



SUZUKI (2-Stroke) Service Bulletin

Subject: PNEUMATIC/COIL SPRING ("AIR")
FRONT FORK SPECIAL TOOLS

Bulletin No: Tools-7
Date: June 10, 1977
Read and Initial _____
Manager: _____
Parts: _____
Service: _____

RE: SERVICE BULLETIN, #RM-31

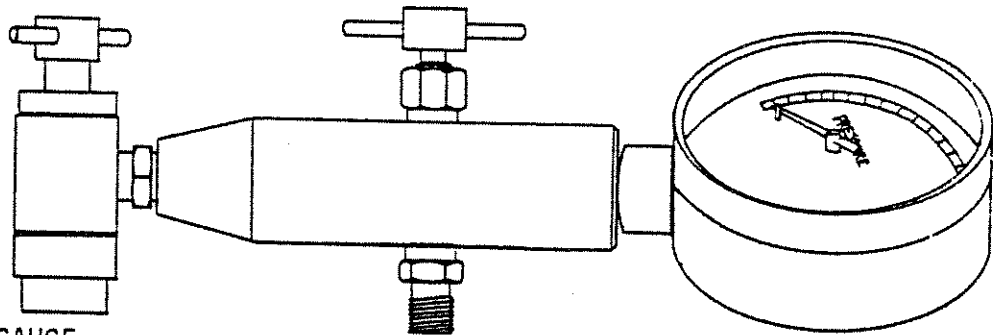
NOTICE:

The air pressure, and oil level of the pneumatic/coil spring front forks constitute the largest single factor concerning the dampening rate of the front suspension. Consequently, the proper adjustment of those two factors is critical.

Therefore, two special tools are now available which will aid in the adjustment of the pneumatic/coil spring front forks to any combination of rider weight and track condition. The two tools are; a very accurate air pressure gauge, and a precise oil level gauge.

It is strongly recommended that the oil level and air pressure gauges be used whenever service of this style front fork suspension system is necessary.

The features of these two tools are listed below:



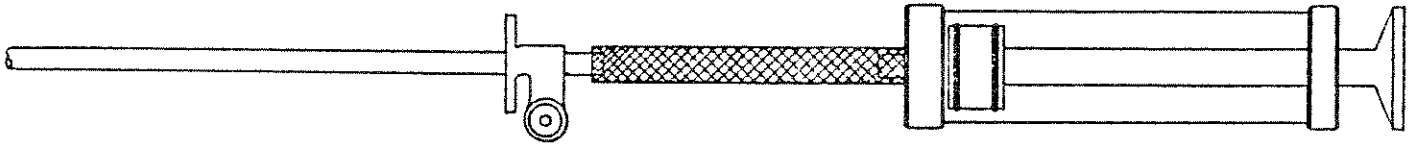
I. AIR PRESSURE GAUGE

- A. Scale reads in both PSI, and kg/cm².
- B. Air pressure can be adjusted accurately (either adding or removing air) with the tool in place on the fork cap air valve.

NOTE: Without the proper air pressures in each fork tube, premature wear or damage may occur to the internal components of those fork tubes.

As stated in Service Bulletin #RM-31, the maximum difference in air pressures between right and left fork tubes must be kept less than 1.4 PSI or 0.1 kg/cm².

- C. The Air Pressure Gauge is constructed of brass and aluminum for durability.
- D. Gauge reads up to a maximum of either 4 kg/cm² or 60 PSI.



II. OIL LEVEL GAUGE

- A. Unit is compact, and made from heavy duty see-through plastic.
- B. Gauge reads in mm's from the top of the fork tube to the oil level contained in the fork tube.

NOTE: To obtain maximum performance from the front forks, it is necessary to measure the level of oil in mm's from the top of the fork tube, rather than rely on a premeasured amount of oil to be added after the old fork oil is drained. The maximum allowable difference between oil quantities of the two fork tubes is 1 mm.

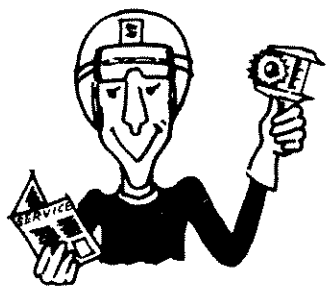
- C. By using the syringe portion of the tool, excess oil can be removed without the "mess" of removing the drain screw located at the bottom of the fork tube and trying to remove a small quantity of oil.

PARTS:

Both the air pressure and oil level gauges are now available from U.S. Suzuki's Parts Department having the part numbers and prices listed below:

DESCRIPTION	PART NUMBER	DEALER COST	RETAIL COST
Air Pressure Gauge	09940-44110	\$22.50	\$29.90
Oil Level Gauge	09943-74110	17.36	24.80

Please inform each new owner of a machine with this style front suspension system that these two tools are available, and necessary to properly adjust the dampening rate of the front forks. They should also be informed of the information contained in the Owner's Manual as to service and adjustment procedures of this suspension system.



SUZUKI

2-Stroke

Service Bulletin

Subject: FRONT FORK
DAMPER TOOL SET

Bulletin No: Tools- 8
 Date: August 5th, 1977
 Read and Initial _____
 Manager _____
 Parts _____
 Service _____

NOTICE:

A Front Fork Damper Tool Set is now available from U.S. Suzuki's Parts Department which will aid in assembling and disassembling Suzuki front forks.

The tool set includes a "T" handle wrench and five different attachments. The intended model application of the five attachments is listed below.

DESCRIPTION	PART NUMBER	APPLICATION
Front Fork Tool Set	09940-34511	Includes all items listed below
"T" Handle	09940-34520	-----
Attachment "A"	09940-34530	GT185/250/380/550/750-M, A, B Models GS400/550/750-B Model RE5-M, A Models GT500-A, B Models
Attachment "B"	09940-34540	RM250/370-A Model RM125-M, A Models PE250-B, RL250-L & M Models TS250-L, M, A; TS400-L, M, A, B Models TS100/125/185-L, M Models TC100/125/185-L, M Models
Attachment "C"	09940-34550	TS185-A, B Models; RV125 L, M, B RM100-B Model
Attachment "D"	09940-34560	TS100/125-A, B Models TC100/125/185-A, B Models
Attachment "E"	09940-34570	DS80C RM125-B Model RM250/370-B Model TS250-B Model

DIRECTIONS FOR TOOL USE:

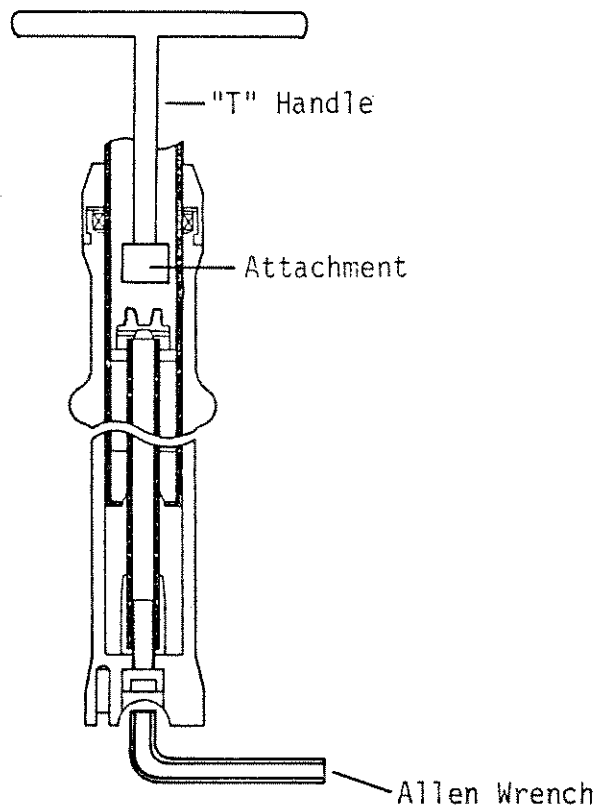
1. Loosen the fork cap bolt located at the top of the inner tube.
2. Drain the fork oil by removing the small cross head screw located at the bottom of the outer fork tube.

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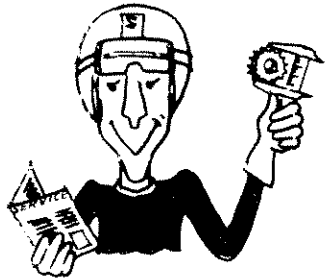


3. Remove the fork cap bolt located at the top of the inner fork tube, and remove the fork spring.
4. Using the appropriate attachment in conjunction with the "T" handle, secure the top of the damper rod from the inside of the inner fork tube.
5. Using an allen wrench, remove the damper rod securing bolt, located at the bottom of the outer fork tube.
6. Reassemble the front forks by reversing the sequential steps of disassembly.

NOTE: Due to a high demand, certain components of the Front Fork Tool Kit may not be available at this time.



U.S. SUZUKI
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2-Stroke

Service Bulletin

Subject: CYLINDER GAUGE SET
65MM MEASURING ROD

Bulletin No: Tools-9

Date: September 16, 1977

Read and Initial

Manager _____

Parts _____

Service _____

NOTICE:

A new 65mm measuring rod has been added to the Cylinder Gauge Set. The new measuring rod is designed to be used to measure 1977 and later RM250 and PE250 model cylinders. The measuring rod is now available separately from the U.S. Suzuki Parts Department.

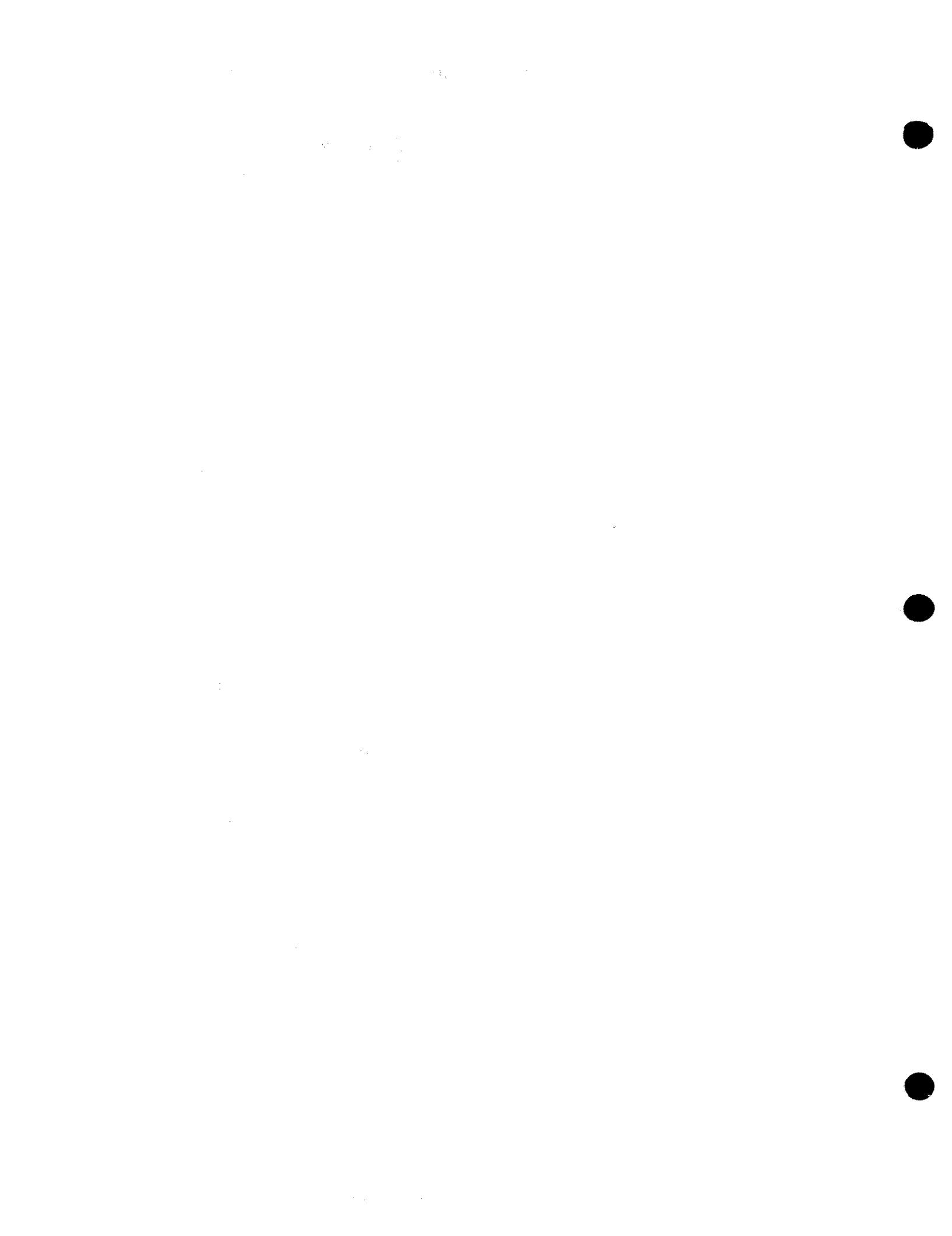
The use of a Cylinder Gauge Set and micrometers will allow you to quickly and precisely measure piston clearance and cylinder wear.

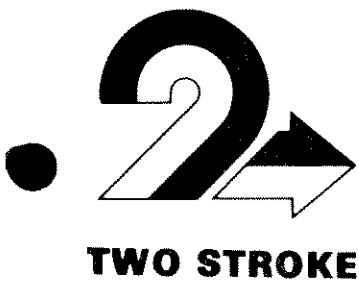
DESCRIPTION	PART NUMBER	PRICE
65mm Measuring Rod	09900-20510	\$ 2.14
50-75 Micrometer	09900-20203	\$29.58
Cylinder Gauge Set	09900-20508	\$88.05

The precision measuring instruments sold by U.S. Suzuki are first quality tools. For a complete list of these and other tools available, please refer to 2 Stroke Tool Bulletin #6 and 4 Stroke Tool Bulletin #1.

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SUZUKI

TWO STROKE

Service Bulletin

Tool Bulletin
Bulletin No: #10
Date: June 23, 1978
Read and Initial
Manager _____
Parts Mgr. _____
Service Mgr. _____
Mechanics _____

SS-I, SS-II ELECTRO TESTER REPAIR

ESI, Electro-Specialties Inc., in Waukesha, Wisconsin has been appointed as a repair service for Suzuki Electro Testers. ESI is equipped to provide complete repairs in 5 working days on normal repair jobs.

A repair charge limit of \$60.00 has been established as a guideline. If the necessary repairs will cost more than \$60.00, ESI will mail a card to your dealership advising you of the new repair estimate. Extensively damaged units may also require additional repair time.

ESI is an independent organization so all transactions are to be made directly with them. U. S. Suzuki can not provide direct assistance concerning billing or shipping. Please ship your tester freight prepaid, directly to:

ESI
1345 Pearl Street
Waukesha, Wisconsin 53186
Phone (414) 544-1344

Please return all of the test leads with your tester. In many instances the problem is with the test leads rather than with the Electro Tester. This will help eliminate unnecessary repair charges.

NOTE: Mark your Electro Tester clearly with your dealership number and name!

Upon completion of the repairs ESI will ship the electro tester back to you by UPS, COD. The return shipping costs and repair costs are included in the COD charges.

Questions concerning this repair program should be directed to ESI.

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

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

