SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GENERAL-19
Date: May 1, 1975

Read and Initial

Manager_____
Parts_____
Service_____

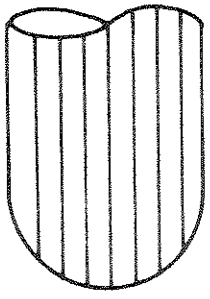
Subject: HIGH SPEED STEERING OSCILLATION

PROBLEM:

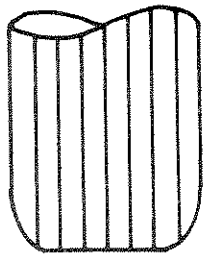
High speed steering oscillation.

CAUSE:

A. Rear Tire: The Suzuki's capable of high speed operation are equipped with wide tread tires to insure long tire life and excellent high speed cornering. The rear tire has a tendency to wear flat if the motorcycle is driven mostly at high speeds on relatively straight highways. Under these operating conditions, there is very little cornering. Therefore, the rear tire tends to wear flat with definite corners where the tread meets the pavement.



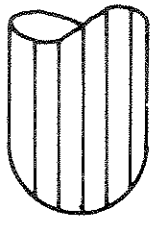
EVEN WEAR



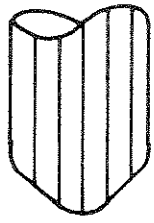
CENTER TREAD WEAR

If the tire is overinflated, tire wear will be confined to the center tread, causing the same condition.

B. Front Tire: The front tire will cause steering wobble if wear has been confined primarily to the outer section of the tread from under-inflation.



EVEN WEAR

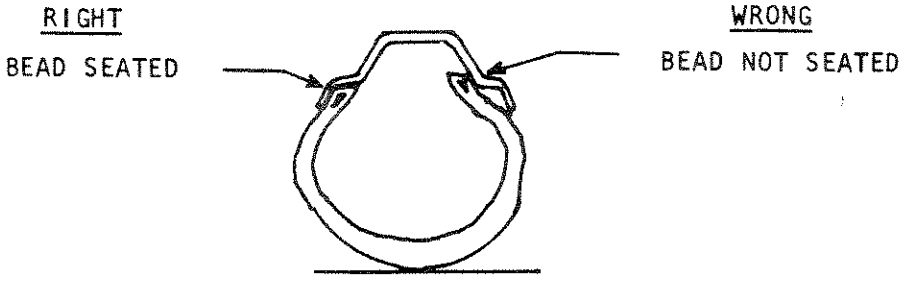


SIDEWALL WEAR

(cont.)

C. Wheel Alignment: If the frame is bent or the rear wheel is cocked in the frame, tire wear and handling will be affected.

D. Tire Fitting: If the tire bead is not completely seated on the wheel rim, an unstable condition allows the tire to "walk" on the rim.



CORRECTION: A. Replace worn tire.

B. Break the rear tire from the wheel rim. It should not be necessary to take the wheel off the motorcycle. Use plenty of rubber lubricant and inflate the tire with 60-70 psi pressure. Let all of the air out and reinflate the tire using 60-70 psi. Finally, deflate the tire to 24-27 psi.