

PERIODIC MAINTENANCE CHART

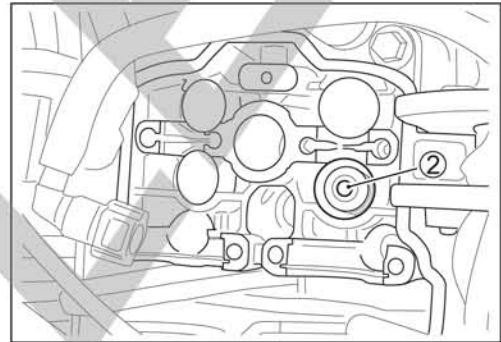
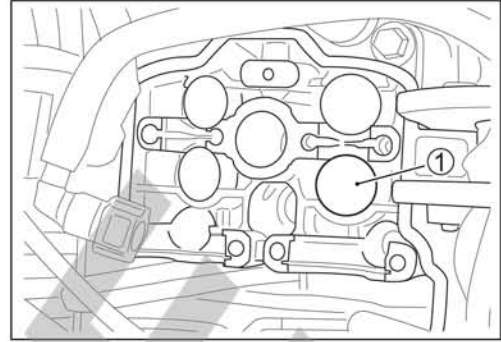
It is very important to inspect and maintain the machine regularly. Follow the guideline in the chart. The life of parts varies depending on the riding conditions. Perform more often than shown in the chart if you use the motorcycle under severe conditions.

Service Item	Interval	Every race	Every 3 races	Every 6 races	Remarks
	hours	Every 2 hours	Every 6 hours	Every 12 hours	
Spark plug		I	—	—	
Air cleaner		C	—	—	Replace air cleaner element as necessary
Engine oil		—	R	—	Replace after 1st initial break-in.
Engine oil filter		—	—	R	
Oil strainers		—	I	—	Inspect after 1st initial break-in.
Cooling-system		I	—	—	Replace radiator hose and engine coolant every year. Flushing for overhaul or storage.
Clutch		I	—	—	Replace clutch plates as necessary.
Throttle cable and clutch cable		I & L	—	—	
Hot starter		I	—	—	
Throttle body		I	—	—	
Crankcase breather hose		I	—	—	
Fuel hose		I	—	—	Replace every 4 years.
Valve clearance		—	—	I	
Piston		—	—	R	
Piston ring		—	—	R	
Cylinder head, cylinder		—	—	I	
Muffler		I	—	—	
Silencer		I	—	R	
Drive chain		I & L	R	—	Adjust slack every 30 minutes.
Crankcase driveshaft oil seal		I	—	—	Inspect the oil seal frequently for abnormality (dust, stone or foreign materials). If necessary, replace it with a new one.
Engine sprocket		I	—	—	
Rear sprocket		I	—	—	Check and retighten sprocket bolts at initial and subsequent 10 minutes of riding and each race thereafter.
Drive chain buffer and guide		—	R	—	
Brake		I	—	—	Replace brake hose and fluid every year.
Front fork oil		—	R	—	Change after 1st initial break-in.
Front fork		I	—	—	Check front fork inner tube frequently for abnormality. Check the air pressure.
Rear suspension		I	—	—	Check rear suspension system frequently and apply the grease to the pivoting portion as necessary.
Tire		I	—	—	

VALVE CLEARANCE ADJUSTMENT

The clearance is adjusted by replacing the existing tappet shim with a thicker or thinner one.

- Remove the intake or exhaust camshafts. (☞ 4-12)
- Remove the tappet ① and shim ② by fingers or magnetic hand.
- Check the figures printed on the shim. These figures indicate the thickness of the shim, as illustrated.
- Select a replacement shim that will provide a clearance within the specified range. For the purpose of this adjustment, tappet shim are available ranging from 1.200 to 2.200 mm in steps of 0.025 mm. Fit the selected shim to the valve stem end, with numbers toward tappet. Be sure to check shim size with micrometer to ensure its size. Refer to the tappet shim selection table (☞ 2-29, -30) for details.



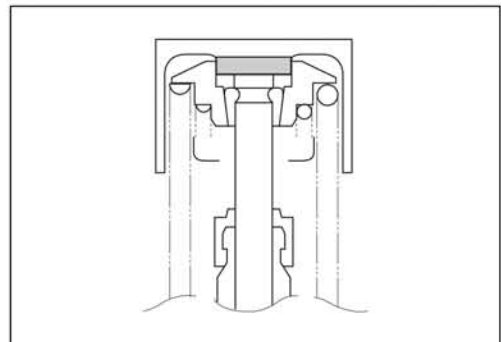
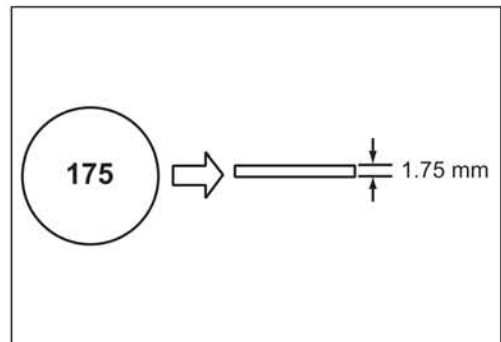
NOTE:

- * Be sure to apply engine oil to tappet shim top and bottom faces.
- * When seating the tappet shim, be sure the figure printed surface faces the tappet.

- Reinstall the camshafts in the specified manner. (☞ 4-26)
- After replacing the tappet shim and camshafts, rotate the engine so that the tappet is depressed fully. This will squeeze out oil trapped between the shim and the tappet that could cause an incorrect measurement. Then check the clearance again to confirm that it is within the specified range.

After finishing the valve clearance adjustment, reinstall the following items.

- Cylinder head cover (☞ 4-31)
- Spark plug, ignition coil/plug cap and ignition coil retainer (☞ 2-8)
- Radiator covers and fuel tank
- TDC plug and crankshaft hole plug (☞ 4-30)
- Pour engine oil (☞ 2-14)
- Seat



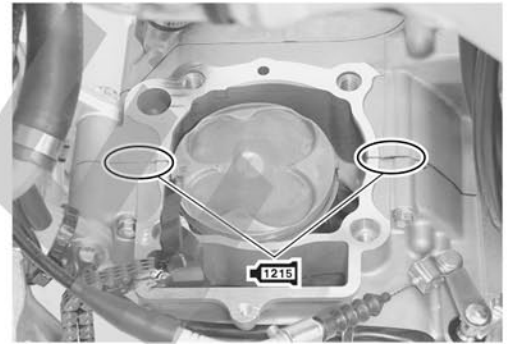
CYLINDER AND CYLINDER HEAD INSTALLATION

Install the cylinder and cylinder head in the reverse order of removal. Pay attention to the following points:

Cylinder

- Thoroughly wipe off oil from the fitting surface of the crankcase.
- Apply SUZUKI BOND "1215" to the crankcase as shown.

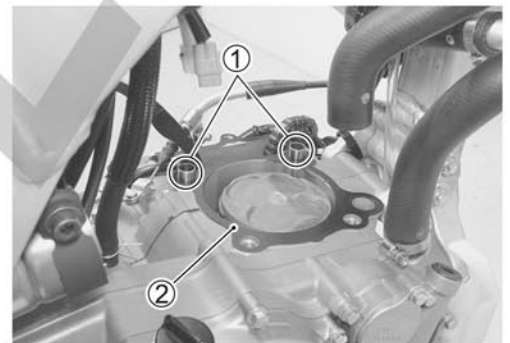
 **99000-31110: SUZUKI BOND "1215" or equivalent**



- Install the dowel pins ① into the crankcase and then install the cylinder gasket ②.

NOTE:

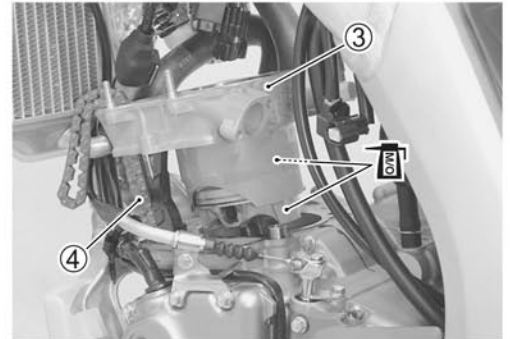
Replace the cylinder gasket ② with a new one.



- Apply MOLYBDENUM OIL SOLUTION to the sliding surface of the piston and cylinder bore.

 MOLYBDENUM OIL SOLUTION

- Hold each piston ring with the piston ring sections positioned correctly and put it into the cylinder.
- Make sure that the piston rings are caught by the cylinder skirt.
- Place the cylinder ③ on the crankcase.

**NOTE:**

Do not drop the cam chain ④ into the crankcase.

- Temporarily tighten the cylinder base bolt ⑤.
- Insert the cam chain No.1 guide end (A) into the recess (B) of the crankcase securely.
- Fit the projection (C) of the cam chain No.1 guide ⑥ in the groove (D) of the cylinder.

NOTE:

Make sure that cam chain engages properly to the cam chain drive gear.

