

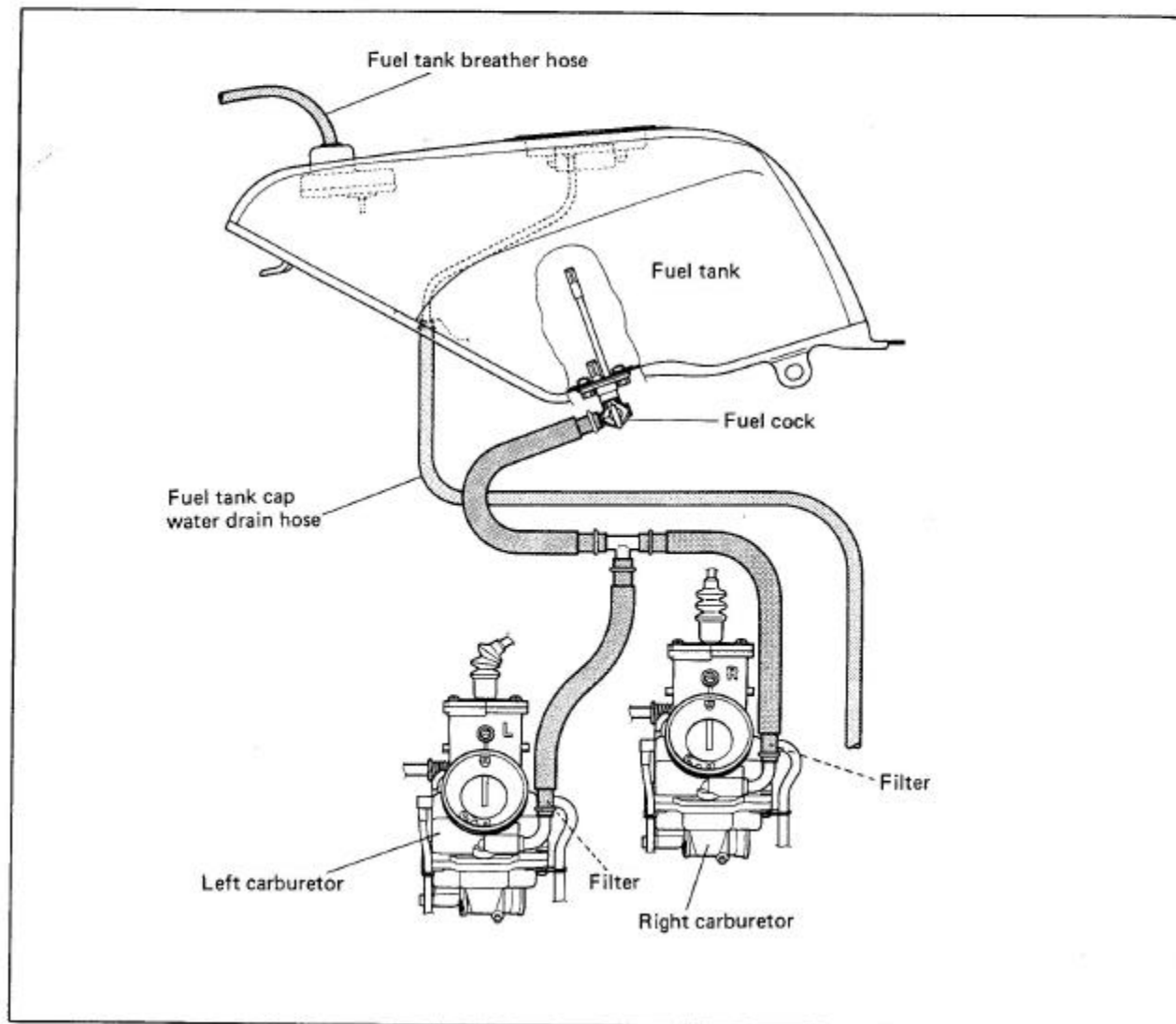
FUEL AND LUBRICATION SYSTEM

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FUEL TANK AND FUEL COCK

The fuel tank is equipped with a tank cap, fuel cock and fuel filter. The tank cap has an air vent which allows gasoline to flow to the carburetor smoothly. The fuel cock construction is as shown in the illustrations. The fuel cock has three positions, OFF, ON and RES, each of which can be selected by operating the cock lever. With the lever in ON position (normal), the main passage opens. With the lever in RES position, an auxiliary passage opens for supplying reserve fuel. With the lever in OFF position, both of the passages are closed.



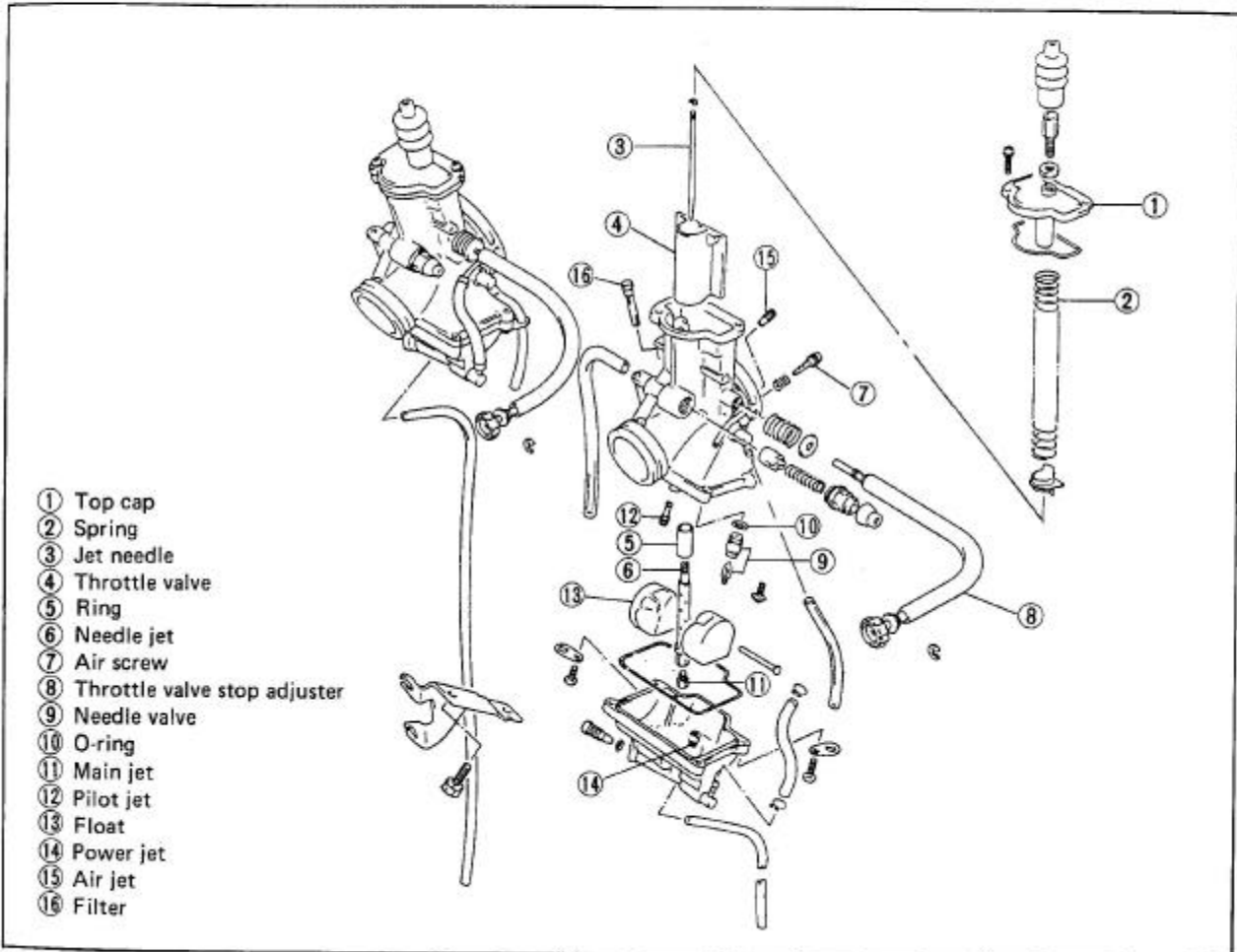
MAINTENANCE

The fuel filter will collect foreign particles, and therefore must be periodically checked and cleaned. The fuel tank should be cleaned at the same time the fuel filter is being cleaned.

INSPECTION

If the fuel leaks from around the fuel cock, gasket may be damaged. Visually inspect the gasket, and replace it if necessary. Examine the air vent in the fuel tank tap to see if it is obstructed. Use compressed air to clean an obstructed vent.

CARBURETOR CONSTRUCTION



ITEM		SPECIFICATION
Carburetor type		MIKUNI VM32SS
I.D. Number		12C00
Idle r/min		1300 \pm 150 r/min
Fuel level		7.1 \pm 0.5 mm (0.28 \pm 0.02 in)
Float height		8 \pm 1.0 mm (0.31 \pm 0.04 in)
Main jet	(M.J.)	# 200
Jet Needle	(J.N.)	6FL65-54-4
Needle jet	(N.J.)	O-6
Pilot jet	(P.J.)	# 25
Air screw	(A.S.) Right	2 turns back
	Left	
Starter jet	(G.S.)	# 50

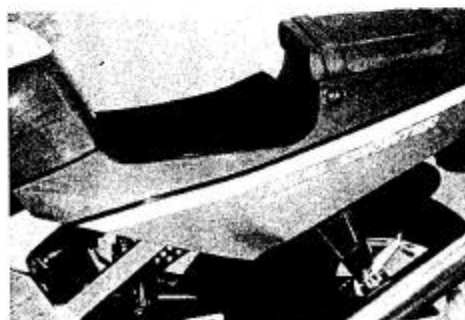
I.D. NO. LOCATION

Each carburetor has I.D. Number ① stamped on the carburetor body according to its specifications.

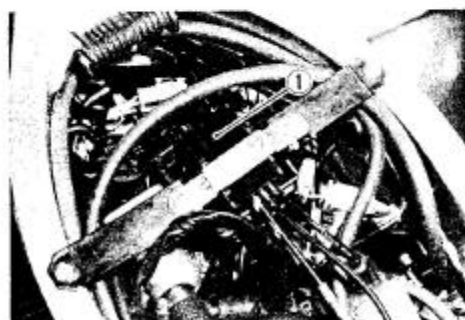


REMOVAL AND DISASSEMBLY

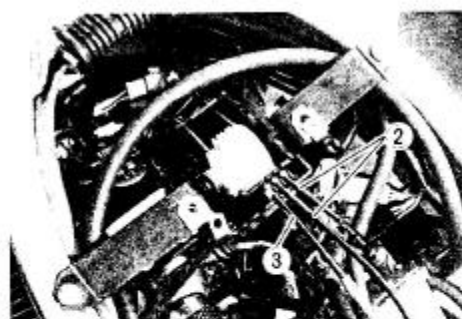
- Remove the lower fairings. (Refer to page 7-1.)
- Remove the fuel tank.
- Remove the air cleaner.



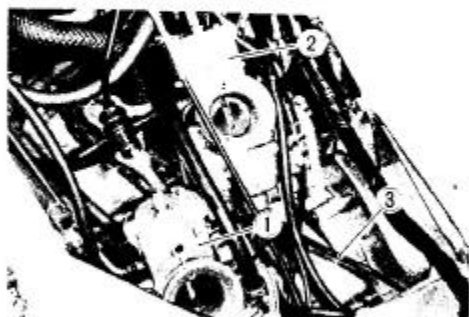
- Remove the screws and junction box cap ①.



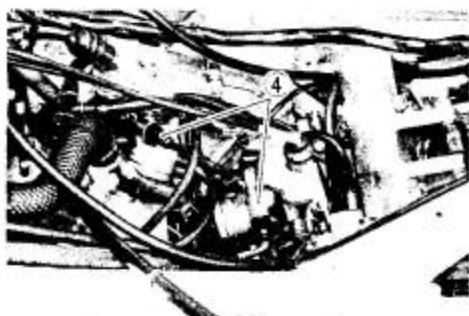
- Remove the throttle cable ② and oil pump cable ③.



- Remove the carburetor ①, ② and overflow hoses ③.



- Remove the starter cable ④.



- Remove the idle adjustment bracket bolts.



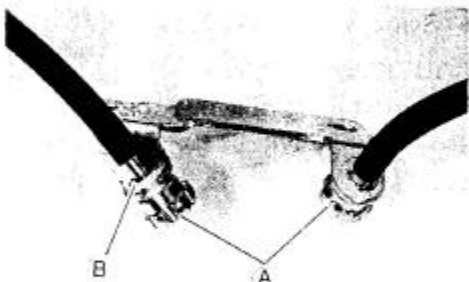
- Remove the hose.



- Remove the E ring ⑥ from the throttle stop screw knob ⑦.

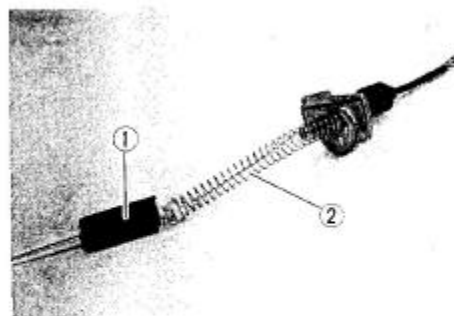
NOTE:

When disconnecting the throttle cables and choke cable, it is necessary to remove the carburetor top caps and starter plunger.

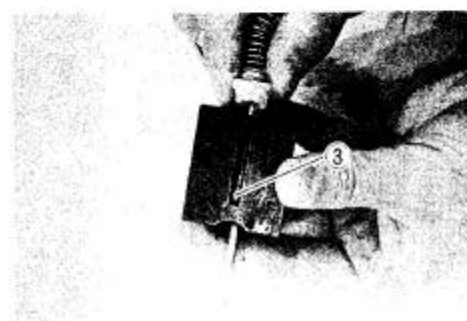


4.5 FUEL AND LUBRICATION SYSTEM

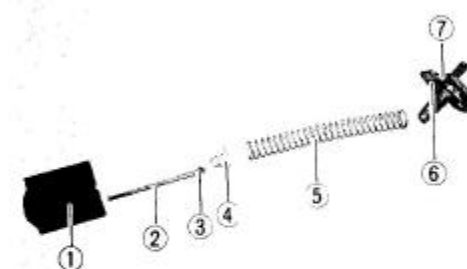
- Remove the carburetor cap and take out the throttle valve ① and return spring ②.



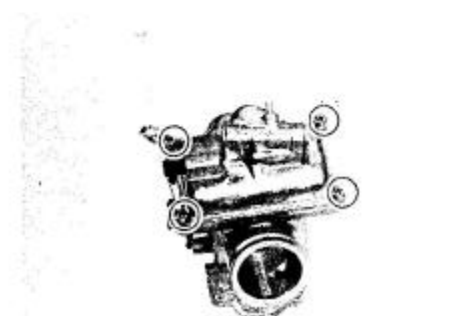
- Remove the throttle cable ③.



- ① Throttle valve
- ② Jet needle
- ③ E-ring
- ④ Ring
- ⑤ Spring
- ⑥ O-ring
- ⑦ Top cap



- Remove the float chamber screws.



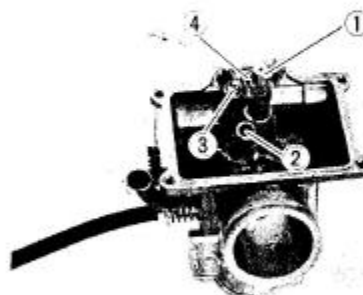
- Remove the float pin ⑧ and float.

CAUTION:

When removing the float pin, be careful not to damage the carburetor body.



- Remove the main jet ① and take out the needle jet from the bore side.
- Remove the pilot jet ②.
- Remove the needle valve retainer screw ③ and take out the needle valve ④.



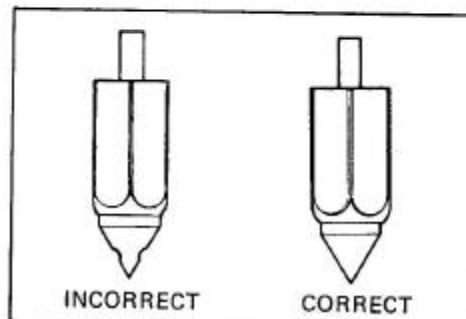
INSPECTION

Check following items for any damage or clogging.

- * Pilot jet
- * Main jet
- * Main air jet
- * Needle jet air bleeding holes
- * Float
- * Needle valve O-ring
- * Gasket and O-ring
- * Pilot outlet and by-pass hole
- * Fuel pipe O-rings
- * Power jet
- * Air jet

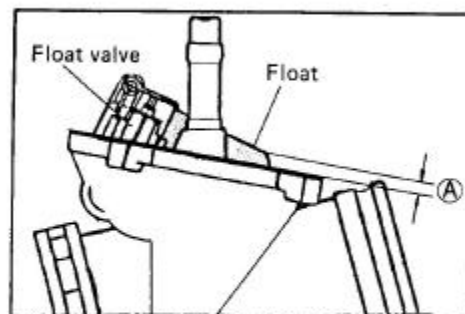
NEEDLE VALVE INSPECTION

If foreign matter is caught between the valve seat and the needle, 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, 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

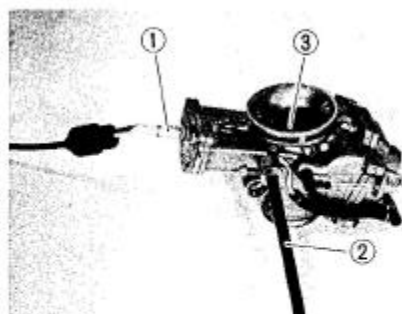
- Place the carburetor body upside down and lift up the float by hand.
- Gradually lower the float and observe the clearance between the float tongue and the end of the needle valve.
- Stop lowering the float and hold it when the tongue just begins to contact the end of needle valve.
- Measure the float height (A) from the float chamber body mating surface.



Float height (A) : 8 ± 1.0 mm (0.31 ± 0.04 in)

CARBURETOR IDLE ANGLE ADJUSTMENT

- Loosen the lock nut and turn in the cable adjuster ①.
- Turn back the throttle stop screw ② to lower the throttle valve ③ to the full close position.



- Adjust the throttle valve idle position by turning the throttle stop screw so that the minimum clearance between the throttle valve ④ and the bore comes to the specification. Use a piece of 0.7 mm wire or a drill bit for checking the clearance.



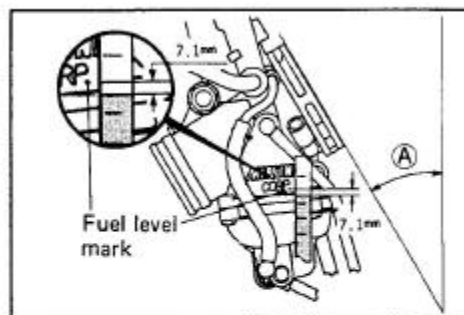
Clearance: 0.7 mm

FUEL LEVEL INSPECTION

- Remove carburetor drain plug and install the fuel level gauge.

09913-10730: Fuel level gauge

- Incline the carburetor forward at an angle of 30° from vertical line when measured at the bore end face.
- Set the fuel level gauge vertically and measure the fuel level from the reference point (protrusion).



Distance (A) : 7.1 ± 1.0 mm (0.28 ± 0.02 in)

REASSEMBLY AND REMOUNTING

- Pass the interference hose ⑤ between the carburetor throttle screw ⑥ and the cable.



- Install the choke plungers ① and ②.



- Position the right and left carburetors properly and tighten their clamp screws.
- Connect the fuel hose ③.
- Connect the drain hoses ④.



- Install the throttle stop screw knob bracket on the frame. The rear bolt should be tightened together with the fairing stay ⑤.

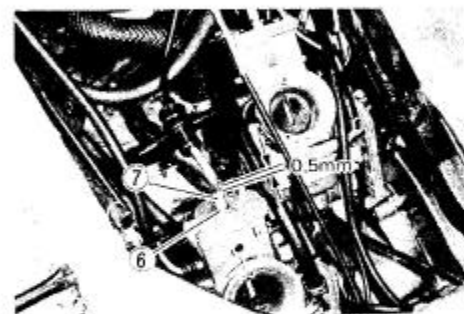


THROTTLE CABLE ADJUSTMENT

- Refer to page 2-6.

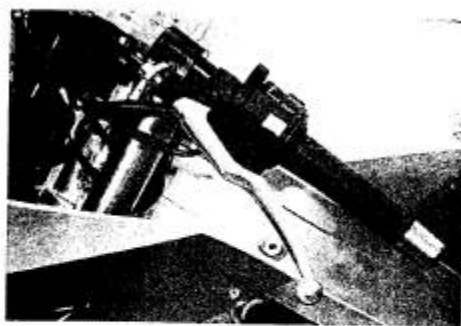


- Adjust the cable slack of right and left carburetors to 0.5 mm.
- Loosen the lock nut ⑥ of carburetor and turn in or out the adjuster ⑦ of the carburetor until the specified value is obtained.

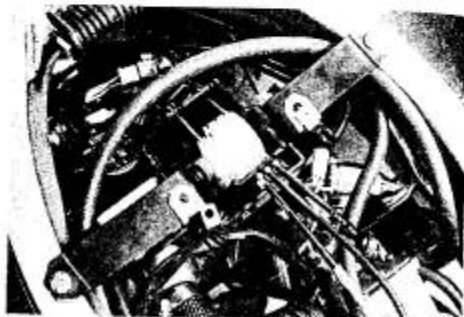


CHOKE CABLE

- Refer to page 2-6.



- Actuator, throttle and oil pump cable adjustment.
- Refer to page 3-11.

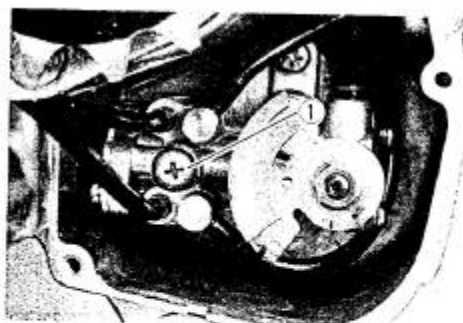


OIL PUMP

BLEEDING AIR FROM THE OIL PUMP CIRCUIT

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, and 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 ② and let the pump draw for 2 minutes. For this operation, the reading taken on the device should be 4.1 – 5.3 ml.

09900-21602: CCI oil gauge

Oil discharge amount: 4.1 – 5.3 ml at 2 000 r/min
for 2 minutes

NOTE:

Adjust both throttle and oil pump control cables' play after replacing the oil pump. (Refer to page 2-7.)

