

SUZUKI

OWNER'S MANUAL

RS175

FOREWORD

Your SUZUKI RS175 carries the sincere thanks of its maker for your selection of it from among the many.

Please note that your RS175, designed and built with the best of what SUZUKI has in engineering and manufacturing know-how, is an off-road machine for providing enjoyment and utility.

To enhance what the RS175 can offer, to prolong its life and to secure safety at all times, you have to take care of it, that is, check and service it periodically. This manual contains the needed information for the owner to determine when and how, but we strongly advise that the periodical servicing work be performed by your SUZUKI dealer, whose mechanics are trained by SUZUKI and are thoroughly competent to do each job to your fullest satisfaction.

May we assure you that the time you spend in going through this manual will amplify your enjoyment and help you gain more from this off-road machine.

SUZUKI MOTOR CO.,LTD.

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** All information, illustrations, photographs and specifications contained in this manual are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.*

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GENERAL INSTRUCTION

FUEL

The RS175 is of the two-stroke design, which requires a premixture of gasoline and oil.

Premium gasoline should be used.

ENGINE OIL

SUZUKI strongly recommends the use of SUZUKI CCI SUPER 2-CYCLE MOTOR LUBRICANT.

If this oil is not available, use an equivalent high quality Two Cycle Racing Lubricant, at a 20 to one ratio only.

CAUTION: Do not allow two different brands to get mixed in the fuel-oil mixture.

MIXING RATIO

20 parts gasoline to 1 part oil is the correct gasoline to oil mixture ratio for your engine. For proper engine performance, it is essential that the above gas/oil mixture should be maintained.

CAUTION:
A mixture containing too little oil will cause overheating of the engine. Too much oil will cause excessive carbon formation resulting in preignition, fouled spark plug and loss of engine power.

FUEL OIL MIXTURE RATIO OF 20 : 1

GASOLINE	OIL	GASOLINE	OIL
(qt)	(oz)	(qt)	(oz)
0.5	0.8	5.5	8.8
1.0	1.6	6.0	9.6
1.5	2.4	6.5	10.4
2.0	3.2	7.0	11.2
2.5	4.0	7.5	12.0
3.0	4.8	8.0	12.8
3.5	5.6	8.5	13.6
4.0	6.4	9.0	14.4
4.5	7.2	9.5	15.2
5.0	8.0	10.0	16.0

GASOLINE	OIL	GASOLINE	OIL
L	(ml)	L	(ml)
0.5	25	5.5	275
1.0	50	6.0	300
1.5	75	6.5	325
2.0	100	7.0	350
2.5	125	7.5	375
3.0	150	8.0	400
3.5	175	8.5	425
4.0	200	9.0	450
4.5	225	9.5	475
5.0	250	10.0	500

MIXING PROCEDURE

To mix 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 a good quality SAE 20W/40 multi-grade motor oil.

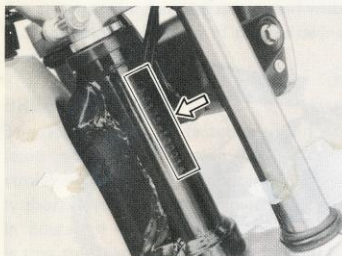
FRONT FORK OIL

For the oil in the two legs, use a motor oil of SAE 5W/20.

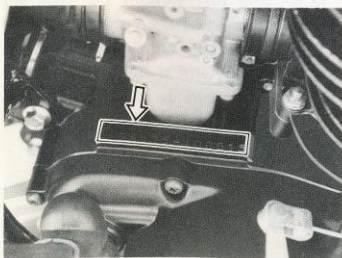
USE OF GENUINE SUZUKI PARTS

To replace any part of the machine, use a genuine SUZUKI replacement part. Imitation parts or parts supplied from any other source than SUZUKI, if used to replace parts of SUZUKI origine in the machine, will lower the inherent capability of the machine and, for worse, could induce costly mechanical trouble.

SERIAL NUMBER LOCATION



Frame number



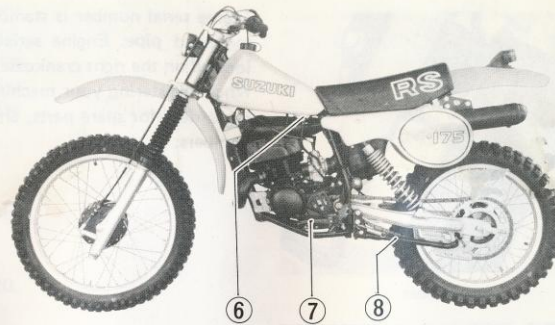
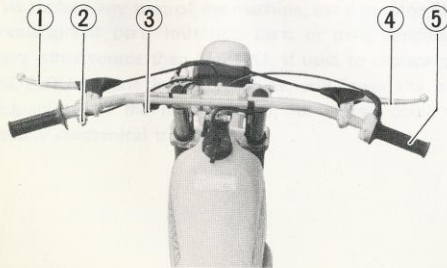
Engine number

Frame serial number is stamped on steering head pipe. Engine serial number is located on the right crankcase. When registering your machine and making orders for spare parts, cite these two numbers.

OPERATING INSTRUCTION

LOCATION OF PARTS

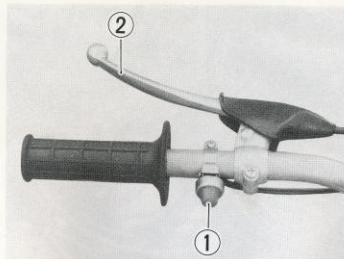
- ① Clutch lever
- ② Engine stop switch
- ③ Dimmer switch
- ④ Front brake lever
- ⑤ Throttle grip
- ⑥ Fuelcock
- ⑦ Gearshift lever
- ⑧ Side Stand
- ⑨ Kick starter lever
- ⑩ Rear brake lever



Take the time of familiarize yourself with the operating principles of the following motorcycle components.

BREAK-IN

The RS175 is manufactured using the latest technology relating to the two-stroke engine and thus requires a relatively short break-in. No programmed breaking-in operation is necessary: the only thing is that the machine should not be continuously operated in full-load condition for the first 1/2 month. This practice will help all moving parts to break in and will assist in acquainting you with machine. Once the machine is fully broken in, you can be assured of high performance.



- ① Engine stop switch
- ② Clutch lever

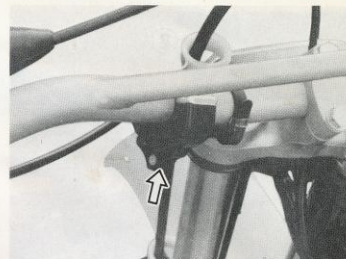
ENGINE STOP SWITCH

No ignition switch is provided. To start the engine, just depress the kick starter lever. To stop the engine, push the engine stop switch as shown in photo.

CLUTCH LEVER

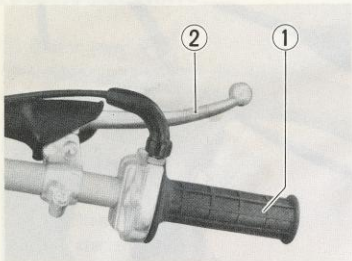
Clutch lever is used to interrupt the flow of drive from engine, so that transmission can be shifted.

Squeezing the lever disengages and releasing it engages the clutch.



DIMMER SWITCH

The headlight beam can be changed both downward and upward by operating the dimmer switch to the "LO" and "HI" positions.



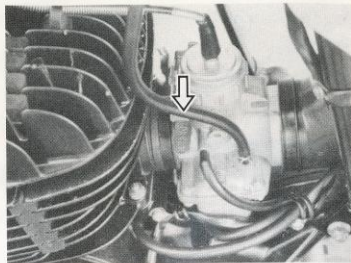
- ① Throttle grip
- ② Front brake lever

THROTTLE GRIP

Engine speed is controlled by the throttle grip. If the throttle grip is twisted inward toward you, engine speed rises.

FRONT BRAKE LEVER

Squeezing this lever brakes front wheel.



CARBURETOR CHOKE LEVER

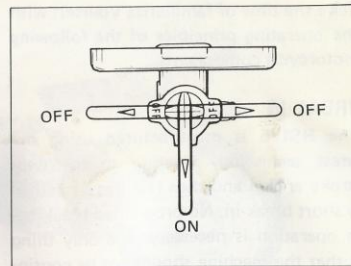
WHEN THE ENGINE IS COLD:

Push down the choke lever. Depress the kick starter lever without opening the throttle.

Even opening the throttle slightly may make the engine hard to start. Always return the choke lever to the original position when the engine warms up.

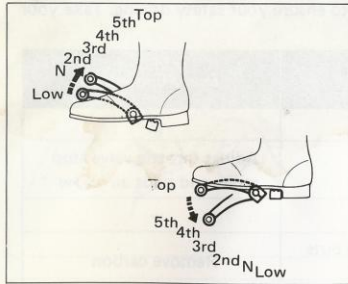
WHEN THE ENGINE IS WARM:

Using the choke knob is not necessary. To start a warm engine, open the throttle 1/8 to 1/4 and kick-start the engine.



FUELCOCK LEVER

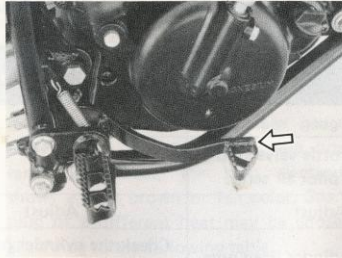
The fuelcock lever has two positions, ON and OFF.



GEARSHIFT LEVER

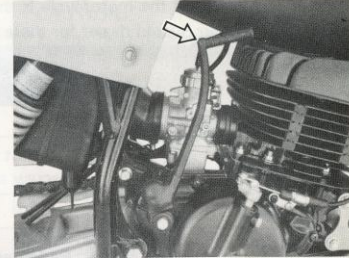
The RS175 is equipped with a 6-speed transmission which operates as shown in figure.

Neutral is located between low and 2nd. Low gear is located by fully depressing the lever from the neutral position. Shifting into succeeding higher gears is accomplished by pulling up on the shift lever once for each gear. When shifting from low to 2nd, neutral is automatically missed. When neutral is wanted for stopping, depress or raise the lever a half of a stroke between low and 2nd.



REAR BRAKE PEDAL

Depressing this pedal brakes rear wheel.



KICK STARTER LEVER

The engine is started by kicking this lever. You need not shift the transmission to neutral before kicking: just squeeze the clutch lever if the transmission is on any gear.

WARNING:

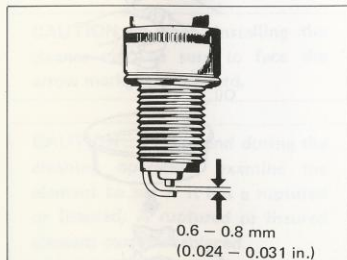
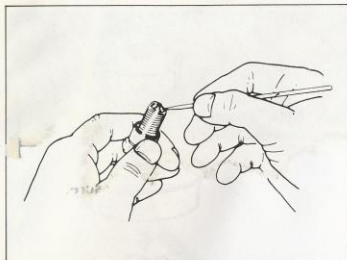
After firing up the engine, be sure to return the kick starter lever to its normal position (shown in the photo).

INSPECTION AND MAINTENANCE

PERIODIC MAINTENANCE SCHEDULE

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

Item \ Interval	Initial 1 month	Every 3 months	Every 6 months
Air cleaner element	—	Clean	—
Carburetor	Adjust throttle valve stop screw and pilot air screw	—	Adjust throttle valve stop screw and pilot air screw
Clutch	Adjust	Adjust	—
Cylinder head, Cylinder and exhaust port	Retighten cylinder head nuts	Check the cylinder head nuts tightness.	Remove carbon
Drive chain	Check the drive chain tension every riding time. Clean and/or lubricate if necessary.		
Spark plug	—	Clean	Replace
Brakes	Adjust play	Adjust play	—
Transmission oil	Change	—	Change
Steering stem	Check play	—	Check play
Bolts and nuts	Retighten	—	Retighten
Fuel strainer cup	Clean	—	Clean
Fuel hose	Replace every 2 years		
Brake camshaft	—	Lubricate (Grease)	—
Throttle, brake & clutch cable	—	—	Lubricate (Motor oil)
Throttle grip	—	—	Lubricate (Grease)



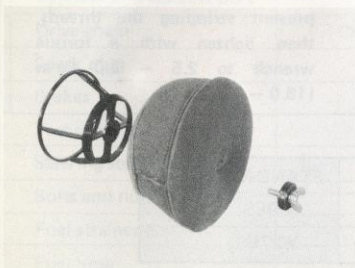
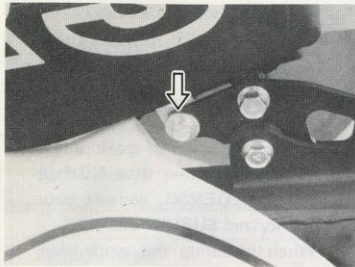
SPARK PLUG

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 to 0.6 – 0.8 mm (0.024 – 0.031 in.) by measuring with a feeler gauge. Generally, when the spark plug heat range is correct, the plug electrode shows a light brown or tan color. Spark plug of a different heat may be chosen according to the following table.

	HOT TYPE	STANDARD TYPE
NGK	B8ES	B9ES
NIPPON DENSO	W24ES	W27ES

CAUTION:

1. The heat range selection may be made only under the condition that the carburetion is set properly.
2. If another brand of spark plug is to be used other than NGK or NIPPON DENSO, consult your authorized SUZUKI dealer.
3. When installing the spark plug, screw in with your fingers to prevent stripping the threads, then tighten with a torque wrench to 2.5 – 3.0 kg-m (18.0 – 22.0 lb-ft).



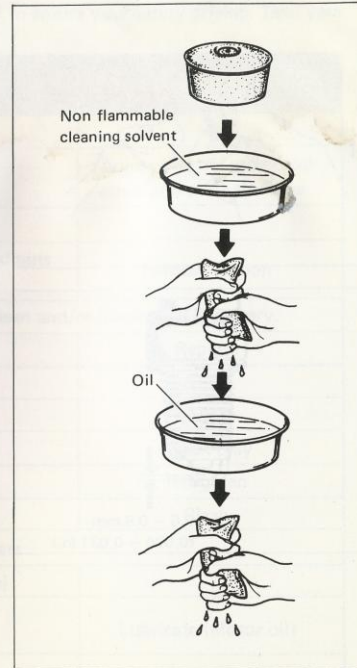
AIR CLEANER

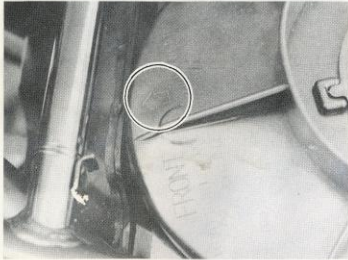
A clogged air cleaner is often responsible for poor engine performance. Open the air cleaner and clean its element at regular intervals. Here's how to do this job:

1. Remove the seat securing bolts from both sides.
2. Draw out the cleaner case cap.
3. Remove the bolt and draw out the element.

How to clean the element

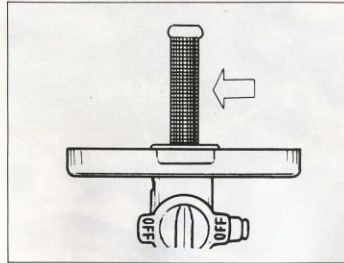
1. Fill a washing pan of a proper size with non flammable cleaning solvent. Immerse the element in the solvent and wash it clean.
2. Squeeze the solvent off the washed element by pressing it between the palms of hands: do not twist and wring the element, or it will develop fissures.
3. Immerse the element in a pool of motor oil, and squeeze the oil off the element to make it slightly wet with motor oil.





CAUTION: When installing the cleaner cap, be sure to face the arrow mark on it forward.

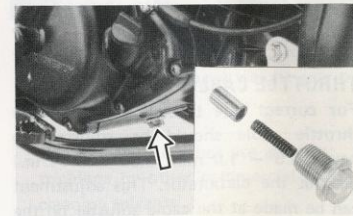
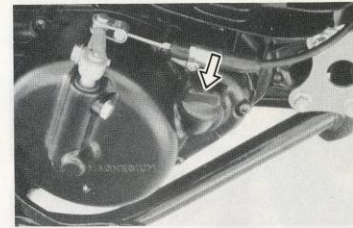
CAUTION: Before and during the cleaning operation, examine the element to see if it has a ruptured or fissured. A ruptured or fissured element must be replaced.



FUEL FILTER

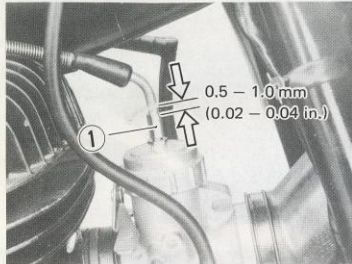
The fuel filter is incorporated in the fuel cock which is mounted on the bottom of the fuel tank at the left side. Accumulation of dirt in the filter will restrict the flow of the fuel and cause the carburetor to malfunction, therefore, the fuel filter should be serviced periodically.

1. Drain the fuel from the fuel tank.
2. Remove the fuelcock by unscrewing the fitting screws.
3. Wash the screen filter in cleaning solvent.



TRANSMISSION OIL

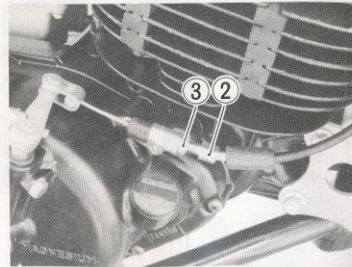
To change the transmission oil, remove the filler cap and drain plug and drain the oil. Install the drain plug and measure 800 ml (1.69 US pt) of a good quality SAE 20W/40 multigrade motor oil, then pour it into the transmission slowly.



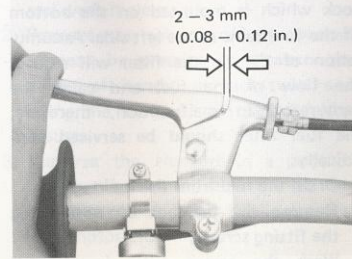
① Adjuster

THROTTLE CABLE

For correct safe throttle operation the throttle cable should be adjusted to have 0.5 – 1.0 mm (0.02 – 0.04 in.) play at the carburetor. This adjustment can be made at the cable adjuster on the carburetor cap.

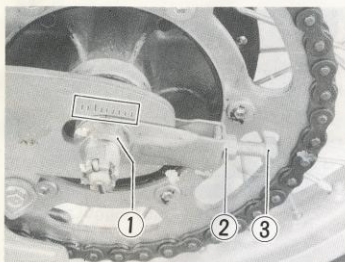


② Adjuster
③ Lock nut

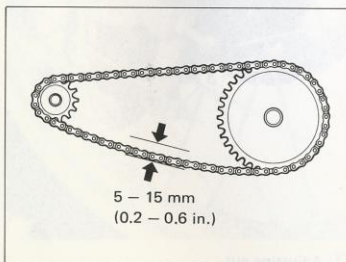


CLUTCH

Adjust the clutch with the clutch cable adjuster by loosening lock nut. The play of the clutch cable should be 2 – 3 mm (0.8 – 1.2 in.) measured at the clutch lever holder before pressure can be felt indicating disengagement of the clutch.



- ① Sleeve nut ③ Adjusting bolt
- ② Lock nut



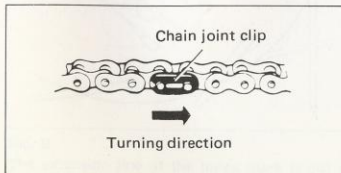
DRIVE CHAIN

ADJUSTING THE DRIVE CHAIN:

Adjust the drive chain at the rear axle by loosening sleeve nut.

Then loosen lock nut and adjust the chain tension by turning bolt in or out. Be sure the marks stamped on the adjuster yoke aligns with the same mark on the swing arm on both sides of the motorcycle. Proper chain tension is obtained when there is 5 – 15 mm (0.2 – 0.6 in) up and down slack in the chain with using the side stand, at a point midway between the sprockets.

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



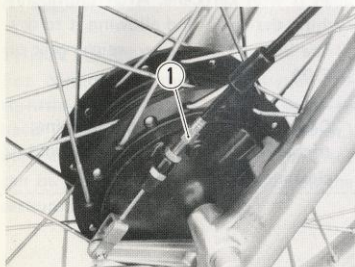
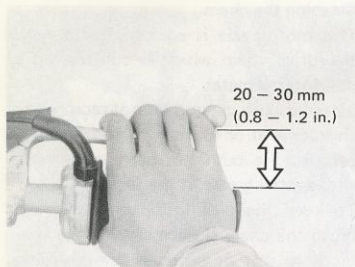
Cleaning the chain

This motorcycle is equipped with a special drive chain which is constructed of the sintered metal.

Sintered bush chain does not required the cleaning and/or lubricating so frequently, because the bush has been impregnated with special grease at the factory.

To keep the well lubrication, wipe and brush the chain if necessary. If the chain tends to rust or becomes severely dirty, clean it with kerosene. After thoroughly washing the chain and allowing it to dry, oil the links with a heavy weight gear oil SAE 90.

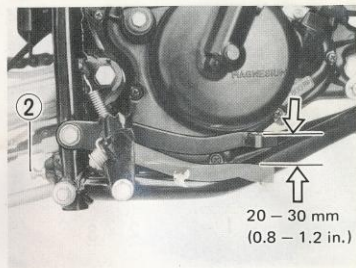
CAUTION: Do not use gasoline: trichlene or other commercial sold cleaning solvents.



① Adjuster

FRONT BRAKE

Measure the amount of the front brake lever distance between the brake lever end and throttle grip. The distance should be 20 - 30 mm (0.8 - 1.2 in.). If adjustment is necessary, turning the front brake adjuster in the counterclockwise direction will increase the distance.



② Pedal adjuster



③ Adjusting nut

REAR BRAKE

Before adjusting the brake pedal travel, adjust the brake pedal position with the brake pedal adjuster until the most suitable position is obtained for quick operation.

After adjustment of the brake pedal position completed, adjust the brake pedal travel with the brake adjusting nut to 20 – 30 mm (0.8 – 1.2 in.).

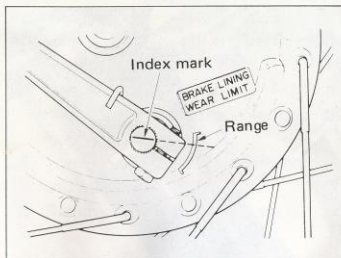


Fig. A

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

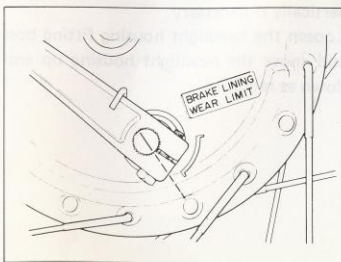


Fig. B

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

BRAKE LINING WEAR LIMIT INDICATOR

See Fig. A. You can easily check to see if brake linings are worn down to the limit or not on both front and rear brakes. Here's the procedure.

- 1) Check if the brake system is properly adjusted.
- 2) While operating the brake, check to see that the extension line of the index mark is within the range on the brake panel.
- 3) If the extension line is beyond the range as shown in the figure B, have the brake shoe assembly replaced by your Suzuki dealer to insure safe operation.

TIRE PRESSURE

Inflate the tires properly, depending on the weight of the rider. Too high an inflating pressure makes the machine bounce up and down; too low a pressure makes steering hard. In either case, tire life will be shortened.

Cold inflation tire pressure:

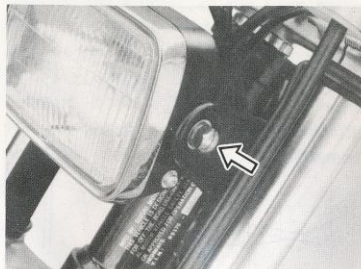
Front 1.0 kg/cm² (14 psi)

Rear 1.0 kg/cm² (14 psi)

Standard tire size:

Front 3.00-21-4PR, Full knobby

Rear 4.10-18-4PR, Full knobby



HEADLIGHT

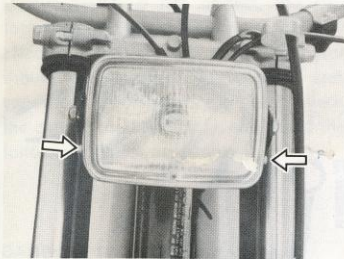
The headlight beam can be adjusted vertically if necessary.

Loosen the headlight housing fitting bolt and move the headlight housing up and down as required.

LIGHT BULB REPLACEMENT

The wattage rating of each bulb is shown on the chart below. When replacing a burned out bulb, always use the exact same wattage rating. Using other than the specified rating can result in overloading the electrical system or premature failure of a bulb.

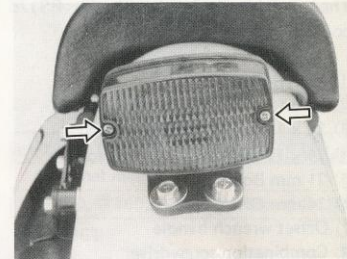
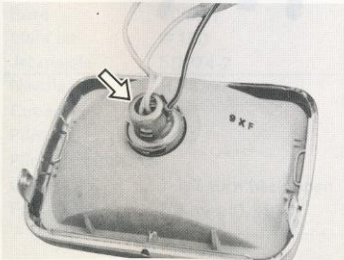
Headlight	6V 15/15W
Taillight	6V 5W



HEADLIGHT

To remove the headlight perform the following steps:

- (1) Remove the two screws from the outer headlight ring. Remove the headlight assembly.
- (2) Turn the socket counterclockwise, and pull it off.
- (3) Remove the bulb and replace it.



TAILLIGHT

To replace the taillight bulb, follow these directions:

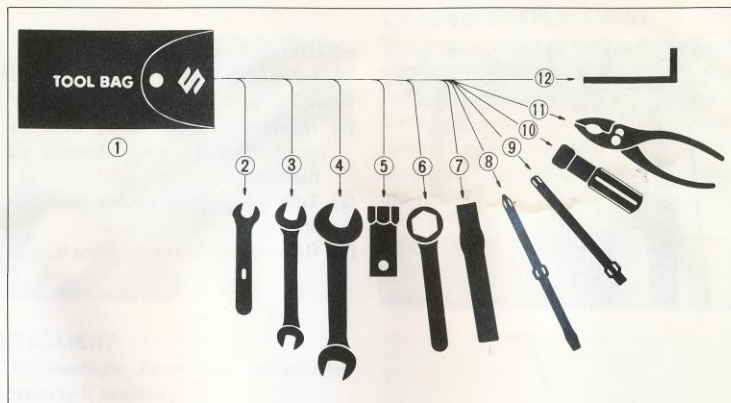
- (1) Remove the two screws and take off the lens.
- (2) Push the bulb in, twisting it to the left until the engagement pins are disconnected and remove the bulb. To fit the replacement bulb into position, push the bulb in firmly and twist it to the right while pushing in.

CAUTION: When replacing the lens, do not overtighten the two securing screws.

TOOL KIT

The tool kit supplied with the RS175 contains the following tools.

- ① Tool bag
- ② 8 mm Open end wrench
- ③ 10 x 12 mm Open end wrench
- ④ 14 x 17 mm Open end wrench
- ⑤ 21 mm Box wrench
- ⑥ 24 mm Offset wrench
- ⑦ Offset wrench handle
- ⑧ Combination screwdriver
- ⑨ Cross head screwdriver
- ⑩ Screwdriver handle
- ⑪ Pliers
- ⑫ 6 mm hexagon L type wrench

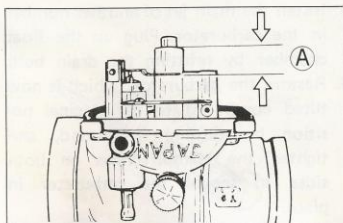


CARBURETOR

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, etc. First, check the carburetor thoroughly, and adjust the following parts as necessary:

CARBURETOR SPECIFICATIONS

Bore	30 mm
Main jet	# 150
Jet needle	5DP74-2
Needle jet	R-4
Cut-away	2.5
Pilot jet	# 30
Pilot air adjusting screw	1-1/2 turn back open
Float level	7.8 mm (0.31 in)



Float Height A 7.8 mm (0.31 in)

FLOAT LEVEL

Proper carburetion for the entire range of the engine speeds assumes first that the float is set for the prescribed level. This level is expressed in terms of "height A"; the height must be checked and set right before attempting to alter the jetting. Hold the removed carburetor upside down, taking care not to allow float arm pin and arm to slip off. Raise the float arm with a fingertip and lower it gradually until it touches the needle valve. Measure the distance A with calipers. If the caliper reading is off the specification (stated left), bend the tongue.



Standard main jet	# 150
Optional main jets	# 130, # 140, # 160, # 170 and # 180

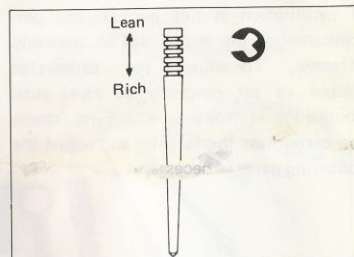
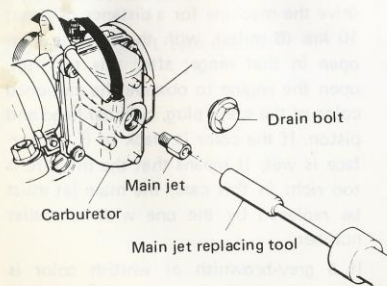
MAIN JET

During operation, this jet control the supply of fuel for a range from 3/4 throttle to full throttle. To test the main jet, drive the machine for a distance of about 10 km (6 miles), with the throttle kept open in that range; after this test run, open the engine to observe the carboned color of the spark plug, cylinder head and piston. If the color is black or if the surface is wet, it means that the mixture is too rich: in this case, the main jet must be replaced by the one with a smaller number.

If a grey-brownish or whitish color is noted, it means that the mixture is too lean: in this case, a main jet with a larger number is needed.

MAIN JET REPLACING

1. Move fuelcock lever to OFF position.
2. Remove the drain bolt on float chamber to empty the chamber of fuel.
3. Loosen clamp screws on both sides of carburetor, and turn the carburetor around to bring its float chamber toward you.
4. Insert the main jet replacing tool into the drain bolt hole and, with this tool, remove the main jet.
5. Install the main jet of another number in the carburetor. Plug up the float chamber by refitting the drain bolt.
6. Restore the carburetor (which is now tilted condition) to the original position by turning it around, and tighten the clamp screws on both sides to secure the carburetor in place.



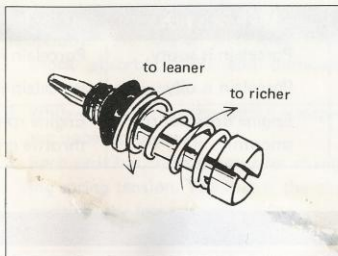
Standard jet needle setting 2nd notch

JET NEEDLE

The needle controls the supply of fuel for a throttle range of one quarter (1/4) to three quarters (3/4). Whether the existing jet needle is proper or not is to be checked by testing as in the case of main jet testing. A test run of about 10 km (6 miles) is sufficient. Depending on the observed color, reposition the jet needle in place.

The needle has five notches. It is retained standardly at 2nd notch in RS175 with a clip fitted to the notch. To make the mixture leaner, set the clip at an upper notch of the needle, and vice versa.

Jet needle setting influences carburetion for the throttle range from quarter (1/4) down. To compensate this range for the effect of the change made in jet needle setting, the pilot air screw must be repositioned in place. In other words, if the jet needle has been repositioned to enrich the mixture (for 1/4-to-3/4 throttle range), then the screw must be loosened, slightly to make the mixture leaner (for up-to-1/4 range).



**Standard pilot
air screw setting:**

**Backed away 1-1/2 rotation
from fully run-in position.**

NOTE: The pilot air screw should be left in the standard position, that is, in a position at which the screw will not support the engine in self-idling condition. This because, when the throttle is opened quickly, engine speed will pick up but with some delay due to a momentarily richer mixture, if the screw is set to sustain engine idling.

HOW TO JUDGE CARBURETION

Item	Proper	Mixture is rich	Mixture is lean
Spark plug	Porcelain is light brown. Porcelain is tan 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

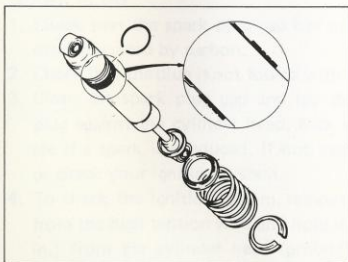
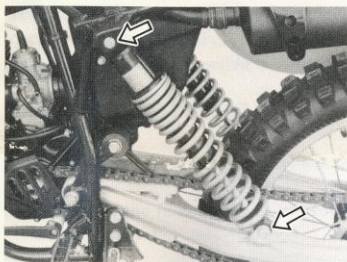
Item	When mixture is rich	When mixture is lean
Half-throttle	Raise needle clip position.	Lower needle clip position.
Full-throttle	Replace with main jet having a smaller calibration number.	Replace with main jet having a larger calibration number.

MATCHING THE JETTING

Drive the machine, making several laps and noting the pattern of throttle variation required to cover the lap for best clocking. Then, open the engine to observe the spark plug, cylinder head and piston crown. On the basis of this observation and also the throttle range in which the machine had to be driven in the test run, set the main jet, jet needle and pilot air screw, by referring to the diagram below.

	THROTTLE			
	1/4	1/2	3/4	Full
Main jet				
Jet needle				
Pilot air screw				

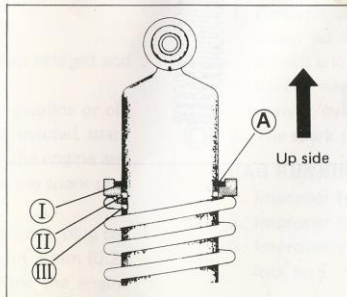
NOTE: The length of each shaded pattern represents the effective range, and the width represents the intensity of carburetion.



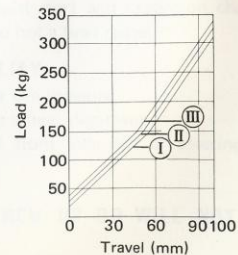
REAR SHOCK ABSORBER

DISASSEMBLY

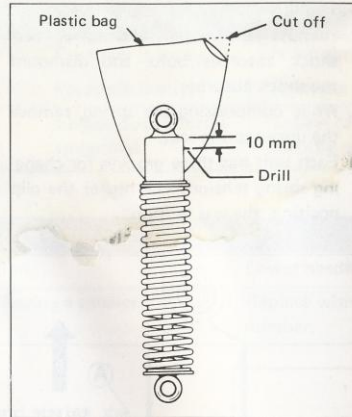
1. Remove the upper and lower rear shock absorber bolts and dismount the shock absorber.
2. While compressing the spring, remove the upper spring seat.
3. Each unit has three grooves for changing spring tension. The higher the clip position, the less tension.



CAUTION: In the new shock absorber unit the clip **A** has been set at the highest position for optimum shock absorption for an average rider's weight. However, after the machine has covered the running-in mileage of about 500 km (300 miles), the component parts could be adjusted and the optimum clip position will be changed to the groove one step down – the middle groove.



CAUTION: Never throw away this absorber without depressurizing it when it becomes so used-up that it no longer serves its purpose. To depressurize it, place the gas tank in a plastic bag with a corner cut off, and drill into the tank, at the location indicated, through the bag, using a 3-mm drill. The bag is for protection; it prevents the drill chips from flying off when the gas rushes out.



TROUBLESHOOTING

There can be various causes for problems which might occur on the motorcycle. The following procedures may be used to troubleshoot possible trouble spots.

ENGINE WILL NOT START

FUEL SYSTEM

1. Check that there is sufficient gasoline in the fuel tank.
2. Make sure the fuelcock lever and fuel tank breather hose are not clogged.

SPARK PLUG

1. Check that the spark plug gap has not been bridged and short circuited by carbon.
2. Check that the plug is not fouled with wet gasoline or oil.
3. Clean the spark plug gap and lay the connected spark plug against the cylinder head. Kick over the engine and see if a spark is produced. If not, replace the spark plug or check your ignition system.
4. To check the ignition system, remove the spark plug cap from the high tension wire and hold it about 7 mm (0.28 in.) from the cylinder head (ground). Kick the engine over and see if a spark jumps this gap. If so, the system is functioning and the problem is probably in the spark plug cap. If this does not produce a spark, have your SUZUKI dealer check your ignition system.

CLUTCH SLIPPAGE

1. If there is no clutch lever play, adjust the cable adjuster for 2 – 3 mm (0.8 – 1.2 in.) play.
2. The clutch will also slip if the plates are worn or the springs have weakened. If so, these items must be replaced.

EXCESSIVE ENGINE VIBRATION

1. Loose engine mounting bolt.
2. Crack in the frame.

ENGINE OVERHEATS

1. Carburetion is lean caused by the carburetor setting (main jet selection) not being suitable for running conditions and weather.
2. Carbon has collected on the combustion chamber, piston crown, cylinder exhaust port and expansion chamber.
3. The spark plug has too hot a heat range.

BAD RUNNING STABILITY

1. Improper front or rear tire pressure.
2. Improper front or rear wheel alignment.
3. Improperly tightened front axle nut or steering stem lock nut.

ENGINE WILL NOT REV UP OR WILL NOT RUN SMOOTHLY

1. The carburetor choke lever is not fully returned.
2. Too rich carburetion.
3. Clogged air cleaner element.

SPECIFICATIONS

DIMENSIONS AND WEIGHT

Overall length	2 110 mm (83.1 in)
Overall width	850 mm (33.5 in)
Overall height	1 190 mm (46.9 in)
Wheelbase	1 420 mm (55.9 in)
Ground clearance	300 mm (11.8 in)
Dry mass (weight)	98 kg (216 lbs)

ENGINE

Type	Two-stroke cycle, air cooled
Intake system	Piston and reed valve
Number of cylinder	
Bore	62.0 mm (2.441 in)
Stroke	57.0 mm (2.244 in)
Piston displacement	172 cm ³ (10.5 cu. in)
Corrected compression ratio	7.8 : 1
Carburetor	MIKUNI VM30SS, single
Air cleaner	Polyurethane foam element
Starter system	Primary kick
Lubrication system	Fuel/oil premixture of 20 : 1

TRANSMISSION

Clutch	Wet multi-plate type
Transmission	6-speed constant mesh
Gearshift pattern	1-down 5-up
Primary reduction	2.761 (58/21)
Final reduction	3.833 (46/12)
Gear ratios, Low	3.090 (34/11)
2nd	2.214 (31/14)
3rd	1.647 (28/17)
4th	1.300 (26/20)
5th	1.045 (23/22)
Top	0.875 (21/24)
Drive chain	DAIDO D.I.D.520UB, 106 links

CHASSIS

Front suspension	Telescopic, oil dampened
Rear suspension	Swinging arm, gas/oil dampened, 3-way adjustable
Front brake	Internal expanding
Rear brake	Internal expanding
Front tire size	3.00-21-4PR
Rear tire size	4.10-18-4PR
Steering angle	45° (right and left)
Caster	60° 50'
Trail	125 mm (4.92 in)
Turning radius	2.3 m (7.5 ft)

ELECTRICAL SYSTEM

Ignition type	SUZUKI "PEI" (Pointless Electronic Ignition)
Ignition timing	17.5° B.T.D.C. at 8 000 rpm
Spark plug	NGK B9ES or NIPPON DENSO W27ES

CAPACITIES

Fuel tank	6.0 L (1.6 US gal)
Transmission oil	800 ml (1.69 US pt)
Front fork oil	259 ml (8.75 US oz)

MEMO

Prepared by

SUZUKI MOTOR CO.,LTD.

Service Department

Overseas Operations Division

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