



PERFORMANCE BULLETIN

U. S. SUZUKI TECHNICAL SERVICE

X6 Adapter Manifold - 28mm Carburetors

SUBJECT:

Affected Models: X6/TC250 Standard Cylinders

Effective Engine No.:

Reference:

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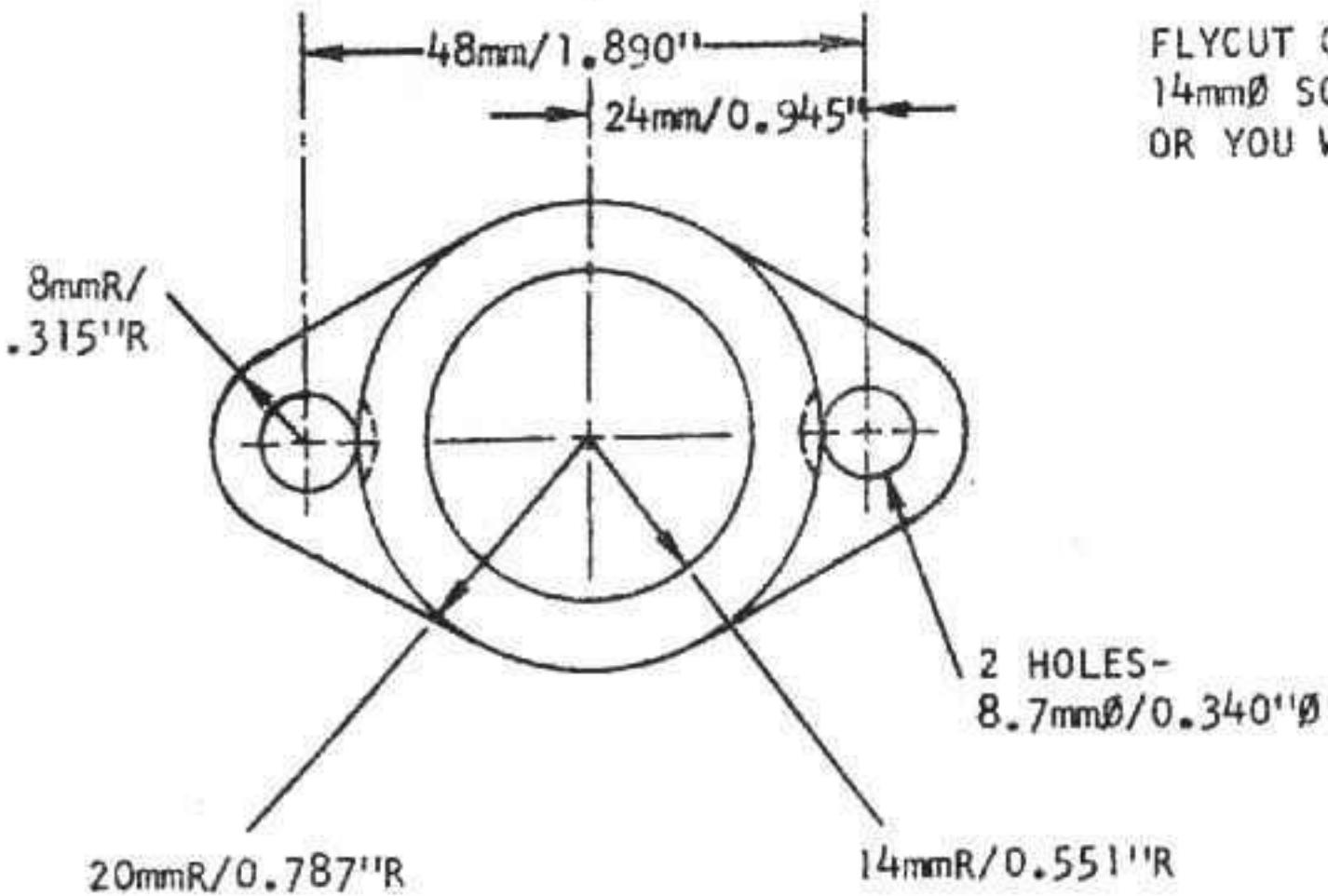
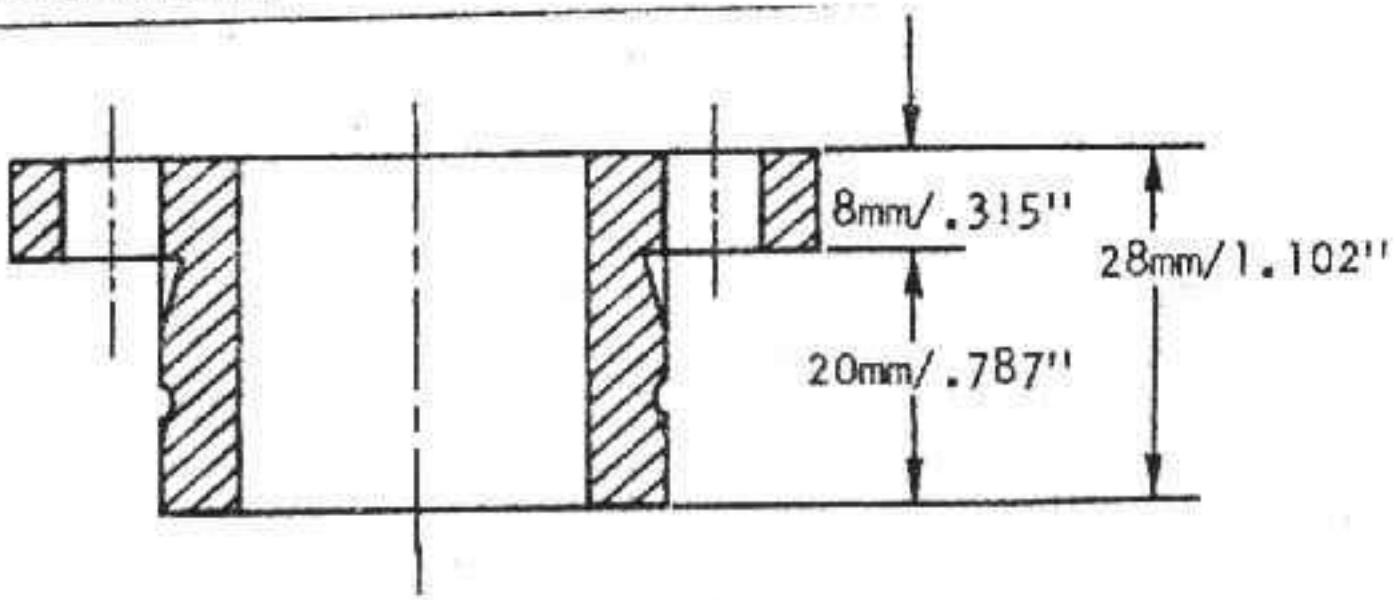
Bulletin No. August 12, 1969

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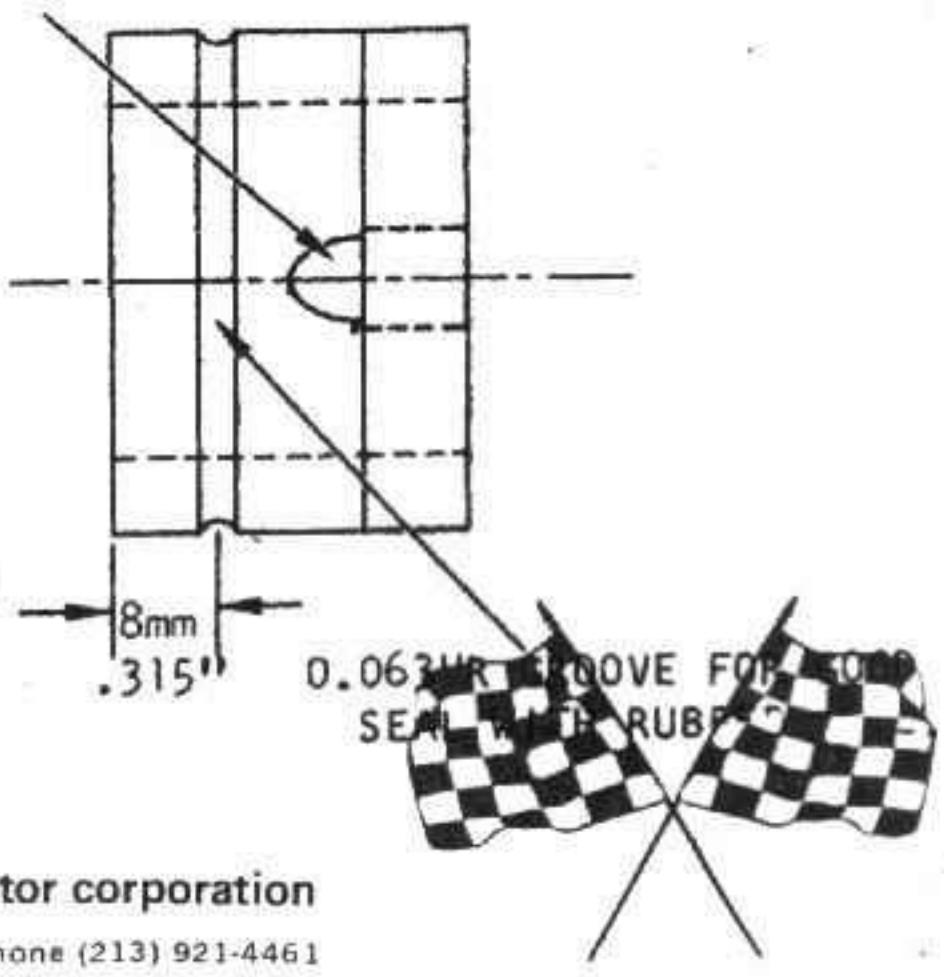
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1. The manifold shown below is used to install the standard TS250 28mm bore carburetors on standard X6 cylinders for road racing or flat track. Besides the adaptor, the following parts are required for one engine:

- A. Four 8mm ϕ X 20mm Phillips-head screw (Part #02111-08208). Cut off 2mm so that the screws don't bottom in the cylinder's flange threads. It may be necessary to grind the sides of the screw heads to gain sufficient clearance with the adapter sleeve.
- B. Two 37mm ϕ O-ring seals (Part #09280-37002). These are placed inside the connecting hose between the carburetor and adaptor sleeve to prevent engine vibration from effecting the fuel mixture.
- C. Two 35mm (1.38") lengths of 3/4" I.D. radiator hose. The hose should be rubber-lined for best sealing.
- D. Four hose clamps are used. These are available from any gas station or auto parts store.



FLYCUT ON MILL TO ALLOW CLEARANCE FOR 14mm ϕ SCREW HEAD. DON'T REMOVE TOO MUCH OR YOU WILL WEAKEN FLANGE.



U. S. SUZUKI motor corporation

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2. **IMPORTANT.** These carburetors should only be used for all-out competition, where the engine speed will be maintained at high RPM. The large throttle bore will reduce throttle response and narrow the power band, while raising the maximum power peak and output. These should not be used for motocross, but for drag-racing, long, wide open GP road racing, or flat track.

3. **CARBURETORS.** The 28mm TS250 carburetors are recommended on the X6, but with these adaptors you can go up to the 32mm kit carburetor by opening up the I.D. of the adapter sleeve. The only application of the 32mm carburetor on the X6 would be drag racing or Bonneville runs, where absolute maximum horsepower would be required, regardless of the engine's narrow power band.

<u>PART NUMBER</u>	<u>DESCRIPTION</u>	<u>RETAIL</u>	<u>REMARKS</u>
13200-16600	28mm \varnothing TS250 Carb.	\$23.46	#115 Main Jet
13200-16610	32mm \varnothing TS250 Kit Carb.	\$23.46	#130 Main Jet

The following changes are recommended for using the 28mm carburetor on the X6:
 PHONE FOR GRANT (DIFFERENT)

- Install the TS250 32mm jet needle 5FJ9 (Part #13383-16610, \$1.16).
- Try a #30 pilot jet in place of the #25 installed, (Part #09492-30003, \$.69). This carburetor takes ISO thread jets.
- The standard needle jet is a P-2. If the midrange does not clean up (too rich) unless the needle is in the top groove, try using the optional P-0 needle jet, which is leaner. The P-0 is Part #09494-00052, \$1.04.

CAUTION: Recheck your main jet after changing the needle jet, because the P-0 N.J. will also lean out the main jet mixture slightly. So, you may have to use a larger main jet with the P-0.

- After installation, start out with a #135 main jet, and go leaner until the engine cleans out at full throttle.

OPTIONAL MAIN JETS

<u>SIZE</u>	<u>TYPE</u>	<u>PART NUMBER</u>	<u>RETAIL</u>
#135	Round I.S.O.	09491-27002	\$.65-
#132.5	Round I.S.O.	09491-26003	\$.65-
#130	Round I.S.O.	09491-26004	\$.65-
#127.5	Round I.S.O.	09491-25003	\$.65-
#125	Round I.S.O.	09491-25001	\$.65-