The construction of the oil pump is shown in fig. 6–5–2.
The plunger and the differential plunger are always pressed to the right side by the spring and their movements to the right are restricted by the cam or the stationary base fitted on the right side of the pump body. The plunger is worm geared in its center part which engages the driving worm. When the driving worm turns, the plunger also turns together with the differential plunger and moves left and right according to the cam shape, which is machined on the right end of the plunger.

The discharge and suction of oil in the pump take place by the change of inside volume caused by the strokes of plunger and differential plunger.

The cam fitted on right side of the pump body is to change the travels of plungers and is connected with the oil pump control lever which moves according to the throttle valve opening of carburetor.

The discharging amount of oil is regulated by the prescribed plunger travels. Therefore, much oil is fed to the engine when the throttle grip is fully opened and less oil is delevered when the grip is closed.

The oil pump performance is shown in fig. 6–5–3.

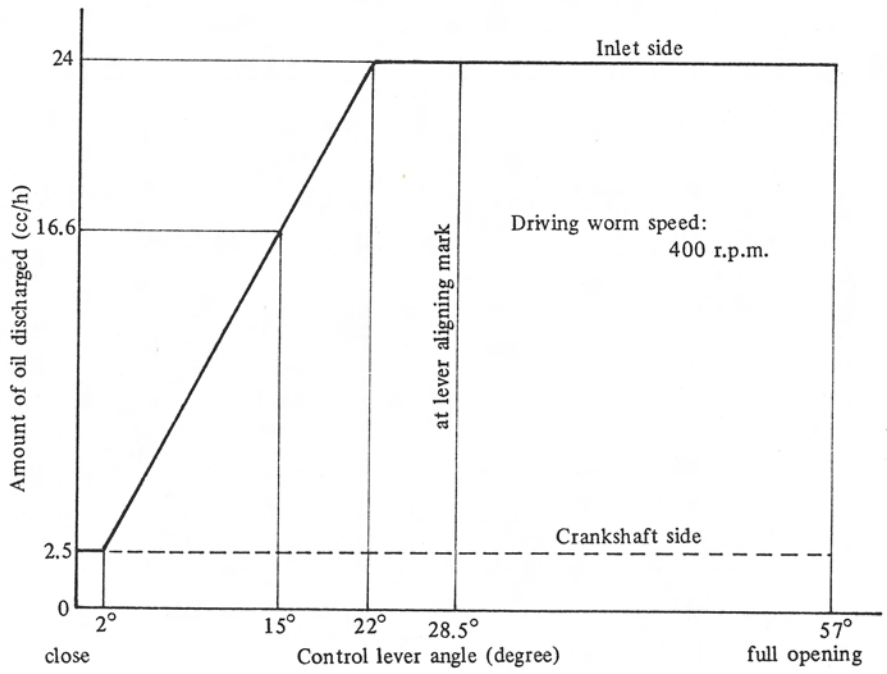


fig. 6–5–3

* The amount is measured when the driving worm speed is kept at 400 rpm.

6–6. Transmission

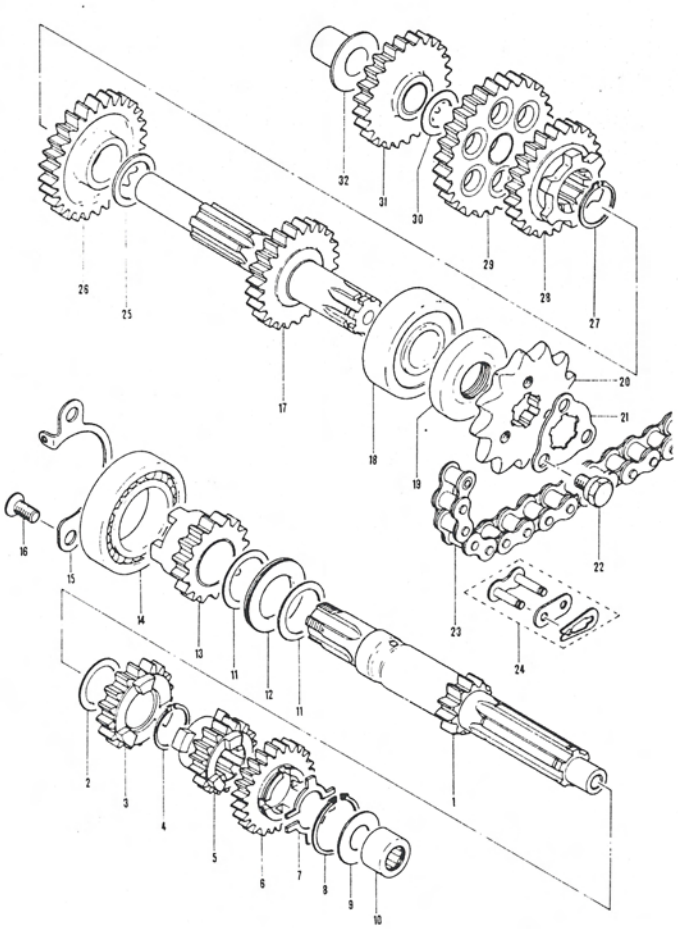
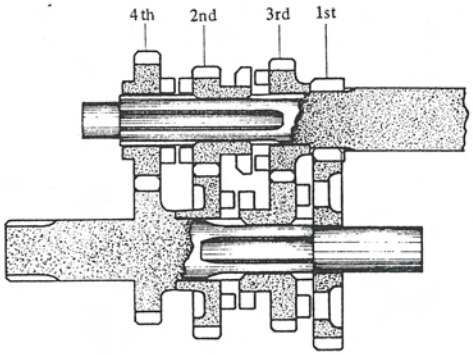


fig. 6–6–1

1.	Countershaft	N.T. 11	17.	Driveshaft	N.T. 22
2.	Thrust Washer	17 x 23 x 1	18.	Bearing	
3.	3rd Drive Gear	N.T. 17	19.	Oil Seal	20 x 40 x 7
4.	Circlip		20.	Engine Sprocket	N.T. 14
5.	2nd Drive Gear	N.T. 15	21.	Engine Sprocket Plate	
6.	4th Drive Gear	N.T. 20	22.	Engine Sprocket Bolt	
7.	Knock Ring		23.	Drive Chain	#428, 104L
8.	Circlip		24.	Drive Chain Joint	
9.	Thrust Washer		25.	Thrust Washer	20 x 27 x 1.0
10.	Bearing	12 x 19 x 12	26.	2nd Driven Gear	N.T. 28
11.	Thrust Washer	21 x 30 x 0.8	27.	Circlip	
12.	Bearing	21 x 35 x 2.8	28.	3rd Driven Gear	N.T. 25
13.	Kick Starter Driven Gear	N.T. 18	29.	1st Driven Gear	N.T. 32
14.	Bearing		30.	Thrust Washer	
15.	Countershaft Bearing Retainer		31.	Kick Starter Idle Gear	N.T. 26
16.	Screw		32.	Bushing	

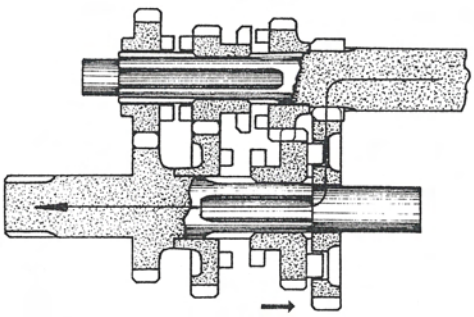
The type of transmission is constant mesh 4 speed. The construction and working principle are explained in this paragraph.

Engine power is transmitted to the drive shaft through the clutch, countershaft, gears on countershaft and gears on drive shaft. From the drive shaft to the rear wheel, the power is further transmitted through the drive sprocket, drive chain and driven sprocket. Each one set of drive and driven gears is used for each speed and these two gears are always paired so that one gear is free and the other gear is on the related shaft in its turning direction.

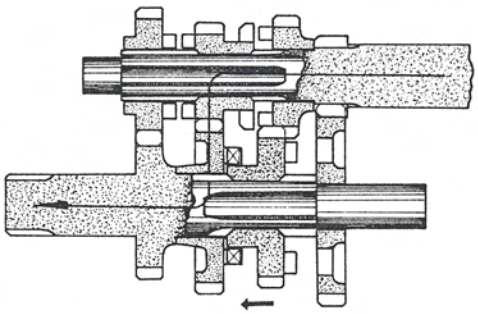


6–6–2 Neutral position

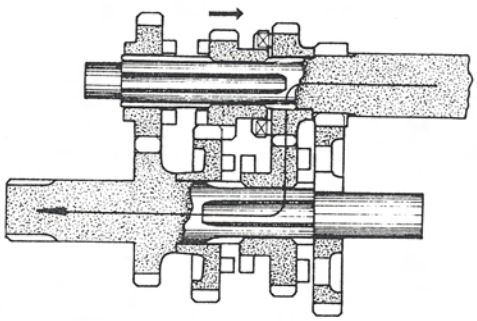
The sliding gears shown in the illustration can move axially and clutch their facing free gears with dogs, which enable the free gears to be fixed with the shaft. This movement is done by the gear shifting forks.



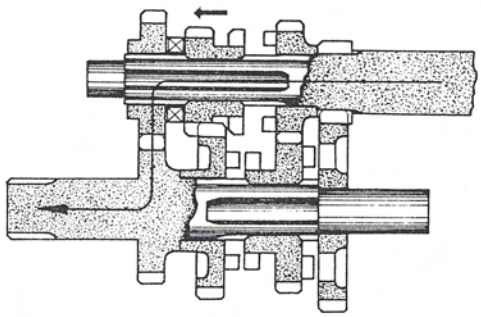
6–6–3 1st position



6–6–4 2nd position



6–6–5 3rd position



6–6–6 4th position

6–7. Carburetor specification

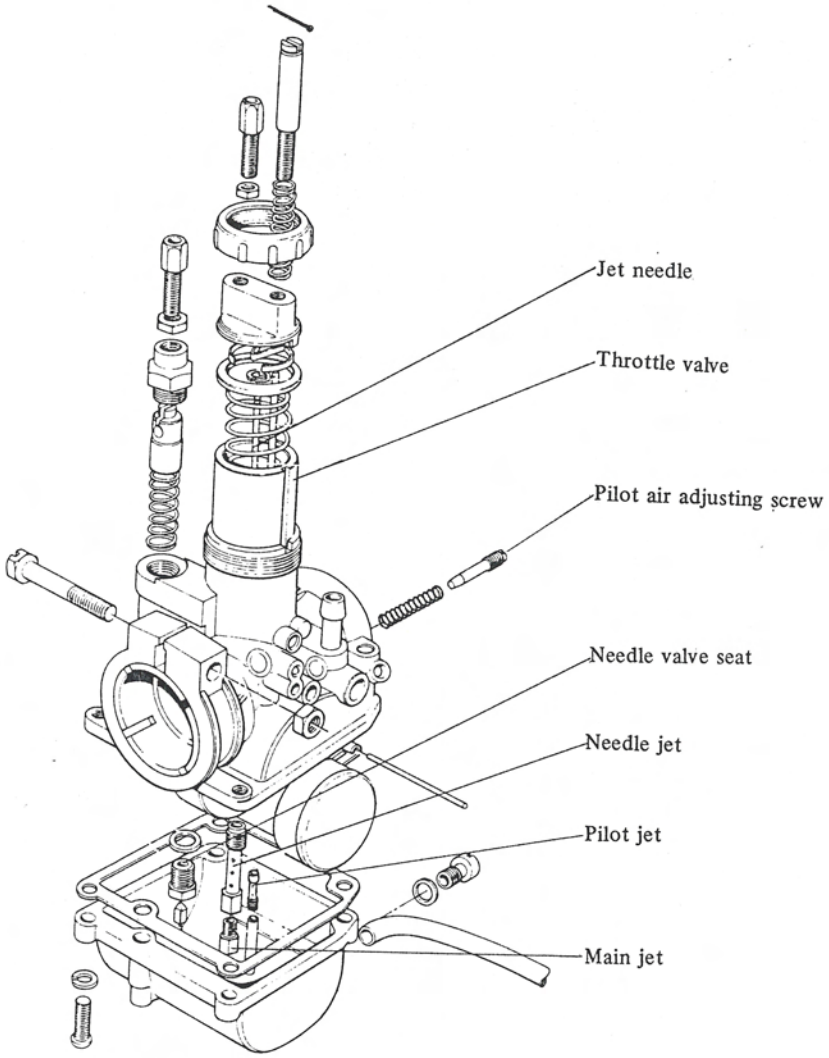


fig. 6–7–1.

Type	VM17SC
Main jet	# 250
Jet needle	4I 1–2
Needle jet	E–6
Throttle valve cut away	# 3.0
Pilot jet	17.5
Pilot outlet	1.0
Pilot air adjusting screw	1¼ turns back
Needle valve seat	1.2
Starter jet	40
Float level	22.5 mm

7. BODY

7–1. Front forks

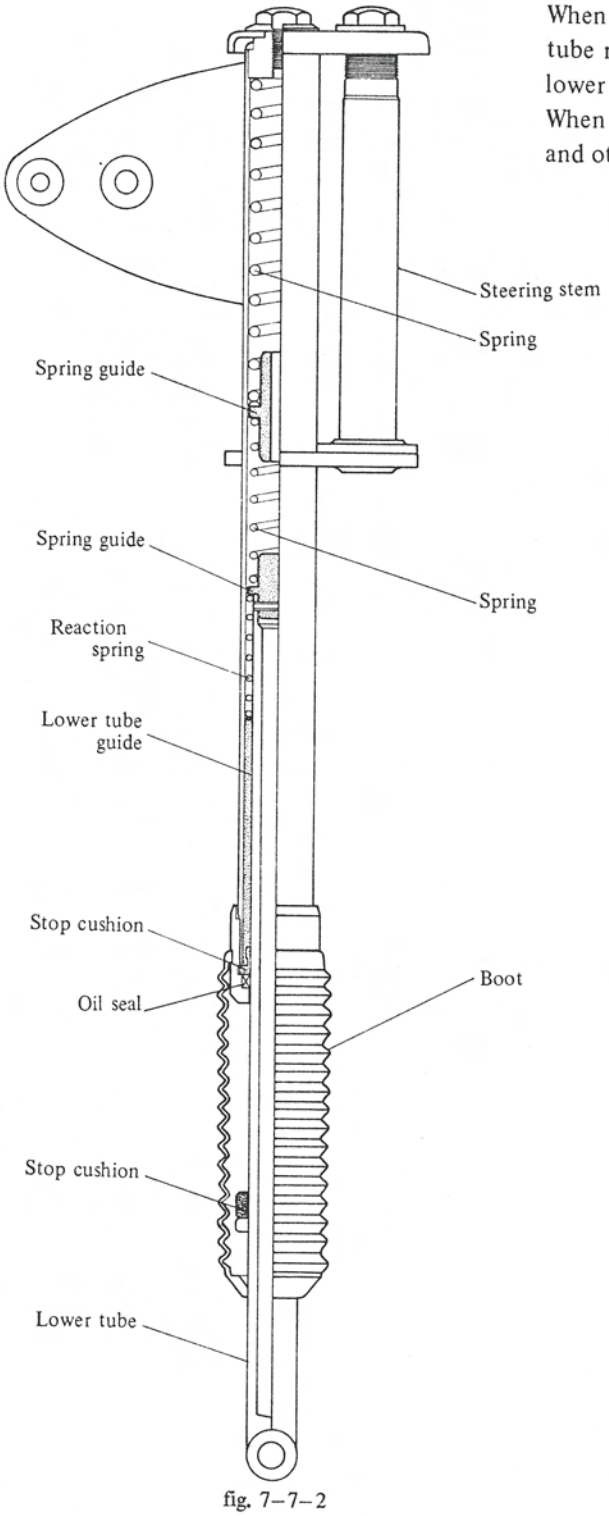
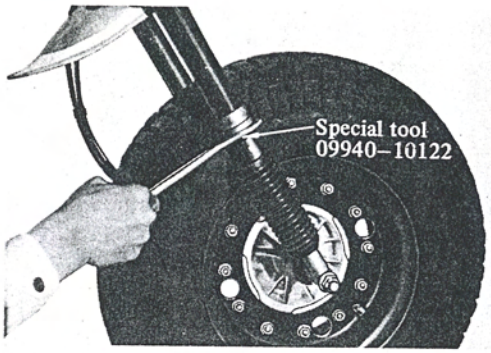


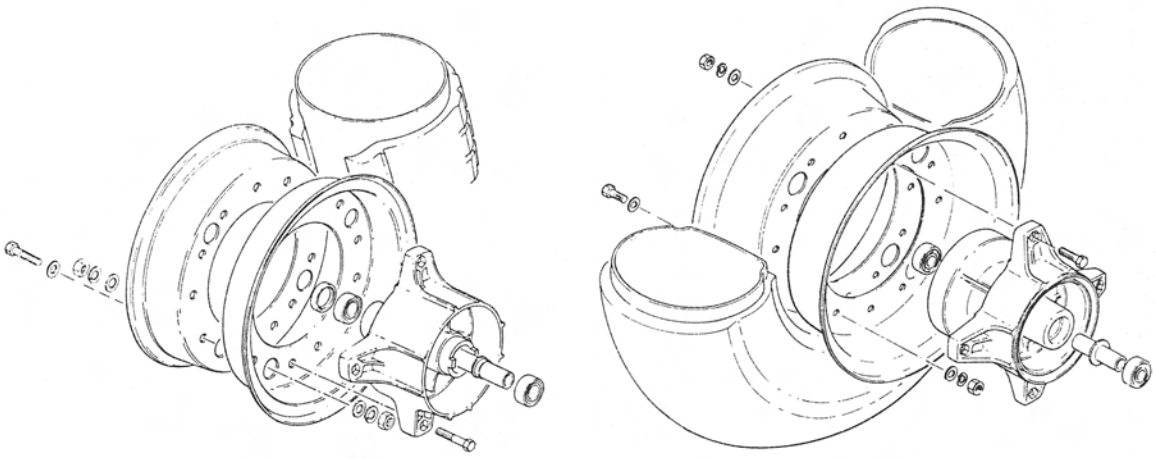
fig. 7–7–2

When disassembling the front fork, unscrew the lower tube nut with special tool 09940–10122 and pull out lower tube downwards.
When assembling the fork, smear grease on the springs and other moving parts.



7–1–1 Disassembling front fork

7–2. Wheels



Front wheel

Rear wheel

fig. 7–2–1

* Tire Size :	6.70–10 4PR			
* Tire Pressure :	On road	Front	0.8 kg/cm²	(11.4 lb/in²)
		Rear (solo riding)	0.8 kg/cm²	(11.4 lb/in²)
		(dual riding)	1.0 kg/cm²	(14.2 lb/in²)
	On sand	Front	0.6 kg/cm²	(8.5 lb/in²)
		Rear (solo riding)	0.6 kg/cm²	(8.5 lb/in²)
		(dual riding)	0.8 kg/cm²	(11.4 lb/in²)

The rim can be separated in half as shown in fig. 7–2–1 and special designed tire is used on this model. These particular differences from the conventional motorcycle wheel necessitate special attention to the maintenance. The important points for this wheel related to the maintenance are explained in this paragraph.

In order to have the tire driven without a slip of rim, large friction force is required on the mating surface of rim and tire. This force is caused by the inside air pressure which presses the tire edge to the rim. As the tire used on this model is inflated low, the force of the tire to press the rim is also small. In order to get enough friction force without high air pressure, the wheel is specially designed and carefully made. However, the rim might slip if the maintenance is not done properly, therefore, be sure to perform following necessary points when assembling or disassembling the wheel.

1. Do not use any tool such as tire lever to insert between rim and tire when taking out the tire from rim.

2. The tire should only be removed from the rim by separating it in half.

3. The edge of tire and rim (where they meet) should be always kept clean in order to have them stuck rigidly by their surfaces.

4. When joining the rim, be sure not to pinch the inner tube.

5. After assembling the wheel and fitting it to the brake drum, inflate the tire with the pressure of about 2.0 kg/cm^2 (29 lb/in^2) so that the tire settles properly in the rim. Then deflate it until the pressure becomes standard value.

7–3. Air filter

The element is made of washable spongy polyurethane and contains oil in it so as to further prevent the dust penetration. The construction is shown in fig. 7–3–1.

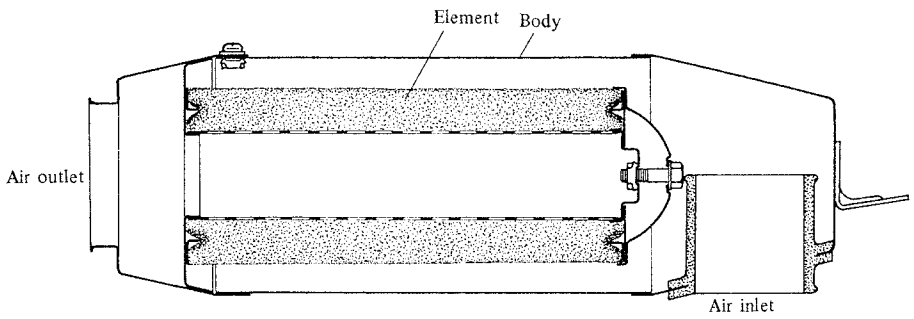


fig. 7–3–1

When cleaning the element, pull it off and wash with clean petrol. After draining the element, soak it int Suzuki CCI oil or the engine oil with around SAE #30 and squeeze the oil from the element.

8. SPECIFICATIONS FOR INSPECTION AND REPAIR

8–1. Engine

Part	Item	Standard	Limit	Operation	Remarks
Cylinder head	Warp on the joining surface	below 0.03 mm (1/1,000 in)		Rectify	Put emery paper on a flat surface plate and grind the head on the paper by sliding it evenly.
Cylinder	Wear		0.05 mm (2/1,000 in)	Rebore	Measurement is the difference between largest and smallest diameter of the bore.
	Cylinder-piston clearance	0.070 mm (2.7/1,000 in)	0.125 (4.9/1,000 in)		
	Cylindrical and circular tolerance in diameter	below 0.01 mm (0.4/1,000 in)			
Piston ring	Open end	0.15–0.35 mm (6–14/1,000 in)	1.2 mm (47/1,000 in)	Replace	Measure the gap with thickness gauge when the ring is inserted into the lower part of cylinder.
Crank-shaft	Con-rod small end shake	Below 3 mm (0.12 in)		Replace	Check the shake at TDC with dial gauge.
	Radial runout	below 0.05 mm (2/1,000 in)		Rectify or replace	Check runout at left and right ends with dial gauge when inside journal positions are hold.
Primary pinion and gear	Backlash	0.02–0.07 mm (0.8–3/1,000 in)	0.15 mm (6/1,000 in)	Replace	Use dial gauge for measuring.
Clutch drive plate	Thickness	3 mm (0.12 in)	2.8 mm (0.11 in)	Replace	
	Warp	below 0.4 mm (16/1,000 in)		Replace	

Part	Item	Standard	Limit	Operation	Remarks
Clutch driven plate	Warp	Below 0.1 mm (4/1,000 in)		Replace	

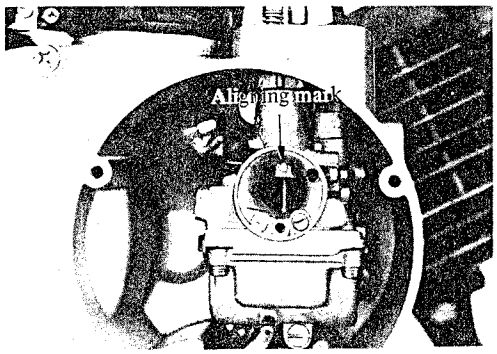
8–2. Electrical equipment

Part	Item	Standard	Limit	Operation	Remarks
Flywheel magneto	Resistance, primary coil	1.9Ω		Replace	Measure between black colored wire and the ground with inserting a insulation material to the points.
	Resistance, lighting coil	Yellow/White 0.54Ω Green 0.11Ω		Replace	Measure between each colored wire and ground.
	Condenser capacity	0.18μF		Replace	
	Charging capacity in day time	3,000 rpm. 0.3A/7.2V 4,000 rpm 0.5A/8.2V		Replace	With fully charged battery.
	Charging capacity in night time	3,000 rpm. 0.3A/7.7V 4,000 rpm. 0.4A/8.0V		Replace	With fully charged battery.
	Ignition performance	over 6 mm (0.24 in)			The testing gap is to be connected in series with spark plug.
	Contact point gap	0.3–0.4 mm (12–16/1,000 in)		Adjust	
Ignition coil	Resistance, primary coil Resistance, secondary coil	2.5Ω 8.3 KΩ		Replace	
Rectifier	Conductivity	Not in reverse direction		Replace	

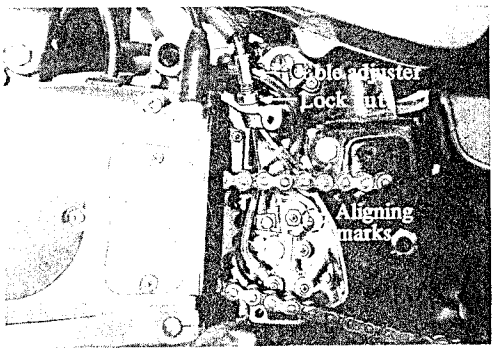
9. ADJUSTMENT

9–1. Oil pump

Align the upper part of the round mark on the throttle valve with the upper surface of the carburetor main bore by turning throttle grip as shown in fig. 9–1–1. Keeping the carburetor in this state, adjust the oil pump control cable by turning the adjuster so that the aligning marks on the lever and body may be in line as shown in fig. 9–1–2.



9–1–1 Throttle valve aligning mark

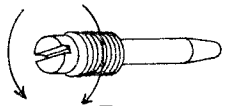
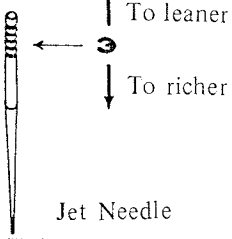
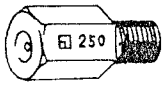


9–1–2 Oil pump control cable

9–2. Carburetor

The carburetion is determined according to the result of various tests mainly in consideration of the engine power, fuel consumption and fuel cooling effect to the engine and the jets settings are done so as to satisfy and balance all of these conditions. Therefore, it is not recommended to replace the jet with the other size then original or to change the setting position of adjustable parts except when compensating the mixture ratio due to the different altitude or climate conditions. When the adjustment is necessarily required, cary out the job referring to the following instructions.

1. Fuel-air mixture ratio can be changed by following manners.

Throttle opening	Method to change the ratio	Standard setting
Slight	Pilot air adjusting screw  To leaner To richer	1¼
Medium	 	2nd position from top groove
High	 Main Jet Larger number : Richer mixture Smaller number : Leaner mixture	Number 250

2. The fuel level inside the float chamber should also be set in proper position. To adjust the fuel level, measure the height of the float from the mixing chamber body in the way explained as follow.

A. Remove the float chamber.
B. Hold the carburetor upside down with the float fitted to the mixing chamber body.
C. Lower the float gradually and stop it just when the float tongue touches the upper end of the needle valve.
D. Measure the distance between the float chamber fitted surface and bottom of the float as shown in fig. 9–2–1.

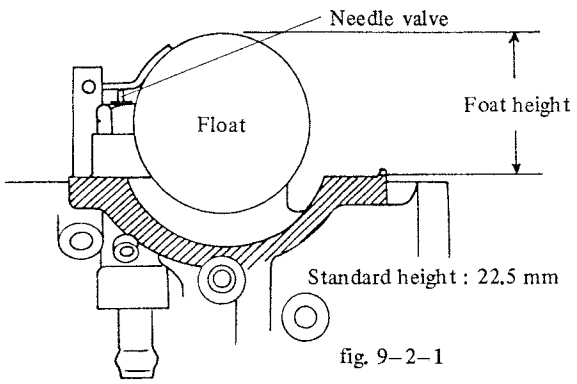


fig. 9–2–1

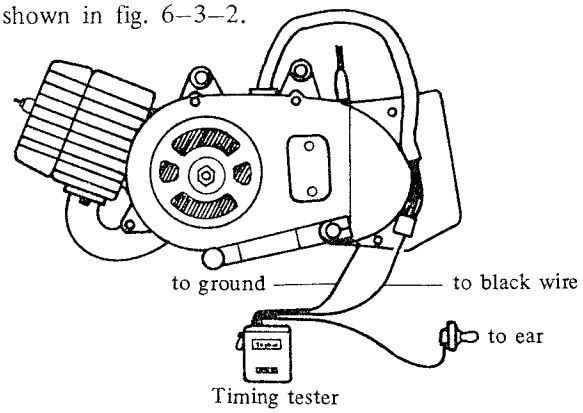
9–3. Ignition timing

Before checking or adjusting the ignition timing, be sure that the contact point gap is set to 0.3 or 0.4 mm (12–16/1,000 in).
Use timing dial gauge (09931–00112) and timing tester (09900–27003), and cary out the job following the procedure mentioned below.

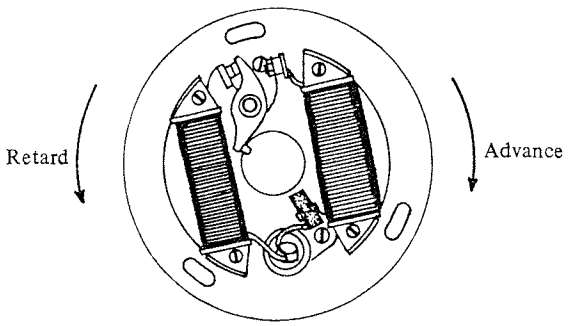
1. Remove the spark plug from the cylinder head and screw in the timing dial gauge.
2. Connect one end of lead wire of the timing tester to the black wire in magneto wiring harness and other lead wire to the ground.
3. Search TDC in the dial gauge by turning the crankshaft slowly and there, set the needle to "0" position.
4. Turn the crankshaft slowly clockwise, ie. reverse direction of engine rotation, and stop the crankshaft being turned where the sound of the timing tester changes.
5. Read the indication of dial gauge. This indication shows the ignition timing in piston travel from TDC.

Standard ignition timing : 2.04 mm BTDC (22 Degree)

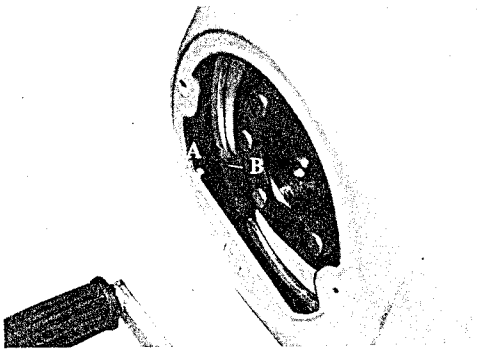
The magneto is originally set so that the correct ignition timing point can usually be obtained by only adjusting the contact point gap within the range of 0.3–0.4 mm. However, in case that the magneto base is removed or the point is renewed, the relative positions between the base, point and crankcase may change and they require re-adjustment of the magneto base. In this case, adjust the base as shown in fig. 6–3–2.



9–3–1 Checking ignition timing



9–3–2 Magneto base setting position



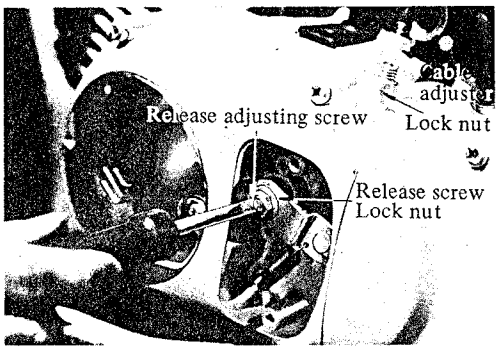
9–3–1 Ignition timing marks

For easier check of the ignition timing, the use of the timing dial gauge is dispensable. The ignition timing point in crankshaft rotation can roughly be found by checking if the aligning marks on the flywheel and on the engine left cover shown in fig. 9–3–1 are in line just when the sound of the timing tester changes.

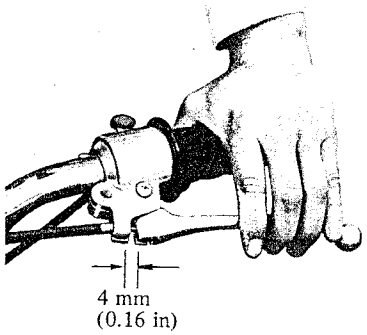
9–4. Clutch

The clutch can be adjusted by both the clutch cable adjuster and the release adjusting screw. However, the adjustment should be normally made in the state that the clutch release screw is fully returned, therefore, the maximum play should be made on clutch cable before the adjustment.

1. Loosen the clutch release screw lock nut.
2. Screw in the release adjusting screw until it stops and turn it back around half a turn, then tighten the lock nut.
3. Adjust the cable adjuster so that the cable end play at the clutch lever may be around 4 mm (0.16 in).



9–4–1 Clutch release screw



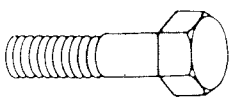
9–4–2 Clutch cable end play

10. TIGHTENING TORQUE

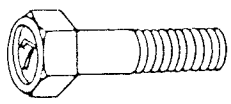
	Part		Tightening torque	
			kg-cm	lb-ft
1	Front axle nut		360 – 520	26 – 38
2	Rear axle nut		270 – 430	20 – 31
3	Front fork upper bracket bolt		350 – 530	26 – 39
4	Steering handle clamp bolts		90 – 200	6.5 – 14
5	Brake cam lever bolt (F & R)		40 – 70	2.9 – 5.1
6	Swinging arm pivot bolt		180 – 280	13 – 21
7	Rear shock absorber (upper & lower)		180 – 280	13 – 21
8	Rear torque link nuts		90 – 140	6.5 – 10
9	Rim bolts		150 – 200	12 – 14
10	Wheel fitting bolts	(Front)	360 – 520	26 – 38
		(Rear)	270 – 430	20 – 31
11	Engine mounting bolts	(Front)	130 – 230	9.5 – 17
		(Upper)	180 – 280	13 – 20
		(Lower)	130 – 230	9.5 – 17

Tightening torque for general bolts

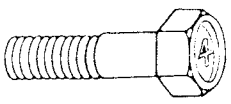
Bolt diameter (mm)	Tightening torque			
	Usual or "4" marked bolt		"7" marked bolt	
	kg-cm	lb-ft	kg-cm	lb-ft
5	20 – 40	1.5 – 2.9	30 – 60	2.2 – 4.4
6	40 – 70	2.9 – 5.1	60 – 100	4.4 – 7.3
8	90 – 140	6.6 – 10	130 – 230	9.5 – 17
10	180 – 280	13 – 20	250 – 400	18 – 29



Usual bolt



"7" marked bolt



"4" marked bolt

11. IMPORTANT FUNCTIONAL PARTS

For safety driving of motorcycle, it is highly requested to check up the important items in accordance with following check list taking opportunity of periodical inspection.

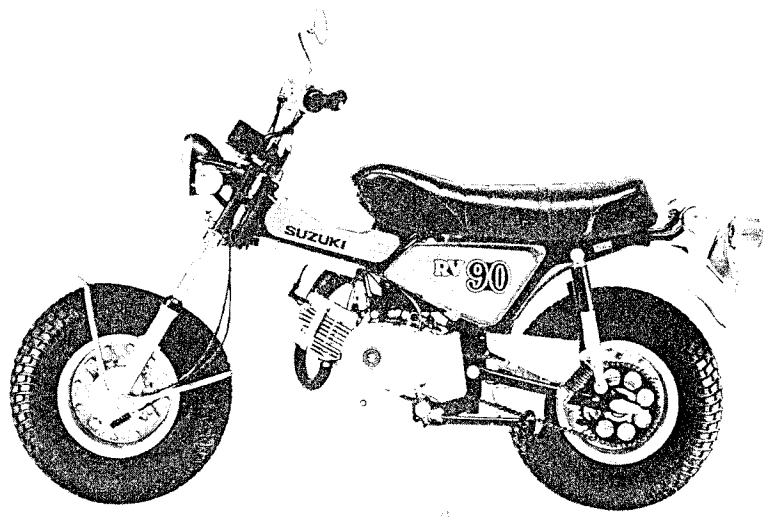
Check list of important functional parts for safety driving.

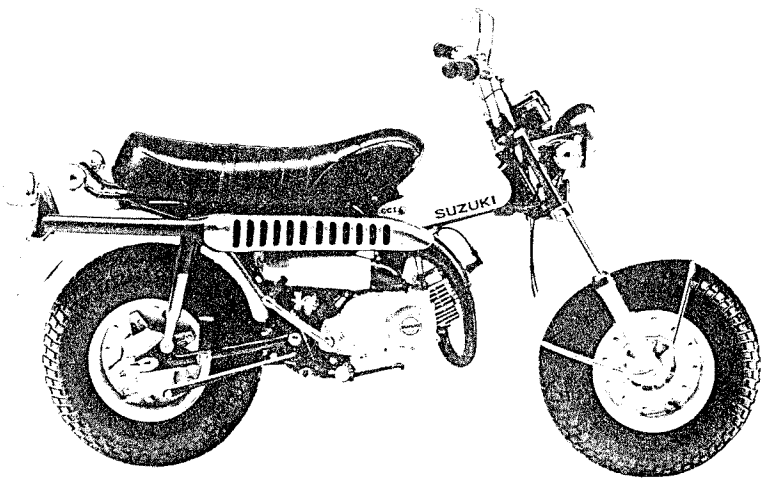
	Item	Check for
Fuel system	Fuel hose Fuel tank	Fuel leakage
Suspension system	Front fork ass'y	Crack, Faulty welding of bracket
	Front fork comp. Front fork upper bracket	Crack, Faulty welding
	Front axle Rear axle	Crack
	Rear swinging arm	Crack, Faulty welding
Steering	Handlebar Handlebar upper clamp Handlebar lower clamp	Crack
Braking system	Front hub drum Rear hub drum Front hub panel Rear hub panel	Crack
	Rear torque link	Crack
	Front brake shoe Rear brake shoe	Crack, Peeling off of lining
	Front brake cam shaft Rear brake cam shaft	Crack, Deformation of serration
	Rear brake rod	Crack
	Brake pedal	Crack, Faulty welding
	Brake lever	Crack
	Front brake cable ass'y	Detachment of cable end
Frame	Frame	Crack, Faulty welding

RV90N SUPPLIMENT

CONTENTS

LEFT & RIGHT SIDE VIEWS OF RV90N





SPECIFI CATIONS

DIMENSIONS AND WEIGHT

Overall length	1 805 mm (71.1 in)
Overall width	820 mm (32.3 in)
Overall height	1 010 mm (39.8 in)
Wheelbase	1 180 mm (46.5 in)
Ground clearance	195 mm (7.7 in)
Dry weight	84 kg (185 lbs)

ENGINE

Type	Two-stroke cycle, air-cooled
Intake system	Reed valve
Number of cylinder	1
Bore	50.0 mm (1.97 in)
Stroke	45.0 mm (1.77 in)
Piston displacement	88 cm^3 (5.4 cu.in)
Corrected compression ratio	6.2 : 1
Carburetor	MIKUNI VM17SC, single
Air cleaner	Polyurethane foam element
Starter system	Primary kick
Lubrication system	SUZUKI "CCI"

TRANSMISSION

Clutch		Wet multi-plate type
Transmission		4-speed constant mesh
Gearshift pattern		1-down 3-up
Primary reduction		3.466 (52/15)
Final reduction		3.133 (47/15)
Gear ratios,	Low	2.909 (32/11)
	2nd	1.866 (28/15)
	3rd	1.470 (25/17)
	Top	1.100 (22/20)
Drive chain		DAIDO #428 or TAKASAGO #428B, 108 links

Turn signal light	6V 8W
Speedometer light	6V 3W
Neutral indicator light	6V 3W
High beam indicator light	6V 1.7W
Turn signal pilot light	6V 1.7W

CAPACITIES

Fuel tank including reserve	4.3 L (1.1/0.9 US/Imp gal)
reserve	0.5 L (0.5/0.4 US/Imp qt)
Engine oil tank	0.8 L (1.7/1.4 US/Imp pt)
Front fork oil	98 ml (3.31/3.45 US/Imp oz)
Transmission oil	Oil bath, 700 ml (1.48/1.23 US/Imp pt)

CHASSIS

Front suspension	Telescopic, oil dampened
Rear suspension	Swinging arm, oil dampened
Steering angle	43° (right & left)
Caster	60°00'
Trail	112 mm (4.41 in)
Turning radius	1.9 m (6.2 ft)
Front brake	Internal expanding
Rear brake	Internal expanding
Front tire size	6.7-10-4PR
Rear tire size	6.7-10-4PR
Front tire pressure	0.8 kg/cm^2 (11 psi) (Normal solo riding)
Rear tire pressure	0.8 kg/cm^2 (11 psi) (Normal solo riding)

ELECTRICAL

Ignition type	Magneto
Ignition timing	22° B.T.D.C.
Spark plug	NGK BP-6HS or NIPPON DENSO W20FP
Battery	6V 4AH/10 Hours
Generator	Flywheel magneto
Fuse	15A
Headlight	6V 25/25W
Tail/Brake light	6V 3/10W

SERVICE DATA

CYLINDER + PISTON + PISTON RING

Unit: mm (in)

ITEM	STANDARD			LIMIT
Piston to cylinder clearance	0.065 – 0.075 (0.0026 – 0.0030)			0.12 (0.0047)
Cylinder bore	50.000 – 50.015 (1.9685 – 1.9690) Measure at the (20) from top surface.			50.065 (1.9711)
Piston dia.	49.930 – 49.945 (1.9657 – 1.9663) Measure at the (22) from skirt end.			49.880 (1.9638)
Cylinder distortion	———			0.05 (0.002)
Cylinder head distortion	———			0.05 (0.002)
Piston ring free end gap	1st / 2nd	N	Approx. 5.0 (0.2)	4.2 (0.17)
Piston ring end gap	0.15 – 0.35 (0.006 – 0.014)			0.80 (0.031)
Piston ring to groove clearance	1st		0.010 – 0.050 (0.0004 – 0.0020)	———
	2nd		0.030 – 0.070 (0.0012 – 0.0028)	———
Piston pin bore	13.998 – 14.006 (0.5511 – 0.5514)			———
Piston pin O.D.	13.995 – 14.000 (0.5510 – 0.5512)			———

CONROD + CRANKSHAFT

Unit: mm (in)

ITEM	STANDARD	LIMIT
Conrod small end I.D.	18.003 – 18.011 (0.7088 – 0.7090)	18.040 (0.7102)
Conrod deflection	———	3.0 (0.12)
Crank web to web width	50.0 ± 0.1 (1.97 ± 0.004)	———
Crankshaft runout	———	0.03 (0.002)

OIL PUMP

ITEM	SPECIFICATION
Oil pump reduction ratio	5.970 (52/15 x 31/18)
CCI pump discharge rate	0.60 – 0.74 ml (0.020/0.021 – 0.025/0.026 US/Imp oz) for 2 minutes at 2000 r/min.

CLUTCH + PRIMARY GEAR

Unit: mm (in)

ITEM	STANDARD	LIMIT
Clutch cable play	4.0 (0.16)	———
Clutch release screw	1/4 – 1/2 Turn back	———
Drive plate thickness	2.9 – 3.1 (0.11 – 0.12)	2.6 (0.10)
Drive plate claw width	9.8 – 10.0 (0.386 – 0.394)	9.3 (0.37)
Drive plate distortion	———	0.4 (0.02)
Driven plate thickness	1.6 (0.06)	———
Driven plate distortion	———	0.1 (0.004)
Clutch spring free length	———	36.0 (1.42)
Primary drive to driven gear backlash	0.02 – 0.07 (0.001 – 0.003)	0.10 (0.004)

TRANSMISSION

Unit: mm (in)

ITEM	STANDARD		LIMIT
Primary reduction ratio	3.466 (51/15)		———
Final reduction ratio	3.133 (47/15)		———
Gear ratios	Low	2.909 (32/11)	———
	2nd	1.866 (28/15)	———
	3rd	1.470 (25/17)	———
	Top	1.100 (22/20)	———

ITEM	STANDARD		LIMIT
Gear backlash		0.10 (0.004)	0.15 (0.006)
Shift fork to groove clearance	No. 1	0.20 – 0.40 (0.008 – 0.016)	0.6 (0.024)
	No. 2		
Shift fork groove width	No. 1	5.60 – 5.70 (0.220 – 0.224)	———
	No. 2		
Shift fork thickness	No. 1	5.30 – 5.40 (0.209 – 0.213)	———
	No. 2		

DRIVE CHAIN

Unit: mm (in)

ITEM	STANDARD		LIMIT
Drive chain	Type	D.I.D.: #428 TAKASAGO: #428B	———
	Links	108	———
	20 pitch length	———	259 (10.20)
Drive chain slack	10 – 15 (0.39 – 0.59)		———

CARBURETOR

Unit: mm (in)

ITEM	SPECIFICATION
Carburetor type	MIKUNI VM17SC Single
Bore size	17
I.D. No.	27113
Idle r/min.	1300 ± 150 r/min.
Float height	22.45 ± 1.0 (0.884 ± 0.004)
Main jet (M. J.)	#250
Air jet (A. J.)	2.5ϕ
Jet needle (J. N.)	4I2-3
Needle jet (N. J.)	E-6
Cut-away (C. A.)	3.0

ITEM	SPECIFICATION
Pilot jet (P. J.)	# 17.5
Pilot outlet (P. O.)	1.0
Air screw (A. S.)	1 1/2
Valve seat (V. S.)	1.2
Starter jet (G. S.)	50
Throttle cable play	0.5 – 1.0 (0.02 – 0.04)

ELECTRICAL

Unit: mm (in)

ITEM		SPECIFICATION
Ignition timing		22° ± 2° B.T.D.C. Piston stroke 2.05 ± 0.36
Spark plug	Type	N.G.K. BP6HS
	Gap	0.6 – 0.7 (0.02 – 0.03)
	Type	N.D. W20FP
	Gap	0.6 – 0.7 (0.02 – 0.03)
Spark performance		Over 8 (0.3) at 1 atm
Contact point gap		0.30 – 0.40 (0.012 – 0.016)
Dwell angle	N.D.	152°
Condenser capacity	N.D.	0.18 ± 0.02μF
Ignition coil resistance	Primary	Approx. 1.92 – 2.88 Ω
	Secondary	Plug cap – Ground Approx. 6.64 – 9.96 kΩ
Magneto coil resistance	Primary	B – Ground Approx. 1.7 – 2.5 Ω
	Lighting	Y – Ground Approx. 0.5 – 0.7 Ω
	Charging	G – Ground Approx. 0.16 – 0.24 Ω
Charging rate	Day	Above 0.1 A at 2000 r/min. Below 3.2 A at 8000 r/min.

ITEM	SPECIFICATION	
Lighting coil output	Above 6 V at 2000 r/min. Below 8.5 V at 8000 r/min.	
Battery	Type designation	6N4B-2A
	Capacity	4Ah (14.4 kC)/10HR
	Standard electrolyte S.G.	1.26 at 20°C (68°F)
Fuse size		15 A 30 ℓ

BRAKE + WHEEL

Unit: mm (in)

ITEM	STANDARD		LIMIT
Front brake lever distance	20 – 30 (0.8 – 1.2)		———
Rear brake pedal free travel	20 – 30 (0.8 – 1.2)		———
Brake drum I.D.	Front	———	110.7 (4.36)
	Rear		
Brake lining thickness	———		1.5 (0.06)
Wheel rim runout	Axial	———	0.2 (0.08)
	Radial	———	0.2 (0.08)
Wheel axle runout	Front	———	0.30 (0.012)
	Rear	———	0.50 (0.020)
Tire size	Front	6.7 – 10 – 4PR	———
	Rear	6.7 – 10 – 4PR	———
Tire tread depth	Front	———	4.0 (0.16)
	Rear	———	4.0 (0.16)

SUSPENSION

Unit: mm (in)

ITEM	STANDARD	LIMIT
Front fork stroke	90 (3.5)	———

ITEM	STANDARD	LIMIT
Front fork spring free length	———	277.0 (10.91)
Front fork oil level	164.5 (6.48)	———
Rear wheel travel	81 (3.2)	———
Swing arm pivot shaft runout	———	0.60 (0.024)

FUEL + OIL

ITEM	SPECIFICATION
Fuel type	Gasoline used should be graded 85 to 95 octane in Research Method.
Fuel tank including reserve	4.3 L (1.1/0.9 US/Imp gal)
reserve	0.5 L (0.13/0.10 US/Imp qt)
Engine oil type	Use SUZUKI "CCI" OIL or SUZUKI CCI SUPER OIL. If they are not available a good quality TWO-STROKE OIL (non-diluent type) should be used.
Engine oil tank capacity	0.8 L (0.81/0.88 US/Imp qt)
Transmission oil type	SAE 20W/40
Transmission oil capacity	Change 700 ml (0.74/0.62 US/Imp qt)
	Overhaul 750 ml (0.79/0.66 US/Imp qt)
Front fork oil type	10W/20
Front fork oil capacity (each leg)	98 ml (3.31/3.45 US/Imp oz)

TIRE PRESSURE

COLD INFLATION TIRE PRESSURE	SOLO RIDING			DUAL RIDING		
	kPa	kg/cm^2	psi	kPa	kg/cm^2	psi
FRONT	80	0.8	11	80	0.8	11
REAR	80	0.8	11	120	1.2	17

WATTAGE

ITEM		SPECIFICATION
Headlight	HI	6V 25W
	LO	6V 25W
Tail/Brake light		6V 10/3W
Turn signal light		6V 8W
Speedometer light		6V 3W
Turn signal indicator light		6V 1.7W
High beam indicator light		6V 1.7W
Neutral indicator light		6V 3W