



SUZUKI 2-Stroke Service Bulletin

Bulletin No: GENERAL-19

Date: May 1, 1975

Read and Initial

Manager _____

Parts _____

Service _____

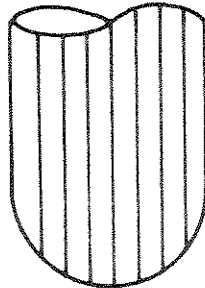
Subject: HIGH SPEED STEERING OSCILLATION

PROBLEM:

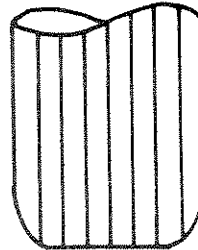
High speed steering oscillation.

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.



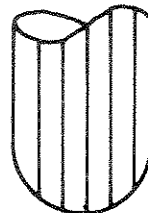
EVEN WEAR



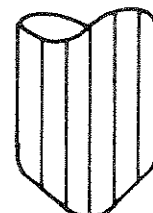
CENTER TREAD WEAR

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.



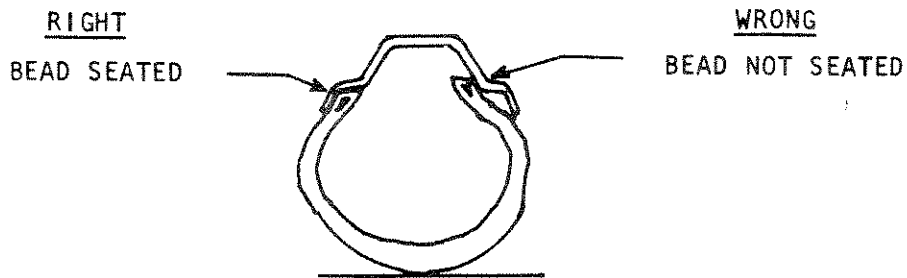
EVEN WEAR



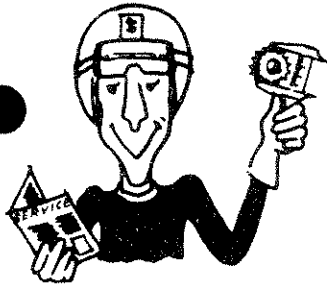
SIDEWALL WEAR

(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.



SUZUKI

2-Stroke

Service Bulletin

Subject: MOTORCYCLE ASSEMBLY AND
PRE-DELIVERY REIMBURSEMENT

Bulletin No: GENERAL-21

Date: Sept. 26, 1975

Read and Initial

Manager _____

Parts _____

Service _____

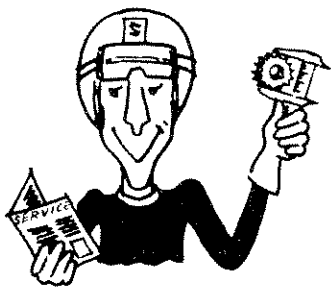
U. S. Suzuki Dealer Sales Bulletin #1-76 announces a policy, effective October 1, 1975, regarding reimbursement to Suzuki dealers for performing the assembly and pre-delivery service on Suzuki motorcycles invoiced to your dealership.

You are requested to carefully follow the procedures for assembly and pre-delivery set forth in your "Suzuki Assembly and Pre-Delivery Guide". We will continue to mail revisions, and new model additions, as necessary. Please be sure your Manual is kept up to date as you receive such revisions and additions.

Attached is a motorcycle assembly and pre-delivery reimbursement schedule.

MOTORCYCLE
ASSEMBLY AND PRE-DELIVERY
REIMBURSEMENT SCHEDULE

YEAR	MODEL	VALUE (\$) EACH UNIT	YEAR	MODEL	VALUE (\$) EACH UNIT
1976	RM250A	\$15.00	1975	TC100M	\$19.00
1976	RM370A	15.00	1975	TC125M	19.00
			1975	TC185M	19.00
1975	TM75M	12.00	1975	GT185M	25.00
1975	TM100M	12.00	1975	GT250M	25.00
1975	TM125M	12.00	1975	T500M	24.00
1975	TM250M	13.00	1975	GT380M	28.00
1975	TM400M	12.00	1975	GT550M	28.00
1975	RM125M	15.00	1975	GT750M	28.00
1975	RL250M	12.00	1975	RE5M	28.00
1975	RV90M	16.00			
1975	RV125M	18.00	1974	RL250L	12.00
1975	TS75M	18.00			
1975	TS100M	18.00			
1975	TS125M	18.00			
1975	TS185M	18.00			
1975	TS250M	19.00			
1975	TS400M	18.00			



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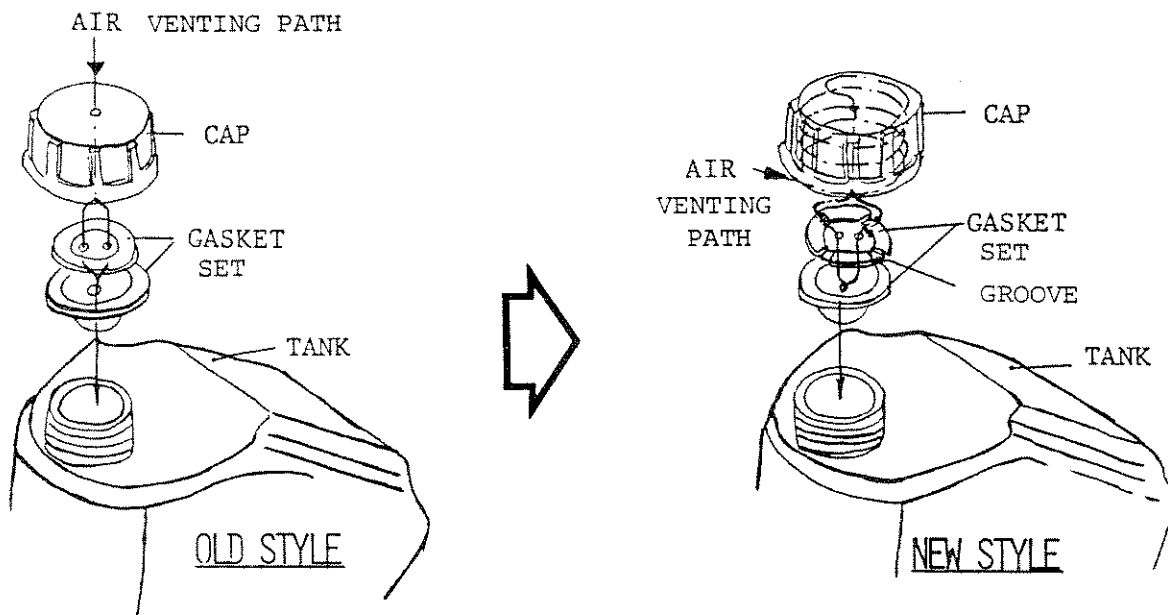
OIL TANK BREATHER CAPS
(EXCEPT GT500)

Subject: _____

Bulletin No: General-22
 Date: January 28, 1977
 Read and Initial
 Manager: _____
 Parts: _____
 Service: _____

NOTICE: All 1977 "B" model motorcycles (except the GT500) have a new style oil tank cap installed. Previous to 1977, oil tank caps were vented through a single hole drilled in the top of the cap, and its gasket.

The new style oil tank cap uses a different method of ventilation. It is vented through a new style gasket, which has four grooves through which air passes from the oil tank up through a hole in the gasket and out four grooves in the face of the gasket and out four grooves in the face of the gasket. From there, the air travels around the threads of the cap and oil tank to the outside atmosphere.



This change will prevent any possibility of water entering the oil tank.

PARTS AND INTERCHANGEABILITY:

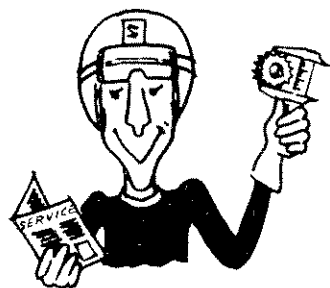
DESCRIPTION	OLD PART NO.	INTERCHANGEABILITY	NEW PART NO.
Cap Gasket Set	44651-05000 44600-35821	← 0 → ← x →	44651-05002 44600-30830

Whenever replacing an old style cap with a new style, be certain to replace the old style gasket set with a new style set.

U.S. SUZUKI
TECHNICAL SERVICE DEPARTMENT







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Service Bulletin

Subject: RECOMMENDED FUEL TYPES

General-23

Bulletin No. March 18, 1977

Date: _____

Read and Initial

Manager _____

Parts _____

Service _____

NOTICE:

U.S. Suzuki's Technical Service Department has been receiving an increasing number of inquiries regarding the recommended type of fuel to be used in the different models Suzuki Motor Company manufactures. This information is usually contained in the Suzuki owner's manuals, however, listed below for quick reference are the different model series and their recommended fuel types.

GS SERIES - Unleaded or low lead fuel.

GT SERIES - Unleaded or low lead fuel.

TC/TS SERIES - Unleaded or low lead fuel.

RE5 - Unleaded or low lead fuel.

RV SERIES - Unleaded or low lead fuel.

RM & TM SERIES MOTORCYCLES (EXCLUDING TM75) - Premium fuel.

TM75 - Unleaded or low lead fuel.

PE - Premium fuel.

The above recommendations should be suggested to all customers whether they are new or old Suzuki owners. If the recommendations are followed, they will aid in the overall performance of Suzuki motorcycles.

U.S. SUZUKI
TECHNICAL SERVICE DEPARTMENT





SUZUKI (2-Stroke) Service Bulletin

Bulletin No: General-25
 Date: June 24, 1977
 Read and Initial _____
 Manager _____
 Parts _____
 Service _____

Subject: BOLT HEAD SYMBOLS

NOTICE:

In the past, hex head bolts used in Suzuki motorcycles were either an ordinary style bolt (plain head), or a special bolt ("S" head). The "S" symbol indicates that a special heat treatment had been applied to the bolt and its tensile strength is much higher than that of an ordinary bolt (plain hex head).

The "S" symbol is now being changed to a "7" symbol embossed on the top of the head. The ordinary strength bolt now has a "4" embossed on its head.

Listed below is a general guide for torque values by bolt size.

TORQUE SPECIFICATIONS

BOLT DIA. (MM)	ORDINARY STRENGTH BOLT		HIGH STRENGTH BOLT	
	KG-CM	LB-FT	KG-CM	LB-FT
5	20- 30	1.4- 2.2	30- 50	2.2- 3.6
6	40- 60	2.9- 4.3	60- 90	4.3- 6.5
8	90-120	6.5- 8.7	150-200	10.8-14.5
10	200-250	14.5-18.1	300-370	21.7-26.8
12	350-400	25.3-29.0	500-650	36.2-47.0

The part number prefixes of the new style bolts are; "01000" series for the ordinary bolt, and "09000" series for the special bolt.

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Bulletin No: General 26

Date: May 19, 1978
Read and Initial

Manager _____

Parts Mgr. _____

Service Mgr. _____

Mechanics _____

SUZUKI CCI SUPER 2 RECOMMENDATIONS

CCI Super 2 is recommended for use in ALL Suzuki 2-stroke engines. It is important to note that this especially includes 1978 TS models manufactured under the emission control regulations which came into effect January 1, 1978.

With the advent of these regulations, lubricant selection for emission control 2-strokes must be considered very carefully. Three important reasons why lubricant selection is critical for emission control TS models are:

1. The carburetor jetting is leaner and the resulting heat factor demands more from the lubricant.
2. An unsatisfactory lubricant will leave excessive deposits on engine components.
3. Excessive deposits can adversely affect hydrocarbon and carbon monoxide emissions.

Suzuki has developed a high quality synthetic base lubricant, CCI Super 2, which performs at a wide range of temperatures, is clean burning, and assists in controlling emissions.

CCI Super 2 is also an excellent lubricant for Suzuki RM and PE models. When mixed to the recommended 20:1 fuel/lubricant ratio, Super 2 offers superior lubrication under all conditions and minimizes performance reducing deposits.

NOTE: Use of CCI Super 2 is strongly recommended in the Owner's Manual for Suzuki emission control TS model motorcycles.

The Owner's Manual for the RM 50C, 80C, 100C, 125C, 250C2, 400C; PE175C, 250C; and JR50C also advocate the use of CCI Super 2.

REMEMBER: CCI Super 2 will perform superbly in ALL Suzuki 2-stroke engines. This includes, but is not limited to:

DS, RV, RL, TM, TC, A, T, and GT Model Suzuki Motorcycles.

(continued)

ORDER INFORMATION
WAREHOUSE LOCATION

PART NUMBER

DEALER COST

99950-00001-CA	California	\$20.75 per case
99950-00001-IL	Illinois	\$20.75 per case
99950-00001-NJ	New Jersey	\$20.75 per case
99950-00001-WA	Washington	\$20.75 per case
99950-00001-TX	Texas	\$20.75 per case
99950-00001-GA	Georgia	\$20.75 per case

One case contains 24, 1 quart cans.

Stock is available in all warehouses.

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT



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Service Bulletin

CIRCLIP INSTALLATION

Bulletin No: General - 27

Date: June 23, 1978

Read and Initial

Manager _____

Parts Mgr. _____

Service Mgr. _____

Mechanics _____

Two types of circlips used on Suzuki motorcycles are machined circlips and stamped circlips. The machined circlips can be installed in either direction because both faces of the circlip are machined, creating two sharp edges. The stamped circlips require directional installation because a sharp edge and a rounded edge are formed during the manufacturing process.

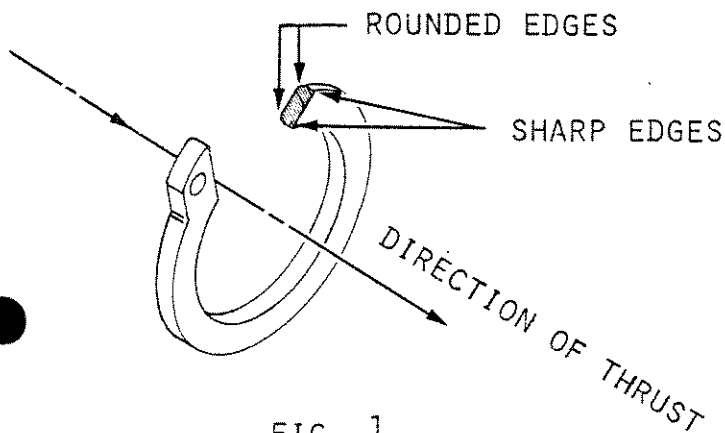


FIG. 1

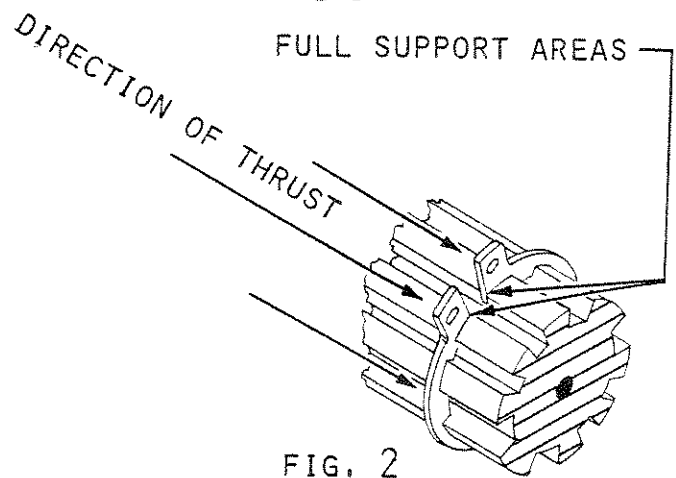


FIG. 2

Some important points on circlip installation are:

1. When installing the stamped circlips in a thrust situation (transmission shafts, fork tube caps, etc.) install the circlip in its groove with the sharp edge facing away from the part producing the thrust. (See figs. 1 and 2)
2. When installing circlips on splined shafts, have the open ends of the circlip supported by the circlip groove. (See fig. 2)
3. After the circlip is installed, double check to be sure that the circlip is completely seated in its groove.

If the above points are not followed, it is possible for the circlip to be pushed out of its groove which would cause damage that could have been prevented by having installed the circlip correctly.

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

U.S. Suzuki Motor Corp. • 13767 Freeway Drive • Santa Fe Springs, California 90670 • (213) 921-4461







SUZUKI

TWO STROKE

Service Bulletin

Bulletin No: General - 28

Date: July 14, 1978

Read and Initial

Manager _____

Parts Mgr. _____

Service Mgr. _____

Mechanics _____

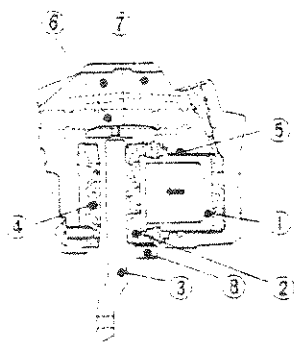
SUBJECT: FRONT DISC BRAKE GREASE APPLICATION

There are two types of heat-resistant greases supplied by U. S. Suzuki for use on disc brake calipers. One is a colorless silicon base grease and the other is a copper-colored PBC base grease. The application of those greases have had the following changes:

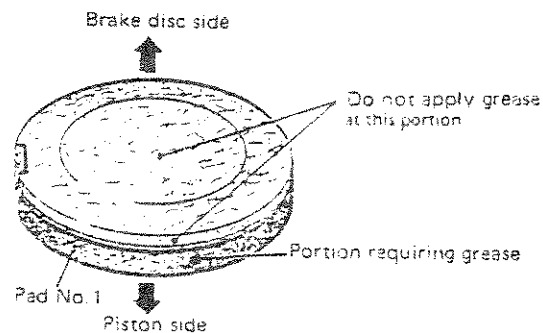
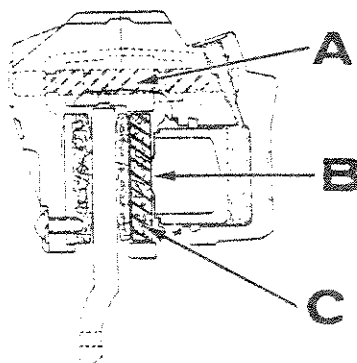
PRODUCTION LINE APPLICATION

SURFACE	BEFORE APRIL, '73	APRIL, '73-JAN, '78	AFTER JAN, '78
*A	PBC	PBC	SILICON
*B	SILICON	SILICON	SILICON
*C	SILICON	PBC	PBC

- *A: CALIPER AXLE
- *B: PAD NO. 1, BETWEEN PAD AND PISTON
- *C: PAD NO. 1, CIRCUMFERENCE



- 1 Piston
- 2 Pad No. 1
- 3 Brake disc
- 4 Pad No. 2
- 5 Piston seal
- 6 Caliper axle
- 7 Caliper body
- 8 Caliper holder



SERVICING APPLICATION

Use the application listed above for "AFTER JAN, '78" when servicing disc brakes on Suzuki motorcycles of any year.

SERVICING INFORMATION

The Caliper Axle Grease and the Brake Pad Grease are instrumental in providing proper caliper operation and preventing brake "squeal". Moderate application of the two greases is recommended. Insufficient or excessive grease application can cause the following:

Insufficient Grease

- Area A: Brake drag can result from irregular movement of the caliper axle in the caliper holder.
- Area B: Brake "squeal" can result from metal-on-metal contact. In this area, the grease acts as a "cushion" between the caliper piston and the brake pad.
- Area C: Brake drag and squeal can result from irregular movement of the brake pad in the caliper holder.

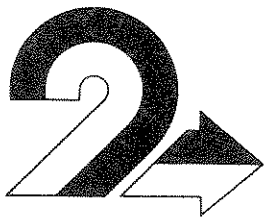
Excessive Grease

Excessive grease in Areas A, B and C will cause the brake pad and disc to become contaminated with the grease. This contamination will result in reduced braking performance. The grease on the brake pads and disc will also pick up dirt and grit kicked up from the road surface. This will accelerate brake pad wear and cause scoring of the brake disc.

PARTS INFORMATION

As of May 1978, the names of the two greases have been switched so that they are in agreement with their current application. Please disregard grease container label information if it conflicts with the information contained in this Service Bulletin.

PART NUMBER	OLD NAME	BASE	NEW NAME
99000-25100	BRAKE PAD GREASE	SILICON	CALIPER AXLE GREASE
99000-25110	CALIPER AXLE GREASE	PBC	BRAKE PAD GREASE



TWO STROKE

SUZUKI
TWO STROKE
Service Bulletin

Bulletin No.: GENERAL #30
Date: May 23, 1980
Read and Initial _____
Manager _____
Parts Mgr. _____
Service Mgr. _____
Mechanics _____

ALL MODELS

SUBJECT: SUZUKI DEALERS' ASSEMBLY &
PRE-DELIVERY SERVICE OBLIGATIONS

IMPORTANT - REVISED

Proper assembly and servicing of new motorcycles is vitally important to ensure customer satisfaction and safety.

An error or oversight during assembly or service of a new motorcycle can result in faulty operation, damage to the machine, or even in injury to the rider.

For these reasons, it is mandatory that each and every new Suzuki motorcycle in your dealership be assembled and serviced in accordance with the instructions in the Suzuki Assembly and Pre-Delivery Service Guides, Assembly Bulletins, and Service Bulletins and that a Certification of Vehicle Pre-Delivery form be properly completed and put in your files BEFORE any new Suzuki motorcycle is displayed for sale. This includes RM and PE models.

These procedures are designed to protect you against product liability claims and ensures each Suzuki customer of a safe, reliable, properly operating motorcycle. You cannot safely assume that uncompleted or improperly completed set-up work will be corrected when a motorcycle is sold. Work initially omitted, tends to be omitted upon delivery to a retail customer.

Proper assembly, pre-delivery servicing and completion of the pre-delivery form is so important that Suzuki policy requires your compliance in these matters. Warranty consideration can be denied on a set-up related failure for which a Certification of Vehicle Pre-Delivery form has not been completed and filed. Your set-up obligations are the same for motorcycles prepared by a set-up company.

This form can be used as a service sales tool and can prevent customer "come-backs." The customer and dealer signatures, as well as proper explanation of each item on the form, are extremely important. The form shows completeness of motorcycle preparation and can serve as a means of identifying errors and dealing with, or even preventing, customer complaints.

The attached Certification of Vehicle Pre-Delivery form is designed for general application to all models. Refer to the assembly guide and service bulletins for detailed information for each individual model.

NOTE: With the exception of battery, fuel, oil, and tool kit, no item shown on the Certification of Vehicle Pre-Delivery may be deferred.

All batteries should be serviced and charged according to the manufacturer's instructions and installed at the time of sale.

Adherence to these requirements will help ensure customer satisfaction and safety.

TECHNICAL SERVICE DEPARTMENT
U. S. SUZUKI MOTOR CORPORATION

