

SUZUKI (2-Stroke) Service Bulletin

Subject: RM80 TRANSMISSION
GEAR MODIFICATION

Bulletin No: RM-36
Date: April 29, 1977
Read and Initial
Manager: _____
Parts: _____
Service: AM

NOTICE:

The RM80's first, second, and third transmission gear ratios have been changed to improve low and mid-range engine performance. The changes are as follows:

NUMBER OF TEETH

DESCRIPTION	EARLY STYLE	LATE STYLE
1st Drive Gear	12	15
1st Driven Gear	38	35
2nd Drive Gear	17	19
2nd Driven Gear	33	32
3rd Drive Gear	21	22
3rd Driven Gear	29	29

RATIOS

	EARLY STYLE	LATE STYLE
1st Gear	3.166 (38/12)	2.333 (35/15)
2nd Gear	1.941 (33/17)	1.684 (32/19)
3rd Gear	1.380 (29/21)	1.318 (29/22)

Fourth and fifth gears remain the same.

	EARLY STYLE	LATE STYLE
4th Gear	1.083 (26/24)	Same
5th Gear	0.923 (24/26)	Same

PARTS AND INTERCHANGEABILITY:

DESCRIPTION	EARLY STYLE PART NO.	INTERCHANGEABILITY	LATE STYLE PART NO.
*Countershaft Assy.	24120-46000	* \longleftrightarrow	24120-46001
Countershaft	24121-46000	\longleftrightarrow	24121-46001
*1st Driven Gear	24310-46000	\longleftrightarrow	24310-46001
2nd Drive Gear	24221-46000	\longleftrightarrow	24221-46001
*2nd Driven Gear	24321-46000	\longleftrightarrow	24321-46001
3rd Drive Gear	24231-46000	\longleftrightarrow	24231-46001

*If a late style countershaft assembly is used in an RM80 before Frame Number 16025, the late style 2nd and 3rd driven gears must also be installed.

(continued)

If an early style countershaft assembly is used in an RM80 on or after Frame Number 16025, the early style 2nd and 3rd driven gears must also be installed.

If a customer desires to change his transmission from the early style to the late style, it is strongly recommended that all of the modified gears be installed, although, it is possible to only change certain gears as shown in the interchangeability chart. Otherwise, smooth power delivery will not be obtained

AVAILABILITY:

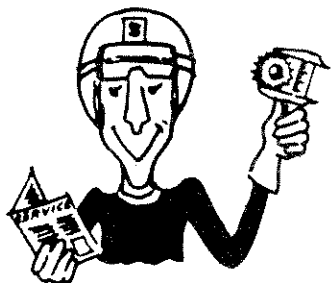
Both early and modified gears and countershafts are available.

APPLICABILITY:

The late style gears will be installed on and after Engine Number RM80-16025.

U.S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

1.38



SUZUKI

(2-Stroke)

Service Bulletin

Subject: RM MODEL CYLINDER PORT
CHAMFER RECOMMENDATIONS

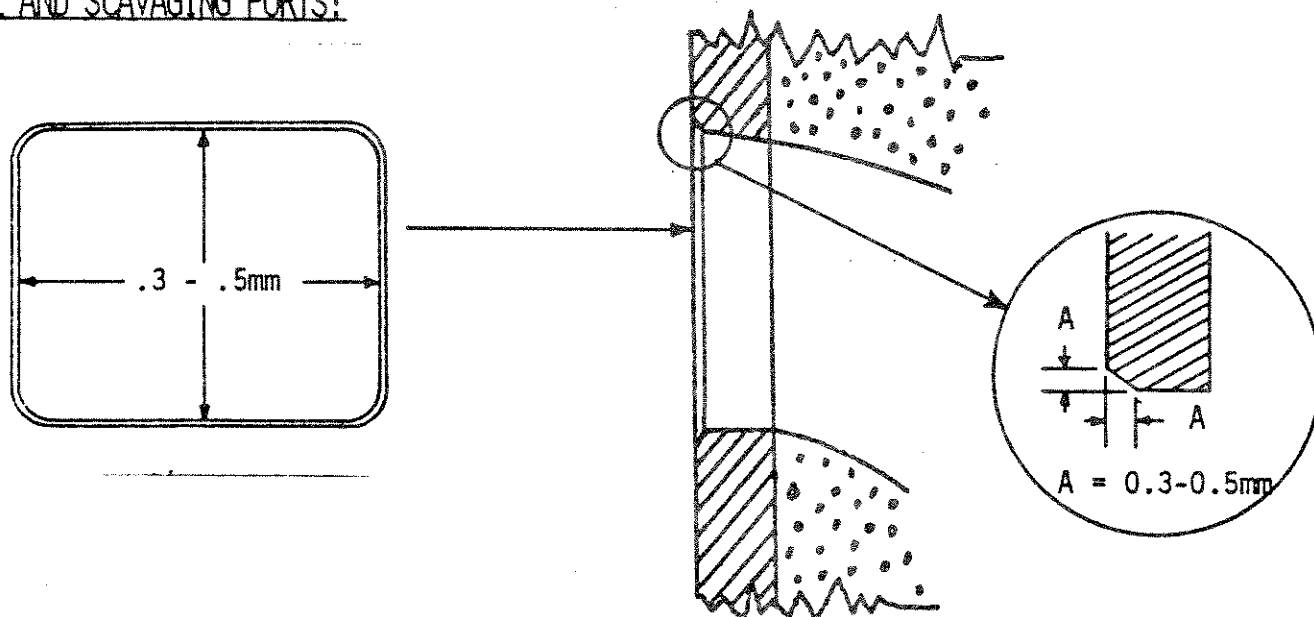
Bulletin No: RM-37
Date: June 10, 1977
Read and Initial _____
Manager _____
Parts _____
Service WAC

NOTICE:

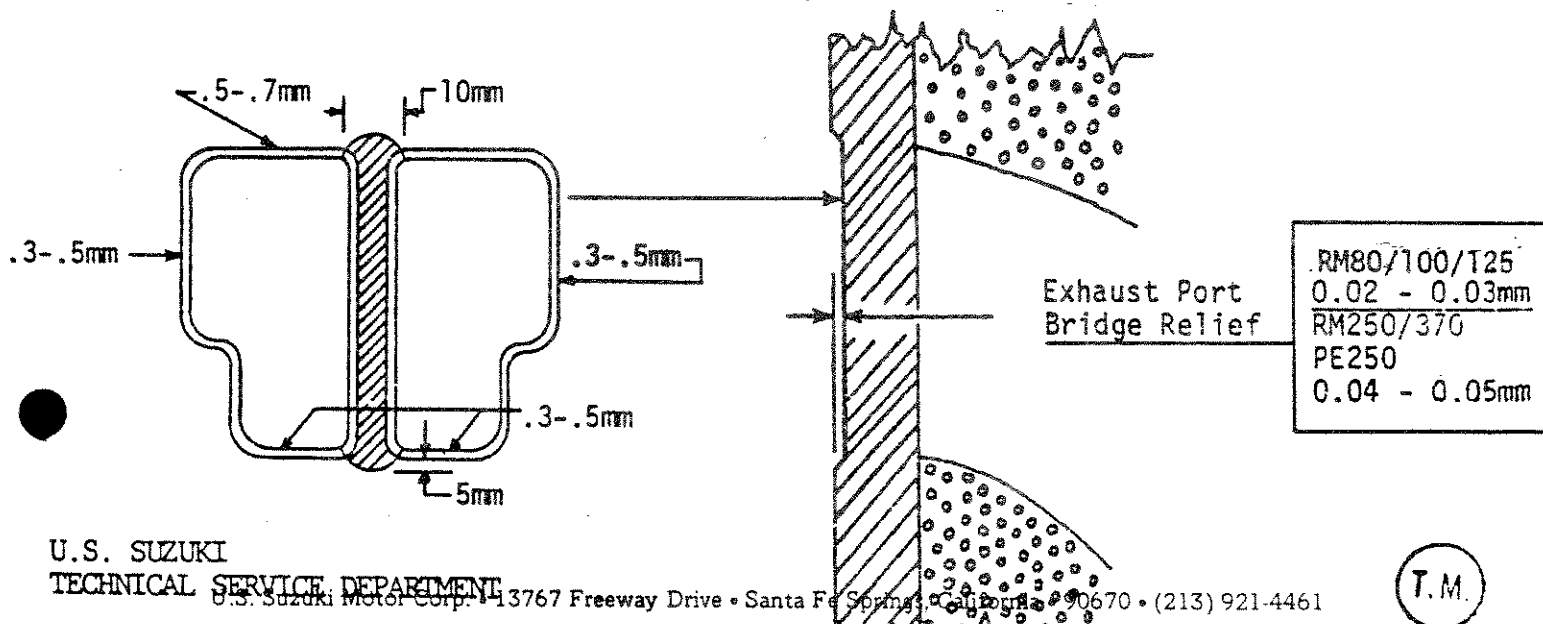
Cylinder port chamfer is very important, with regard to extended piston ring life. The lack of proper chamfer around a cylinder port can cause the piston rings to snag in the ports, which will cause ring breakage and/or excessive piston ring groove and cylinder wear.

Too much port chamfer can cause an abnormal amount of piston ring noise. For these reasons, it is important to chamfer cylinder ports after reboring any RM cylinder. Listed below are chamfer specifications for all RM models.

INTAKE AND SCAVAGING PORTS:



EXHAUST PORT:







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Service Bulletin

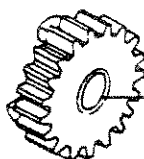
Subject: RM80 SECOND DRIVE GEAR

Bulletin No: RM-38
Date: August 5, 1977
Read and Initial
Manager: _____
Parts: _____
Service: AW

RE: SERVICE BULLETIN, RM-36

NOTICE:

The second drive gear of the RM80 transmission which includes both the original style gear (17 teeth) replacement parts, and the modified style gear (19 teeth), have had a bushing added to increase the overall durability.



Bushing installed here

PARTS AND INTERCHANGEABILITY:

DESCRIPTION	EARLY STYLE PART NUMBER	INTERCHANGEABILITY	LATE STYLE PART NUMBER
Original 2nd Drive Gear (17 teeth)	24221-46000	← ⊕ →	24220-46100
Modified 2nd Drive Gear (19 teeth)	24221-46001	← ⊕ →	24220-46000

KEY: * - Not Interchangeable
⊕ - Interchangeable

Only the gears with bushings are available from U.S. Suzuki's Parts Department.

APPLICABILITY:

RM80's will have the modified second drive gear installed on and after Engine Number 20336.

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2-Stroke

Service Bulletin

RM125 AND RM80 (OPTIONAL)
DRIVE CHAIN TENSIONER

Subject: _____

RM-39

Bulletin No: _____
Date: August 5, 1977

Read and Initial

Manager: _____

Parts: _____

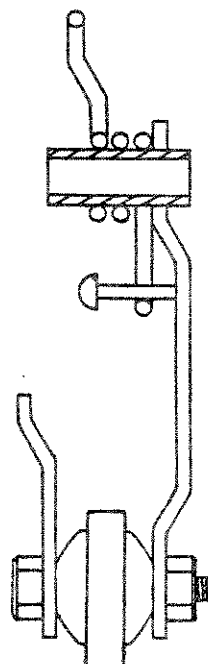
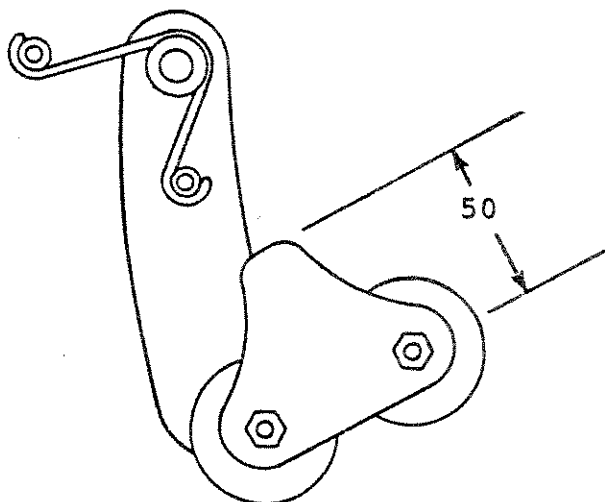
Service: ARS

NOTICE:

To further improve the service life of the drive chain tensioner, a new style tensioner is now available. The modifications to each model are listed by frame number below:

RM125

1. Original Style Chain Tensioner



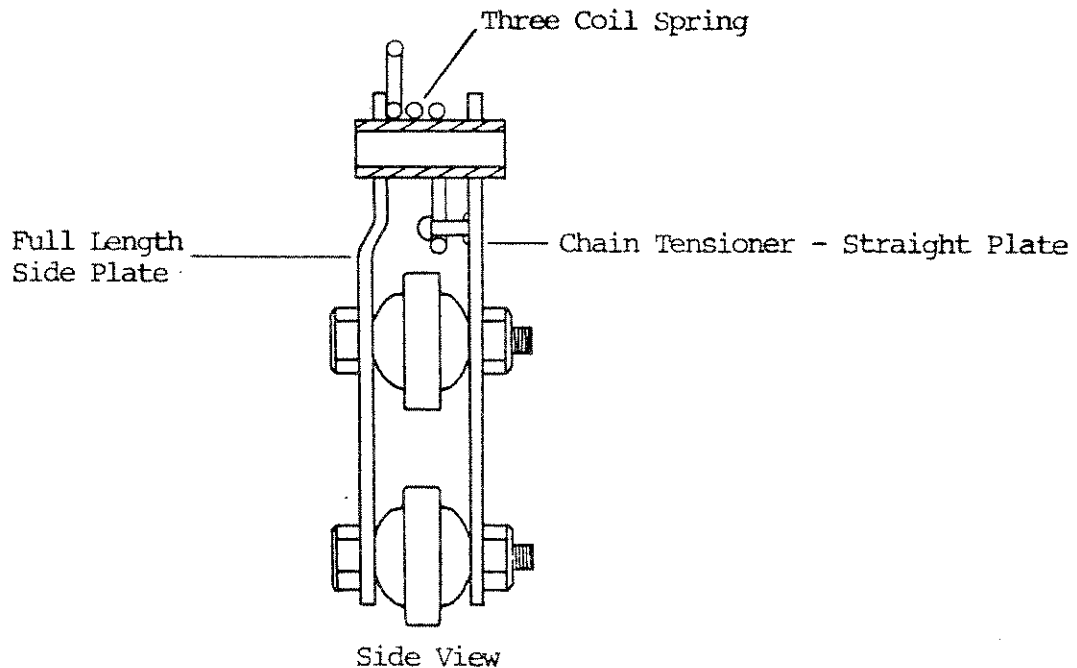
Side View

RM125's from Frame Number 43983 (beginning of "B" model production) to Frame Number 51727, have the original style chain tensioner installed.



August 5, 1977

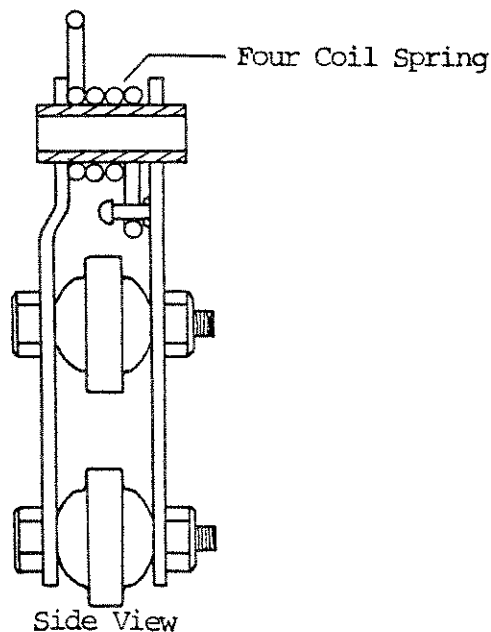
2. Second Style Tensioner



- a. The side plate was changed from 50mm in length to a full length plate.
- b. The chain tensioner's shape has been changed to a straight plate as illustrated above.

RM125's having a Frame Number 51728 through 52687 have the second style components installed.

3. Third Style Tensioner



- a. The chain tensioner's spring was changed from a three coil style to a four coil style which increases spring tension. The remainder of the tensioner components remain the same.

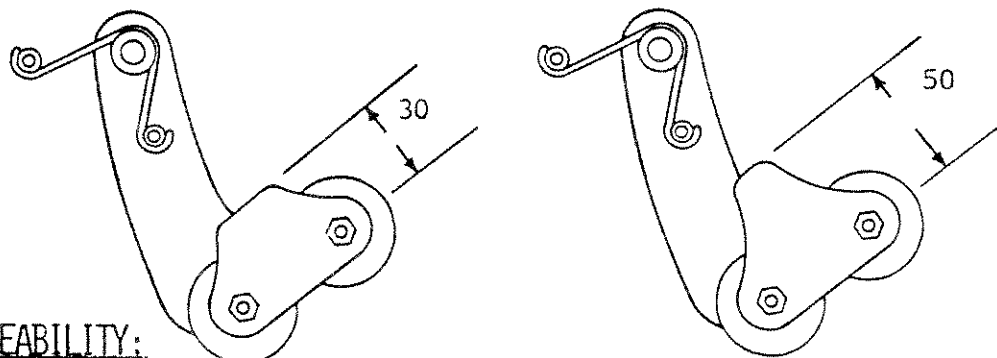
The third style chain tensioner has been installed on RM125's on and after Frame Number 52688.

(continued)

August 5, 1977

RM80 (OPTIONAL EQUIPMENT)

1. The RM80's chain tensioner has been modified by changing the original side plate as illustrated below.

PARTS AND INTERCHANGEABILITY:

Due to the number of modifications initiated to each tensioner, a step by step break down of part numbers and interchangeability is listed below.

RM125 ORIGINAL TO SECOND STYLE

DESCRIPTION	ORIGINAL STYLE PART NUMBER	INTERCHANGEABILITY	SECOND STYLE PART NUMBER
Spring	09448-25002		09448-25002
Side Plate	61352-41401	← X →	61352-41300
Chain Tensioner	61350-41401	← X →	61350-41300

RM125 SECOND TO THIRD STYLE

DESCRIPTION	EARLY STYLE PART NUMBER	INTERCHANGEABILITY	LATE STYLE PART NUMBER
Spring	09448-25002	← 0 →	09448-25003
Side Plate	61352-41300		61352-41300
Chain Tensioner	61350-41300		61350-41300

RM80 OPTIONAL TENSIONER

DESCRIPTION	EARLY STYLE PART NUMBER	INTERCHANGEABILITY	LATE STYLE PART NUMBER
Spring	09448-22002		09448-22002
Side Plate	61352-41400	← X →	61352-41401
Chain Tensioner	61350-46000		61350-46000

KEY: ⊕ - Interchangeable

✱ - Not Interchangeable

Only the latest style chain tensioner parts of the final modification are available from U.S. Suzuki's Parts Department since chain tensioner assemblies are not available.





SUZUKI

TWO STROKE

Service Bulletin

RM80

TRANSMISSION DRAIN PLUG

EFFECTIVE: E/No. - 105735

Bulletin No: RM-40

Date December 9, 1977
Read and Initial

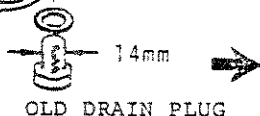
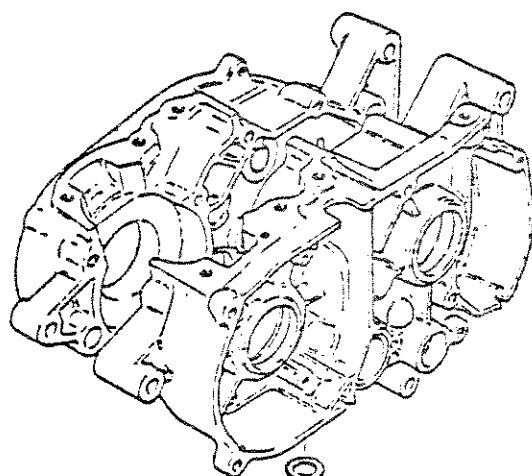
Manager _____

Parts Mgr. _____

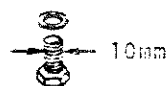
Service Mgr. _____

Mechanics ANP _____

The diameter of the transmission drain plug and crankcase hole on the RM80 have been reduced from 14 mm to 10 mm.



OLD DRAIN PLUG



NEW DRAIN PLUG

CAUTION:

To avoid damaging the crankcase, tighten new and old drain plugs to the following torque specifications:

DRAIN PLUG	TIGHTENING TORQUE
New 10 mm	180-280 kg-cm
Old 14 mm	250-400 kg-cm

PARTS AVAILABILITY & INTERCHANGE INFORMATION:

Only new type crankcases will be available. When you order new crankcases for an engine with the old type 14 mm drain plug, you must also order a new 10 mm drain plug and gasket. Old type drain plugs and gaskets will also be kept in stock at U.S. SUZUKI'S Parts Department.

DESCRIPTION	OLD PART NO.	INTERCHANGE	NEW PART NO.
Drain Plug	09247-14007	No	01107-10208
Drain Plug Gasket	09168-14004	No	09168-10002
Crankcase	11300-46840	← * Yes →	11300-46841

* When interchanging crankcases, be sure to use the correct drain plug and gasket.

U. S. SUZUKI
Technical Service Department



SUZUKI

TWO STROKE

Service Bulletin

Bulletin No. RM-50
Date: 2-27-81

Read and Initial

Manager _____
Parts Mgr. _____
Service Mgr. _____
Mechanics _____

SUBJECT: RM125X MAIN JET MODIFICATION

NOTICE

Continuing research, testing, and racing experience has shown that the RM125X will perform better and produce more power with a #250 main jet rather than with the original jet. With a #250 main jet there is the added benefit of improved piston seizure protection during very hard useage.

To benefit all RM125X owner's, we will automatically send a #250 main jet to your dealership for each affected RM125X invoiced to you. Please install a #250 main jet in all RM125X models prior to sale and in all retail RM125X models sold prior to this bulletin.

AFFECTED UNITS

RM125X: Eng. No. 200001 - Eng. No. 213972

MAIN JET INFORMATION

#250 Main Jet: P/N 99103-14100

A #250 main jet will be sent to your dealership automatically for each affected unit invoiced to you.

Dealer cost on the main jet is \$0.98 each.

The main jet will be shipped net 30 days, freight prepaid.

INSTALLATION

Carburetor removal is not necessary to install the main jet.

1. Turn the fuel petcokok to the "OFF" position.
2. Place a clean shop towel under the carburetor.
3. Loosen the hose clamps on each end of the carburetor.
4. Pull some extra throttle cable slack down to the carburetor.

5. Rotate the carburetor top towards the RH side of the motorcycle.
6. Using a 14mm box end wrench or ratchet and 14mm socket, remove the float bowl access plug.
7. Using the tool kit main jet wrench, remove the original main jet.
8. Install the #250 main jet. Be careful not to dislodge the needle jet from the locating pin.
9. Reinstall the access plug and tighten securely.
10. Twist the carburetor back to its upright position and tighten both hose clamps.
11. Restore the throttle cable to its proper position and check for smooth throttle operation and automatic return. Check for fuel leaks.
12. After the main jet has been installed, use a center punch and a hammer to place a mark (●) in front of the engine number.

EXAMPLE:

BEFORE MODIFICATION

RM125-210001

AFTER MODIFICATION

●RM125-210001

13. Complete and mail a warranty claim as per the Reimbursement instructions. Be certain to tag and retain the original main jet.

PARTS DISPOSITION

Fill out a warranty parts tag completely. Wire the tag to the original main jet.

The original main jet must be held until collected by your Technical Advisor. The 120 day limit does not apply to this modification campaign.

CUSTOMERS' MOTORCYCLES

Each affected RM125X owner for whom we have received a Sales Registration Card, has been sent a letter requesting him to return his motorcycle to his selling dealer to have the #250 main jet installed.

...continued

DEALERS STOCK

Install a #250 main jet in all affected units you have in stock and all you may receive in the future.

NOTE: Check the engine number before you change a main jet to be certain it is an affected unit.

REIMBURSEMENT

The Warranty Request form is being used to generate a dealer credit.

A separate Warranty Request form must be used for each unit.

Dealer Stock Units: The warranty request must contain the following information:

1) dealer imprint, 2) model number, 3) frame number, 4) engine number, 5) indicate as NEW-UNSOLD, 6) date of defect (date first set-up by you), 7) date of repair, 8) quantity, 9) main jet P/N, 10) description, 11) description of defect, 12) dealer signature

Customer Units: The Warranty Request form must contain the following information:

1) dealer imprint, 2) customer name, 3) model number, 4) frame number, 5) engine number, 6) date of purchase, 7) date of defect, (same as date of purchase), 8) date of repair, 9) quantity, 10) main jet P/N, 11) description, 12) description of defect, 13) customer signature, 14) dealer signature.

Reimbursement will be: 0.2 hours labor at your dealership warranty labor rate plus dealer net cost for parts.

To avoid Warranty Request returns and to expedite reimbursement, double check the model number, frame number and engine number. Be certain that the frame and engine numbers are not transposed, etc.

Please assist us by modifying all affected units promptly and submitting properly completed Warranty Requests in a timely fashion.

Thank you for your cooperation.

TECHNICAL SERVICE DEPARTMENT
U.S. SUZUKI MOTOR CORPORATION





SUZUKI WARRANTY REQUEST FORM

CREDIT CANNOT BE ISSUED WITHOUT THE USE OF THE DEALER AND CUSTOMER "SERVI-CARD".

DO NOT WRITE
IN RED SPACES

RECEIVED	PROCESSED
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PROCESSED

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ADVERTISING

PRESS HARD — PRINT CLEARLY — LAST PAGE DEALER COPY







U.S. SUZUKI MOTOR CORPORATION

Dear Suzuki Customer:

Congratulations on your recent purchase of the new 1981 Suzuki RM125X.

The RM125X has enjoyed outstanding success in its 1981 race season debut. This racing experience, combined with continuing research and testing has shown that the RM125X will actually perform better and produce more power with a #250 main jet rather than with the original main jet. With a #250 main jet there is also the added benefit of improved piston seizure protection during very hard useage.

So that you benefit directly from this experience, your Suzuki dealer will be happy to install a #250 main jet at no charge to you. All you have to do is return your RM125X to your selling Suzuki dealer. Please make an appointment to have this done at your earliest convenience.

The winning edge is the result of continuing developement and Suzuki will continue to work for you.

TECHNICAL SERVICE DEPARTMENT
U.S. SUZUKI MOTOR CORPORATION

