SUZUKI

PE175

SET-UP MANUAL

TO: SUZUKI PE175 SERVICE SHOPS

On opening the shipping crate, you will find the PE175 motorcycle partially dismantled. The PE175 motorcycle, dismantled done at our factory before shipment for product protection and shipping volume reduction, can be easily reassembled.

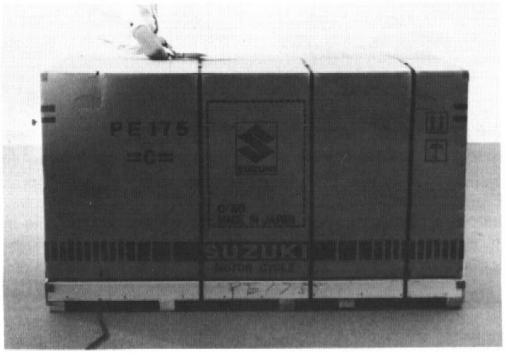
You are requested to carry out reassembly and to harness and trim the motorcycle so that it is in a ready-to-drive state according to the procedure and pre-delivery service instructions described in this manual.

We ask you to make sure that the final appearance of the PE175 motorcycle reflects the careful design, workmanship and materials that have gone into this new SUZUKI product when it passes into the hands of the purchaser.

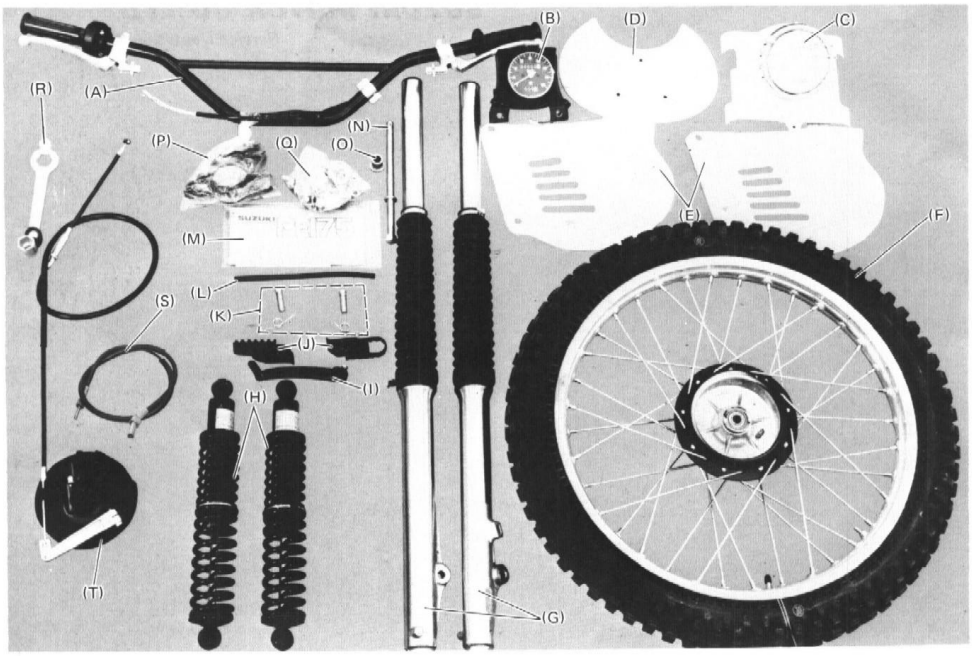
SUZUKI MOTOR CO., LTD.
Service Department

UNPACKING

Select a clean, level working space and cut the straps binding the carton. Do not attempt to cut the seams of the cardboard cover. With the help of an assistant, lift the cardboard cover up and off. NOTE: This can be turned over and placed nearby as a handy container for other discarded packing materials.



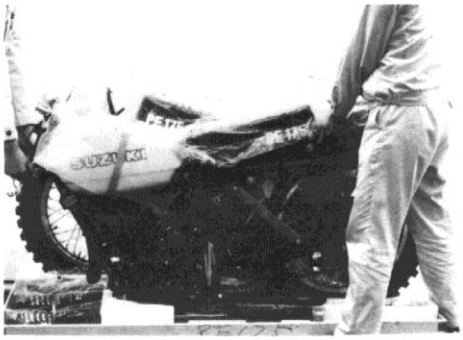
Remove the styrofoam parts tray and set it to one side. Carefully remove the various component parts packaged around the motorcycle. Check off each of the components shown in the photograph. Two complete sets are required for units packed two per crate.



(A) Handlebar assembly
(B) Tripmeter assembly, U.S. market
Speedometer assembly, Other markets
(C) Headlamp assembly
(D) Number plate
(E) Frame cover
(F) Front wheel
(G) Front shock absorbers
(H) Rear shock absorbers
(I) Change lever
(J) Foot rest
(K) Pin and spring
(L) Breather pipe
(M) Owner's manual
(N) Axle shaft
(O) Spacer
(P) Hardware A
(Q) Hard ware B
(R) Multi-purpose wrench
(S) Speedometer or tripmeter cable assembly
(T) Brake panel assembly

ASSEMBLY

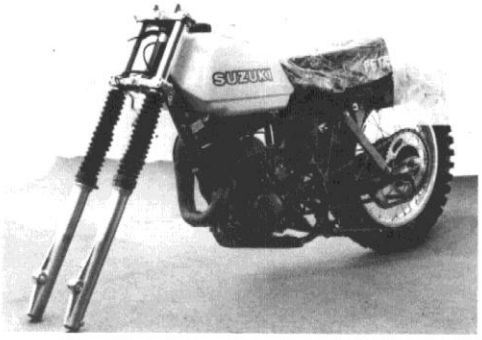
With the help of an assistant, lift the motorcycle from the crate base and place it in the center of your work area. NOTE: Do not attempt to lift the motorcycle by the rear fender or silencer.

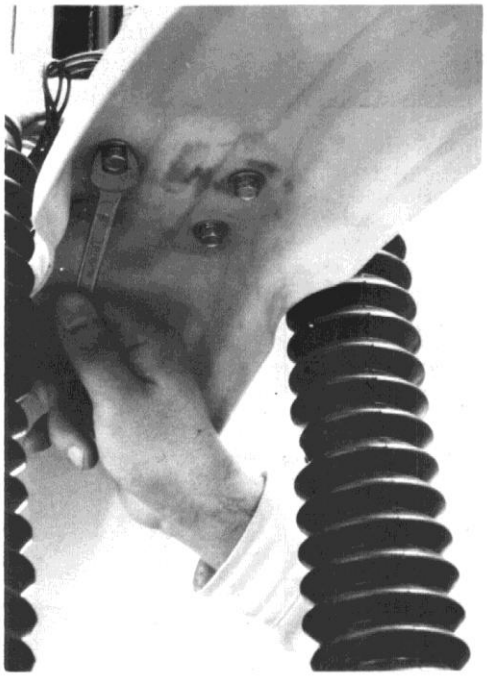


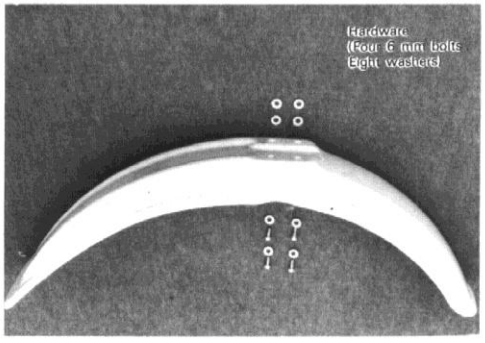
Insert each fork leg assembly into the two steering brackets, lower and upper, and tighten the pinch bolts. Torque values are as follows.

	kg-m	lb-ft
Upper pinch bolts	1.50 ~ 2.50	11 ~ 18
Lower pinch bolts	1.50 ~ 2.50	11 ~ 18

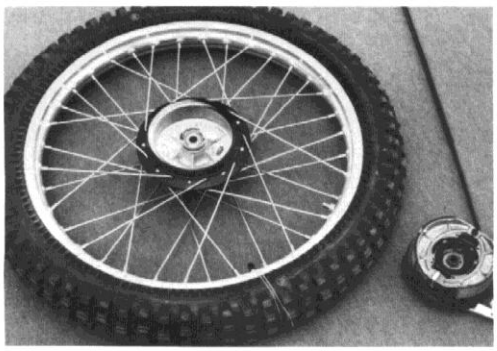
Mount the front fender on the front fork lower bracket, long side to the front, using the mounting hardware shown in the photograph.







After carefully examining the brake shoes, springs and operating mechanism, install the brake panel into the front wheel hub.

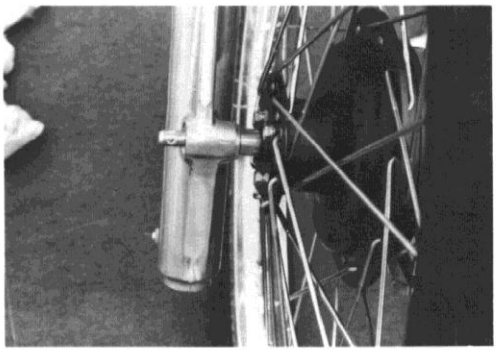


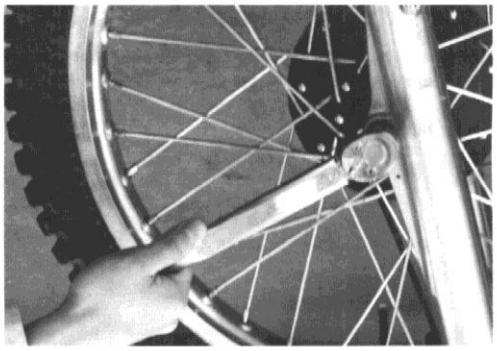
Position the front wheel assembly, making sure the brake panel anchor slot fits over the stub on the inside of the left fork leg. Insert the axle from the left side of the machine, making sure the axle spacer is positioned as shown in the photograph.

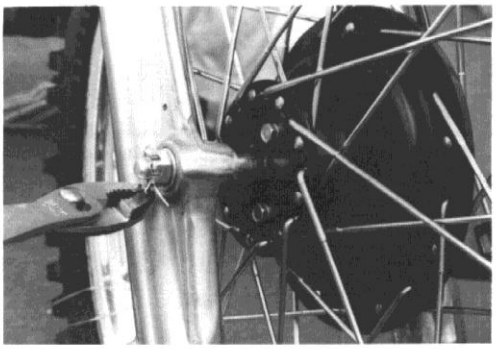
CAUTION:
Never use a hammer to install an axle. If it cannot be correctly installed by hand, it is not correctly aligned.

Next, install the front axle nut and tighten it to 3.6 ~ 5.2 kg-m (26 ~ 37 lb-ft) with a 17 mm socket.

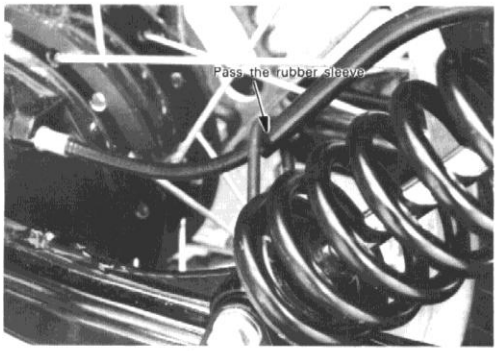
CAUTION:
Do not forget to install the cotter pin through the axle and nut.



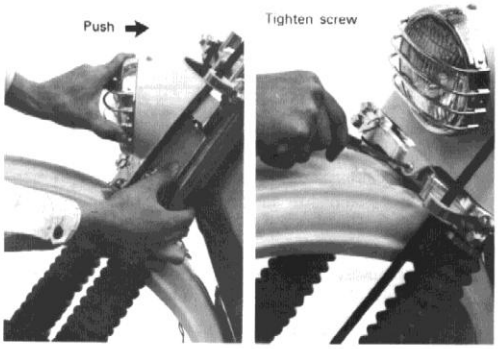




Remove the rear shock absorber shipping struts. And have an assistant raise the rear of the motorcycle and install the shocks with the adjustment housing pointing up towards the sheet.
Using an appropriate torque wrench, torque the shock absorber mounting nuts to 3.0 kg-m (21 lb-ft).



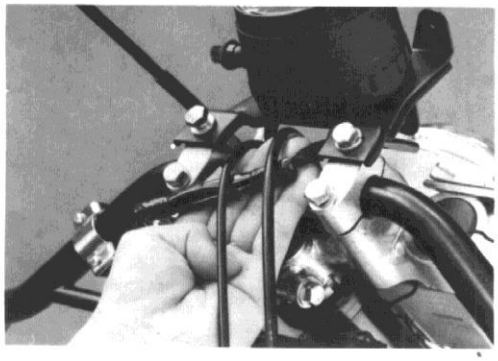
Mount the headlamp assembly.



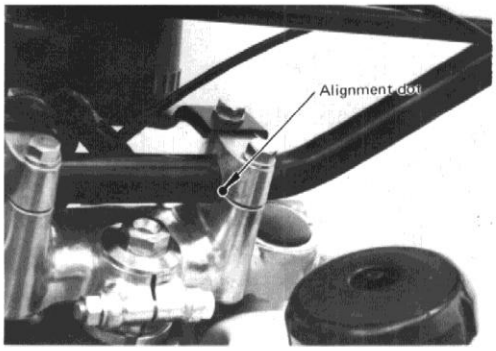
Mount the handlebar using two handlebar clamps and four clamp bolts. Place the tripmeter body on the top of the clamps. With the PE175 the tripmeter or speedometer body must be installed at the same time.

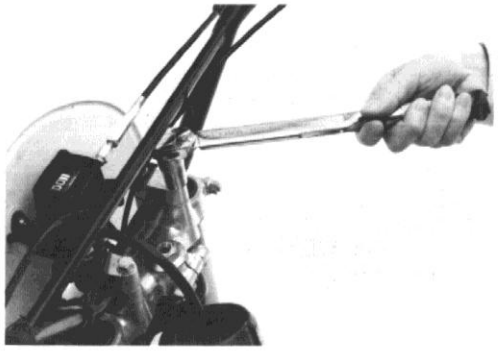
Torque the handlebar clamp bolts to 1.2 ~ 2.0 kg-m (9 ~ 14 ft-lb).

Route the cables between the tripmeter bracket and handlebar.

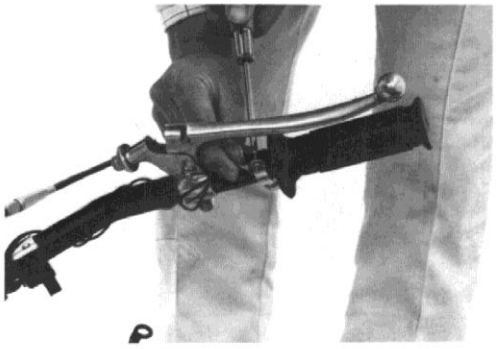


Make sure that the alignment dot is at the mating face of the right clamp.

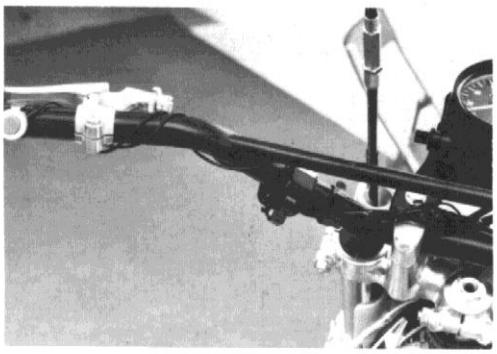


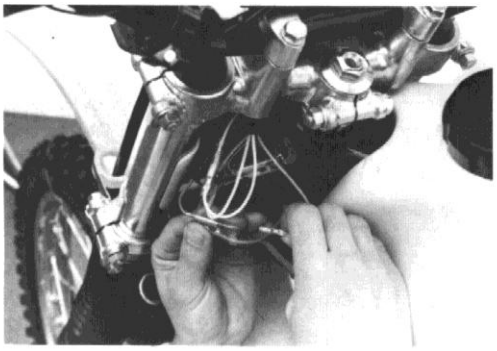


Mount the engine kill switch on the handlebar.

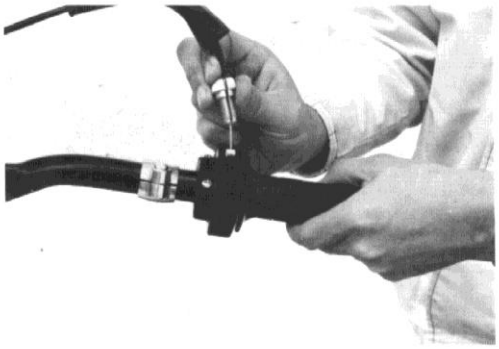


Set the lead wires.



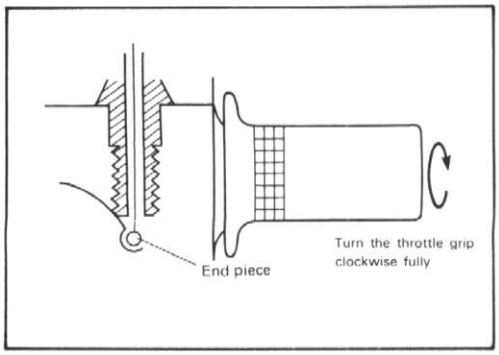


Insert the throttle inner cable end piece into the throttle grip.

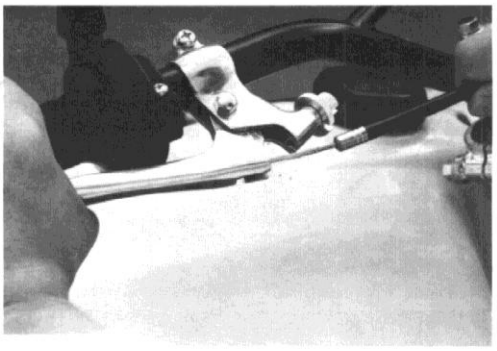


Turn the throttle grip clockwise fully, and set the throttle inner cable end piece to the slot in throttle grip body.

Throttle cable play is factory-adjusted, but you are required to check it. For correct safe throttle operation, the throttle cable should be adjusted to have 0.5 mm (0.02 in) play at the carburetor. This adjustment can be made at the cable adjustor on the carburetor cap (never adjust at the throttle grip side).



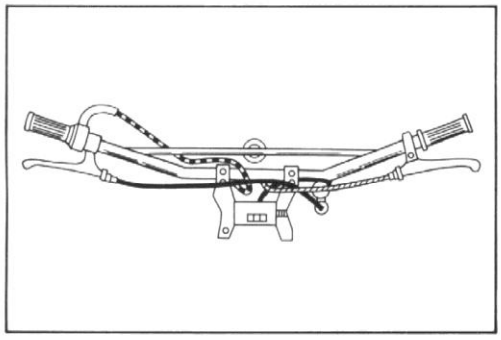
Insert the clutch inner cable end piece into the clutch lever slot. Turn the clutch lever adjuster bolt and lock nut in as far as possible while aligning their slots with the cable. Grasp the outer clutch cable firmly and squeeze the clutch lever to obtain the necessary slack to enable the end of the outer cable to be fitted into the adjuster bolt recess.

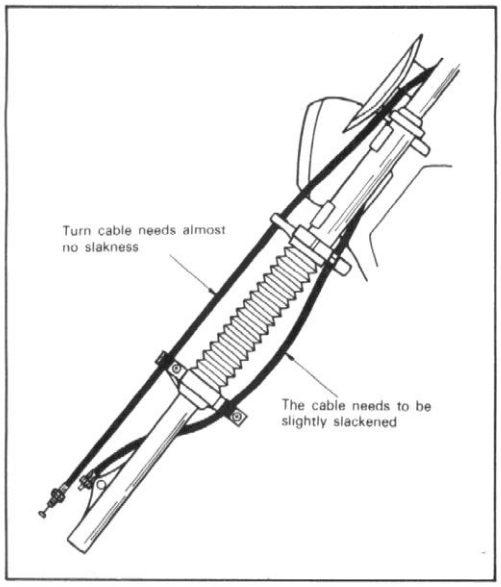


Using the same procedure, install the front brake cable.

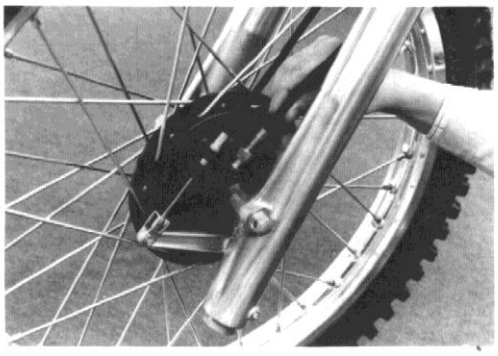
Set brake cable and speedometer cable.

- Brake cable should be routed through the cable guide attached, to the steering stem lower bracket and then through the lower fork leg retaininer.
- Speedometer cable should be routed through the cable guide attached to the steering stem upper and lower bracket and lower bracket and then through the lower fork leg retainer.

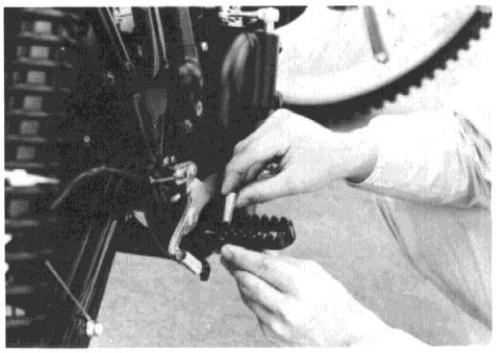




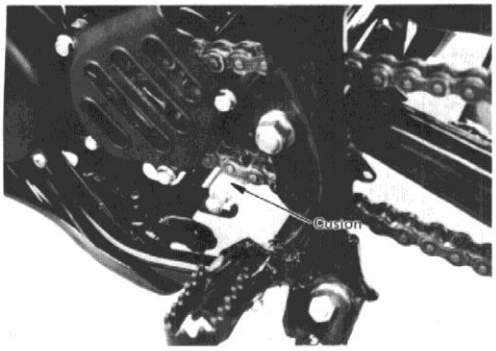
Fit the speedometer cable into the instrument. Tighten the ring nuts with pliers taking care not to strip the knurled edges.



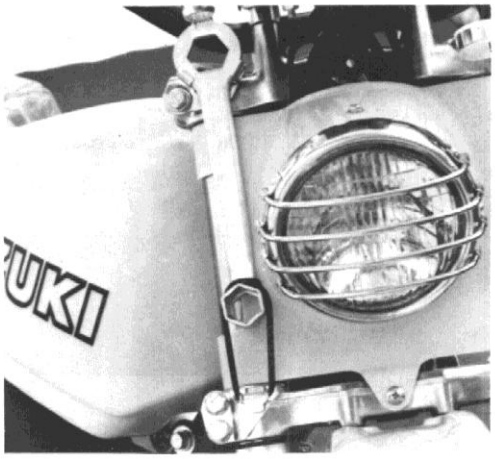
Mount the foot rest RH.



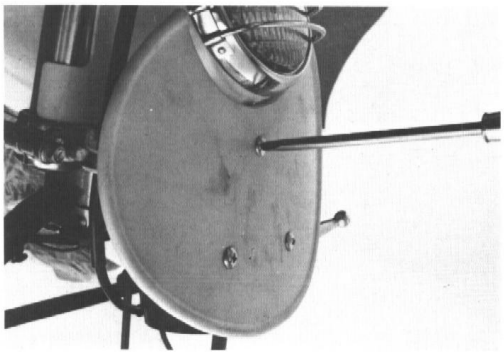
Mount the cushion.



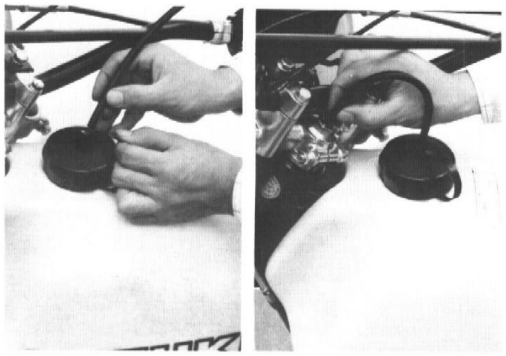
Mount the multi-purpose wrench.



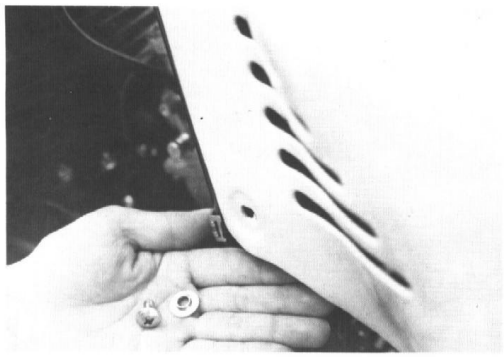
Mount the number plate.



Set the tank breather hose.

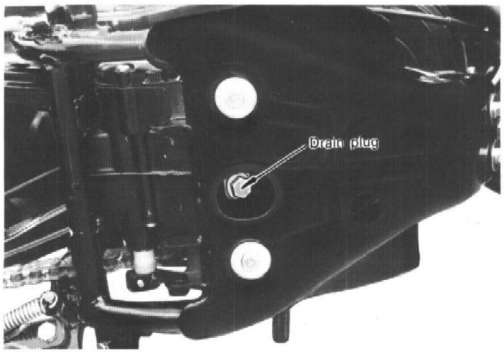


Mount the frame cover.

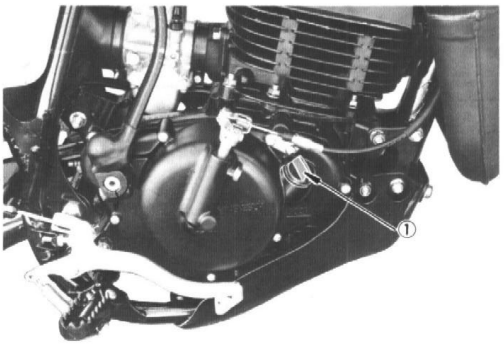


SERVICE

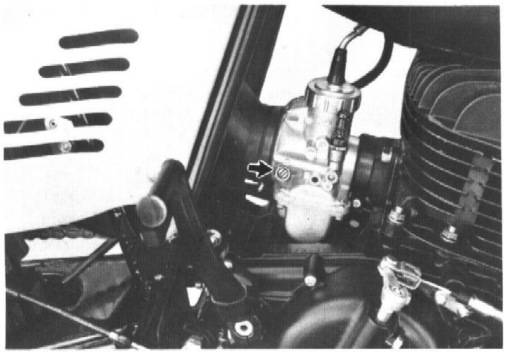
Remove the transmission drain plug from the bottom of the engine and drain the shipping oil from the transmission. This shipping oil is used as a rust preventative oil and is not adequate for lubrication purposes. It must not be mixed with the fresh oil.



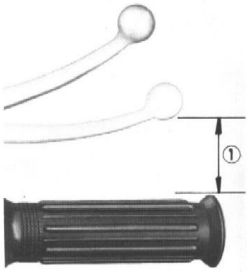
Replace drain plug and tighten it properly and then remove oil filler plug. Supply the correct amount of SUZUKI Transmission Oil or if unavailable, a high quality, SAE 20W-40 multigrade motor oil. Use a graduated breaker to ensure accurate measurement. The correct amount is 800 mil. (1.69/1.41 US/Imp.pt).

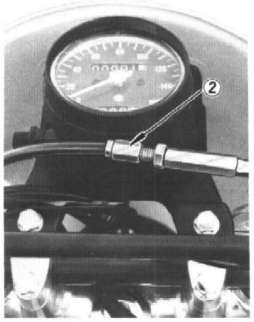


Turn the carburetor pilot air screw inward with a small blade screwdriver until it lightly bottoms, then, back the screw out approximately 1-3/4 turns. This is an approximate setting and may have to be adjusted to suit your geographical area.

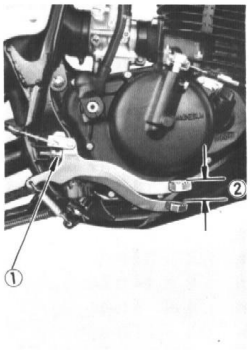


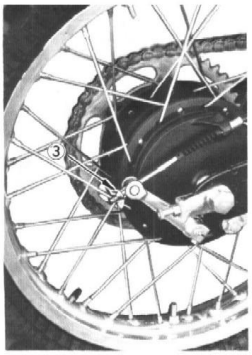
Measure front brake lever distance ① between brake lever end and throttle grip. The distance should be 20 ~ 30 mm (0.8 ~ 1.2 in). If adjustment is necessary turning front brake adjuster ② counterclockwise will increase the distance.



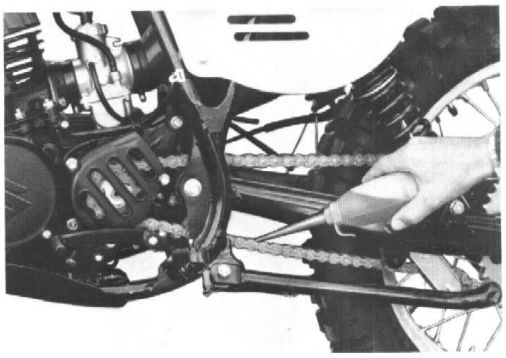


Before adjusting brake pedal travel, adjust brake pedal position with brake pedal adjuster ① until the most suitable position is obtained for quick operation. After adjustment of brake pedal position, adjust brake pedal travel ② with brake cable adjuster ③ to 20 ~ 30 mm (0.8 ~ 1.2 in).





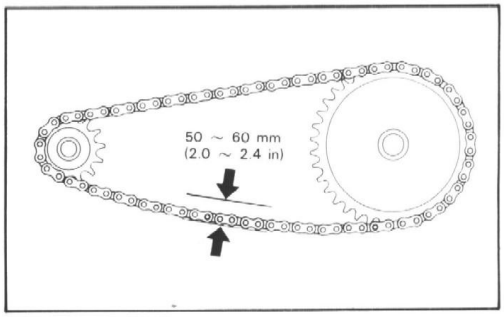
Properly lubricate the drive chain by applying chain lubricant to the inside of the rollers and to the side plates. Verify that the master link is installed properly. The opening of the master link clip faces away from the direction of travel.



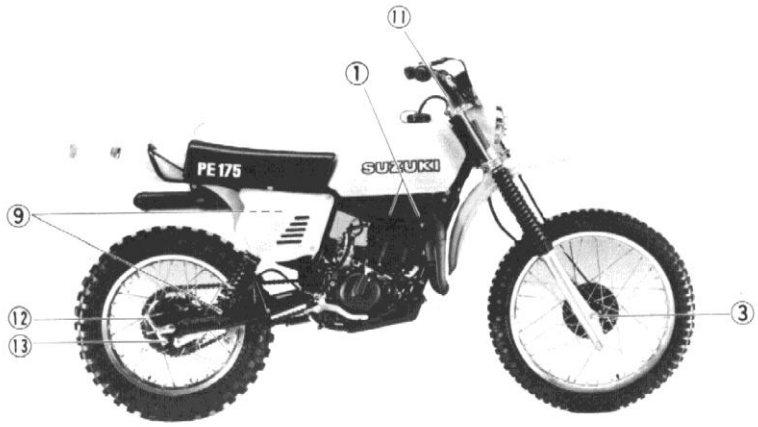
Check the spoke tension of the front and rear wheels. Use the correct size spoke wrench and use caution to ensure that the tension is even on all the spokes. Verify that the rim lock nut is securely tightened.

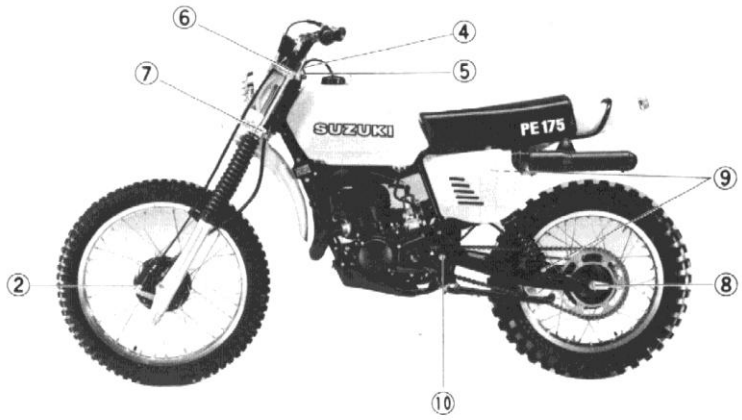
Using an accurate air gauge, check the air pressure of the front and rear tires. The pressure should be front: 0.7 ~ 0.9 kg/cm (10 ~ 12 psi); Rear: 0.7 ~ 0.9 kg/cm (10 ~ 12 psi).

Proper chain tension is obtained when there is 50 ~ 60 mm (2.0 ~ 2.4 in) up and down slack in the chain with the chain tensioner off, at a point midway between the two sprockets.



TIGHTENING TORQUE SPECIFICATIONS





Test ride the motorcycle and check all mechanical functions.
Tighten all nuts, bolts, and miscellaneous mounting hardware to the correct torque specifications listed bellow.

ITEM	DESCRIPTION	TORQUE
1	Cylinder head nuts	230 ~ 270 kg-cm (17 ~ 19 ft-lb)
2	Front brake cam lever bolt	50 ~ 80 kg-cm (4 ~ 5 ft-lb)
3	Front axle nut	360 ~ 520 kg-cm (27 ~ 37 ft-lb)
4	Steering stem head bolt	350 ~ 500 kg-cm (26 ~ 36 ft-lb)
5	Steering stem upper clamp bolt	150 ~ 250 kg-cm (11 ~ 18 ft-lb)
6	Front fork upper clamp nuts	150 ~ 250 kg-cm (11 ~ 18 ft-lb)
7	Front fork lower clamp bolts	150 ~ 250 kg-cm (11 ~ 18 ft-lb)
8	Rear axle nut	360 ~ 520 kg-cm (27 ~ 37 ft-lb)
9	Rear shock absorber fitting bolts	250 ~ 300 kg-cm (19 ~ 21 ft-lb)
10	Rear swinging arm pivot nut	300 ~ 450 kg-cm (22 ~ 32 ft-lb)
11	Handlebar clamp bolts	120 ~ 200 kg-cm (9 ~ 14 ft-lb)
12	Rear brake cam lever bolt	50 ~ 80 kg-cm (4 ~ 5 ft-lb)
13	Rear torque link nuts	200 ~ 300 kg-cm (15 ~ 21 ft-lb)

SPECIFICATIONS

DIMENSIONS AND WEIGHT

Overall length	2,100 mm (82.7 in)
Overall width	880 mm (34.6 in)
Overall height	1,200 mm (47.2 in)
Wheel base	1,420 mm (55.9 in)
Ground clearance	280 mm (11.0 in)
Dry mass (weight)	98 kg (216 lbs)

ENGINE

Type	Two-stroke cycle, air-cooled
Intake system	Piston and reed valve
Number of cylinders	1
Bore	62.0 mm (2.44 in)
Stroke	57.0 mm (2.24 in)
Piston displacement	172 cc (10.5 cu.in)
Corrected compression ratio	7.6 : 1
Carburetor	MIKUNI VM32SS, 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	4.000 (48/12)
	3.833 (46/12) ..... Only for Australia
Gear ratios, Low	3.090 (34/11)
2nd	2.214 (31/14)
3rd	1.647 (28/17)
4th	1.250 (25/20)
5th	1.045 (23/22)
Top	0.875 (21/24)
Drive chain	DAIDO #520TR, 106 links

CHASSIS

Front suspension	Telescopic, oil dampened
Rear suspension	Swinging arm, gas/oil dampened, spring 3-way adjustable
Steering angle	50° (right and left)
Caster	60°
Trail	130 mm (5.12 in)
Turning radius	2.1 m (6.9 ft)
Front brake	Internal expanding
Rear brake	Internal expanding
Front tire size	3.00-21-4PR
Rear tire size	4.00-18-4PR

ELECTRICAL SYSTEM

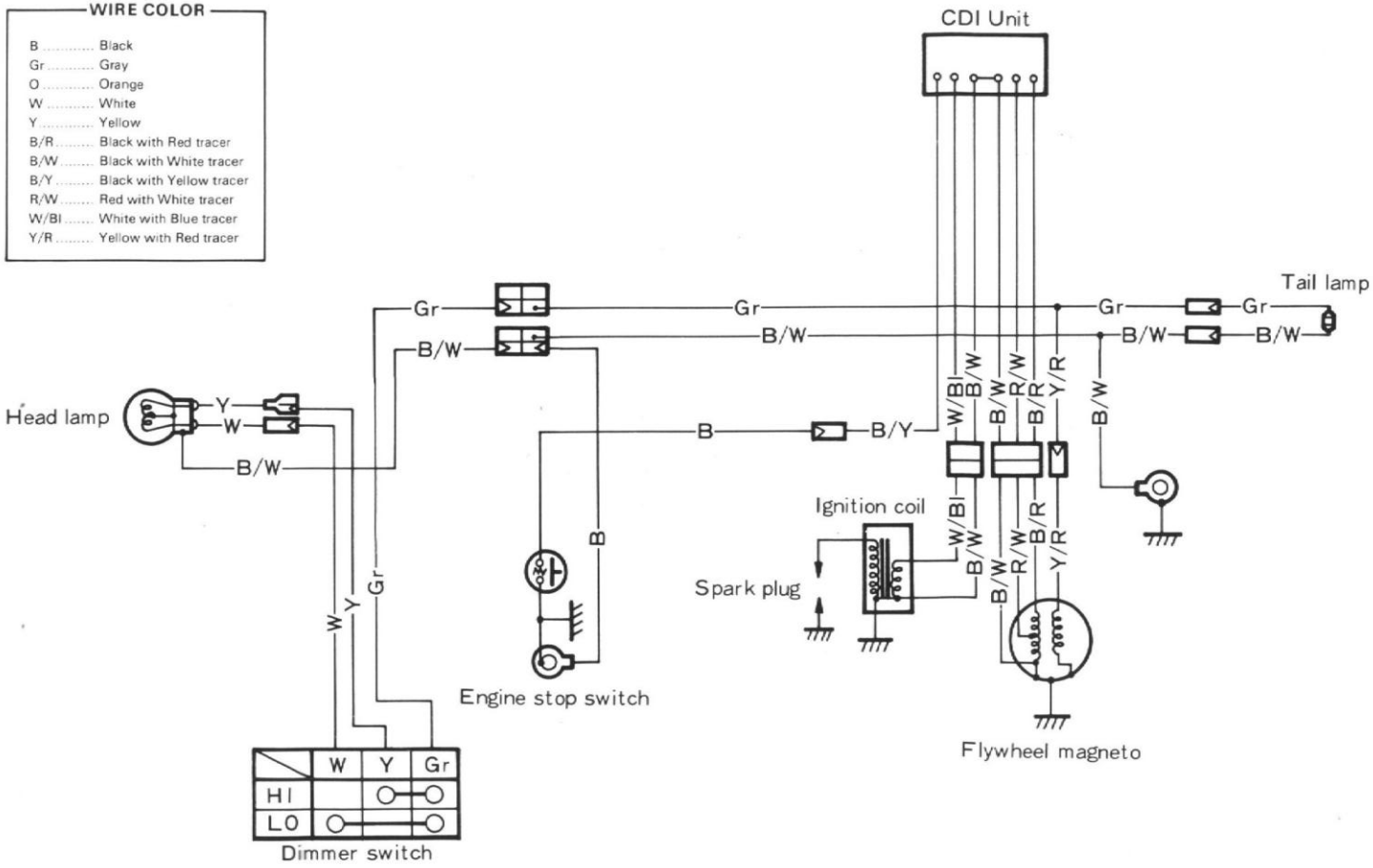
Ignition type	SUZUKI "PEI" (Pointless Electronic Ignition)
Ignition timing	18° B.T.D.C. at 6,000 rpm
Spark plug	NGK B9EV or NIPPON DENSO W27ES-G
Generator	Flywheel magneto
Headlamp	6V 15/15W
Tail-lamp	6V 5W

CAPACITIES

Fuel tank	12 lit (3.2/2.6 US/Imp.gal)
Front fork oil	274 cc (9.26/9.65 US/Imp.oz) in each leg
Transmission oil	Oil bath, 800 cc (1.69/1.41 US/Imp.pt)

* Specifications are subject to change without notice.

WIRING DIAGRAM



SUZUKI

SUZUKI MOTOR CO., LTD.

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