

SUZUKI DT20 and DT25 (PRIOR TO 1983)

CONDENSED SERVICE DATA

NOTE: Metric fasteners are used throughout outboard motor.

| TUNE-UP | DT20 | DT25 |
|--|------------------|------------------|
| Rp | 17.5 | 22 |
| Bore | 64 mm | 68 mm |
| Stroke | 61.5 mm | 61.5 mm |
| Displacement | 200 cc | 247 cc |
| Spark Plug: | | |
| NGK | BY10S | BY10S |
| Electrode Gap | 0.6-0.7 mm | 0.6-0.7 mm |
| Magneto: | | |
| Breaker Point Gap | Breakerless | Breakerless |
| Carburetor: | | |
| Make | Mikuni | Mikuni |
| Model | SV20-22 | SV25-26 |
| Fuel/Oil Ratio | 50:1 | 50:1 |
| SIZES - CLEARANCES | | |
| Piston Ring End Gap | 0.15-0.25 mm | 0.15-0.25 mm |
| Piston Pin Diameter | 13.995-14.000 mm | 13.995-14.000 mm |
| Piston to Cylinder Wall Clearance | 0.040-0.050 mm | 0.040-0.050 mm |
| Max. Crankshaft Runout at Main Bearing Journal | 0.05 mm | 0.05 mm |
| Max. Con. Rod Small End Side Skirt | 3.0 mm | 3.0 mm |
| TIGHTENING TORQUES | | |
| Cylinder Head | 24-28 N·m | 24-28 N·m |
| Crankcase | 24-28 N·m | 24-28 N·m |
| Exhaust Cover | 8-12 N·m | 8-12 N·m |
| Flywheel Nut | 100-110 N·m | 100-110 N·m |
| Standard Screws: | | |
| 5 mm | 2-4 N·m | 2-4 N·m |
| 6 mm | 4-7 N·m | 4-7 N·m |
| 8 mm | 20-15 N·m | 20-15 N·m |
| 10 mm | 22-35 N·m | 22-35 N·m |

LUBRICATION

The power head is lubricated by oil mixed with the fuel. Fuel/oil ratio should be 50:1 during break-in of a new or rebuilt engine and 50:1 for normal service when using a SAE certified two-stroke engine oil or Suzuki "OCF" oil. When using any other type of two-stroke engine oil, fuel/oil ratio should be 20:1 during break-in and 20:1 for normal service. Manufacturer recommends

regular or no-load automotive gasoline having an 85-90 octane rating. Gasoline and oil should be thoroughly mixed.

The lower unit gears and bearings are lubricated by oil contained in the gearcase. SAE 90 hypoid outboard gear oil should be used. Gearcases with exhaust outlet in gearcase require 180 mL of gear oil while through-the-propeller exhaust models require 300 mL of gear oil. Ballast vent and oil plug securely using a new gasket, if necessary, to ensure a water tight seal.

FUEL SYSTEM

CARBURETOR. A Mikuni carburetor is used on all models. Refer to Fig. S28-1 for exploded view. Initial setting of pilot air screw (5) from a lightly sealed position should be 1 1/2 turns on DT20 models and 1 1/4 to 1 1/2 turns on DT25 models. Final carburetor adjustment should be made with engine at normal operating temperature and running in forward gear. Adjust throttle stop

Suzuki Dt 100 Manual

Patrick Vollmar



Suzuki Dt 100 Manual:

The Enigmatic Realm of **Suzuki Dt 100 Manual**: Unleashing the Language is Inner Magic

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