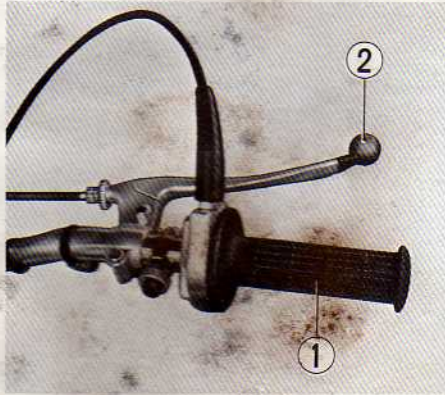
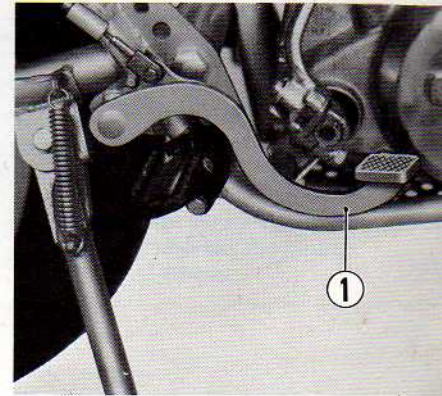


REAR BRAKE PEDAL



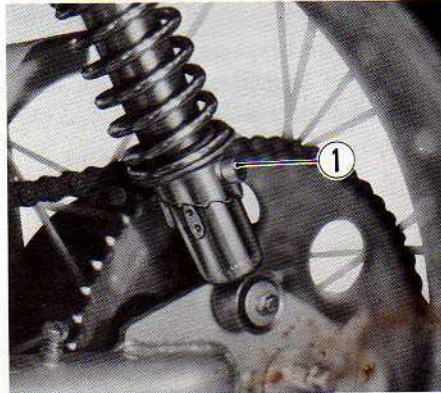
Rear braking is controlled by pressure applied on the brake pedal ①. When the brake pedal is depressed, braking force is applied to the rear wheel.



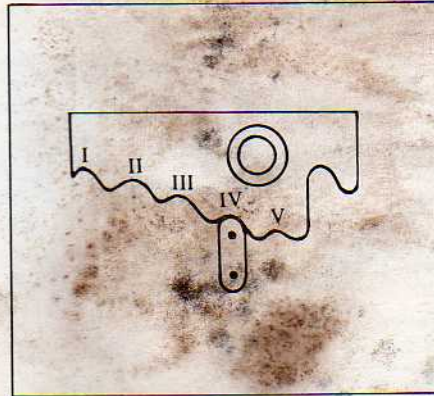
REAR SHOCK ABSORBERS

The rear shock absorber spring tension should be adjusted to meet road conditions and driver's weight. It is 5-way adjustable. As shown in figure, the larger the number, the stronger the spring tension.

NOTE: Be sure to set the adjusting positions on both left and right side identically.



① Rear shock absorber



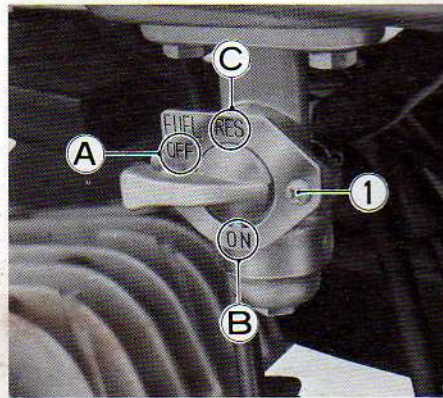
Shock absorber cam position

FUEL COCK

When fuel cock ① has three positions: OFF ④, ON ② and RES ③.

When the fuel cock lever is in the OFF position, the fuel does not flow to carburetor from the fuel tank. When parking the motorcycle, the lever should be set to the OFF position.

If the fuel in the tank is too low to be fed to the carburetor at ON position, turn the lever to the RES position, which opens the tap of reserve supply.



KICK STARTER LEVER

The engine can be started easily by depressing the kick starter lever ①. As a primary kick starter system is adopted on this motorcycle the engine can be started with the transmission on any gear, if the clutch is disengaged by squeezing the clutch lever.



FUEL AND OIL RECOMMENDATION

FUEL

The engine is lubricated by a certain amount of oil added to gasoline.

It is therefore essential to always use premixed gasoline with specified amount of oil.

GASOLINE

The use of good quality gasoline is very important for your engine.

Gasoline used should be graded 85 to 95 octane in Research Method.

OIL

Use Suzuki CCI OIL. It is formulated to give best engine performance with least combustion chamber deposits, least pre-ignition, maximum spark plug life and best lubrication. If the Suzuki CCI OIL is not available, a good quality two-stroke motorcycle injection oil (non-diluent type) of around SAE 30 should be used.

MIXING RATIO

20 parts of gasoline to one part of oil

is the correct gas to oil mixture ratio for your engine. Use the following chart to determine how much oil to mix with the gasoline.



CCI oil illustration

GASOLINE (20)			CCI OIL or SAE 30 2-STROKE ENGINE OIL (1)		
US gal	Imp gal	ℓ	US pt	Imp pt	cc
.1	.08	.38	.04	.03	19
.2	.17	.76	.08	.07	38
.3	.26	1.14	.12	.10	57
.4	.33	1.51	.16	.13	76
.5	.42	1.89	.20	.17	95
.6	.50	2.27	.24	.20	114
.7	.58	2.65	.28	.24	133
.8	.66	3.03	.32	.27	151
.9	.75	3.41	.36	.30	170
1.0	.83	3.79	.40	.34	189

GASOLINE (20)			CCI OIL or SAE 30 2-STROKE ENGINE OIL (1)		
US gal	Imp gal	ℓ	US pt	Imp pt	cc
1.1	.92	4.16	.44	.37	208
1.2	1.00	4.54	.48	.40	227
1.3	1.08	4.92	.52	.44	246
1.4	1.17	5.30	.56	.47	265
1.5	1.25	5.68	.60	.50	284
1.6	1.33	6.06	.64	.54	303
1.7	1.42	6.44	.68	.57	322
1.8	1.50	6.81	.72	.60	341
1.9	1.58	7.19	.76	.64	360
2.0	1.67	7.57	.80	.67	379

FUEL MIXING PROCEDURE

NOTE: A mixture containing too little oil will cause overheating of the engine, which could result in serious internal damage. Too much oil will cause excessive carbon formation resulting in pre-ignition fouled spark plug and loss of power.

To mix the gasoline and oil always use a separate, clean container. Pour the full amount of oil required for the total mixture into the container, add approximately half the amount of gasoline to be mixed and shake thoroughly. Add the remainder of the gasoline and again thoroughly agitate the container.

TRANSMISSION OIL

Use of Suzuki Transmission oil is highly recommended, but if it is not available, a good quality SAE 20W/40 multigrade motor oil should be used.

TIPS ON RIDING

STARTING ENGINE

STARTING A COLD ENGINE

- Assure that the fuel cock lever is in the ON position.

NOTE: It is good practice to shift the gears into neutral before starting engine. As a primary kick starter system is adopted on this motorcycle, the engine can be started with the transmission in any gear, when the clutch is disengaged by squeezing the clutch lever.

- Push the carburetor choke lever. Do not open the throttle when this lever is operated.
- Depress the kick starter lever, and the engine will start.
- Be sure to return the carburetor choke lever to its original position when the engine warms up.

STARTING A WARM ENGINE

Open the throttle $\frac{1}{2}$ to $\frac{1}{4}$ and start the engine. Operation of carburetor choke lever is not necessary.

RIDING THE MOTORCYCLE

- After the engine has been warmed up, pull the clutch lever and engage first gear by depressing the gearshift lever.
- Twist the throttle grip inward toward you and at the same time release the clutch lever gently and smoothly, the motorcycle will start forward.
- To change to a higher gear, accelerate gently then close the throttle, pull the clutch lever and lift the gearshift lever upward to select the next gear. Release the gearshift lever and the clutch lever and open the throttle. Select the gears in this manner until

top gear is reached.





USE OF THE TRANSMISSION

The transmission should be used intelligently to keep the engine running smoothly with least possible stress. The gear ratios are carefully chosen to meet the characteristics of the engine. The rider should at all times select the most suitable gear for the prevailing conditions. Do not slip the clutch to control road speed. When descending a hill, the engine can be used for braking, for short intervals by shifting to a lower gear. Caution should be used, however, in avoiding for long periods of time.

STOPPING

- Turn the throttle grip outward away from you to close the throttle completely.
 - Apply the front and rear brake evenly at the same time and the motorcycle will stop smoothly and safely. Using only the front or rear brake is dangerous and can cause skidding and losing of control. Make it a rule to always apply both brakes simultaneously.
 - Apply the brakes lightly and with great care on wet pavement or other slippery surfaces and on corners.
- Abrupt braking on slippery roads or corner is particularly dangerous.
- Just before the motorcycle stops, be sure to shift the gears into neutral.
 - Push the ignition kill button to stop the engine.

INSPECTION AND MAINTENANCE

AIR CLEANER

If the air cleaner is clogged with dust, intake resistance will be increased with a resultant decrease in output and increase in fuel consumption.

Check and clean periodically according to the following procedure.

- Unscrew the bolts ① of frame cover and remove it.
- Unscrew the screws and take out the air cleaner cover. Dismantle the cleaner element.
- Take off the polyurethane filter ② from the element. Wash the filter with gasoline.



- After wringing gasoline out of the filter, soak it into the Suzuki CCI OIL or engine oil with around SAE 30.
- Wring oil out of the filter and then fit it to the element.

NOTE: Clean everytime when used in extremely dusty or sandy condition.

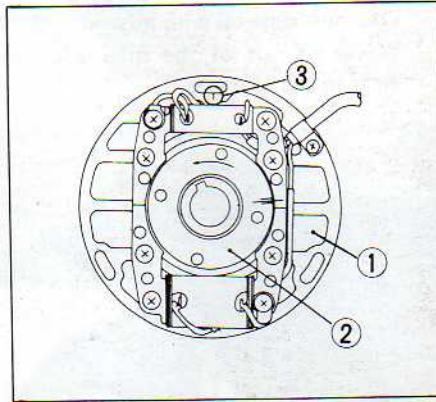


IGNITION TIMING

Ignition timing is adjusted at the factory and should normally require no adjustment.

However, if the stator is removed or tampered with, adjustment may be necessary. In this case the top mounting screw should be aligned with the mark stamped on the stator plate.

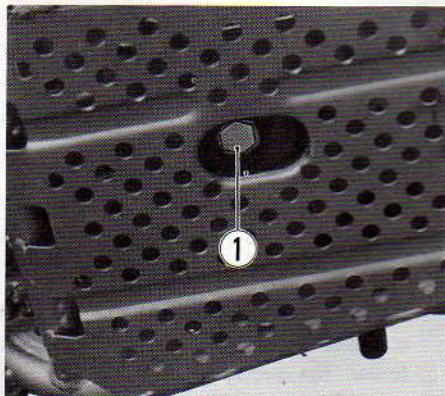
- ① *Stator*
- ② *Rotor*
- ③ *Aligning mark*



TRANSMISSION OIL

To change the transmission oil, remove the filler ① and drain plug ② (do not remove the cam stopper plug) and drain the oil. Install the drain plug and measure 850 cc (1.80/1.51 US/Imp pt) of Suzuki Transmission Oil or a good quality SAE 20W/40 multigrade motor oil, then pour it into the transmission slowly.

NOTE: To accomplish this completely and quickly, drain the used oil while the engine is warm and the viscosity is low.



① *Drain plug*



② *Filler plug*

CARBURETOR

IDLING SPEED

The engine idling speed may be adjusted by turning the throttle valve adjusting screw ① and the pilot air adjusting screw ② in the following procedure.

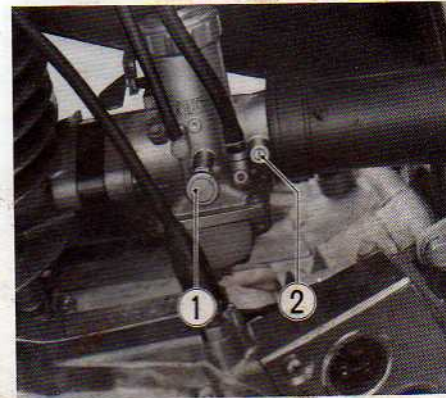
- Start the engine and allow it to warm up.
- After the engine warms up, stop it momentarily. Screw the pilot air adjusting screw all the way in and then back it out 1½ turns.
- Start the engine again and adjust the throttle valve adjusting screw so the engine runs at the lowest steady

speed.

- Screw the pilot air adjusting screw in or out within ¼ turn from the standard setting (1½ turns) to find the optimum position where the engine runs most smoothly.

Screw ② in . . . makes mixture rich
Screw ② out . . . makes mixture lean

- When the idling mixture has been adjusted by turning the air adjusting screw, the proper engine idling speed may be obtained by adjusting the throttle valve adjusting screw.



THROTTLE CABLE PLAY

NOTE: In the event that carburetor adjustment is required due to different altitude or climate conditions, take your motorcycle to authorized Suzuki dealer.

There should be 0.02 – 0.04 in (0.5 – 1.0 mm) play **A** on the throttle cable.

IF THERE IS NO PLAY:

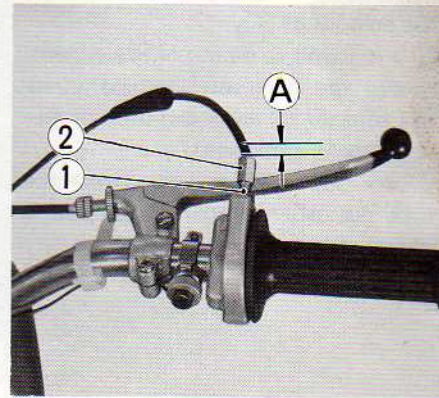
The engine speed will not stay constant when the handlebars are turned.

IF THERE IS EXCESSIVE PLAY:

The throttle valve cannot be operated all the way.

TO ADJUST THE THROTTLE CABLE PLAY:

– Tug on the throttle cable to check



CLUTCH

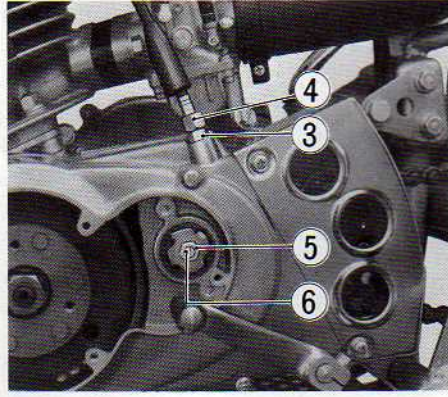
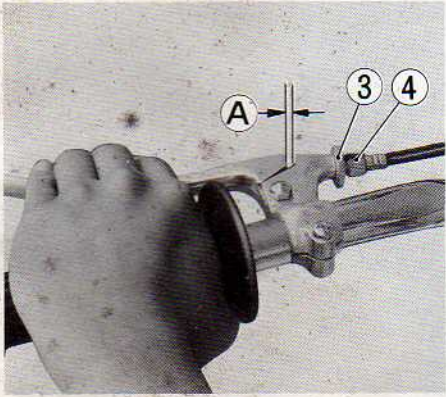
the amount of play.

- If it is found to be out of adjustment, loosen the lock nut ① and screw the adjuster ② in or out until proper adjustment is obtained.
- Secure the adjuster again with the lock nut when proper adjustment is obtained.

Clutch adjustment is made in two stages, i.e., adjustment of a play in clutch cable and that of clutch release mechanism.

- Loosen the lock nut ③ and screw in the clutch cable adjuster ④ to give sufficient play to the clutch cable.
- Loosen the lock nut ⑤ temporarily with open end wrench and turn in the release adjusting screw ⑥ until it stops slightly and then back it out $\frac{1}{4}$ - $\frac{1}{2}$ turn.
- Secure the lock nut.
- Finally adjust the clutch cable adjuster again until about 0.16 in (4 mm)

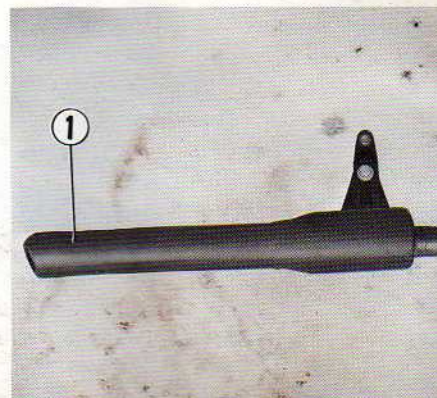
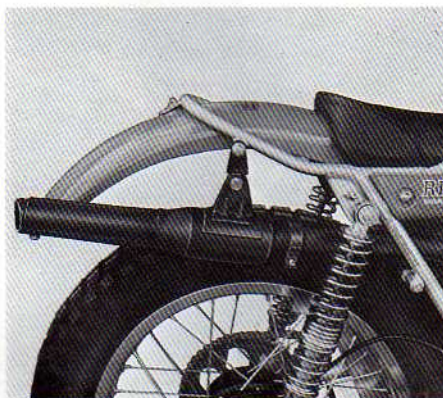
of play ① is left at the bottom of clutch lever.



MUFFLER

- Remove the fitting screw at the end of the second muffler and pull out the baffle pipe ①.
- Remove the carbon deposits by gently striking the baffle pipe.
- Wash the baffle pipe with gasoline or cleaning solvent.

NOTE: Do not run the motorcycle without the baffle pipe installed. This causes blow-by of the fuel/air mixture thereby, hindering engine performance and could cause engine damage.



DRIVE CHAIN

ADJUSTING DRIVE CHAIN

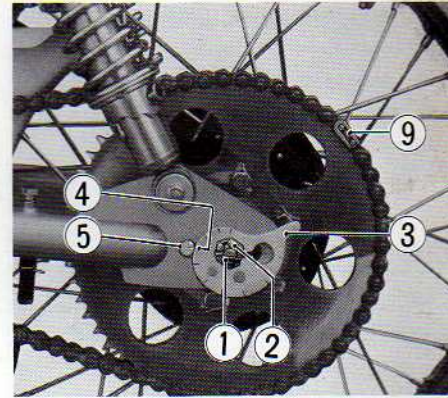
In the normal condition, the chain line of its lower part should locate in parallel with the swinging arm when the motorcycle rests on the prop stand and the rear suspension springs are fully stretched.

If you find the chain condition different from the above, adjust it in the following manner:

- Remove the cotter pin ① and loosen the nut ②.
- Adjust the drive chain to the above condition by turning the left and

right chain adjuster cams ③ so that the index marks ④ on both the cams indicate the same position.

- After the adjustment is completed, tighten the nuts ② securely and never fail to fix it with a cotter pin.



⑤ Aligning mark

LUBRICATING THE CHAIN

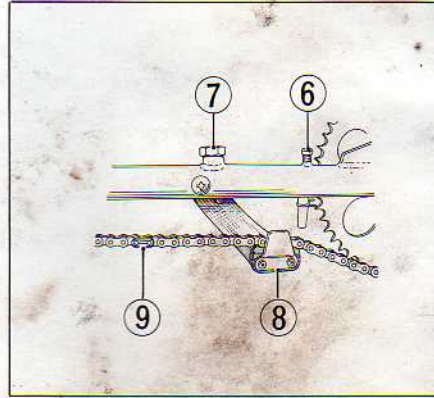
RL250 adopts an automatic chain lubrication system: The left side swinging arm contains oil inside which drops to the chain continually through the feed adjusting screw.

- To adjust the oil feeding amount to the chain, turn the adjusting screw left or right: Turning back the adjusting screw ⑥ increases the oil feeding amount. Therefore, adjust the screw to the amount proper for your usage.
- To refill oil, remove the plug ⑦ and pour motor oil into the plug hole.

Regardless of the automatic chain lubrication system, dirt on the drive chain hasten wear of the drive chain, sprocket and chain tensioner ⑧, so wash the drive chain in cleaning solvent or gasoline from time to time.

NOTE: When refitting the drive chain, be sure the drive chain joint clip ⑨ is attached in the way that the slit end will face opposite to the turning direction.

Never fail to close the oil feed adjusting screw to stop oil dropping, when you park the motorcycle.



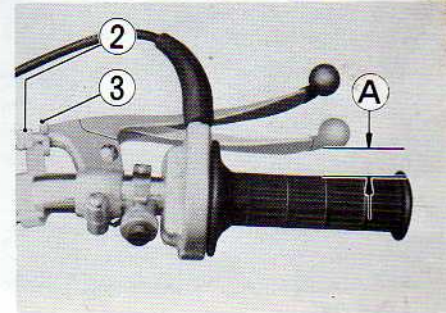
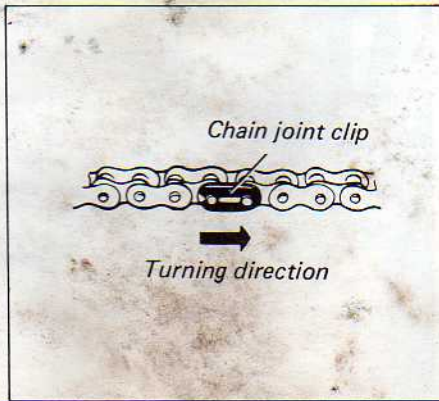
BRAKES

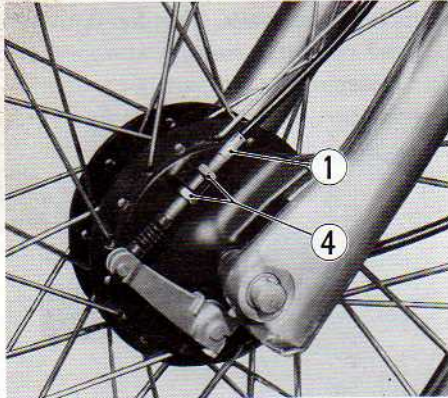
Brakes are items of personal safety and should always be maintained in proper adjustment.

FRONT BRAKE:

- Measure the amount of the front brake lever distance **A** between the brake lever end and throttle grip. The distance should be 0.8 – 1.2 in (20 – 30 mm).
- If adjustment is necessary, turning the front brake adjusting nut **1** in the clockwise direction will increase the distance.

- Minor adjustment can also be made with the circular adjusting bolt **2** on the front brake lever by turning in the opposite direction as above after loosening the lock nut **3**.

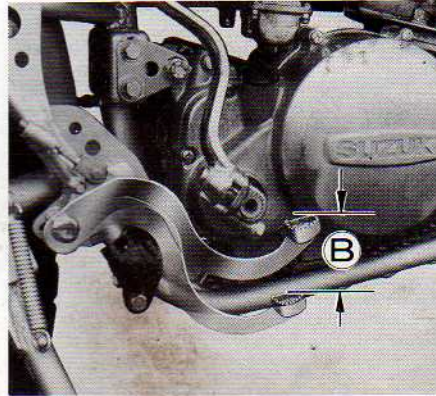




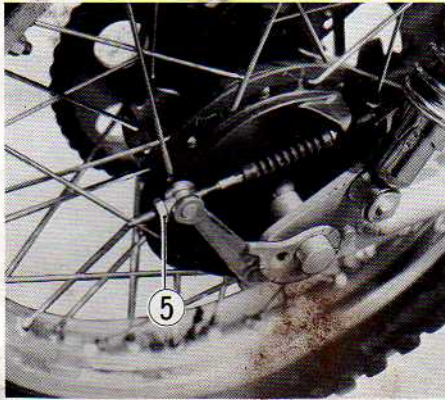
④ Lock nut

REAR BRAKE:

- Check the free play of the rear brake pedal. Normal free play \textcircled{B} is 0.8 – 1.2 in (20 – 30 mm).
- If the adjustment is required, make the adjustment with the adjusting nut $\textcircled{5}$.
Turning the nut clockwise will decrease the play of the brake pedal.



BRAKE LINING WEAR LIMIT



This motorcycle is equipped with brake lining wear limit indicators on both front and rear brakes.

As shown in the Fig. A, at the condition of normal lining wear, the extension line of the index mark on the brake cam shaft should be within the range embossed on the brake panel with brake on. To check wear of the brake lining, perform the following steps,

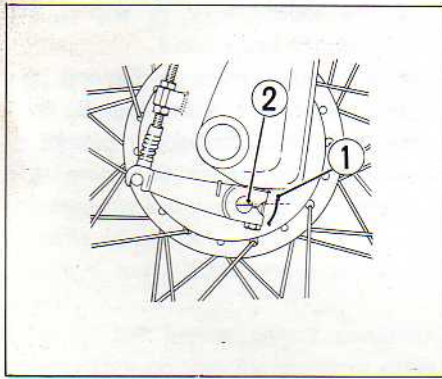
- First check if the brake system is properly adjusted.

- Check to see that the extension line of the index mark is within the range on the brake panel.

- If the index mark is beyond the range as shown in the Fig. B, have the brake shoe assembly replaced by your Suzuki dealer to insure safe operation.

Fig. A

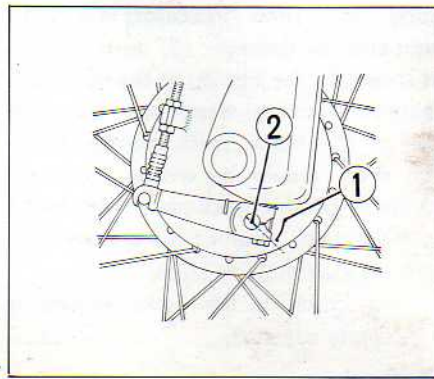
The extension line of the index mark is within the range.



① Range ② Index

Fig. B

The extension line of the index is outside of the range.



TIRE PRESSURE

Tire pressure should exert a notable effect on the handling of this trial model RL250.

Therefore, for obtaining a satisfactory result in trial competitions, it will be very important to control tire pressure precisely in accordance with rider's particular choice, weight and the conditions of the trial sections, referring to the following table.

In additions if the RL250 is equipped with such safety equipments as required by national regulations, and is actually ridden on the paved roads, the

tires should be inflated to the values as shown in the column of "Pavement" in the table.

NOTE: The standard tire on your motorcycle is 2.75-21-4PR, Trial universal for front, 4.00-18-4PR, Trial universal for rear. The use of a tire other than standard may cause

trouble. It is highly recommended to use a Suzuki Genuine Tire or a well-known brand of the specified size.

TIRE TREAD CONDITION

Operating the motorcycle with the excessively worn tires will decrease riding stability and consequently invite a dangerous situation.

<i>COLD INFLATION PRESSURE</i>	<i>Rock section</i>		<i>Normal section</i>		<i>Pavement</i>	
	<i>p.s.i.</i>	<i>kg/cm²</i>	<i>p.s.i.</i>	<i>kg/cm²</i>	<i>p.s.i.</i>	<i>kg/cm²</i>
<i>Front</i>	7	0.5	7	0.5	18	1.25
<i>Rear</i>	4	0.3	7	0.5	21	1.5

SPARK PLUG

The NGK B7ES or Nippon Denso W22ES spark plug is standard for this motorcycle. If the standard spark plug is unsuitable for your usage, that is, apt to overheat (porcelain shows whitish appearance), change it as follows. If another brand of spark plug is to be used other than NGK or Nippon Denso, consult your authorized Suzuki dealer.

NOTE: Indiscriminate experimentation with different brands and heat ranges of spark plugs by owner can, in some cases, cause engine problems.

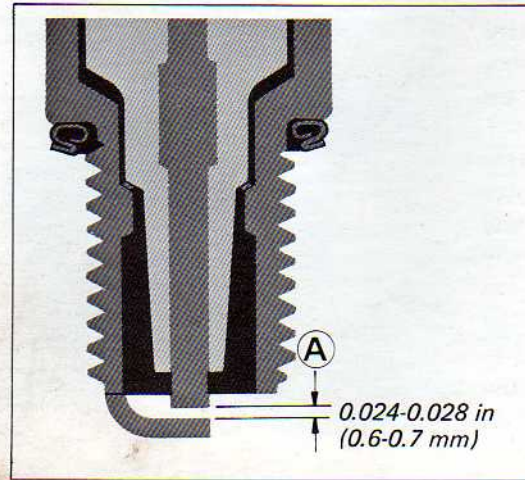
	NGK	Nippon Denso	Remarks
Hotter type	B6ES	W20ES	If apt to get wet
Standard	B7ES	W22ES	
Colder type	B8ES	W24ES	If apt to get overheat

The spark plug gap is adjusted as follow:

When carbon accumulates on the spark plug, a hot, strong spark will not be produced.

Remove carbon deposits with a wire or pin and adjust the spark plug gap using a thickness gauge.

When installing the spark plug, screw it in with your finger, to prevent stripping the threads, then tighten with a torque wrench to 18.0 – 21.6 ft-lb (2.5 – 3.0 kg-m).

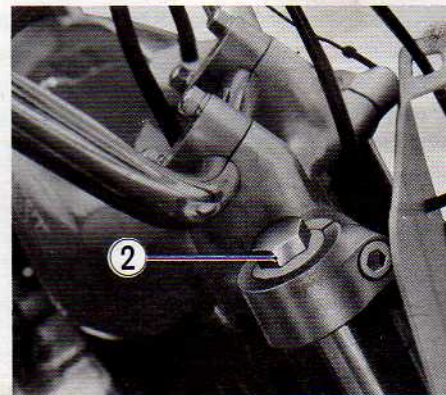
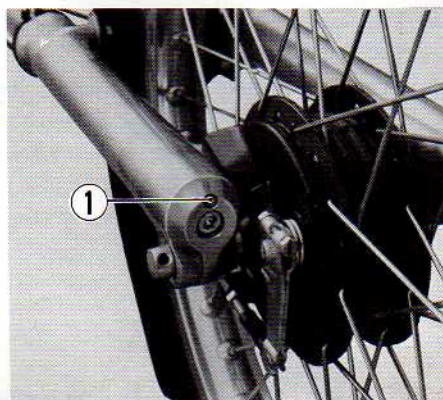


FRONT FORK OIL

The more oil in the front fork the stiffer the suspension becomes, while the less oil in the fork the softer the suspension becomes.

When changing the fork oil with the fork fitted on the steering stem, remove the fork inner tube head bolt ② and the fork oil drain plug ① and completely drain the oil from the fork leg.

Pour 245 cc (8.3/8.6 US/Imp oz) of SAE 10W/30 motor oil or A.T.F. (Automatic Transmission Fluid) into each inner tube after refitting the drain plug screws.



FUEL STRAINER

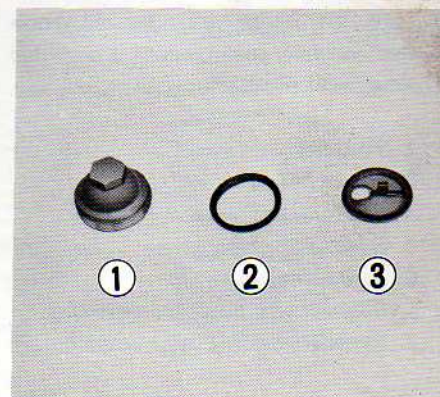
The fuel strainer is located under the fuel cock body. The fine mesh screen of the strainer prevents dirt from entering the carburetor passages. Dirt which accumulates at the filter must be removed periodically, or flow of fuel will eventually be restricted.

- Turn the fuel cock to the OFF position.
- Remove the fuel strainer cup, using an open end wrench.
- Remove the neoprene O-ring and the filter screen.
- Wash the filter screen in solvent or

gasoline.

- Reassemble by reversing the disassembly sequence.
- Turn the fuel cock to the ON position.

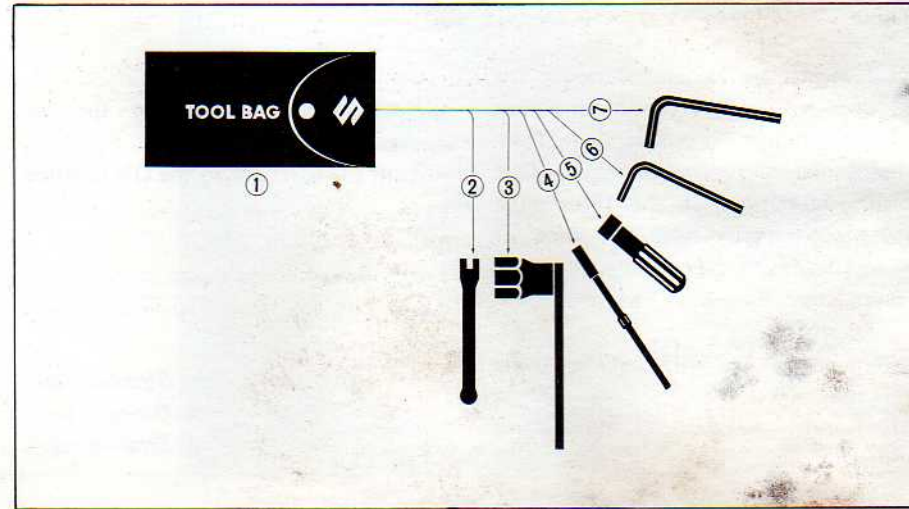
- ① *Strainer cup*
- ② *O-ring*
- ③ *Strainer cup*



TOOL KIT

A tool kit which includes all tools needed for daily maintenance is provided together with the machine.

1. *Tool bag*
2. *Spoke nipple wrench*
3. *Spark plug wrench*
4. *6 mm Box driver*
5. *Screw driver grip*
6. *6 mm Hexagon L-type wrench*
7. *8 mm Hexagon L-type wrench*



TUNE UP

The RL250 is tuned before it is shipped from the Suzuki factory, and it is ready for competition without requiring any tune up parts. However, the carburetor, final reduction ratio and spark plug may have to be adjusted or replaced depending on conditions in the section. For improved performance, the following steps should be taken.

ADJUSTING CARBURETOR

If carburetion is not perfect, the performance of the engine will be adversely affected. Therefore, the carburetor should be set correctly to meet such conditions as weather, competition field, etc..

First, clean the carburetor thoroughly, and adjust the following parts as necessary:

CARBURETOR SPECIFICATIONS

Item	Specifications
Bore	28 mm
Main jet	145
Jet needle	5CN6-3RD
Needle jet	0 – 6
Cut-away	2.0 mm
Pilot jet	30
By-pass	1.4
Pilot outlet	0.7
Pilot air adjusting screw	1½ turns back open
Valve seat	2.5
Starter jet	80

HOW TO JUDGE CARBURETION

Item	Proper	Mixture is rich	Mixture is lean
Spark plug	Porcelain is tan or brown color	Porcelain is sooty Porcelain is oily	Porcelain is whitish Porcelain is burned away
Engine revolution	Engine runs smoothly	Engine does not run smoothly	Engine rpm fluctuates even if the throttle grip is held steady

OVERALL CARBURETOR ADJUSTMENT

Item	When mixture is rich	When mixture is lean
Engine idling	Screw out pilot air screw	Screw in pilot air screw
Half-throttle	Raise needle clip position	Lower needle clip position
Full-throttle	Replace with main jet having a smaller calibration number	Replace with main jet having a larger calibration number

JET NEEDLE

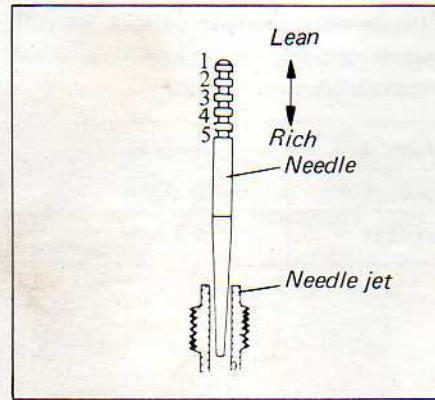
The jet needle determines the fuel/air mixture ratio at half-throttle.

It has five grooves for the clip position.

The gasoline flow rate can be varied by changing the position of the clip.

The higher the clip position, the less the gasoline flow rate.

Normal position is 3rd.



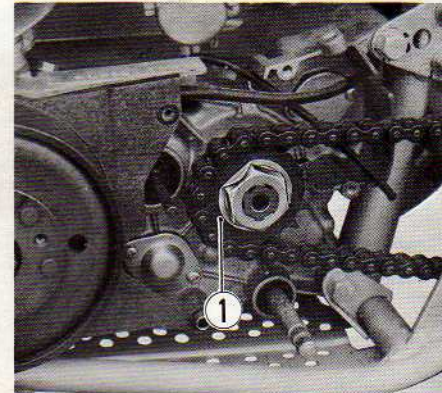
Jet needle position

FINAL GEAR RATIO

The final gear ratio must be determined by taking into account the condition of the racing course.

The standard final gear ratio is 54 : 15, but as options, the following sprockets are available.

Part No.	Part Name	Remarks
27511-38000	Engine Sprocket	16 Teeth
27511-38720	Engine Sprocket	14 Teeth



① Engine sprocket

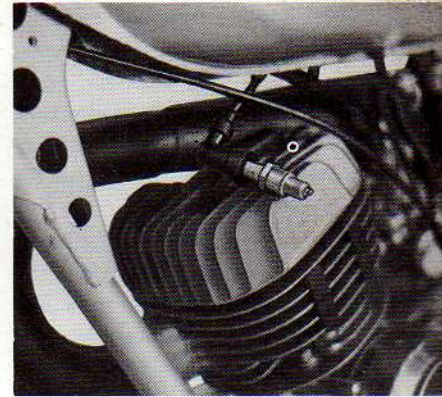
TROUBLESHOOTING

Regardless of design and manufacturing excellence, all machinery is subject to wear and occasional breakdowns. The following troubleshooting description will help you in the event of trouble.

IF ENGINE DOES NOT START

When the engine is hard to start or does not start, there is generally something wrong in the fuel system or ignition system.

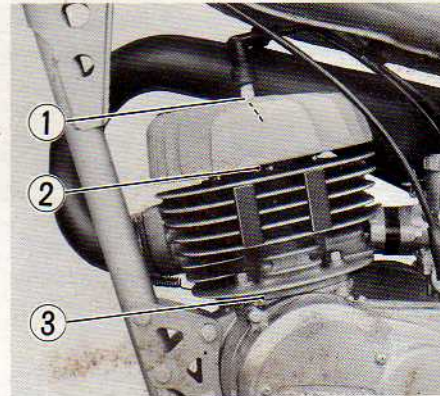
- Check to see if there is fuel in the fuel tank and that the fuel cock is not clogged.
 - Check to see if the spark plug porcelain and electrodes are wet or dirty with carbon. If so, clean the inside of the spark plug.
 - Remove the spark plug and place it, with the ignition wire attached, on the cylinder head as shown in the figure.
 - Check to see that a strong blue spark jumps across the spark plug gap by turning the engine with the kick starter lever.
- If no spark is produced, take your motorcycle to your authorized Suzuki dealer.



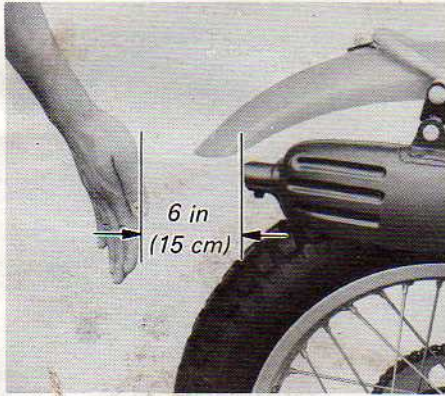
IF ENGINE FAILS TO DEVELOP POWER

- When the engine fails to develop power it could be due to a compression leak at the cylinder head gasket or base gasket. Generally this will show-up by the engine getting dirty in the area of the spark plug, if the spark plug ① is loose, or in the head gasket ② area, if the cylinder head nuts are loose, or base gasket ③ area, if the cylinder base nuts are loose. If retightening does not cure the problem the spark plug or the appropriate gasket must be replaced.
- Power loss can also be caused by

clogged muffler. Hold your hand about 6 in (15 cm) from the tailpipe with the engine running. If the exhaust pulses do not feel strong there may be carbon build-up in the baffle pipe. If so, remove the baffle pipe and clean it.



IF ENGINE STOPS SUDDENLY

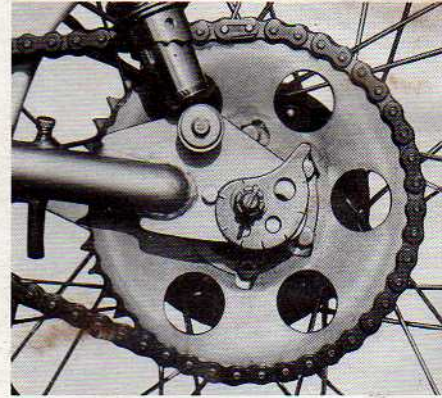
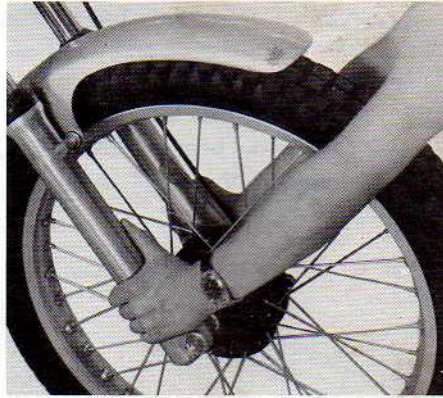


- Check to see if there is fuel in the tank and the fuel cock and fuel tank cap air vent are not clogged.
- Check to see that the spark plug electrodes are not bridged with carbon. If so, remove the spark plug and clean it.

BAD STABILITY AND STEERING

- Check to see that the front and rear tire pressure are proper.
- Check to see that there is no play in the front fork fitting as shown in the figure.
- Check to see that the front and rear wheels are perfectly aligned. If not, adjust using the drive chain adjusters.

NOTE: If your motorcycle has any trouble which can not be solved by yourself, take it to your authorized Suzuki dealer.



SERVICE AND MAINTENANCE AFTER COMPETITION

Wash the motorcycle after each race. To obtain the best washing efficiency, wash the machine with hot water and detergent after having washed it with water. But never squirt water directly on the air cleaner or front and rear brake drums. After washing the motorcycle, wipe it with a dry cloth and run the engine to evaporate water on the engine components.

Running the engine also allows oil to be applied to the major components inside the engine. Thus preventing rust. After washing, perform the service below in preparation for the next competition.

AFTER EACH COMPETITION

Apply oil and grease to the rotating and sliding parts.

See if there are any cracks in the rear sprocket mounting drum shock damper.

Check each tightening bolt, nut and spoke nipple for tightness.

Clean the air cleaner element and fuel cock strainer.

AFTER FIVE COMPETITIONS

Check the front fork and rear shock absorber for oil leakage.

Check the front and rear brake shoes for wear.

Replace the transmission oil with fresh oil.

AFTER TEN COMPETITIONS

Remove the carbon deposited on the combustion chamber, piston crown, cylinder exhaust port and expansion chamber.

Check the cylinder, piston and piston rings for wear.

IN PREPARATION FOR COMPETING NEXT SEASON

It is recommended that your RL250 be overhauled by an authorized Suzuki Service Shop to maintain its performance.

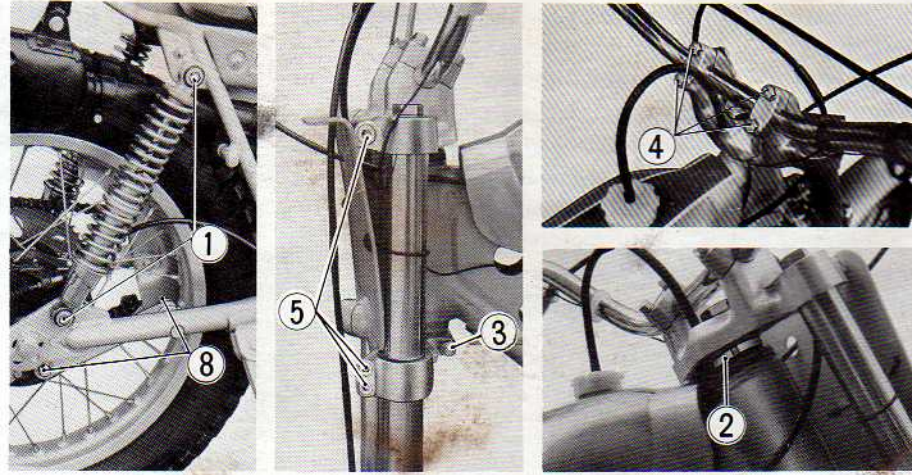
NOTICE (1)

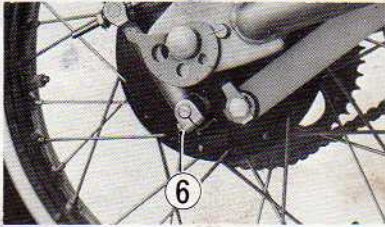
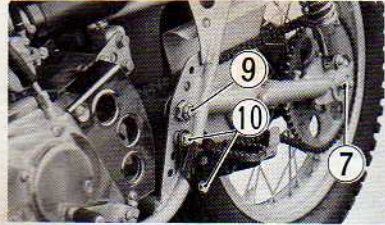
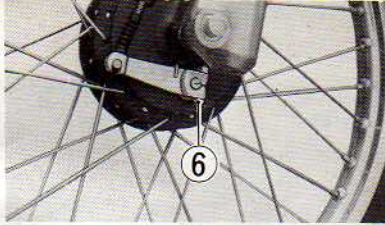
The following list shows the important safety parts which might cause unforeseen accidents if these are serviced to the condition other than the factory's specification. Therefore, if you yourself are to service the machine, please limit your maintenance to the items excluding the following and take your motorcycle to your authorized dealer whenever the required maintenance involves the following items.

SUSPENSION	FRONT FORK
	FRONT FORK UPPER AND LOWER BRACKETS
	WHEEL AXLES
	SWINGING ARM
STEERING	HANDLEBARS
	STEERING STEM
BRAKES	WHEEL BRAKES
	REAR TORQUE LINK
	BRAKE CABLES
	BRAKE LEVER AND PEDAL

NOTICE (2)

As bolts and nuts in a motorcycle may become loose from vibration during riding, these must be checked and retightened from time to time. However, as the following bolts and nuts listed are considered to be the keystones for safety and they must be tightened to the factory's specification with a torque wrench, you are requested not to loosen or tighten these particular bolts and nuts by yourself but to take your motorcycle to the authorized dealer, in which you may find fully-experienced mechanics as well as the proper tools in Suzuki servicing.





1. *Rear shock absorber nuts*
2. *Steering stem lock nut*
3. *Steering stem bolt*
4. *Handlebar fitting bolts*
5. *Front fork bracket bolts*
6. *Brake cam lever nuts*
7. *Rear axle nut*
8. *Rear torque link bolt nuts*
9. *Swinging arm pivot shaft nut*
10. *Front footrest bolts*
11. *Front axle*

PERIODIC INSPECTION CHART

Periodic inspection is the most important thing to prolong the life of the motorcycle and to ensure your safety driving. Take your motorcycle to your Suzuki dealer for these inspections without fail.

Interval Item	Initial 1 month	Every 3 months	Every 6 months	Every 1 year
Air cleaner element		Wash and apply CCI oil		Replace
Carburetor	Adjust with throttle valve screw and pilot air screw	Adjust with throttle valve screw and pilot air screw		Overhaul and clean
Clutch	Adjust	Adjust		
Cylinder head and cylinder	Retighten cylinder head and base nuts	Retighten cylinder head and base nuts	Remove carbon	
Drive chain	Adjust wash	Adjust	Wash	
Chain tensioner	Check the rubber and spring			
Muffler	Retighten muffler fitting bolts	Retighten muffler fitting bolts	Remove carbon	

Interval \ Item	Initial 1 month	Every 3 months	Every 6 months.	Every 2 years
Spark plug	Clean	Clean and adjust gap	Replace	
Brakes	Adjust play	Adjust play		
Transmission oil	Change	Change		
Steering stem	Check play		Check play	
Bolts and nuts	Retighten		Retighten	
Fuel hose				Replace

LUBRICATION CHART

Moving parts must be lubricated periodically. Insufficient lubrication will cause rapid wear and severe damage. Lubricate the following parts periodically as follows: —

CAUTION: Be careful not to apply too much grease to the brake cam shafts. If grease gets on the linings, brake slippage will result.

Interval	Initial 1 month	Every 3 months	Every 6 months
Item			
Transmission	Motor oil	Motor oil	
Brake cam shaft		Grease	
Brake cable		Motor oil	
Clutch cable		Motor oil	
Throttle cable		Motor oil	
Drive chain		Chain lube or Motor oil	
Throttle grip			Grease







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