



SUZUKI

2-Stroke

Service Bulletin

Subject: T500 TRANSMISSION REPAIR

Bulletin No: T-1
Date: May 1, 1975

Read and Initial

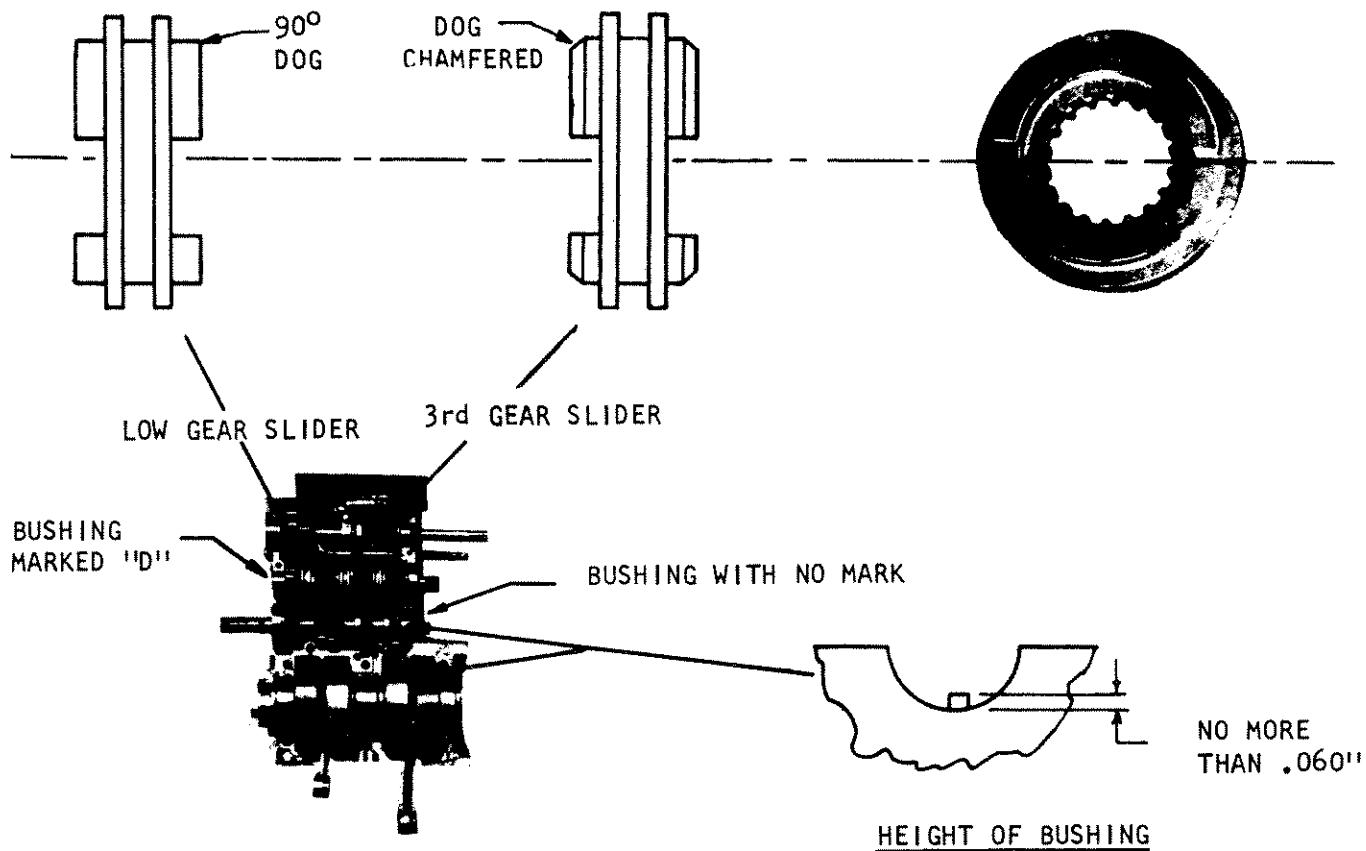
Manager _____

Parts _____

Service A4P

We would like to caution our service mechanics of the following problem areas when reassembling T500 transmissions:

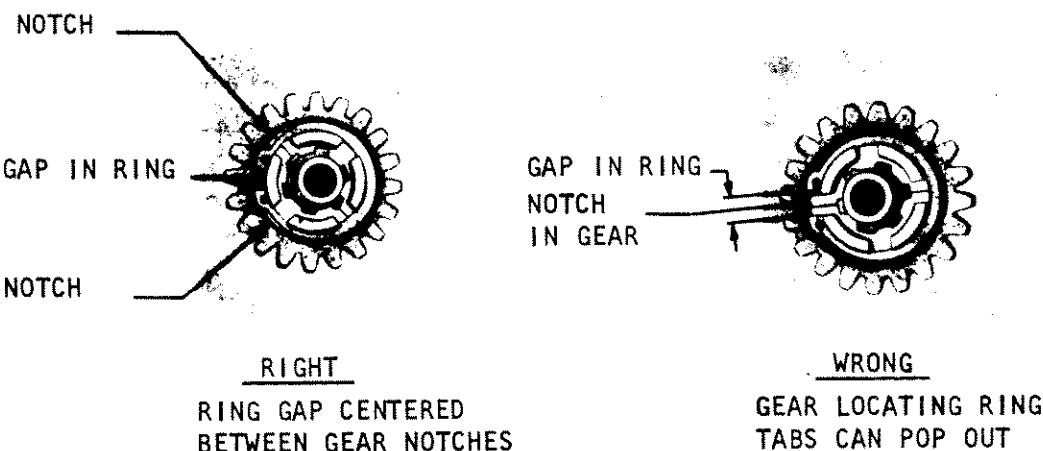
- A. Do not interchange low gear slider wheel with 3rd gear slider wheel. If the transmission is assembled this way, the bike will jump out of first gear under any load. The difference between the two wheels is shown below:



- B. Do not switch the small needle bearing bushings on the ends of the transmission shafts. One is marked with a "D", this should be installed on the driveshaft (shaft with sprocket). The height of the two bushing pins in the case should not be more than 1.5mm (.060"). File off any excess height.

T500 Transmission Repair

- C. Be absolutely sure that all bushings and bearings are properly located over the pins in the lower crankcase. We have had ruined crankcases from failure to follow this simple step. This is not a factory defect and we expect the servicing dealer to bear the expense of repair for this type of damage.
- D. Use new snap rings when assembling gear locating rings to transmission shaft.
- E. Locate the gap in the snap ring away from the notches in the gear. This keeps the snap ring from popping loose if the tabs move over. Be sure that the ends of the snap rings do not butt. If they do, cut off until there is at least a $1/16"$ gap.



F. In event of transmission problems, inspect:

1. Pin in shift forks which rides in shift cam for galling. Remember that a little wear is inevitable.
2. Shift cam grooves.
3. Shift cam ratchet stop plate in right case for damage from hard shifting.
4. Shift ratchet pawls and springs for wear or weak tension.
5. Engagement of dogs and slots for wear or "rounding - off."
6. Bent shift fork rod.