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SUZUKI U50

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GENERAL INFORMATION

THE U50 is an open-frame utility machine which such as mudguards, legshields etc. has been adapted from a larger-engined machine, ber 4, 1969), and it has also the same bore and is only 150lbs (70 kg). stroke of 41 by 37.8 mm, but there the resemblance ends.

As befits a machine designed for everyday has considerable low-speed pulling power, achieved by a fairly low compression ratio of 6.7:1 (corrected) and appropriate port shapes. As a result, it produces 4.1 bhp at 6,000 rpm but more important still the torque figure of 3.90 ft/lb (0.54 kg/m) equals that of the AS50 are the cross-head type. but is developed at 5,000 rpm only. With an automatic clutch and appropriate gearing, this gives effortless performance in stop-start motoring.

The engine retains the well-known Suzuki features of a disc-inlet valve and Posi-force oiling by a mechanical pump with a throttle-controlled output: both of these features contribute to the on a part with a tapped hole. even two-stroking and good pulling at low revs.

Further refinements are incorporated in the transmission, the automatic clutch having light springs built into it to make its operation jerkfree, and the sliding gear which selects the three damage if the wrong component is used. ratios runs on inserted ball-bearings for smoothness. With a very rigid shaft assembly in a stiff boxed casting, the engine runs very smoothly, and very quietly, too; thanks to a large silencer.

are all of pressed steel, on general lines made way in which it describes every operation, these familiar by Japanese design. Suspension front and being illustrated and well detailed in words. The rear is by sealed hydraulic units with external smaller book is a supplement dealing with the springs. Electrical equipment is simple, but com- U50, and this describes and illustrates those parts plete in detail, with flashing direction indicators; which on the smaller machine are different. (It

The rear chain is completely enclosed and the the U70 (not marketed in the UK). The engineunit has a near horizontal barrel, gear primary or brake, the 'joint' being the rubber shockdrive and a general design similarity to the AS50 absorber. Wheels, hubs and brakes are in fact (see Trader Service Sheet No. 12/3 dated Novemidentical to those on the AS50, and the dry weight

Suzuki dealers will find no problems with this transport, often in heavy traffic, the U50 engine model, which follows existing Suzuki design principles; all parts are accessible and there is no 'juggling' to be done.

All threads are right-hand with one exception, which is the thread on the flywheel, into which (compared to the AS50 figures of 4.9 at 8,500) the extractor is screwed. All nuts, bolts and screw sizes are of course metric, and most of the screws

> Note that, on earlier machines, threads of 3-, 4- and 12 mm diameter were not of ISO (International Standard) pitch but peculiar to Suzuki. Later parts where changed to ISO pitch are identified in one of several ways: usually by a punch mark on the screw-head or nut, or an asterisk

> Where ISO threads are employed, standard metric nuts and bolts can be used as alternatives. The difference in pitch between ISO and Suzuki metric is tiny but sufficient to cause irrepairable

Workshop staff need two publications for this model. The larger and basic manual is that pro-The frame, fork-girders and rear swinging arm duced for the U70—it is very thorough in the and considerable use is made fo plastic in parts also covers the U50D which is the same machine

SERVICING DATA

All moving parts liable to wear are renewable drives the oil-pump). This bush is cast-in to the right in, then slacken back 11 turns. left-hand crankcase and is not therefore renewcontinuously immersed in oil.

The parts list shows individual components as being available for the big-end bearing. How- alternative Champion L81. Gap 0.020-0.024in ever, the policy of the UK company is to provide (0.5-0.6mm). a service-exchange scheme for complete crankshaft assemblies only.

gaskets should be renewed as a matter of course this is done by moving the stator plate—the points once they have been disturbed. In this connection gap may be varied from 0.012-0.016in (0.30the cylinder-head gasket is aluminium and is 0.40mm) and this is the only tolerance allowed. comparatively thin; it is Suzuki practice to regard Aligning marks on flywheel and crankcase are this item as expendable, to be renewed if the head provided, but setting can only be effected accuris removed.

Special exchange of barrels

Early production models had an iron barrel and some cases of overheating and plug whiskering were traced to use of this part. A linered alloy-barrel is now fitted and cures the trouble. Any iron barrels on stock models can be exchanged free of charge; pistons and rings also will be replaced free if the machine has been used. It is vital that the correct oil is used in the Posi-force tank, as some of those not recommended can cause whiskering.

Permissible wear

In each operation section of the service manual there is a small table giving standard dimensions and wear limits for parts which are critical in complete section).

Engine settings

Carburettor Mikuni type VM 15 SC-main jet as separate items, as are the bearings, with one 100, air jet 1.2, pilot jet 17.5, needle jet E-4, needle exception — behind the oil pump is a bronze- 314-2 in third (middle) groove, throttle-slide 2, bush which supports the kick-starter pinion (which starter-jet 40. Pilot air-adjusting screw-screw

See U70 manual, pp 72-80 inclusive for descripable separately, but failure is unlikely as it runs tion and tuning instructions, but settings (above) are given in U50 supplementary manual, p. 10. Ignition Sparking plug: standard NGK B-7H;

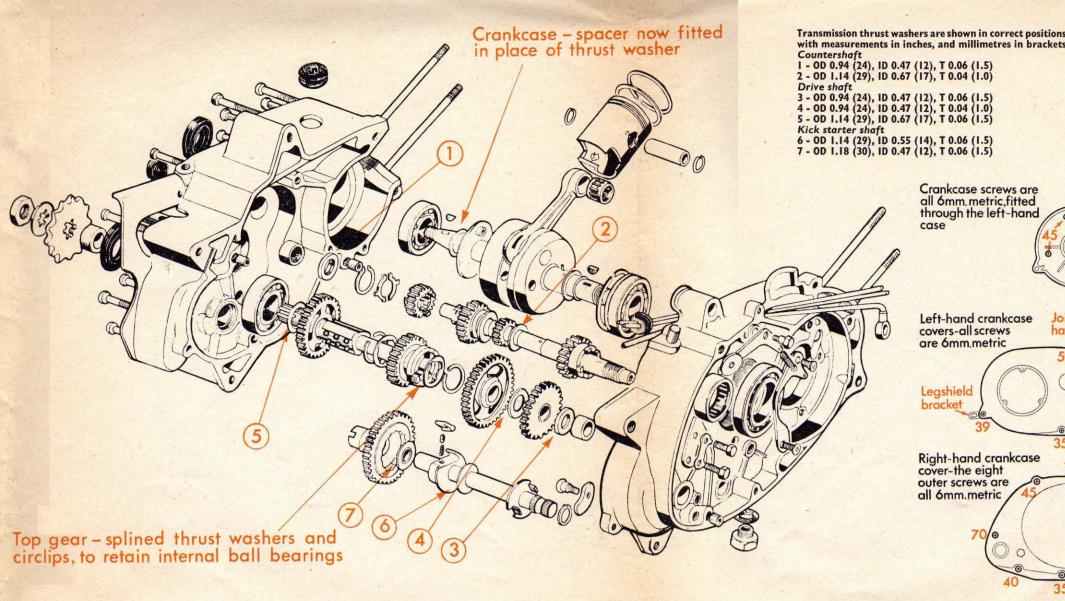
Contact-breaker gap 0.014in (0.35mm). Points open 1.56mm (20 degrees) BTDC. Timing must All circlips, O-rings, oil seals, washers and be precisely set for optimum performance, and ately with a timing depth-gauge to measure piston travel, and a buzzer or light to give moment of points opening. See service manual p. 83 (setting figures) and pp 87-89 (procedure).

Transmission Gearbox sprocket 14T, rear wheel sprocket 32T, chain size ½in pitch, length 51 pitches plus connecting link.

Engine Recommended oils: Shell 2T or Duckhams Two-Stroke engine oil. The oil tank holds $2\frac{1}{4}$ pts (1.2 litres).

Gearbox Recommended oil: SAE 20W/40 multigrade. Capacity: 1 pt (550 cc), level plug alongside kickstart spindle. Gearbox oil also lubricates primary-drive gears and clutch.

A table of settings is given on p. 95 of the this respect. (Some other Suzuki manuals collect larger (U70) manual, and the figures are also these figures and print them all together as a repeated (in part) where applicable in operation instructions.



Additionally, a timing gauge (09931-00110) and some form of points opening indicator, either a buzzer or light equipment, is required to set the ignition timing accurately.

For reasons of space, the tools list is not repro-

Spare parts list

Neither book deals with the suspension, hubs This covers the U70 and the U50. Be careful or steering head, so some instruction for these when using this book, as it is basically for the U70 and shows variations for the U50 at the back. It is necessary, therefore, to look up the These are listed and illustrated on pp 6-7 of part required in the U70 section first and then the smaller U50 manual, the tools being the same check in the U50 section, to see if it is altered. as those required for work on the U70. Note that A further section deals with variations for UKa clutch tool, 09920-30211 (to depress the outer market machines and this must again be checked plate whilst circlip is removed or fitted) is required for lighting parts, mudguards and the gearchange

DECARBONISATION

This is not difficult, and as the carburettor is enclosed, only the exhaust pipe and then the precise figures are shown in a drawing on p. 23 cylinder-head and barrel need to be removed. Start by removing the legshields, this exposes the barrel and head, and these should be given a thorough clean, using an airline if available to get rid of all road dirt, particularly grit. The 0.015 in.

with electric starter and is not marketed in the

All the figures for clearances, wear tolerances

and torque settings are in the larger book, and

it is considered essential for a dealer to have both

books in order to attempt any serious repair or

parts is included in this service sheet.

but is not shown in the U50 list.

service work on the model.

Workshop service tools

near-horizontal position of the cylinder makes it very vulnerable Loosen the plug. Remove the exhaust-pipe nut, using tool 09913-50610, then slacken two screws on the silencer clamp and swivel the pipe away from the port. Beneath the flange-nut is a thick composite washer which does not tend to flatten in service as does a normal washer, so this may be used again (an exception to the gasket re-

Undo the four head-nuts (which have a springand a plain-washer under them), lift the head and , then move the barrel carefully up its studs, supporting the piston as it emerges. If the barrel sticks, tap lightly under the exhaust

newal policy) provided it has not deteriorated.

Piston rings Latest production is fitted with two identical keystone tapered rings, with an expander ring behind the lower one. These are stamped R on the upper face, near the gap, and the letter must face upwards when fitted. Note: This supersedes the information given on p. 9 of the U50 supplementary manual.

Checking for wear The U70 manual, pp 21-27 inclusive, give the details of decarbonisation, with figures for measurement of cylinder bore, piston and gudgeon pin. Pistons and rings are available in two stages of oversize, 0.5 and 1 mm, when reboring is undertaken—note particularly that the towards the exhaust port, and the head is fitted edges of the ports should be champhered after with the plug hole uppermost.

reboring to prevent wear of the rings, and the

Standard piston ring gaps are 0.004-0.012in (0.01-0.03 mm) and rings should be replaced when the gaps (measured as described on p. 26) exceed

Silencer This has the same type of detachable baffle as the AS50, and it suffers from the same weakness, which is that if left too long it will seize' in position because of the heavy carbon deposit in the close-fitting silencer outlet, and then it is very easy to break off the small crossbar which is provided to twist the baffle. If this happens the complete silencer will have to be

Possible remedies are to break up the carbon with light hammer blows on the end of the baffle—this is difficult because there is no tail pipe projecting from the silencer; alternatively, try placing the end of the silencer in a strong caustic soda solution (observing the usual precautions against getting this on skin, in eyes, etc.) and leave it for some hours, in the hope that the carbon will be softened.

It is recommended that the silencer baffle is cleaned much more frequently than the prescribed interval of every 4,000 m (6,000 km), and dealers should encourage customers in this, as it will save time and trouble and by preventing a buildup of carbon in the pipe near the port will maintain optimum performance.

Replacing piston and head The piston must be refitted with the arrow on its crown facing

REMOVING UNIT FROM FRAME

clear that the unit need only be removed from assembly. the frame if the crankcases have to be split for attention to the crankshaft assembly, the gears including shafts and bearings, the gear-change (shifter) drum and forks, and the kick starter assembly.

All other work can be done with the engine in place in the frame. This includes (on the lefthand side) work on the magnetic, neutral rotary disc valve, clutch and primary drive, and external parts of the gear-shift.

Further, the manual does not describe the dismantling operations in one complete section (followed by inspection of parts, in turn, and then a re-building sequence). Instead, each com- out. or kick-start, is dealt with in turn, each of these sections being complete in itself with inspection and refitting details.

However, once the system of the manual has before the pump body is removed (manual p. 32). been mastered, it is relatively easy to find the A thin open-ended spanner is needed to avoid

The U70 service manual does not make it necessary instructions for any component of

Generally speaking, it is worthwhile to strip as many components as possible before the three bolts holding the unit to the frame are removed. This uses the weight of the machine as an anvil or vice. But if, for example, the cross-head screws holding the right-hand crankcase cover are so indicator-switch, final drive sprocket and oil tight as to need a shock tool for loosening, then pump, or (on the right-hand side) the carburettor, it is best to have the unit out and position it securely in a wooden cradle on the bench, before

the tool is used. Draining oil A little oil will be trapped in the right-hand crankcase cover and the tray should be kept underneath until this oil has been drained

fore the clamp is loosened (manual p. 19) and the instrument removed. Oil-pump Loosen the two oil-pipe union bolts

Re-assembly

Crankshaft spacer On latest production there is a spacing collar about ½ in deep inside the oil thrower ring on the left-hand mainshaft, behind the main-bearing. This is in place of the thrust washer, part no. 08221-20285, which is specified, but the new part no. of the spacer was not known at time of going to press.

unnecessarily

Oil-pump The following sequence makes this the sequence is detailed on pp 32-33.

damage to the oil pipes, and the unions should be

held as the bolts are turned, again to avoid

Rotary-valve outer-seat This is located by a

remove it, it is worthwhile to screw two 6mm

screws or bolts to the two threaded bosses and

Rotary-valve inner-seat This does not have to

be removed unless it is damaged and must be

renewed. The manual does not make this clear

(p. 50) and the part should not be disturbed

If it is removed, great care must be taken

when refitting it, or a new part. The instructions

on p. 51 are complete and should be followed

distortion of the plastic pipe.

seven separate sections in the U70 manual. The parts list. sections are: clutch pp 37-44, kick starter 44-45 and 58-61, gear-change (shifter) 45-47 and 65-67, primary drive 48, and gears, shafts and bearings 54-57. The information given is very complete,

limits, and methods of adjustment. manual, and should be read in conjunction with

Dismantling

ent from those on the U70, and these are illustrated on p. 11 of the U50 supplementary manual; in particular, the rubber shock-absorber assembly is omitted and there are only nine centrifugal rollers. (Note: The spare-parts list, p. 2 of the U50 section, wrongly gives the number as six rollers).

Before dismantling measure the clearance, as described on p. 43 of the U70 manual—this will give an idea as to whether undue wear is present, if so new plates may be needed.

manual p. 52) the left-hand case should be lifted off the right-hand case, leaving all the gears and shifter drum in the latter.

has already been removed, the gears and shifteras possible. This will prevent loss of small parts, particularly the loose balls in the sliding topgear pinion.

in the right-hand case.

Gear-shaft bearings

Diagrams (not to scale) showing lengths in mm. and positions for the cross-head screws in the crankcase ssembly. All screws are metric thread—unlike other models, no ISO threads are used in these positions. hollow dowel, and is a tight fit in its recess.

easier. Fit the inlet and outlet unions to the Before setting-up workshop tool 09904-06000 to pump, making sure first that the correct rubber grommets are in position on the pipes. The inlet pipe is the thicker of the two and this fits on the upper union. Ensure there is a gasket washer then pulling on these with pliers—sometimes this will free the seat from its spigot, if it is not on each side of each banjo union, then do up the union bolts finger tight.

Offer up the pump to the crankcase (with a new gasket in position), making sure the nylon driving-piece is in position on the (kick-start) driving-shaft, and that the tongues on the pumprotor engage the nylon piece. Insert the two fixing screws (the longer goes on the right), and then push the pipe grommets into their locations before tightening the two union bolts—the thinopen-ended spanner will be needed, and the unions must be held to prevent distortion of the pipes. Note: the manual recommends fitting the unions before the pump is fitted (p. 32), and gives a torque figure for the bolts. The disadvantage of this method is that the unions must be posi tioned precisely to avoid straining the pipes, and to do this requires great care and experience.

Bleeding the oiling system Follow the instructions on p. 33 of the manual, and for adjustment

TRANSMISSION

The following notes are supplementary to the out of sight in the housing (see manual p. 70). the appropriate section.

Clutch Some of the parts on the U50 are differ-

Gears When the crankcases are parted (see Assuming the clutch- and gear-shifter linkage

drum should be removed as one assembly as far With the case on the bench (in a cradle) and

the gears pointing upwards, grasp the whole assembly in the right hand—if possible the large low-gear pinion on the drive-shaft should be held by the finger-tips, pressed against the sliding topgear pinion. Now press on the countershaft end with the left hand, under the case, at the same time lifting with the right. The assembly should come out leaving only the kick starter gears

U70) and these plain bushes are renewable. They shaft.

The transmission as a whole is dealt with in are shown in the U50 supplement of the spare

The kick-starter gear, behind the clutch housing, has a plain bush which is renewable. In the right-hand crankcase cover there is a small ball race which supports the end of the countershaft, and includes figures for clearances and wear outside the clutch. If renewed, make sure the new race is fitted correctly, with the sealed side

Re-assembly

Top-gear pinion-ball bearings These should be inspected for wear, as should the shoulders of the splines on which they bear. When re-assembling the washers and circlips can be fitted to the pinion and one washer is then turned to allow the ball to be inserted (see p. 57 of the U70 manual). It may be found convenient to use a small pair of tweezers to handle the balls.

Once they have been fitted, tool 09920-80210 (T-087) must be used to keep the balls in position until the pinion is on the shaft and the secondgear pinion can be fitted above it. The line drawings on pp 55-56 make the

assembly of the balls and pinion quite clear. Second-gear pinion The position of the circlip. which holds the two tongued positioning pieces, is important, and the illustration on p. 55 shows correct and incorrect fitting.

Thrust washers There are two on the countershaft, three on the drive-shaft, and two on the kick-starter shaft, the sizes and positions being identified on p. 54 (gears) and p. 58 (kick-starter) of the manual, and they are also shown in the large illustration above.

Clutch One cork plate is thicker than the other five (0.014in or 3.7 mm thick), and this must be fitted first into the housing.

To operate properly the clutch must have clearance between the plates of 0.055-0.071in (1.4-1.8 mm), and this can be measured with a feeler gauge (see p. 43). To adjust the clearance, two thicknesses of steel plate are available, and the effects of different combinations of these are given in two starred paragraphs at the top of p. 44.

Clutch lubrication When running, oil passes along the countershaft and out through two trans-When inspecting parts for possible renewal, verse drillings to lubricate the clutch. It is therenote that on the U50 the countershaft (left-hand fore important that the spacer sleeve (on which end) and drive-shaft (right-hand end) both run the housing runs) and the hub are fitted so that in plain bearings (instead of needle-roller on the their oil holes are aligned with those in the

Fit the spacer-sleeve with the oil-hole nearer the outside, so that the oil-hole is still visible when the sleeve is pushed right home. Now fit the housing with all its plates. Next fit a thrustwasher, then the hub with the projecting boss inwards — it is easy to see that the oil-holes are the manual. in line, and the housing can be turned a little to allow the plates to engage with the outer splines of the hub.

If the oil-holes are not aligned, the clutch may seize through lack of oil.

Gear shift cam-pins There are three long and one short pin. If they have been removed, the correct position for the short pin is diametrically opposite the contact spring groove of the neutral indicator switch. This is illustrated on p. 67 of

Gear shift cam bearing Note that on the U50 this part is supported by a large needle roller bearing in the right-hand crankcase, unlike the AS50 or A100 on which the cam rotates direct in the alloy.

CARBURETTOR

and any routine attention is very easy because of straightforward design and construction.

is easy to flush out the chamber if it is suspected that dirt is present. Petrol level This is the only setting on the

carburettor which can alter gradually by itself, and it should therefore be checked periodically. The process is described and illustrated on p. 77

Air cleaner To remove this for cleaning remove the two outer screws on the cover, which then should discourage owners from using this barcomes away with the element attached. The barous method.

The Mikuni type VM 15 SC carburettor is element is held to the cover by the third central similar to other instruments of the same make, screw. It is of the plasticised-paper type which must be cleaned only with an air jet—the owner's manual recommends that this is done every The float-chamber has a drain-plug so that it 2,000 m (3,000 km). There is a shaped gasket round the cover which must be replaced if damaged.

Petrol filter Always use a ring-spanner to remove the filter-bowl, in which the hexagon head is formed in comparatively thin metal. Never use an open-ended spanner, which could distort the bowl. Unfortunately, the owner's manual shows the job being done with pliers, and dealers

FRONT FORKS AND STEERING HEAD

The service manual does not give any instruc- of its slot and remove it from the nipple. Next, tion on any of the cycle parts, but all of these are undo the centre screw of the choke control, there simple and straightforward in design and construction. All parts liable to wear are renewable, as separate items, except the hydraulic dampers to the forks which are sealed units and are renewed as a complete assembly.

Front forks

The two pressed-steel girders are welded to the lower fork-crown on to which the steering column is also welded. The tops of the girders are linked by a welded-on bridge, and a deep, stiff pressed-box structure (named 'steering-stem head' in the parts list) is then bolted to the bridge and the column to complete the assembly. Forged leading-links move on pivots within the open lower end of each girder, against springs surrounding the damper units, and the wheel is secured by a knockout spindle.

Link pivot The bush is of nylon, pressed into the eye of the link, with an inner steel tube which is fractionally longer, and a felt washer and dust cap on each side. The 14 mm pivot bolt is drilled and fitted with a grease nipple, and is secured by a nut with spring washer (beneath which the lower mudguard stay is held).

Damper pivots The lower pivot bush is in the link and also nylon with a slightly longer inner and lift away the head. steel tube and felt washers and dust caps. The grease nipple is screwed into the outside of the eye of the link. The pivot bolt is 12 mm with a flat cross-head top, this screws into the inner cover. (Note: on the machine stripped by the lange of the damper knuckle and is locked by Trader this nut was more easily undone with Range of the damper knuckle and is locked by

a lock-nut and the bolt is then centre-punched. The upper bush is rubber and is pressed into the eye of the damper, with the usual steel tube within it. The bolt is 12 mm and has a large rounded chrome-plated cross-head top, with a shoulder which locates in a hole in the girder. The bolt screws into a 'nut' welded to the inside of the girder, and a lock-nut and large plain washer under which the upper plastic mudguard stay is held.

Rebound buffer This is a large circular rubber held by a 12 mm bolt and lock-nut in the girder, above the main pivot.

Dismantling From the description above it will be clear that stripping to renew any worn or damaged part presents no difficulty.

When re-assembling, fit the lower end of the damper unit to the link and centre-punch the feeding the throttle cable into the right-hand end of the bolt to secure the nut. Then fit the handlebar before the rubber washers and securdamper upwards into the girder, followed by the ing nuts are tightened. link—care must be taken to make sure both pivot dust-caps remain in position. Use a 14 mm tommy-bar or rod to align the pivot-bush with the holes in the girder before the pivot-bolt is firm the connections. inserted and secured. Finally, the upper eye of the damper must be aligned with its fixing holes before the bolt is inserted, when it is halfway through press down on the link so that the bolt lines up with the threads in the girder.

The two bearings are straightforward cup-andrebuilding presents no great problems, but unless all the electrical wires and the three handlebarand steering column assembly cannot be lifted housing. completely clear of the machine. The electrical wires all have snap-connectors.

Dismantling-handlebars and controls Disconthe grip off the bar, lift the nipple carrier out the bearing.

is a loose wavy friction washer under it, then disconnect the nipple from the lever. Remove the front wheel, and unhook the

handlebar-lever nipple. The front mudguard may also be removed, but this is not strictly necessary. Next remove the lamp rim (one cross-head on top of the housing, and another similar screw

below the rim). Remove the bulb-carrier, then undo the three cross-head screws holding the lamp housing (two at the top, one below the horn grille) and remove the housing. This allows access to all the snap-connectors which connect the main loom wires to the handlebar switches head lamp, horn and speedo.

Undo the two nuts, with plain and rubber washers, holding the handlebars and they can be lifted away, taking with them the speedo cablethe throttle cable must be eased out of its entryhole in the right-hand bar.

Dismantling steering head Within the box-like steering-stem head is a nut on the column, locked by a bent-up tab-washer. This nut will require tool 09940-10121 (T-055A) or a similar socket spanner to undo it. The front of the head is held by two hexagon bolts with spring washers to the top bridge-piece of the girders. Undo these

On the column is a spacer washer and then a castellated nut, for which tool 09902-06000 is required, and below this is an inverted dust tool 09910-60610, the exhaust pipe wrench, and it is possible that the nut, which was not very

large in outside diameter, was a 'foreigner'). Support the column underneath as the nut is undone, to prevent loss of the uncaged balls. Steering-head races The two inner races are identical and interchangeable, but the two outer races are not. Each bearing contains twenty-two

in balls Re-assembly This is a straight-forward process, reversing the dismantling sequence, and should

not present any problems. Once the column and races are refitted, fit the steering-stem head and its nut and lock-washer, then carefully adjust the bearings to give just no shake before the lock-nut is tightened and the tab-washer secured. Next fit the handlebars,

All electrical wires are colour-coded, and reference to the wiring diagram, at the back of the service manual or owner's handbook, will con-

Routine adjustment of steering head

The proceduring described above need not be followed in its entirety. Remove the lamp-front and lens-unit; then undo the handlebar fixing nuts and remove these and the rubber washers. The handlebars can now be lifted a few inches, restrained only by the speedo cable and the control cables and wires. Undo the knurled collar cone type with loose balls, and stripping and on the speedo cable but secure it with a turn or wire or tape or it will slide down into the steering column. The handlebars can now be lifted control cables are disconnected, the fork girders forward and allowed to hang over the lamp

> Knock down the tab washer on the steeringcolumn nut, and slacken this, and the two bolts holding the stem head to the fork girders.

nect the throttle-cable by undoing the screws The castellated nut below the stem head can holding the halves of the twist-grip clamp; slide now be turned with tool 09902-06000, to adjust

BRAKES, HUBS AND REAR SUSPENSION

The brakes and hubs on the U50 are almost able. Care should be taken not to mix parts. identical to those on the AS50, and the rear sus- Dealers should therefore refer to the Trader pension is very similar in design and construc- Service Sheet No. 12/3 date November 4 1969, tion, although the parts here are not interchange- where a section was devoted to these parts.

ELECTRICAL

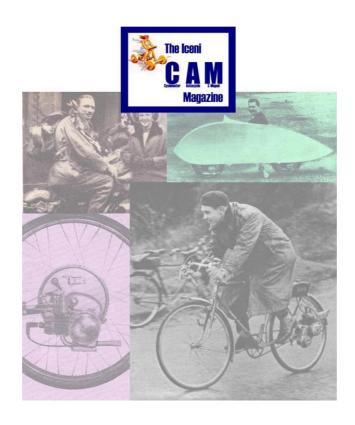
diagrams which are printed as full-colour pullout main circuit.

Reference has already been made to the wiring with snap connectors to join each unit on to the

sheets in the service manuals and the owner's In the large U70 service manual reference is made to the circuits being the same as those on The wiring is very simple, and it follows the model K 10P, and Suzuki dealers with this model normal Suzuki practice of being colour-coded manual already in stock will be able to follow and divided up into easily removable sections procedures giving there.

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