

SUZUKI DT3.5

CONDENSED SERVICE DATA

NOTE: Metric fasteners are used throughout outboard motor.

TUNE-UP	
Strokes	2 strokes/5000
Bore	42 mm (1.61 in.)
Stroke	42 mm (1.65 in.)
Displacement	89.8 cc (5.5 cu. in.)
Spark Plug	
NGK	BP6ES
Electrode Gap	0.6-0.7 mm (0.024-0.028 in.)
Ignition Type	Breaker Point
Breaker Point Gap	0.3-0.4 mm (0.012-0.016 in.)
Ignition Timing @ 5000 rpm	25.5° BTDC
Carburetor	
Make	Mikuni
Model	SV-16-13
Idle Speed (in gear)	900-1000 rpm
Fuel/Oil Ratio	50:1

SIZES—CLEARANCES

Piston Ring End Gap	0.15-0.25 mm (0.006-0.010 in.)
Piston to Cylinder Clearance	0.052-0.074 mm (0.0021-0.0029 in.)

SIZES—CLEARANCES CONT.

Piston Pin Diameter	11.996-12.000 mm (0.4723-0.4724 in.)
Max. Crankshaft Runout at Main Bearing Journal	0.08 mm (0.0032 in.)
Max. Connecting Rod Small End Side Skirt	0.8 mm (0.32 in.)

TIGHTENING TORQUES

Power Head Mounting Screws and Nuts	15-20 N·m (11-14 ft.-lbs.)
Crankcase	8-12 N·m (6-9 ft.-lbs.)
Flywheel Nut	65-80 N·m (48-59 ft.-lbs.)
Standard Screws:	
5 mm	2-4 N·m (1-3 ft.-lbs.)
6 mm	4-7 N·m (3-5 ft.-lbs.)
8 mm	10-16 N·m (7-12 ft.-lbs.)
10 mm	22-30 N·m (16-22 ft.-lbs.)

LUBRICATION

The power head is lubricated by oil mixed with the fuel. Fuel/oil ratios should be 50:1 during break-in of a new or rebuilt engine and 50:1 for normal service when using a SEA certified TC-W engine oil or Suzuki "CC" oil. When using any other type of two-stroke engine oil, fuel/oil ratios should be 50:1 during break-in and 50:1 for normal service. Manufacturer recommends regular or so-lated automotive gasoline having an 85/85 octane rating. Gasoline and oil should be thoroughly mixed.

The lower unit gears and bearings are lubricated by approximately 85 mL (2.9 cu.) of SAE 90 hypoid medium gear oil. Ballast vent and oil plugs normally using a new gasket, if necessary, to ensure a water tight seal.

FUEL SYSTEM

CARBURETOR. A Mikuni SV-16-13 carburetor is used. Refer to Fig. S23.1 for exploded view. Initial setting of pilot air screw (15) from a lightly seated position should be 1/4 turn. Final carburetor adjustment should be made with engine at normal operating temperature and running in forward gear. Adjust idle/stop screw (12) to engine idle at approximately 900-1000 rpm. Adjust pilot air screw so engine idles smoothly and will accelerate cleanly without hesitation. If necessary, readjust throttle stop screw to obtain 900-1000 rpm idle speed.

Main fuel metering is controlled by main jet (2). Standard main jet size for normal operation is #90. Standard pilot jet (14) size is #15.

To check float level, remove float bowl (7) and insert carburetor body (3). Base of float (8) should be 13-14 mm (0.47-0.55 in.) away from seating ring surface of carburetor body with seating ring (2) removed. Adjust float level by bending float tang.

FUEL PUMP. A diaphragm fuel pump (Fig. S23-2) is mounted on the side of power head cylinder block and is actuated by pressure and vacuum pulsations from the engine crankcase.

When servicing pump, defective or questionable parts should be renewed. Diaphragm should be renewed if air leaks or cracks are found, or if deterioration is evident.

NEED VALVE. The need valve is located in a need plate that is located

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Matthew Coombs, Phil Mather



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