SUZUKI

SERVICE MANUAL

MODEL RV125

5. NECESSARY MATERIALS

RV125 necessitates the following materials in addition to the general service equipment, tools and other materials like lubricant, cleaning solvent, emery cloth and so forth. For further details, refer to the pertinent items in this manual.

5–1. THREAD CEMENT

Fig. 5–1–1 Optional part No. 99000–32010

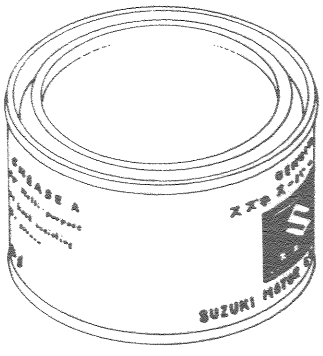
This cement is applied to the thread of screw such as the fitting screw for the shifting cam guide, kick starter stopper and gear shifting arm stopper.

Fig. 5–1–2 Optional part No. 99000–32030

This cement is only used for securing the 2nd drive gear press-fitted over the counter-shaft end. Apply the cement to the inside surface of the gear when pressing it in.

5–2. GREASE

One of these two types should be used for lubrication of the crank and other oil seals. These grease are applied to the inside of oil seal where it meets with a shaft.



A type Optional part No. 99000–25010

C type Optional part No. 99000–25030

Fig. 5–2–1

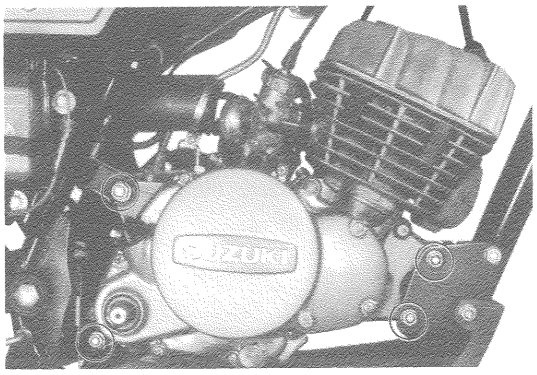


Fig. 7–1–20 Removing engine mounting bolts

Required tool:

12, 14 mm and 12, 14 mm

Tightening torque:
"S" marked bolt 130 ~ 230 Kg-cm (9.5 ~ 17 lb-ft)
Usual bolt 180 ~ 280 Kg-cm (13 ~ 20 lb-ft)

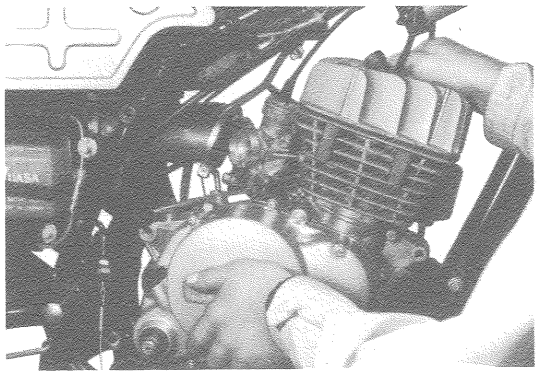


Fig. 7–1–21 Dismounting engine

Lift up the engine and move it.

CAUTION :
Do not pull up or move the engine by holding the gear shifting shaft otherwise the shaft may bend making it difficult to pull the shaft out.

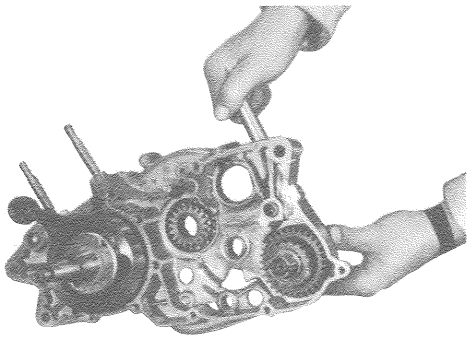


Fig. 7–2–36 Removing tachometer driven gear sleeve

33. After loosening the tachometer gear sleeve bolt, pull out the tachometer driven gear sleeve.

Required tool:

 10 mm or  big size

Tightening torque:
40 ~ 70 Kg-cm (2.9 ~ 5.1 lb-ft)

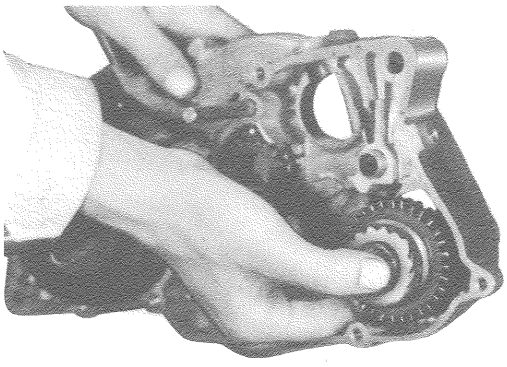


Fig. 7–2–37 Removing kick shaft

34. Remove the kick shaft.

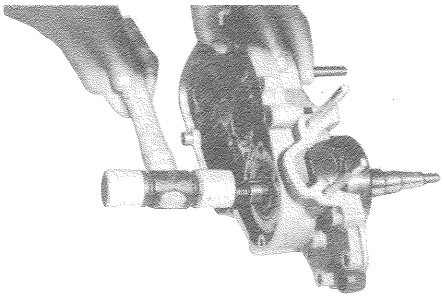


Fig. 7–2–38 Removing crankshaft

35. Remove the crankshaft from the right crankcase half by striking the crankshaft end with the mallet or soft hammer.

Required tool:

 mallet or soft hammer

7-5-2. ADJUSTMENT

1. CARBURETION

The adequate carburetion is determined according to the result of various tests mainly in consideration of engine power, fuel consumption and fuel cooling effect to the engine and jet settings are done so as to satisfy and balance all these conditions. Therefore, it is not recommended to replace the jet with the other size than original or to change the setting position of adjustable parts except when compensating the mixture ratio due to the different altitude or climate conditions. When the adjustment is necessarily required, carry out the job referring to the following points.

1) Fuel-air mixture ratio can be changed by following manners.

THROTTLE OPENING	METHOD TO CHANGE THE RATIO	STANDARD SET
SLIGHT	PILOT AIR ADJUSTING SCREW 	1¼
MEDIUM	JET NEEDLE 	3RD POSITION FROM TOP GROOVE
HIGH	MAIN JET  Larger number : Richer mixture Smaller number : Leaner mixture	NUMBER : 92.5

2) The fuel level inside the float chamber should also be set in proper position. To adjust the fuel level, follow the steps given below.

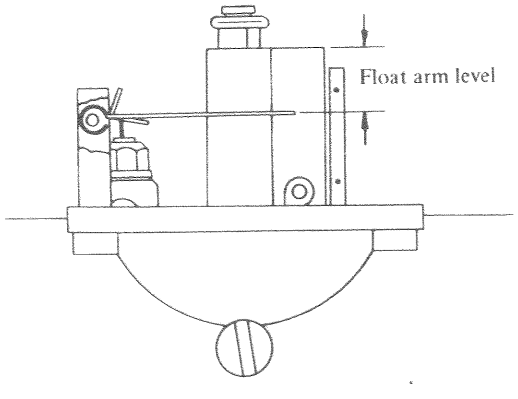


Fig. 7-5-2

* Remove the float chamber.
* Hold the carburetor upside down.
* Hold the float arm just when the float tongue touches the upper end of the needle value.
* Measure the distance between the float arm and the needle jet setter fitting surface as shown in Fig. 7-5-2.

STANDARD DISTANCE: 6.8 mm (0.268 in)

3) RECTIFIER

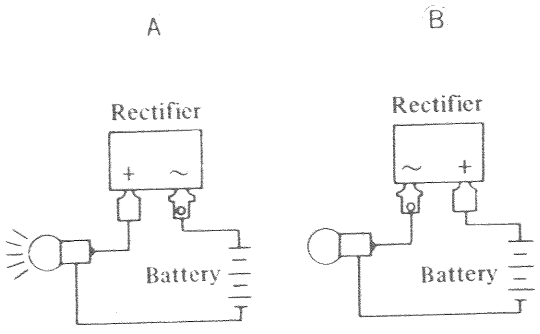


Fig. 7-10-10

For a simple check of the rectifier, wire a circuit as shown in Fig. 7-10-10 using the lamp. If the lamp is lighted by electric current flowing in the correct direction (A in Fig. 7-10-10) and not lighted in the opposite direction (B in Fig. 7-10-10), the rectifier is in good condition.

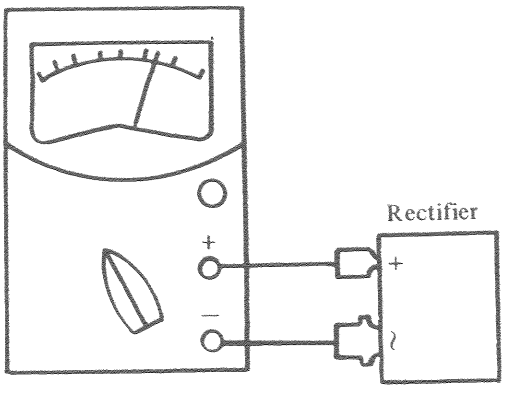


Fig. 7-10-11

* Checking with normal connection
  Connect the tester's red lead (+) to the rectifier's + terminal, and connect the tester's black lead (—) to the rectifier's ~ terminal. If the tester's pointer will not swing, the rectifier is defective.

* Checking with reversal connection
  Connect the tester the other way round. If the pointer will not swing, the rectifier is in good condition. If the pointer swings, the rectifier is faulty.

8–6. BODY ELECTRICAL

8–6–1. SWITCHES

This section explains the inside wiring of the switches. When checking their functions, connect a circuit tester to the switches referring to the inside wiring given below.

I. IGNITION SWITCH

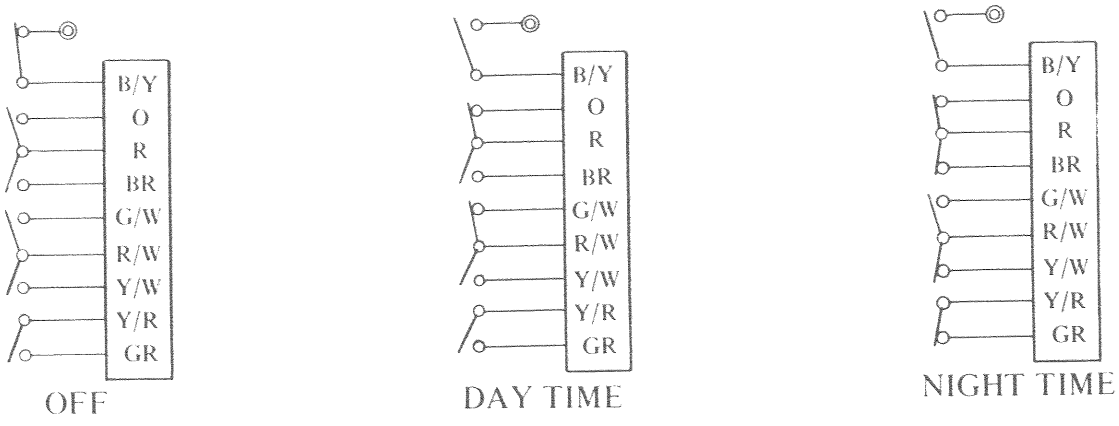
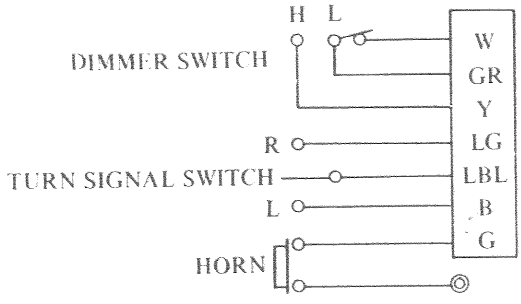


Fig. 8–6–1

B/Y : Black with Yellow tracer
O : Orange
R : Red
BR : Brown
G/W : Green with White tracer
R/W : Red with White tracer
Y/W : Yellow with White tracer
Y/R : Yellow with White tracer
GR : Gray

II. HANDLE LEFT SWITCH BOX



W : White
GR : Gray
Y : Yellow
LG : Light Green
LBL : Light Blue
B : Black
G : Green

Fig. 8–6–2

8–6–2. TURN SIGNAL RELAY

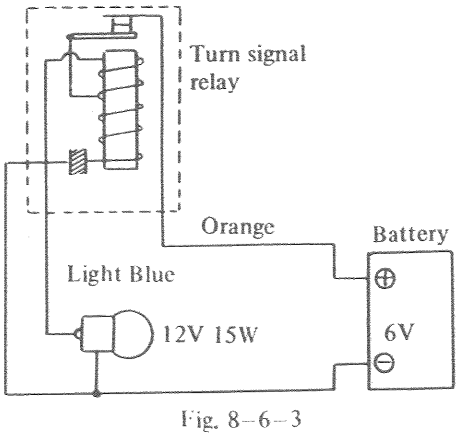


Fig. 8–6–3

If the turn signal relay is to be checked separately from the original wiring, connect a bulb of 6 V 15 W as shown in Fig. 8–6–3. If the turn signal relay functions properly, the bulb must blink continuously with constant frequency.