



SUZUKI

2-Stroke

Service Bulletin

Bulletin No: SPECIFICATION-2

Date: May 1, 1975

Read and Initial

Manager _____

Parts _____

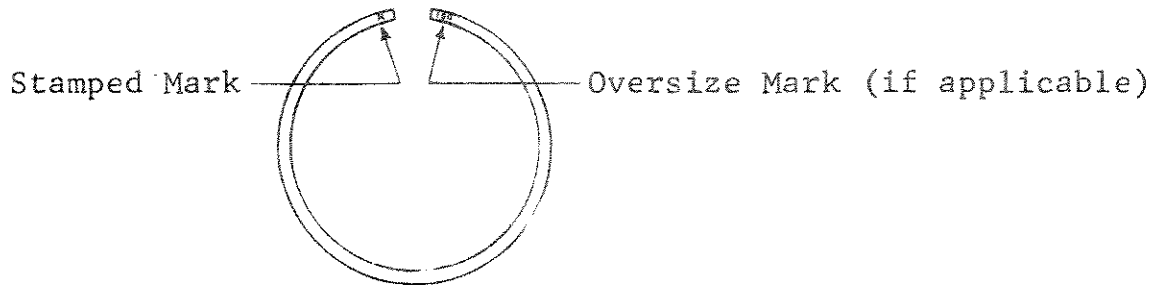
Service _____

Subject: PISTON RING REPLACEMENT SPECIFICATIONS

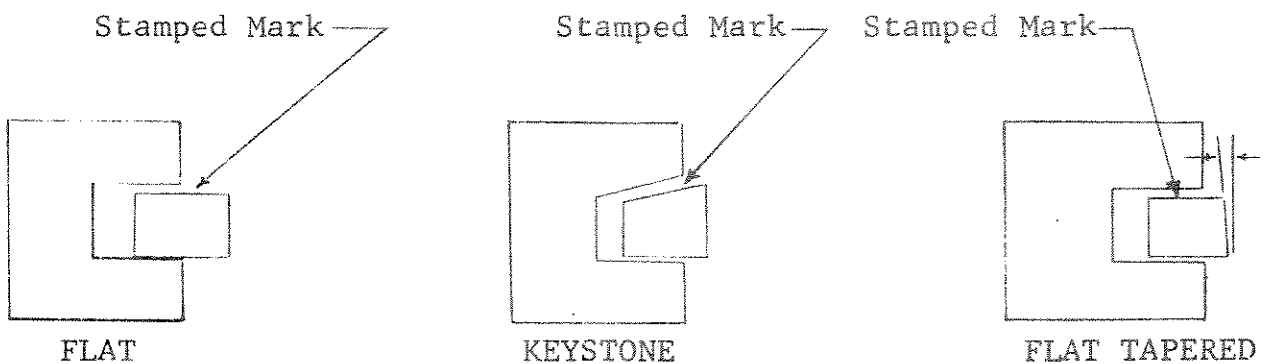
The attached service information provides piston ring data for all Suzuki motorcycles. All Suzuki piston rings are marked at the left end with a letter designation; usually "R", "NR", or "T". This mark designates the top of the piston ring and should always face toward the top of the piston. Some standard bore-pistons may also be marked "STD".

Oversize piston rings are marked as follows:

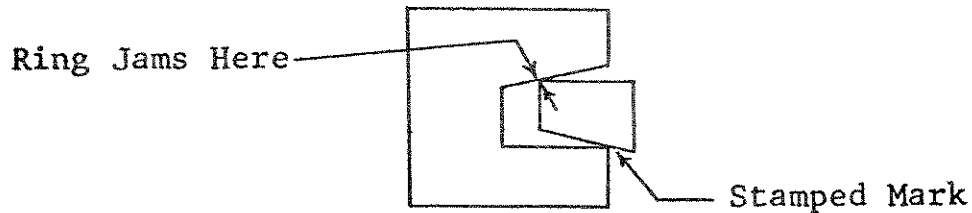
- 1st Oversize = 0.5mm (.020") overmarked "50"
- 2nd Oversize = 1.0mm (.040") overmarked "100"
- 3rd Oversize = 1.5mm (.060") overmarked "150"



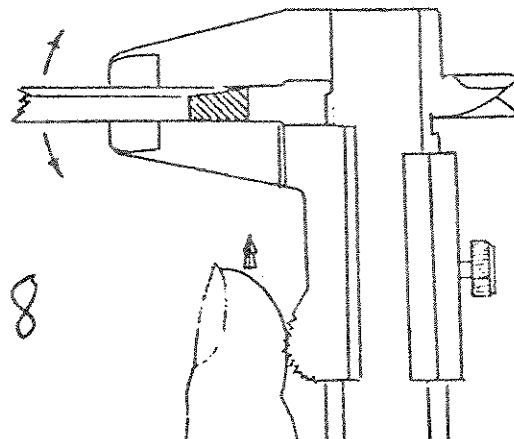
Suzuki piston rings come in three types as illustrated below:



Keystone-type piston rings must be installed with the letter marking up or the ring will jam in the ring groove as illustrated causing the ring to extend beyond the edge of the piston. This makes it impossible to slip the cylinder down over the piston.



1. Always use new rings when installing a new piston.
2. All rings are supplied in quantities sufficient for one engine: 4 rings for a twin, 2 rings for a single, etc.
3. The TM250 (1968) rings are the exception to the above rule; each ring must be ordered separately.
4. The RV90 and A100 use an expander for the bottom ring. The expander is included and should be replaced when the rings are replaced.
5. Take special care that each piston ring is installed so the ring end gap is located around the alignment pin in the groove.
6. If it is very difficult to determine whether a piston ring is keystone or flat with the naked eye. An easy method for determining which rings are keystone is shown below: Place the ring in the jaws of a vernier calipers and hold it firmly. Next, attempt to rock the ring up and down. If the ring is flat it will not rock, only flex. If it is keystone it will rock until the keystone edge hits the jaw.



(cont.)

UPDATED

The procedure for checking piston ring end gap is as follows. Compress the ring and push it into the cylinder with the piston to get it square in the bore. Check the end gap with a feeler gauge (Part Number 09900-20802), 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.

| MODEL | RING END GAP | |
|------------------------------|--------------|------------|
| | IN CYLINDER | REPLACE AT |
| F50R, MT50K | .15- .35mm | 0.80mm |
| AS50, AC50, TS50 | .10- .30mm | 0.75mm |
| M12, M15, M12-2, M15-2 | .10- .20mm | 0.65mm |
| M31 | .10- .25mm | 0.70mm |
| TM/TS75 | .15- .35mm | 0.80mm |
| K10, K11 | .10- .30mm | 0.75mm |
| K15 | .10- .30mm | 0.75mm |
| K10P, K11P, K15P | .10- .30mm | 0.75mm |
| RV90 | .15- .35mm | 0.80mm |
| TS/TC90 | .15- .35mm | 0.80mm |
| TC/TS100 | .15- .35mm | 0.80mm |
| A100, AC100 | .15- .35mm | 0.80mm |
| A100 RT KIT | .15- .35mm | 0.80mm |
| TM100/RM100 | .15- .35mm | 0.80mm |
| TC120, B100, B105 | .10- .30mm | 0.75mm |
| T125 | .30- .35mm | 0.75mm |
| TS/TC125, RV125, TM125/RM125 | .15- .35mm | 0.80mm |
| RM125 WITH KIT | 1.40-1.70mm | 2.15mm |
| S32 | .10- .30mm | 0.75mm |
| TC/TS185 | .15- .35mm | 0.80mm |
| GT185 | .15- .35mm | 0.80mm |
| T200, TC200 | .10- .30mm | 0.75mm |
| T10 | .15- .35mm | 0.80mm |
| TM250 (1968) | .20- .38mm | 0.83mm |
| TM250 (1972-1975) | .20- .40mm | 0.85mm |
| TS250-II (1969, 1970) | .20- .40mm | 0.85mm |
| TS250 (1971 - on) | .20- .40mm | 0.85mm |
| RL250 | .15- .35mm | 0.80mm |
| RM250 | 1.40-1.70mm | 2.15mm |
| T20, TC250 | .10- .25mm | 0.70mm |
| T250, GT250 | .15- .35mm | 0.80mm |
| T305, TC305 | .15- .35mm | 0.80mm |
| T350 | .15- .35mm | 0.80mm |
| RM370 | .20- .40mm | 0.85mm |
| GT380 | .15- .35mm | 0.80mm |
| TM400 | .20- .40mm | 0.85mm |
| TS400 | .20- .40mm | 0.85mm |
| T500 (1968) | .20- .40mm | 0.85mm |
| T500 (1969 - On) | .20- .40mm | 0.85mm |
| GT550 | .15- .35mm | 0.80mm |
| GT750 | .20- .40mm | 0.85mm |