SUZUKI
2-Stroke
Service Bulletin

Subject: PISTON REPLACEMENT

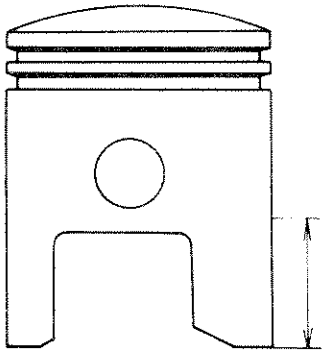
Bulletin No: SPECIFICATION-1
Date: May 1, 1975

Read and Initial

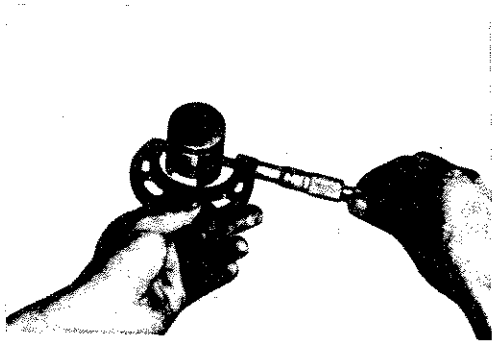
Manager_____
Parts_____
Service_____

This bulletin is issued to assist our dealers in the replacement of piston and rings in Suzuki motorcycles.

1. Always measure the piston diameter at the specified distance from the base of the piston. Measure at right angle to the piston pin hole.



MEASURE PISTON DIAMETER
AT SPECIFIED HEIGHT



MEASURE AT 90°
TO PIN HOLE

2. Always fit the piston with arrow pointing towards the front of the engine, toward the exhaust port. This is important because of the ring end gap location.

ARROW SHOULD POINT
TO EXHAUST PORT

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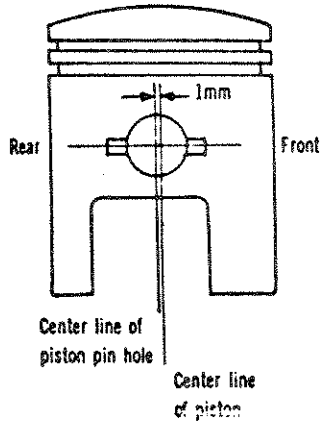
Piston Replacement

3. The piston pinhole is always offset to the rear of the piston centerline. This is to anticipate the BTDC firing of the ignition system and reduce side thrust on the piston skirt.



4. When using old pistons, clean the ring grooves out before installing new rings.

5. Measure the cylinder bore at 5mm above the exhaust port for piston clearance diameter. No more than .002" total taper in the bore is permissible.

6. Check the ring end gap in the cylinder before assembling the engine. Push the ring into the cylinder with the piston to get it square in the bore. Check the end gap with a feeler gauge, while the ring is at its lowest normal position in the cylinder bore; just above the intake port. If the gap is too narrow, file both ends of the ring with a file gripped in a vice.

7. When inspecting used rings, check the free gap with a caliper. This is an indication of ring tension. If the ring is 1.0mm (.040") less than specified, replace it.

(cont.)

UPDATED

SUZUKI PISTON CLEARANCE

MODEL	DISPLACE-MENT	NOMINAL CYL. BORE	PISTON CLEARANCE MEASURE @ FIT TO	CYL. WEAR LIMIT*	RING END GAP IN CYL.	RING END GAP REPLACE @
F50R, MT50K	49cc	41mm	23mm .071-.078mm	0.1mm	.15-.35mm	0.80mm
AS50, AC50, TS50	49cc	41mm	23mm .066-.073mm	0.1mm	.10-.30mm	0.75mm
M12, M15, M12-2, M15-2	50cc	41mm	23mm .050-.063mm	0.1mm	.10-.20mm	0.65mm
M31	55cc	43mm	23mm .088-.096mm	0.1mm	.10-.25mm	0.70mm
TM/TS75	72cc	47mm	23mm .050-.060mm	0.1mm	.15-.35mm	0.80mm
K10, K11	79cc	45mm	16mm .081-.096mm	0.1mm	.10-.30mm	0.75mm
K15	79cc	45mm	16mm .088-.101mm	0.1mm	.10-.30mm	0.75mm
K10P, K11P, K15P	79cc	45mm	16mm .035-.040mm	0.1mm	.10-.30mm	0.75mm
RV90	88cc	50mm	22mm .066-.076mm	0.1mm	.15-.35mm	0.80mm
TS/TC90	89cc	47mm	20mm .055-.066mm	0.1mm	.15-.35mm	0.80mm
TC/TS100	97cc	49mm	20mm .040-.050mm	0.1mm	.15-.35mm	0.80mm
A100, AC100	98cc	50mm	21mm .045-.055mm	0.1mm	.15-.35mm	0.80mm
A100 RT KIT	98cc	50mm	21mm .063-.081mm	0.1mm	.15-.35mm	0.80mm
TM100/RM100	98cc	50mm	19mm .050-.060mm	0.1mm	.15-.35mm	0.80mm
TC120, B100, B105	118cc	52mm	24mm .045-.055mm	0.1mm	.10-.30mm	0.75mm
TS/TC125, RV125, TM125	123cc	56mm	23mm .045-.055mm	0.1mm	.15-.35mm	0.80mm
RM125	123cc	56mm	18mm .060-.070mm	0.1mm	.15-.35mm	0.80mm
RM125 WITH KIT	123cc	56mm	23mm .060-.071mm	0.1mm	1.40-1.70mm	2.15mm
T125	124cc	43mm	20mm .088-.101mm	0.1mm	.30-.35mm	0.75mm
S32	149cc	46mm	23mm .055-.066mm	0.1mm	.10-.30mm	0.75mm
TC185	183cc	64mm	26mm .045-.050mm	0.1mm	.15-.35mm	0.80mm
TS185	183cc	64mm	26mm .045-.050mm	0.1mm	.15-.35mm	0.80mm
GT185	184cc	49mm	20mm .040-.050mm	0.1mm	.15-.35mm	0.80mm
T200, TC200	196cc	50mm	21mm .040-.050mm	0.1mm	.10-.30mm	0.75mm
T10	246cc	52mm	20mm .124-.127mm	0.1mm	.15-.35mm	0.80mm
TM250 (1968)	246cc	66mm	77mm .304-.330mm	0.1mm	.20-.38mm	0.83mm
TM250 (1972-1975)	246cc	70mm	26mm .060-.071mm	0.1mm	.20-.40mm	0.85mm

(cont.)

UPDATED

SUZUKI PISTON CLEARANCE (cont'd.)

MODEL	DISPLACE-MENT	NOMINAL CYL. BORE	PISTON CLEARANCE MEASURE @ FIT TO	CYL. WEAR LIMIT*	RING END GAP IN. CYL.	RING END GAP REPLACE @
TS250-II (69-70)	246cc	70mm	52mm .177-.187mm	0.1mm	.20-.40mm	0.85mm
TS250 (1971 -)	246cc	70mm	26mm .050-.060mm	0.1mm	.20-.40mm	0.85mm
RM250	246cc	70mm	26mm .060-.070mm	0.1mm	1.40-1.70mm	2.15mm
RL250	246cc	70mm	26mm .060-.071mm	0.1mm	.15-.35mm	0.80mm
T20/TC250	247cc	54mm	26mm .050-.060mm	0.1mm	.10-.25mm	0.70mm
T250	247cc	54mm	26mm .055-.066mm	0.1mm	.15-.35mm	0.80mm
GT250	247cc	54mm	26mm .040-.055mm	0.1mm	.15-.35mm	0.80mm
T305, TC305	305cc	60mm	26mm .055-.066mm	0.1mm	.15-.35mm	0.80mm
T350	315cc	61mm	26mm .055-.066mm	0.1mm	.15-.35mm	0.80mm
GT380	371cc	54mm	26mm .040-.050mm	0.1mm	.15-.35mm	0.80mm
RM370	372cc	77mm	27mm .070-.080mm	0.1mm	.20-.40mm	0.85mm
TM/TS400	396cc	82mm	45mm .099-.109mm	0.1mm	.20-.40mm	0.85mm
T500 (1968)	492cc	70mm	54mm .177-.187mm	0.1mm	.20-.40mm	0.85mm
GT/T500 (1969 -)	492cc	70mm	32mm .066-.076mm	0.1mm	.20-.40mm	0.85mm
GT550	544cc	61mm	26mm .040-.050mm	0.1mm	.15-.35mm	0.80mm
GT750	738cc	70mm	32mm .045-.055mm	0.1mm	.20-.40mm	0.85mm

*The Cylinder Wear Limit column is the maximum amount of wear, out of roundness, or taper that is allowed for any Suzuki cylinder. Any measurement over 0.1mm would make cylinder reboring necessary to the next over size specification.