

Specifications

(RL250 SPECIFICATIONS SHOWN IN BRACKETS WHERE DIFFERENT FROM RL325)

DIMENSIONS AND WEIGHT

OVERALL LENGTH	2030mm = 80"
OVERALL WIDTH	838mm = 33"
OVERALL HEIGHT	1120mm = 44"
SEAT HEIGHT	775mm = 30.5"
WHEELBASE	132mm = 52"
GROUND CLEARANCE	330mm = 13"
FRONT WHEEL	2.75" x 21"
REAR WHEEL	4.00 x 18"
DRY WEIGHT	91.3kg = 201lbs

ENGINE

TYPE	AIR COOLED, SINGLE CYLINDER, 2 STROKE
CYLINDER TYPE	SLEEVED ALUMINIUM
BORE & STROKE	80mm x 64mm (70mm x 64mm)
CAPACITY	322cc (246cc)
COMPRESSION RATIO (corrected)	7.5 : 1 (6.7 : 1)
INDUCTION SYSTEM	CARBURETTOR : REED VALVE - PISTON PORT.
POWER OUTPUT	23B.H.P. @ 6500 r.p.m. (19B.H.P. @ 6000 r.p.m.)

FUEL SYSTEM

CARBURETTOR	28mm MIKUNI VM28 SH?
	Needle No. - 5CN6
	Slide No. - 1.5
	Main Jet - 120
	Needle Jet - 0.4
	Pilot Jet - 20 (27.5)

LUBRICATION

AIR CLEANER	OILED FOAM
ENGINE	4 star PETROL/OIL PREMIX 20:1
GEARBOX/CLUTCH	20-50 MULTIGRADE (800cc approx. level plug)

IGNITION SYSTEM

SPARK PLUG	NIPPONDENSO W22ES or NGK B7ES
GENERATOR	FLYWHEEL MAGNETO TRANSISTORISED C.D.I.
IGNITION TIMING	(SEE TEXT)

TRANSMISSION

PRIMARY DRIVE	GEAR
CLUTCH	WET MULTI-PLATE
GEARBOX	5 SPEED CONSTANT MESH
GEARCHANGE	LEFT FOOT OPERATED GEAR LEVER
FINAL DRIVE	5/8 x 1/4 or 520 HEAVY DUTY ROLLER CHAIN
	ENGINE SPROCKET
	REAR WHEEL SPROCKET
	12T (11T & 13T AVAILABLE)
	39T, 41T, 43T

SUSPENSION

FRONT	TELESCOPIC:- 7 inches movement
	*AIR ASSISTED:- 15p.s.i.
	*OIL DAMPED:- 195cc SAE 10/15/20
REAR	SWING ARM WITH 5 WAY ADJUSTABLE
	OIL DAMPED SUSPENSION UNITS.
	GIVING 4.5 inches rear wheel movement

FRAME

BRONZE WELDED REYNOLDS 531 TUBING. HARD CHROME FINISH

BRAKES

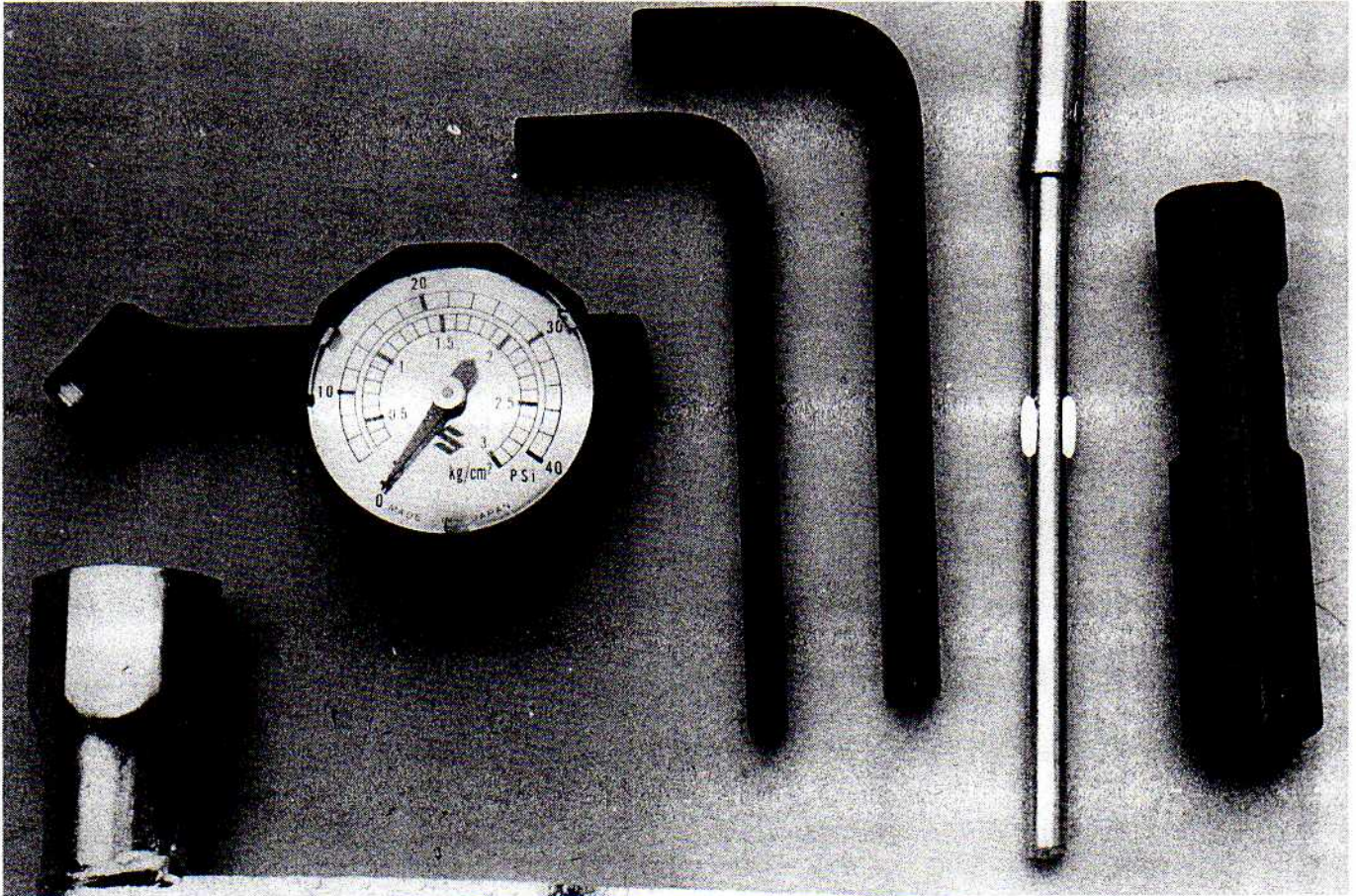
FRONT	RIGHT HAND CABLE OPERATED
	SINGLE LEADING SHOE
REAR	RIGHT FOOT ROD OPERATED
	SINGLE LEADING SHOE

LIGHTING

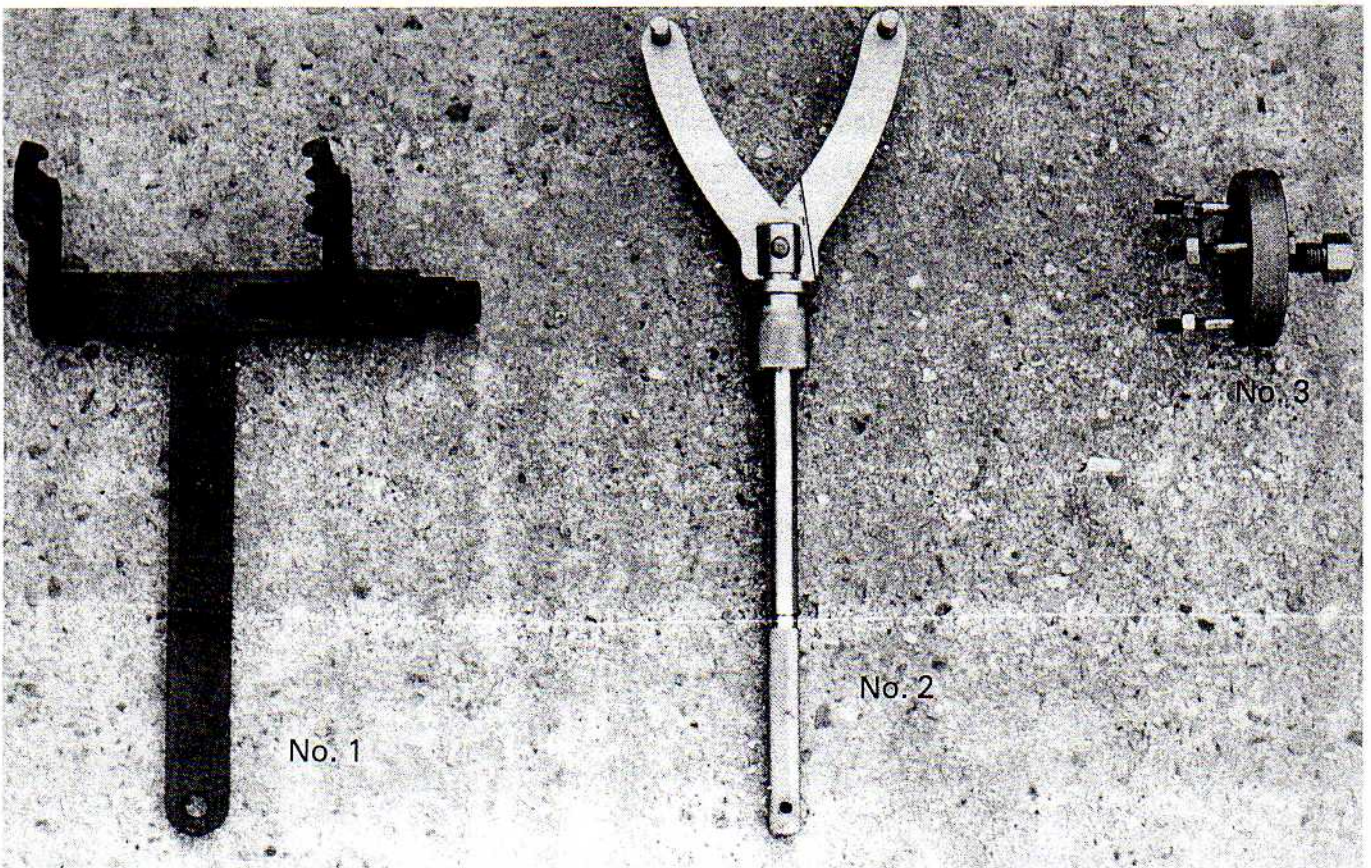
LIGHTING KIT AVAILABLE

BEAMISH MOTORS RESERVE THE RIGHT TO ALTER ANY SPECIFICATION AT ANY TIME

Tool Kit and Special Tools



THE TOOL KIT SUPPLIED WITH THE RL250/325



SPECIAL TOOLS REQUIRED FOR ENGINE STRIPDOWN

Running-in and General Maintenance

BEAMISH
SUZUKI

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RUNNING-IN At least 2 hours of easy roadwork before attempting any off-road going will greatly enhance the life and smoothness of the engine. After 100 miles, change the Transmission oil and the front fork oil, check the ignition timing, clean the spark plug and check the gap and check all nuts, bolts and fixings for tightness.

TRANSMISSION OIL Oil change — remove drain plug through hole in sump plate and drain oil into suitable receptacle — Replace drain plug — Remove filler plug and transmission oil level screw from primary drive cover — With bike in upright position slowly pour approximately 800 cc of SAE 20-50 oil down the filler hole until it starts to seep out of the oil level hole — Replace the oil level screw and the filler plug and wipe away any spilt oil.

FRONT FORKS Oil change — **IMPORTANT**, drain and fill one fork leg at a time — Release air from valve in fork top

cap — Drain oil from fork leg by removing drain screw at bottom rear of leg — Replace drain screw — Remove fork top cap and slowly pour 195 cc of selected* weight of oil into fork leg — Replace fork top cap and inflate to 15 p.s.i.** approximately — Repeat for other fork leg.

*The weight of oil used varies, dependent on weight of rider, riding style, type of ground (mud or rocks, etc.), time of year. We suggest that you start at SAE 15 and experiment to suit your personal requirements.

**Air pressure is another variable, requiring personal fine tuning. 15 p.s.i. is the average setting to work from.

CARBURETTOR SETTINGS Standard setting for the Needle on the RL325 is the central notch; on the RL250 the Needle is set on the second notch from the top — Pilot jet screw for both capacity machines is 1 ½-2 ½ turns out and is dependent upon riding style, elevation and ambient temperature. Some jetting changes may be necessary in extreme conditions.

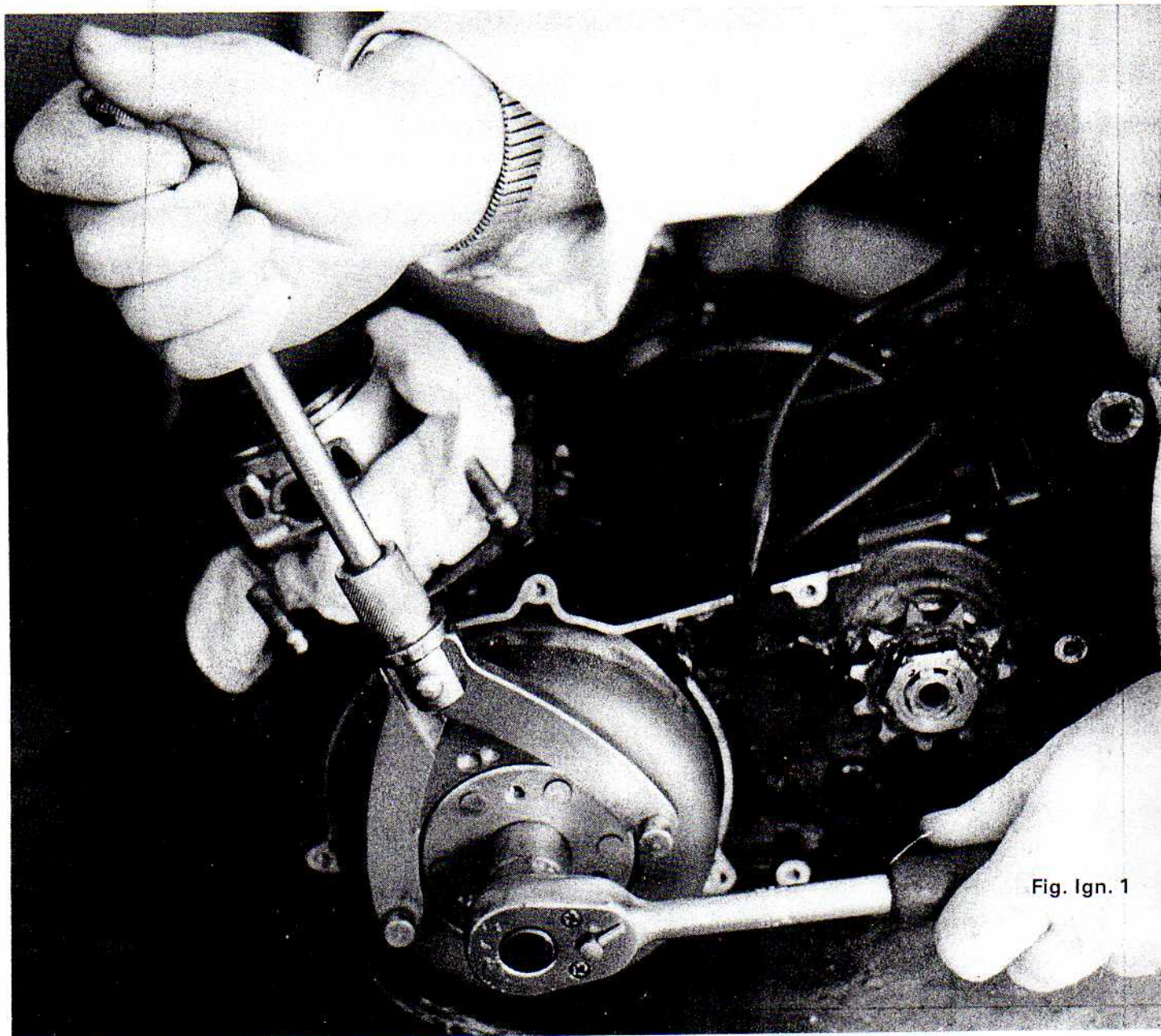


Fig. Ign. 1

