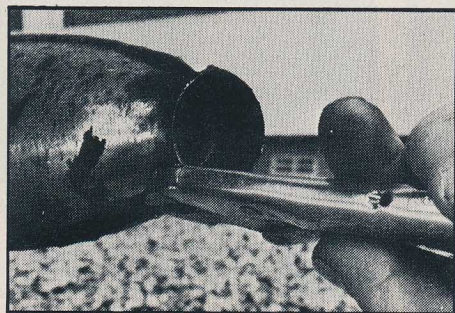


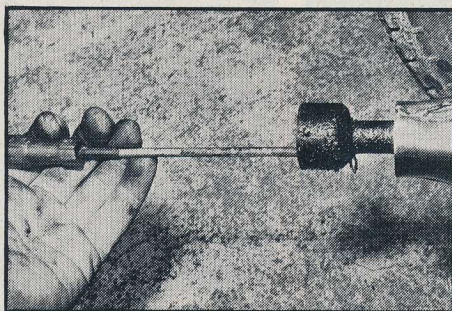
**SIMPLE
SERVICE**



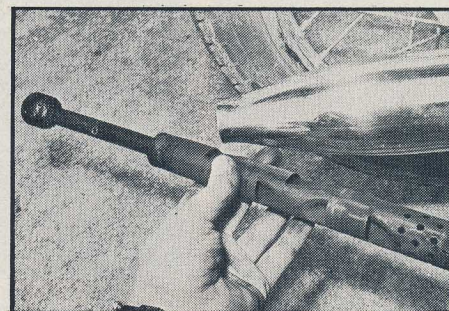
SUZUKI B120 & B100P



1 You may find it easier to remove the screw holding the baffle with a pair of grips. You'll need a screwdriver . . .



2 . . . with a bend at the end to fit into the hole in the end of the baffle to enable you to pull the baffle out



3 The baffle can be cleaned by tapping off the loose carbon and burning off the worst of the remaining carbon.

SIMPLE SERVICE

SUZUKI B120 & B100P

Yep, we've finally got round to it, one of the most sensible commuting machines on the road today, the Suzuki 120.

The Bloop is so easy to work on, there should be no excuses for not doing the job yourself — except maybe the ignition timing which requires the usual gubbins like a rather expensive dial gauge and a bulb or meter to tell you when the points open.

Now, before we go rambling on about servicing the bike, we'll mention the B100P. The

few small differences on this earlier model are things like a shorter ($\frac{3}{8}$ th in.) reach plug of the same grade and a difference in float heights, other than that, you can use this as your guide.

Starting with the regular checks other than the service interval stuff, you should keep an eye on the window in the lube tank as a matter of course.

Weekly checks include chain tension and tyre pressures. The chain can be inspected by lifting the rubber bung on the chaincase. You must remember to check the tension whilst sitting on the bike (off the stand). You can lean down and wiggle the chain with your finger — adjust for a total movement of between five to seven eighths of an inch.

When making adjustments to the chain, slacken off both nuts on the spindle on the chaincase side. It must also be remembered that the small adjuster threads can strip quite easily if the spindle nuts haven't been slackened off sufficiently.

Other weekly maintenance should include keeping the bike clean and splashing a drop of oil on exposed pivots and cables and the chain. If you only do a low weekly mileage, you can

restrict this work to every 200 miles.

Leaping in at the deep end, we'll start with the decoke. This simply involves removing the silencer baffle which is held by a small screw at the end, and removing the four sleeve bolts in the cylinder head.

Most of the loose coke can be shaken off the baffle with a few taps with a hammer handle or spanner — you can burn off stubborn clag with a gas blow-lamp. The head can be scraped down with a blunt screwdriver or a sharp piece of wood — be careful not to scratch the surfaces, especially the piston top.

You can remove the exhaust pipe fairly easily by undoing the threaded ring and the clamp at the join to the silencer. The ring at the barrel end should be undone with a "C" spanner, but you can get away with careful use of a hammer and punch, this does tend to mark the notches where the "C" spanner fits though.

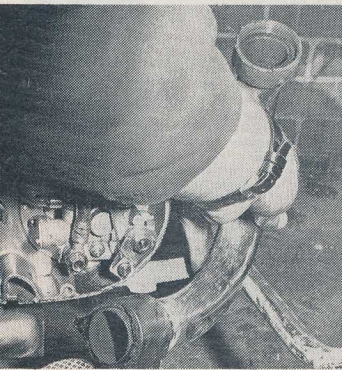
Check the rubber ring at the silencer joint as this can deteriorate and leak after a while. Always fit a new exhaust gasket.

The exhaust port can be carefully scraped out, but make sure that the piston is at BDC.

Carefully clean the head and barrel mating surfaces without scratching — it is even more important not to scratch than the head and piston, and refit with a new gasket.

When rebuilding gently pull down the head bolts evenly working across diagonally in turn. Ideally, you should use a torque wrench for this job, otherwise it's very easy to over-tighten the bolts.

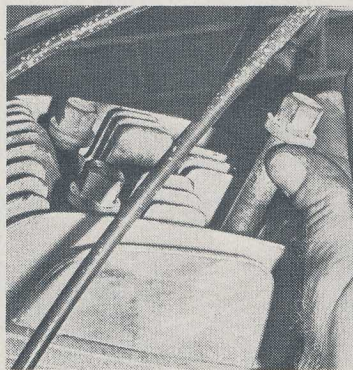
Checking the battery level involves removing three screws holding the bracket in the frame — use distilled water only for topping up to the line marked on the outside of the battery. To inspect the air cleaner you will have to disconnect the battery and undo the bolt which holds the indicator flasher unit — this screws into the top bracket of the air cleaner inside the frame. You will also have to release the screw tension on the large rubber elbow at the bottom of the filter box and wiggle the filter box free. Manoeuvring the box out of the frame is a work of art and requires quite a bit of patience. Once the box is out, you



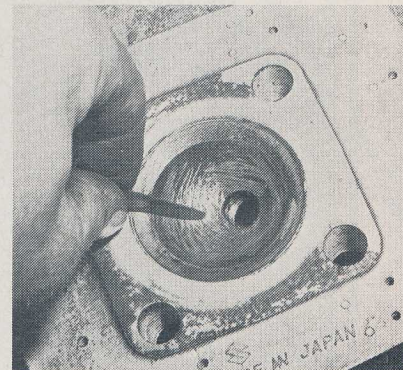
4 The front pipe can be removed without disturbing the silencer, but check the rubber joint



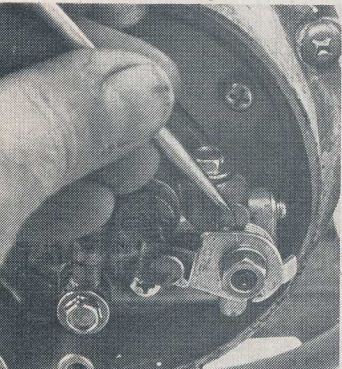
5 As long as you are careful not to touch the piston, you can scrape the carbon out of the exhaust port



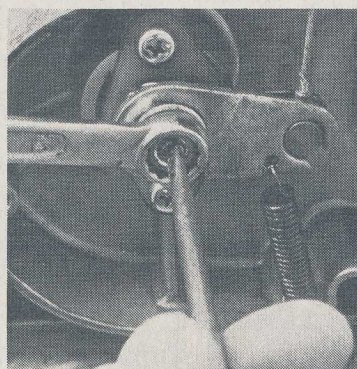
6 Four sleeve bolts have to be removed before the head comes off — retighten evenly with a torque wrench if possible



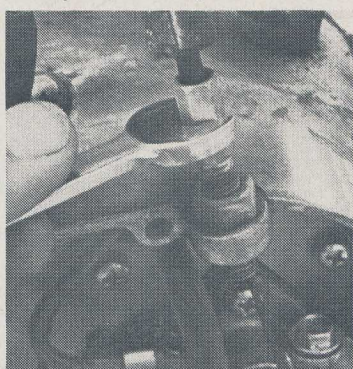
7 Scrape the head and piston until the carbon is removed — avoid scratching, especially the gasket surfaces



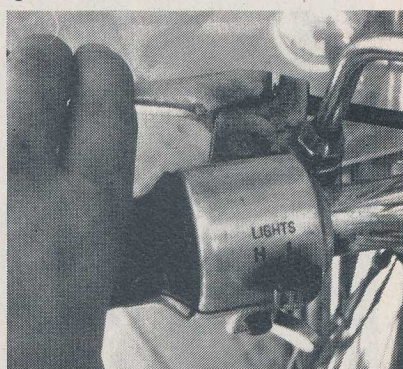
12 On full throttle, the pump marks should line up on the lever and the peg — adjust cable to align



13 The adjustment shown here at the clutch doesn't often need resetting. Minimum clearance is a $\frac{1}{4}$ turn



14 The adjustment of the free play in the cable is easily set up by removing the cover and screwing the adjuster out



15 Set the adjuster to give you about half an inch free play at the end of the lever — a tight cable could cause slip

ENGINE DATA

SERVICE DATA

Spark plug	NGK BP7HS
Plug gap	25 thou
Gearbox oil	Texaco 20/50 Multigrade 800cc
Front fork oil	Texaco Auto trans fluid 160cc
Tyre pressures	25 front 28 rear solo 25-39 loaded
Points gap	14 thou
Timing	24 deg. (3mm BTDC)
Carburettor	Mikuni VM20SH
Bore	20mm
Main jet	No. 95
Needle jet	N-2
Needle	4F9 (4th groove from top)
Cutaway	No. 2
Pilot jet	No. 25
Air screw	1½ turns out
Float level	25mm (B100) 28mm (B120)

TORQUE DATA

Head bolts	14lb-ft
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can open it up by removing two screws at the top edge to check the paper filter.

To refit the filter, you may find it quicker sometimes to remove the rubber elbow from the carb and fit this first before dropping the filter into its slot.

To check out the oil pump adjustment remove the three screws holding the cover on the righthand side of the engine. Pull the throttle fully open and check the marks on the pump lever and the small peg beside it. If they don't line up perfectly, twiddle the pump cable adjuster until they do.

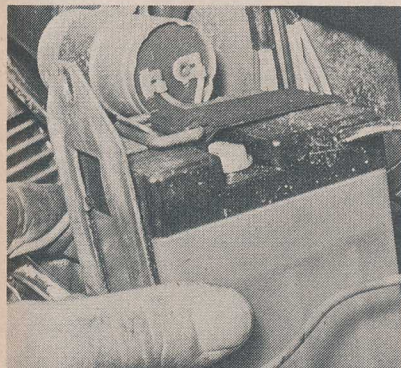
The B100 adjustment is slightly different, its still done on full throttle, but it has to be adjusted so there is a 4 thou gap between the operating lever stop tab and the peg on the pump body which is designed to limit the maximum movement of the pump lever.

While the cover is off, the free play at the clutch can be adjusted at the lever. There is a locknut and set-screw in the centre, slacken off the locknut and turn in the screw clockwise until it just lightly stops turning — screw it out a ¼ of a turn and tighten the locknut while hold-

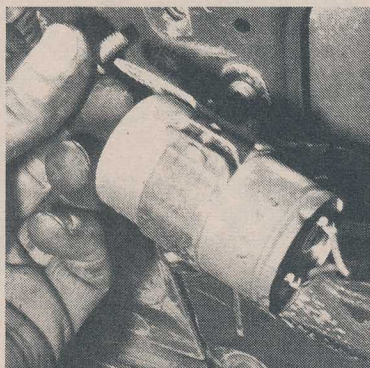
ing the screw in the correct position. The clutch cable can then be adjusted to give about half an inch free play at the end of the handlebar lever — this is not critical as long as there is always some free play in the lever when the engine is fully warmed up.

Changing the transmission oil is dead simple. There is a bolt in the middle of the underside of the engine, undo this and drain the oil. Pull out the rubber bung on the top of the engine and also remove the level plug next to the kickstart. Refit the plug and top up with the required oil until it just starts to seep out of the level hole — make sure the bike is standing on level ground first.

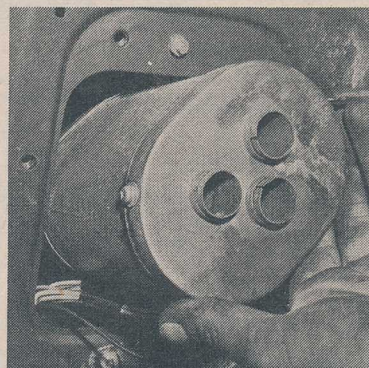
Timing is the only really awkward job on the bike. We'll deal with the B100 model first. Remove the chrome cover on the lefthand side of the engine which reveals the generator rotor. Turn the rotor anti-clockwise until the points open, put in a fag paper and then wind the rotor back until the paper is gripped. Wind the rotor forward (anti-clockwise) again until the paper is just released — don't forget to make sure the points are clean and smooth before you insert the paper, otherwise



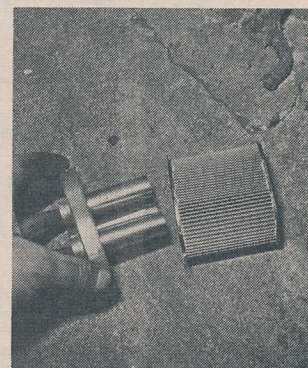
8 Remove the plastic side cover to check the battery. Three screws hold the bracket that the battery sits in



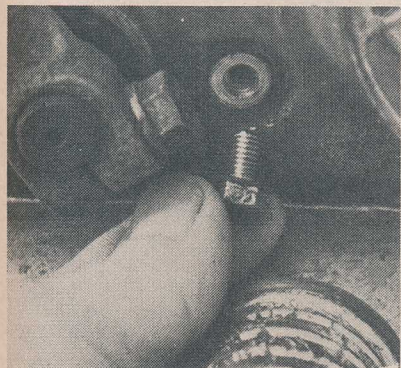
9 You will have to remove the bolt which holds the indicator flasher unit to be able to remove the air filter box



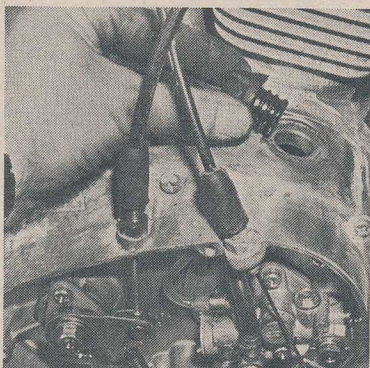
10 Release the filter box from the rubber elbow from the carburettor and wiggle the filter out — an awkward job



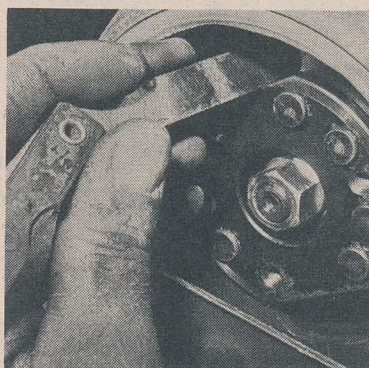
11 Two cross-head screws hold the top of the chamber, remove to get at the paper element



16 There is no dipstick on the Suzuki. You will have to remove the level plug shown here. Keep bike level while you . . .



17 . . . top up the oil. The oil filler has a simple rubber bung. The drain bolt is underneath in the centre



18 Checking the timing and the points gap is the trickiest job of the service — you will need a dial gauge for timing



19 The chain tension can be inspected by lifting out the rubber bung. Check sitting on the bike

SIMPLE SERVICE

you'll get a false reading. As the paper is released, the mark on the casing and on the face of the rotor should align. The mark on the casing on the B100 is in about the 5 o'clock position.

TWIDDLING

If the marks don't line up just as the points open, you'll need to do a bit of twiddling on the points gap to see whether you can bring it round to the mark. The limits of adjusting the timing by altering the gap is 12 to 16 thou. If the points open after the mark, you'll have to decrease the gap, and so on. Once the timing is correct, bring the points to the fully open position and check the gap. If it's say, 10 thou, you'll have to adjust the timing in the same way that the B120 is adjusted — so keep reading.

On the B120, the timing marks are even more difficult and you really will have to use a dial gauge to get any sort of accuracy.

To set the dial gauge, you bring the piston up to approximately TDC and fit the gauge. Rock the crank to and fro until

you are sure that the gauge reads dead on zero when the piston is at true TDC. Wind the piston back clockwise past the 3mm mark on the gauge and then bring it back up anti-clockwise to the mark — adjust the points so they are just opening at 3mm.

Check the points gap as described previously, if the gap is wrong, reset the points to 14 thou — this applies to both models, as do the procedures for coarse adjustment of the timing.

You will have to remove the gear change lever and the outer casing to get at the rotor properly. The central rotor nut is removed and a puller will be needed to free the rotor from its taper. The plate holding the points and the generator coils is mounted on three screws which should be slackened off to allow the timing to be altered. The rotor will have to be slipped back on to its keyway to check each adjustment you make as the points cam is on the rotor boss — once the timing is right, tighten the screws and recheck. Make sure the tapers are clean

before refitting the rotor.

When you've finished the service and fired the motor up, get it thoroughly warmed up to running temperature before doing a final tweak on the carb. Adjust the screw on the top of the carb under the rubber cover to get a slightly fast idle speed and alter the mixture screw at the side slowly until you find the point at which the engine runs fastest. Slow the engine down to the minimum speed at which it will tickover evenly on the top screw and just tweak the mixture screw a very small amount from side to side to see if you can raise the idle speed some more. Leave the mixture screw at the fastest setting and finally lower the tickover speed on the top screw to a point where the engine is stumbling over nicely and doesn't stall.

FORK DRAIN

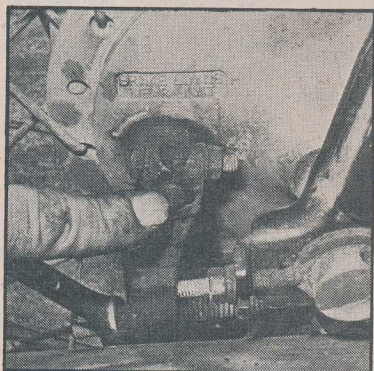
One final point. The fork legs on the later bikes don't have a drain plug at the bottom. This means that if you go by the book, you will have to remove the fork legs to drain them, which is inconvenient to say the

SUZUKI B120 & B100P

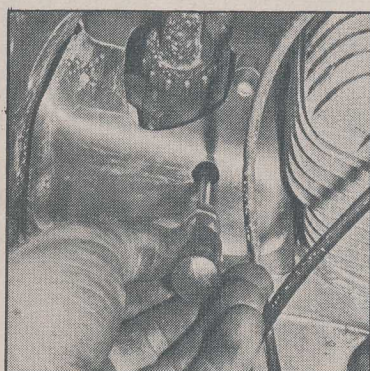
least.

If you contrive to get the petrol and lube tanks fairly low at the time of the service, you can drain the tanks and engine and with a bit of help, turn the bike upside down on some old tyres or something.

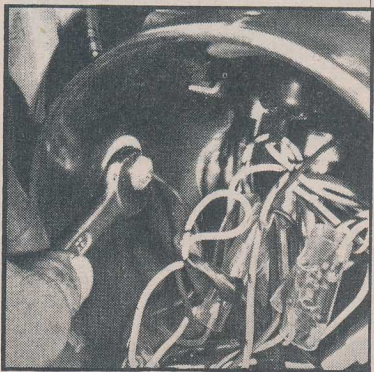
Simply undo the chrome bolts at the top of the fork legs and drain out the oil — don't forget to remove the battery!



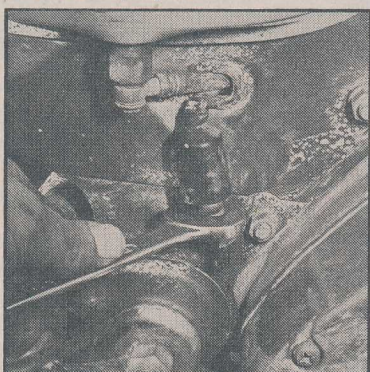
20 There is a scribed line on the spindle — pull the brake on to check whether the line is past the wear limit



21 The brake light switch may have to be adjusted after the rear brake has been attended to — a simple job



22 Headlight beam can only be adjusted after the two screws holding the lamp have been removed



23 The final adjustment when the motor is fully warmed up is to adjust the mixture screw on the side of the carburettor

SERVICE MILEAGE INTERVALS

	8000	10,000	12,000	14,000
Transmission oil	R	R	R	R
CCI tank	T	T	T	T
Brake fluid	T	T	T	T
Coolant level	T	T	T	T
Battery	TC	TC	TC	TC
Spark plug	R	CA	R	CA
Contact points	R	CA	CA	CA
Ignition timing	A	A	A	A
Contact cam felt	L	L	L	L
Carburettor	OCA	CA	CA	CA
Oil pump	A	A	A	A
Air cleaner	R			C
Control cables	LA	LA	LA	LA
Fuel strainers	C		C	
Fuel hoses	R	I	I	I
Front fork oil	CA	R		R
Steering head races	CA		CA	
Tyres air and wear	CI		CA	
Front and rear brake shoes, pads	C	CI	CI	CI
De-coke muffler			C	
De-coke cylinder head (if required)	C		C	
Drive sprockets and chain	LIA		LIA	LIA
Wheel nuts and spokes	A	LIA	A	
Swinging arm bushes	GC	GC	GC	GC
Lights, speedo, horn etc.	I	I	I	I

Index: R = Replace; T = top up; I = inspect; G = grease; C = clean; L = lubricate; A = adjust; O = overhaul.