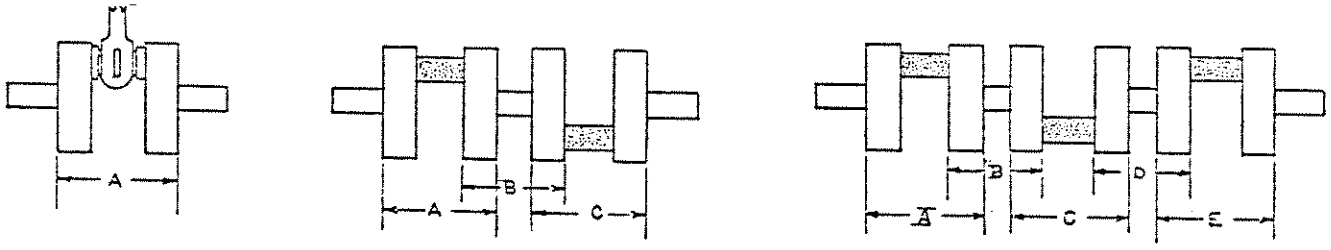
Subject: CRANKSHAFT DIMENSIONS

UPDATED July 13, 1979

NOTICE:

UPDATED

This bulletin provides crankshaft dimensions essential to check whenever installing a new or rebuilt crankshaft in a Suzuki motorcycle.



MODEL	A	B	C	D	
TM/TS75	50.0				
RV90	50.0				
A100	50.0				
TC/TS100	47.5				
TM100/RM100	56.0				
RV/TC/TS125	56.0				
RM/TM125	56.0				
GT185	50.0	82.5	50.0		
TC/TS185	56.0				
GT250	57.0	97.0	57.0		
RL/RM/TM/TS250	60.0				
RM370	70.0				
GT380	50.0	97.0	50.0	97.0	50.0
TM/TS400	70.0				
T500/GT500	66.0	101.0	66.0		
GT550	56.0	107.0	56.0	107.0	56.0
GT750 Late Style	66.0	91.0	66.0	119.0	66.0
*GT750 Early Style	66.0	93.0	66.0	121.0	66.0

All dimensions are in millimeters.
Tolerance: ± 0.1mm

(cont.)

MODEL	A
TS100N	56.0
TS125N	56.0
TS185N	56.0
TS250N	60.0
RM50N	40.0
RM60N	40.0
RM80N	40.0
RM100N	52.0
RM125N	52.0
RM250N	58.0
RM400N	70.0
PE175N	56.0
PE250N	60.0
DS100N	56.0
DS125N	56.0
DS185N	56.0
DS80N	40.0
OR50N	40.0
FZ50N	40.0
JR50N	32.0

All dimensions are in millimeters.
Tolerance: ± 0.1mm

TECHNICAL SERVICE DEPARTMENT
U.S. SUZUKI MOTOR CORPORATION

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: SPECIFICATION-8
Date: Oct. 31, 1975

Read and Initial
Manager
Parts
Service

Subject: 1976 GENERAL AND CARBURETOR SPECIFICATIONS
(Updated February 27, 1976)

This bulletin is issued to provide you with service specifications for the 1976 models.

UPDATED

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)
TS/TM75A	1.56mm (20°)	B-7HS (W22FS)	700	TS:110 TM:100	0.050-0.060 (0.0020-0.0024)	23 (0.91)
A100A	1.86mm (20°)	BP-7HS (W22FP)	650	140	0.045-0.055 (0.0018-0.0022)	21 (0.83)
TC/TS100A	*1.96mm(20°)	B-8HS (W24FS)	700	125	0.040-0.050 (0.0016-0.0020)	20 (0.79)
RM100A	PEI 22° @6000rpm	B-9EV	550	125	*0.050-0.060 (0.0020-0.0024)	19 (0.75)
TC/TS125A	*2.26mm(22°)	*B-8HS (W24FS)	550	125	*0.045-0.055 (0.0018-0.0022)	23 (0.91)
RM125A	PEI 28° @6000rpm	B-9EV	*800	*223	0.060-0.070 (0.0024-0.0028)	18 (0.71)
GT185A	2.62mm (24°)	B-7HS (W22FS)	800	130	0.040-0.050 (0.0016-0.0020)	20 (0.79)
TC185A	3.07mm (24°)	B-7HS (W22FS)	750	125	*0.045-0.055 (0.0018-0.0022)	26 (1.02)
TS185A	PEI 24° @6000rpm	B-7HS (W22FS)	550	125	*0.045-0.055 (0.0018-0.0022)	26 (1.02)
GT250A	*2.05mm(20°)	(1) B-8ES (W24ES)	1300	145	0.040-0.050 (0.0016-0.0020)	26 (1.02)

1. B-9ES (W27ES) on and after Engine Number: GT250-86479

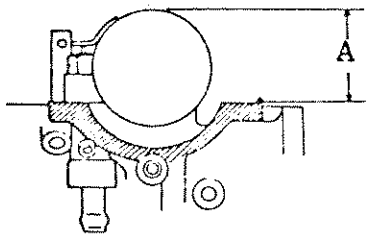
*DENOTES CHANGE FROM LAST YEARS SPECIFICATION

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)
RM250A	PEI 23° @ 6000rpm	B-9EV	900	245	0.060-0.070 (0.0024-0.0028)	26 (1.02)
TS250A	PEI 24.5°@6000rpm	B-8ES (W24ES)	850	180	*0.050-0.060 (0.0020-0.0024)	26 (1.02)
RM370A	PEI 23° @ 6000rpm	B-9EV	1000	245	0.070-0.080 (.0028-.0031)	*27 (1.06)
GT380A	*R,L2.09mm *C2.05mm(20°)	B-8ES (W24ES)	1500	145	0.040-0.050 (0.0016-0.0020)	26 (1.02)
TS400A	PEI 22° @ 3000rpm	B-6ES	1200	180	*0.100-0.111 (.0039-.0044)	44.5 (1.75)
GT500A	PEI (24°)	B-7HS (W22FS)	1400	265	0.065-0.075 (0.0026-0.0030)	32 (1.26)
GT550A	3.37mm (24°)	B-8ES (W24ES)	1500	160	0.040-0.050 (0.0016-0.0020)	26 (1.02)
GT750A	*R,L3.63mm C3.42mm(24°)	B-8ES (W24ES)	2200	160	0.045-0.055 (0.0018-0.0022)	32 (1.26)

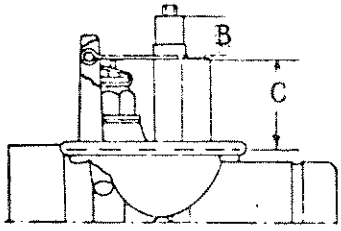
*DENOTES CHANGE FROM LAST YEARS SPECIFICATIONS

CARBURETION:

Carburetor float levels listed should be measured as shown below:



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



B: Distance between float bowl fitting surface and float tongue.

C: Distance between float tongue and needle jet base.

(cont.)

CARBURETION: REVISED

MODEL	BORE SIZE	MAIN JET	NEEDLE JET	JET NEEDLE	CUT-AWAY	PILOT JET	AIR SCREW	FLOAT LEVEL (mm)
TS/TM75A	16mm	TS: 77.5 TM:*82.5	TS: E-3 TM:*E-2	3E3-3	2.0	22.5	1½	A:22.5
A100A	20mm	75	E-0	5ES1-2	2.5	35	1½	A:25.1
RM100A	28mm	160	0-8	5DP7-4	2.5	35	1½	A:25.0
TC/TS100A	19mm	TC: (1) 210 TS: (2) 200	E-4	5D3-3	2.0	22.5	1½	A:25.1
TC/TS125A	24mm	*85	0-0	4DH7-3	3.0	25	1¼	C:6.9
RM125A	*32mm	*280	(5) R-0 R-3	*6DP5-3	2.5	*30	1½	*A:31.7
GT185A	20mm	72.5	N-4	4DI7-3	2.0	20	1¼	A:19.9
TC185A	24mm	130	0-4	5DP28-3	1.5	17.5	1½	C:6.9
TS185A	*26mm	*130	*0-9	*5EI16-3	*2.0	*25	1½	A:23.0
GT250A	*28mm	* (6) 95	* (6) 0-0	5CN3-3	2.5	*30	1½	*C:13.6
RM250A	36mm	(3) 310 300	(3) Q-0 Q-4	6FJ6-4	1.5	45	1½	C:13.9
TS250A	28mm	*160	0-4	5CN3-2	2.5	*30	*1½	C:16.4
RM370A	36mm	(4) 340 310	(4) Q-0 Q-4	6FJ6-3	1.5	50	1½	C:13.9
GT380A	24mm	80	0-2	4DH7-2	3.0	25	1¼	A:25.8

*DENOTES CHANGE FROM LAST YEARS SPECIFICATION.

1. 200 M.J. as of Engine Number: TC100-46712
2. 190 M.J. as of Engine Number: TS100-61821
3. [illegible]0 M.J. as of Engine Number: RM250-13834
4. [illegible] M.J. as of Engine Number: RM370-13128
5. R-3 N.J. as of Engine Number: RM125-36597
6. As of Engine Number GT250-87498

(cont.)

REVISED

MODEL	BORE SIZE	MAIN JET	NEEDLE JET	JET NEEDLE	CUT-AWAY	PILOT JET	AIR SCREW	FLOAT LEVEL (MM)
TS400A	32mm	122.5	P-1	5F22-3	2.5	27.5	1.0	*A:27.0
GT500A	32mm	97.5	P-4	5FP17-3	2.5	30	1½	A:25.8
GT550A	28mm	R&L:97.5 C:95	P-0	5DH21-4	2.5	25	1½	A:25.8
GT750A	32mm	R&L:110 C:107.5	Z-0	4DN18-*4	(Throttle Valve) 110 -0.5-	45	3/4 (Fuel-Air)	A:27.6

A: Measurement from gasket surface to top of floats.
B: Measurement from gasket surface to float tongue.
C: Measurement from needle jet base to float tongue.

*DENOTES CHANGE FROM LAST YEARS SPECIFICATIONS

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: SPECIFICATION-9
Date May 28, 1976

Read and Initial

Manager _____
Parts _____
Service _____

Subject: PEI TROUBLESHOOTING

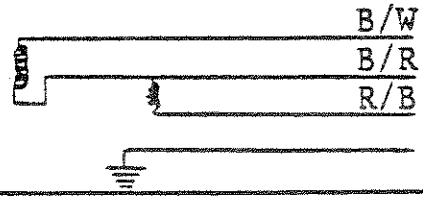
NOTICE:

The Suzuki P.E.I. boxes can be tested dynamically on the Suzuki SSII Electro Tester or statically with a Suzuki Pocket Tester (09900-25001).

The magneto coils must be tested with a Suzuki pocket tester set on the RXI scale, and the P.E.I. box on the RX100 scale. The following charts outline the correct ohmmeter specifications for the P.E.I. boxes, P.E.I. coils, and Suzuki ignition coils.

MAGNETO COIL TESTING:

TM100 (1974-1975), TM125 (1975) NIPPON DENSO

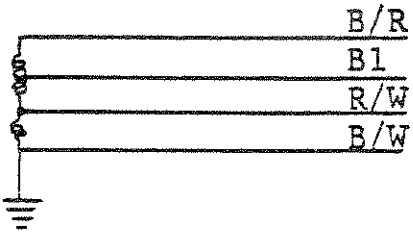


B/W-B/R	20 ohms - 50 ohms
B/W-R/B	300 ohms - 500 ohms
B/R-R/B	250 ohms - 500 ohms

TM100 (1974-1975), TM125 (1973-1975), RM100 (1976), RM125 (1975) (KOKUSAN)

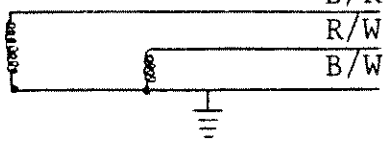
B/W-B/R	200 ohms - 400 ohms
B/W-R/W	120 ohms - 250 ohms
R/W-B/R	80 ohms - 150 ohms

RM125A (KOKUSAN)



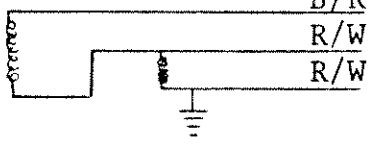
B/R-R/W	10 ohms - 90 ohms
R/W-B/W	200 ohms - 300 ohms
Blue-B/W	10 ohms - 90 ohms

TS185 & TS250 (1971-1972) (KOKUSAN)



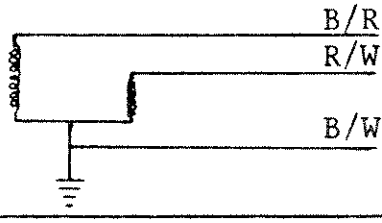
B/W-B/R	140 ohms - 250 ohms
B/W-R/W	50 ohms - 70 ohms
B/R-R/W	180 ohms - 400 ohms

TS185 & TS250 (1973-), RL250 (1974-1975) (KOKUSAN)



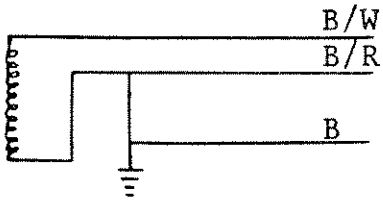
B/W-B/R	160 ohms - 300 ohms
B/W-R/W	140 ohms - 250 ohms
B/R-R/W	20 ohms - 50 ohms

TM250/400 A11



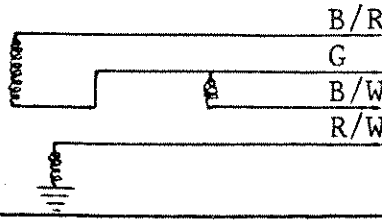
B/W-B/R	200 ohms - 400 ohms
B/W-R/W	60 ohms - 100 ohms
B/R-R/W	300 ohms - 500 ohms

RM250 & RM370 (1976-) NIPPON DENSO



B -B/W	300 ohms - 500 ohms
B -B/R	300 ohms - 500 ohms
B/W-B/R	20 ohms - 50 ohms

GT500A (1976-) (KOKUSAN)



B/W-B/R	140 ohms - 300 ohms
B/W-G	120 ohms - 250 ohms
B/R-G	30 ohms - 50 ohms
B/W-R/W	50 ohms - 80 ohms

(cont.)

P.E.I. UNIT TESTING:

KEY: A - Continuity
B - No Continuity
C - Pointer deflects and returns immediately

P.E.I. TEST CHART FOR ALL KOKUSAN UNITS EXCEPT GT500A, TM100/125 and RM100/125M

		POSITIVE TERMINAL				
NEGATIVE TERMINAL		Black/Y or Black	Black/ White	Black/ Red	Red/ White	White/ Blue
	Black/Yellow		B	B	B	C
	Black/White	A		B	A	C
	Black/Red	A	B		B	C
	Red/White	B	B	B		B
	White/Blue	C	B	B	B	

RM100/125M KOKUSAN & TM100/125

		POSITIVE TERMINAL				
NEGATIVE TERMINAL		Black	Black/ White	Black/ Red	Red/ White	White/ Blue
	Black		C	B	C	C
	Black/White	A		B	A	C
	Black/Red	A	C		C	C
	Red/White	A	A	B		C
	White/Blue	A	A	B	A	

TM100/125 NIPPON DENSO

NEGATIVE TERMINAL \ POSITIVE TERMINAL	Black	Red/ Black	Black/ Red	Black/ White	Black/ Yellow	White/ Blue
Black		A	A	B	B	B
Red/Black	B		A	B	B	B
Black/Red	B	B		B	B	B
Black/White	C	C	C		A	C
Black/Yellow	C	C	C	A		C
White/Blue	A	A	A	B	B	

RM250/370 NIPPON DENSO

NEGATIVE TERMINAL \ POSITIVE TERMINAL	Black/White or Black/Yellow	Black/Red	Black	White/Blue
Black/White or Black/ Yellow		B	B	C
Black/Red	B		B	B
Black	A	A		C
White/Blue	A	A	A	

(cont.)

GT500 KOKUSAN

NEGATIVE TERMINAL \ POSITIVE TERMINAL	Black/ Red	Green	Black/ Yellow	Red/ White	White/ Blue	Black/ White
Black/Red		B	A	B	C	B
Green	B		B	B	B	B
Black/Yellow	B	B		B	C	B
Red/White	B	A	A		B	A
White/Blue	B	B	C	B		B
Black/White	B	A	A	A	C	

RM125A KOKUSAN

NEGATIVE TERMINAL \ POSITIVE TERMINAL	Black/ Yellow	Black/ White	Black/ Red	Red/ White	Blue	White/ Blue
Black/Yellow		C	B	C	C	C
Black/White	A		B	A	A	C
Black/Red	A	C		C	C	C
Red/White	B	B	B		B	B
Blue	C	C	B	C		C
White/Blue	A	A	B	A	A	

(cont.)

NOTE:

When checking a wire combination which should give a meter reading designated as "C", the battery in the pocket tester (ohmmeter) is charging the condenser in the P.E.I. unit. Before any further tests can be perfomed the condenser must be discharged. This is done by connecting a jump wire across the B/R (Kokusan) or B/W (Nippon Denso) and W/Blue. The Kokusan type requires a discharge time of approximately 1/2 minute while the Nippon Denso type requires at least 15 minutes to completely discharge.

IGNITION COIL RESISTANCE:

MODEL	PRIMARY	SECONDARY
TM100	0 - 2	8 - 14K
RM100	0 - 2	8 - 14K
TM125	0 - 2	8 - 14K
RM125	0 - 2	7 - 13K
TS185	0 - 2	8 - 14K
TS250	0 - 2	8 - 14K
TM250	0 - 2	8 - 14K
RL250	0 - 2	8 - 14K
RM250	0 - 2	10 - 15K
RM370	0 - 2	10 - 15K
TS400	0 - 2	8 - 14K
TM400	0 - 2	10 - 16K
GT500	2 - 6	8 - 16K

The Suzuki ignition coils can be checked by using the Suzuki Pocket Tester. The primary coil resistance can be checked on the RXI ohm scale. The secondary coil resistance can be tested by using the RX100 scale.

All specifications are in ohms.

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT