



# SUZUKI

## 2-Stroke

# Service Bulletin

Subject: 1971 to 1975 GENERAL AND CARBURETOR  
SPECIFICATIONS

Bulletin No: SPECIFICATION-6

Date: July 11, 1975

Read and Initial

Manager \_\_\_\_\_

Parts \_\_\_\_\_

Service \_\_\_\_\_

This bulletin encompasses every 1971 to 1975 Suzuki model and its purpose is to provide your Service Department with up-to-date 1971-1975 ready reference general and carburetion specifications. Thus, preventing the "dreaded" search through various manuals and bulletins to obtain the accurate information required and at the same time saving your shop valuable time.

## GENERAL

1975

## CARBURETION

MODEL	IGN. TIMING B, T, D, C.	SPARK PLUG NGK (ND)	TRANS. OIL CAP. (CC)	FRONT FORK CAP. (CC)	BORE SIZE	MAIN JET	NEEDLE JET	JET NEEDLE	CUT- AWAY	PILOT JET	AIR SCREW	FLOAT LEVEL (MM)
TS/TM75M	1.56mm	B-7HS (W22FS)	700	TS: 110 TM: 100	16mm	77.5	E-3	3E3-3	2.0	22.5	1½	A: 22.5
RV90M	2.04mm	BP-6HS (W20FP)	700	100	17mm	250	E-6	4I2-3	3.0	17.5	1½	A: 22.5
TC/TS100M	2.22mm	B-8HS (W24FS)	700	125	19mm	TC: 210 TS: 200	E-4	5D3-3	2.0	22.5	1½	A: 25.1
TM100M	PEI	B-9EV	550	125	28mm	175	0-4	5DP7-3	2.5	30	1½	B: 25
RM125M	PEI.	B9EV	550	210	28mm	180	P-4	5DP7-3	2.5	50	1½	B: 25
RV125M	2.41mm	B-7HS (W22FS)	700	125	22mm	110	P-2	4F10-4	3.0	20	1½	A: 25.8
TC/TS125M	2.41mm	TC: B-8HS TS: B-7HS	550	125	24mm	90	0-0	4DH7-3	3.0	25	1½	B: 17.3
TM125M	PEI	B-8EN (W25EN)	550	125	28mm	120	0-4	5DP7-3	2.0	30	1½	A: 25
GT185M	2.62mm	B-7HS (W22FS)	800	130	20mm	72.5	N-4	4DI7-3	2.0	20	1.0	A: 19.9
TC185M	3.07mm	B-7HS (W22FS)	750	125	24mm	130	0-4	5DP28-3	1.5	17.5	1½	B: 17.3
TS185M	PEI	B-7HS (W22FS)	550	125	24mm	125	0-5	5DP28-3	1.5	17.5	1½	B: 17.3
GT250M	2.93mm	B-8ES (W24ES)	1300	145	26mm	112.5	0-2	5CN3-2	2.5	25	1½	B: 17.3
RL250M	PEI	B-7ES (W22ES)	850	245	28mm	145	0-6	5CN6-3	2.0	30	1½	B: 17.3
TM250M	PEI	B-8ES (W24ES)	700	185	32mm	200	0-6	6DP1-2	1.5	35	1.0	A: 31.8
TS250M	PEI	B-7ES (W24ES)	850	180	28mm	180	0-4	5CN3-2	2.5	25	1 3/4	B: 17.3
GT380M	R: 1.2, 3.0mm C: 2.25mm	B-8ES (W24ES)	1500	145	24mm	80	0-2	4DH7-2	3.0	25	1½	A: 25.8
TM400M	PEI	B-8ES (W24ES)	1200	185	34mm	240	P-3	6DH3-3	2.5	40	1.0	B: 23.4
TS400M	PEI	B-8ES (W24ES)	1200	180	32mm	122.5	0-9 P-1 <sup>①</sup>	5F20-3 5F22-3 <sup>②</sup>	2.5	27.5	1½ 1.0 <sup>①</sup>	A: 27.3
T500M	3.44mm	B-7HS (W22FS)	1400	220	32mm	97.5	P-4	5FP17-3	2.5	30	1½	A: 27.3
GT550M	3.37mm	B-8ES (W24ES)	1500	160	28mm	R&L: 97.5 C: 95	P-0	5DH21-4	2.5	25	1½	A: 25.8
GT750M	R: 3.62mm L: 3.62mm C: 3.42mm	B-8ES (W24ES)	2200	160	32mm	R&L: 110 C: 107.5	Z-0	4DN18-3	110	45	fuel- air 3/4	A: 27.6

A: Measurement from gasket fitting surface to top of floats.

B: Measurement from gasket fitting surface to bottom of float tongue. NOTE: This differs from previous years measuring method.

- ① As of Engine Number: 17281. Applicable to all 1974 and 1975 models.  
② As of Engine Number: 15125. Applicable to all 1974 and 1975 models.

MODEL	IGN. TIMING B.T.D.C.	SPARK PLUG NGK (ND)	TRANS. OIL CAP. (CC)	FRONT FORK CAP. (CC)	BORE SIZE	MAIN JET	NEEDLE JET	JET NEEDLE	CUT- AWAY	PILOT JET	AIR SCREW	FLOAT LEVEL (MM)
TS50L	2.03mm	B-7HS (W22FS)	700	110	16mm	75	E-2	3E3-3	2.0	17.5	1½	A: 22.5
TM75L	1.56mm	B-7HS (W22FS)	700	100	16mm	77.5	E-3	3E3-3	2.0	22.5	1½	A: 22.5
RV90L	2.04mm	BP-6HS (W20FP)	700	100	17mm	250	E-6	4I2-3	3.0	17.5	1½	A: 22.5
TC/TS100L	2.22mm	B-8HS (W24FS)	700	125	19mm	TC: 210 TS: 200	E-4	5D3-3	2.0	22.5	1½	A: 25.1
TM100L	PEI	B-8EN (W25EN)	550	130	26mm	130	0-4	5DP7-3	2.0	30	1½	A: 25.0
RV125L	2.41mm	B-7HS (W22FS)	550	125	22mm	110	P-2	4F10-4	3.0	20	1½	A: 25.75
TC/TS125L	2.41mm	B-77HC (W24FS)	550	125	24mm	90	0-0	4DH7-3	3.0	25	1½	B: 5.8
TM125L	PEI	B-8EN (W25EN)	550	130	26mm	120	0-4	5DP7-3	2.0	30	1½	A: 25.0
GT185L	1.83mm	B-7HS (W22FS)	800	125	24mm	72.5	N-5	4DI7-3	1.5	20	1.0	A: 19.9
TC185L	3.07mm	B-7HS (W22FS)	750	125	24mm	130	0-4	5DP28-3	1.5	17.5	1½	B: 5.8
TS185L	PEI	B-77HC (W24FS)	550	125	24mm	125	0-4	5DH4-3	2.5	25	1½	B: 5.8
GT250L	2.93mm	B-8ES (W24ES)	1200	190	26mm	112.5	0-2	5CN3-3	2.5	25	1½	B: 13.7
RL250L	PEI	B-7ES (W22ES)	700	245	28mm	145	0-6	5CN6-3	2.0	30	1½	B: 13.7
TM250L	PEI	B-8ES (W24ES)	700	200	32mm	200	0-6	6DP1-2	1.5	35	1.0	A: 31.75
TS250L	PEI	B-7ES (W22ES)	700	180	28mm	180	0-4	5CN3-2	2.5	25	1 3/4	B: 15.2
GT380L	2.40mm	B-8ES (W24ES)	1500	145	24mm	80	0-2	4DH7-2	3.0	25	1½	A: 25.75
TM400L	PEI	B-8ES (W24ES)	1200	200	34mm	240	P-3	6DH3-3	2.5	40	1.0	B: 7.6
TS400L	PEI	B-8ES (W24ES)	1200	180	32mm	122.5	0-4	5F20-3	2.5	27.5	1½	A: 27.25
TS500L	3.44mm	B-77HC (W24FS)	1400	220	32mm	97.5	P-4	5FP17-3	2.5	30	1½	A: 27.25
GT550L	3.37mm	B-7ES (W22ES)	1500	235	28mm	R&L:97.5 C:95	P-0	5DH21-4	2.5	25	1½	A: 25.75
GT750L	R:3.64mm L:3.64mm C:3.42mm	B-6ES (W20ES)	2200	160	32mm	R&L:110 C:107.5	Z-0	4DN18-3	120	47.5	Fuel Air ½	A: 27.6

A: measurement from gasket fitting surface to top of floats.  
 B: measurement from needle jet base to top of float tongue.

GENERAL

1971

CARBURETION

MODEL	IGN. TIMING B.T.D.C.	SPARK PLUG NGK (ND)	TRANS. OIL CAP. (CC)	FRONT FORK CAP. (CC)	BORE SIZE	MAIN JET	NEEDLE JET	JET NEEDLE	CUT-AWAY	PILOT JET	AIR SCREW	FLOAT LEVEL (MM)
MT50R	1.40mm	BP-4H (W14FP)	550	N/A	14mm	105	E-0	3G9-3	2.5	17.5	1½	A: 23.0
F50R	1.40mm	BP-4H (W14FP)	450	N/A	14mm	102.5	E-0	3F3-3	2.5	17.5	1½	A: 23.0
TS50R	2.01mm	B-77HC (W24FS)	700	125	16mm	75	E-2	3E3-3	2.0	17.5	1½	A: 23.0
TC/TS90R	1.96mm	B-77HC (W24FS)	800	185	19mm	180	E-1	5F12-3	2.5	17.5	TC: 1½ TS: 1½	A: 25.0
TC120R	3.00mm	B-77HC (W24FS)	800	175	20mm	110	0-0	4D8-3	2.5	25	1½	A: 25.0
T125R	2.28mm	BP-7HS (W22FP)	800	130	18mm	72.5	2	4F13-4	2.5	20	1½	A: 19.0
TS125R	2.41mm	B-77HC (W24FS)	550	185	24mm	125	0-4	4DH5-2	3.0	25	1¼	B: 6.8
TS185R	PEI	B-77HC (W24FS)	550	185	24mm	130	N-8	5DH4-3	2.5	30	1½	B: 7.0
TS250R	PEI	B-7ES (W22ES)	700	255	28mm	180	0-4	5CN3-2	2.5	25	1 3/4	B: 15.0
T250R	2.88mm	B-77HC (W24FS)	1200	220	26mm	110	0-2	5CN3-3	2.5	25	1½	B: 14.0
T350R	2.88mm	B-77HC (W24FS)	1200	220	32mm	112.5	P-6	5DL13-4	2.5	35	1½	A: 27.0
TM400R	PEI	B-8ES (W24ES)	1100	190	34mm	310	Q-8	6FJ6-3	2.0	35	1½	B: 9.5
T500R	3.40mm	B-77HC (W24FS)	1200	220	32mm	150	L:P-5 R:P-5	5FP8-3	2.5	30	1¼	A: 27.0

A: Measurement from gasket fitting surface to top of floats.

B: Measurement from needle jet base to top of float tongue.

MODEL	IGN. TIMING B.T.D.C.	SPARK PLUG NGK (ND)	TRANS. OIL CAP. (CC)	FRONT FORK CAP. (CC)	BORE SIZE	MAIN JET	NEEDLE JET	JET NEEDLE	CUT-AWAY	PILOT JET	AIR SCREW	FLOAT LEVEL (MM)
MT50J	1.4mm	BP-4H (W14FP)	550	N/A	14mm	105	E-0	3G9-3	2.5	17.5	1½	A: 24.0
TS50J	2.01mm	B-77HC (W24FS)	700	135	16mm	75	E-2	3E3-3	2.0	17.5	1½	A: 22.5
TC/TS90J	1.96mm	B-77HC (W24FS)	700	185	19mm	150	E-1	5F12-3 5D3-3 <sup>①</sup>	2.5 2.0 <sup>①</sup>	17.5	1½	A: 25.1
RV90J	2.04mm	BP-6HS (W20FS)	700	N/A	17mm	250	E-6	4I1-2	3.0	17.5	1¼	A: 22.5
TC/TS125J	2.41mm	B-77HC (W24FS)	550	195	24mm	TC: 120 TS: 125	0-4 0-0 <sup>②</sup>	4DH5-2 4DH7-3 <sup>②</sup>	3.0	25	1½	B: 6.8
TS185J	PEI	B-77HC (W24FS)	550	195	24mm	130	0-6	5DH4-2	2.5	25	1½	B: 6.8
T250J	2.88mm	B-77HC (W24FS)	1200	190	26mm	110	0-2	5CN3-3	2.5	25	1½	B: 13.7
TM250J	PEI	B-8ES (W24ES)	700	190	32mm	230	P-0	6DP1-2	1.5	40	1.0	B: 9.1
TS250J	PEI	B-7ES (W22ES)	700	255	28mm	180	0-4	5CN3-2	2.5	25	1 3/4	B: 15.0
T350J	2.88mm	B-77HC (W24FS)	1200	220	32mm	112.5	P-6	5DL13-4	2.5	35	1½	A: 27.25
GT380J	R: 2.99mm L: 2.99mm C: 2.93mm	B-7ES (W22ES)	1400	210	24mm	80	0-4	4DH7-2	3.0	22.5	1½	A: 24.25
TM400J	PEI	B-8ES (W24ES)	1200	180	34mm	310 250 <sup>③</sup>	Q-8 P-3 <sup>③</sup>	6FJ6-3 6DH3-4 <sup>③</sup>	2.0 2.5 <sup>③</sup>	35	1½ 1.0 <sup>③</sup>	B: 10.5
TS400J	PEI	B-8ES (W24ES)	1200	255	32mm	210	Q-6	6DP5-3	3.0	40	1½	B: 31.0
T500J	3.40mm	B-77HC (W24FS)	1200	220	32mm	150	R: P-5 L: P-4	5FP8-3	2.5	30	1½	A: 27.25
GT550J	3.37mm	B-7ES (W22ES)	1500	235	28mm	R&L: 95 C: 92.5	0-5	5DH21-3	2.5	27.5	1¼	A: 24.25
GT750J	R: 3.64mm L: 3.64mm C: 3.42mm	B-7ES (W22ES)	2200	235	32mm	R: 102.5 L: 102.5 C: 100	R: P-4 L: P-4 C: P-3	5F16-3	2.5	30	1½	A: 27.25

A: Measurement from gasket fitting surface to top of floats.

B: Measurement from needle jet base to top of float tongue.

- ① As of Engine Numbers TC90 - 72322 and TS90 - 58397. Applicable to all TC and TS90's.  
 ② As of Engine Numbers TC125 - 27974 and TS125 - 55545. Main jet also changed to 90.  
 ③ As of Engine Numbers TM400 - 18295. In conjunction with addition of muffler.

## GENERAL

1973

## CARBURETION

MODEL	IGN. TIMING B.T.D.C.	SPARK PLUG NGK (ND)	TRANS. OIL CAP. (CC)	FRONT FORK CAP. (CC)	BORE SIZE	MAIN JET	NEEDLE JET	JET NEEDLE	CUT- AWAY	PILOT JET	AIR SCREW	FLOAT LEVEL (MM)
MT50K	1.40mm	BP-4H (W14FP)	550	N/A	14mm	105	E-0	3G9-3	2.5	17.5	1½	A: 24.0
TS50K	2.01mm	B-77HC (W24FS)	700	135	16mm	75	E-2	3E3-3	2.0	17.5	1½	A: 22.5
RV90K	2.04mm	BP-6HS (W20FP)	700	N/A	17mm	250	E-6	4J1-2	3.0	17.5	1½	A: 22.5
TC/TS100K	2.22mm	B-8HS (W24FS)	700	185	19mm	TC: 210 TS: 200	E-4	5D3-3	2.0	22.5	1½	A: 25.1
RV125K	2.41mm	B-7HS (W22FS)	550	185	22mm	92.5	P-2	4F10-3	3.0	20	1¼	B: 6.8
TC/TS125K	2.41mm	B-77HC (W24FS)	550	185	24mm	90	0-0	4DH7-3	3.0	25	1½	B: 6.8
TM125K	PEI	B-8EN (W25EN)	550	125	26mm	125	0-4	5DP7-3	2.0	30	1½	A: 25.3
GT185K	1.83mm	B-7HS (W22FS)	800	125	20mm	72.5	N-5	4D17-3	1.5	20	1.0	A: 19.9
TS185K	PEI	B-77HC (W24FS)	550	195	24mm	130	0-6	5DH4-2	2.5	25	1½	B: 6.8
GT250K	2.88mm	B-8ES (W24ES)	1200	210	26mm	110	0-2	5CN3-2	2.5	25	1½	B: 13.7
TM250K	PEI	B-8ES (W24ES)	700	190	32mm	230	P-0	6DP1-2	1.5	40	1.0	Ⓛ B: 9.1
TS250K	PEI	B-7ES (W22ES)	700	255	28mm	180	0-4	5CN3-2	2.5	25	1 3/4	B: 15.2
GT380K	R&L: 2.99mm C: 2.93mm	B-7ES (W22ES)	1400	210	24mm	80	0-4	4DH7-2	3.0	22.5	1¼	A: 24.25
TM400K	PEI	B-8ES (W24ES)	1200	190	34mm	250	P-3	6DH3-4	2.5	35	1.0	B: 10.5
TS400K	PEI	B-8ES (W24ES)	1200	255	32mm	210	Q-6	6DP5-3	3.0	40	1¼	A: 31.75
T500K	3.40mm	B-77HC (W24FS)	1200	220	32mm	97.5	P-4	5FP17-3	2.5	30	1½	A: 27.25
GT550K	3.37mm	B-7ES (W22ES)	1500	235	28mm	R&L: 95 C: 92.5	0-5	5DH21-3	2.5	27.5	1¼	A: 24.25
GT750K	R&L: 3.64mm C: 3.42mm	B-7ES (W22ES)	2200	235	32mm	R&L: 102.5 C: 100	R&L: P-4 C: P-3	5F16-3	2.5	30	1½	A: 27.25

A: Measurement from gasket fitting surface to top of floats.

B: Measurement from needle jet base to top of float tongue.

Ⓛ TM250K's equipped with brass floats should be adjusted to A: 31.75mm.