

LUBRICATION

The power head is lubricated by oil mixed with the fuel. On models without oil injection, fuel:oil ratios should be 30:1 during break-in of a new or rebuilt engine and 50:1 for normal service when using a NMMA certified TC-WII two-stroke engine oil or Suzuki "CCI" oil. When using any other type of two-stroke engine oil, fuel:oil ratios should be 20:1 during break-in and 30:1 for normal service. On models equipped with oil injection, for the first 5 hours of operation, mix fuel with oil in fuel tank at a ratio of 50:1 if Suzuki "CCI" oil or a NMMA certified TC-WII two-stroke oil is used. Mix fuel:oil at a ratio of 30:1 if any other type of two-stroke oil is used. Switch to straight fuel in fuel tank at the completion of the 5 hour break-in period. Manufacturer recommends regular or no-lead automotive gasoline having an 85-95 octane rating. Gasoline and oil should be thoroughly mixed in fuel tank when used on models without oil injection and when used during break-in period on models equipped with oil injection.

The lower unit gears and bearings are lubricated by oil contained in the gearcase. SAE 90 hypoid outboard gear oil

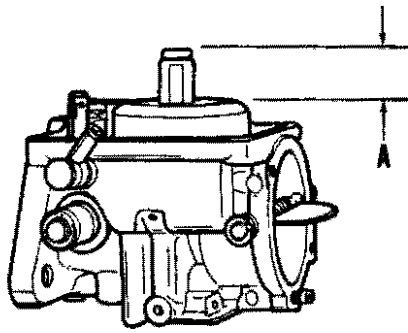


Fig. SZ14-2—Refer to text for float level (A) specifications.

should be used. Gearcase capacity is approximately 650 mL (22 oz.) of gear oil and should be drained and refilled after the first 10 hours of use and then after every 50 hours of use. Reinstall vent and fill plugs securely, using a new gasket if needed, to ensure a watertight seal.

FUEL SYSTEM

CARBURETOR. Mikuni type B40-32 carburetors are used on all models. Refer to Fig. SZ14-1 for exploded view. Initial setting of pilot air screw (7) from a lightly seated position should be 1 3/4 to 2 1/4 turns on DT50 models prior to 1984 and DT65 models and 1 1/2 to 2 1/2 turns on 1984 DT50 models and DT60 models. Final carburetor adjustment should be made with engine at normal operating temperature and running in forward gear. Rotate timing adjustment screw (B—Fig. SZ14-11) in small increments until engine idles at approximately 650-700 rpm. Adjust pilot air screw so engine idles smoothly and will accelerate cleanly without hesitation. If necessary, readjust timing adjustment screw to obtain 650-700 rpm idle speed.

Main fuel metering is controlled by main jet (10). Standard main jet size for normal operation is number 165 on DT50 models prior to 1984, number 155 on 1984 DT50 models, number 160 on DT60 models and number 167.5 on DT65 models.

To check float level, remove float bowl and invert carburetor. Distance (A—Fig. SZ14-2) between main jet and bottom of float should be 16.5-18.5 mm (0.65-0.75 in.) on DT50 models prior to 1984 and DT65 models, 16.5-18 mm (0.65-0.71 in.) on 1984 DT50 models and 16-18 mm (0.63-0.71 in.) on DT60 models. Adjust float level by bending float tang.

To synchronize throttle plate opening of top carburetor with bottom carburetor, use Suzuki carburetor balancer 09913-13121 or equivalent and make adjustment at throttle shaft connector (5—Fig. SZ14-1).

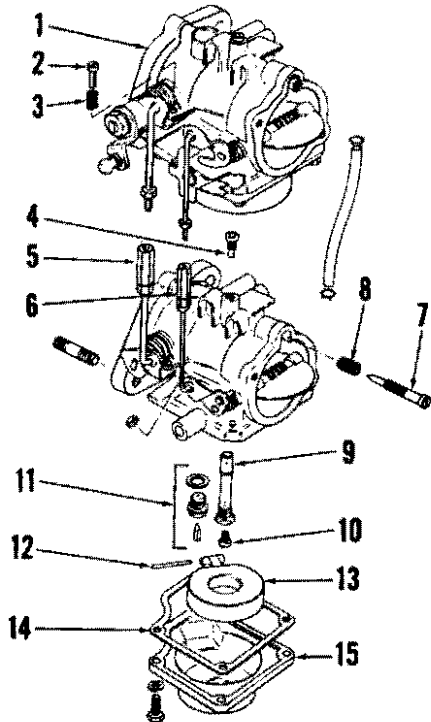


Fig. SZ14-1—Exploded view of Mikuni carburetors typical of all models.

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|-----------------------------|-----------------|
| 1. Body | 8. Spring |
| 2. Throttle stop screw | 9. Main nozzle |
| 3. Spring | 10. Main jet |
| 4. Pilot jet | 11. Inlet valve |
| 5. Throttle shaft connector | 12. Float pin |
| 6. Choke shaft connector | 13. Float |
| 7. Pilot air screw | 14. Gasket |
| | 15. Float bowl |

SPEED CONTROL LINKAGE. The carburetor throttle valves must be correctly synchronized to open as the ignition is advanced to obtain optimum performance. To adjust the speed control linkage, it is necessary to first check (and adjust if required) the ignition maximum advance as outlined in the IGNITION TIMING section. Disconnect carburetor link (C—Fig. SZ14-11) and rotate speed control lever (L) toward maximum speed position until it contacts maximum speed stop. Set carburetor throttle plates completely open then vary the length of carburetor link (C) until ball joint connector will just attach. Move speed control lever to full retard position. Clearance (A) at carburetor throttle shaft actuating levers should be 0.5-1.0 mm (0.020-0.040 in.).

REED VALVES. The inlet reed valves (Fig. SZ14-3) are located on a reed plate between inlet manifold and crankcase. The reed petals should seat very lightly against the reed plate throughout their entire length with the least possible tension. Tip of reed petal must not stand open more than 0.2 mm (0.008 in.) from contact surface. Reed stop opening should be 7.6-8.0 mm (0.30-0.31 in.) on DT50 models and 7.55-7.95 mm (0.30-0.31 in.) on DT60 and DT65 models.

Renew reeds if petals are broken, cracked, warped, rusted or bent. Never attempt to bend a reed petal or to straighten a damaged reed. Never install a bent or damaged reed. Seating surface of reed plate should be smooth

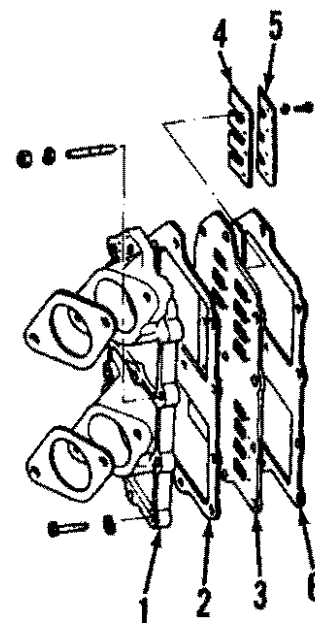


Fig. SZ14-3—Exploded view of intake manifold and reed valve assembly.

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|---------------|----------------|
| 1. Manifold | 4. Reed petals |
| 2. Gasket | 5. Reed stop |
| 3. Reed plate | 6. Gasket |