

# FUEL AND LUBRICATION SYSTEM

## CONTENTS

<b>FUEL COCK .....</b>	<b>5-1</b>
<b>CARBURETOR .....</b>	<b>5-2</b>
<b>REMOVAL AND DISASSEMBLY .....</b>	<b>5-3</b>
<b>INSPECTION .....</b>	<b>5-4</b>
<b>NEEDLE VALVE INSPECTION .....</b>	<b>5-4</b>
<b>FLOAT HEIGHT ADJUSTMENT .....</b>	<b>5-4</b>
<b>REASSEMBLY AND REMOUNTING .....</b>	<b>5-5</b>
<b>OIL PUMP .....</b>	<b>5-5</b>
<b>AIR BLEEDING .....</b>	<b>5-5</b>
<b>CHECKING OIL PUMP .....</b>	<b>5-5</b>

## FUEL COCK

### REMOVAL

- Remove the fuel tank. (Refer to page 3-2.)
- Drain fuel.

### WARNING:

Gasoline is very explosive.  
Extreme care must be taken.

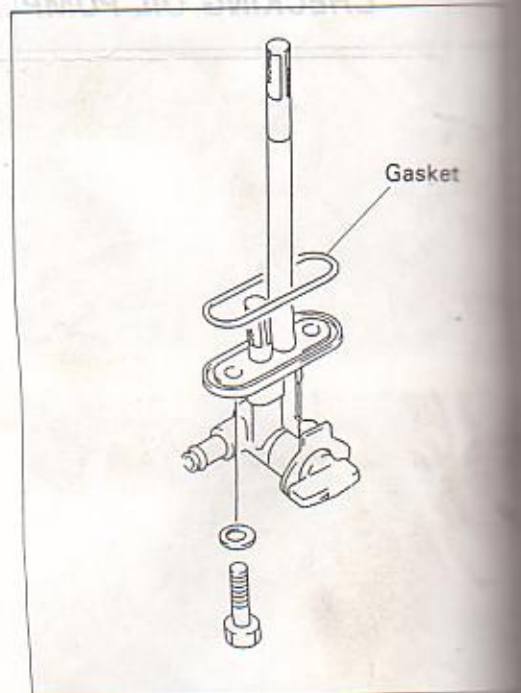
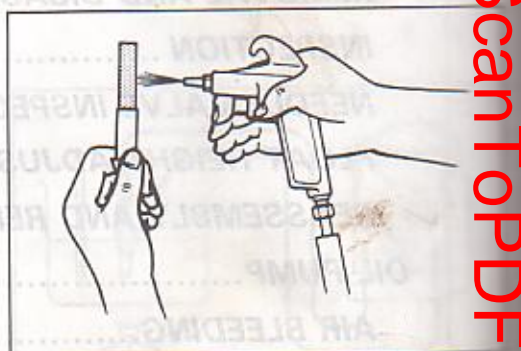
### CLEANING

Dust from the fuel tank tends to build up in the filter, which, when the filter has been neglected for a long period, inhibits the flow of fuel.

Remove the dust from the filter using compressed air.

### WARNING:

Gasket must be replaced with a new one to prevent fuel leakage.



### Water thermo-gauge modification

Temperature °C (°F)	Standard resistance (Ω)
50 (122)	160 - 200
115 (239)	23 - 30

For inspecting the water temperature meter, refer to page 8-11.

### REASSEMBLY

- Apply SUZUKI BOND No. 7215 to the thread portion of the water thermo-gauge and install it to the cylinder head.

99000-31110: SUZUKI BOND No. 7215

- Fill the specified coolant. (Refer to page 1-7.)

### CAUTION:

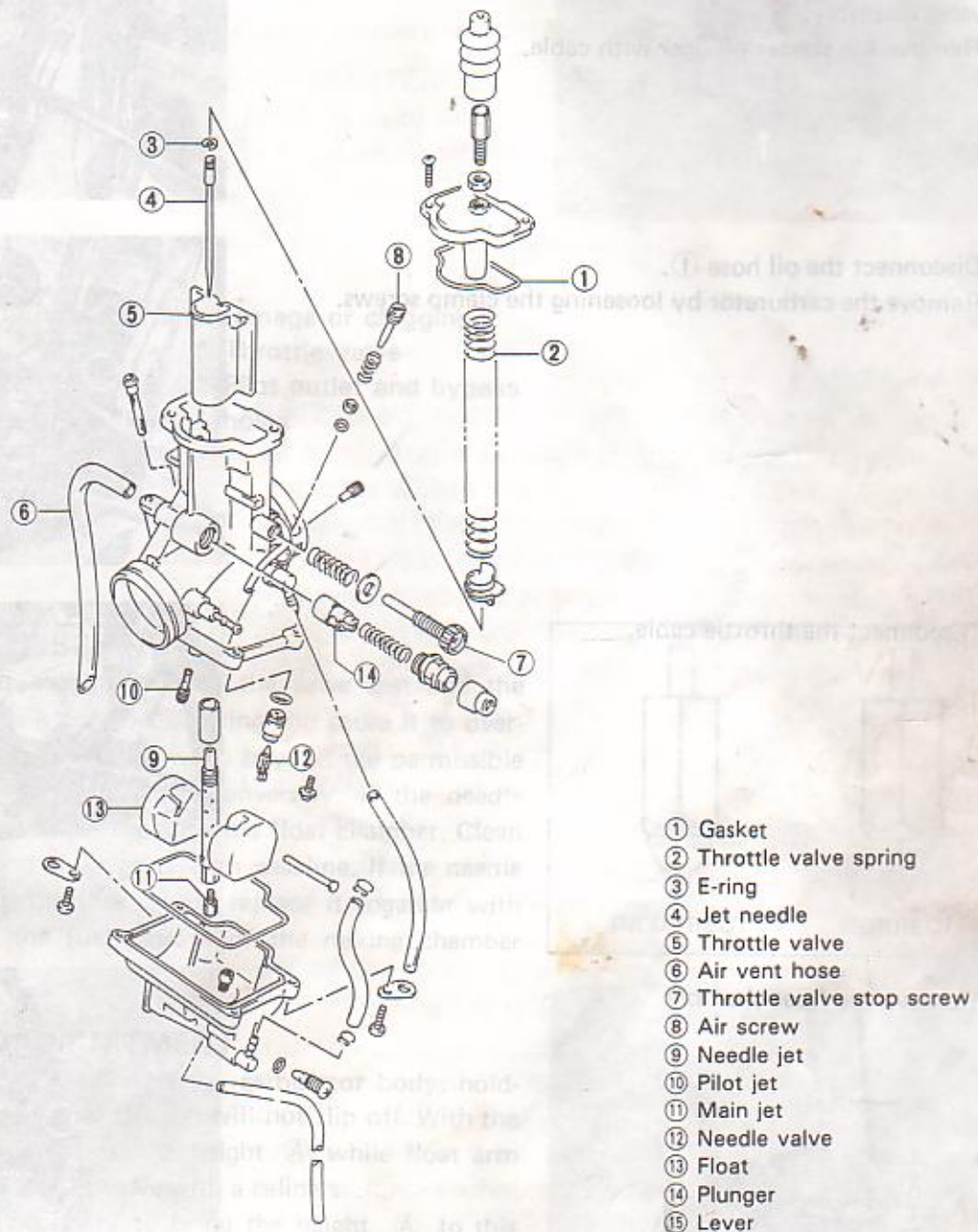
Take special care when handling the water thermo-gauge. Any damage to the gauge will cause damage if it gets a sharp impact.

Tightening torque: 4 - 10 N·m

(0.6 - 1.0 lbm, 4.5 - 7.0 lb-ft)



# CARBURETOR



I.D. NO. LOCATION (A)

## CARBURETOR SETTING

Refer to page 8-23.



## REMOVAL AND DISASSEMBLY

- Remove the seat and fuel tank. (Refer to page 3-2.)
- Remove the carburetor top end cap and remove the throttle valve assembly.
- Remove the starter plunger with cable.

### WARNING:

Gasoline is very explosive.  
Extreme care must be taken.

### CLEANING

- Disconnect the oil hose ①.
- Remove the carburetor by loosening the clamp screws.

the flow of fuel.

Remove the dust from the filter using compressed air.

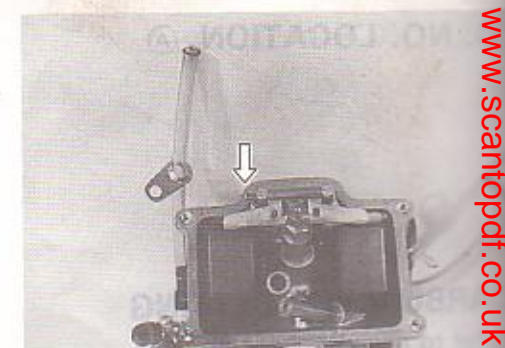
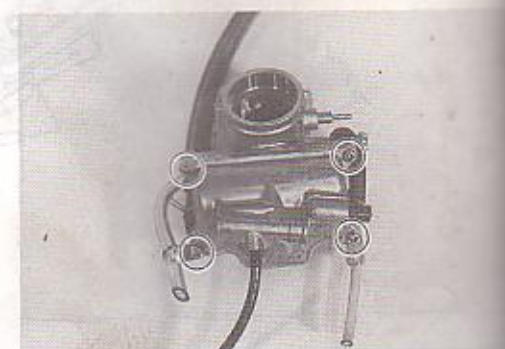
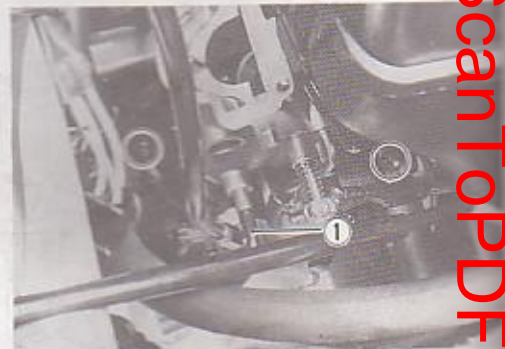
### WARNING:

Gasket must be replaced with a new one to prevent fuel leakage.

- Disconnect the throttle cable.

- Remove the float chamber.

- Remove the float and needle valve by removing the float pin.





- Remove the main jet, needle jet and pilot jet.



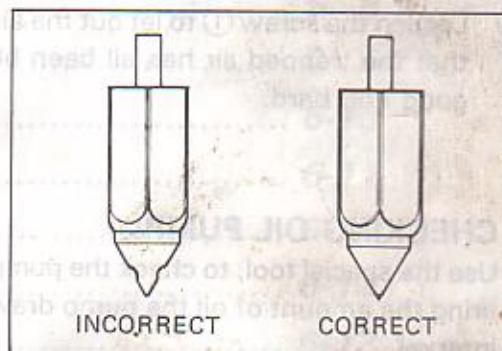
## INSPECTION

Check the following items for any damage or clogging.

- |                                |                                 |
|--------------------------------|---------------------------------|
| * Main jet                     | * Throttle valve                |
| * Pilot jet                    | * Pilot outlet and bypass holes |
| * Needle jet air bleeding hole |                                 |
| * Float                        |                                 |
| * Needle valve mesh            |                                 |
| * Gasket                       |                                 |

## NEEDLE VALVE INSPECTION

If foreign matter is caught between the valve seat and the needle, the gasoline will continue flowing and cause it to overflow. If the seat and needle are worn beyond the permissible limits, similar trouble will occur. Conversely, if the needle sticks, the gasoline will not flow into the float chamber. Clean the float chamber and float parts with gasoline. If the needle is worn as shown in the illustration, replace it together with a valve seat. Clean the fuel passage of the mixing chamber with compressed air.



## FLOAT HEIGHT ADJUSTMENT

To check the float height, invert the carburetor body, holding the float arm pin so that the pin will not slip off. With the float arm kept free, measure the height (A) while float arm is just in contact with needle valve with a calipers. Bend the tongue as necessary to bring the height (A) to this value.



Float height :  $8.0 \pm 1.0$  mm ( $0.31 \pm 0.04$  in)

09900-20101 : Vernier calipers

### NOTE:

When measuring float height, be sure to remove the gasket.



## REASSEMBLY AND REMOUNTING

Reassemble and remount the carburetor in the reverse order of removal and disassembly.

- After remounting the carburetor, the following adjustments are necessary.
- \* Throttle cable play ..... Refer to page 2-7.
- \* Engine idle r/min ..... Refer to page 2-7.

## OIL PUMP

### AIR BLEEDING

Whenever evidence is noted of some air having leaked into the oil pipe from the oil tank in a machine brought in for servicing, or if the oil pump has to be removed for servicing, be sure to carry out an air bleeding operation with the oil pump in place before returning the machine to the user.

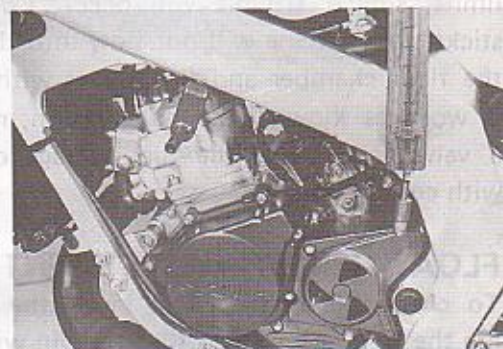
- To bleed the air, hold the machine in standstill condition. Loosen the screw ① to let out the air and after making sure that the trapped air has all been bled, tighten the screw good and hard.



### CHECKING OIL PUMP

Use the special tool, to check the pump for capacity by measuring the amount of oil the pump draws during the specified interval.

- Have the tool filled with SUZUKI CCI or CCI SUPER OIL and connect it to the suction side of the pump.
- Run the engine at 2 000 r/min.
- Holding engine speed at the same 2 000 r/min., move the lever up to the fully open position by pulling up the oil pump inner cable and let the pump draw for 2 minutes. For this operation, the reading taken on the device should be 3.0 – 3.6 ml.



**09900-21602 : CCI oil gauge**

**Oil pump discharge rate (Full open) :**

**3.0 – 3.6 ml (0.11 – 0.13 Imp oz) for 2 minutes at 2 000 r/min**

#### NOTE:

*Adjust both throttle and oil pump control cable play after checking oil pump. (Refer to pages 2-7 and 2-8).*