

NOTE

Place a clean shop rag on the linings to protect them from oil and grease during installation.

3. Hold the brake shoes in a "V" formation and snap them in place over the cam and anchor pin. Make sure the brake shoes are firmly seated in position (Figure 42).

4. If new shoes are being installed, file off the leading edge of each shoe a little (Figure 43) so that the brake will not grab when applied.

5. Slide on the brake drum (Figure 33). Make sure the splines are aligned and push the drum on completely.

NOTE

Do not set the parking brake at this time. Wait until the brake drum inner nut is partially tightened. If the brake is set now, it may hold the brake drum slightly out of position.

6. Install the brake drum cover (Figure 32). The bolt pattern is such that the cover can only be installed one way. Tighten the bolts to the torque value specified in Table 1.

7. Install the axle-to-brake drum inner nut. Have an assistant hold the left-hand wheel while you tighten the nut sufficiently to seat the brake drum.

8. Apply the parking brake and tighten the inner nut to the torque value specified in Table 1.

9. Thoroughly clean all grease from the axle threads.

10. Apply blue Loctite (Lock N' Seal No. 2114) to the axle shaft threads and install the outer nut (Figure 31). Tighten the outer nut to the torque value specified in Table 1. Hold the inner nut while tightening the outer nut. This is necessary as the outer nut is tightened to a much larger torque specification than the inner nut.

11. Install the right wheel hub and wheel as outlined in this chapter.

13. Adjust the brake as outlined in Chapter Three.

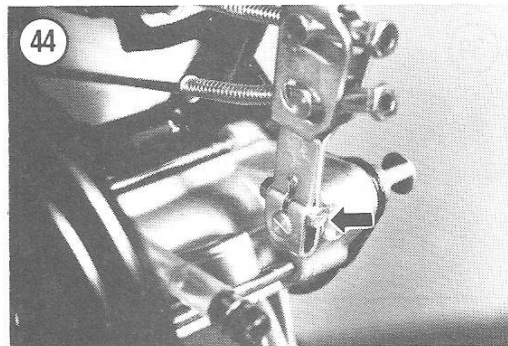
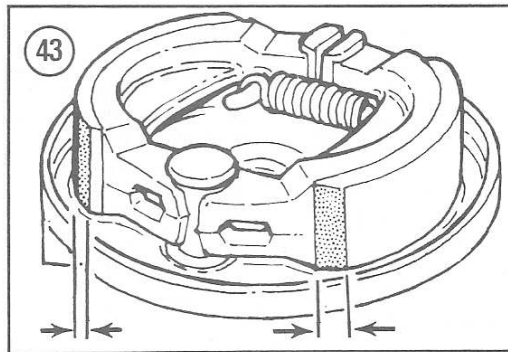
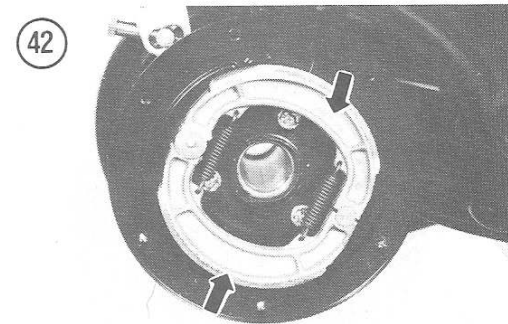
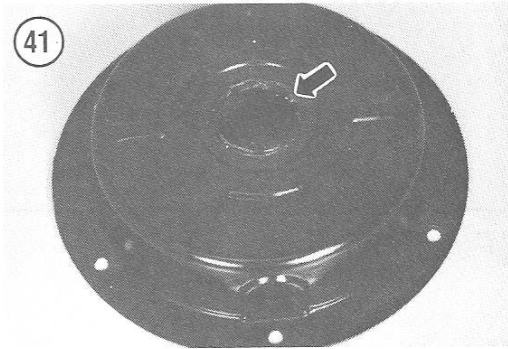
Brake Cam Shaft Lubrication

Refer to Figure 29 for this procedure.

1. Remove the brake shoes as outlined in this chapter.

2. Remove the bolt securing the brake arm to the brake cam shaft (Figure 44). Note how the line on the cam shaft is aligned with the mark on the brake arm (Figure 45). These marks must be aligned during installation.

3. Remove the brake arm from the brake cam. Do not lose the flat washer from the brake cam shaft (Figure 46).

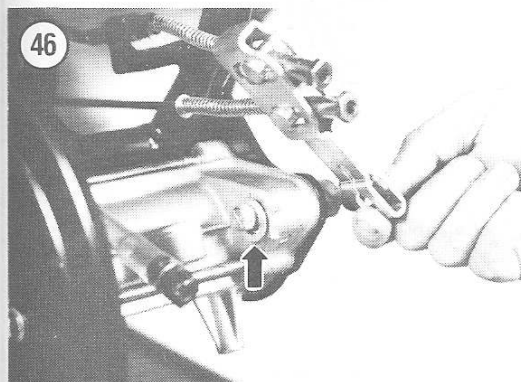
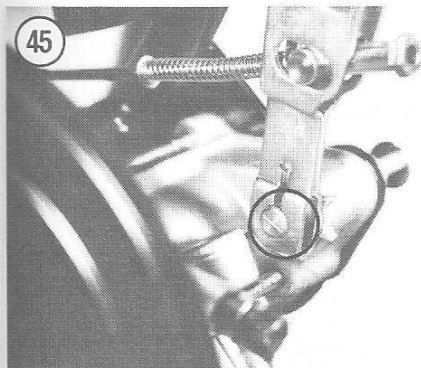


4. Remove the O-rings from each opening in the axle.
5. Thoroughly clean the opening in the axle.
6. Lubricate the O-ring with brake grease or grease sparingly. This may cause the line to be too tight.
7. Make sure the line is seated on the cam shaft.
8. Install the flat washer (46). Make sure the line is seated with the mark on the cam shaft.
9. Install the bolt (44).
10. Install the brake arm as outlined in this chapter.

BRAKE CAM

The brake is on the handlebar level the foot pedal.

Brake cable is periodically as the



4. Remove the brake cam shaft. Remove the O-rings from each end of the cam shaft.
5. Thoroughly clean the cam shaft and the pivot opening in the axle housing.
6. Lubricate the cam shaft and new O-rings with brake grease or high-temperature grease. Use grease sparingly. Too much grease on the cam shaft may cause the linings to become contaminated.
7. Make sure both O-rings are in place and install the cam shaft.
8. Install the flat washer and the brake arm (Figure 46). Make sure the line on the cam shaft is aligned with the mark on the brake arm as noted during removal (Figure 45).
9. Install the bolt securing the brake arm (Figure 44).
10. Install the brake shoes as described in this chapter.

BRAKE CABLE AND BRAKE PEDAL

The brake is operated by a cable connected to the handlebar lever and a steel rod connected to the foot pedal.

Brake cable adjustment should be checked periodically as the cable stretches with use and

increases brake lever free play. Free play is the distance that the brake lever travels between the released position and the point when the brake shoes come in contact with the drum.

If the brake adjustment on the handlebar lever, as described in Chapter Three, can no longer be achieved the cable must be replaced.

The steel rod connected to the brake pedal should not need routine service unless the rod is damaged.

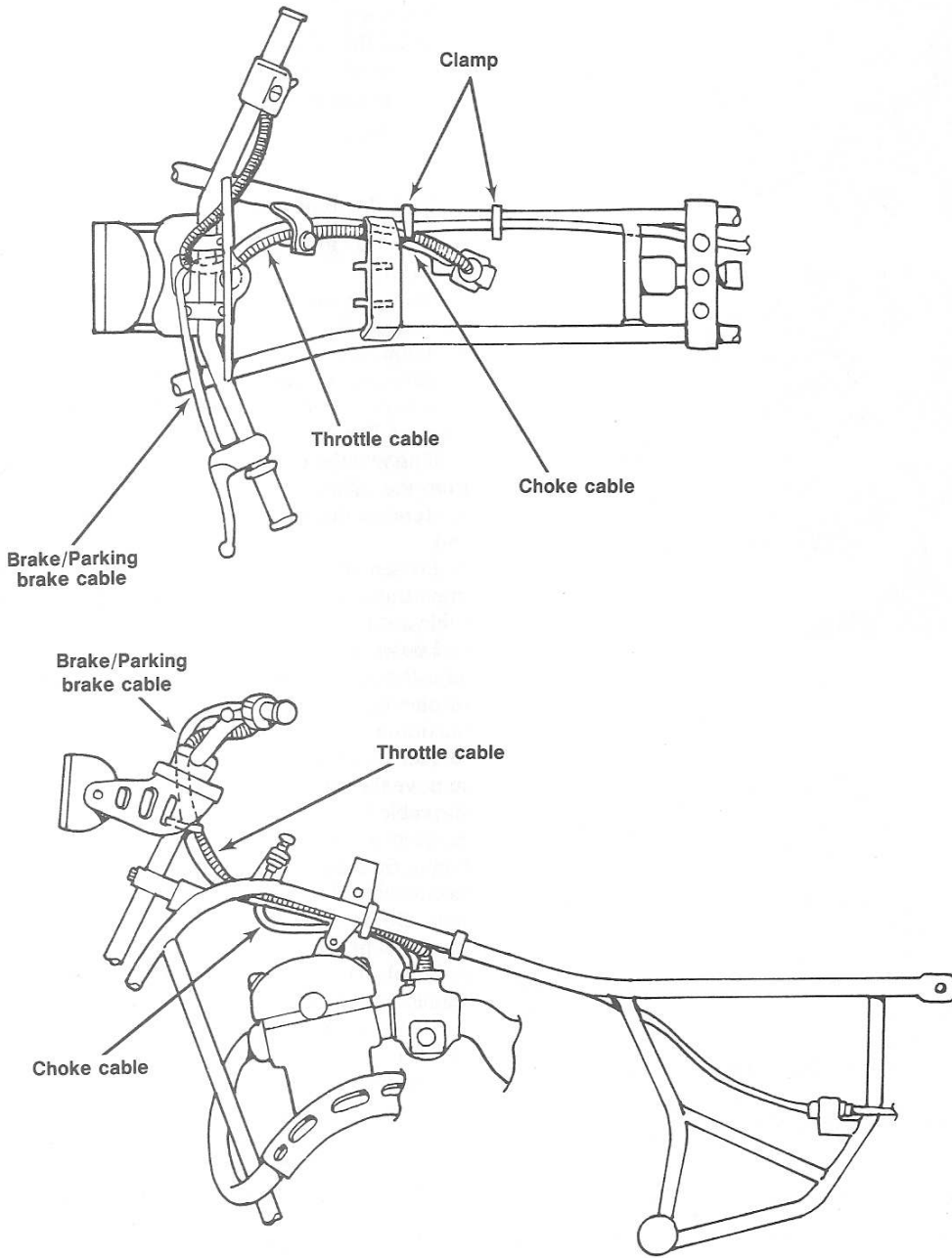
Brake Cable Replacement

Refer to Figure 47 or Figure 48 for this procedure.

1. Place the machine on level ground and block the wheels so the vehicle will not roll in either direction.
2. Remove the seat and front fender (LT models) or frame cover (ALT models) as outlined in Chapter Ten.
3. Unscrew the upper adjusting nut (A, Figure 49) from the cable end.
4. Remove the pivot pin and spring from the cable end.
5. Loosen the locknuts securing the cable to the mounting lug on the frame (Figure 50). Slide the cable out of the mounting lug.
6. Loosen the knurled locknut securing the cable adjuster on the handlebar lever (Figure 51). Screw in the adjuster as far as possible to provide maximum cable slack.
7. Pull the brake lever all the way to the grip, remove the cable nipple from the lever and remove the cable.
8. Tie a piece of heavy string or cord (approximately 2-3 m/5-6 ft.) to the rear end of the brake cable. Wrap this end with masking or duct tape. Do not use an excessive amount of tape as it must be pulled through the frame loops during removal. Tie the other end of the string to the frame or rear axle.
9. Remove all the clamps and straps securing the cable to the frame.
10. At the front of the machine, carefully pull the cable (and attached string) out of the frame. Make sure the attached string follows the same path of the cable through the frame.
11. Remove the tape and untie the string from the old cable.
12. Tie the string to the rear end of the new brake cable and wrap it with tape.
13. Carefully pull the string back through the frame routing the new cable through the same path as the old cable.

47

LT125 CABLE ROUTING



48

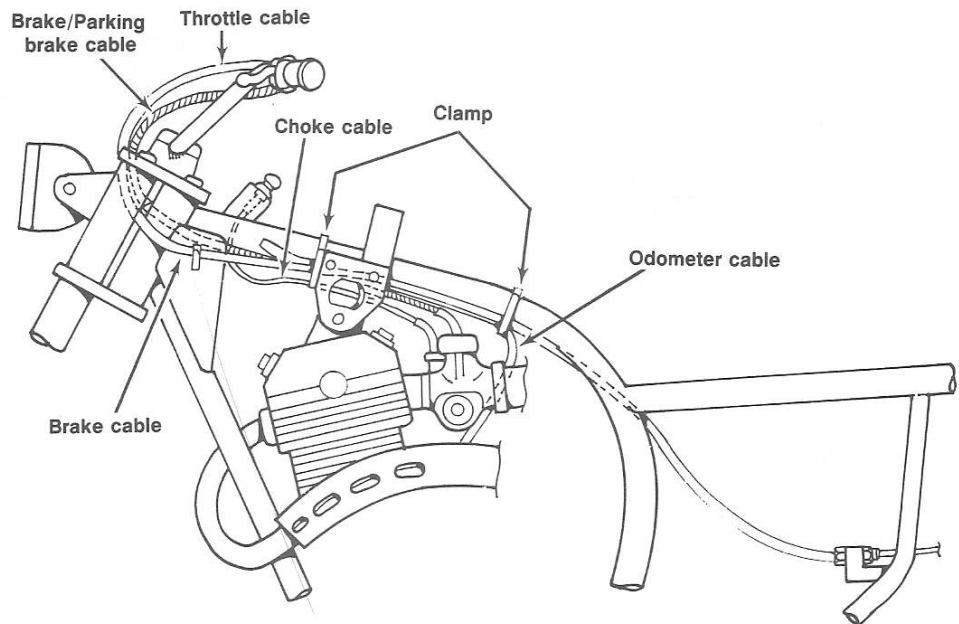
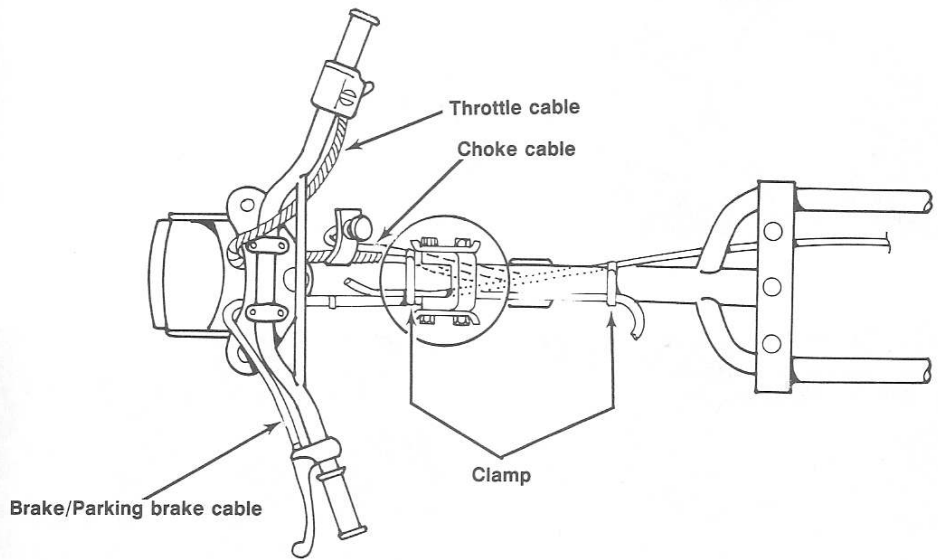
Brake/Parking

Brake/Parking
brake cable

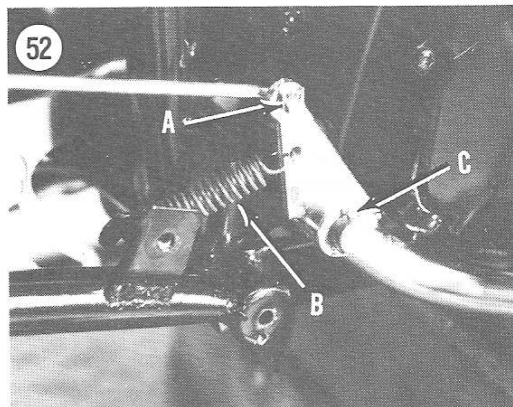
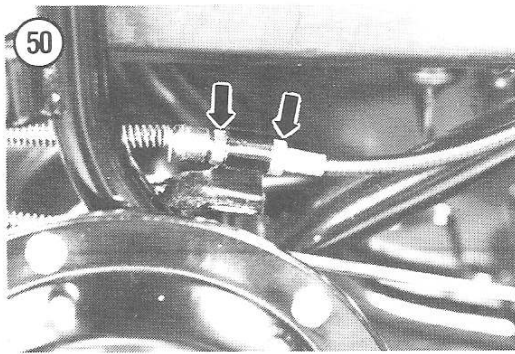
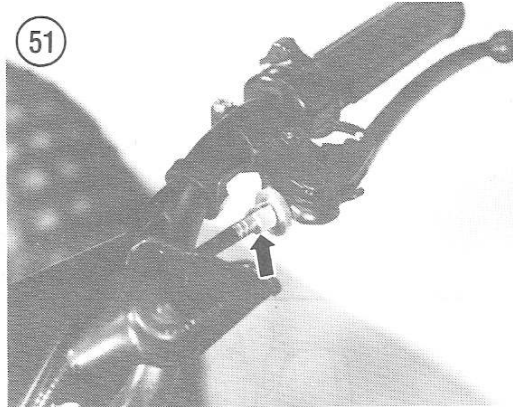
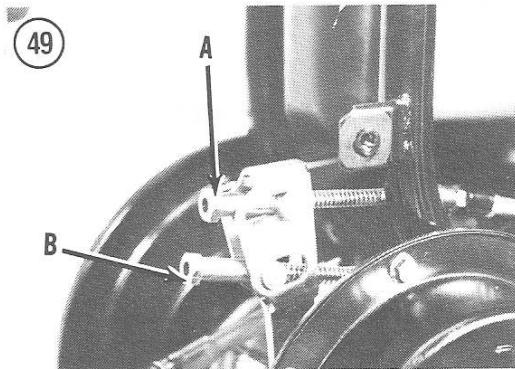
Brake c

48

ALT125 CABLE ROUTING



9



14. Remove the tape and untie the string from the cable and the frame.

15. Slide the return spring and pivot pin onto the cable end. Screw the adjusting nut on the cable end.

16. Secure the new cable to the frame with the clamps and straps as shown in **Figure 47** or **Figure 48**.

17. Connect the front end of the cable to the brake lever on the handlebar.

18. Install the body panels and seat.

19. Adjust the brake as described in Chapter Three.

Brake Pedal and Brake Rod Removal/Installation

1. Remove the seat and rear fender as outlined in Chapter Ten.

2. Unscrew the lower adjusting nut (B, **Figure 49**) from the end of the brake rod.

3. Remove the pivot pin and spring from the brake rod.

4. Remove the cotter pin and washer securing the brake rod to the brake pedal and remove the rod (A, **Figure 52**, fuel tank removed for clarity).

5. Disconnect the return spring from the brake pedal and remove the spring (B, **Figure 52**).

6. Remove the cotter pin and washer securing the brake pedal (C, **Figure 52**) and slide the pedal off the pivot on the frame.

7. Installation is the reverse of these steps. Keep the following points in mind:

- Wipe the pedal pivot clean and apply new waterproof grease to the pivot on the frame and inside the brake pedal.
- Use new cotter pins to secure the brake rod and pedal.
- Adjust the brake pedal free play as outlined in Chapter Three.

REAR AXLE AND AXLE HOUSING

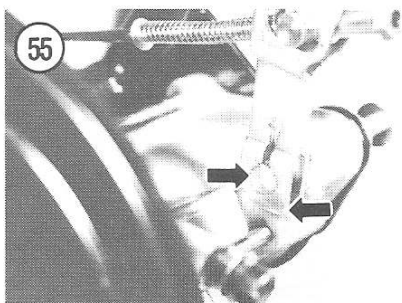
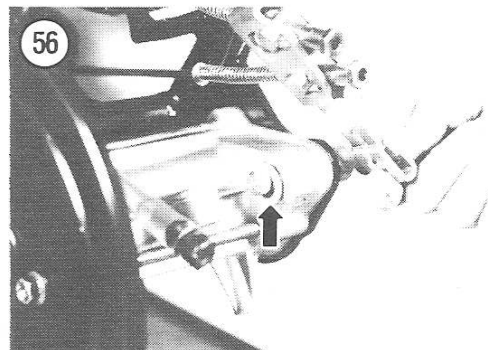
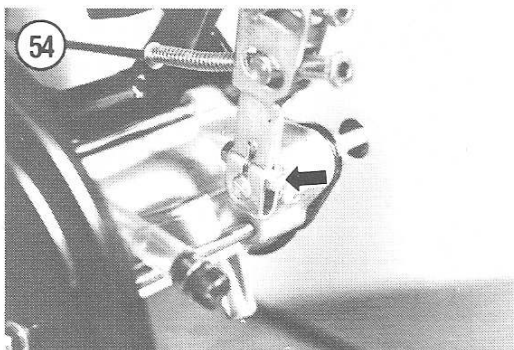
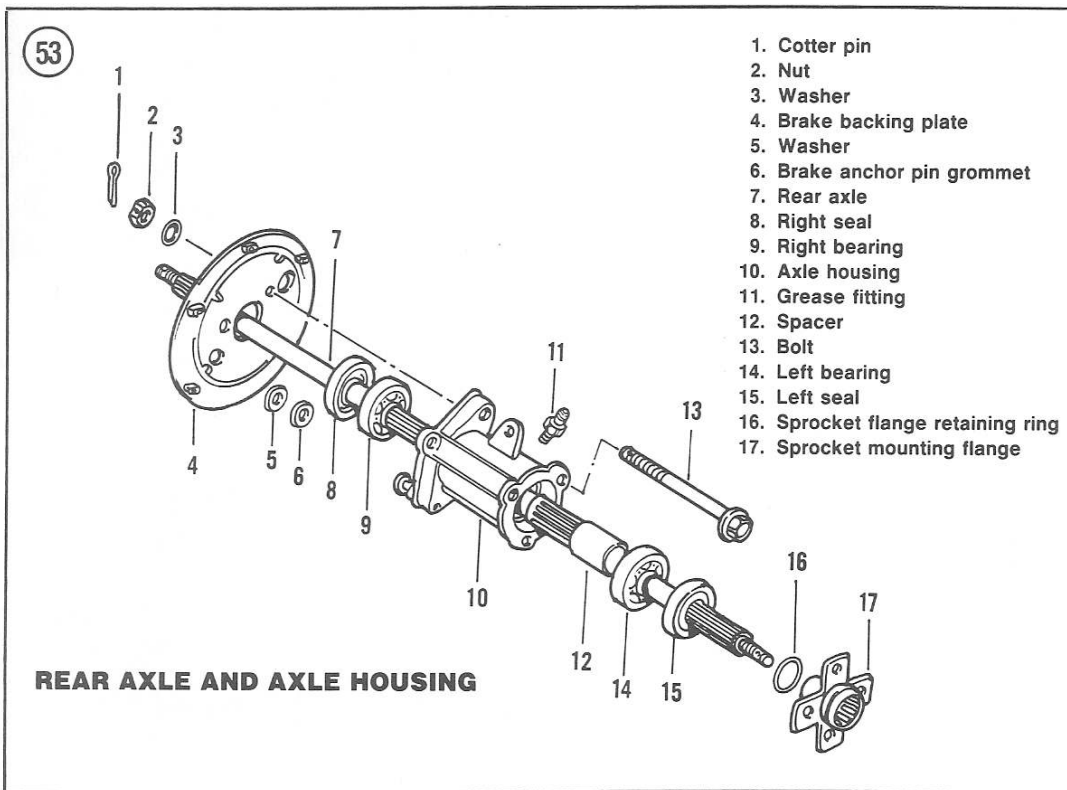
Removal/Installation

Refer to **Figure 53** for this procedure.

1. Remove the seat and rear fender as outlined in Chapter Ten.

2. Remove the drive chain, rear sprocket and brake drum and brake shoes as described in this chapter.





3. Remove the bolt securing the brake arm to the brake cam shaft (Figure 54). Note how the line on the cam shaft is aligned with the mark on the brake arm (Figure 55). These marks must be aligned during installation.

4. Remove the brake arm from the brake cam. Do not lose the flat washer from the brake cam shaft (Figure 56).

5. Remove the brake cam shaft (A, Figure 57).

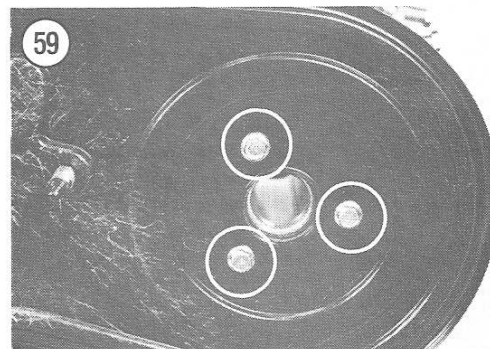
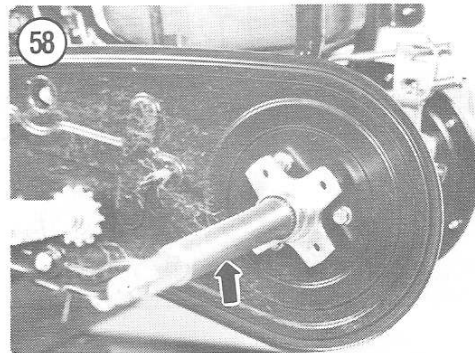
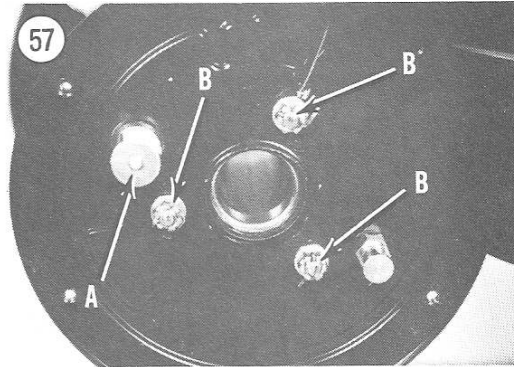
6. Carefully slide the axle out of the housing (Figure 58).

7. If axle housing removal is desired, perform the following:

- Remove the cotter pins securing the axle housing nuts (B, **Figure 57**).
- Remove the long bolts securing the axle housing (**Figure 59**) along with the brake backing plate. Note the flat washer over the brake anchor pin behind the brake backing plate.
- Carefully slide the axle housing out of the frame.

8. Installation is the reverse of these steps. Keep the following points in mind:

- Tighten the nuts securing the axle housing bolts to the torque value specified in **Table 1**.
- Use new cotter pins to secure the nuts on the axle housing bolts.
- Slide the axle into the housing and install brake drum, brake shoes, rear sprocket and drive chain as outlined in this chapter.
- Ensure that the line on the brake cam shaft is aligned with the mark on the brake arm (**Figure 55**).
- Install the rear fender and seat as outlined in Chapter Three.



Inspection

- Refer to **Figure 60** and carefully inspect the wheel hub splines and the brake drum splines. If the splines are twisted, notched or damaged in any way the axle should be replaced.
- Carefully check the axle for fractures or cracks around the hub splines or cotter pin holes.
- Set up V-blocks and a dial indicator as shown in **Figure 61**. Check the runout of the axle in the center and at both ends. Replace the axle if the runout exceeds 0.5 mm (0.020 in.).

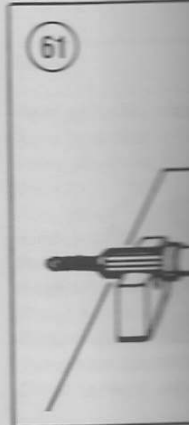
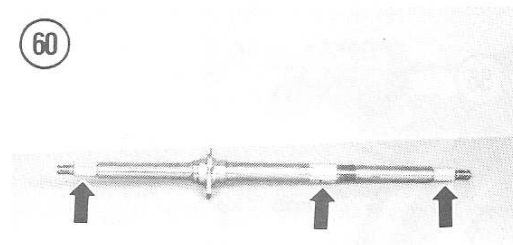
Bearing and Seal Lubrication/Replacement

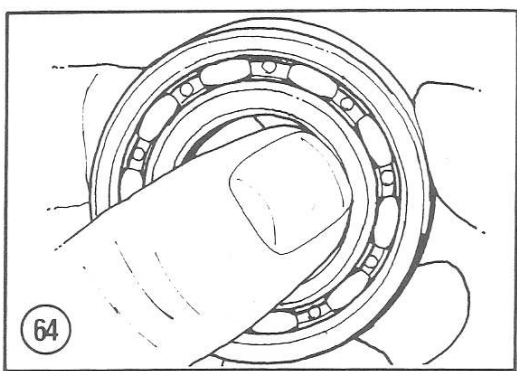
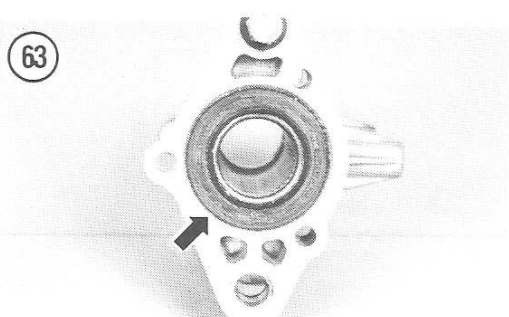
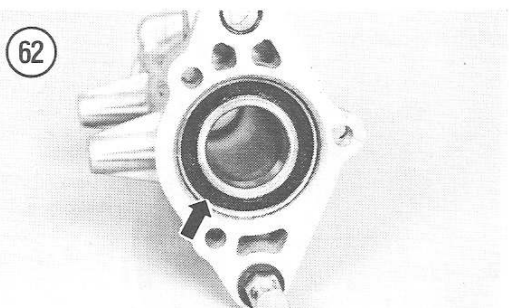
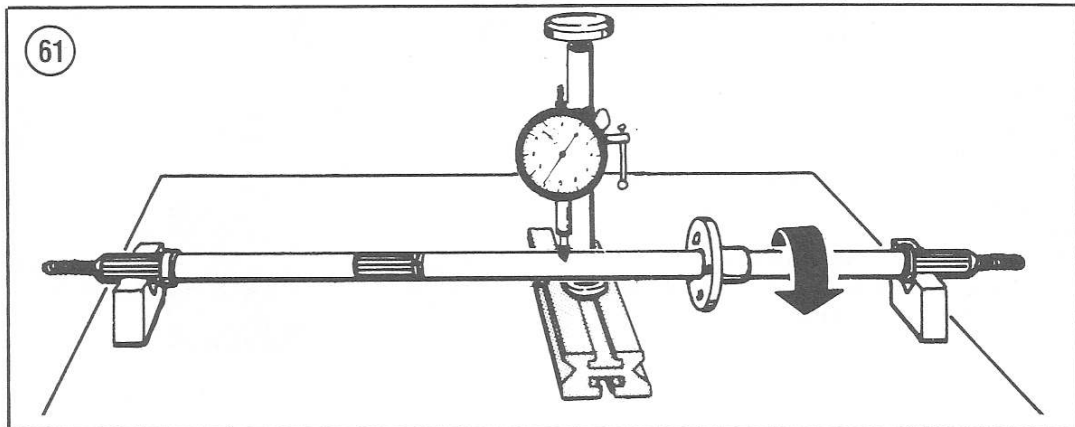
The axle housing is equipped with 2 bearings and grease seals. Each bearing is sealed on the outer side (**Figure 62**). The grease seal is installed outside of each bearing in the housing (**Figure 63**).

If bearing replacement is required, purchase stock bearings from your local dealer or fully sealed bearings from any good bearing specialty shop. Be sure you take your old bearing along to ensure a perfect match. Fully sealed bearings provide excellent protection from dirt and moisture that may get into the axle housing.

Refer to **Figure 53** for this procedure.

- Carefully pry out the seals from each side of the axle housing (**Figure 63**).





2. To remove the bearings perform the following:

- a. Insert a long drift into one side of the housing. Push the spacer to one side so the drift can be applied to the inner race of the bearing.
- b. Tap the bearing out of the housing by working around the perimeter of the inner race.
- c. Remove the spacer and tap out the opposite bearing.

3. Thoroughly clean all bearing cavities with solvent and a clean rag. Do not clean sealed bearings in solvent.

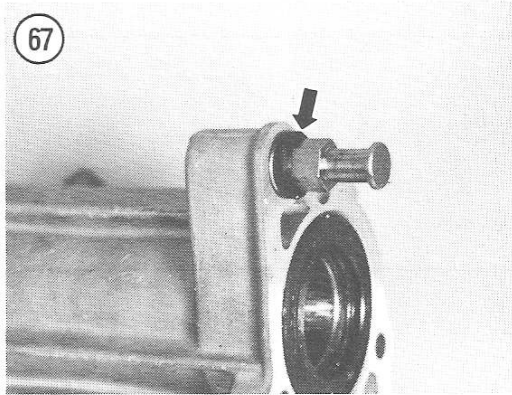
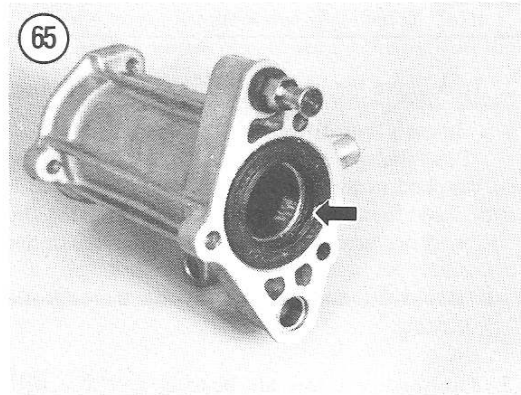
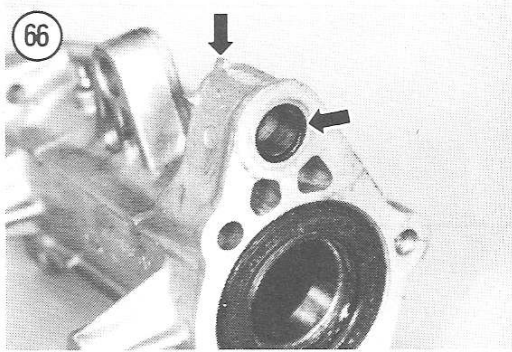
4. Rotate the bearings by hand (Figure 64) and check for roughness and radial play (some axial play is normal). The bearings should turn smoothly. Replace any bearings with tight spots or excessive play.

5. If bearings are serviceable, pack them with a good grade of waterproof grease, such as boat trailer wheel bearing grease. To pack the bearings, spread some grease in the palm of your hand and scrape the open side of the bearing across your palm until the bearing is packed completely full of grease. Spin the bearing a few times to determine if there are any open areas and repack if necessary.

6. To install bearings in the housing perform the following:

- a. Lightly grease the outside of each bearing. Use a drift or suitable sized socket and carefully tap one of the bearings into the housing bore. Ensure that each bearing is installed with the sealed portion facing outward (Figure 62).
- b. Lightly grease each end of the spacer. Turn the housing over and set the spacer in place.

- c. Carefully tap the other bearing into the housing bore, tapping evenly around the outer race.
7. Pack the inside of each seal with grease.
 8. Lightly grease the outside of each seal and carefully tap the seal into position in the housing.
 9. Wipe clean the O-ring groove on each side of the brake cam pivot. Lightly grease and install new O-rings in the grooves (Figure 66).
 10. Check the dust seal on the brake anchor pin (Figure 67). Replace the seal if it is damaged or hard.



Item

Rear sprocket axle
 Rear sprocket nut
 Rear wheel lug nut
 Rear wheel hub nut
 Rear wheel rim nut
 Axle housing nut
 Rear axle-to-brake
 Rear axle outer nut
 Brake arm nut
 Engine sprocket nut
 Tensioner assembly
 Chain tension adjuster

Brake pedal free travel

Brake pedal height
 Brake drum inside diameter

Brake lining thickness

Table 1 REAR SUSPENSION TORQUE SPECIFICATIONS

Item	mkg	ft.-lb.
Rear sprocket assembly retaining bolts	0.8-1.2	6.0-8.5
Rear sprocket mounting bolt	4-6	29.0-43.5
Rear wheel lug nut	2.0-3.1	14.5-22.5
Rear wheel hub nut	8.5-11.5	61.5-83.0
Rear wheel rim nut	2.0-3.1	14.5-22.5
Axle housing nut	1.8-2.8	13-20
Rear axle-to-brake drum nut	5-8	36-58
Rear axle outer nut	16-20	115.5-144.5
Brake arm nut	0.8-1.2	6.0-8.5
Engine sprocket nut	8-10	58.0-72.5
Tensioner assembly bolt	2.0-3.1	14.5-22.5
Chain tension adjuster bolt	7-10	50.5-72.5

Table 2 BRAKE SPECIFICATIONS

	Standard	Service limit
Brake pedal free travel	20-30 mm (0.8-1.2 in.)	-
Brake pedal height	15 mm (0.6 in.)	-
Brake drum inside diameter	-	150.7 mm (5.93 in.)
Brake lining thickness	-	1.5 mm (0.06 in.)

CHAPTER TEN

BODY

This chapter contains removal/installation procedures for the seat and body panels.

SEAT

Removal/Installation

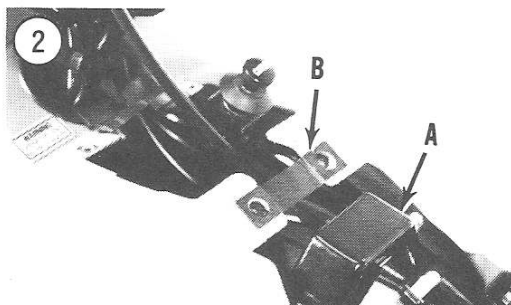
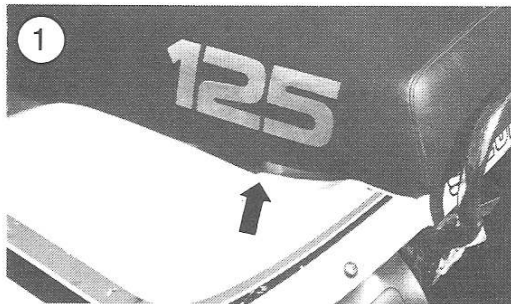
1. Reach under the left edge of the seat and release the spring seat catch (**Figure 1**).
2. Lift up the seat and slide it far enough toward the rear to disengage the front hook (A, **Figure 2**). Remove the seat.
3. To install the seat, hook the front seat hook on the frame and gently press the rear of the seat down until the spring-loaded catch secures the seat. If the catch does not automatically engage the seat hooks, hold in on the release while pressing down on the seat. Release the catch when the seat is fully in place.

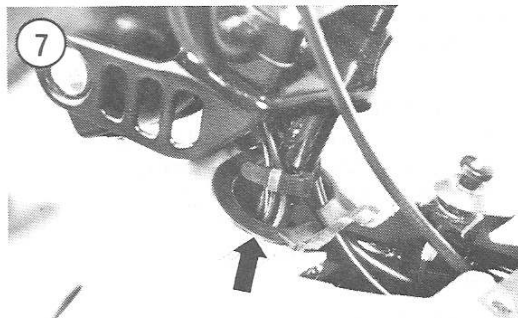
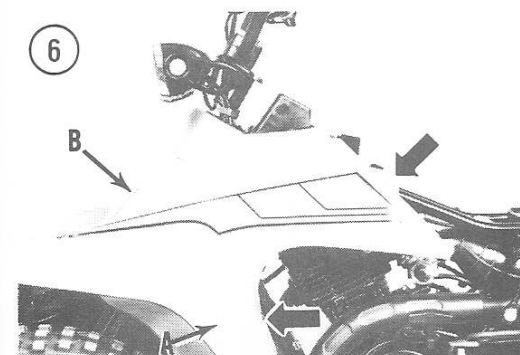
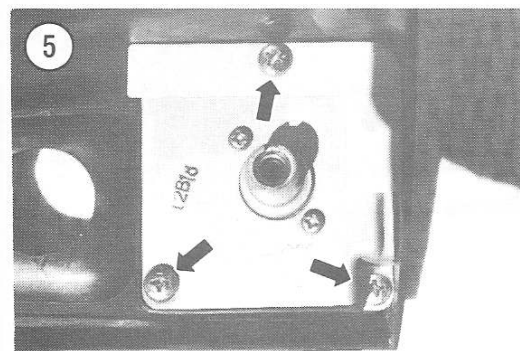
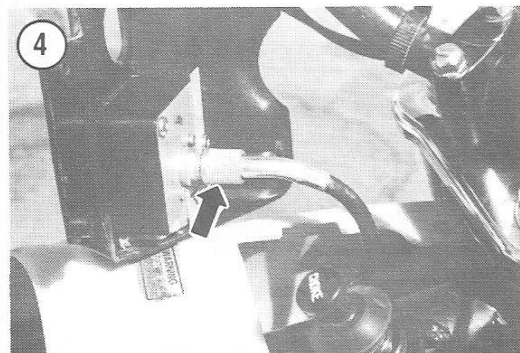
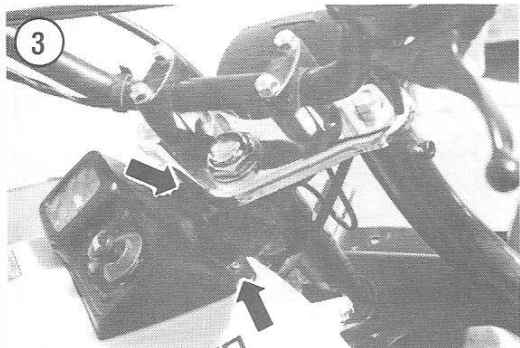
ODOMETER PANEL

Removal/Installation

1. Remove the screws securing the odometer panel assembly (**Figure 3**). On LT models, the panel is secured with 4 screws. On ALT models, the panel is secured with 2 screws in front and slides under the frame cover in the rear.
2. Pull the assembly up over the rubber grommet around the choke handle and swing the panel clear of the machine.
3. Unscrew the odometer cable (**Figure 4**) and remove the assembly.

4. If odometer unit removal is desired, remove the screws and retaining bracket securing the odometer to the panel and remove the odometer unit (**Figure 5**).
5. Installation is the reverse of these steps. Keep the following points in mind:





- a. Do not tighten the knurled odometer cable more than finger-tight or the fitting in the odometer may be damaged.
- b. Do not overtighten the screws securing the panel or the edges of the plastic panel may break.
- c. Carefully pull the rubber grommet around the choke handle up through the hole in the panel so that the grommet seals the hole as well as possible.

FRONT FENDER

Removal/Installation (LT Models)

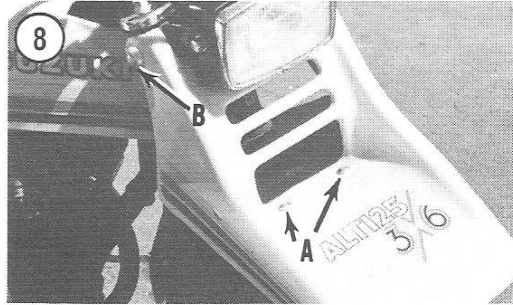
1. Remove the seat and the odometer panel assembly as described in this chapter.
2. Slide the threaded plate out of the front fender (B, Figure 2).
3. Remove the fasteners securing the front fender as shown in Figure 6. Note the following:
 - a. The bolts located under each fender (A, Figure 6) do not have to be removed completely. The fender mounts under each side are slotted and will slide off the mounting grommets.
 - b. The front mounting bolts (B, Figure 6) are fitted with washers and spacers.
4. Carefully spread the front fender and remove it from the machine.
5. Installation is the reverse of these steps. Keep the following in mind:
 - a. Position the cable grommet correctly over the edge of the front fender so that the wires and cables are protected (Figure 7).
 - b. Carefully slide the slotted fender mounts (under each side) over the grommets located on the frame mounting lugs.
 - c. Make sure the spacers and washers are installed on the front mounting bolts.
 - d. Tighten all the fasteners gradually and evenly after the fender is completely in place.
 - e. Install the threaded plate and odometer assembly.

Remove the
odometer
unit (Figure
e steps. Keep



Removal/Installation (ALT Models)

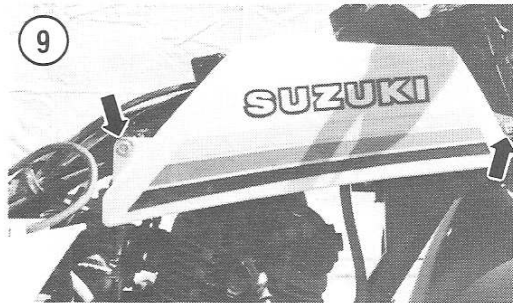
1. Remove the bolts, washers and nuts securing the front of the fender (A, **Figure 8**).
2. Remove the screws and washers securing the fender to each side of the front fork (B, **Figure 8**).
3. Slide the fender off the front forks.
4. Installation is the reverse of these steps. Tighten all the fasteners gradually and evenly after the fender is completely in place.



FRAME COVER (ALT MODELS)

Removal/Installation

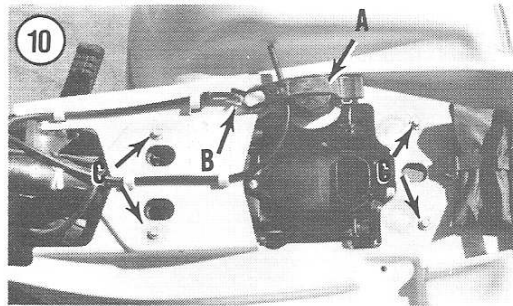
1. Remove the seat and odometer assembly as described in this chapter.
2. Remove the fasteners securing the cover (**Figure 9**) and remove the cover.
3. Installation is the reverse of these steps. Tighten the fasteners gradually and evenly after the frame cover is in place. Install the odometer assembly and seat.



REAR FENDER

Removal/Installation

1. Remove the seat as described in this chapter.
2. Unhook the rubber strap covering the fuel tank cap (A, **Figure 10**).
3. Disconnect the fuel vent hose from the fuel tank (B, **Figure 10**).
4. Remove the fuel tank cap.
5. Remove the bolts securing the rear fender (C, **Figure 10**). Lift off the rear fender.
6. Installation is the reverse of these steps. Tighten the bolts securing the fender gradually and evenly.



SUPPLEMENT

1984-1987 SERVICE INFORMATION

The following supplement provides procedures unique to 1984-1987 models. The 185 cc engine is basically the same as the 125 cc engine with the exception of an increase in the bore and stroke dimensions. Also, a decompression lever has been added to ease starting.

The 1984-1985 185 cc model transmission varies slightly with the use of some gear bushings and different location of some parts. Unless otherwise noted, follow service procedures for the transmission used on 125 cc models when servicing 185 cc models. The 5-speed transmission on the 1986-1987 models is new and is covered separately.

The chapter headings in this supplement correspond to those in the main body of this book. If a change is not included in the supplement, there are no changes affecting the 1984-1987 models.

CHAPTER TWO

TROUBLESHOOTING

EMERGENCY TROUBLESHOOTING

An ignition switch has been added to the 1987 models. When performing the emergency troubleshooting procedures make sure the ignition switch is in the ON position.

CHAPTER THREE

LUBRICATION, MAINTENANCE AND TUNE-UP

Refer to **Table 1** for the factory suggested maintenance schedule for 185 cc models.

DRIVE CHAIN (185 CC)

Follow the procedures in Chapter Three in the main body of this book to clean and lubricate the drive chain. During adjustment, note that the correct amount of free play in the chain is 5-15 mm (0.2-0.6 in.). Refer to **Figure 1** (chain case installed) or **Figure 2** (chain case removed).

If the free play is incorrect, adjust the drive chain as described in Chapter Three in the main body of this book.

THROTTLE LIMITER

A throttle limiter has been added to the throttle housing. Loosen the locknut (A, **Figure 3**) and turn the limiter bolt (B, **Figure 3**) in or out to the desired position to limit the travel of the throttle thumb lever. Tighten the locknut securely.

STEERING

Front Wheel Toe-in

Follow the procedure in Chapter Three in the main body of this book to check front wheel toe-in. The only difference other than new dimensions is that the 1986-1987 models require a 75 kg (165 lb.) load on the vehicle (person sitting on the seat).

On 1984-1985 models, the front measurement should be 12-18 mm (0.5-0.7 in.) less than the rear measurement.

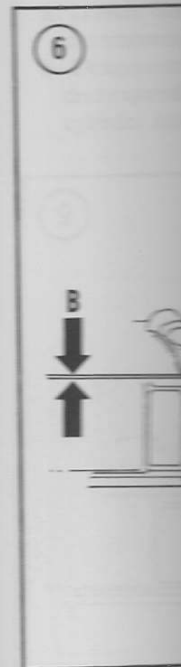
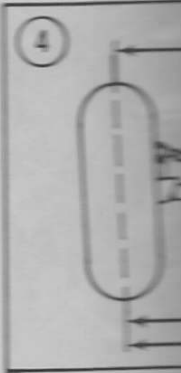
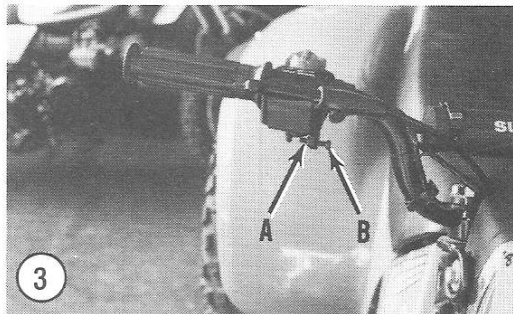
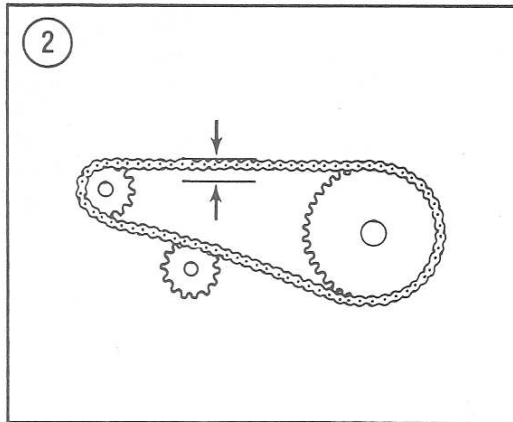
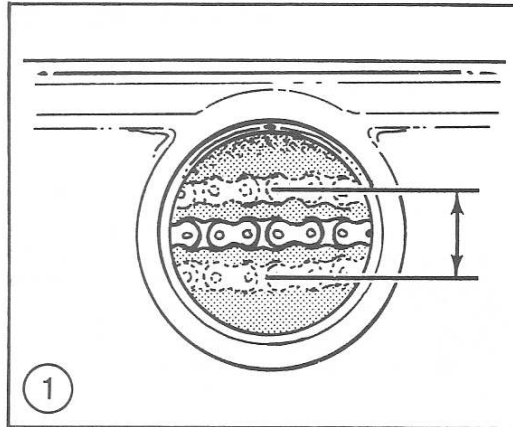
On 1986-1987 models, the front measurement should be 9-15 mm (0.4-0.6 in.) less than the rear measurement.

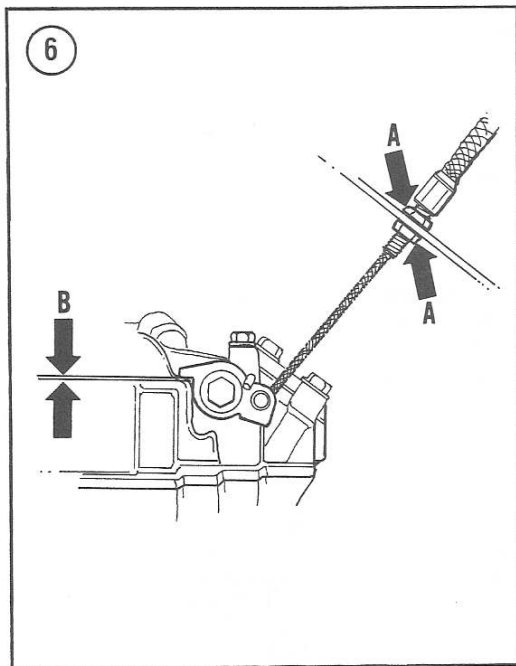
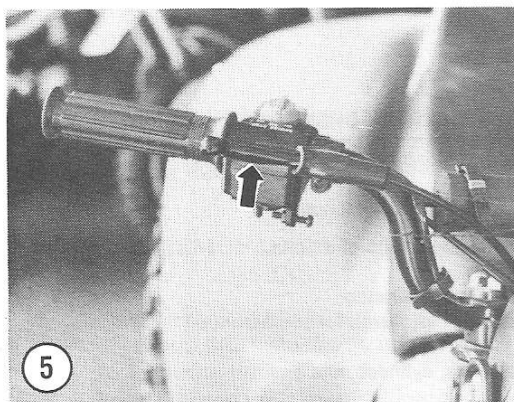
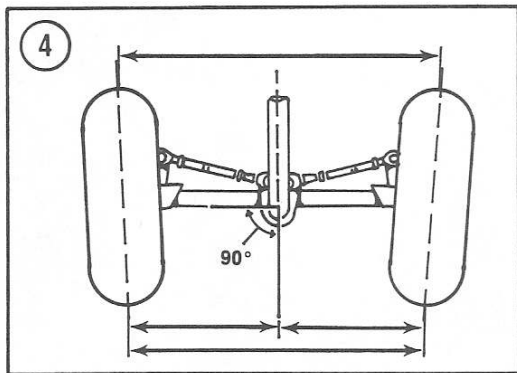
The correct amount of toe-in is necessary for proper steering. If the toe-in is incorrect, adjust as described in Chapter Eight in the main body of this book.

ENGINE TUNE-UP

Valve Clearance Adjustment (185 cc)

The valve clearance procedure is the same as on all other models. After the valves have been





adjusted, adjust the decompression lever as described in this supplement.

Decompression Lever Adjustment (185 cc)

1. Adjust the valves as described in Chapter Three in the main body of this book.
2. Squeeze the decompression lever (Figure 5) on the right-hand handlebar.
3. With the decompression lever squeezed, the lever on the cylinder head cover should be touching the cylinder head cover with no clearance.
4. To adjust the cable:
 - a. Loosen both locknuts (A, Figure 6) on the decompression cable.
 - b. Adjust one of the locknuts until there is no clearance between the lever and the cylinder head cover (B, Figure 6).
 - c. When the proper adjustment is achieved, tighten both locknuts and recheck the clearance.

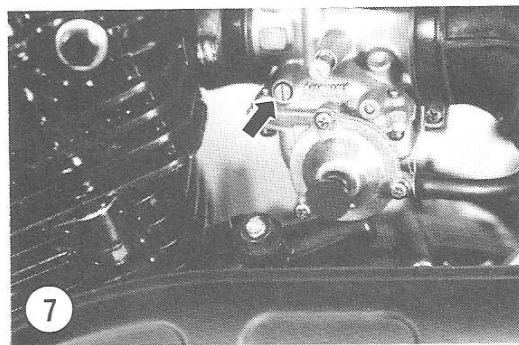
CAUTION

Excessive free play will result in hard starting. Insufficient free play will cause erratic engine idle and a burned exhaust valve.

Carburetor Adjustment (185 cc)

All other tune-up procedures must be performed before the carburetor can be adjusted effectively. Float level adjustment is covered in Chapter Six in the main body of this book.

1. Carefully turn the pilot air screw (Figure 7) until it bottoms. Do not overtighten the screw or it will be damaged. Back the screw out 2 1/8 turns.
2. Start the engine and warm it up to normal operating temperature. Readjust the pilot air screw in or out approximately 1/4 turn from the position obtained in Step 1 to obtain smooth acceleration without any hesitation when the throttle is applied.



3. Shut off the engine and connect a portable tachometer to the engine according to the manufacturer's instructions.

4. Warm up the engine and adjust the throttle stop screw (idle speed screw) to obtain an even idling speed of 1,350-1,450 rpm (Figure 8). Disconnect the portable tachometer.

Compression Test (185 cc)

The compression testing procedure is the same as for 125 models, described in Chapter Three in the main body of the book. Standard cylinder pressure is 13-17 kg/cm² (185-241 psi). A reading below 11 kg/cm² (156 psi) indicates an engine overhaul is due.

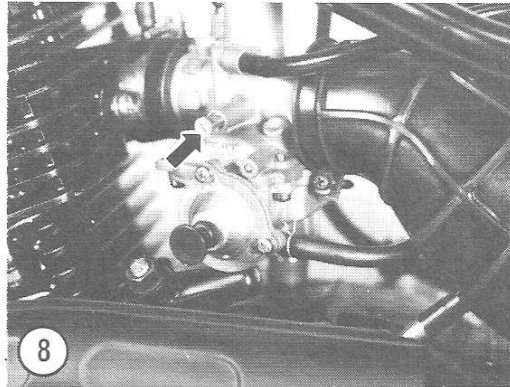


Table 1 MAINTENANCE AND LUBRICATION SCHEDULE*

Every fuel stop or every time machine is ridden

Initial 100 miles (200 km)

Every 600 miles (1,000 km)

Every 1,200 miles (2,000 km)

- Check tire condition and inflation
- Lubricate drive chain
- Check operation of all electrical switches
- Check all engine and chassis nuts and bolts, tighten if necessary
- Check and/or adjust valve clearance
- Check and/or adjust decompression lever clearance (185 cc models)
- Torque cylinder head nuts, cylinder nuts and exhaust pipe nuts
- Change engine oil and oil filter
- Inspect fuel lines
- Adjust cam chain tension
- Adjust clutch
- Adjust brakes
- Adjust engine idle speed
- Clean, lubricate and adjust drive chain
- Check and/or adjust steering
- Adjust throttle and choke cables
- Perform initial 100 mile (200 km) service plus the following:
 - Clean air cleaner element
 - Lubricate control cables (include decompression cable on 185 cc models)
 - Grease brake pedal pivot
- Perform initial 100 miles (200 km) service plus the following:
 - Clean fuel strainer
 - Clean and regap spark plug
 - Clean engine oil sump screen
 - Adjust clutch
 - Grease throttle lever
 - Grease odometer cable
 - Grease brake cam shaft
 - Grease rear axle housing

(continued)

Every 2,100 miles (3,000 km)

Every 4 years

* This maintenance keep the ALTLT and water (partic

Refer to Table 185 cc engine. To specifications for engines.

ENGINE RE

Follow the in Chapter Four in adding the follow 1. The decompr installed as follow a. Loosen bot decompressi b. Disconnect decompressi cylinder head

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Table 1 MAINTENANCE AND LUBRICATION SCHEDULE* (continued)

Every 3,100 miles (5,000 km)	• Replace spark plug
Every 4 years	• Replace fuel lines

* This maintenance schedule is based on the minimum maintenance requirements as specified by Suzuki to keep the ALT/LT machines in top operating condition. Harder-than-normal use as well as exposure to mud, sand and water (particularly salt water) will naturally dictate more frequent attention to most maintenance items.

CHAPTER FOUR

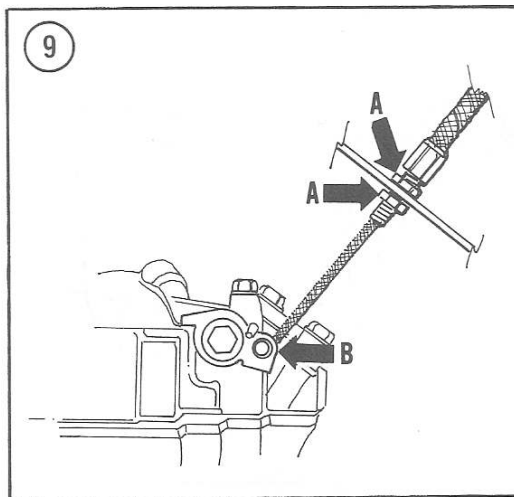
ENGINE

Refer to Table 2 for torque specifications for the 185 cc engine. Table 3 contains engine dimension specifications for the 185 cc and the 1984-on 125 cc engines.

ENGINE REMOVAL/INSTALLATION (185 CC)

Follow the removal/installation procedure in Chapter Four in the main body of this book, adding the following steps.

1. The decompression cable must be removed and installed as follows:
 - a. Loosen both locknuts (A, Figure 9) on the decompression cable at the bracket.
 - b. Disconnect the decompression cable from the decompression lever (B, Figure 9) on the cylinder head cover.



- c. Upon installation, attach the decompression cable and adjust the cable as described in this supplement.

NOTE

Figure 10 and Figure 11 show the routing of the decompression cable. All other cables, hoses and wires remain routed as shown in Chapter Four.

2. Ensure that all wires, cables and fuel vent hoses are correctly routed and secured to the frame as shown in Figure 10 (ALT) or Figure 11 (LT).

ROCKER ARMS

Removal/Installation (185 cc)

Follow the rocker arm removal/installation procedure as described in Chapter Four in the main body of this book, adding the following steps.

Before removing the rocker arms, pull the decompression lever assembly (Figure 12) from the cylinder head cover.

Before installing the decompression lever assembly into the cylinder head cover, apply clean engine oil to the oil seal (Figure 13).

Inspection

Refer to Table 3 for rocker arm shaft wear limits and specifications.

CYLINDER

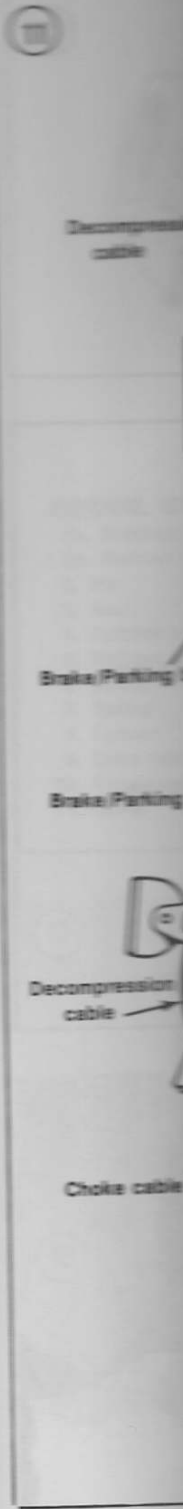
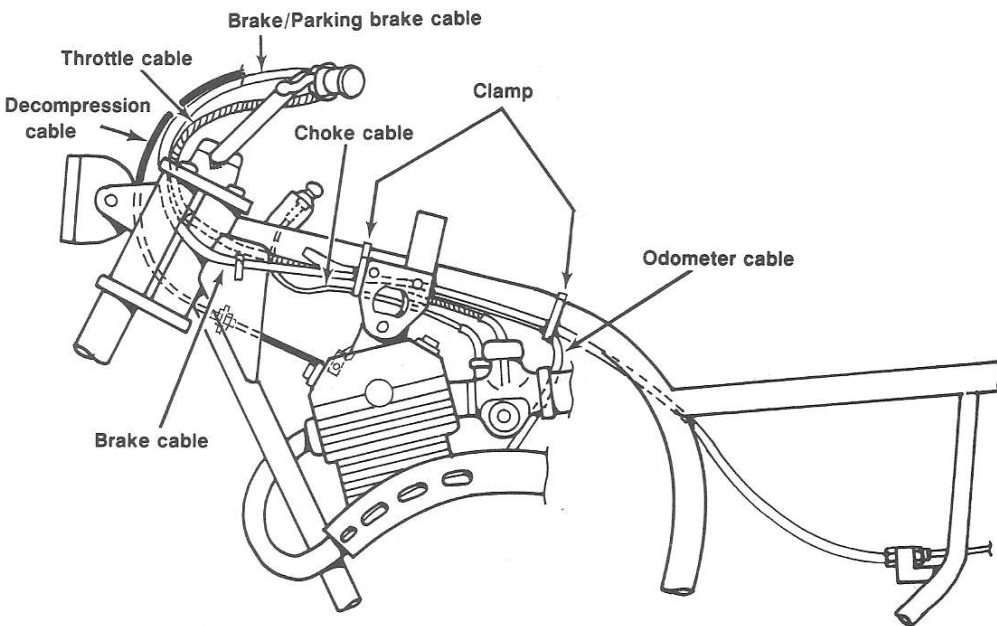
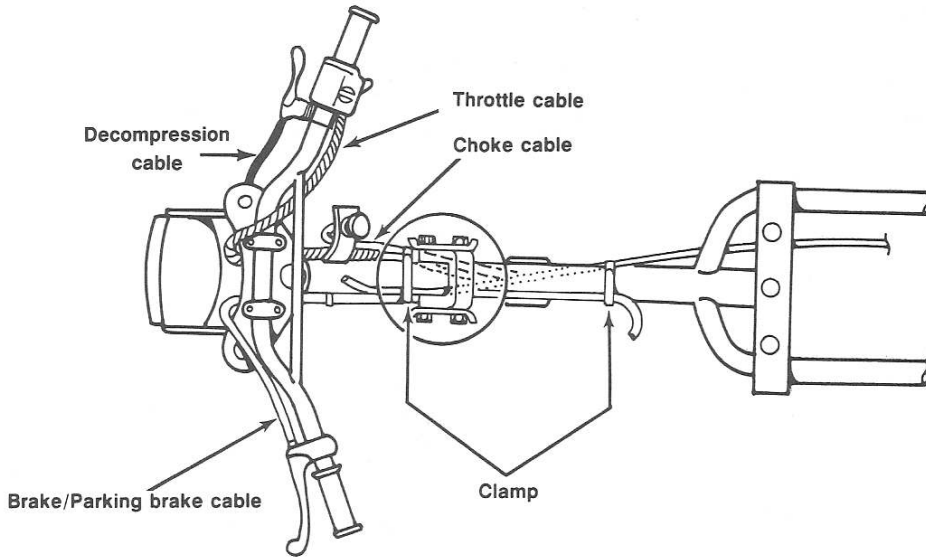
Inspection (185 cc)

Follow the cylinder inspection procedure in Chapter Four in the main body of this book.

Refer to Table 3 for cylinder wear limits and specifications.

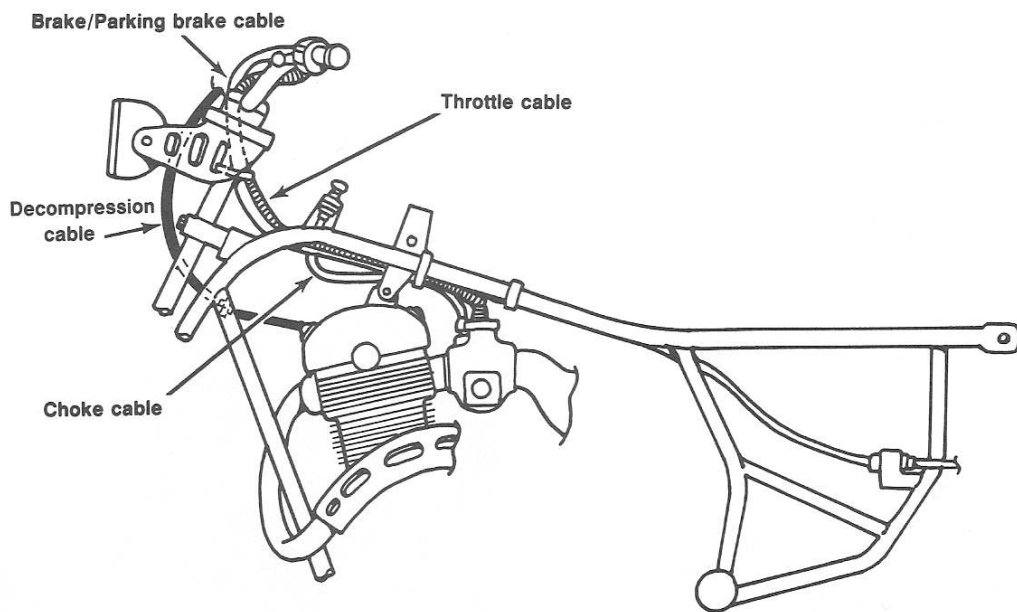
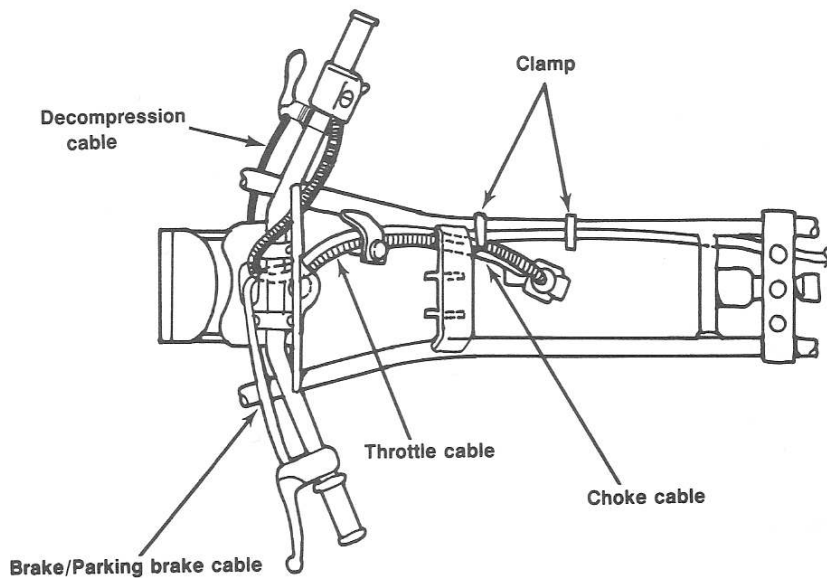
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ALT185

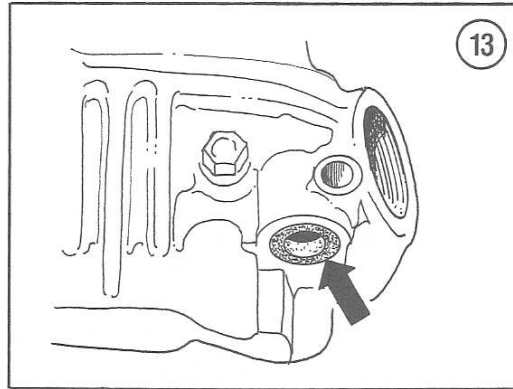
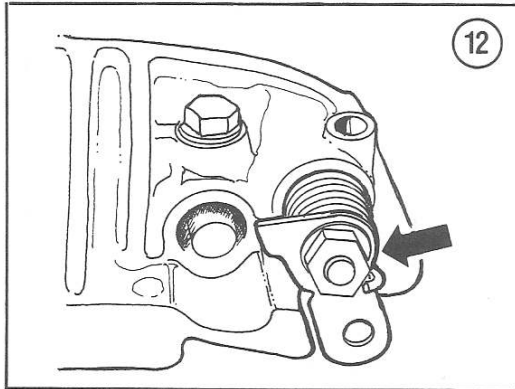


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LT185



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PISTON AND RINGS (185 CC)

Follow the piston and rings procedure in Chapter Four in the main body of this book.

Refer to **Table 3** for piston OD, ring end gap wear limits and specifications.

The shapes of the top and second ring are different as shown in **Figure 14**.

RECOIL STARTER

Removal/Installation

1. Place the machine on level ground and set the parking brake.
2. Remove the bolt (A, **Figure 15**) securing the gearshift lever and remove the lever. The bolt must be completely removed, not just loosened.
3. Remove the bolts securing the recoil starter unit (B, **Figure 15**) and remove the unit.
4. Installation is the reverse of these steps.

Disassembly and Starter Rope Removal

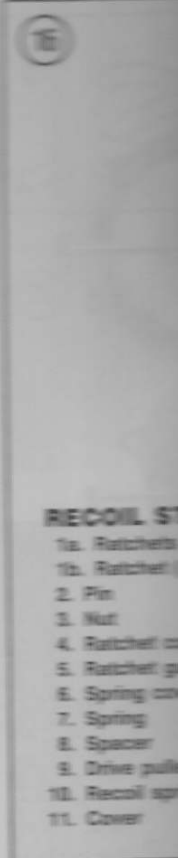
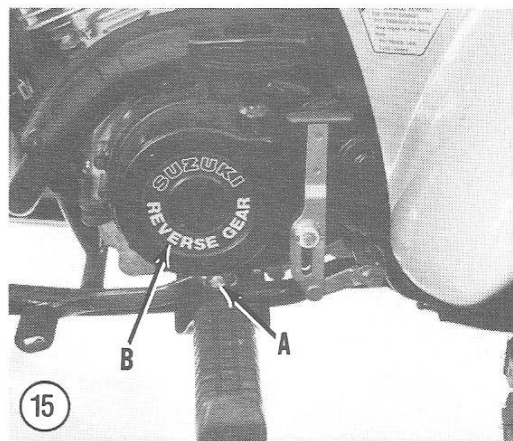
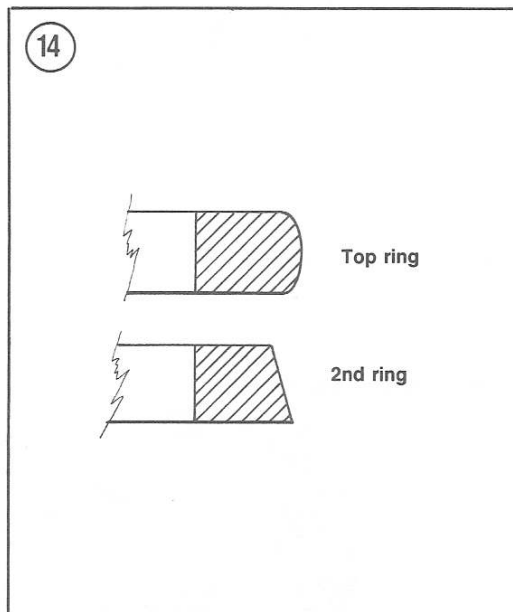
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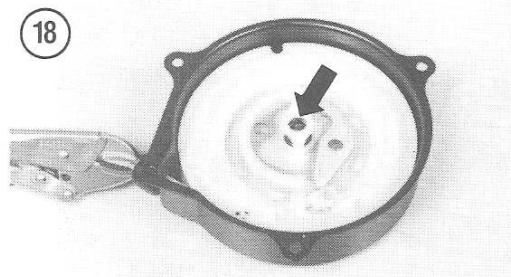
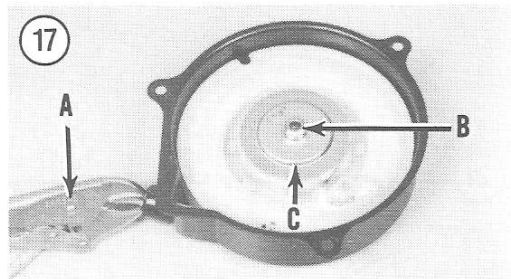
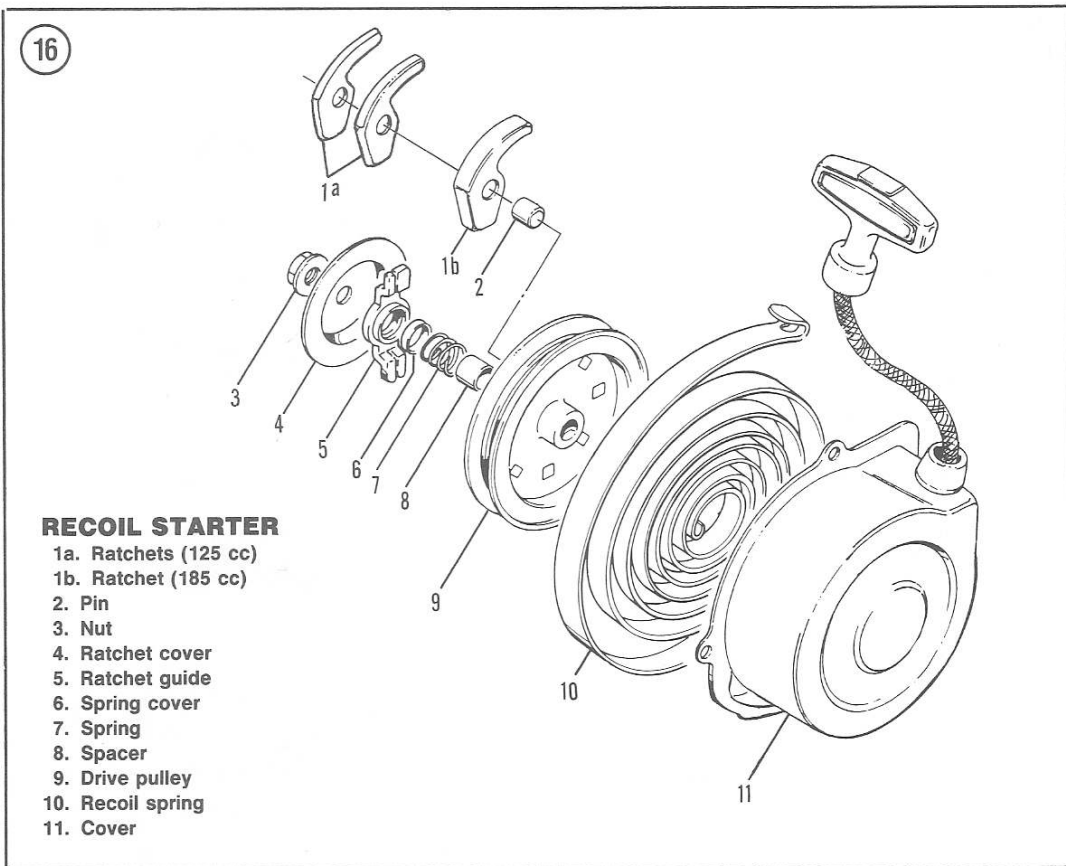
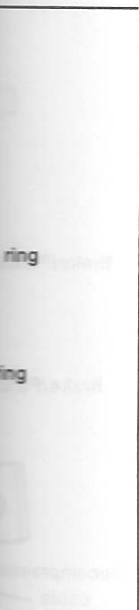
Consider replacing the standard Suzuki starter rope with an aftermarket vinyl coated flexible wire cable. These cables will last for a long time and are available from many dealers and mail order houses.

Refer to **Figure 16** for this procedure.

WARNING

The starter return spring is under pressure and may jump out during the disassembly procedure. It is not a strong spring but has sharp edges that may cause cuts and eye damage. Always wear safety glasses and gloves when disassembling or reassembling the starter unit.





1. Remove the cover from the starter handle and untie the knot in the starter rope.
2. Hold the starter rope with locking pliers (A, Figure 17) and remove the starter handle from the rope.
3. Remove and discard the gasket.
4. Remove the nut (B, Figure 17) and ratchet cover (C, Figure 17).
5. Remove the ratchet guide (Figure 18).

NOTE

On 125 cc models, the ratchet is a 2-piece assembly. On 185 cc models, the ratchet is a 1-piece unit.

6. Remove the ratchet(s) (A, Figure 19), the friction spring and the cup (B, Figure 19).
7. Remove the locking pliers and release the starter rope slowly into the housing.

WARNING

The recoil spring may jump out at this time; **protect yourself accordingly.**

8. Remove the drive pulley (C, Figure 19).

9. Untie and remove the starter rope from the drive pulley.

NOTE

It is a good idea to replace the nylon rope every time the recoil starter is disassembled.

10. Clean all parts in solvent and thoroughly dry.
11. Inspect all moving parts (Figure 20) for wear or damage and replace as necessary.

Assembly and Starter Rope Installation

1. Install a new starter rope in the drive pulley (A, Figure 21) and tie a special knot at the end (Figure 22). Apply heat (from a lighted match) to the knot and *slightly* melt the end fibers of the nylon rope. This will keep the rope from unraveling.

2. Apply a film of multipurpose grease to the housing shaft (A, Figure 23). Install the recoil spring into the housing. Hook the end of the spring onto the hook (B, Figure 23) on the tab on the housing.

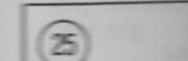
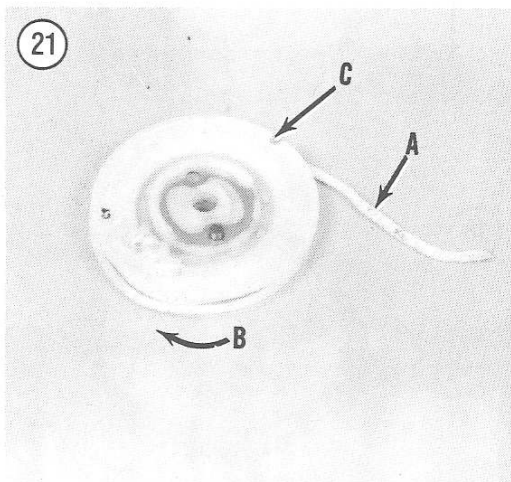
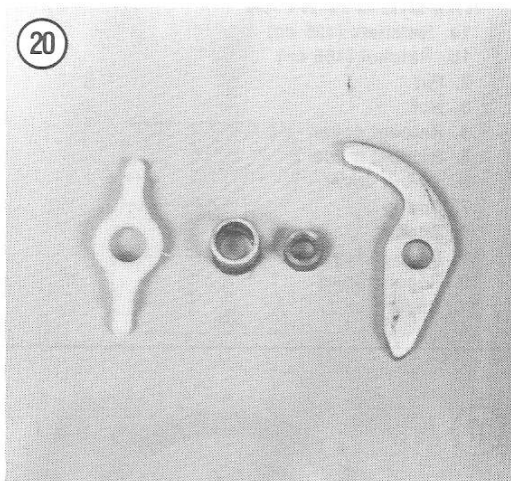
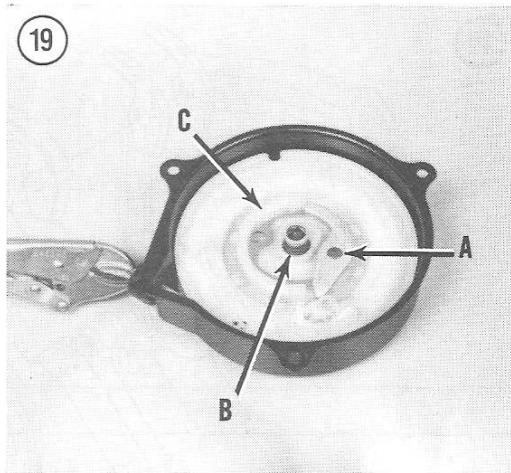
3. Coil the rope onto the drive pulley in a *clockwise* direction (B, Figure 21).

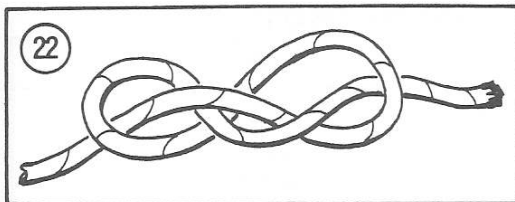
4. Position the end of the rope in the drive pulley so the starter grip end is located within the notch (C, Figure 21) in the starter pulley.

5. Install the drive pulley into the housing while rotating it in a *clockwise* direction. Make sure the rope is positioned up through the notch in the drive pulley. The tab (A, Figure 24) on the bottom of the drive pulley must engage with the hook (B, Figure 24) in the end of the recoil spring. If they engage, proceed to Step 8. If the 2 will not engage, remove the drive pulley and use the procedure in Step 6 and Step 7.

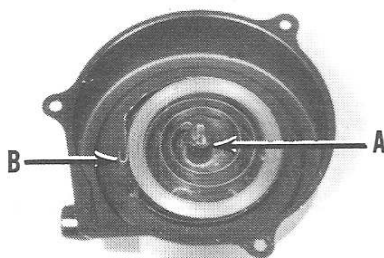
6. Make a *soft* wire hook (do not use stiff wire) and hook it onto the inner end of the recoil spring as shown in Figure 25. The other end of the hook must lay flat on top of the spring coils to allow the drive pulley to drop into position. The wire must be long enough so it can be pulled on.

7. Reinstall the drive pulley into the housing while rotating it in a *clockwise* direction. Make sure the rope is positioned up through the notch in the drive pulley. When the drive pulley comes into contact with the recoil spring, pull sideways on the hook to bring the inner end of the recoil spring away from the shaft in the housing. Continue to rotate the drive pulley and push it the rest of the way down until it seats and engages with the spring hook. Pull the soft wire hook out from between the drive pulley and the spring.

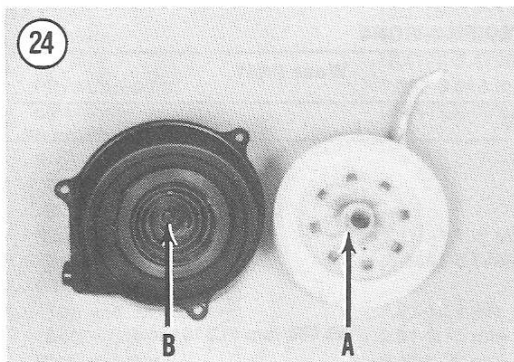




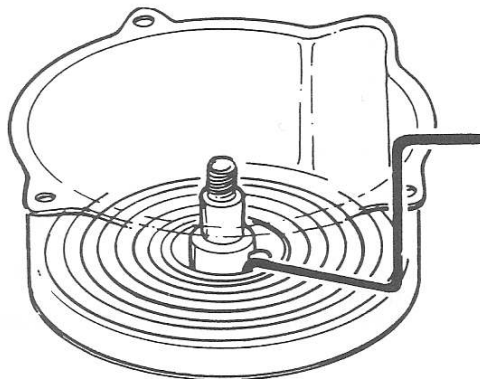
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24



25



8. After engagement with the spring, rotate the drive pulley 2 turns *clockwise* to preload the recoil spring.

9. Hold onto the drive pulley and feed the rope out through the hole in the housing. Secure the rope with locking pliers (A, Figure 17).

10. Apply a light coat of multipurpose grease to the ratchet(s) and install the ratchet(s) (A, Figure 19).

11. Install the friction spring and spring cover (B, Figure 19).

12. Install the ratchet guide onto the spring cover.

13. Install the ratchet cover and secure with the nut (B, Figure 17).

14. Install the rope through the starter handle and tie the end using the same special knot as shown in Figure 22. Apply heat (from a lighted match) to the end of the rope to *slightly* melt the end fibers of the nylon rope. This will keep the rope from unraveling.

15. After assembly is complete, check the operation of the recoil starter by pulling on the starter handle. Make sure the drive pulley rotates freely and returns completely. Also make sure the ratchet moves out and in correctly. If either does not operate correctly, disassemble and correct the problem.

16. Inspect the slots in the starter driven pulley. If they are damaged it should be replaced.

CRANKCASE

Disassembly (185 cc)

Follow the crankcase disassembly procedure in Chapter Four in the main body of this book. For 185 cc crankcase separations many universal type pullers will work or use the Suzuki puller (part No. 09920-13120).

Table 2 ENGINE TORQUE SPECIFICATIONS (185 CC)

Item	mkg	ft.-lb.
Cylinder head cover bolt	0.9-11.0	6.5-8
Cylinder head nut		
6 mm	0.7-1.1	5-8
8 mm	1.5-2.0	11.0-14.5
Cylinder base nut	0.7-1.1	5-8
Camshaft sprocket bolt	1.1-1.3	7-9.5
Magneto flywheel nut	5-6	36-43
Clutch sleeve nut	6.0-8.0	43-58
Engine oil drain plug	1.8-2.0	13-14
Engine sprocket nut	10.0-13.0	72-94
Exhaust pipe clamp nut	1.8-2.8	13-20
Muffler mounting bolt	1.8-2.8	13-20
Footrest mounting bolts	2.0-3.1	14.5-22.5
Engine mounting bolts		
8 mm	2.8-3.4	20-24.5
10 mm	8.0-9.5	58.0-68.5
Spark plug	1.5-2.0	11-14

Table 3 ENGINE SPECIFICATIONS

Item	Specification	Wear limit
185 CC		
Rocker arm assembly		
Rocker arm	12.000-12.018 mm (.04724-0.4731 in.)	—
Rocker arm shaft	11.977-11.995 mm (0.4715-0.4722 in.)	—
Camshaft		
Cam lobe height		
Intake	33.780-33.820 mm (1.3299-1.3315 in.)	33.480 mm (1.3181 in.)
Exhaust	32.990-33.030 mm (1.2988-1.3004 in.)	32.690 mm (1.2870 in.)
Deflection	—	0.10 mm (0.004 in.)
Journal clearance	0.032-0.066 mm (0.0013-0.0026 in.)	0.150 mm (0.0059 in.)
Journal outside diameter	21.959-21.980 mm (0.8645-0.8654 in.)	—
Journal holder	22.012-22.025 mm (0.8666-0.8671 in.)	—
Valves		
Stem deflection	—	0.05 mm (0.002 in.)
Head deflection	—	0.03 mm (0.001 in.)
Guide-to-stem clearance		
Intake	0.010-0.037 mm (0.0004-0.0015 in.)	0.35 mm (0.014 in.)
Exhaust	0.0012-0.002 in.	0.006 in. (0.14 mm)

(continued)

Item
Valves (continued)
Valve stem seal
Intake
Exhaust
Valve guide
Valve seat width
Valve spring
Inner spring
Outer spring
Valve spring
Inner spring
@ 22.5 mm (0.885 in.)
Outer spring
@ 26.3 mm (1.031 in.)
Face thickness
Piston
Pin bore
Pin outer diameter
Diameter
Piston/cylinder clearance
Piston rings
Ring-to-groove
Top ring
Middle ring
Ring thickness
(top and middle)
Bottom ring
Ring end gap
(top and middle)
Bottom ring
Ring free end gap
Top ring
Middle ring
Crankshaft
Runout
Web-to-web width
Connecting rod
Small end inside diameter
Big end side clearance
Big end width

Table 3 ENGINE SPECIFICATIONS (continued)

Item	Specification	Wear limit
185 CC		
Valves (continued)		
Valve stem outer diameter		
Intake	5.500-5.512 mm (0.2165-0.2170 in.)	—
Exhaust	5.455-5.470 mm (0.2148-0.2153 in.)	—
Valve guide inner diameter	5.500-5.512 mm (0.2165-0.2170 in.)	—
Valve seat width	0.9-1.1 mm (0.035-0.043 in.)	
Valve spring free length		
Inner spring	—	35.1 mm (1.38 in.)
Outer spring	—	39.9 mm (1.57 in.)
Valve spring tension		
Inner spring	7.1-9.2 kg (15.7-20.3 lb.)	—
@ 32.5 mm (1.28 in.)		
Outer spring	17.3-21.3 kg (38.1-47.0 lb.)	—
@ 36.0 mm (1.42 in.)		
Face thickness	—	0.5 mm (0.02 in.)
Piston		
Pin bore	14.002-14.008 mm (0.5513-0.5515 in.)	14.030 mm (0.5524 in.)
Pin outer diameter	13.994-14.002 mm (0.5509-0.5513 in.)	13.980 mm (0.5504 in.)
Diameter	62.965-62.980 mm (2.4789-2.4795 in.)	62.880 mm (2.4756 in.)
Piston/cylinder clearance	0.030-0.040 mm (0.0012-0.0016 in.)	0.120 mm (0.0047 in.)
Piston rings		
Ring-to-groove clearance		
Top ring	—	0.180 mm (0.0071 in.)
Middle ring	—	0.150 mm (0.0059 in.)
Ring thickness (top and middle)	1.170-1.190 mm (0.0461-0.0469 in.)	—
Ring groove width		
Top and middle ring	1.21-1.23 mm (0.047-0.048 in.)	—
Bottom ring	2.51-2.53 mm (0.099-0.100 in.)	—
Ring end gap (top and middle)	0.10-0.25 mm (0.004-0.010 in.)	0.70 mm (0.028 in.)
Ring free end gap		
Top ring	Approx. 7.5 mm (0.30 in.)	5.6 mm (0.24 in.)
Middle ring	Approx. 8.5 mm (0.33 in.)	6.8 mm (0.27 in.)
Crankshaft		
Runout	—	0.05 mm (0.002 in.)
Web-to-web width	53.0 ± 0.1 mm (2.09 ± 0.004 in.)	—
Connecting rod		
Small end inside diameter	14.004-14.012 mm (0.5513-0.5517 in.)	14.040 mm (0.5528 in.)
Big end side clearance	0.10-0.45 mm (0.004-0.018 in.)	1.00 mm (0.039 in.)
Big end width	14.95-16.00 mm (0.628-0.630 in.)	—

(continued)

Table 3 ENGINE SPECIFICATIONS (continued)

Item	Specification	Wear limit
125 CC*		
Camshaft		
Journal clearance	0.032-0.066 mm (0.0013-0.0026 in.)	0.150 mm (0.0059 in.)
Journal outside diameter	21.959-21.980 mm (0.8645-0.8654 in.)	—
Valves		
Valve spring tension		
Inner spring	7.1-9.2 kg (15.7-20.3 lb.)	—
@ 32.5 mm (1.28 in.)		
Outer spring	17.3-21.3 kg (38.1-47.0 lb.)	—
@ 36.0 mm (1.42 in.)		
Connecting rod		
Small end inside diameter	14.004-14.012 mm (0.5513-0.5517 in.)	14.040 mm (0.5528 in.)

* These are the only 125 cc engine dimensions that differ from previous years.

CHAPTER FIVE

CLUTCH, TRANSMISSION AND GEARSHIFT MECHANISM

CLUTCH (125 AND 185 CC)

The clutch assembly is the same as on previous models with the exception of the engine rpm engagement points. Full clutch engagement occurs at the following engine speed:

- a. ALT125 (1984-1985): 3400 \pm 200 rpm.
- b. ALT125 (1986): 3500 \pm 200 rpm.
- c. LT125 (1984-1985): 3400 \pm 200 rpm.
- d. LT125 (1986-1987): 3500 \pm 200 rpm.
- e. LT185 (1985): 3600 \pm 200 rpm.
- f. LT185 (1986-1987): 3500 \pm 200 rpm.

CLUTCH (185 CC)

Installation

Clutch installation is the same as on previous models with the exception of the torque value for the sleeve nut. Tighten the sleeve hub nut to 6.0-8.0 mkg (44-58 ft.-lb.).

TRANSMISSION AND INTERNAL SHIFT MECHANISM (1984-1985)

Removal/Installation

Transmission removal and installation are the same as on previous models.

Countershaft Gear Set Disassembly/Assembly

As on previous models, the countershaft gear set requires the use of a hydraulic press and special skills; therefore, this task must be referred to a competent machine shop or authorized dealer.

Drive Shaft Gear Set Disassembly/Assembly

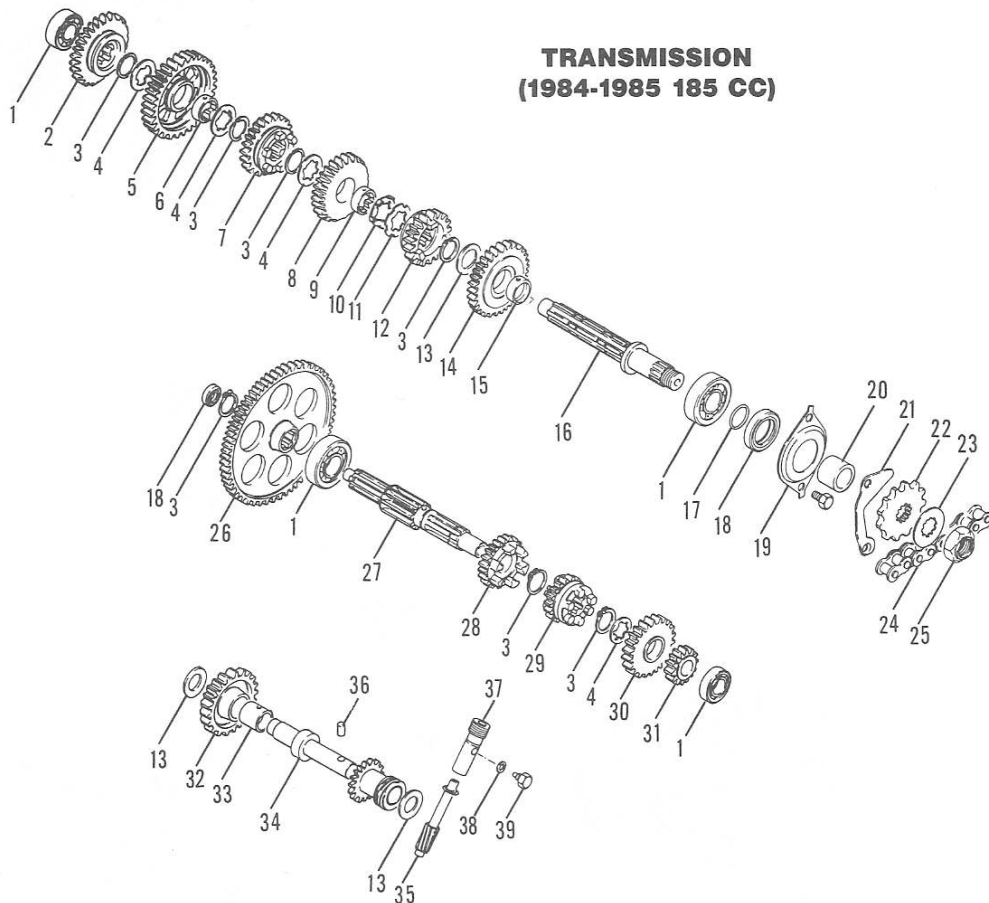
Refer to Figure 26 for this procedure.

CAUTION

Suzuki recommends using new circlips to secure the gears whenever the

26

TRANSMISSION (1984-1985 185 CC)



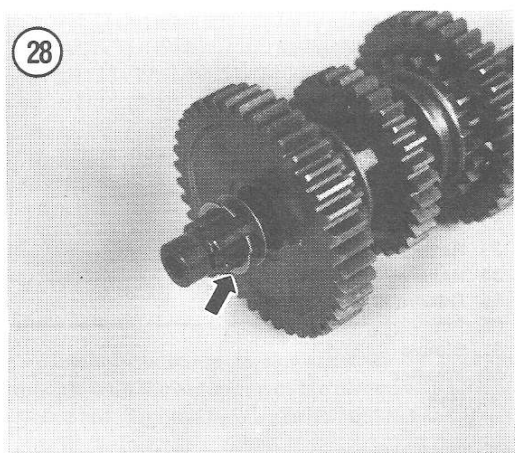
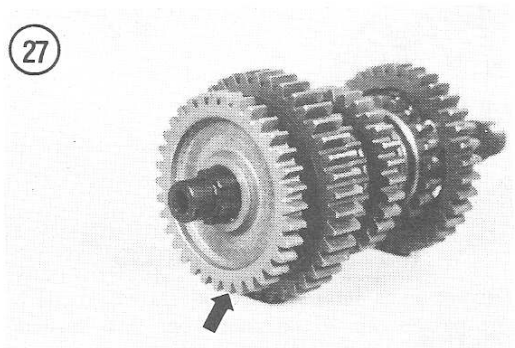
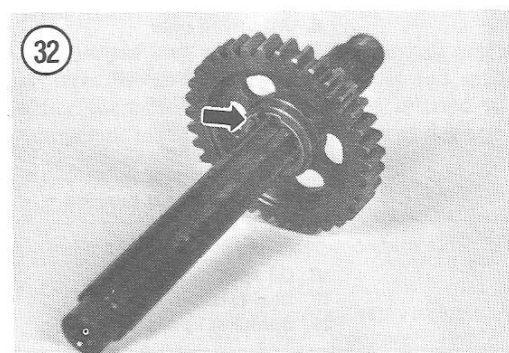
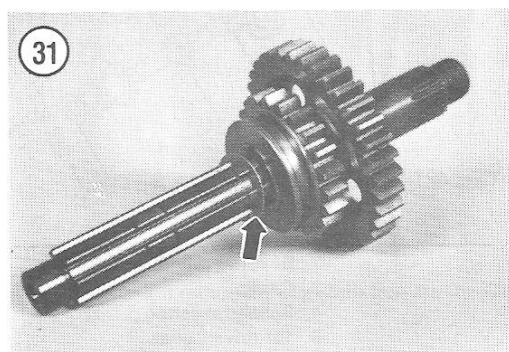
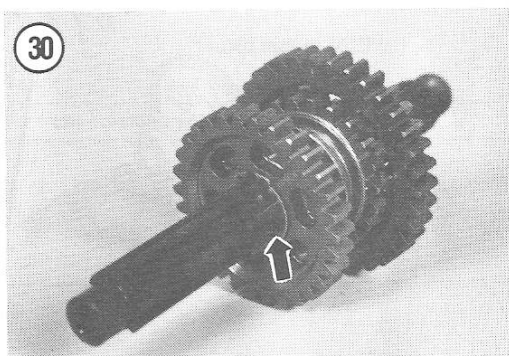
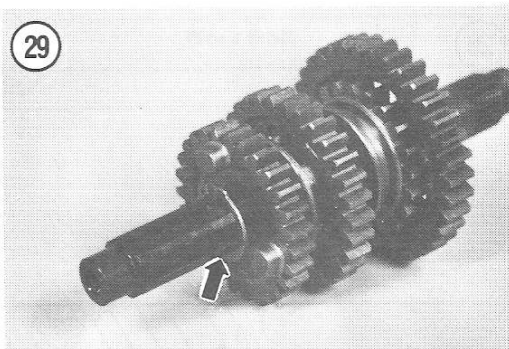
- | | |
|-----------------------------|--------------------------------|
| 1. Bearing | 21. Plate |
| 2. Reverse driven gear | 22. Sprocket |
| 3. Circlip | 23. Folding lockwasher |
| 4. Splined washer | 24. Drive chain |
| 5. 1st driven gear | 25. Engine sprocket nut |
| 6. 1st driven gear bushing | 26. Primary drive gear |
| 7. 4th driven gear | 27. Countershaft |
| 8. 3rd driven gear | 28. 4th drive gear |
| 9. 3rd driven gear bushing | 29. 3rd drive gear |
| 10. Splined lockwasher | 30. 5th drive gear |
| 11. Splined washer | 31. 2nd drive gear |
| 12. 5th driven gear | 32. Reverse idler gear |
| 13. Thrust washer | 33. Reverse idler gear bushing |
| 14. 2nd driven gear | 34. Reverse drive shaft |
| 15. 2nd driven gear bushing | 35. Odometer drive gear |
| 16. Drive shaft | 36. Pin |
| 17. O-ring | 37. Sleeve |
| 18. Oil seal | 38. Washer |
| 19. Seal retainer | 39. Bolt |
| 20. Sprocket spacer | |

gearsets are disassembled. Never expand a circlip more than necessary to slide it over a shaft during installation.

NOTE

When disassembling the drive shaft gear set, place all the parts in an egg carton. The egg carton helps keep all the gears, washers, bushings and circlips in the correct order and properly positioned.

1. Remove the reverse driven gear (Figure 27).
2. Remove the circlip (Figure 28) and splined washer securing the 1st driven gear and remove the gear and the gear bushing.
3. Remove the splined washer and circlip (Figure 29) securing the 4th driven gear and remove the gear.
4. Remove the circlip and splined washer (Figure 30) securing the 3rd driven gear and remove the gear and the gear bushing.



5. Remove the splined washer and circlip from the shaft. Remove the gear.

6. Remove the splined washer and circlip (30) securing the gear.

7. Remove the splined washer and circlip (31) securing the gear and the gear bushing.

8. Assembly is in the following order:

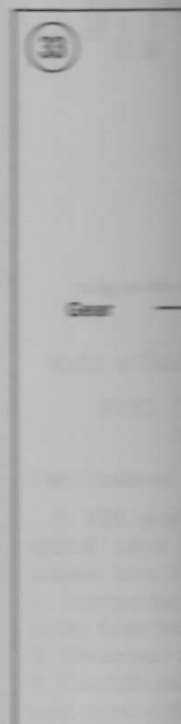
9. Install the gear set (Fig. 32).

10. Ensure that all grooves are

INTERNAL

Removal/Installation

Transmission as on previous

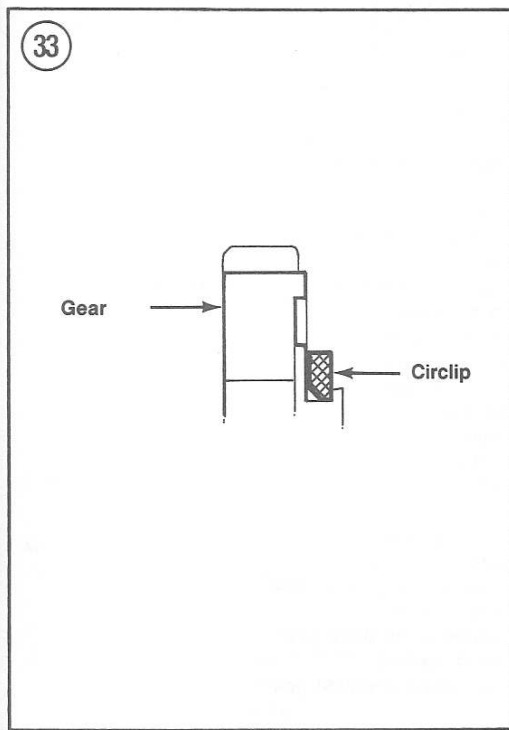


5. Remove the splined lockwasher. Rotate the splined washer in either direction to disengage the tangs from the raised splines on the transmission shaft. Remove the splined washer.
6. Remove the splined washer and circlip (Figure 31) securing the 5th driven gear and remove the gear.
7. Remove the circlip and splined washer (Figure 32) securing the 2nd driven gear and remove the gear and the gear bushing.
8. Assembly is the reverse of these steps, noting the following.
9. Install the circlips with the rounded edge toward the gear face (Figure 33).
10. Ensure that all circlips are fully seated in the shaft grooves.

**TRANSMISSION AND
INTERNAL SHIFT MECHANISM
(1986-1987
125 CC AND 185 CC)**

Removal/Installation

Transmission removal and installation are the same as on previous models.



**Countershaft Gear Set
Disassembly/Assembly**

As on previous models, the countershaft gear set requires the use of a hydraulic press and special skills; therefore, this task must be referred to a competent machine shop or authorized dealer.

**Drive Shaft Gear Set
Disassembly/Assembly**

Refer to **Table 4** for transmission and gearshift specifications.

Refer to **Figure 34** for this procedure.

CAUTION

Suzuki recommends using new circlips to secure the gears whenever the gear sets are disassembled. Never expand a circlip more than necessary to slide it over a shaft during assembly.

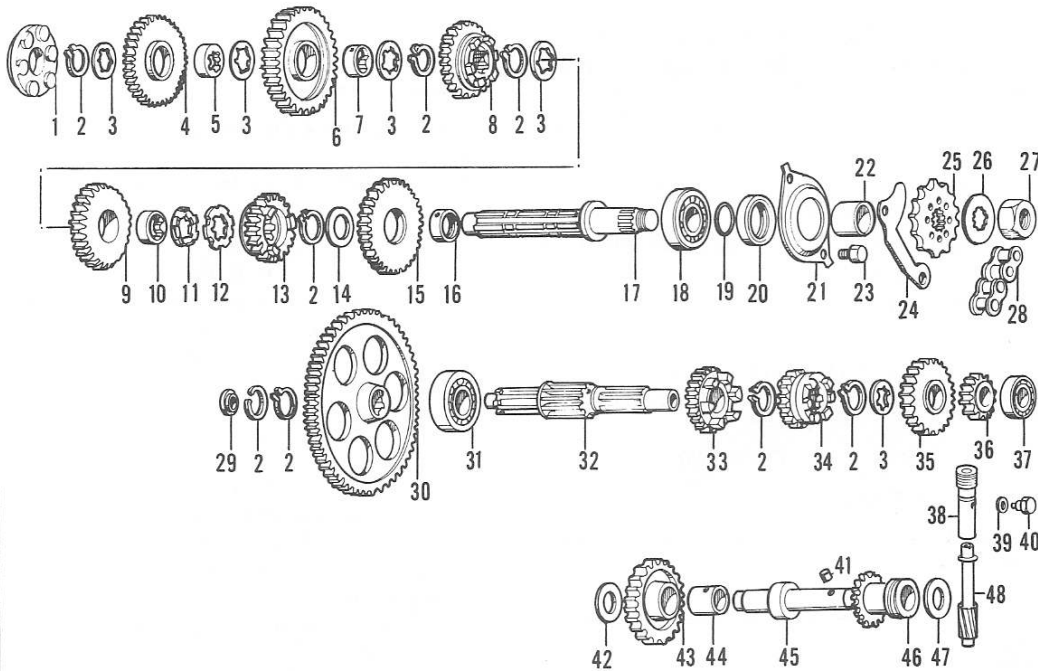
NOTE

When disassembling the drive shaft gear set, place all of the parts in an egg carton. The egg carton helps keep all the gears, washer, bushings and circlips in the correct order and properly positioned.

1. Remove the reverse gear dog.
2. Remove the circlip and splined washer.
3. Remove the reverse driven gear and the gear bushing.
4. Remove the splined washer.
5. Remove the 1st driven gear, gear bushing and splined washer.
6. Remove the circlip and 4th driven gear.
7. Remove the circlip and splined washer.
8. Remove the 3rd driven gear and bushing.
9. Remove the splined lockwasher. Rotate the splined washer in either direction to disengage the tangs from the raised splines on the transmission shaft. Remove the splined washer.
10. Remove the 5th driven gear.
11. Remove the circlip and thrust washer.
12. Remove the 2nd driven gear and gear bushing.
13. Assembly is the reverse of these steps, noting the following.
14. Install all circlips with the rounded edge toward the gear face (Figure 33).
15. Ensure that all circlips are fully seated in the shaft grooves.

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TRANSMISSION (1986-1987 125 CC AND 185 CC)



- | | |
|--------------------------------|--|
| 1. Reverse gear dog | 25. Sprocket |
| 2. Circlip | 26. Folding lockwasher |
| 3. Splined washer | 27. Engine sprocket nut |
| 4. Reverse driven gear | 28. Drive chain |
| 5. Reverse driven gear bushing | 29. Oil seal |
| 6. 1st driven gear | 30. Primary driven gear |
| 7. 1st driven gear bushing | 31. Bearing |
| 8. 4th driven gear | 32. Countershaft/1st drive gear/reverse drive gear |
| 9. 3rd driven gear | 33. 4th drive gear |
| 10. 3rd driven gear bushing | 34. 3rd drive gear |
| 11. Splined lockwasher | 35. 5th drive gear |
| 12. Splined washer | 36. 2nd drive gear |
| 13. 5th driven gear | 37. Bearing |
| 14. Thrust washer | 38. Sleeve |
| 15. 2nd driven gear | 39. Washer |
| 16. 2nd driven gear bushing | 40. Bolt |
| 17. Drive shaft | 41. Pin |
| 18. Bearing | 42. Thrust washer |
| 19. O-ring | 43. Reverse idle gear |
| 20. Oil seal | 44. Reverse idle gear bushing |
| 21. Seal retainer | 45. Reverse shaft |
| 22. Sprocket spacer | 46. Odometer/trip drive gear |
| 23. Bolt | 47. Thrust washer |
| 24. Plate | 48. Odometer/trip driven gear |

Item

Shift fork gear
(No. 1, No. 2)

Reverse

Shift fork (No. 1, No. 2)

Reverse

Shift fork-to-g
clearanceCountershaft
(low-to-2nd)

Gear ratios

1st

2nd

3rd

4th

5th

Reverse

Refer to Table

FUEL

Fuel Strainers

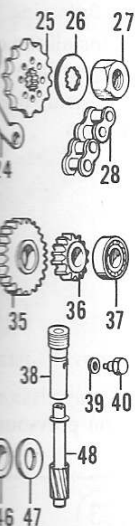
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in the main bo

2. Disconnect

3. Carefully pu
inlet pipes in

**Table 4 TRANSMISSION AND GEARSHIFT MECHANISM SPECIFICATIONS
(1986-1987 125 CC and 185 CC)**

Item	Standard	Limit
Shift fork groove width (No. 1, No. 2, No. 3)	5.5-5.6 mm (0.217-0.220 in.)	—
Reverse	4.0-4.1 mm (0.157-0.161 in.)	—
Shift fork thickness (No. 1, No. 2, No. 3)	5.3-5.4 mm (0.209-0.213 in.)	—
Reverse	3.8-3.9 mm (0.149-0.154 in.)	—
Shift fork-to-groove clearance	0.10-0.30 mm (0.217-0.220 in.)	0.50 mm (0.020 in.)
Countershaft length (low-to-2nd gear)	111.4-115.0 mm (4.385-4.389 in.)	—
Gear ratios		
1st	3.545 (39/11)	
2nd	2.333 (35/15)	
3rd	1.500 (30/20)	
4th	1.173 (27/23)	
5th	0.913 (21/23)	
Reverse	3.090 (30/11 × 34/30)	



CHAPTER SIX

FUEL AND EXHAUST SYSTEMS

Refer to **Table 5** for carburetor specifications.

FUEL TANK, FUEL STRAINER AND FUEL PUMP

Fuel Strainers

A RES position has been added to the fuel shutoff valve thus an additional fuel line and strainer have been added.

1. Remove the fuel tank as outlined in Chapter Six in the main body of this book.
2. Disconnect the fuel lines from the fuel tank.
3. Carefully pull the plastic fuel strainers out of the inlet pipes in the fuel tank.

4. Flush the strainers in clean solvent.

5. Install the short ON strainer into the upper inlet pipe in the fuel tank.

6. Install the longer RES strainer into the lower inlet pipe in the fuel tank.

7. Reconnect the fuel lines and install the fuel tank.

CARBURETOR OPERATION

A limiter has been added to the starter circuit (choke) (**Figure 35**) which supplies a rich fuel-air mixture needed to start a cold engine.

With the limiter knob pushed in, the device allows the starter plunger to only move up to the summer position. Summer starting temperatures are considered to be 5° C (40° F) and higher.

With the limiter knob pulled out, the device allows the starter plunger to move all the way up to the winter position. Winter starting temperatures are considered to be below 5° C (40° F).

CARBURETOR SERVICE

Disassembly/Assembly

Refer to **Figure 36** for this procedure.

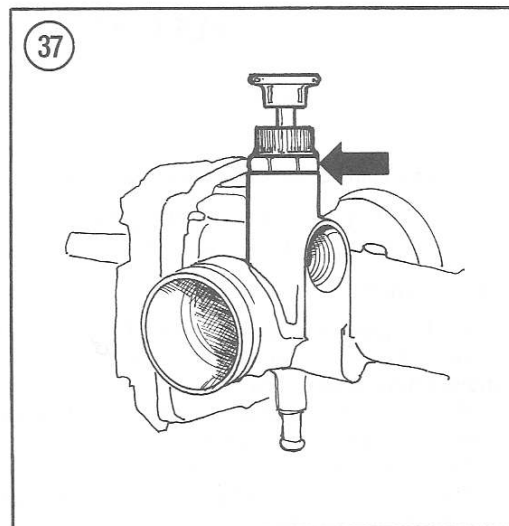
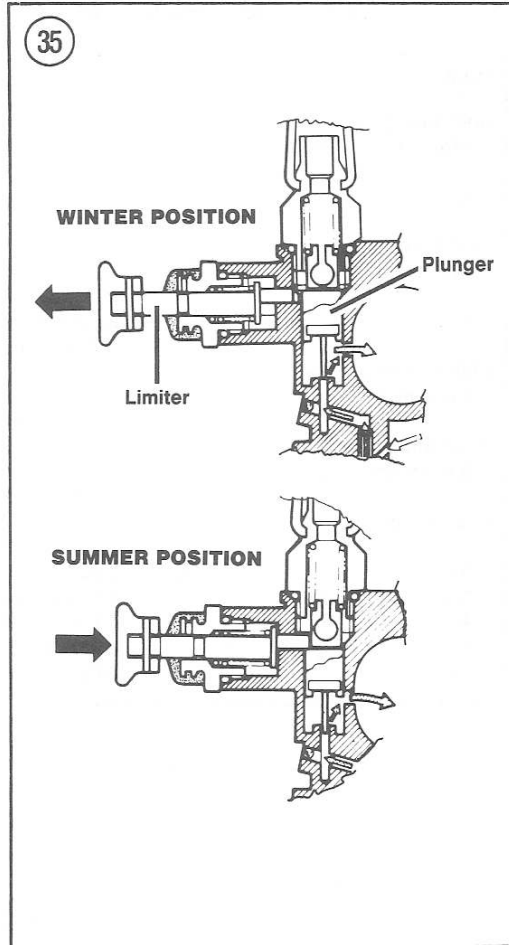
The disassembly and assembly procedures are the same as on previous models with the addition of the following step.

Remove the starter circuit limiter assembly and O-ring seal (**Figure 37**) from the carburetor body before cleaning the body in carburetor cleaning solution. During assembly, use a new O-ring seal if the old one is damaged or deteriorated.

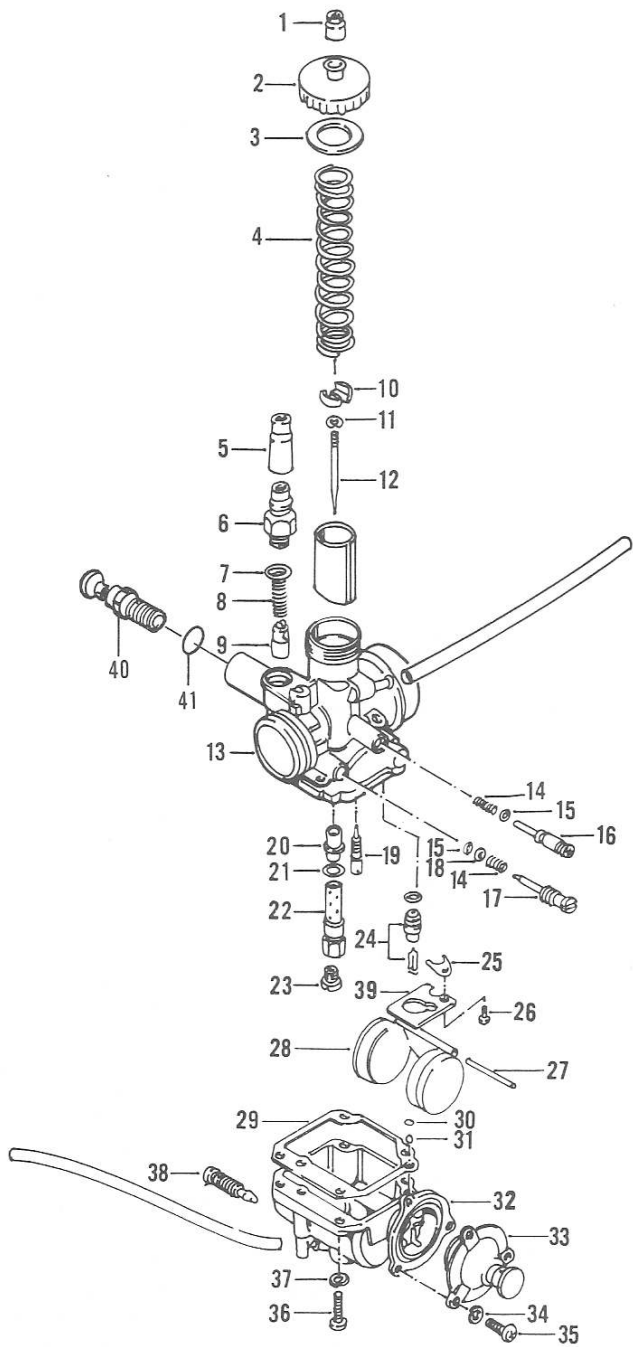
THROTTLE AND CHOKE CABLES

Choke Cable Replacement (1987)

1. Remove the seat, rear fender, front fender (LT models) and frame cover (ALT models) as outlined in Chapter Ten in the main body of this book.
2. Remove the screws securing both halves of the throttle assembly to the handlebar and separate the assembly.
3. Disconnect the choke cable from the choke lever.
4. Unscrew the choke plunger mechanism from the carburetor. Disconnect the cable from the choke plunger.
5. Loosen all tie straps and clamps securing the choke cable to the frame.
6. Install the new choke cable while removing the old cable. Make sure the new cable is routed and secured to the frame in the same way as the old one was. Tighten all the tie straps and clamps securing the cable.
7. Connect the cable end to the choke plunger and install the plunger into the carburetor.
8. Connect the choke cable onto the choke lever.
9. Assemble the throttle assembly and install onto the handlebar. Tighten the screws securely.
10. Operate the choke to make sure the cable works smoothly without any binding or tight spots. Recheck the routing and look for kinks in the cable if it does not operate smoothly.
11. Install the body panels and seat as outlined in Chapter Ten in the main body of this book.



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CARBURETOR

1. Rubber cap
2. Mixing chamber cap
3. Washer
4. Throttle slide spring
5. Rubber boot
6. Choke valve cap
7. O-ring
8. Spring
9. Choke plunger
10. Retaining clip
11. E-clip
12. Jet needle
13. Carburetor body
14. Spring
15. O-ring
16. Throttle stop screw (idle speed screw)
17. Pilot air screw
18. Gasket
19. Pilot jet
20. Needle jet
21. O-ring
22. Main jet holder
23. Main jet
24. Needle valve assembly
25. Needle valve plate
26. Screw
27. Float hinge pin
28. Float unit
29. Float bowl gasket
30. Clip
31. Ball check valve
32. Float bowl
33. Priming pump diaphragm assembly
34. Lockwasher
35. Screw
36. Float bowl screw
37. Lockwasher
38. Float bowl drain screw
39. Baffle plate
40. Limiter assembly
41. O-ring

Table 5 CARBURETOR SPECIFICATIONS

Item	ALT and LT125	ALT and LT185
Carburetor type	Mikuni VM20SS	Mikuni VM22SS
Carburetor ID No.	18911	244400
Main jet	100	115
Pilot jet	20	20
Needle jet	O-4	O-2
Jet needle (clip position)	4JU42 (2)	5115 (3)
Float height	24.8-26.8 mm (0.98-1.06 in.)	24.8-26.8 mm (0.98-1.06 in.)
Pilot air screw	1 3/4 turns out	2 1/8 turns out
Idle speed	1,500-1,600 rpm	1,350-1,450 rpm

CHAPTER SEVEN

ELECTRICAL SYSTEM

Full color wiring diagrams are at the end of this book.

LIGHTING SYSTEM

The lighting system for all ALT and LT models consists of a headlight, a taillight and a regulator (185 models only). The lighting system is intended for off-road use only and is not street-legal. Refer to **Table 6** for wattage of replacement bulbs.

The lighting system alternating current (AC) is generated by the magneto lighting coil. Refer to **Figure 38** for a schematic of the lighting system.

If complete lighting failure occurs, perform the *Lighting Coil Output Test* described in Chapter Seven in the main body of this book.

Lighting System Performance Check

1. Remove the headlight unit as described in Chapter Seven in the main body of this book. Do

not disconnect the electrical connector from the headlight bulb.

2. Connect a portable tachometer following the manufacturer's instructions.

3. Connect an AC voltmeter to the headlight circuit as follows:

- Set the voltmeter to the 25V range.
- Connect the positive test lead to the HIGH beam (yellow wire) or LOW beam (white) electrical wire.
- Connect the negative test lead to ground.

4. Turn the light switch ON.

5. Start the engine and observe the following voltmeter readings:

- Minimum 9.0 volts at 2,000 rpm.
- Maximum 14.0 volts at any rpm.

6. If the voltage is incorrect, inspect the magneto lighting coil output as described in Chapter Seven in the main body of this book.

7. If the lighting coil checks out okay, replace the regulator (LT185 and ALTI85 models only).

SWITCHES

Dimmer Switch Testing

1. Remove the headlight unit as described in Chapter Seven in the main body of this book.
2. Disconnect the dimmer switch connector (yellow and white wires) from the headlight bulb.
3. Remove the screws securing each half of the dimmer switch assembly.
4. Disconnect the gray wire from the dimmer switch.
5. Connect an ohmmeter between the gray and yellow wires on the dimmer switch and in the headlight housing. Continuity (low resistance) must be present when the dimmer switch is in the HI position.
6. Connect an ohmmeter between the gray and white wires on the dimmer switch and in the headlight housing. Continuity (low resistance) must be present when the dimmer switch is in the LO position.
7. If the ohmmeter indication is not as specified the switch or switch wires may be defective.

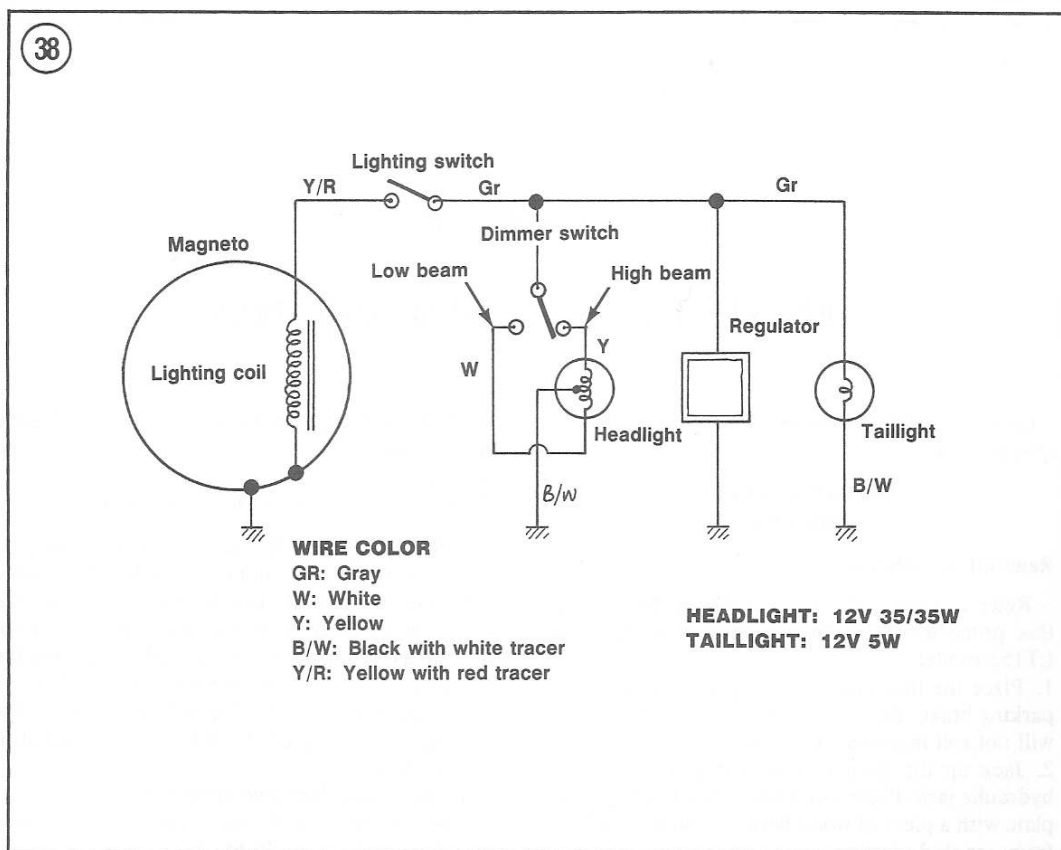
8. Replace the switch wires or switch.
9. Install the switch assembly. Make sure the switch assembly is correctly positioned on the handlebar and tighten the screws until they are just snug. The switch assembly should be able to move on the handlebars slightly. This will often prevent damage to the switch assembly if the machine is in a spill or collision.
10. Install the headlight unit.

Ignition Switch (1986-1987)

An ignition switch was added to the odometer panel on all 1986-1987 models.

Ignition Switch (1986-1987)
Removal/Installation

1. Remove the odometer panel as outlined in Chapter Ten in the main body of this book.
2. Disconnect the electrical connectors from the main wiring harness.



3. Remove the ignition switch from the odometer panel.
4. Install by reversing these removal steps.

Ignition Switch (1986-1987)

Testing

1. Remove the ignition switch as described in this section.
2. Turn the ignition switch to the OFF position.
3. Connect an ohmmeter between the black/white and the black/red electrical connectors attached to the ignition switch. There should be continuity (low resistance).

4. Turn the ignition switch to the ON position.
5. Connect an ohmmeter between the black/white and the black/red electrical connectors attached to the ignition switch. There should be no continuity (infinite resistance).
6. If the switch fails either of these tests it is faulty and must be replaced.
7. Install the ignition switch as described in this section.

6 Volt Accessory Terminal

A 6 volt accessory terminal has been added to the electrical harness just in front of the taillight housing under the seat.

Table 6 REPLACEMENT BULBS

Bulb	Rating (watts)
Headlight	
High beam	35
Low beam	35
Taillight	5

CHAPTER EIGHT

FRONT WHEELS, STEERING AND TIRES

Refer to **Table 7** for front suspension torque specifications.

FRONT WHEEL (185 CC)

Removal/Installation

Refer to **Figure 39** (ALT) or **Figure 40** (LT) for this procedure. This procedure is shown on an LT185 model.

1. Place the machine on level ground and set the parking brake. Block the rear wheels so the vehicle will not roll in either direction.
2. Jack up the front of the vehicle with a small hydraulic jack. Place a jack under the frame or skid plate with a piece of wood between the jack and the frame or skid plate.

3A. On LT models, remove the lug nuts (**Figure 41**) securing the wheel to the front hub and remove the wheel.

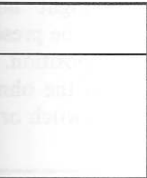
3B. On ALT models, perform the following:

- a. Refer to **Figure 39** and remove the cotter pins securing the axle nut on each side of the wheel.
- b. Loosen the axle nuts several turns until the outer shouldered spacers can be pulled clear of the axle holes in the front forks. Remove the front wheel and axle from the front forks.
- c. If the wheel is to be disassembled, remove the axle nuts and slide the axle and spacers out of the hub.

4. Installation is the reverse of these steps.
5. Tighten the wheel lug nuts to the torque specification listed in **Table 7**.

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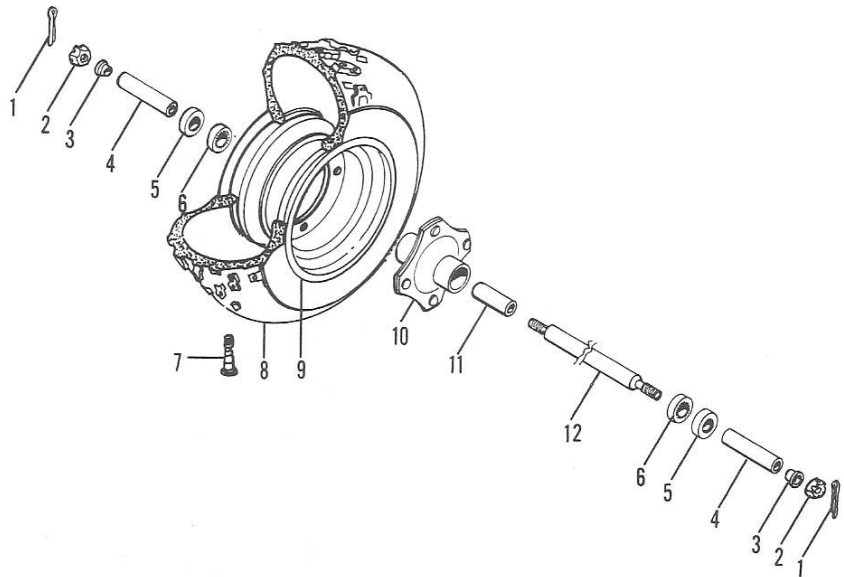
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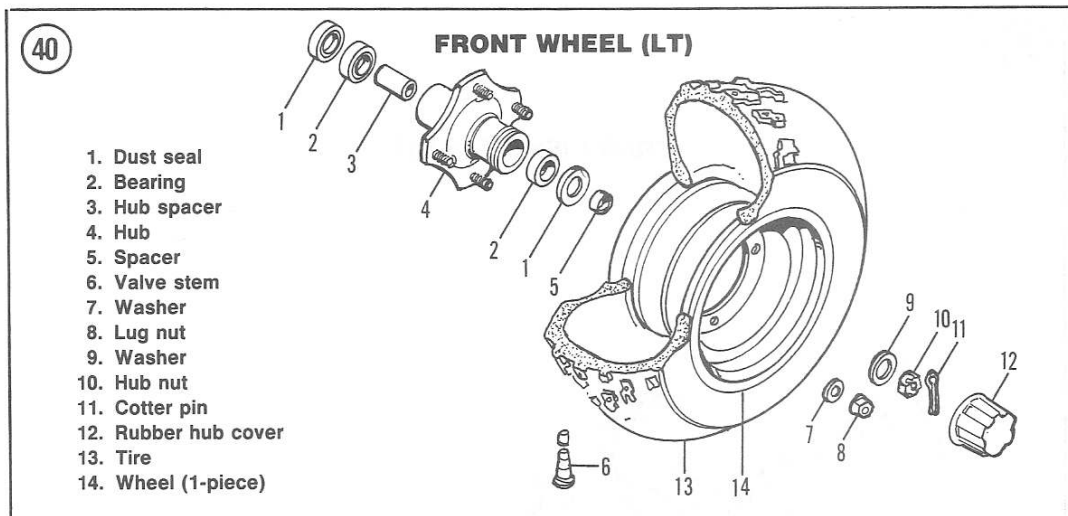
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 o the torque

39

FRONT WHEEL (ALT)



- 1. Cotter pin
- 2. Axle nut
- 3. Axle nut spacer
- 4. Axle spacer
- 5. Dust seal
- 6. Bearing
- 7. Valve stem
- 8. Tire
- 9. Wheel (1-piece)
- 10. Hub
- 11. Hub spacer
- 12. Axle



FRONT HUBS (LT185)

Removal/Installation

1. Remove the rubber hub cover (Figure 42) from the hub.
2. Remove the front wheel as outlined in this supplement.

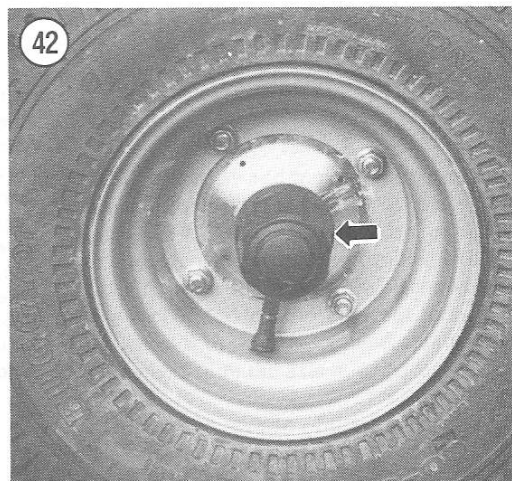
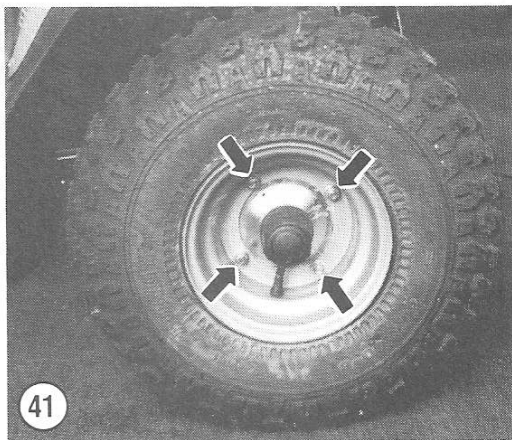
NOTE

If the hub is being removed to service the wheel bearings and/or grease seals, it is not necessary to remove the tire/wheel assembly from the hub. The tire/wheel assembly is an ideal holding fixture for the hub. All service can be performed with the tire/wheel installed on the hub.

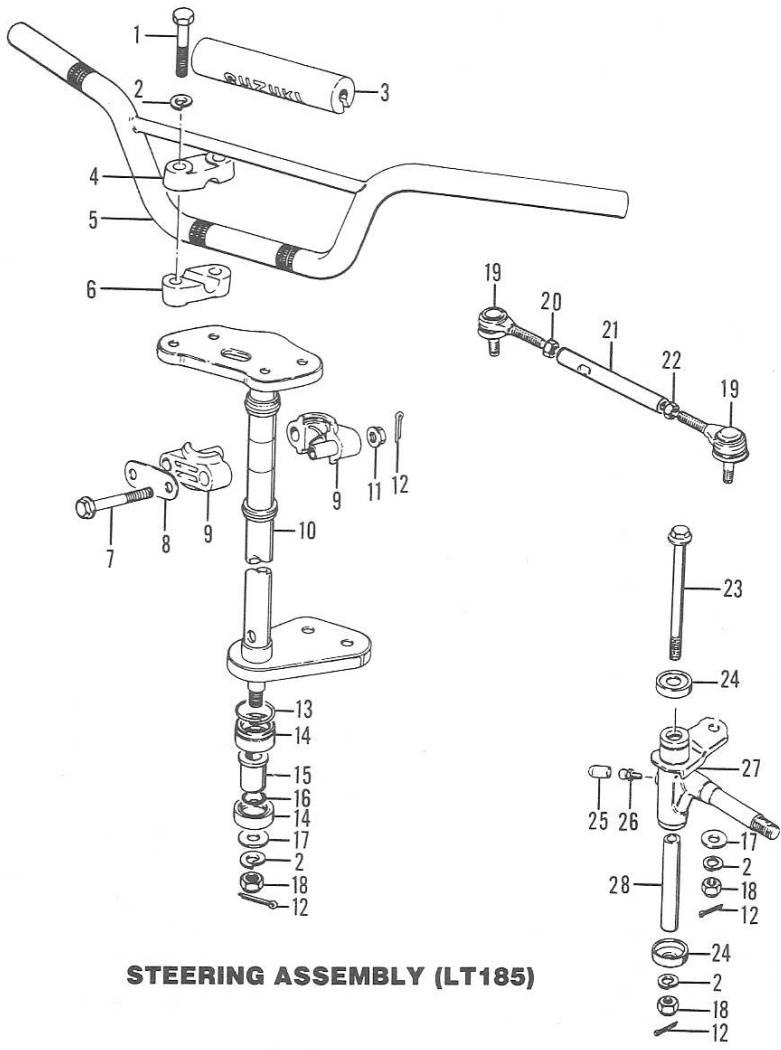
3. Remove the cotter pin securing the hub nut. Discard the cotter pin.
4. Remove the hub nut and carefully slide the hub off the stub axle on the knuckle arm.
5. Installation is the reverse of these steps. Keep the following points in mind:
 - a. Tighten the hub nut to the torque specification listed in Table 7.
 - b. Install a new cotter pin and bend the ends over completely.
 - c. Install the rubber hub cover.

STEERING AND FRONT SUSPENSION ASSEMBLIES (LT185)

The steering assembly on the LT185 consists of a steering shaft connected by 2 tie rods to the right and left steering knuckles (Figure 43). The front

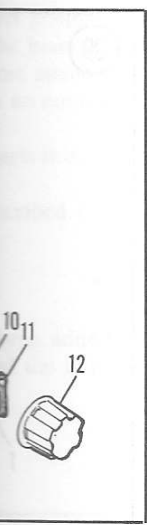


43



STEERING ASSEMBLY (LT185)

- | | |
|------------------------------|----------------------------|
| 1. Bolt | 15. Bushing |
| 2. Lockwasher | 16. O-ring |
| 3. Protector | 17. Washer |
| 4. Handlebar upper holder | 18. Nut |
| 5. Handlebar | 19. Tie rod end |
| 6. Handlebar lower holder | 20. Nut |
| 7. Holder bolt | 21. Tie rod |
| 8. Plate | 22. Nut (left-hand thread) |
| 9. Steering shaft holder | 23. Kingpin bolt |
| 10. Steering shaft | 24. Dust seal |
| 11. Nut | 25. Cap |
| 12. Cotter pin | 26. Grease fitting |
| 13. Circlip | 27. Steering knuckle |
| 14. Steering shaft dust seal | 28. Spacer |



suspension consists of upper and lower wishbones and a shock absorber for each front wheel (Figure 44).

Always keep all steering and suspension components clean and well lubricated. The environment these machines are operated in (dirt, sand and water) is particularly harmful to steering and suspension components if they are not properly maintained. Proper maintenance can ensure a long service life; however, if neglected, the parts will wear quickly. Refer to Table 8 for front suspension specifications.

Steering Knuckle Removal/Installation

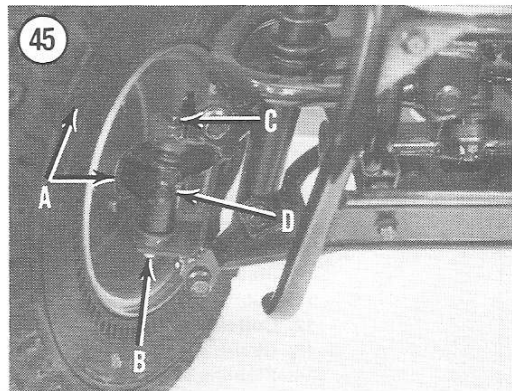
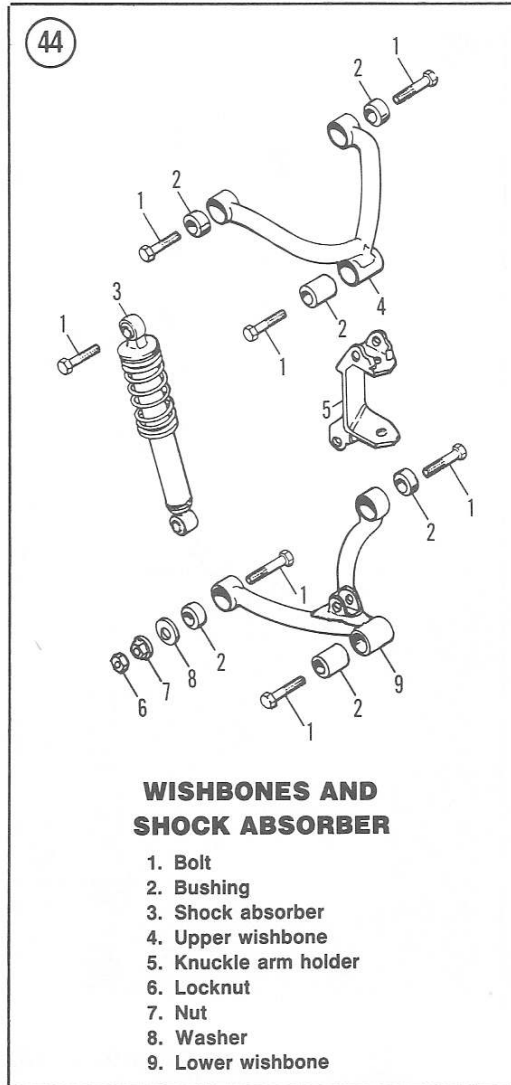
The removal/installation procedure is the same for either side. Refer to Figure 43 for this procedure.

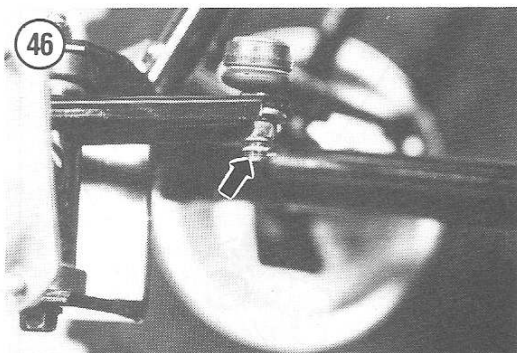
1. Remove the seat and front fender as outlined in Chapter Ten in the main body of this book.
2. Remove the front wheel and hub (A, Figure 45) as described in this supplement.
3. Remove the cotter pin securing the tie rod nut (Figure 46). Discard the cotter pin.
4. Remove the nut and washer and lift the tie rod end out of the arm on the steering knuckle. If the tie rod end is difficult to remove, install the nut just enough to cover the threads on the end of the bolt (Figure 47) and use a soft faced mallet to tap the tie rod end out of the steering knuckle.

CAUTION

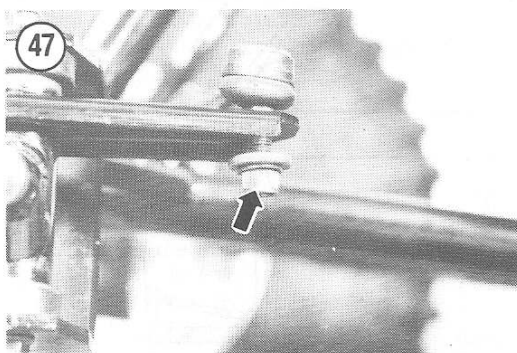
If the tie rod is difficult to remove from the steering knuckle, do not attempt to pry it out or damage to the seal on the tie rod end may result.

5. Remove the cotter pin securing the kingpin bolt nut (B, Figure 45). Discard the cotter pin.
6. Remove the nut and lockwasher and remove the kingpin bolt (C, Figure 45) from the top of the knuckle arm holder.
7. Remove the steering knuckle (D, Figure 45) from the holder. Take care not to drop the dust seals on each end of the steering knuckle.
8. Perform *Steering Knuckle Inspection and Lubrication*, Chapter Eight in the main body of this book.
9. Installation is the reverse of these steps. Keep the following points in mind:
 - a. Lightly grease the kingpin bolt before installing the bolt through the steering knuckle.
 - b. Tighten the nuts securing the tie rod end and the kingpin bolt to the torque specifications listed in Table 7.





- c. Use new cotter pins to secure the tie rod and kingpin nuts. Bend the ends over completely.
- d. Install the front fender and seat as outlined in Chapter Ten.



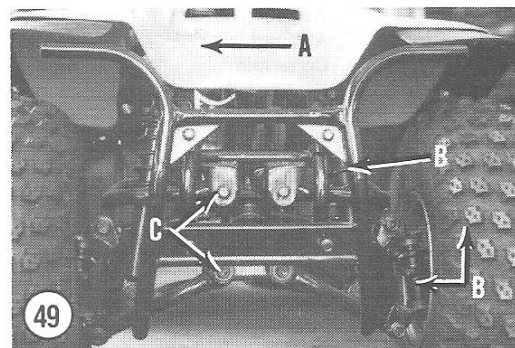
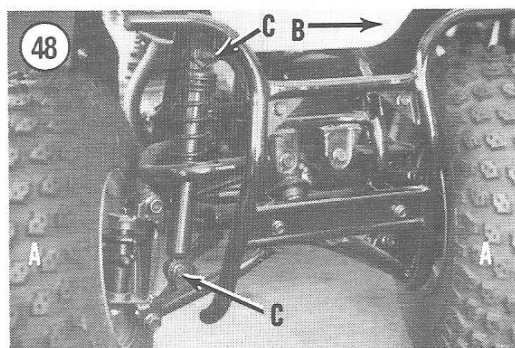
Shock Absorber Removal/Installation

1. Remove the front wheel(s) (A, Figure 48) as described in this supplement.
2. Remove the front fender (B, Figure 48) as described in Chapter Ten.
3. Remove the upper and lower bolts (C, Figure 48) securing the shock absorber to the frame and lower wishbone and remove the shock absorber.
4. Repeat for the other side if necessary.
5. Installation is the reverse of these steps. Keep the following points in mind:
 - a. Apply a light coat of multipurpose grease to the pivot points on the frame and lower wishbone where the shock absorber is attached.
 - b. Tighten the bolts to the torque specification listed in Table 7.

Wishbone Arm Removal/Inspection/Installation

Refer to Figure 44 for this procedure.

1. Remove the front fender (A, Figure 49) as described in Chapter Ten.
2. Remove the front wheel, steering knuckle and shock absorber (B, Figure 49) as described in this supplement.



NOTE

Figure 49 shows only the front 2 bolts and nuts securing the wishbones to the frame. The wishbones have 4 attachment points (2 at the front and 2 at the rear) to the frame; remove all 4.

3. Remove the bolts and nuts (C, Figure 49) securing the upper and lower wishbones to the frame and remove the wishbone assembly.
4. Remove the bolts securing the steering knuckle holder to the upper and lower wishbones and remove the holder (Figure 50).
5. Repeat Step 2 and Step 3 for the other side if necessary.
6. Inspect the bushings for wear or damage; replace as necessary. Bushing replacement should be entrusted to a dealer as special tools are required.
7. Installation is the reverse of these steps. Keep the following points in mind:
 - a. Apply a light coat of multipurpose grease to the pivot points on the frame where the

wishbones are attached and to the bolts where they pivot on the bushings.

- b. Install the bolts into the wishbones in the direction indicated in **Figure 44**.
- c. Tighten the bolts and nuts to the torque specification listed in **Table 7**.

Steering Shaft

Removal/Lubrication/Installation

Removal, lubrication and installation of the steering shaft is the same as on previous models. The only difference between the LT185 and the LT125 is the addition of another dust seal at the lower end of the LT185 shaft as shown in **Figure 43**.

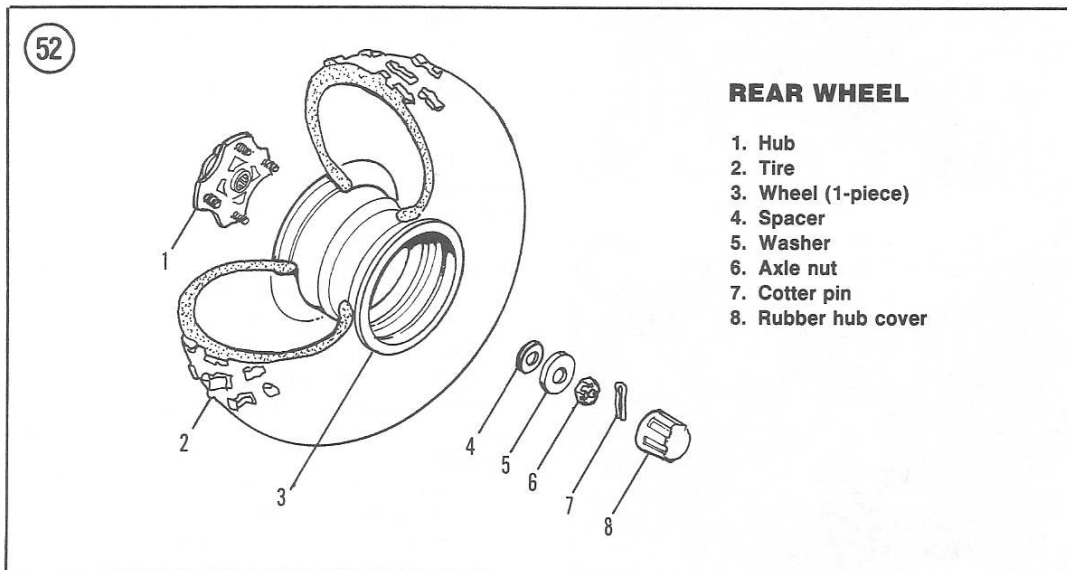
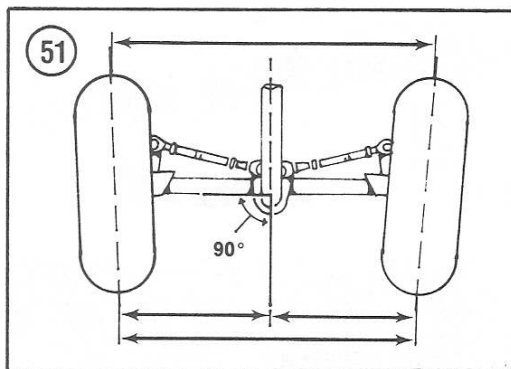
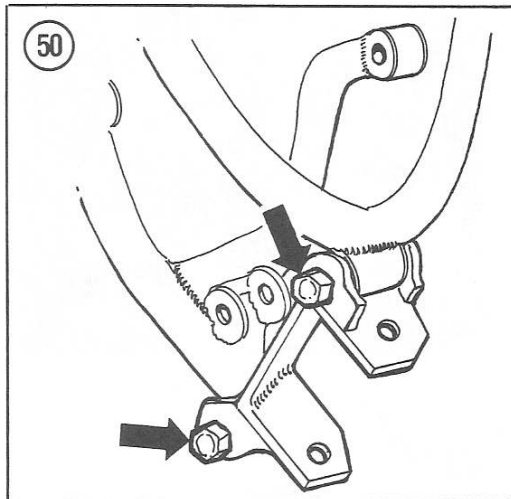
Wheel Alignment

Follow the wheel alignment procedure for the LT125 as described in Chapter Eight in the main body of this book with the exception of the specified dimension for toe-in adjustment.

The front measurement should be 12-18 mm (0.5-0.7 in.) less than the rear measurement (**Figure 51**). This amount of toe-in is necessary for proper steering. If the toe-in is incorrect, adjust as described in Chapter Eight in the main body of this book.

TIRES

Removing the tire from the special rims is different than on a motorcycle or automobile wheel.



Tire Changing (1-Piece Type Wheel)

Refer to **Figure 39** and **Figure 40** for the front wheel and **Figure 52** for the rear wheel for this procedure.

The rims used on these models are of the 1-piece type and have a built-in ridge to keep the tire bead seated on the rim under severe riding conditions. Unfortunately it also tends to keep the tire on the rim during tire removal.

A special type of tool is *required* for tire changing on these models. There are various models available from dealers and mail order houses. When purchasing the tire tool, get the type that exerts all of the applied pressure to a very small section of the tire bead at a time. Many aftermarket bead breakers spread out the applied pressure over a larger section of the tire bead and therefore are unable to break the bead loose from this rim.

The tool shown in this procedure is the one suggested by Suzuki.

NOTE

On ALT models, it is necessary to remove the front hub from the wheel. Remove the bolts and nuts securing the hub to the wheel and remove the hub.

1. Remove the valve stem cap and partially deflate the tire. Do not let all of the air out. Leave

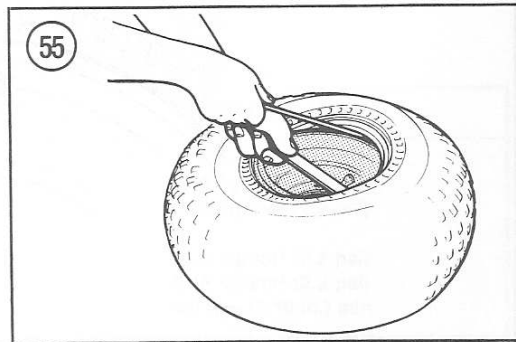
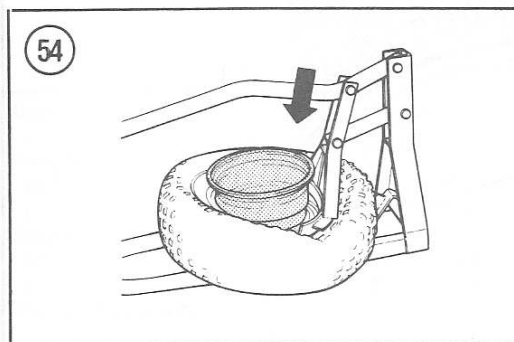
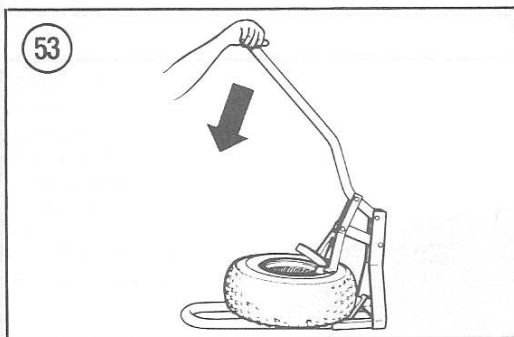
approximately 0.05-0.10 kg/cm² (0.7-1.4 psi) of air pressure in the tire. This will help during the initial tire removal sequence.

2. Lubricate the tire bead and rim flanges with a liquid dish detergent, Armor All or any rubber lubricant.

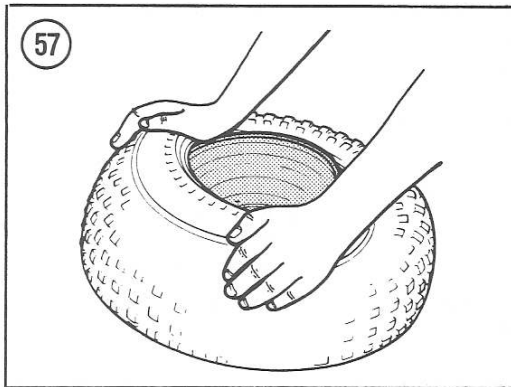
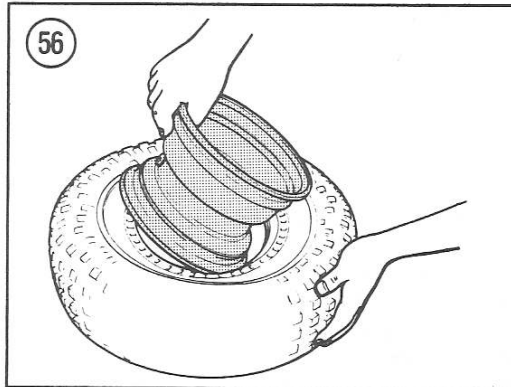
CAUTION

If you are using aftermarket aluminum wheels, special care must be taken when changing tires to avoid scratches and gouges to the outer rim surface.

3. Position the wheel into the tire removal tool as shown in **Figure 53**.
4. Slowly pull down on the lever, making sure the tool is up against the rim, and break the tire bead away from the rim.
5. Using your hands, press down on the tire on either side of the tool and try to break the rest of the bead free from the rim.
6. If the rest of the tire bead cannot be broken loose, raise the tool, rotate the tire/rim assembly and repeat Step 4 and Step 5 until the entire bead is broken loose from the rim (**Figure 54**).
7. Remove the tire/rim assembly from the tool assembly.
8. Reinflate the tire to approximately 0.05-0.10 kg/cm² (0.7-1.4 psi).
9. Turn the wheel over and repeat Steps 2-6 for the tire rim flange on the other side.
10. Remove the tire from the rim using tire irons and rim protectors (**Figure 55**).
11. Inspect the sealing surface of the rim. If the rim has been severely hit it will probably cause an air leak. Either repair or replace any damaged rim.
12. Inspect the tire for cuts, tears, abrasions or any other defects.
13. Apply clean water to the rim flanges, tire rim beads and onto the outer rim. Make sure the rim flange is clean. Wipe with a lint-free cloth.
14. Apply tire mounting lubricant, Armor All or a liquid dish detergent to both tire beads.

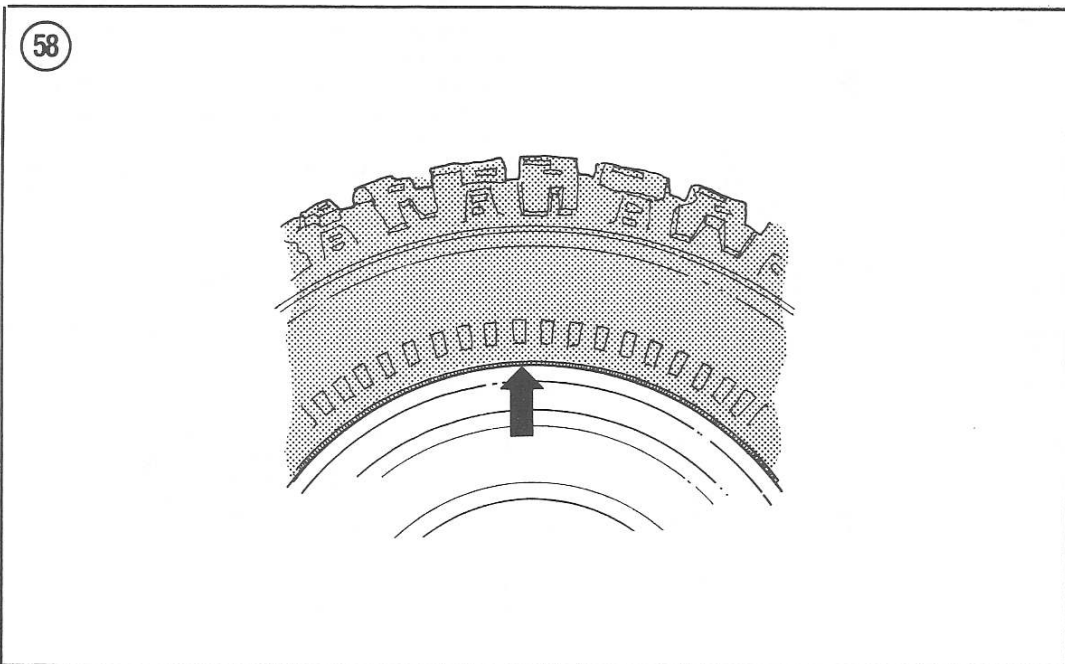


15. Position the tire so the arrow on the sidewall is pointing in the correct direction of rotation.
16. Position the rim with the outer side facing up.
17. Install the rim into the tire as shown in **Figure 56**.
18. Press the tire onto the rim with your hands as shown in **Figure 57**.
19. Repeat Step 18 for the other side of the tire.



CAUTION
Do not inflate the tire past the maximum inflation pressure of 0.7 kg/cm² (10 psi).

20. Inflate the tire to the recommended tire pressure; refer to **Table 9**.
21. Inspect the "rim line" of the tire in relation to the rim. It must be equally spaced from the rim all around the circumference (**Figure 58**). If the distance varies, the bead is not properly seated and the tire must be reinstalled correctly on the rim. Repeat Steps 15-21.
22. Deflate the tire and let it sit for about one hour.
23. Inflate the tire to the recommended air pressure; refer to **Table 9**.
24. Check for air leaks and install the valve cap.



Item
Front axle nuts
Steering stem bolt and nut
Handlebar clamp
Handlebar clamp
Front wheel lug
Front wheel hub
Steering shaft
Steering shaft
Knuckle arm bolt
Tie rod end nut
Tie rod end tube
Wishbone arm
Outer ball joint
Inner ball joint
Shock absorber

Steering angle
Steering angle
Inside
Outside
Turning radius
Trail (ALT)
Trail (LT)
Kingpin incline
Caster (ALT)
Caster (LT)
Camber (LT)
Toe-in (LT)
1984-1985
1986-1987
* This dimension

Item
Front tire
ALT
LT
Rear tire
ALT
LT
Tire tread limit

Table 7 FRONT SUSPENSION TORQUE SPECIFICATIONS

Item	mkg	ft.-lb.
Front axle nuts (ALT)	3.6-5.2	26-37.5
Steering stem head bolt and nut (ALT)	3.5-5.5	25.5-40.0
Handlebar clamp bolt (ALT)	1.2-2.0	8.5-14.5
Handlebar clamp bolt (LT)	1.0-1.6	7.0-11.5
Front wheel lug nut	4.5-6.5	32.5-47.0
Front wheel hub nut (LT)	5.0-8.0	36-58
Steering shaft clamp bolt (LT)	1.8-2.8	13-20
Steering shaft lower nut (LT)	2.0-3.5	14.5-25.5
Knuckle arm bolt (LT)	4.0-6.0	29-43.5
Tie rod end nut (LT)	4.0-6.0	29-43.5
Tie rod end locknut (LT)	2.2-3.5	16-25.5
Wishbone arm (LT)		
Outer bolt (upper and lower)	7.0-10.0	50.5-72.5
Inner bolt (upper and lower)	4.0-6.0	29-43.5
Shock absorber bolt (LT)	4.0-6.0	29-43.5

Table 8 FRONT SUSPENSION SPECIFICATIONS

Steering angle (ALT)	38°
Steering angle (LT)	
Inside	38°
Outside	24°
Turning radius (LT)	2.2 m (7.2 ft.)
Trail (ALT)	57 mm (2.24 in.)
Trail (LT)	14 mm (0.6 in.)
Kingpin inclination (LT)	10°
Caster (ALT)	68° 30'
Caster (LT)	3° 30'
Camber (LT)	2°
Toe-in (LT)	
1984-1985	13.5-16.5 mm (0.53-0.65 in.)
1986-1987	9-15 mm (0.4-0.6 in.) *

* This dimension requires a 75 kg (165 lb.) load on the vehicle (person sitting on the seat).

Table 9 TIRE SPECIFICATION AND INFLATION PRESSURE

Item	Tire size	Inflation pressure
Front tire		
ALT	22×11.00-8	0.15 kg/cm ² (2.2 psi)
LT	20×7.00-8	0.15 kg/cm ² (2.2 psi)
Rear tire		
ALT	22×11.00-8	0.15 kg/cm ² (2.2 psi)
LT	22×11.00-8	0.15 kg/cm ² (2.2 psi)
Tire tread limit (all)		4.0 mm (0.16 in.) min.

CHAPTER NINE

REAR AXLE AND BRAKE

Refer to **Table 10** for rear suspension torque specifications.

REAR WHEEL AND HUB

Removal/Installation (125 cc)

The rear wheel and hub removal/installation procedure is the same as on previous models with the exception of the rubber hub cover. To reach the hub nut cotter pin and hub nut, first remove the rubber hub cover.

Removal/Installation (185 cc)

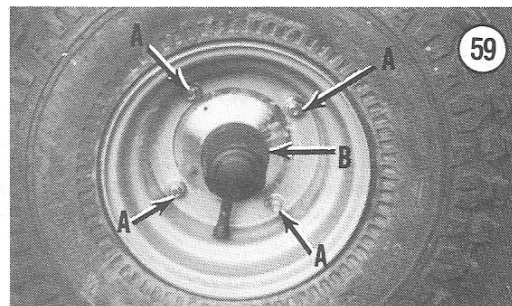
Refer to **Figure 52** for this procedure.

1. Place the machine on level ground and set the parking brake. Block the front wheel(s) so the vehicle will not roll in either direction.
2. Jack up one side of the rear of the vehicle with a small hydraulic jack. Place a jack stand under the frame with a piece of wood between the jack stand and the frame.
3. Remove the lug nuts (A, **Figure 59**) securing the wheel to the rear hub and remove the wheel.

NOTE

It is not necessary to first remove the rear wheel to remove the rear hub. The rear wheel and hub can be removed together as an assembly if desired.

4. To remove the rear hub, perform the following:
 - a. Remove the rubber hub cover (B, **Figure 59**).
 - b. Remove the cotter pin securing the hub nut and remove the hub nut.
5. Installation is the reverse of these steps.
6. Tighten the wheel lug nuts to the torque specification listed in **Table 10**.

DRIVE CHAIN
AND SPROCKETS
(185 CC)

Drive Chain

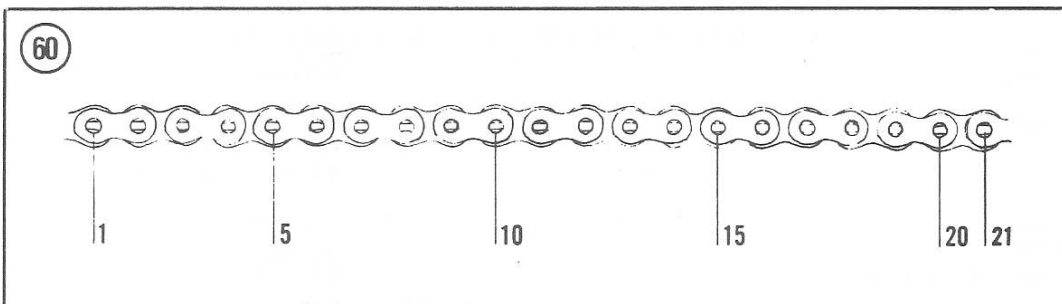
Cleaning/Lubrication/Inspection

Service to the drive chain is the same as on previous models with the exception of the service limit dimension of the drive chain.

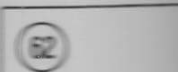
With an accurate ruler or locally improvised measuring gauge, measure the distance between 21 pins on the chain as shown in **Figure 60**. The service limit dimension is 324 mm (12.9 in.). The chain must be replaced if it is stretched to this point or beyond.

WARNING

Do not attempt to shorten the chain by removing links and installing a master link; the chain could easily fail. Such a chain failure could cause the rear sprocket and axle to lock up, resulting in a serious spill and/or damage to the machine.



Service to the models with the seal on the inside. To install the seal: 1. Apply Salsol equivalent to the seal prior to install. 2. The arrow on the outside of the seal



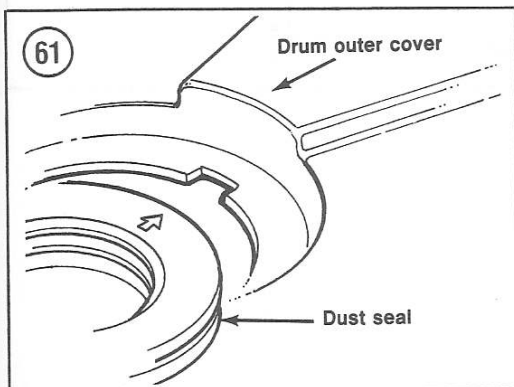
1. Cotter pin
2. Axle nut
3. Washer
4. Brake drum
5. Washer
6. Brake anchor
7. Rear axle
8. Right seal
9. Right bearing
10. Axle housing
11. Grease fitting
12. Spacer
13. Bolt
14. Left bearing

BRAKES (185 CC)

Service to the brakes is the same as on previous models with the exception of installing the dust seal on the brake drum outer cover.

To install the dust seal, perform the following.

1. Apply Suzuki Thread Lock Super 1303 or equivalent to the outer circumference of the dust seal prior to installation.
2. The arrow on the dust seal must face toward the outside of the brake drum outer cover.



3. Align the arrow with the cutaway in the brake drum outer cover (Figure 61) and install the dust seal.

BRAKE CABLE AND BRAKE PEDAL

Brake Cable Replacement

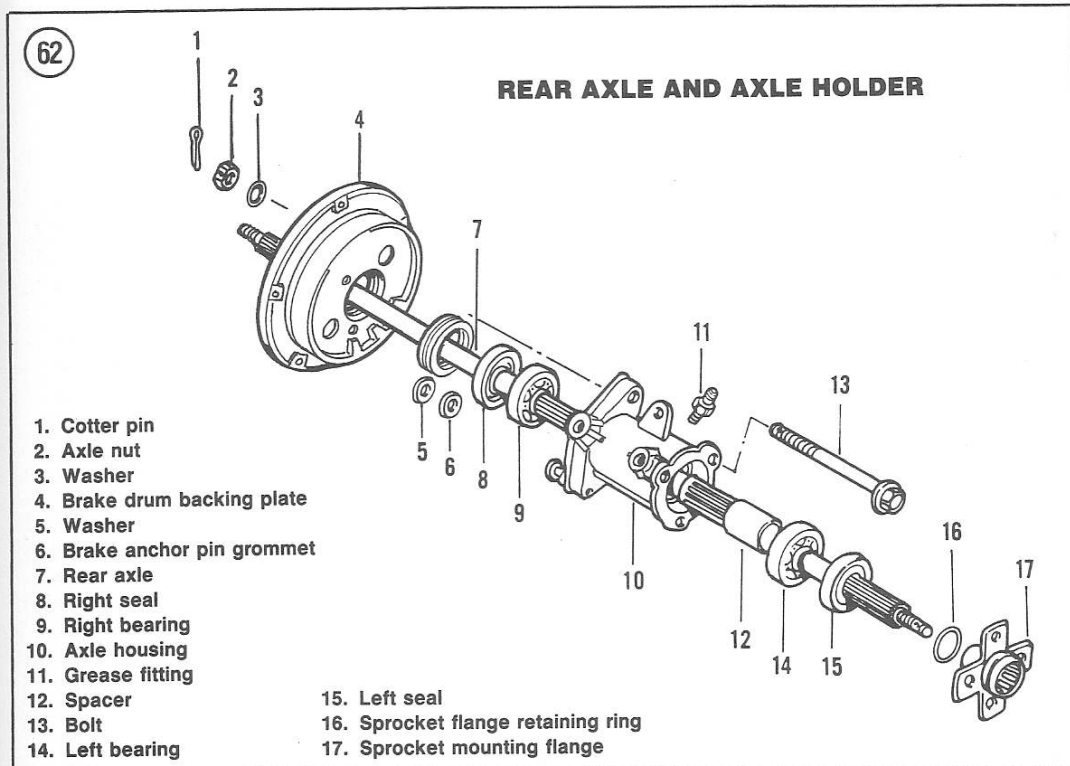
Replacement of the brake cable is the same as on previous models with the addition of the decompression cable routing through the frame.

Refer to Figure 10 (ALT) and Figure 11 (LT) for this procedure.

REAR AXLE AND AXLE HOUSING

Service to the rear axle and axle housing is the same as on previous models with the exception of the construction of the axle housing and the brake backing plate.

Refer to Figure 62 and to the procedures in Chapter Nine in the main body of this book.

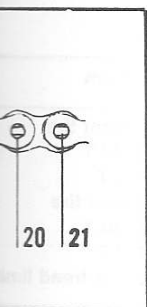


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Table 10 REAR SUSPENSION TORQUE SPECIFICATIONS

Item	mkg	ft.-lb.
Rear sprocket assembly retaining bolts	8-12	6-8.5
Rear sprocket mounting bolt	4-6	29-43.5
Rear wheel lug nut	4.5-6.5	32.5-47.0
Rear wheel hub nut	8.5-11.5	61.5-83.0
Axle housing nut	1.8-2.8	13-20
Rear axle-to-brake drum nut	5-8	36-58
Rear axle outer nut	16-20	115-144.5
Brake arm nut	0.8-1.2	6.0-8.5
Engine sprocket nut	10-13	72.5-94
Tensioner assembly bolt	2.0-3.1	14.5-22.5
Chain tension adjust bolt	7.0-1.0	50.5-72.5

Air filter service
Axle and axle h

Body

frame cover
front fender
odometer panel
rear fender
seat

Brake cable and

Brakes

adjustment
brake drum
cam shaft
maintenance
troubleshooting
1984-1987 serv

Can chain adjust

Camschaft

Carburetor

adjustment
cleaning and
disassembly
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1983 ALT125 & LT125

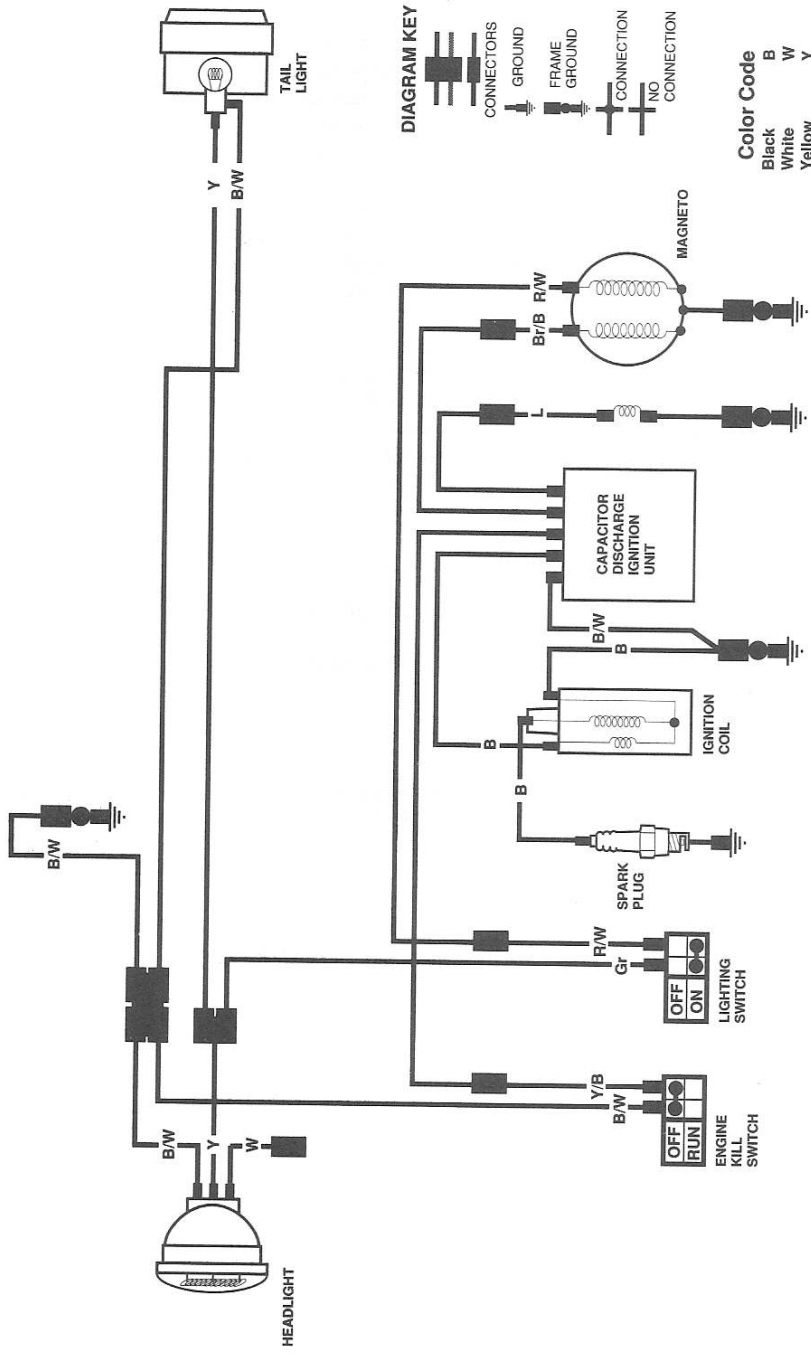
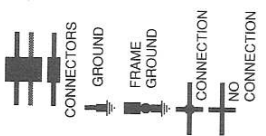


DIAGRAM KEY



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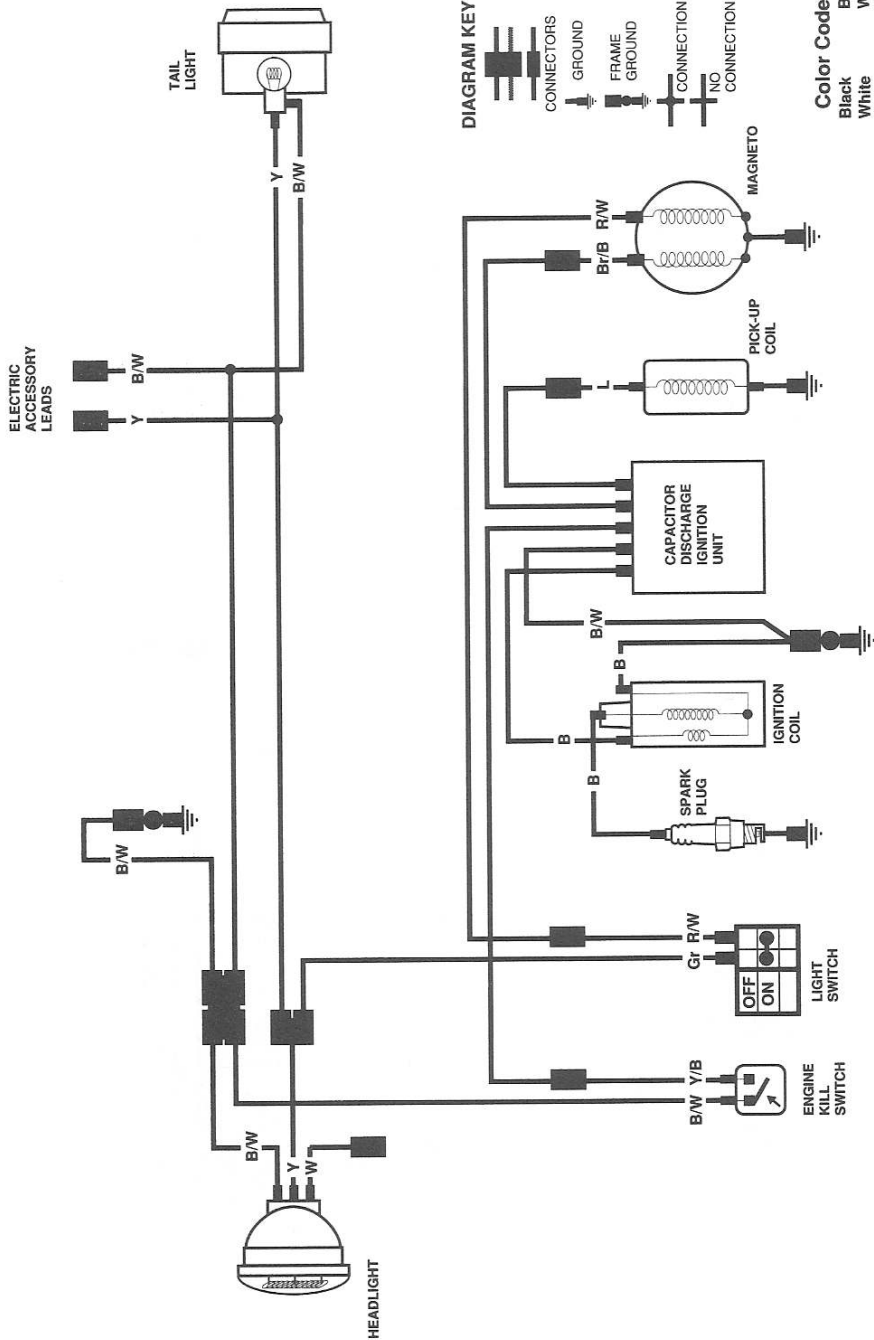
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- Yellow Y
- Blue L
- Grey Gr
- Black/White B/W
- Red/White R/W
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ELECTRIC
ACCESSORY
LEADS

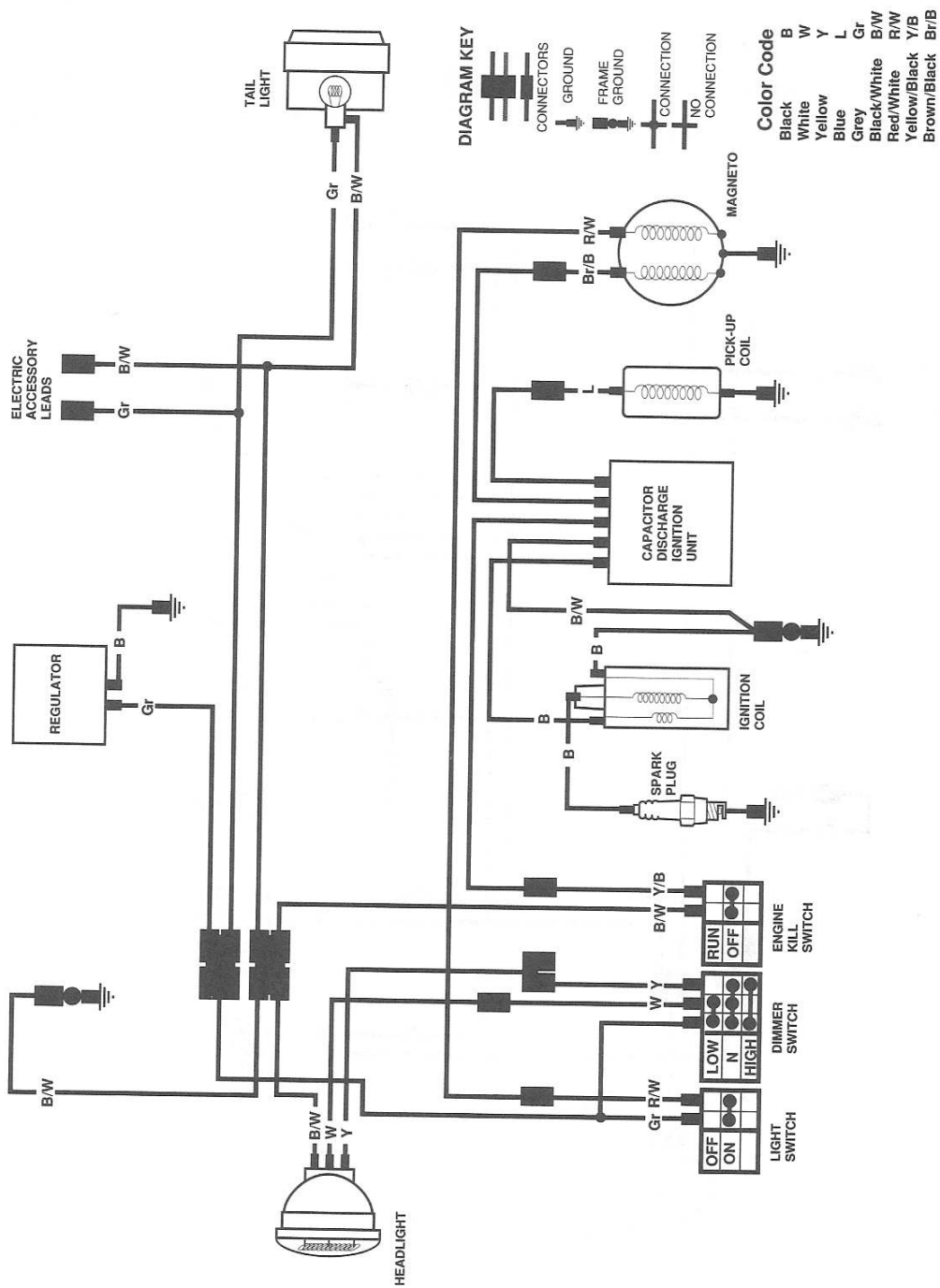


1984-1986 ALT125 & LT125

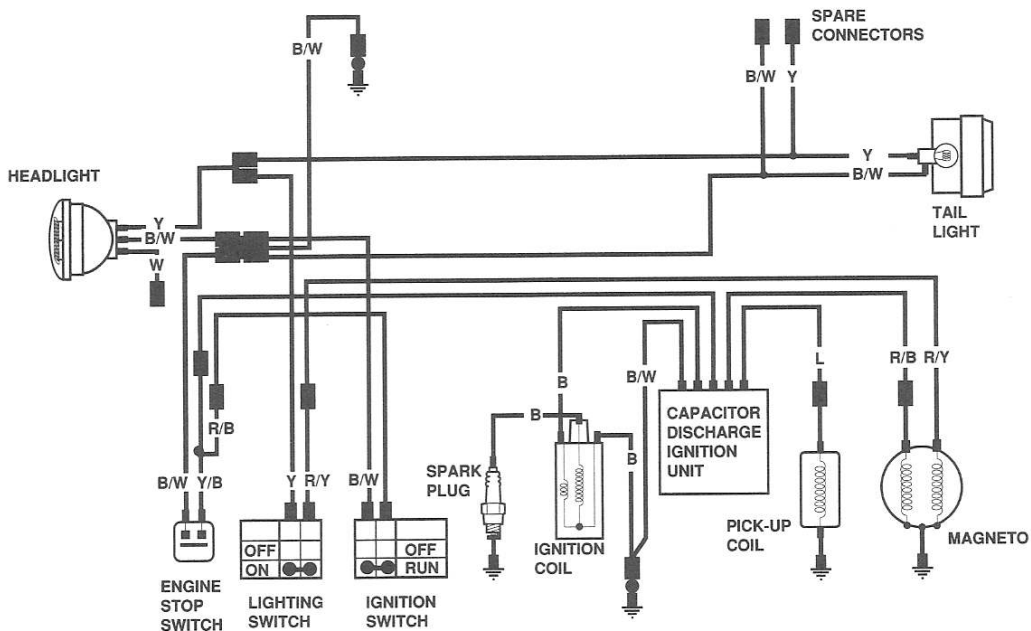
Black/White
Red/White
Yellow/Black
Brown/Black



1984-1986 ALT185 & LT185



SUZUKI LT125 (1987)



Blue L
 Grey Gr
 Black/White B/W
 Red/White R/W
 Yellow/Black Y/B
 Brown/Black Br/B

Color Code
 Black B
 White W
 Yellow Y
 Blue L
 Grey Gr
 Black/White B/W
 Red/Yellow R/Y
 Yellow/Black Y/B
 Brown/Black Br/B

SUZUKI LT185 (1987)

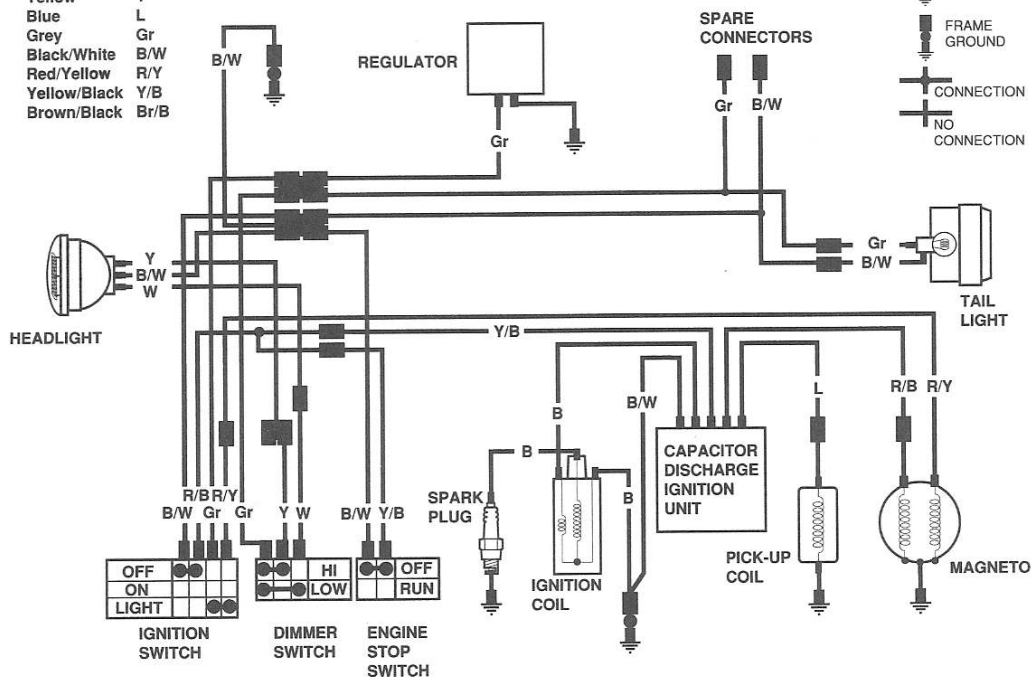


DIAGRAM KEY

