



# SUZUKI

## 2-Stroke

# Service Bulletin

Subject: OIL PUMP LEVER STICKING

Bulletin No: GENERAL-12

Date: May 1, 1975

Read and Initial

Manager \_\_\_\_\_

Parts \_\_\_\_\_

Service \_\_\_\_\_

### PROBLEM:

We have received reports that the oil pump lever on some units sticks open in the first half of its range of movement while the engine is running and does not return to the idle position when the throttle is closed.

### SYMPTOMS:

- A. Spark plug fouling on all cylinders.
- B. Engine runs rough at low engine speeds.
- C. Engine will not idle correctly.

### CAUSE:

These oil pumps are designed to eliminate O-ring seal leakage. The O-ring may cause the oil pump lever to stick when the motorcycle is new. With mileage, the problem will disappear.

### CORRECTION:

If you have a motorcycle which has this problem -

- A. Spray the oil pump shaft with penetrating oil or Dri-Slide. Normally, this will correct the sticking problem.
- B. Install a front brake cable spring (cut to appropriate length) on the oil pump cable between the cable adjuster and lever. This spring can be removed after mileage has loosened the O-ring. Or you can loosen the nut holding the lever to the shaft and wrap the existing spring around the lever another 1/3 turn. Don't take the nut off altogether.