

valves are properly synchronized as described in SPEED CONTROL LINKAGE section. With throttle in the fully closed position, clearance (C—Fig. S218-12) 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. S218-14 and S218-15.

To check ignition system peak voltage, remove spark plugs, and refer to chart in Fig. S218-16. 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. S218-14 and S218-15 and proceed as follows:

CONDENSER CHARGE COIL. Disconnect six-pin connector (Fig. S218-15) 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. S218-15). 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. S218-11—Exploded view of oil injection pump and related components.

1. Pump Assy
2. Control rod
3. Drive gear
4. Gearset
5. Retainer
6. "O" ring
7. Airtight mixing valve
8. Check valve
9. Oil flow sensor
10. Mixed screw

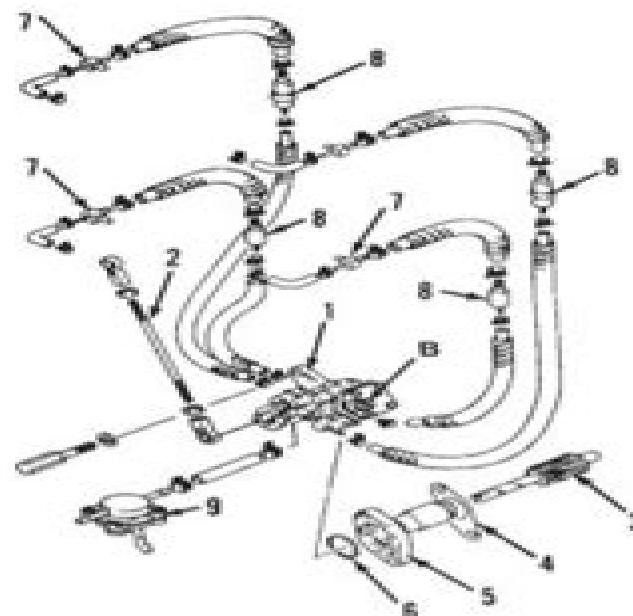
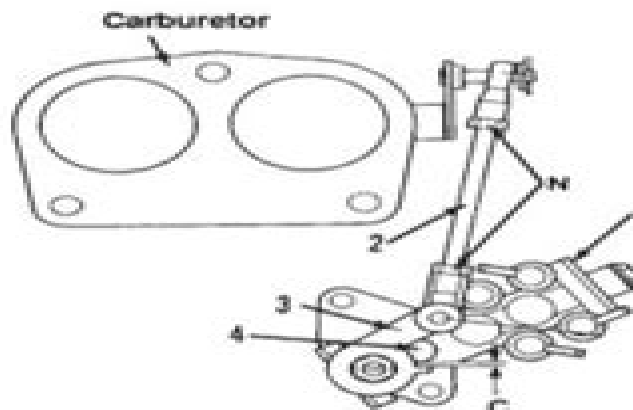


Fig. S218-12—Refer to test for oil pump control rod adjustment procedure.

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



Suzuki Outboard Repair Manual Dt200

ML Morrison



Suzuki Outboard Repair Manual Dt200:

Suzuki 2-225 HP OB & Jt D85-91 Penton Staff,2000-05-24 DT 2 DT 4 DT 6 DT 8 DT 8 SAIL DT 9 9 DT 9 9 SAIL DT 15 DT 20 DT 25 DT 30 DT 35 DT 40 DT 55 DT 65 DT 75 DT 85 DT 90 DT 100 DT 100 SUPER FOUR DT 115 DT 140 DT 150 DT 150 SUPER SIX DT 175 DT 200 DT 200 EXANTE DT 225 Suzuki Outboard Repair and Maintenance Manual Pasquale De Marco,2025-04-24 Suzuki outboards are renowned for their reliability performance and durability This comprehensive manual provides the knowledge and skills needed to keep your Suzuki outboard in top condition from routine maintenance and troubleshooting to advanced repairs and modifications With detailed instructions step by step procedures and helpful illustrations this manual covers all aspects of Suzuki outboard care and maintenance including Routine maintenance and care such as changing oil and spark plugs cleaning the fuel system and lubricating moving parts Troubleshooting and diagnostics including identifying common problems using diagnostic tools and interpreting error codes Engine overhaul and repair including disassembling the engine inspecting and replacing components and reassembling the engine Lower unit service and repair including removing and inspecting the lower unit replacing seals and bearings and troubleshooting propeller issues Electrical system maintenance and repair including testing batteries tracing wiring diagrams and repairing electrical components Fuel system maintenance and repair including cleaning fuel lines and filters troubleshooting and repairing fuel injectors and adjusting the fuel mixture Cooling system maintenance and repair including flushing and refilling the cooling system troubleshooting and repairing water pumps and inspecting and replacing thermostats Winterization and storage including preparing your outboard for winter storage draining and preserving the fuel system fogging the engine and cylinders and protecting exterior components Performance tuning and modifications including understanding engine performance factors modifying the air intake system upgrading the exhaust system adjusting the ignition timing and selecting the right propeller Whether you re a DIY enthusiast or a professional mechanic this manual is an essential resource for anyone who wants to keep their Suzuki outboard running smoothly and reliably With clear and easy to understand language this manual provides the knowledge and skills needed to maintain and repair your Suzuki outboard ensuring years of trouble free operation If you like this book write a review on google books *Suzuki Outboard Motor DT 50/60/65 ,1987*

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Table of Contents Suzuki Outboard Repair Manual Dt200

1. Understanding the eBook Suzuki Outboard Repair Manual Dt200
 - The Rise of Digital Reading Suzuki Outboard Repair Manual Dt200
 - Advantages of eBooks Over Traditional Books
2. Identifying Suzuki Outboard Repair Manual Dt200
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Suzuki Outboard Repair Manual Dt200
 - User-Friendly Interface
4. Exploring eBook Recommendations from Suzuki Outboard Repair Manual Dt200
 - Personalized Recommendations
 - Suzuki Outboard Repair Manual Dt200 User Reviews and Ratings
 - Suzuki Outboard Repair Manual Dt200 and Bestseller Lists

5. Accessing Suzuki Outboard Repair Manual Dt200 Free and Paid eBooks
 - Suzuki Outboard Repair Manual Dt200 Public Domain eBooks
 - Suzuki Outboard Repair Manual Dt200 eBook Subscription Services
 - Suzuki Outboard Repair Manual Dt200 Budget-Friendly Options
6. Navigating Suzuki Outboard Repair Manual Dt200 eBook Formats
 - ePub, PDF, MOBI, and More
 - Suzuki Outboard Repair Manual Dt200 Compatibility with Devices
 - Suzuki Outboard Repair Manual Dt200 Enhanced eBook Features
7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Suzuki Outboard Repair Manual Dt200
 - Highlighting and Note-Taking Suzuki Outboard Repair Manual Dt200
 - Interactive Elements Suzuki Outboard Repair Manual Dt200
8. Staying Engaged with Suzuki Outboard Repair Manual Dt200
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Suzuki Outboard Repair Manual Dt200
9. Balancing eBooks and Physical Books Suzuki Outboard Repair Manual Dt200
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Suzuki Outboard Repair Manual Dt200
10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
11. Cultivating a Reading Routine Suzuki Outboard Repair Manual Dt200
 - Setting Reading Goals Suzuki Outboard Repair Manual Dt200
 - Carving Out Dedicated Reading Time
12. Sourcing Reliable Information of Suzuki Outboard Repair Manual Dt200
 - Fact-Checking eBook Content of Suzuki Outboard Repair Manual Dt200
 - Distinguishing Credible Sources
13. Promoting Lifelong Learning

- Utilizing eBooks for Skill Development
- Exploring Educational eBooks

14. Embracing eBook Trends

- Integration of Multimedia Elements
- Interactive and Gamified eBooks

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