

by SAE 90 hypoid gear lubricant. Gearcase capacity is 560 mL (18.9 fl. oz.). The gearcase oil should be changed after the first 10 hours of operation and every 100 hours thereafter.

FUEL SYSTEM

CARBURETOR. Mikuni BSW35-24 carburetors are used on Model DT90 and Mikuni BSW40-32 carburetors are used on Model DT100. Two carburetors are used on all models. Refer to Fig. SZ18-1 for exploded view.

Standard main jet (12) size for normal service is #132.5 on DT90 models and #165 on DT100 models. Standard pilot jet (6) size for normal service is #90 on DT90 models and #77.5 on DT100 models.

To check float level, remove float bowl and invert carburetor. Distance (D—Fig. SZ18-2) between bottom of float and float bowl mating surface on carburetor body should be 9.5-11.5 mm (0.37-0.45 in.). Carefully bend tang on float arm to adjust.

Initial setting of pilot air screw (3—Fig. SZ18-1) from a lightly seated position is 1½ to 1¾ turns. Final adjustment should be performed with engine at normal operating temperature, running in forward gear. Adjust idle speed switch (on lower engine cover) to obtain 600-650 rpm in forward gear. Adjust pilot screw (3) so engine idles smoothly and will accelerate cleanly without hesitation.

NOTE: If unable to obtain 600-650 rpm in forward gear, adjust throttle stop screw on top carburetor as necessary or check adjustment of throttle valve sensor (2). Refer to IGNITION section.

FUEL PUMP. A diaphragm type fuel pump is used. Fuel pump is mounted on the power head and is actuated by crankcase pulsations. Refer to Fig. SZ18-4 for an exploded view of pump assembly.

Inspect diaphragms (2 and 4) for cracking, deterioration or other damage. Defective or questionable components should be renewed. Match marks are provided on cover (1) and body (3) for correct alignment during reassembly. Tighten cover screws evenly in a crossing pattern.

FUEL FILTER. A fuel filter (Fig. SZ18-4) is mounted on the power head. Filter should be disassembled to inspect element (12) every 50 hours of operation. Clean element in a suitable solvent. Renew element if excessive blockage is noted.

REED VALVES. The inlet reed valves are located on a V-shaped reed plate be-

tween intake manifold and crankcase. Refer to Fig. SZ18-6. The reed petals should seat very lightly against the reed plate throughout their entire length with the least possible tension. Renew reeds if tip of reed petal stands open more than 0.2 mm (0.008 in.) from contact surface. Reed stop opening should be 10.5 mm (0.413 in.) as shown in Fig. SZ18-7.

Renew reeds if petals are broken, cracked, warped, rusted or bent. Never attempt to bend a reed petal or straighten a damaged reed. Never install a bent or damaged reed. Seating surface of reed plate should be smooth and flat. When installing reeds or reed stop, make sure that petals are centered over the inlet ports in reed plate, and that reed stops are centered over reed petals. Apply Suzuki Thread Lock 1342 or a suitable equivalent thread locking compound to threads of reed stop screws during reassembly. Install reed valve assemblies to intake manifold with arrow embossed on inside of reed plate (on one end) facing toward outside of engine.

SPEED CONTROL LINKAGE. To synchronize carburetor throttle valves, loosen two screws (8—Fig. SZ18-8) on top carburetor throttle lever (1). Rotate lever (1) clockwise until throttle valves are completely closed, then retighten screws (8). Be sure throttle valves open and close at exactly the same time. With remote control in the neutral position, loosen jam nuts (N—Fig. SZ18-9) and adjust length of rod (1) so a clearance of

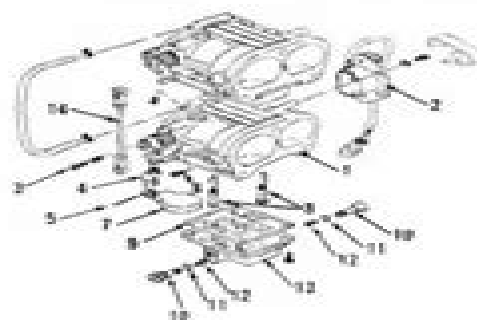


Fig. SZ18-1—Exploded view of carburetors used on all models.

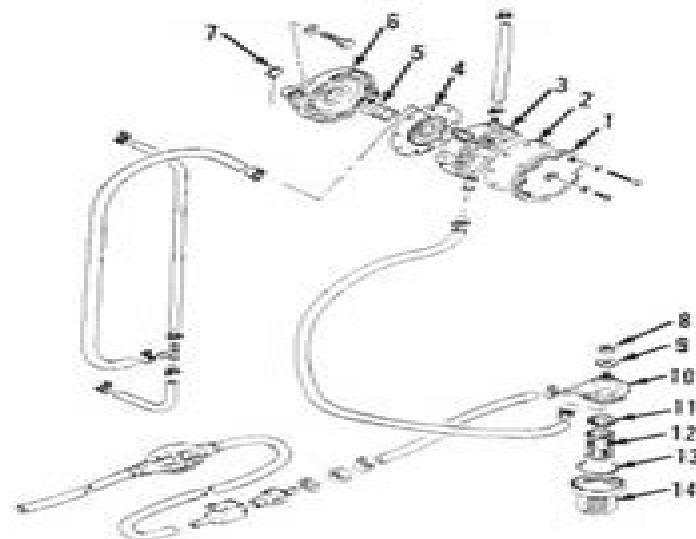
- | | |
|--------------------------|------------------------|
| 1. Body | 8. Throttle stop screw |
| 2. Throttle valve sensor | 9. Throttle |
| 3. Pilot screw | 10. Main jet holder |
| 4. Idle valve & seat | 11. Governor |
| 5. Pin | 12. Main pin |
| 6. Pilot jet | 13. Float bowl |
| 7. Float | 14. Lock nut |



Fig. SZ18-2—Float height (D) should be 9.5-11.5 mm (0.37-0.45 in.). Bend tang on float arm to adjust.

Fig. SZ18-4—Exploded view of fuel pump and fuel filter assembly.

- | |
|--------------------|
| 1. Cover |
| 2. Diaphragm |
| 3. Body |
| 4. Diaphragm |
| 5. Spring |
| 6. Inlet plate |
| 7. "O" ring |
| 8. Nut |
| 9. Washer |
| 10. Filter holder |
| 11. Packings |
| 12. Filter element |
| 13. "O" ring |
| 14. Cap |



2015 Suzuki Dt150 Manual

Martin Meek



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