

SUZUKI

SERVICE MANUAL

MODEL
RL250

579
720

\$ 4.50.

FOREWORD

This manual is intended primarily for those whose task in the service shop is to service the Model RL250 SUZUKI motorcycles. The information provided in this manual is useful also to those who are interested, from non-professional standpoint, in servicing the SUZUKI motorcycles of this model.

It is hoped that each service shop mechanic will join us in the belief that a happy rider is he whose bike receives servicing attention periodically from the mechanic who is quick to detect signs of trouble and promptly remedy them. The contents of this manual are organized largely on the basis of that belief.

For those accustomed to the English systems of measure and weight, we have used two systems, metric and English, as far as possible. The subject model comes from the production line with metric-system manufacturing gear, but that should be no drawback in servicing work. The only thing we have to request of each service shop mechanic is that he be careful in reading numerical values.

SUZUKI MOTOR CO., LTD.
INTERNATIONAL SERVICE DEPARTMENT

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1. BREAKING-IN OPERATION

RL250

Every new machine has to undergo some sort of "breaking-in" run, and every motorcycle owner knows it. The question is: How to break in the new motorcycle? In reality, the process of "breaking in" is a conservative use of the machine during a short initial period. Operating the machine within certain limits (specified by the motorcycle manufacturer) breaks it in successfully.

By brochures and other means, we try to din the limits into the mind of each owner; but we believe the most effective way of seeing to it that the machine will be broken in properly is to enlist your help. You as the person in maintenance charge of the RL250 bikes registered with your shop is much closer to the RL250 owners. Whenever opportunity permits, will you pass the following tips to them, reminding them of the "breaking in" advices that we have transmitted to them through other means? Our plea for proper "breaking in" is only for the owners' sake.

Importance of "breaking in" operation

Motorcycle industry is highly competitive. Each manufacturer tries to use the best possible materials in his products, to mobilize the best of his brains in order to stay ahead of others in product design, workmanship, durability and performance. We at SUZUKI have lived through that competition, and are behind none in this endeavor.

When motorcycles in package leave our production plant, we left go of them with best wishes. One of the wishes is that each bike will be properly broken in by the initial user so that it will last longer, the while it will make available all the capabilities we did build into it. Specifically, we hope that the initial user will stick to the following rules:

- (1) Adhere to the 20 : 1 ratio of the fuel-oil mixture: 20 parts of fuel and 1 part of oil by volume.
- (2) Suppress the urge to drive at full speed during the "breaking-in" period; put off high-speed cruising till the bike becomes broken in.
- (3) Do not rev or race the engine. Quick engine acceleration is very hard when it is still new.
- (4) Observe the "breaking-in" engine speed limit, which is specified for the Model RL250.
- (5) For initial 20 hours, operate below "half throttle." For the next 20 hours, operate below "three-quarter throttle." The total is only 40 hours.

2. RIGHT AND LEFT SIDE VIEWS

RL250



Fig. 2-1. Right side view

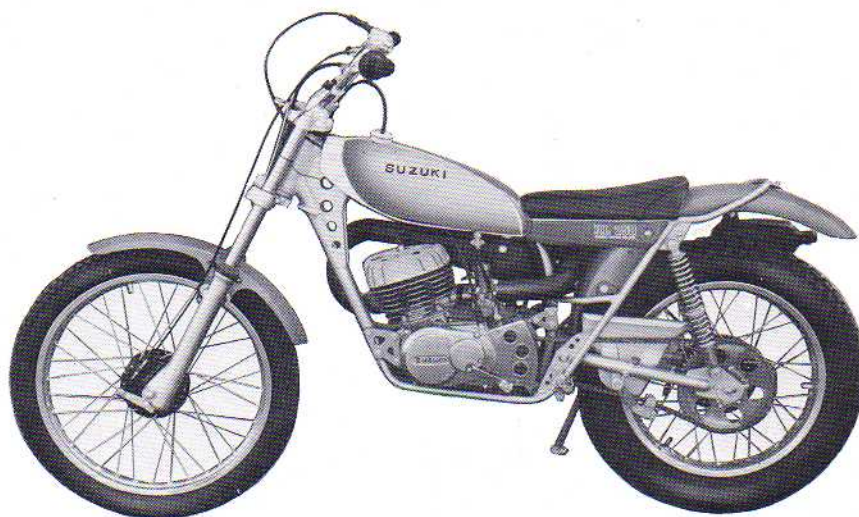


Fig. 2-2. Left side view

3. PERFORMANCE CURVE

RL250

Max. Horse Power 18PS/6,000 r.p.m.
Max. Torque 2.30 kg-m/5,500 r.p.m.

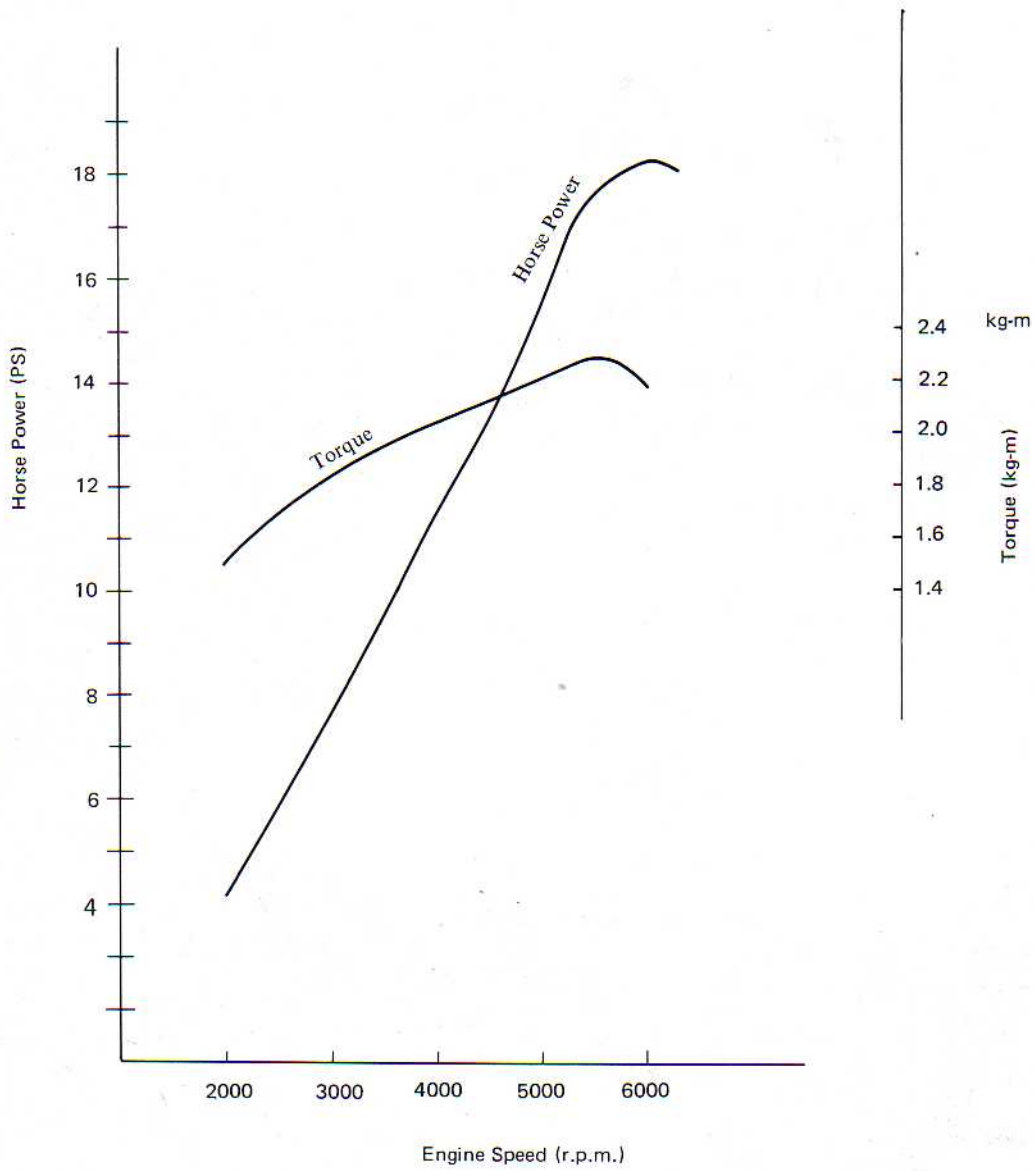


Fig. 3-1. RL250 performance curve

4. SPECIFICATIONS

RL250

4-1. Dimensions and weight

Overall length	2,035 mm (80.1 in)
Overall width	850 mm (33.5 in)
Overall height	1,130 mm (44.5 in)
Wheelbase	1,345 mm (53.0 in)
Ground clearance	290 mm (11.4 in)
Tires front	2.75-21 4PR
rear	4.00-18 4PR
Dry weight	90 kg (199 lb)

4-2. Performance

Maximum speed	104~120 kph (65~75 mph)
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4-3. Engine

Maximum horse power	18 ps at 6,000 rpm
Maximum torque	2.3 Kg-m (16.6 lb-ft)/4,500 rpm
Type	2 cycle, air cooled single cylinder
Cylinder	Sleeved Aluminum
Bore x Stroke	70 x 64 mm (2.76 x 2.52 in)
Piston displacement	246 cc (15.0 cu in)
Corrected compression ratio	6.7 : 1
Starter	Primary kick
Valve system	Piston valve

4-4. Fuel system

Carburetor	VM 28SH
Air cleaner	Wet polyurethane filter
Fuel tank capacity	5ℓ (1.3/1.1 US/Imp gal)

4-5. Lubrication system

Engine	Gas and Oil premixture with 20 : 1
Gear box	700 cc (1.5/1.3 US/Imp pt)

