

valves are properly synchronized as described in SPEED CONTROL LINKAGE section. With throttle in the fully closed position, clearance (C—Fig. SZ18-12) between boss (4) and control lever (3) should be less than 1.0 mm (0.039 in.), but lever (3) should not be touching boss (4). Loosen nuts jam nuts (N) and vary length of rod (2) to adjust.

IGNITION

All models are equipped with Suzuki Micro Link ignition system. Micro Link is comprised of a capacitor discharge ignition system (CDI) and a microcomputer. The microcomputer processes information from various sensors and switches including throttle valve opening, engine rpm and shift lever position, then determines the optimum ignition timing. The Micro Link system also monitors oil level, oil flow, water flow and overspeed caution systems. If one or more caution systems indicate a malfunction, the microcomputer activates the appropriate warning buzzer and lamp, and reduces engine speed to a predetermined level.

TROUBLE-SHOOTING. Test ignition system using Stevens Model CD-77 or a suitable equivalent peak reading voltmeter (PRV) and Suzuki Pocket Tester 09900-25002 or a suitable equivalent ohmmeter. Refer to Figs. SZ18-14 and SZ18-15.

To check ignition system peak voltage, remove spark plugs, and refer to chart in Fig. SZ18-16. Output is measured at cranking speed only. Make sure battery is fully charged and in good condition. If peak voltage is less than specified in chart, renew component being tested.

If testing ignition components using Suzuki Pocket Tester 09900-25002, or an ohmmeter, refer to Figs. SZ18-14 and SZ18-15 and proceed as follows:

CONDENSER CHARGE COIL. Disconnect six-pin connector (Fig. SZ18-15) leading from stator plate. Connect ohmmeter between the black/red terminal and the green terminal. Resistance should be 180-270 ohms.

PULSER COILS. Disconnect the six-pin connector leading from stator plate. Connect tester between engine ground and alternately to the red/green, white/black, red/white and white/green terminals. Resistance at each terminal should be 160-230 ohms.

Air gap between pulser coils and the flywheel should be 0.75 mm (0.029 in.). The manufacturer recommends using Suzuki pulser coil locating tool (part 09931-88710) to properly position pulser coils.

GEAR COUNTER COIL. Unplug connectors leading from gear counter coil (8—Fig. SZ18-15). Connect tester between the orange/green and the black/green wire connectors. Resistance should be 160-230 ohms.

Air gap between counter coil and the flywheel ring gear teeth should be 0.5 mm (0.020 in.). Loosen counter coil mounting screws and slide coils as necessary to adjust.

BATTERY CHARGE COILS. Unplug the yellow and red wire connectors and connect tester between the two connectors. Resistance should be 0.4-0.6 ohm. Note that checking resistance between the yellow and red wires tests resistance of both battery charge coils.

IGNITION COILS. Ignition coil primary winding resistance should be 0.15-0.25 ohm. Connect tester between black and

Fig. SZ18-11—Exploded view of oil injection pump and related components.

- 1. Pump Assy.
- 2. Control rod
- 3. Driven gear
- 4. Gasket
- 5. Retainer
- 6. "O" ring
- 7. Air/oil mixing valve
- 8. Check valve
- 9. Oil flow sensor
- B. Bleed screw

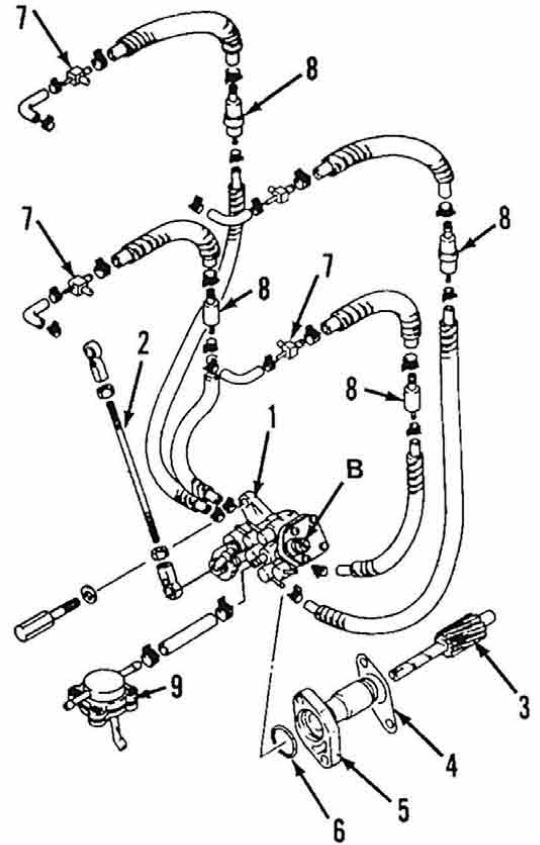


Fig. SZ18-12—Refer to text for oil pump control rod adjustment procedure.

- 1. Pump Assy.
- 2. Control rod
- 3. Control lever
- 4. Boss
- N. Jam nuts

