

**SUZUKI**

**GW250**

**SERVICE MANUAL**



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## FOREWORD

*This manual contains an introductory description on the SUZUKI GW250 and procedures for its inspection/service and overhaul of its main components. Other information considered as generally known is not included.*

*Read the GENERAL INFORMATION section to familiarize yourself with the motorcycle and its maintenance. Use this section as well as other sections to use as a guide for proper inspection and service.*

*This manual will help you know the motorcycle better so that you can assure your customers of fast and reliable service.*

*\* This manual has been prepared on the basis of the latest specifications at the time of publication. If modifications have been made since then, differences may exist between the content of this manual and the actual motorcycle.*

*\* Illustrations in this manual are used to show the basic principles of operation and work procedures. They may not represent the actual motorcycle exactly in detail.*

*\* This manual is written for persons who have enough knowledge, skills and tools, including special tools, for servicing SUZUKI motorcycles. If you do not have the proper knowledge and tools, ask your authorized SUZUKI motorcycle dealer to help you.*

### **⚠ WARNING**

**Inexperienced mechanics or mechanics without the proper tools and equipment may not be able to properly perform the services described in this manual.**

**Improper repair may result in injury to the mechanic and may render the motorcycle unsafe for the rider and passenger.**

**SUZUKI MOTOR CORPORATION**

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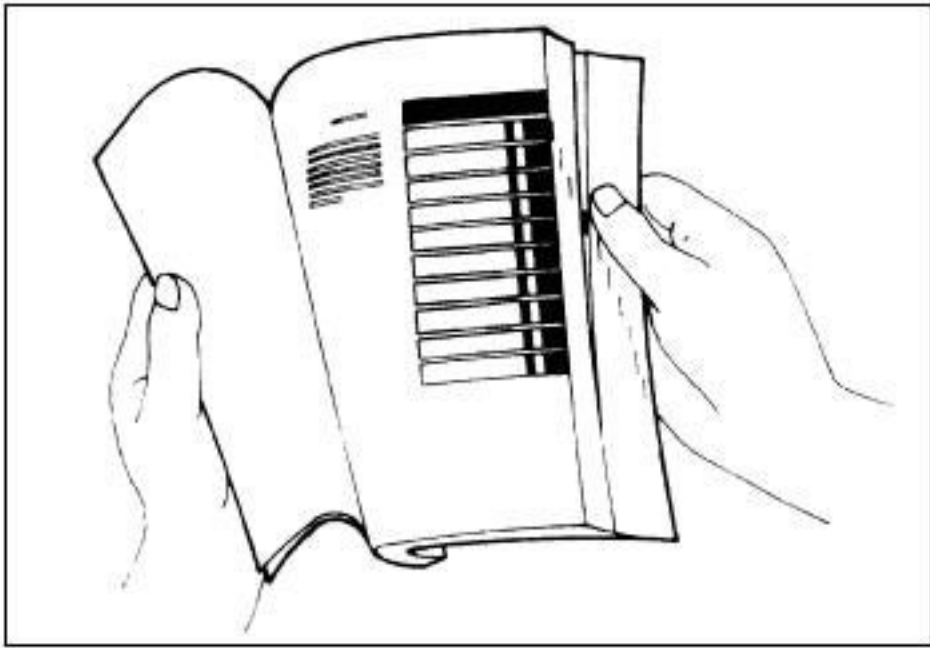
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# HOW TO USE THIS MANUAL

## TO LOCATE WHAT YOU ARE LOOKING FOR:

- 1. The text of this manual is divided into sections.
- 2. The section titles are listed in the GROUP INDEX.
- 3. Holding the manual as shown at the right will allow you to find the first page of the section easily.
- 4. The contents are listed on the first page of each section to help you find the item and page you need.



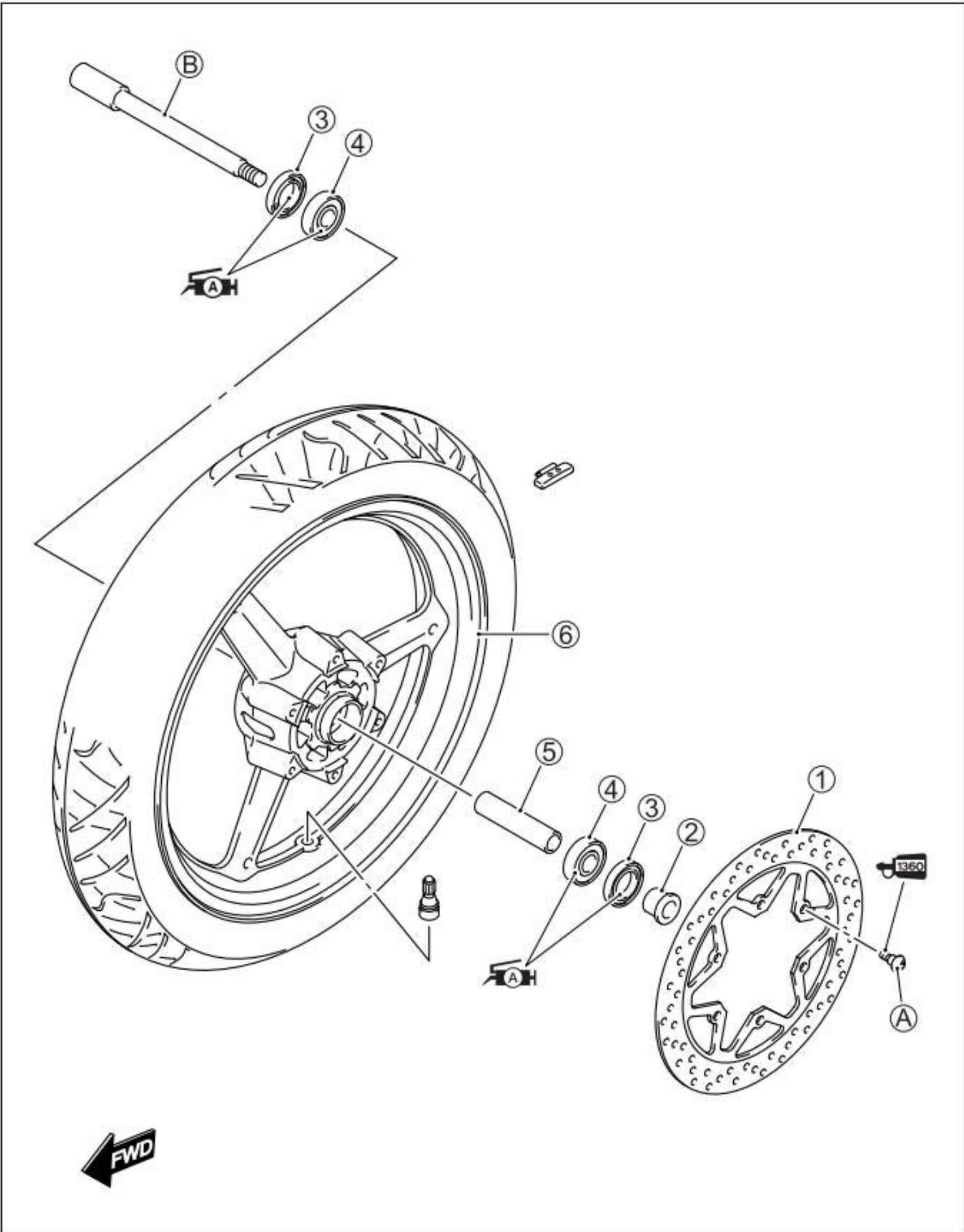
## COMPONENT PARTS AND WORK TO BE DONE

Under the name of each system or unit, is its exploded view. Work instructions and other service information such as the tightening torque, lubricating points and locking agent points, are provided.

Example: Front wheel

①	Brake disc
②	Collar
③	Dust seal
④	Bearing
⑤	Spacer
⑥	Front wheel
Ⓐ	Front axle
Ⓑ	Brake disc bolt








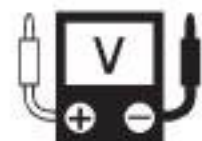

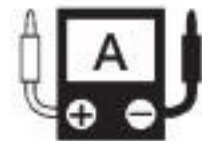



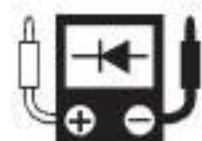

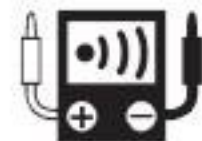





ITEM	N·m	kgf·m	lbf·ft
Ⓐ	18	1.8	13.0
Ⓑ	65	6.5	47.0





## SYMBOL MARKS AND MATERIALS

Listed in the table below are the symbols indicating instructions and other information. The meaning of each symbol is also included in the table.

SYMBOL	DEFINITION	SYMBOL	DEFINITION
	Torque control required. Data beside it indicates specified torque.		Use SUZUKI SUPER LONG LIFE COOLANT (BLUE). 99000-99032-20X Use SUZUKI LONG LIFE COOLANT (GREEN) or equivalent. 99000-99032-12X
	Apply oil. Use engine oil or transmission oil unless otherwise specified.		Use SUZUKI FORK OIL G10 or equivalent. 99000-99001-G10
	Apply molybdenum oil solution. (Mixture of engine oil and SUZUKI MOLY PASTE in a ratio of 1:1)		Apply or use brake fluid.
	Apply SUZUKI SUPER GREASE "A" or equivalent. 99000-25010		Measure in voltage range.
	Apply SUZUKI SILICONE GREASE or equivalent. 99000-25100		Measure in current range.
	Apply SUZUKI MOLY PASTE or equivalent. 99000-25140		Measure in resistance range.
	Apply SUZUKI BOND "1207B" or equivalent. 99000-31140		Measure in diode test range.
	Apply THREAD LOCK CEMENT SUPER "1303" or equivalent. 99000-32030		Measure in continuity test range.
	Apply THREAD LOCK CEMENT SUPER "1322" or equivalent. 99000-32110		Use special tool.
	Apply THREAD LOCK CEMENT SUPER "1360" or equivalent. 99000-32130		Indication of service data.
	Apply THREAD LOCK CEMENT SUPER "1342" or equivalent. 99000-32050		



# ABBREVIATIONS USED IN THIS MANUAL

## A

ABDC	: After Bottom Dead Center
AC	: Alternating Current
ACL	: Air Cleaner, Air Cleaner Box
API	: American Petroleum Institute
ATDC	: After Top Dead Center
A/F	: Air Fuel Mixture

## B

BBDC	: Before Bottom Dead Center
BTDC	: Before Top Dead Center
B+	: Battery Positive Voltage

## C

CKP Sensor	: Crankshaft Position Sensor (CKPS)
CKT	: Circuit
CLP Switch	: Clutch Lever Position Switch (Clutch Switch)
CO	: Carbon Monoxide
CPU	: Central Processing Unit

## D

DC	: Direct Current
DRL	: Daytime Running Light
DTC	: Diagnostic Trouble Code

## E

ECM	: Engine Control Module Engine Control Unit (ECU) (FI Control Unit)
ECT Sensor	: Engine Coolant Temperature Sensor (ECTS), Water Temp. Sensor (WTS)

## F

FI	: Fuel Injection, Fuel Injector
FP	: Fuel Pump
FPR	: Fuel Pressure Regulator
FP Relay	: Fuel Pump Relay
FWD	: Forward

## G

GEN	: Generator
GND	: Ground
GP Switch	: Gear Position Switch

## H

HC	: Hydrocarbons
HO2 Sensor	: Heated Oxygen Sensor (HO2S)

## I

IAP Sensor	: Intake Air Pressure Sensor (IAPS) (MAP Sensor)
IAT Sensor	: Intake Air Temperature Sensor (IATS)
IG	: Ignition
ISC Valve	: Idle Speed Control Valve (ISCV)

## J

JASO	: Japanese Automobile Standards Organization
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## L

LCD	: Liquid Crystal Display
LED	: Light Emitting Diode (Malfunction Indicator Lamp)
LH	: Left Hand

## M

MAL-Code	: Malfunction Code (Diagnostic Code)
Max	: Maximum
MIL	: Malfunction Indicator Lamp (LED)
Min	: Minimum

## N

NOX	: Nitrogen Oxides
-----	-------------------

## O

OHC	: Over Head Camshaft
OPS	: Oil Pressure Switch



## P

PAIR	: Pulsed Secondary Air Injection
PCM	: Power control module
PCV	: Positive Crankcase Ventilation (Crankcase Breather)

## R

RH	: Right Hand
ROM	: Read Only Memory

## S

SAE	: Society of Automotive Engineers
SDS	: Suzuki Diagnosis System

## T

TO Sensor	: Tip-Over Sensor (TOS)
TP Sensor	: Throttle Position Sensor (TPS)

## WIRE COLOR

B	: Black	Gr	: Gray	R	: Red
Bl	: Blue	Lbl	: Light blue	V	: Violet
Br	: Brown	Lg	: Light green	W	: White
Dg	: Dark green	O	: Orange	Y	: Yellow
G	: Green	P	: Pink		

B/Bl	: Black with Blue tracer	O/Bl	: Orange with Blue tracer
B/Br	: Black with Brown tracer	O/R	: Orange with Red tracer
B/G	: Black with Green tracer	O/W	: Orange with White tracer
B/R	: Black with Red tracer	O/Y	: Orange with Yellow tracer
B/W	: Black with White tracer	R/B	: Red with Black tracer
B/Y	: Black with Yellow tracer	R/Y	: Red with Yellow tracer
Bl/G	: Blue with Green tracer	W/B	: White with Black tracer
Bl/W	: Blue with White tracer	W/R	: White with Red tracer
Bl/Y	: Blue with Yellow tracer	Y/G	: Yellow with Green tracer
Br/Y	: Brown with Yellow tracer	Y/R	: Yellow with Red tracer
G/Y	: Green with Yellow tracer	Y/W	: Yellow with White tracer
O/B	: Orange with Black tracer		



# GENERAL INFORMATION

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## COUNTRY AND AREA CODES

The following codes stand for the applicable country(-ies) and area(-s).

CODE	COUNTRY or AREA	EFFECTIVE FRAME NO.
P-12	Indonesia	LC6GJ55B0C1 100001 –
P-21	E.U.	LC6DC111101 100001 –
P-24	Australia	LC6DC111201 100001 –
P-71	Mexico	LC6GJ55E D1 100001 –



## WARNING/CAUTION/NOTICE/NOTE

Please read this manual and follow its instructions carefully. To emphasize special information, the symbol and the words WARNING, CAUTION, NOTICE and NOTE have special meanings. Pay special attention to the messages highlighted by these signal words.

### **⚠ WARNING**

Indicates a potential hazard that could result in death or injury.

### **CAUTION**

Indicates a potential hazard that could result in motorcycle damage.

### **NOTICE**

Indicates a potential hazard that could result in motorcycle or equipment damage.

### *NOTE:*

*Indicates special information to make maintenance easier or instructions clearer.*

Please note, however, that the warnings and cautions contained in this manual cannot possibly cover all potential hazards relating to the servicing, or lack of servicing, of the motorcycle. In addition to the WARNINGS, CAUTIONS and NOTICES stated, you must use good judgement and basic mechanical safety principles. If you are unsure about how to perform a particular service operation, ask a more experienced mechanic for advice.

## GENERAL PRECAUTIONS

### **⚠ WARNING**

- \* Proper service and repair procedures are important for the safety of the service mechanic and the safety and reliability of the motorcycle.
- \* When 2 or more persons work together, pay attention to the safety of each other.
- \* When it is necessary to run the engine indoors, make sure that exhaust gas is forced outdoors.
- \* When working with toxic or flammable materials, make sure that the area you work in is well-ventilated and that you follow all of the material manufacturer's instructions.
- \* To avoid getting burned, do not touch the engine, engine oil, radiator and exhaust system until they have cooled.

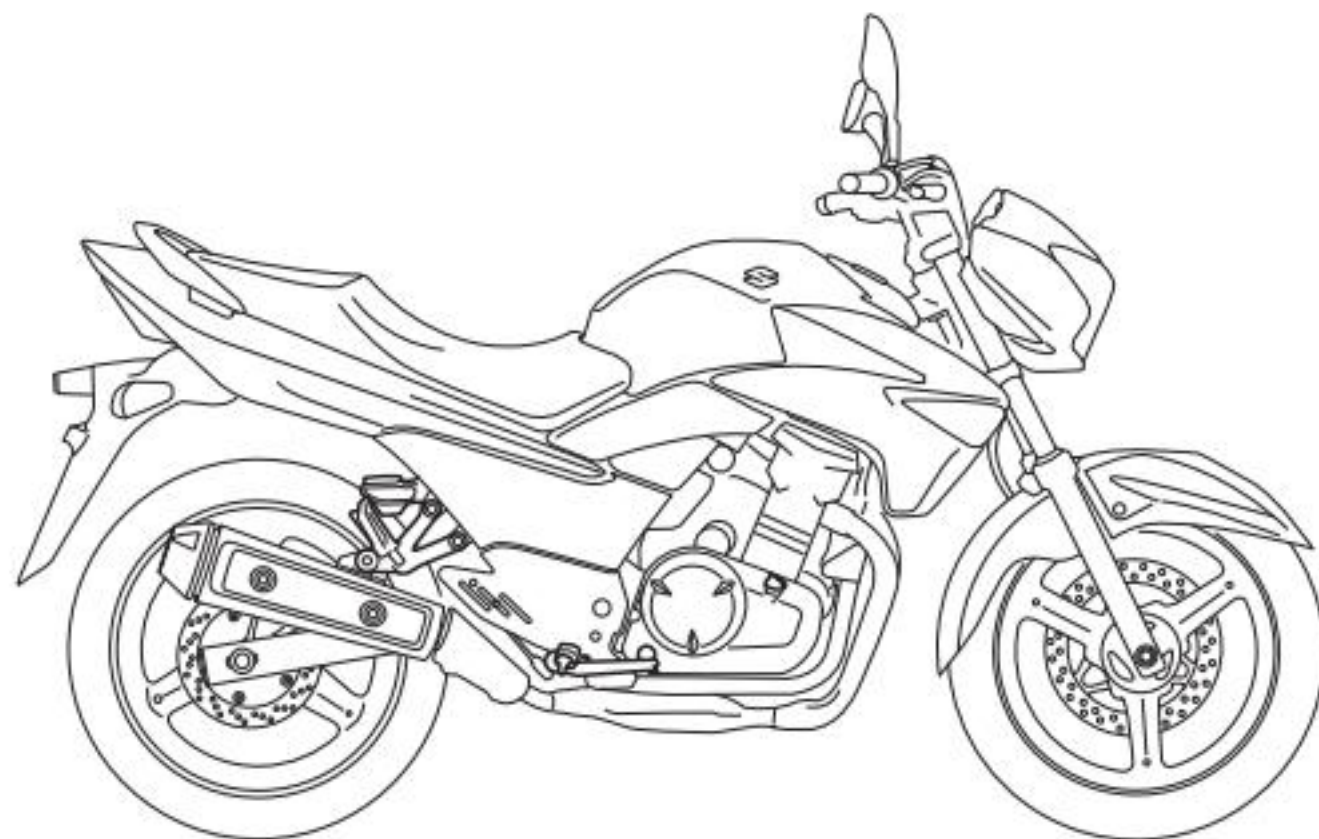


**NOTICE**

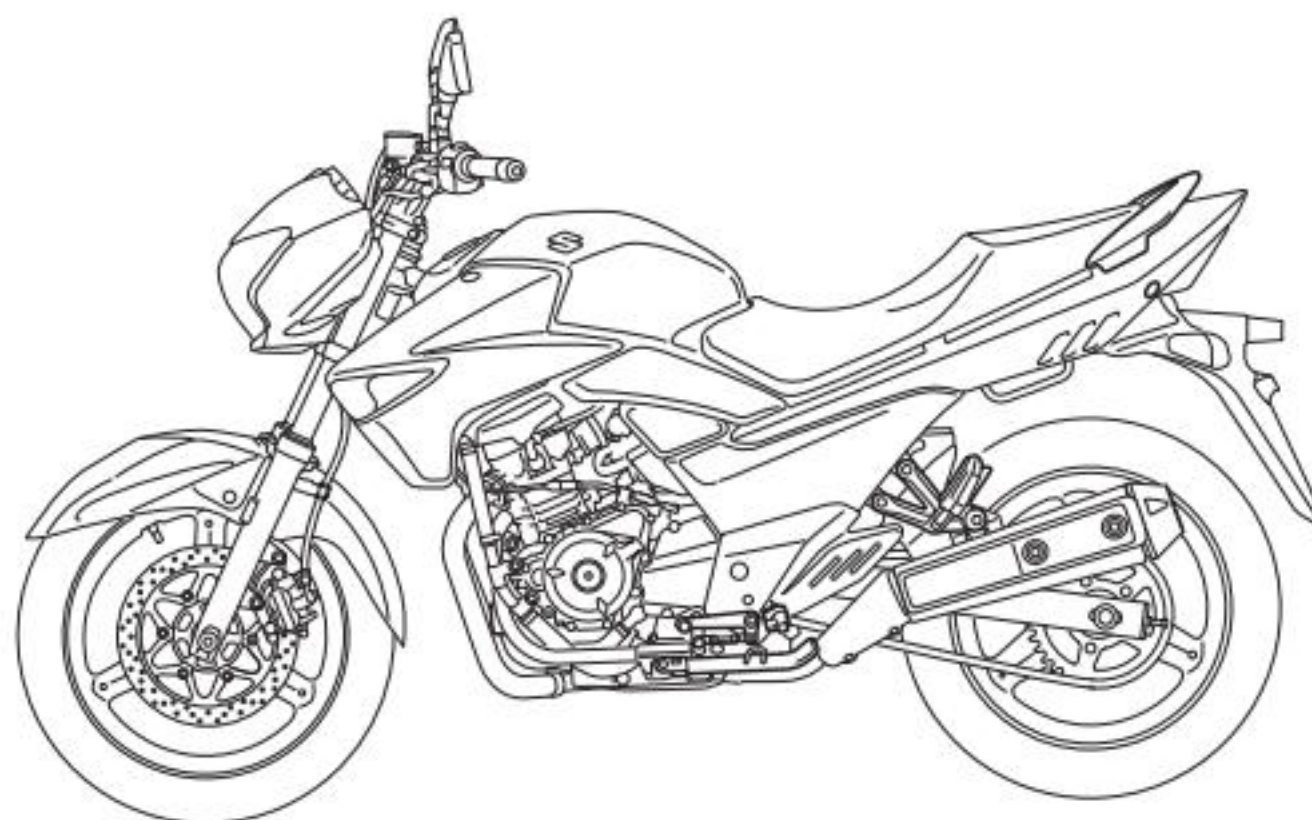
- \* Never use gasoline as a cleaning solvent.
- \* After servicing the fuel, oil, water, exhaust or brake systems, check all lines and fittings related to the system for leaks.
- \* If parts replacement is necessary, replace the parts with Suzuki Genuine Parts or their equivalent.
- \* When removing parts that are to be reused, keep them arranged in an orderly manner so that they may be reinstalled in the proper order and orientation.
- \* Be sure to use special tools when instructed.
- \* Make sure that all parts used in reassembly are clean. Lubricate them when specified.
- \* Use the specified lubricant, bond, or sealant.
- \* When removing the battery, disconnect the negative cable first and then the positive cable.
- \* When reconnecting the battery, connect the positive cable first and then the negative cable, and replace the terminal cover on the positive terminal.
- \* When performing service to electrical parts, if the service procedures do not require use of battery power, disconnect the negative cable from the battery.
- \* When tightening the cylinder head or case bolts and nuts, tighten the larger sizes first. Always tighten the bolts and nuts diagonally from the inside toward outside and to the specified tightening torque.
- \* Whenever you remove oil seals, gaskets, packing, O-rings, locking washers, self-locking nuts, cotter pins, circlips and certain other parts as specified, be sure to replace them with new ones. Also, before installing these new parts, be sure to remove any left over material from the mating surfaces.
- \* Never reuse a circlip. When installing a new circlip, take care not to expand the end gap larger than required to slip the circlip over the shaft. After installing a circlip, always ensure that it is completely seated in its groove and securely fitted.
- \* Use a torque wrench to tighten fasteners to the specified torque. Wipe off grease and oil if a thread is smeared with them.
- \* After reassembling, check parts for tightness and proper operation.
- \* To protect the environment, do not unlawfully dispose of used motor oil, engine coolant and other fluids: batteries and tires.
- \* To protect Earth's natural resources, properly dispose of used motorcycle and parts.



## SUZUKI GW250L3 ('13-MODEL)



RIGHT SIDE



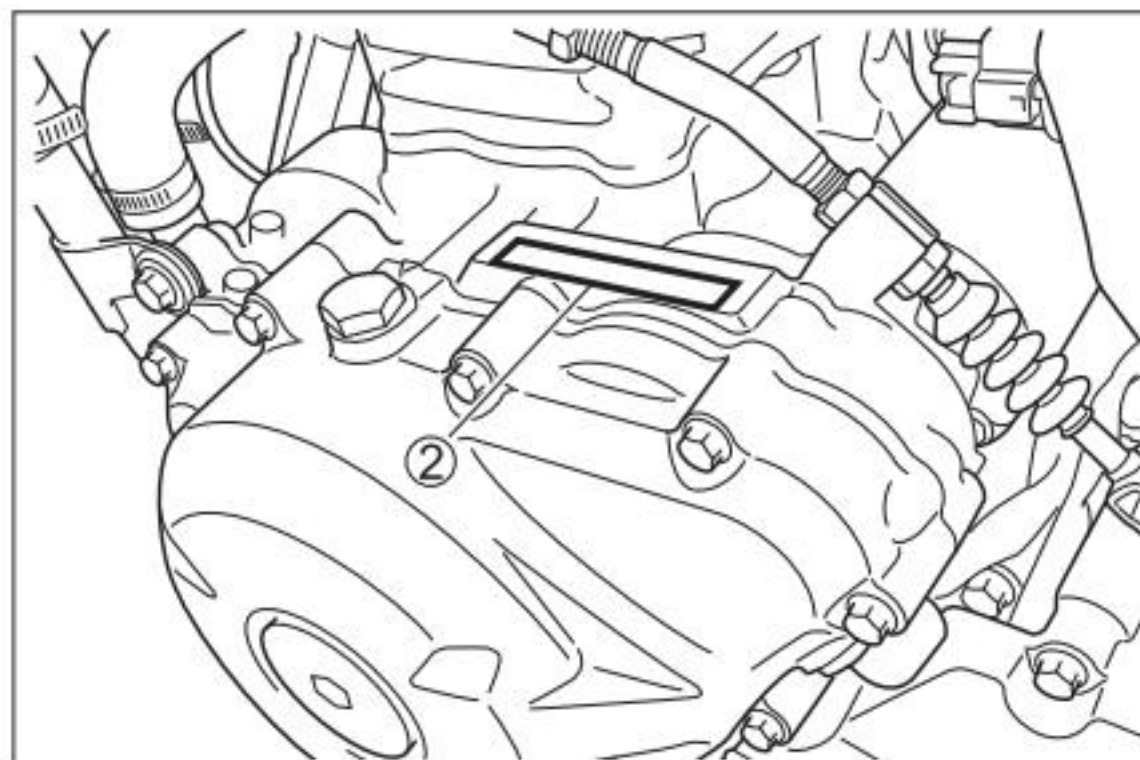
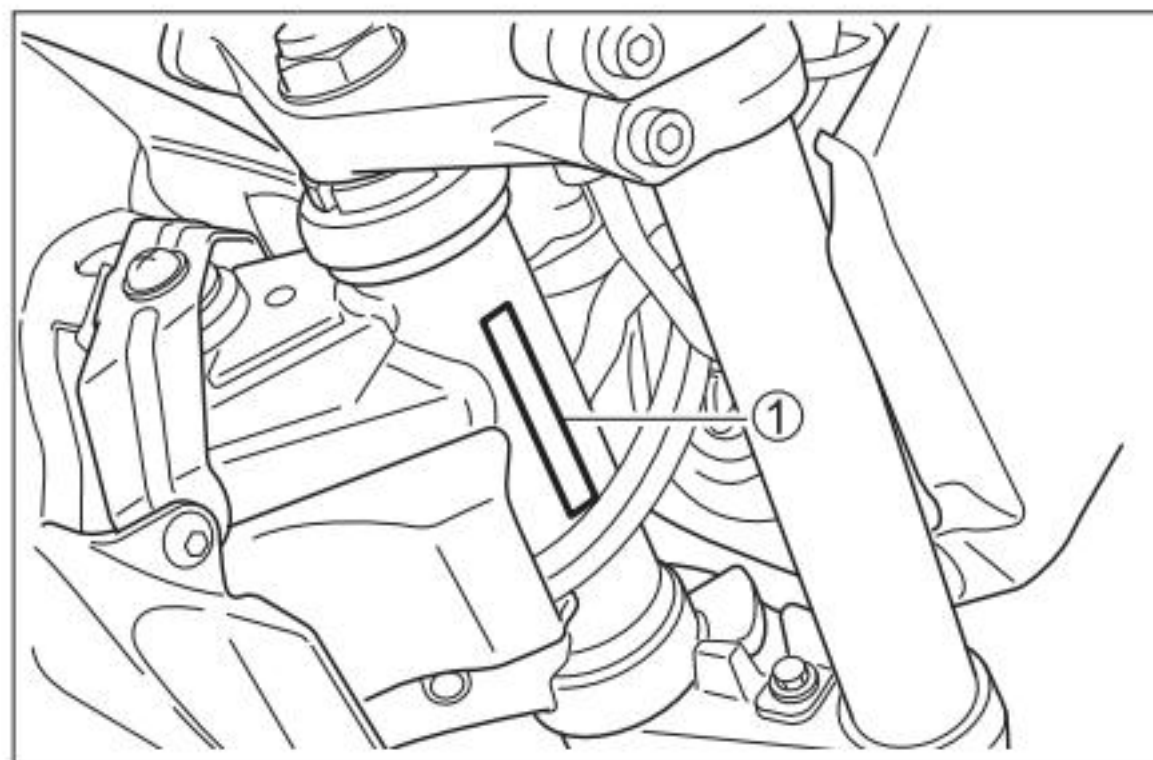
LEFT SIDE

**NOTE:**

*Difference between illustration and actual motorcycle may exist depending on the markets.*

## SERIAL NUMBER LOCATION

The frame serial number or V.I.N. (Vehicle Identification Number) ① is stamped on the right side of the steering head pipe. The engine serial number ② is located on the left side of the crankcase. These numbers are required especially for registering the machine and ordering spare parts.





# FUEL, OIL AND ENGINE COOLANT RECOMMENDATION

## FUEL

Gasoline used should be graded 91 octane (Research Method) or higher. Unleaded gasoline is recommended.

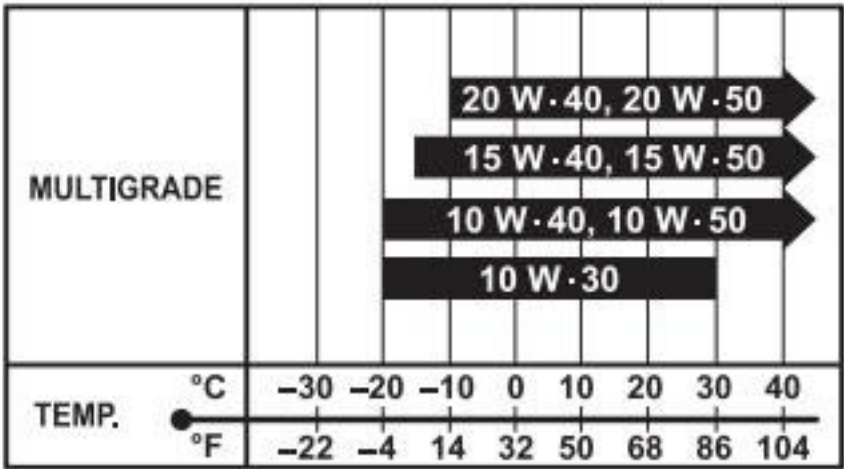
## ENGINE OIL

Oil quality is a major contributor to your engine’s performance and life. Always select good quality engine oil.

Use oil with an API (American Petroleum Institute) classification of SG or higher with a JASO classification of MA.

Suzuki recommends the use of SAE 10W-40 engine oil. If SAE 10W-40 engine oil is not available, select an alternative according to the right chart.

SAE	API	JASO
10W-40	SG or higher	MA



Suzuki does not recommend the use of “ENERGY CONSERVING” and “RESOURCE CONSERVING” oils.

		
<b>Recommend</b>	<b>No recommend</b>	<b>No recommend</b>
“Donut” without “ENERGY CONSERVING” nor “RESOURCE CONSERVING”	“Donut” with “ENERGY CONSERVING”	“Donut” with “RESOURCE CONSERVING”

## BRAKE FLUID

Specification and classification: DOT 4

### **⚠ WARNING**

Since the brake system of this motorcycle is filled with a glycol-based brake fluid by the manufacturer, do not use or mix different types of fluid such as silicone-based and petroleum-based fluid for refilling the system, otherwise serious damage will result.

Do not use any brake fluid taken from old or used or unsealed containers.

Never re-use brake fluid left over from a previous servicing, which has been stored for a long period.

## FRONT FORK OIL

Use SUZUKI FORK OIL G10 or equivalent.

## ENGINE COOLANT RECOMMENDATION

### RECOMMENDED ENGINE COOLANT

The factory filled engine coolant of this vehicle is SUZUKI super long life coolant (Blue). It is recommended to use this SUZUKI super long life coolant when replenishing or charging the engine coolant.

SUZUKI super long life coolant (Blue) as supply part is already diluted to the 50 percentage with deionized water. Use it as it is without diluting.

SUZUKI recommends to use following coolants in that order.

- 1) SUZUKI super long life coolant (Blue)
- 2) SUZUKI long life coolant (Green) or equivalent

### ENGINE COOLANT

Use an anti-freeze/engine coolant compatible with an aluminum radiator.

There are two types of engine coolant: one used after diluting with distilled water and the other used as it is (without diluting). SUZUKI super long life coolant is the latter type and SUZUKI long life coolant is the former type.

### WATER FOR MIXING

Use distilled water only. Water other than distilled water can corrode and clog the aluminum radiator.

### ANTI-FREEZE/ENGINE COOLANT

The engine coolant performs as a corrosion and rust inhibitor as well as anti-freeze. Therefore, the engine coolant should be used at all times even though the atmospheric temperature in your area does not go down to freezing point.

### LIQUID AMOUNT OF WATER/ENGINE COOLANT

**Solution capacity (total): Approx. 1 350 ml (1.4/1.2 US/Imp qt)**

For engine coolant mixture information, refer to cooling system section in page 7-2.



## BREAK-IN PROCEDURES

During manufacture only the best possible materials are used and all machined parts are finished to a very high standard but it is still necessary to allow the moving parts to “BREAK-IN” before subjecting the engine to maximum stresses. The future performance and reliability of the engine depends on the care and restraint exercised during its early life. The general rules are as follows.

- Keep to these break-in engine speed limits:

**Initial**      800 km ( 500 miles): **Below 5 500 r/min**

**Up to**      1 600 km (1 000 miles): **Below 8 250 r/min**

**Over to** 1 600 km (1 000 miles): **Below 11 000 r/min**

- Upon reaching an odometer reading of 1 600 km (1 000 miles) you can subject the motorcycle to full throttle operation.  
However, do not exceed 11 000 r/min at any time.

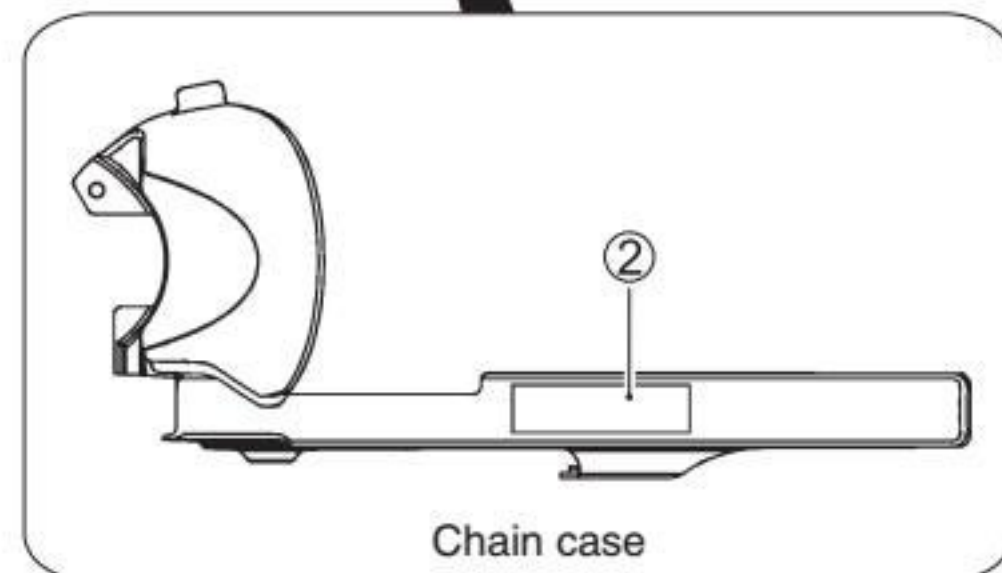
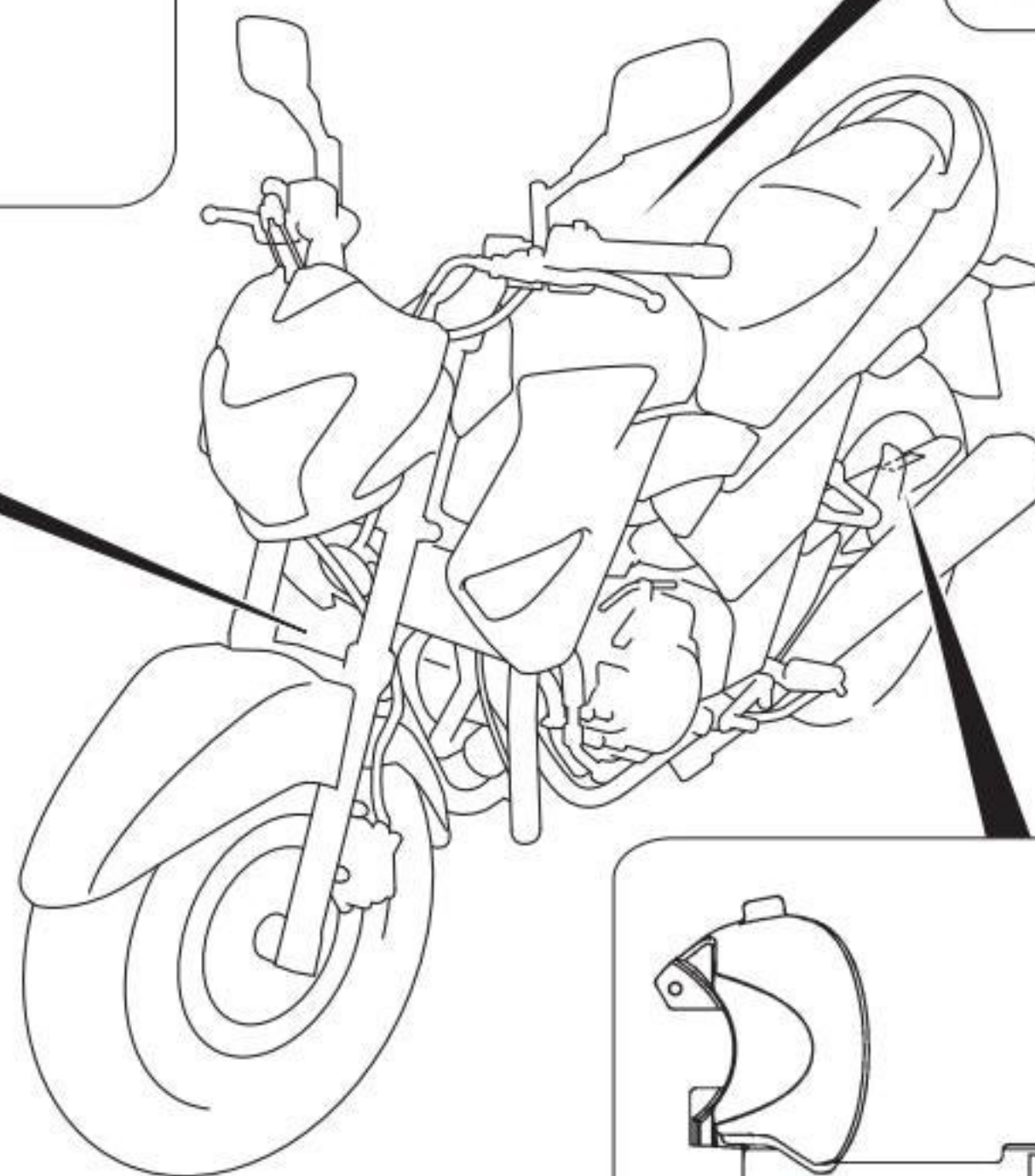
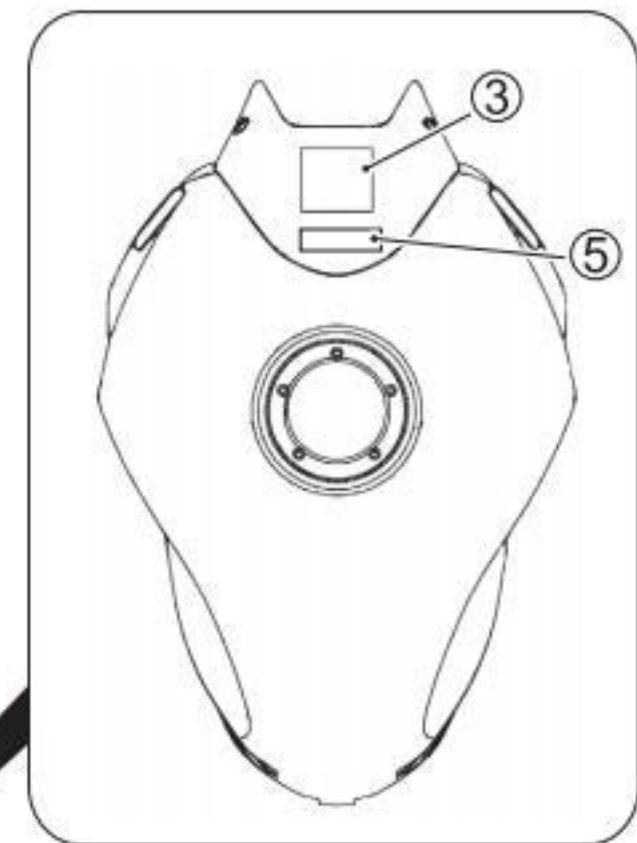
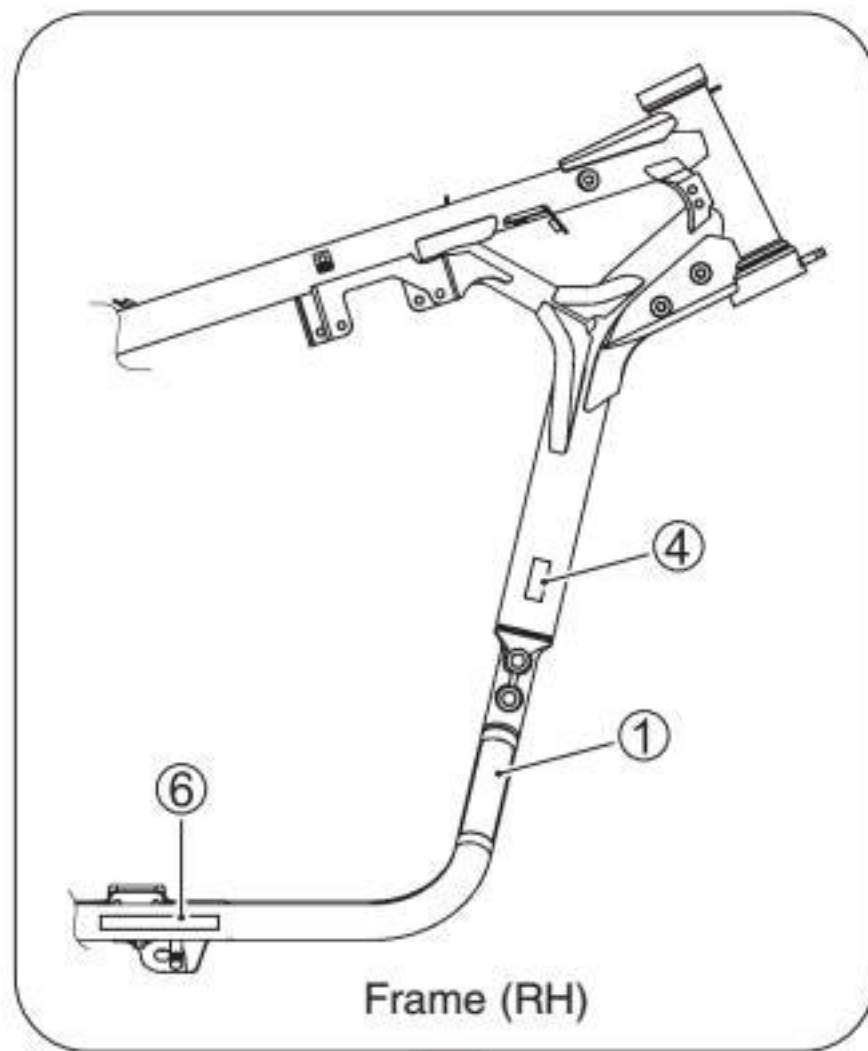
## CYLINDER IDENTIFICATION

The two cylinders of this engine are identified as #1 and #2 cylinder, as counted from left to right (as viewed by the rider on the seat).



## INFORMATION LABELS

NO.	LABEL or PLATE NAME
①	I.D. Plate (For-P21, 24, 71)
②	Tire information label
③	General warning label
④	Brake Approval Label (For-P21, 24)
⑤	Fuel limitation label (For-P12)
⑥	Noise label (For-P24)





## SPECIFICATIONS

### DIMENSIONS AND CURB MASS

Overall length .....	2 145 mm (84.4 in)
Overall width .....	760 mm (29.9 in)
Overall height .....	1 075 mm (42.3 in)
Wheelbase .....	1 430 mm (56.3 in)
Ground clearance.....	165 mm (6.4 in)
Seat height .....	780 mm (30.7 in)
Curb mass .....	183 kg (403 lbs)

### ENGINE

Type .....	Four stroke, liquid-cooled, SOHC
Number of cylinders .....	2
Bore.....	53.5 mm (2.106 in)
Stroke.....	55.2 mm (2.173 in)
Displacement .....	248 cm <sup>3</sup> (15.1 cu. in)
Compression ratio .....	11.5 : 1
Fuel system.....	Fuel injection
Air cleaner .....	Non-woven fabric element
Starter system .....	Electric
Lubrication system .....	Wet sump
Idle speed.....	1 400 ± 100 r/min

### DRIVE TRAIN

Clutch .....	Wet multi-plate type
Transmission .....	6-speed constant mesh
Gearshift pattern .....	1-down, 5-up
Primary reduction ratio .....	3.238 (68/21)
Gear ratios, Low .....	2.417 (29/12)
2nd.....	1.529 (26/17)
3rd.....	1.182 (26/22)
4th.....	1.043 (24/23)
5th.....	0.909 (20/22)
Top.....	0.808 (21/26)
Final reduction ratio.....	3.286 (46/14)
Drive chain .....	DID520VF, 116 links

**CHASSIS**

Front suspension .....	Telescopic, coil spring, oil damped
Rear suspension .....	Swingarm type, coil spring, oil damped
Front fork stroke .....	120 mm (4.7 in)
Rear wheel travel .....	125 mm (4.9 in)
Steering angle .....	40°
Caster .....	26°
Trail .....	105 mm (4.13 in)
Turning radius .....	2.5 m (8.2 ft)
Front brake .....	Disc brake
Rear brake .....	Disc brake
Front tire size .....	110/80-17 M/C 57H, tubeless
Rear tire size .....	140/70-17 M/C 66H, tubeless

**ELECTRICAL**

Ignition type .....	Electronic ignition (Transistorized)
Ignition timing .....	10° CA B.T.D.C.at 1 400 r/min
Spark plug .....	NGK CR7E or DENSO U22ESR-N
Battery .....	12 V 36.0 kC (8 Ah)/10 HR
Generator .....	Three-phase A.C. generator
Main fuse .....	30 A
Fuse .....	10/10/10/15 A
Headlight .....	12 V 60/55 W
Position light .....	12 V 5 W × 2
Turn signal light .....	12 V 10 W
License plate light .....	12 V 5 W
Brake/Tail light .....	12 V 21/5 W
Combination meter light .....	LED
Neutral indicator light .....	LED
High beam indicator light .....	LED
Turn signal indicator light .....	LED
Oil pressure/Coolant temperature/Fuel injection warning light ....	LED
Engine rpm indicator light .....	LED

**CAPACITIES**

Fuel tank, including reserve .....	13.3 L (3.5/2.9 US/Imp gal)
Engine oil, oil change .....	2 100 ml (2.2/1.8 US/Imp qt)
with filter change .....	2 400 ml (2.5/2.1 US/Imp qt)
overhaul .....	2 400 ml (2.5/2.1 US/Imp qt)
Coolant .....	1 350 ml (1.4/1.2 US/Imp qt)

These specifications are subject to change without notice.



# PERIODIC MAINTENANCE

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<b>OIL PRESSURE CHECK .....</b>	<b>2-28</b>
<b>SDS CHECK.....</b>	<b>2-29</b>

## PERIODIC MAINTENANCE SCHEDULE

The chart below lists the recommended intervals for all the required periodic service work necessary to keep the motorcycle operating at peak performance and economy. Mileages are expressed in terms of kilometers, miles and time for your convenience.

**NOTE:**

*More frequent servicing may be required on motorcycles that are used under severe conditions.*

## PERIODIC MAINTENANCE CHART

Interval		km	1 000	5 000	10 000	15 000
		miles	600	3 000	6 000	9 000
		months	3	15	30	45
Item						
Air cleaner element			—	I	I	R
Exhaust pipe bolts and muffler bolts			T	—	T	—
Valve clearance			I	I	I	I
Spark plugs			—	I	R	I
Fuel line			—	I	I	I
Engine oil			R	R	R	R
Engine oil filter			R	—	R	—
Throttle cable play			I	I	I	I
Idle speed			I	I	I	I
PAIR (air supply) system			—	I	—	I
Engine coolant	SUZUKI SUPER LONG LIFE COOLANT (Blue)	Replace every 16 000 km (9 600 miles) or 48 months.				
	SUZUKI LONG LIFE COOLANT (Green) or other than SUZUKI SUPER LONG LIFE COOLANT (Blue)	Replace every 8 000 km (5 000 miles) or 24 months.				
Radiator hoses			—	I	I	I
Clutch cable play			I	I	I	I
Drive chain			I	I	I	I
		Clean and lubricate every 1 000 km (600 miles).				
Brakes			I	I	I	I
Brake fluid			—	I	I	I
		Replace every 2 years.				
Brake hoses			—	I	I	I
		Replace every 4 years.				
Tires			—	I	I	I
Steering			I	—	I	—
Front forks			—	—	I	—
Rear suspension			—	—	I	—
Chassis bolts and nuts			T	T	T	T

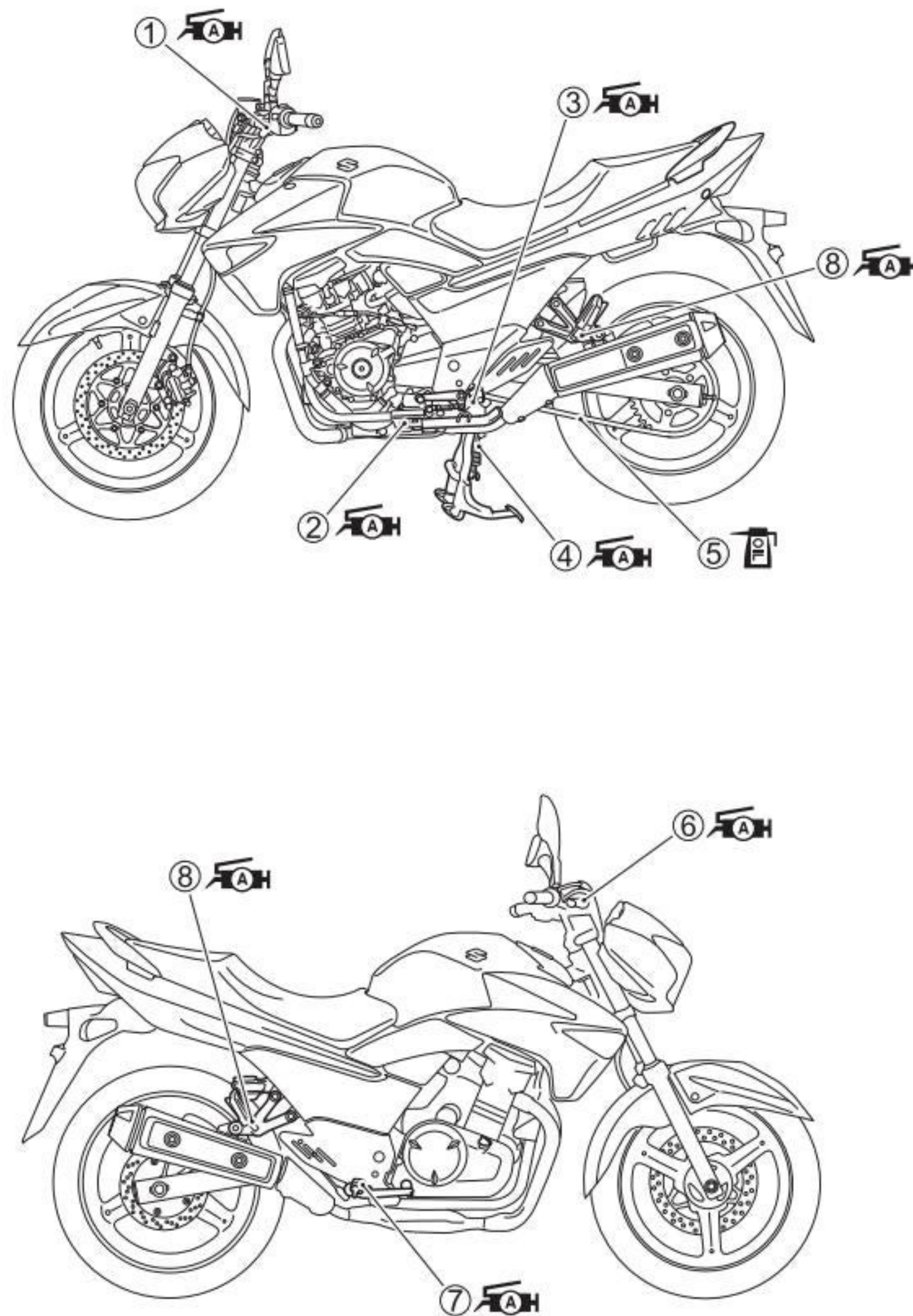
**NOTE:**

*I = Inspect and clean, adjust, replace or lubricate as necessary, R = Replace, T = Tighten*



## LUBRICATION POINTS

Proper lubrication is important for smooth operation and long life of each working part of the motorcycle. Major lubrication points are indicated below.



① Clutch lever pivot	⑤ Drive chain
② Side-stand pivot and spring hook	⑥ Brake lever pivot
③ Gearshift lever pivot and front footrest pivot	⑦ Brake pedal pivot and front footrest pivot
④ Center stand pivot and spring hook (For P12)	⑧ Pillion footrest

### NOTE:

- \* Before lubricating each part, clean off any rusty spots and wipe off any grease, oil, dirt or grime.
- \* Lubricate exposed parts which are subject to rust, with a rust preventative spray whenever the motorcycle has been operated under wet or rainy conditions.



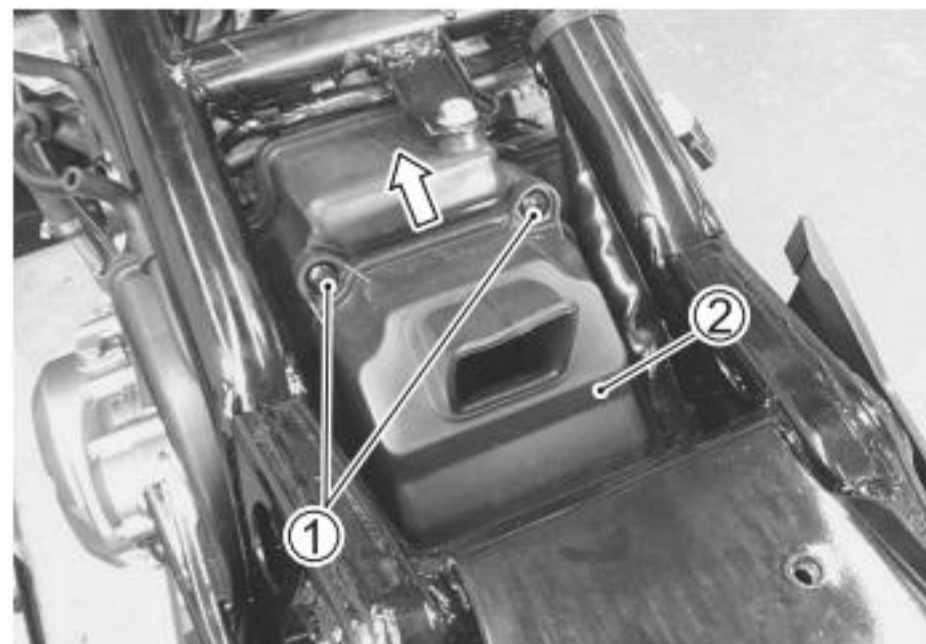
## MAINTENANCE AND TUNE-UP PROCEDURES

This section describes the servicing procedures for each item of the Periodic Maintenance requirements.

### AIR CLEANER

**Inspect every 5 000 km (3 000 miles, 15 months).  
Replace every 15 000 km (9 000 miles, 45 months).**

- Remove the fuel tank. (☞ 5-2)
- Remove the screws ① and slide the air cleaner cover ② upward.
- Remove the air cleaner element ③.



- Carefully use air hose to blow the dust from the cleaner element.

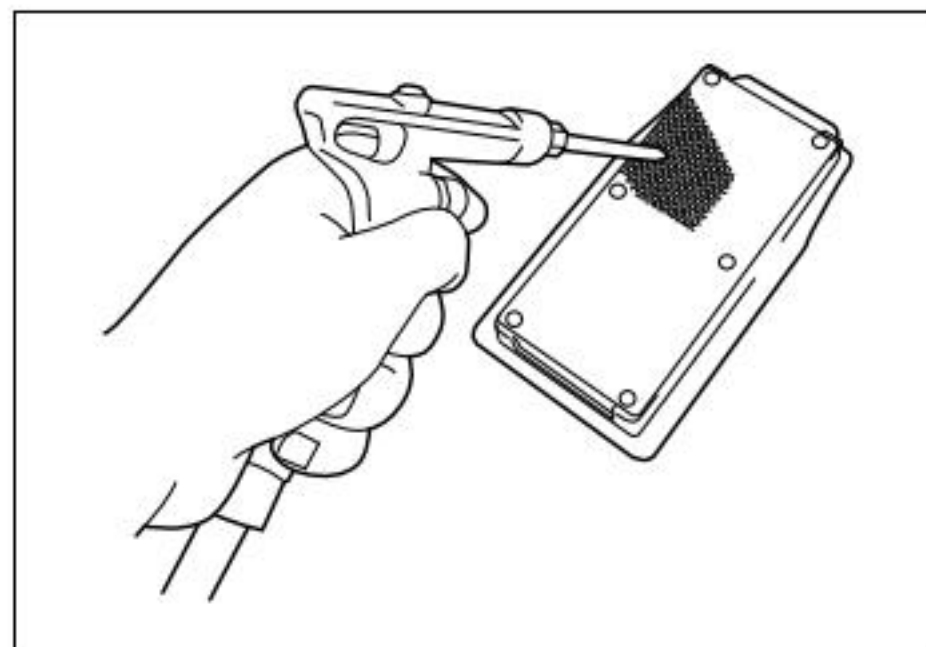
#### NOTE:

*Always use air pressure on the throttle body side of the air cleaner element. If air pressure is used on the other side, dirt will be forced into the pores of the air cleaner element thus restricting air flow through the air cleaner element.*

- Install the cleaned element or new air cleaner element in the reverse order of removal.

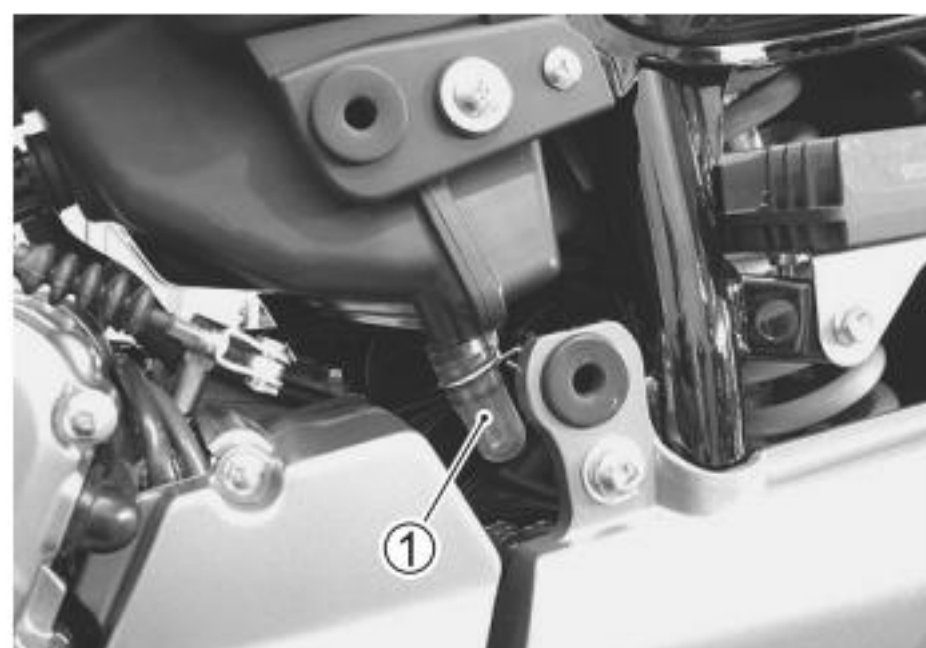
#### NOTE:

*If driving under dusty conditions, clean the air cleaner element more frequently. Make sure that the air cleaner is in good condition at all times. The life of the engine depends largely on this component.*



### DRAIN PLUG

- Remove the left frame cover. (☞ 8-4)
- Drain water by removing the drain plug ①.

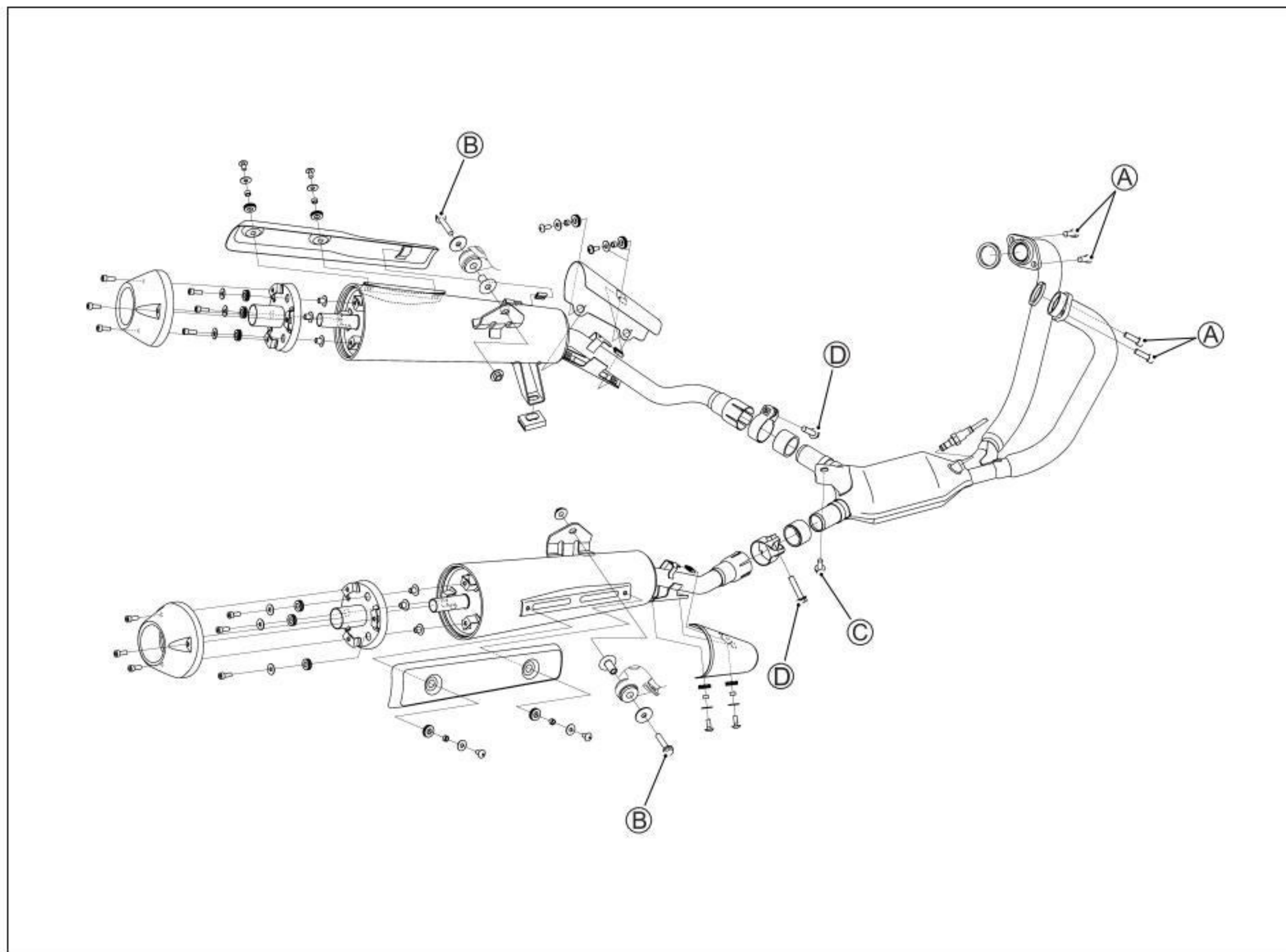




## EXHAUST PIPE BOLTS AND MUFFLER BOLTS

**Tighten initially at 1 000 km (600 miles, 3 months) and every 10 000 km (6 000 miles, 30 months) thereafter.**

- Tighten the exhaust pipe bolts, muffler support bolts, muffler chamber support bolt and exhaust connecting bolts to the specified torque.



Ⓐ	Exhaust pipe bolt
Ⓑ	Muffler support bolt
Ⓒ	Muffler chamber support bolt
Ⓓ	Exhaust connecting bolt



ITEM	N·m	kgf-m	lbf-ft
Ⓐ	23	2.3	16.5
Ⓑ	23	2.3	16.5
Ⓒ	23	2.3	16.5
Ⓓ	17	1.7	12.5

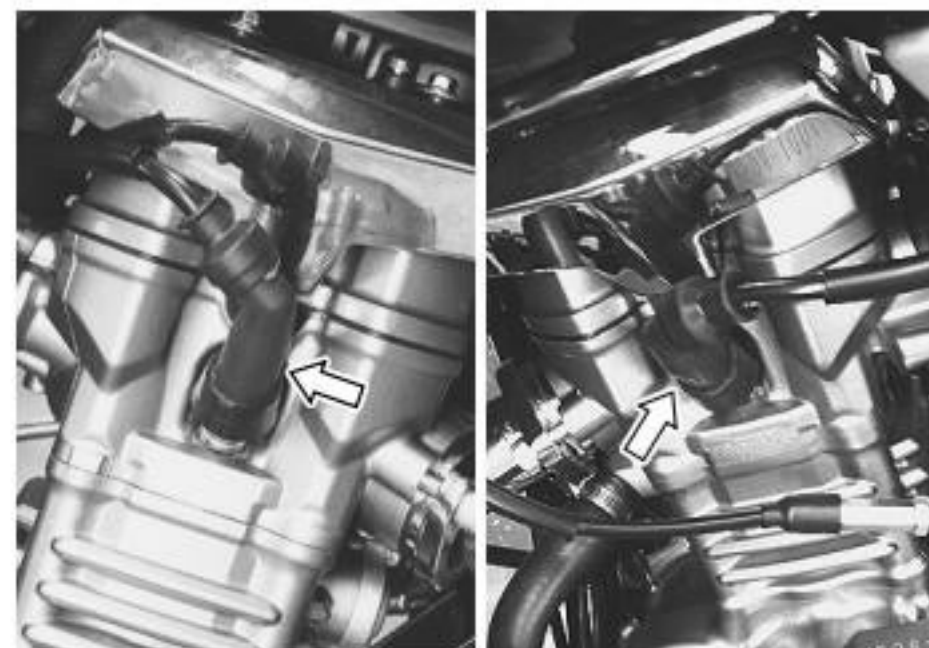


## SPARK PLUGS

Inspect every 5 000 km (3 000 miles, 15 months).  
Replace every 10 000 km (6 000 miles, 30 months).

### REMOVAL

- Disconnect the spark plug caps.

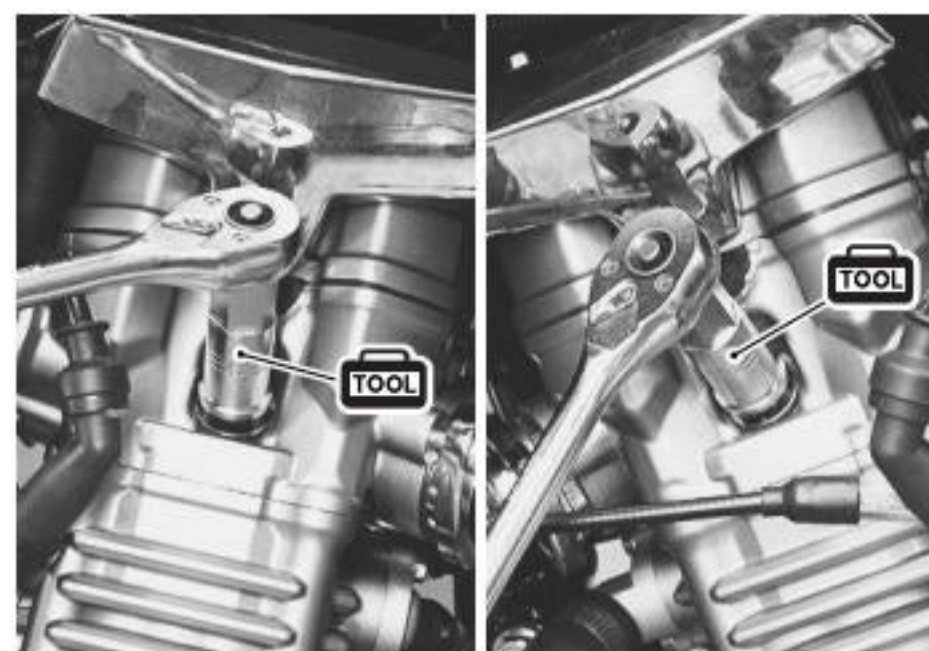


- Remove the spark plugs.

**TOOL** 09930-10121: Spark plug wrench set

### HEAT RANGE

- Check spark plug heat range by observing electrode color. If the electrode of the spark plug is wet appearing or dark color, replace the spark plug with hotter type one. If it is white or glazed appearing, replace the spark plug with colder type one.



	Hot type	Standard	Cold type
NGK	CR6E	CR7E	CR8E
ND	U20ESR-N	U22ESR-N	U24ESR-N

### CARBON DEPOSITS

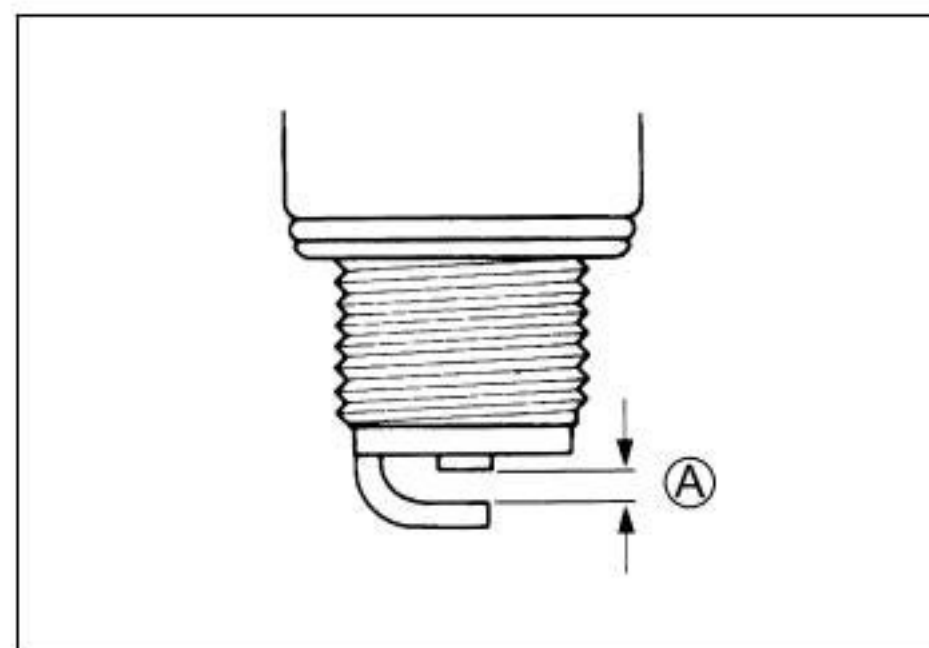
- Check carbon deposits on the spark plug.
- If carbon is deposited, remove it using a spark plug cleaner machine.

### SPARK PLUG GAP

- Measure the spark plug gap (A) with a thickness gauge.
- Adjust the spark plug gap if necessary.

**DATA** Spark plug gap:  
Standard: 0.7 – 0.8 mm (0.028 – 0.031 in)

**TOOL** 09900-20803: Thickness gauge





### ELECTRODE'S CONDITION

- Check the condition of the electrode.
- If it is extremely worn or burnt, replace the spark plug. Replace the spark plug if it has a broken insulator, damaged thread, etc.

#### NOTICE

Confirm the thread size and reach when replacing the plug. If the reach is too short, carbon will be deposited on the screw portion of the plug hole and engine damage may result.

### INSTALLATION

- Screw the spark plugs into the cylinder head with fingers, and then tighten them to the specified torque.

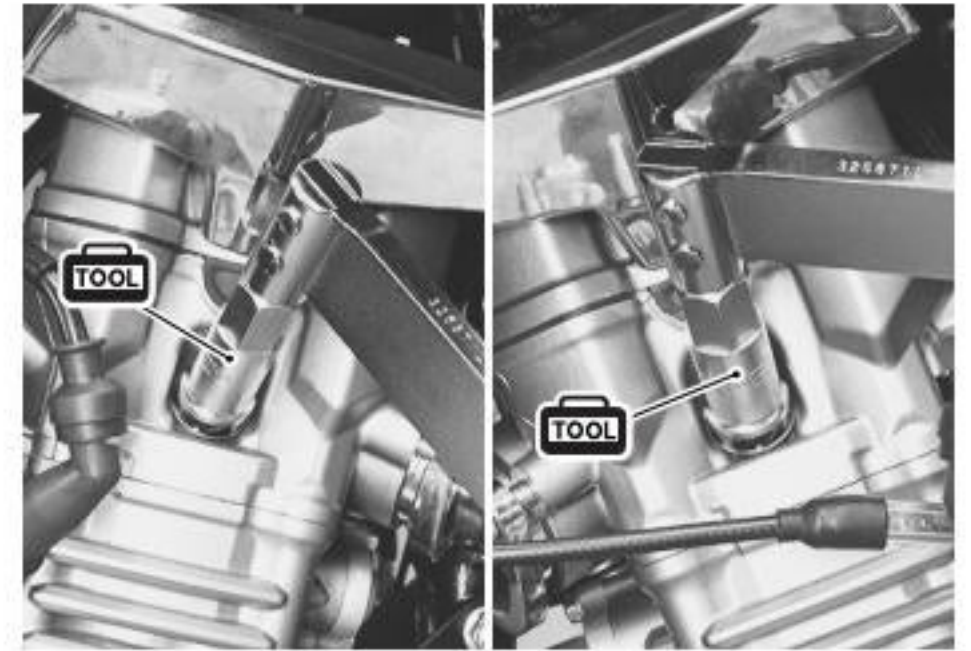
 **Spark plug: 11 N·m (1.1 kgf-m, 8.0 lbf-ft)**

 **09930-10121: Spark plug wrench set**

#### NOTICE

Do not cross thread or over tighten the spark plug, or such an operation will damage the aluminum threads of the cylinder head.

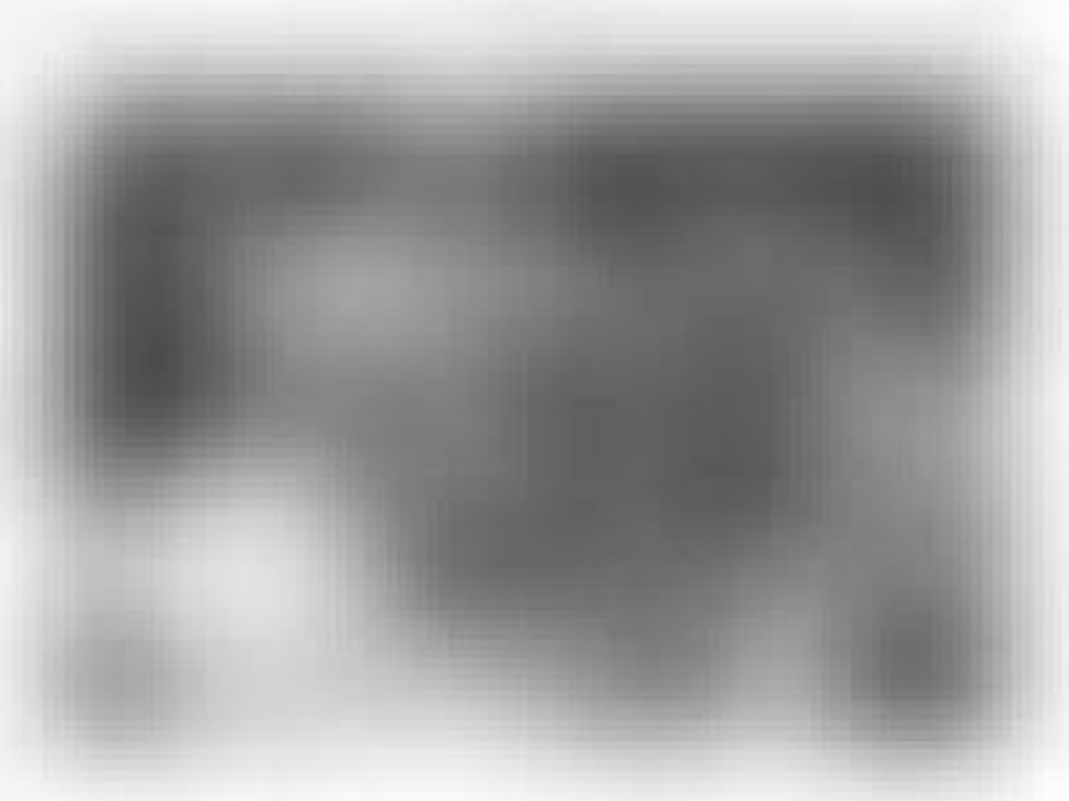
- Connect the spark plug caps.











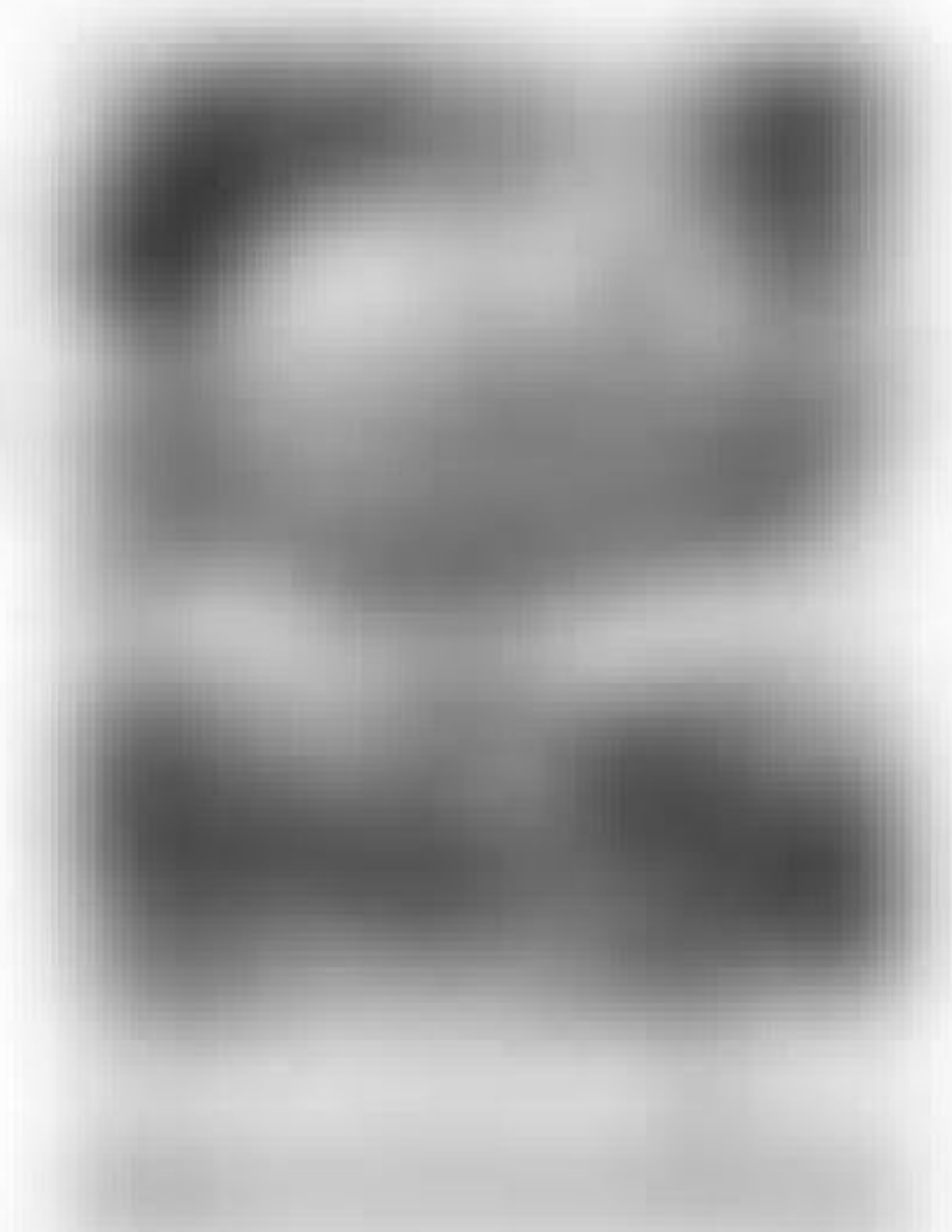


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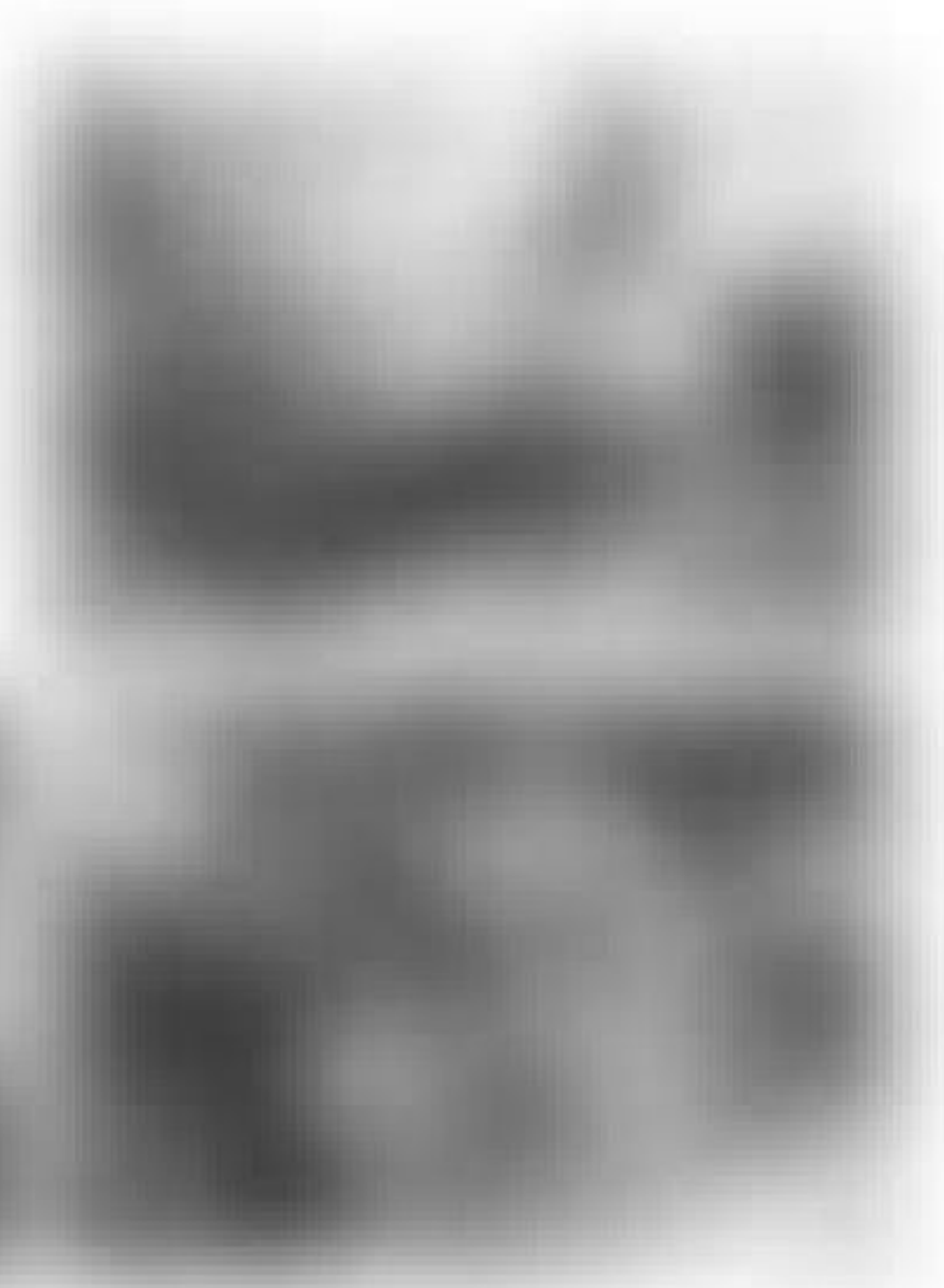
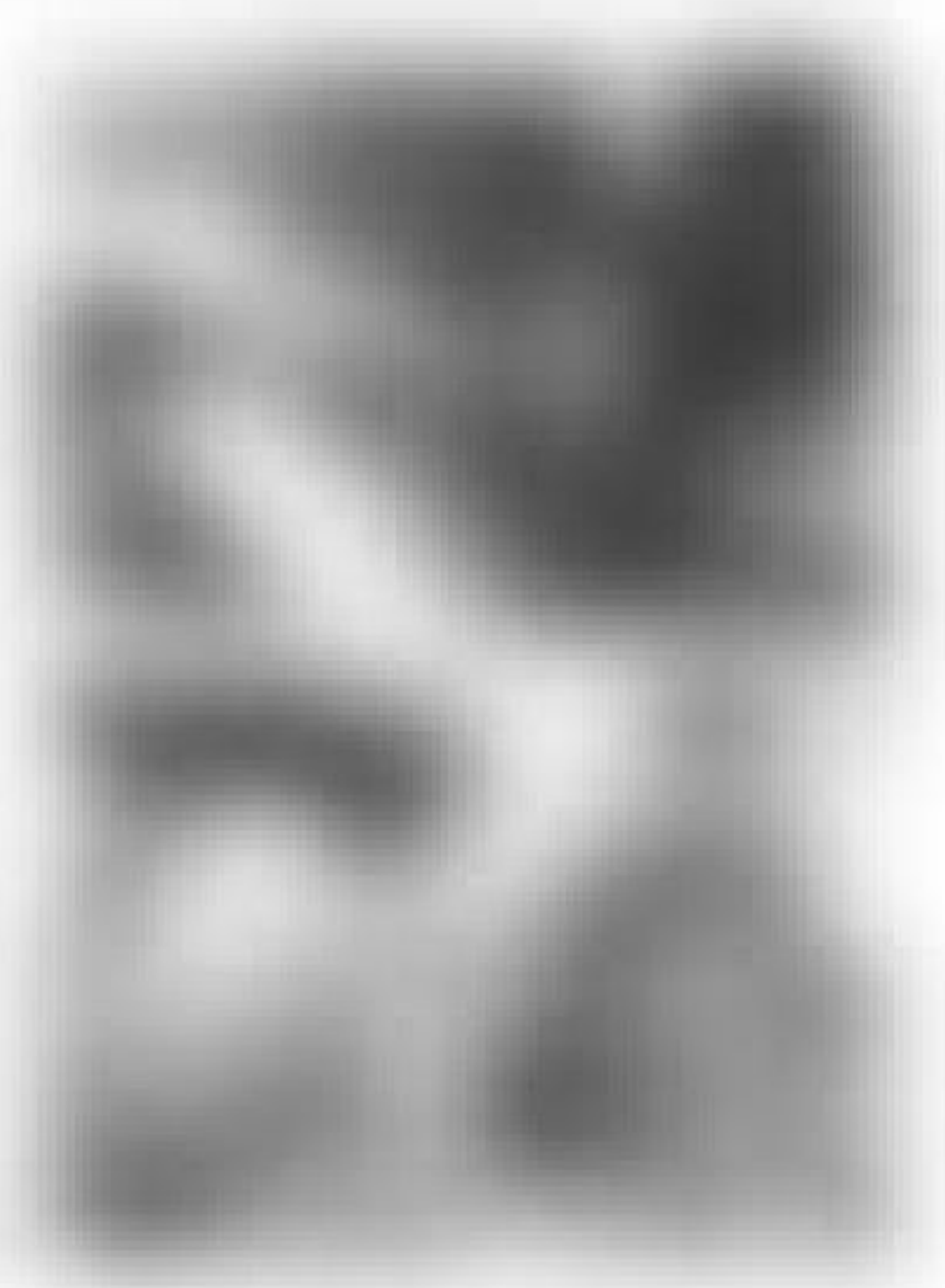
















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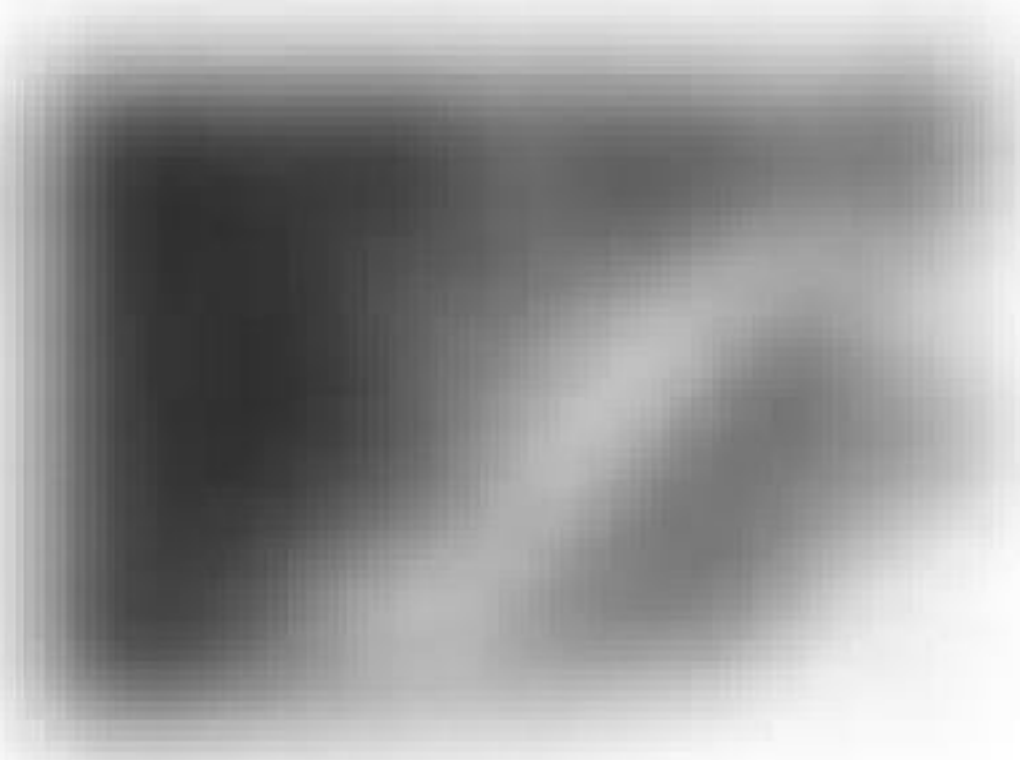




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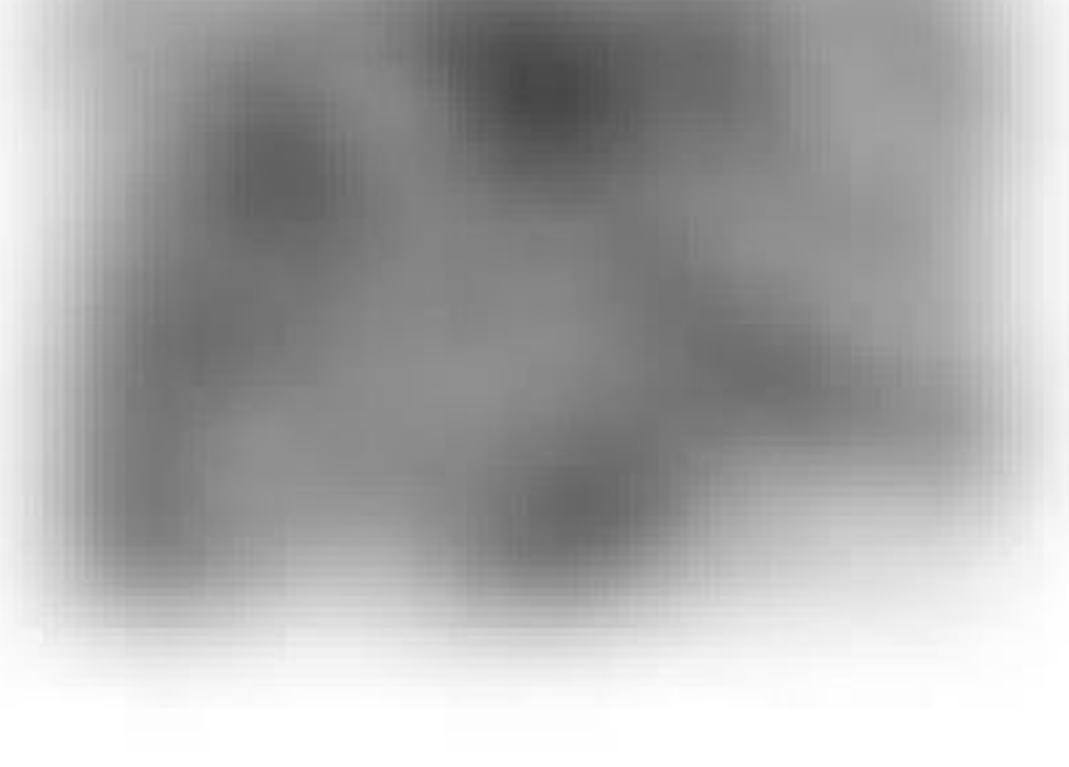
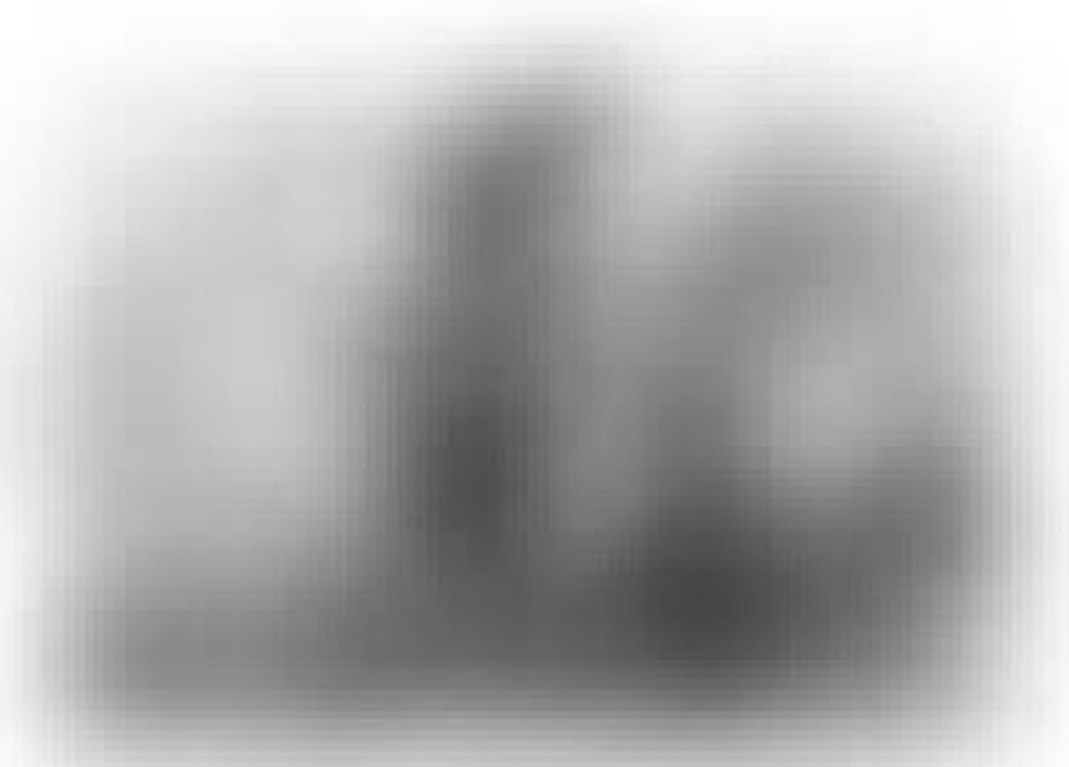
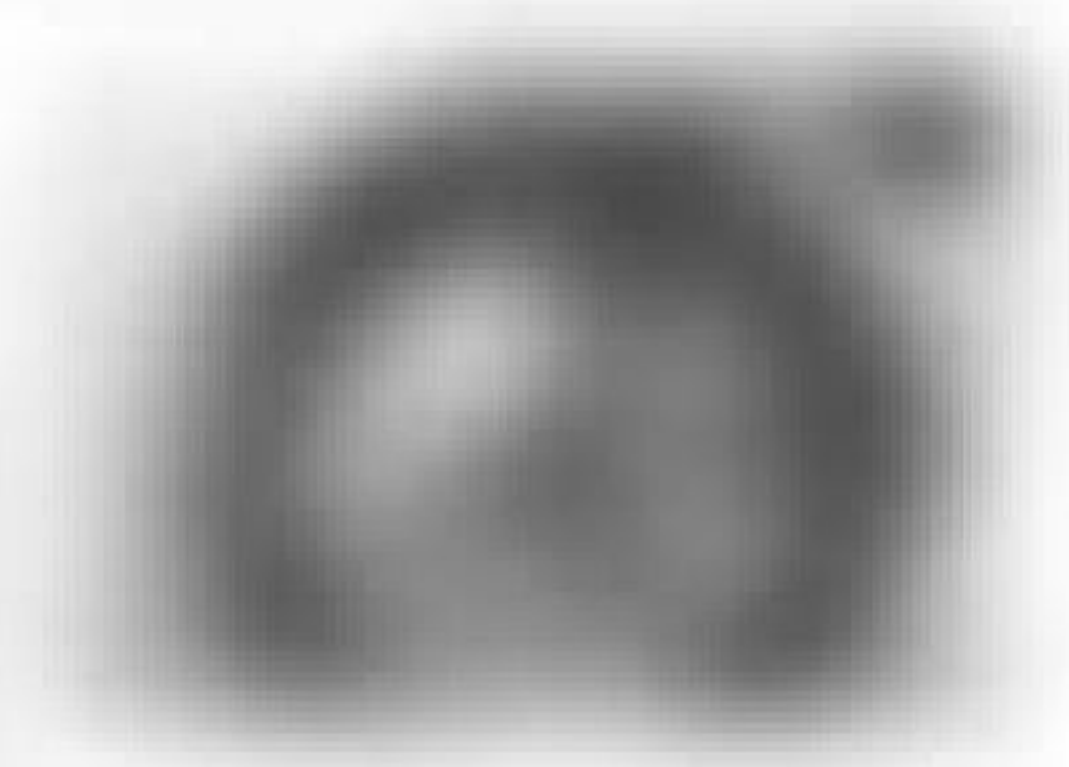


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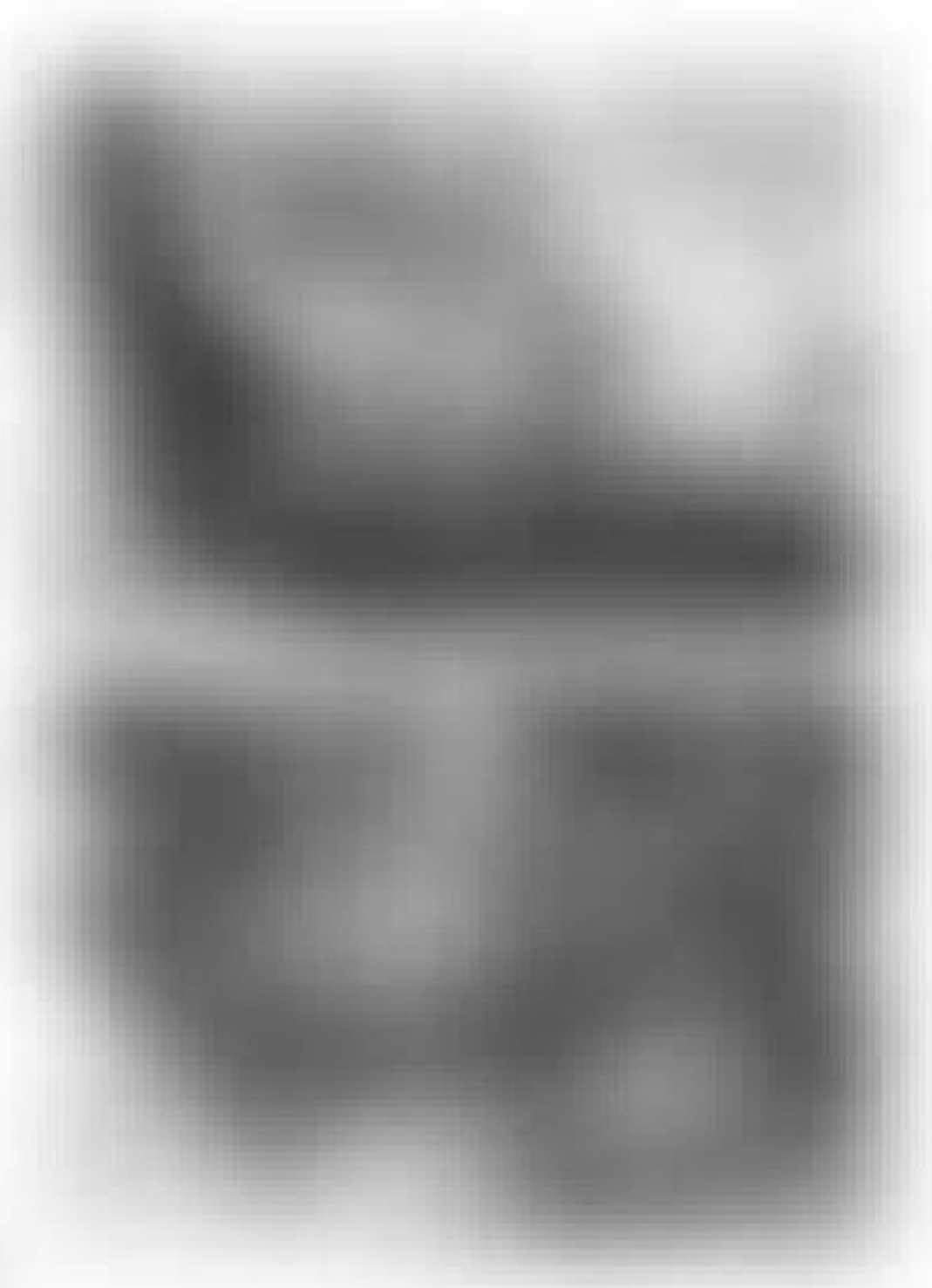






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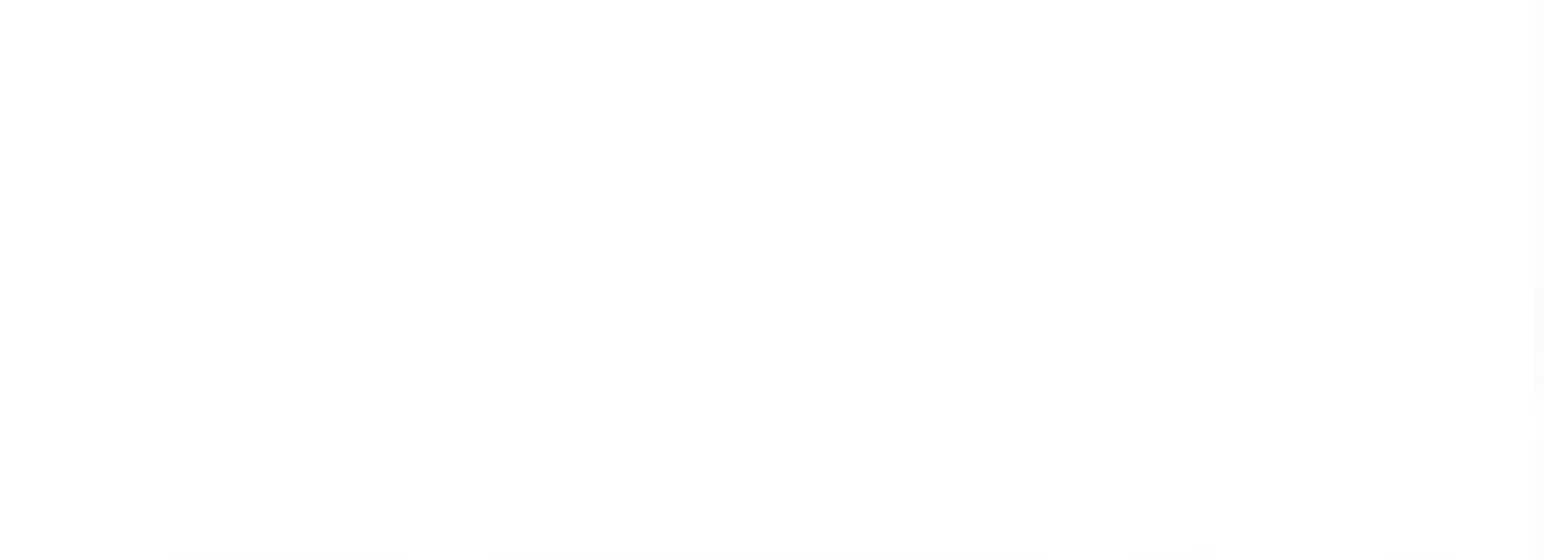
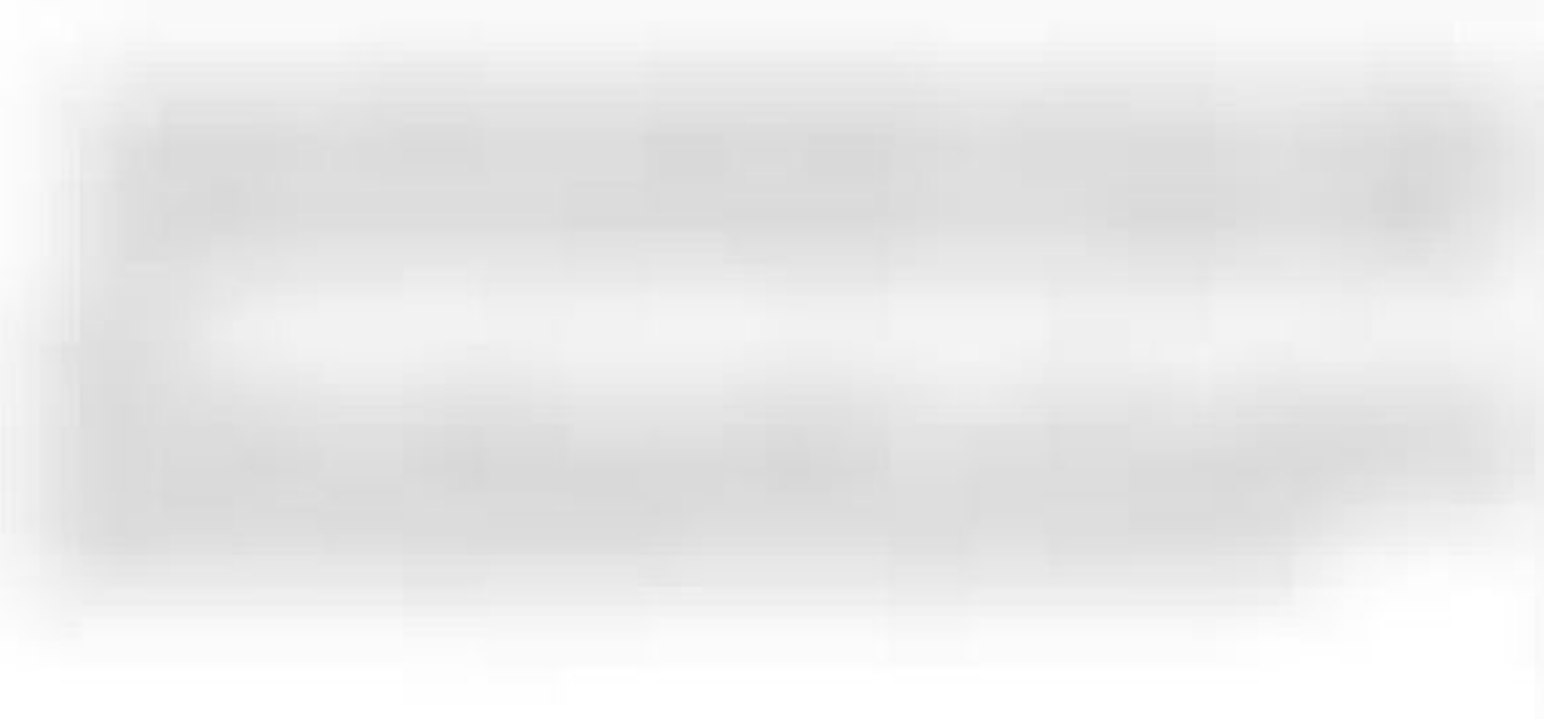
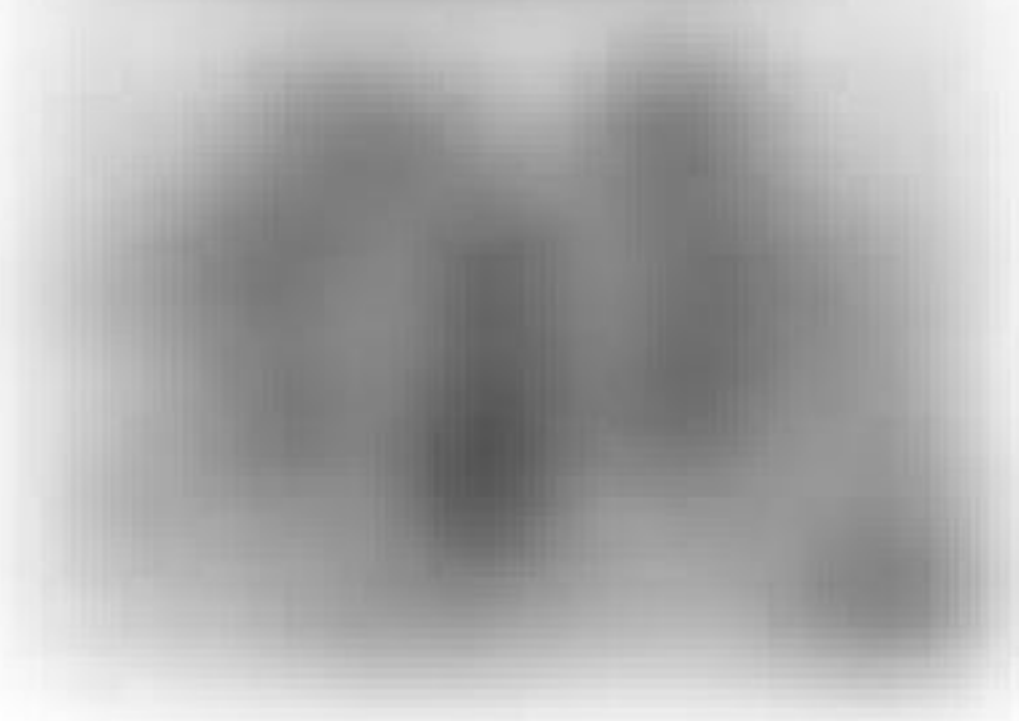
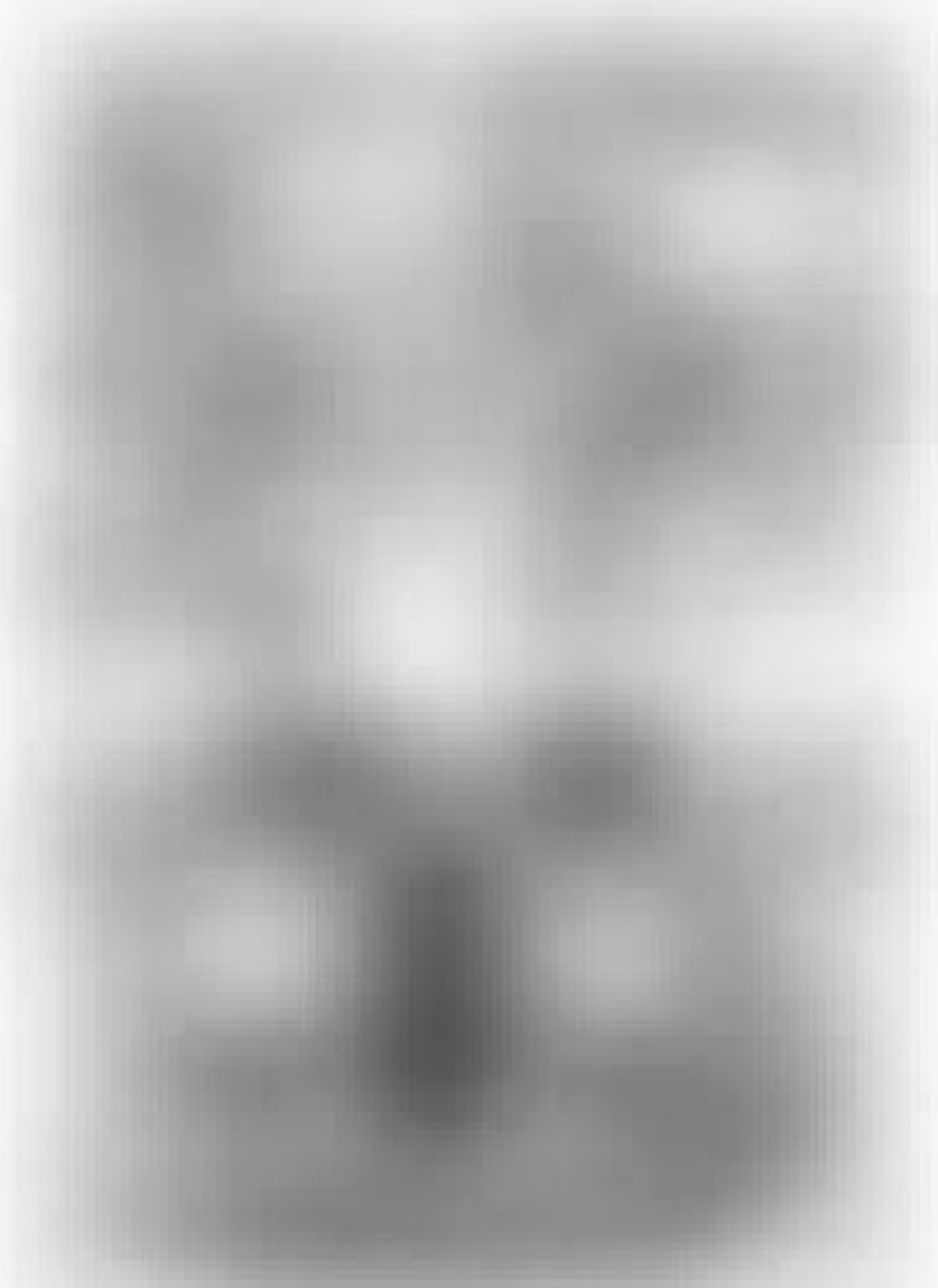
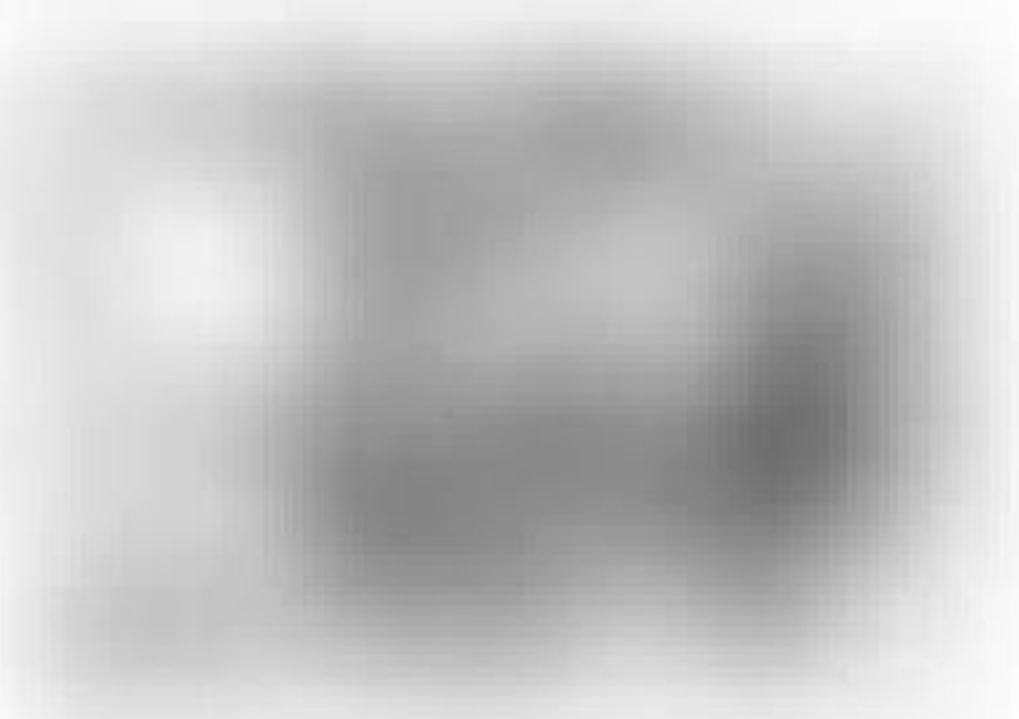
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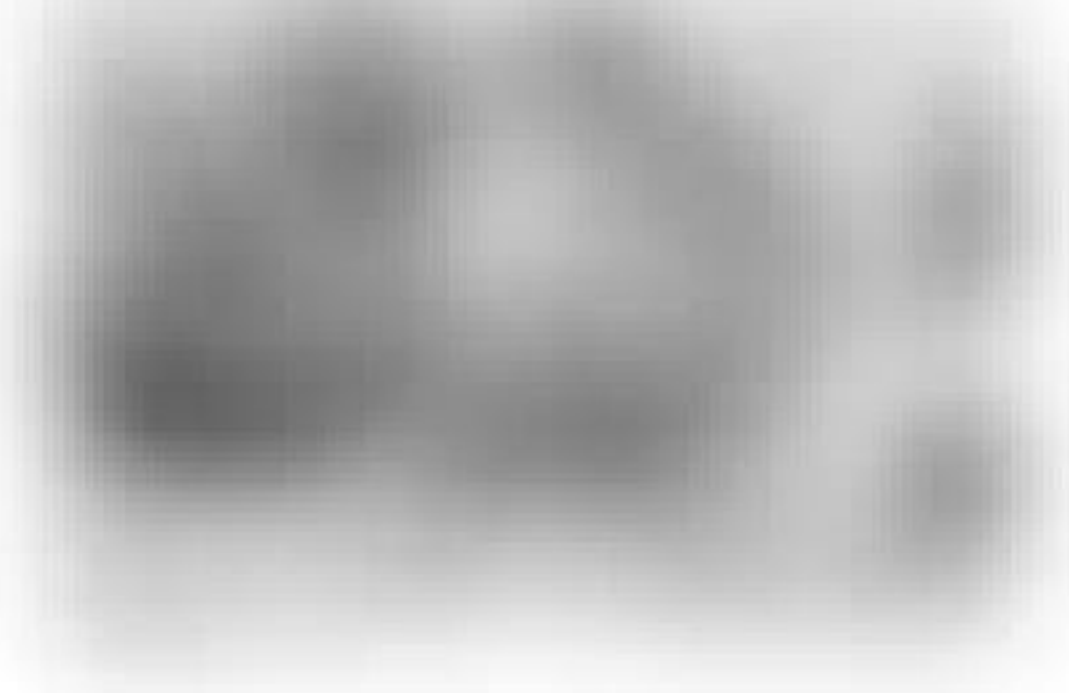
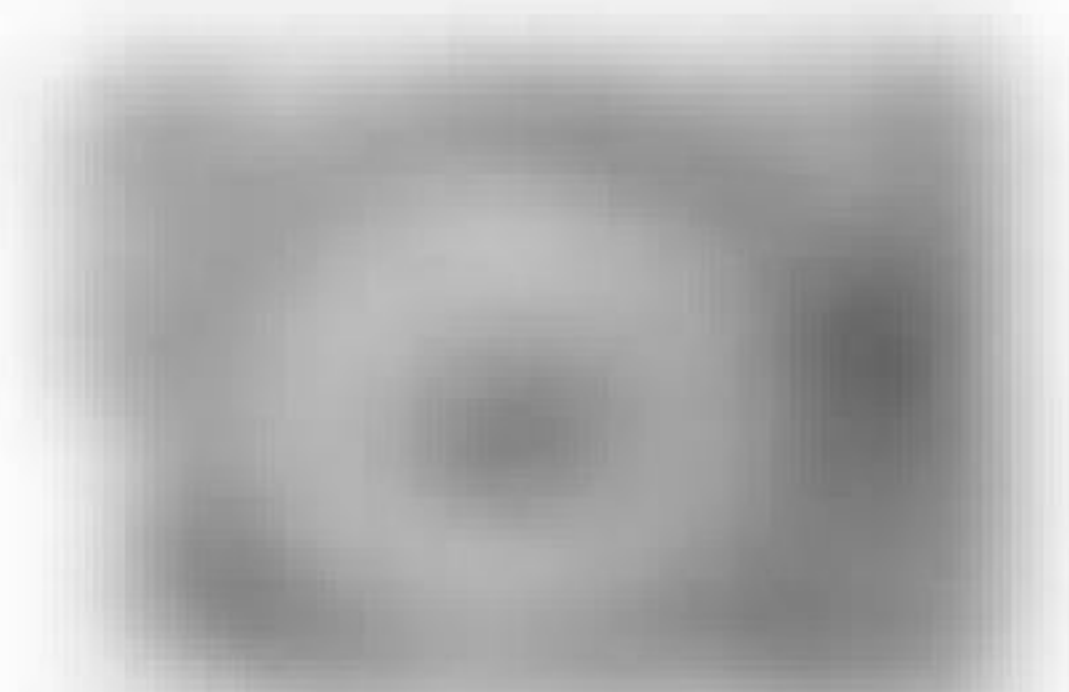
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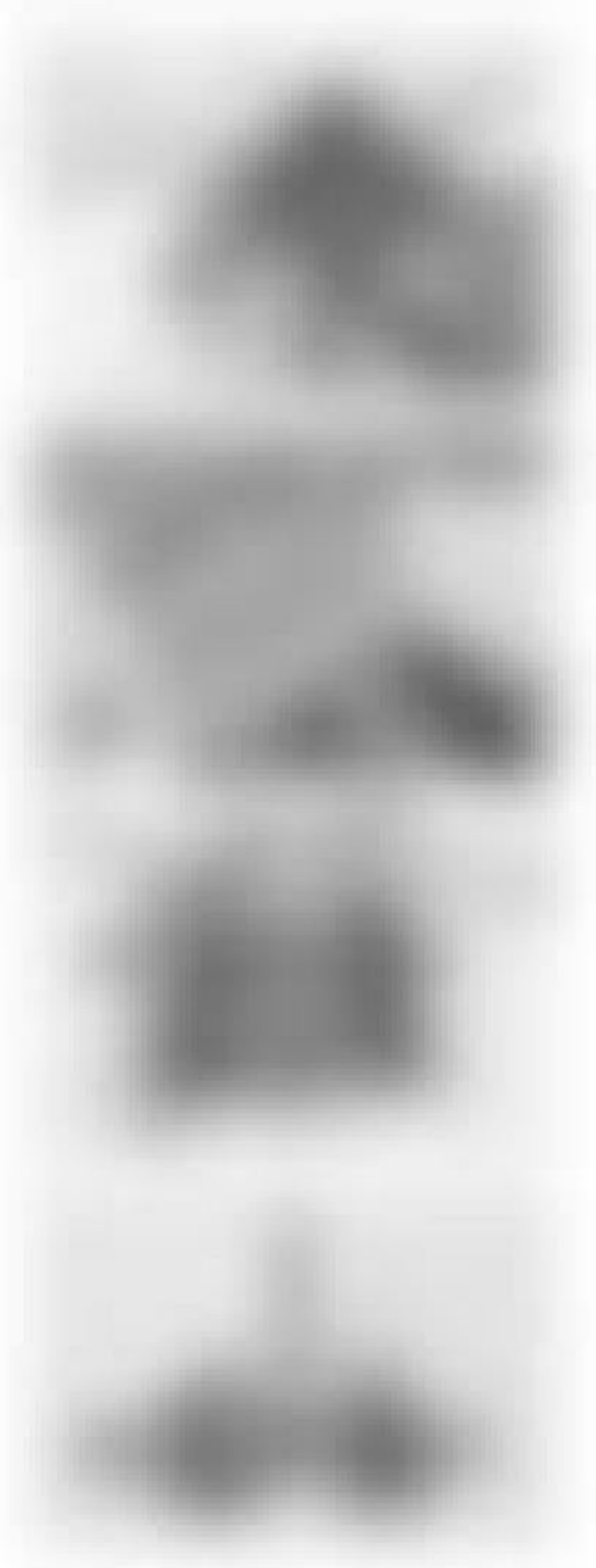
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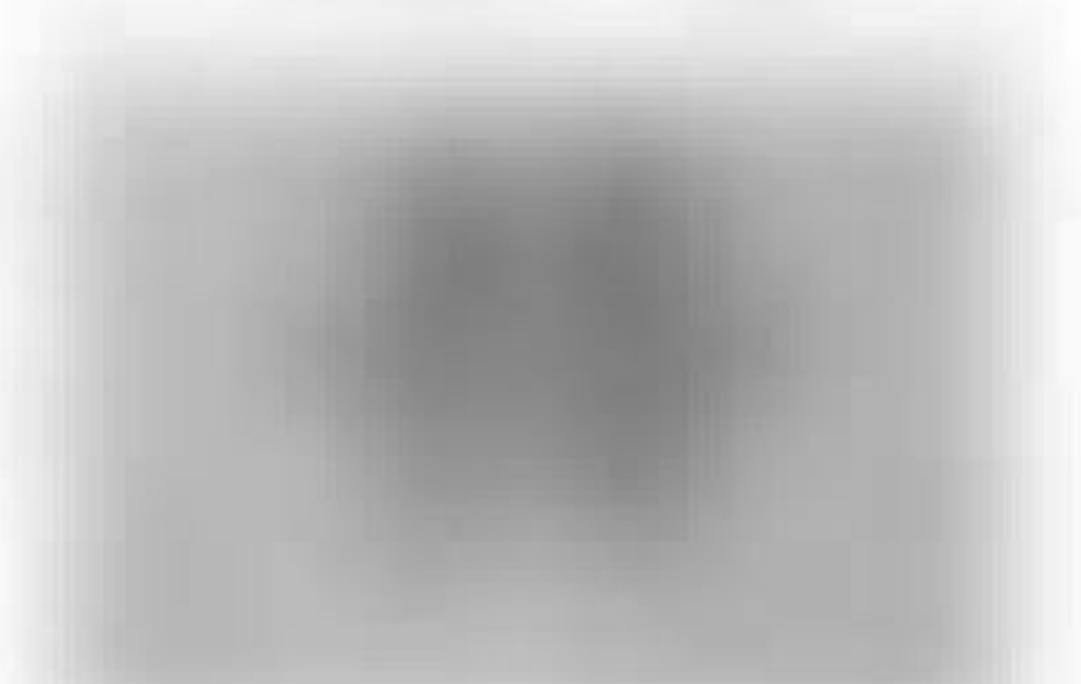
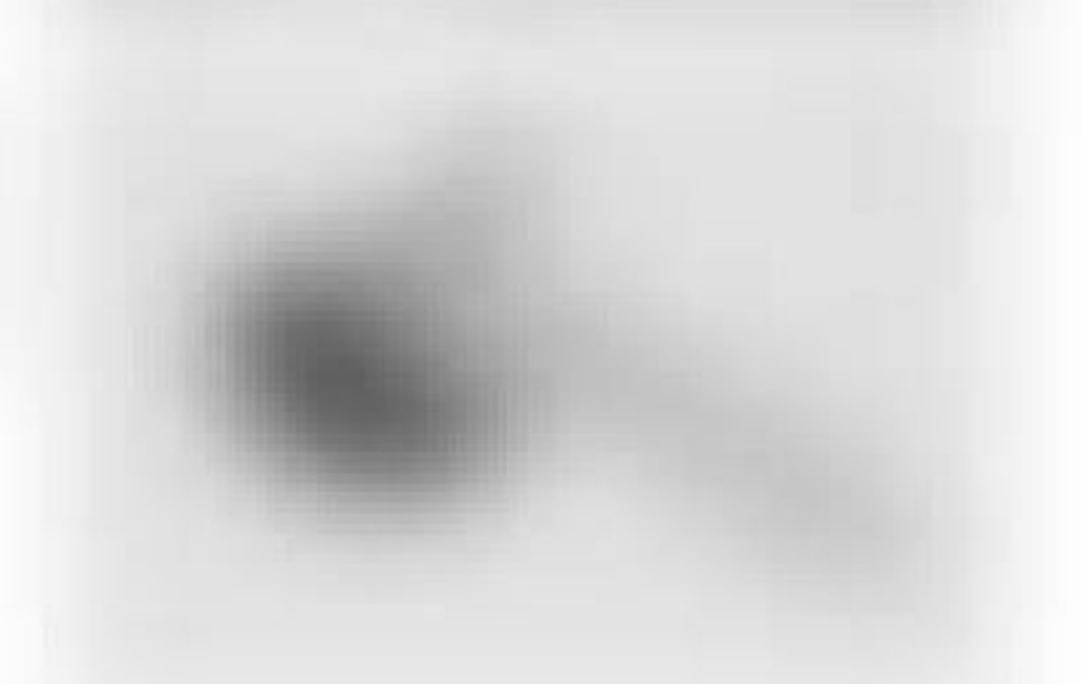
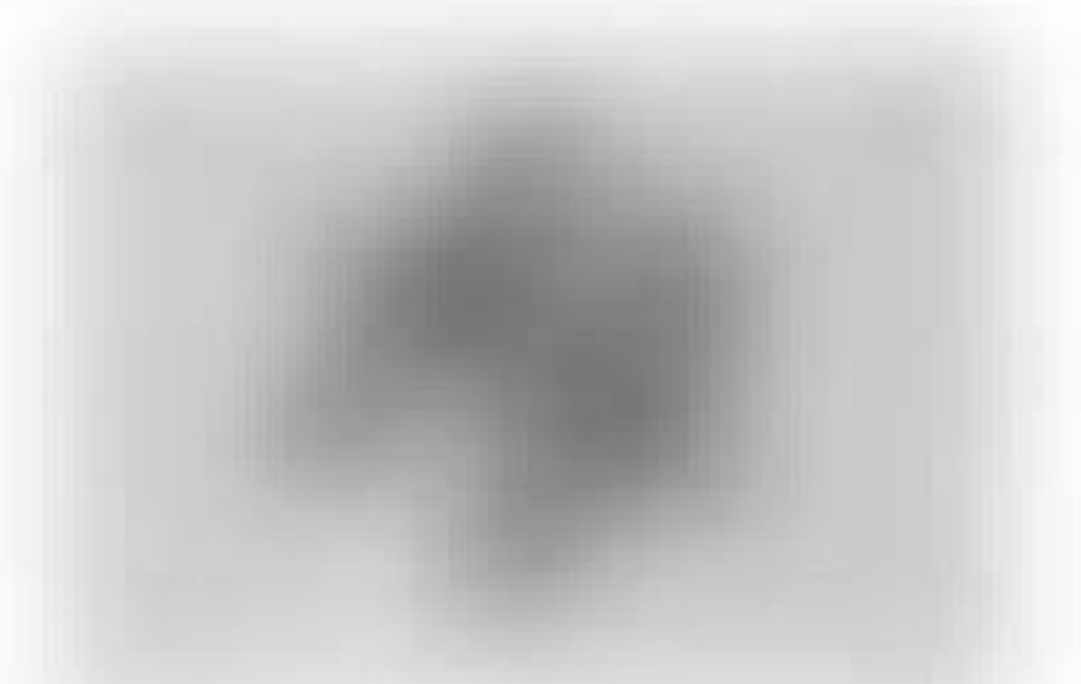
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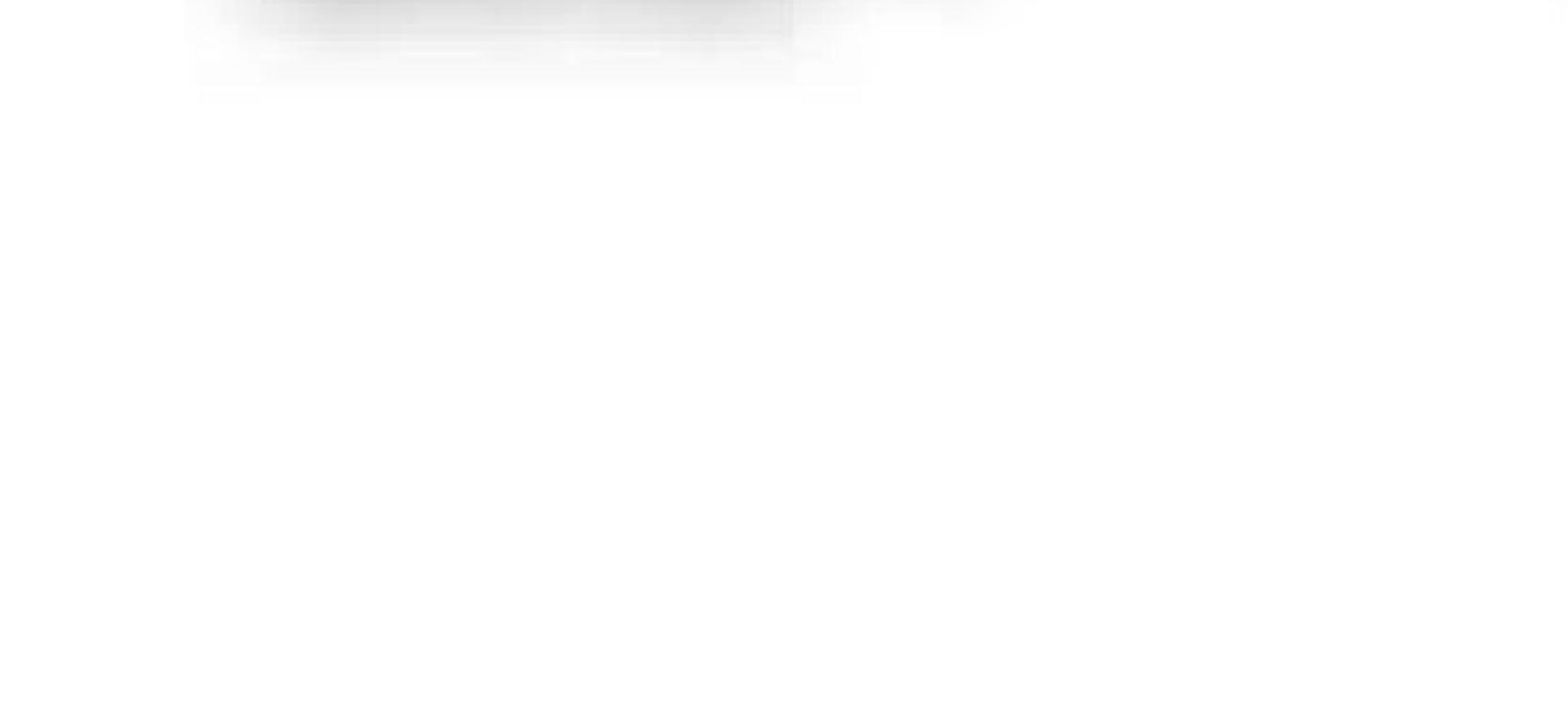
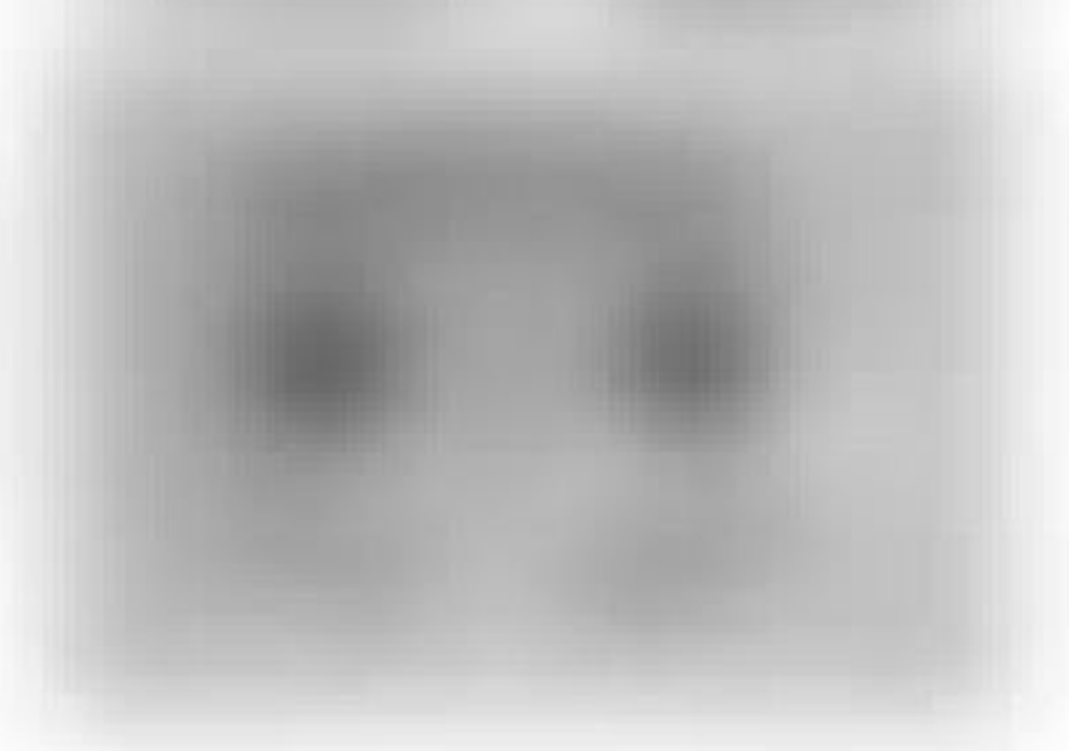
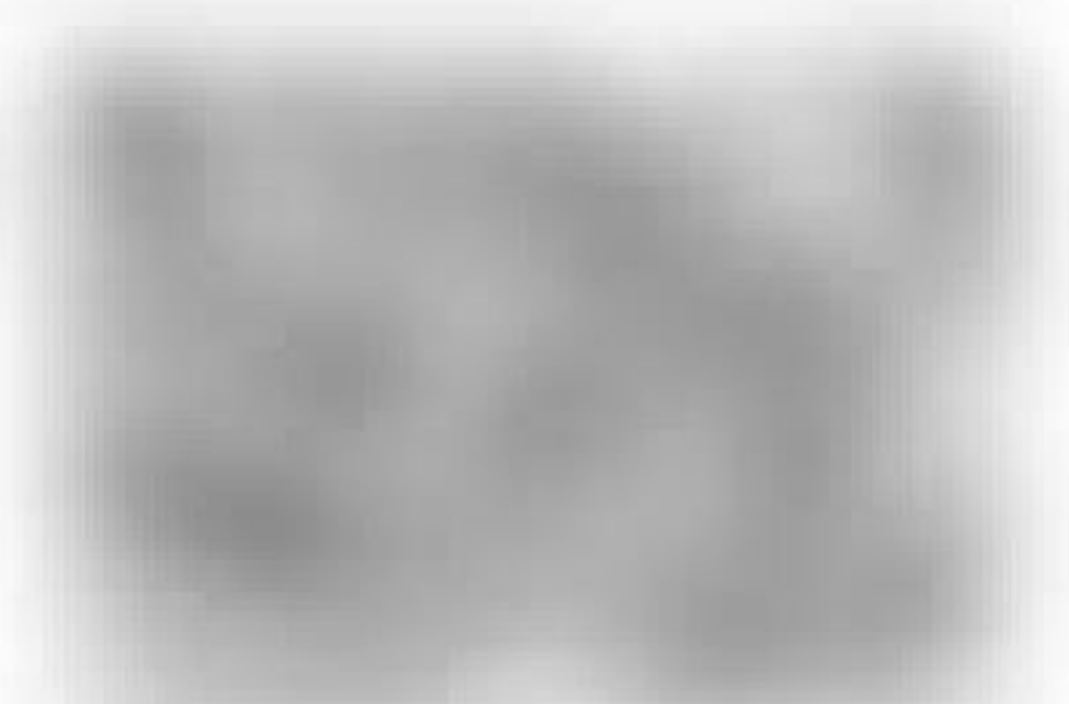




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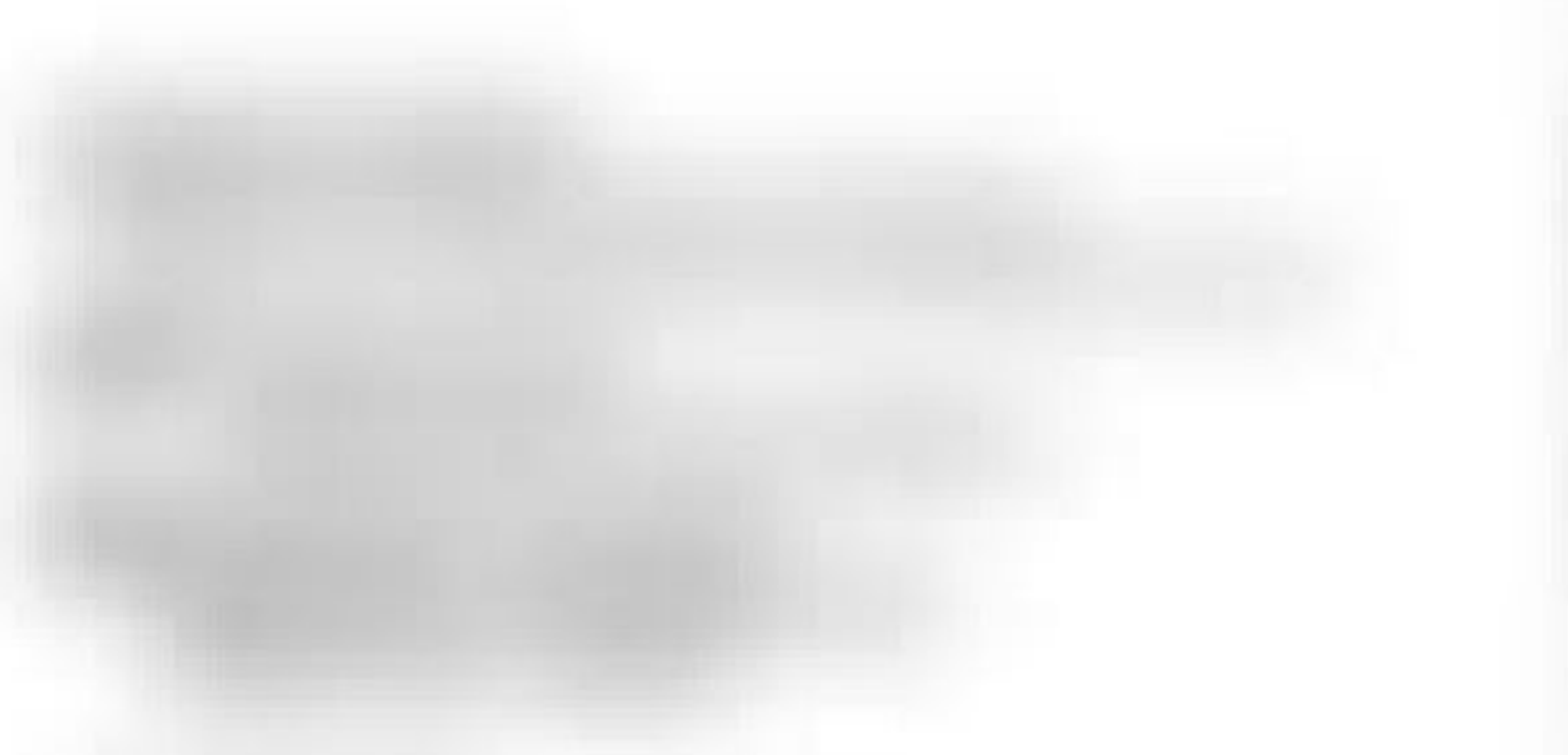
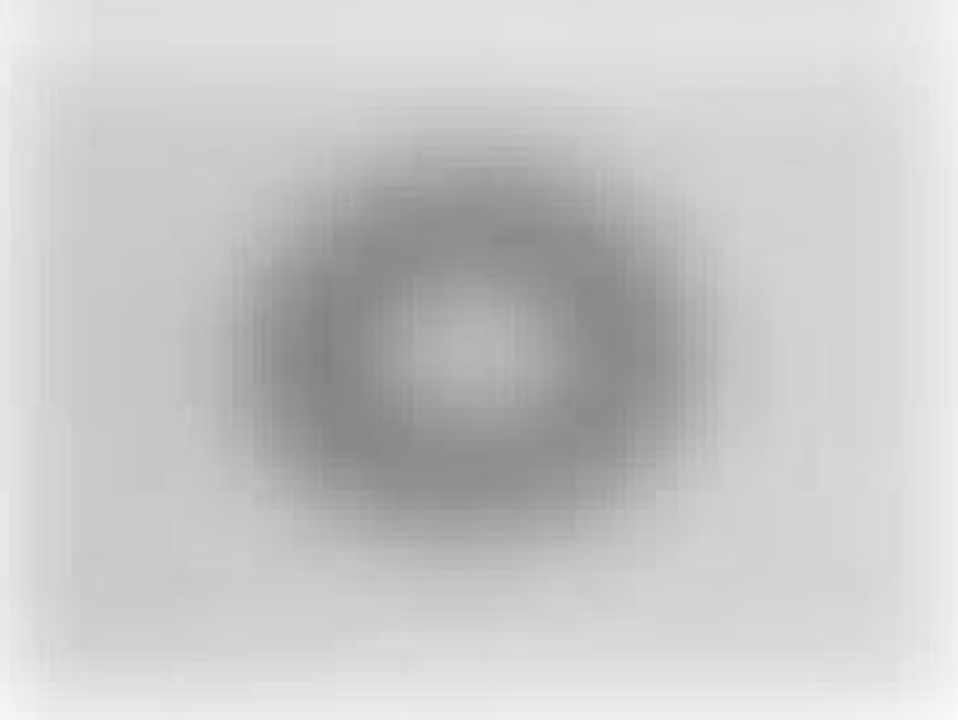
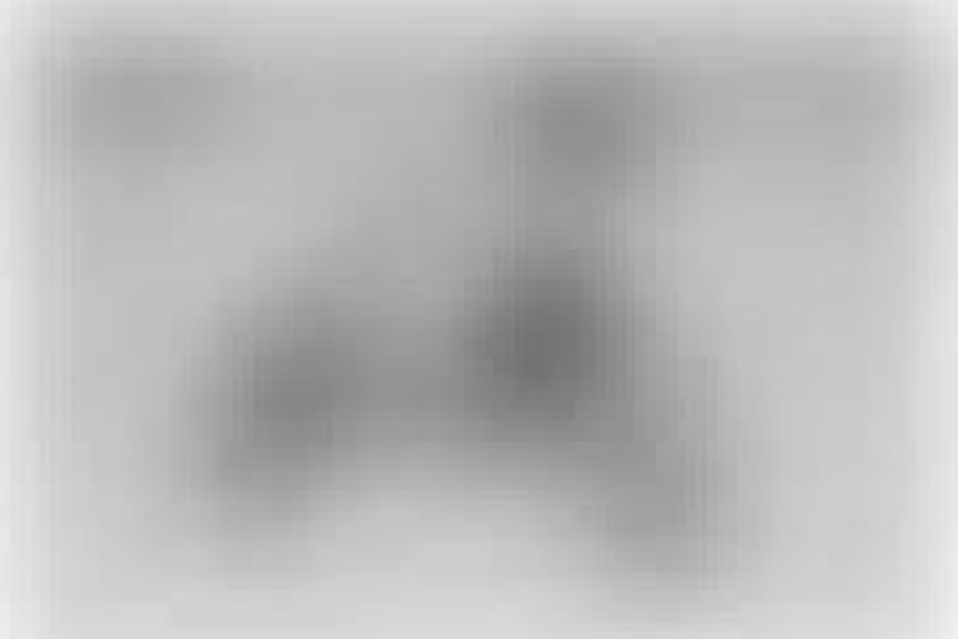
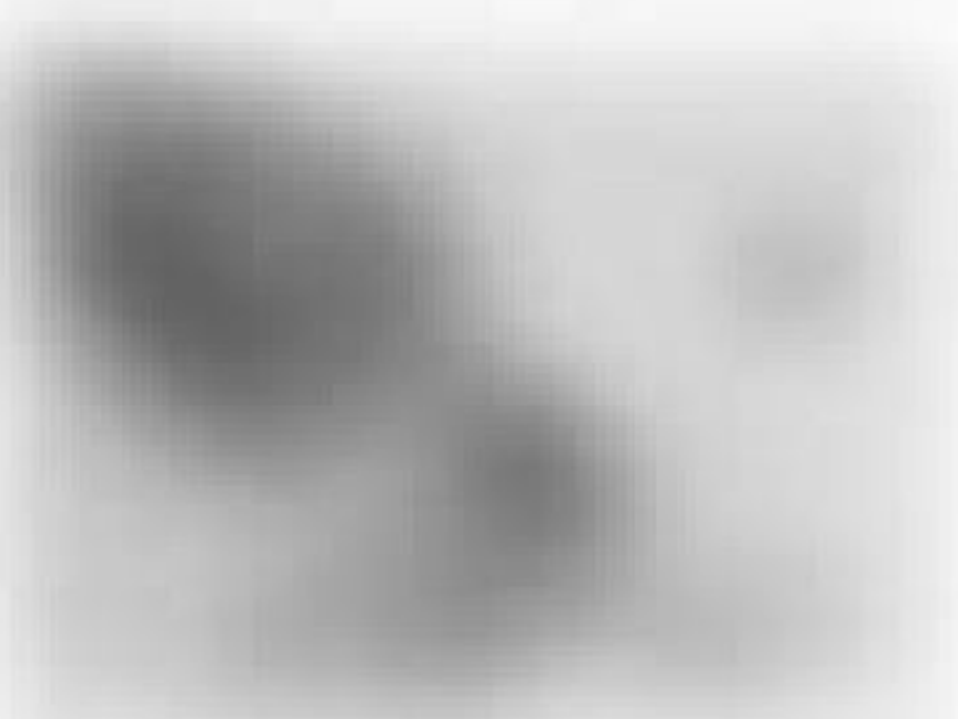
















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<p>1. The first part of the document is a letter from the President of the United States to the Congress, dated September 17, 1787. It is a very important document, as it is the first official communication of the new government.</p>	<p>2. The second part of the document is a letter from the President to the Congress, dated September 17, 1787. It is a very important document, as it is the first official communication of the new government.</p>
<p>3. The third part of the document is a letter from the President to the Congress, dated September 17, 1787. It is a very important document, as it is the first official communication of the new government.</p>	<p>4. The fourth part of the document is a letter from the President to the Congress, dated September 17, 1787. It is a very important document, as it is the first official communication of the new government.</p>
<p>5. The fifth part of the document is a letter from the President to the Congress, dated September 17, 1787. It is a very important document, as it is the first official communication of the new government.</p>	<p>6. The sixth part of the document is a letter from the President to the Congress, dated September 17, 1787. It is a very important document, as it is the first official communication of the new government.</p>
<p>7. The seventh part of the document is a letter from the President to the Congress, dated September 17, 1787. It is a very important document, as it is the first official communication of the new government.</p>	<p>8. The eighth part of the document is a letter from the President to the Congress, dated September 17, 1787. It is a very important document, as it is the first official communication of the new government.</p>





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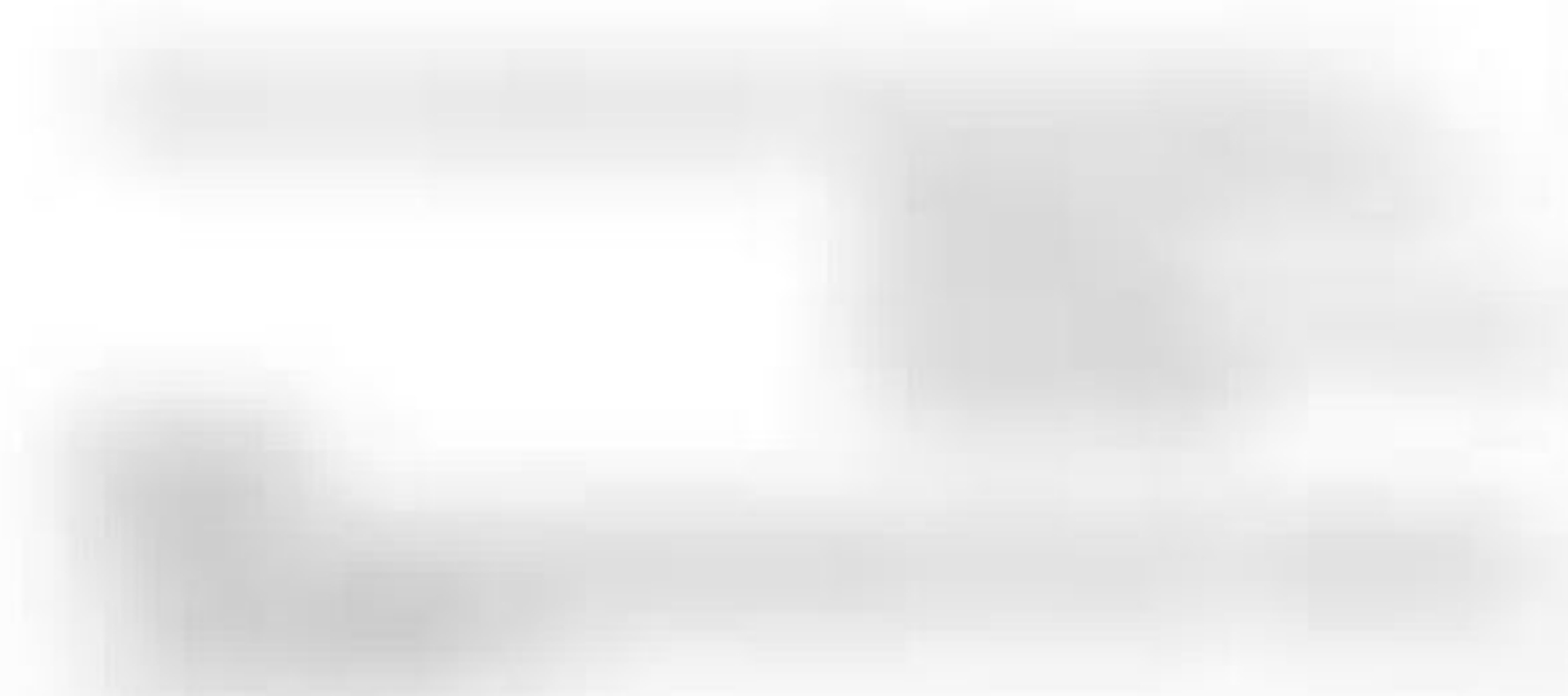
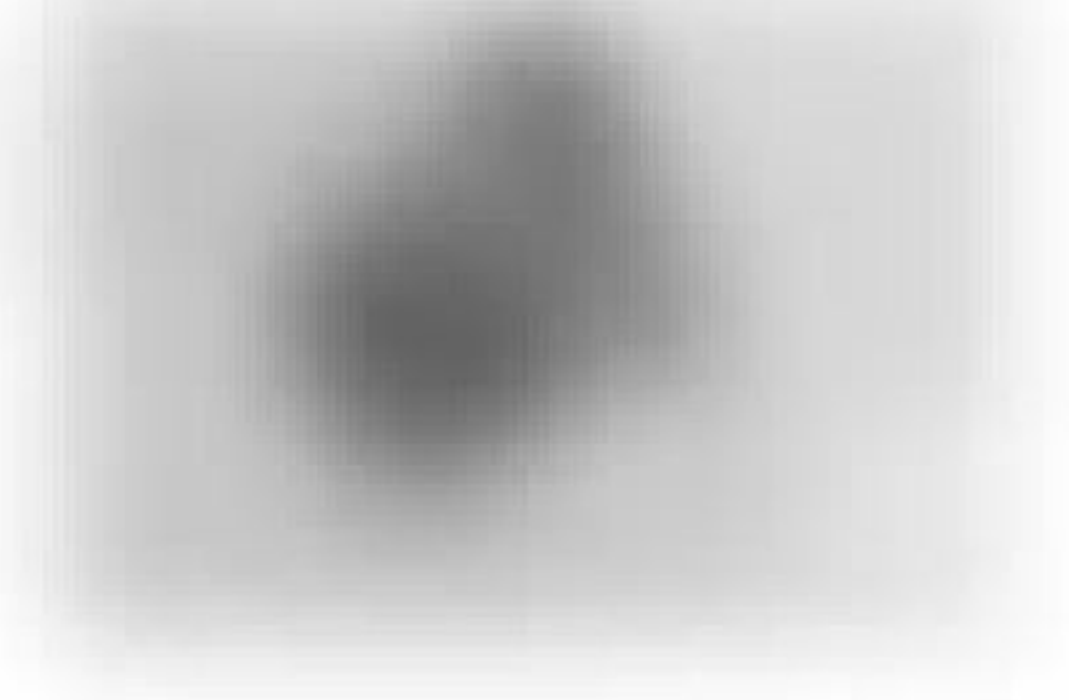
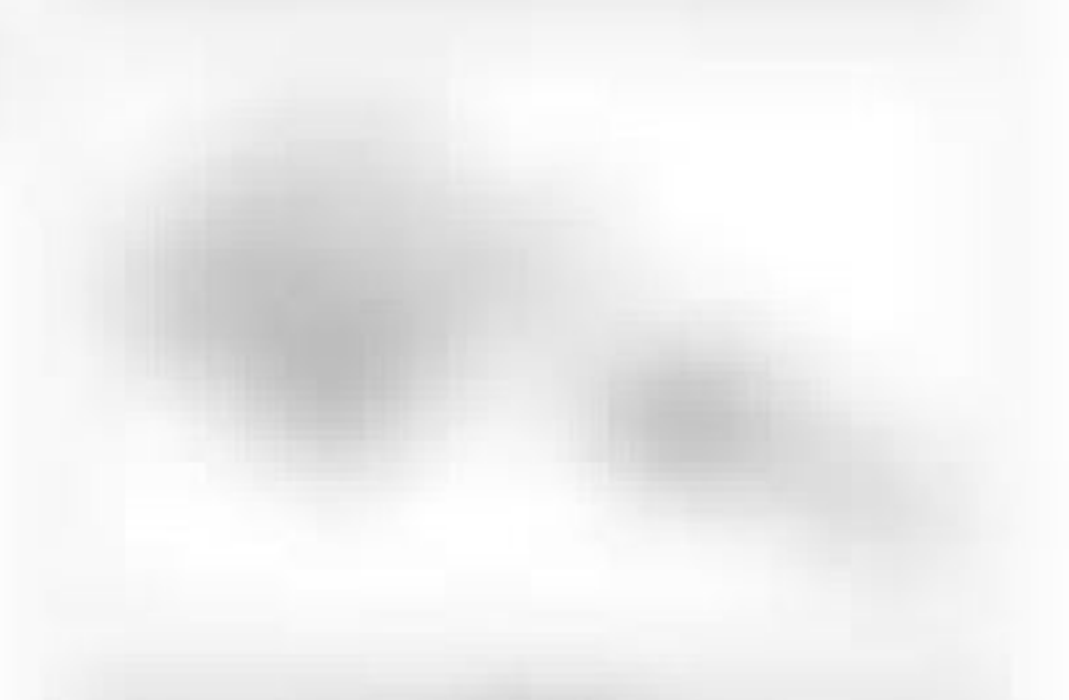
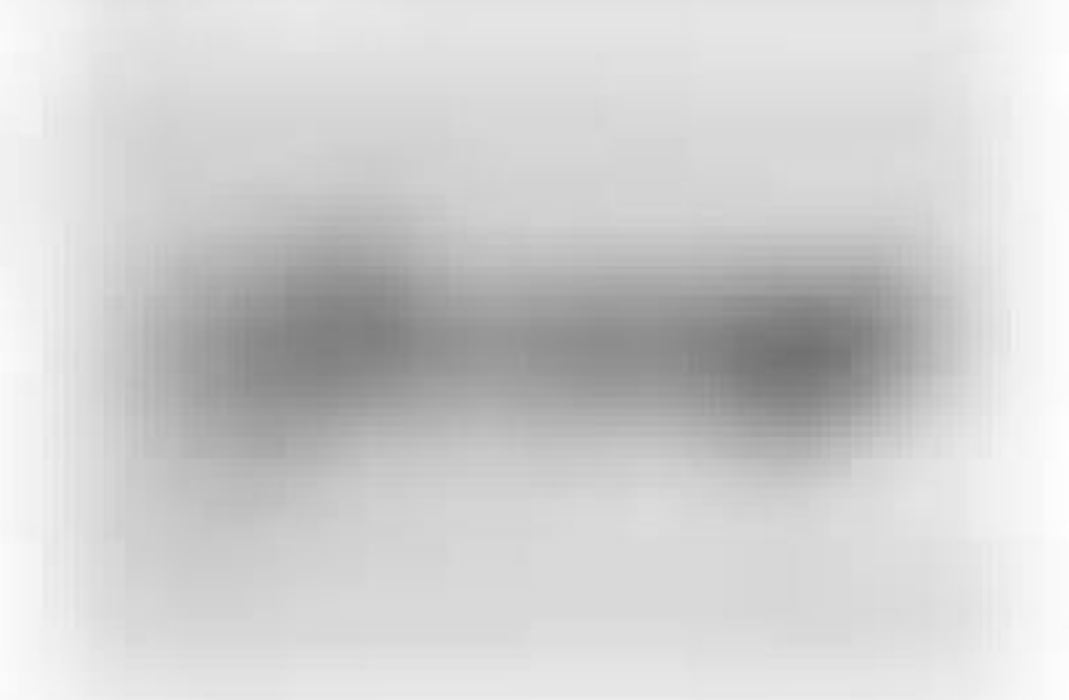
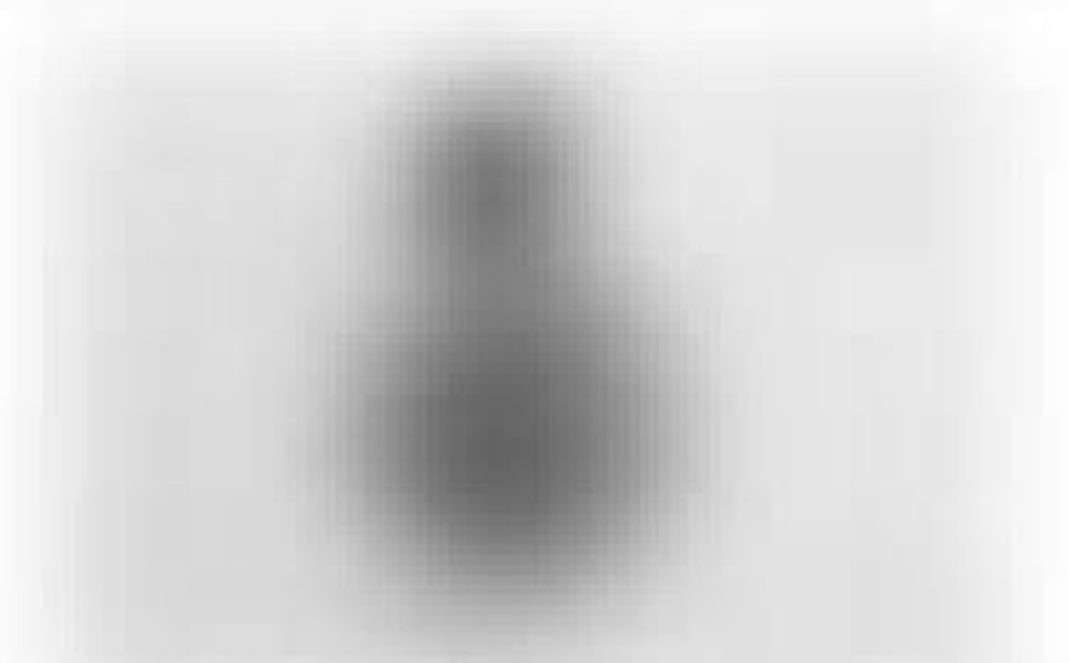






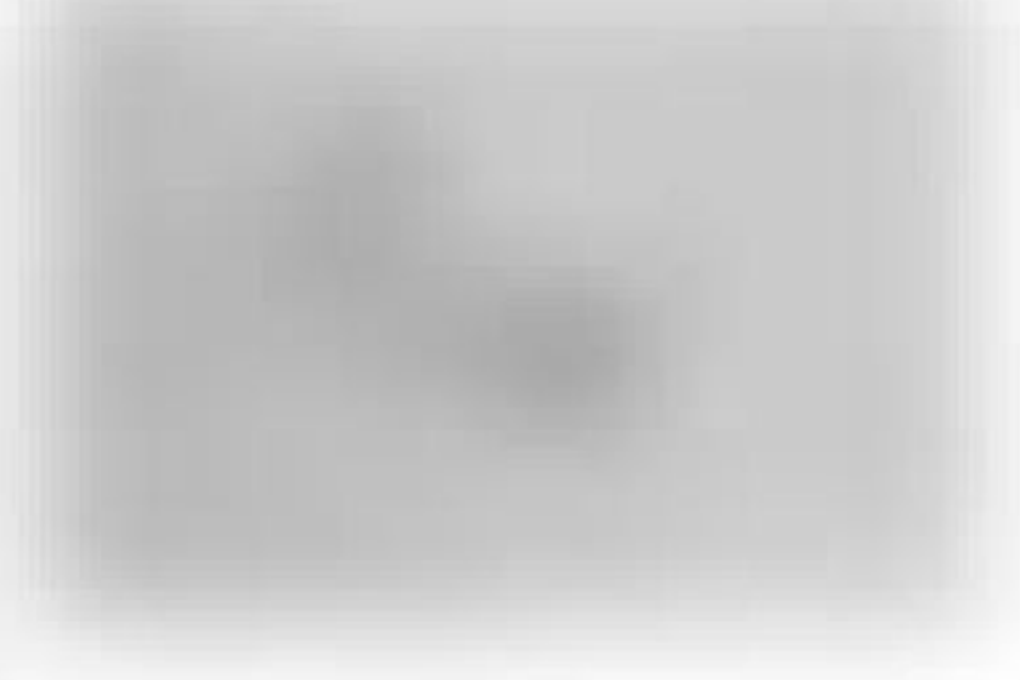
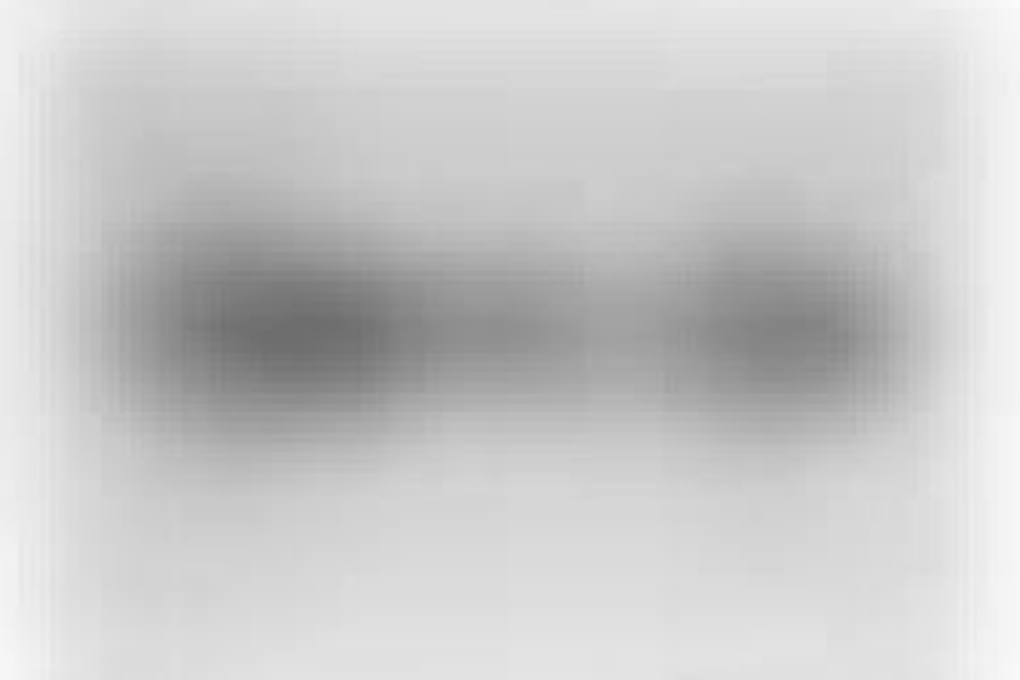
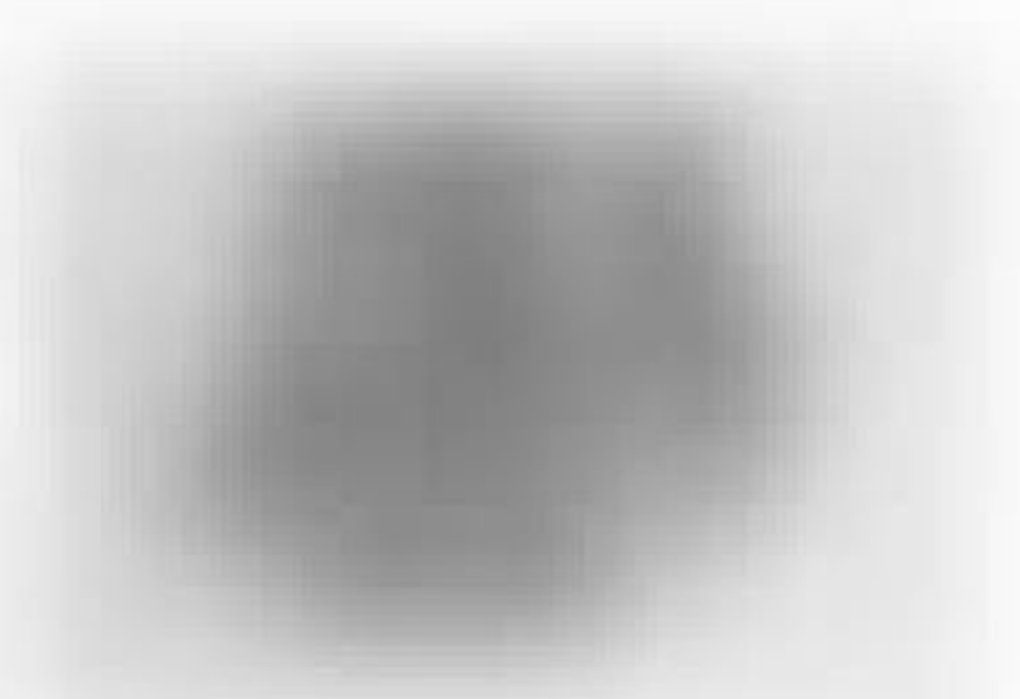








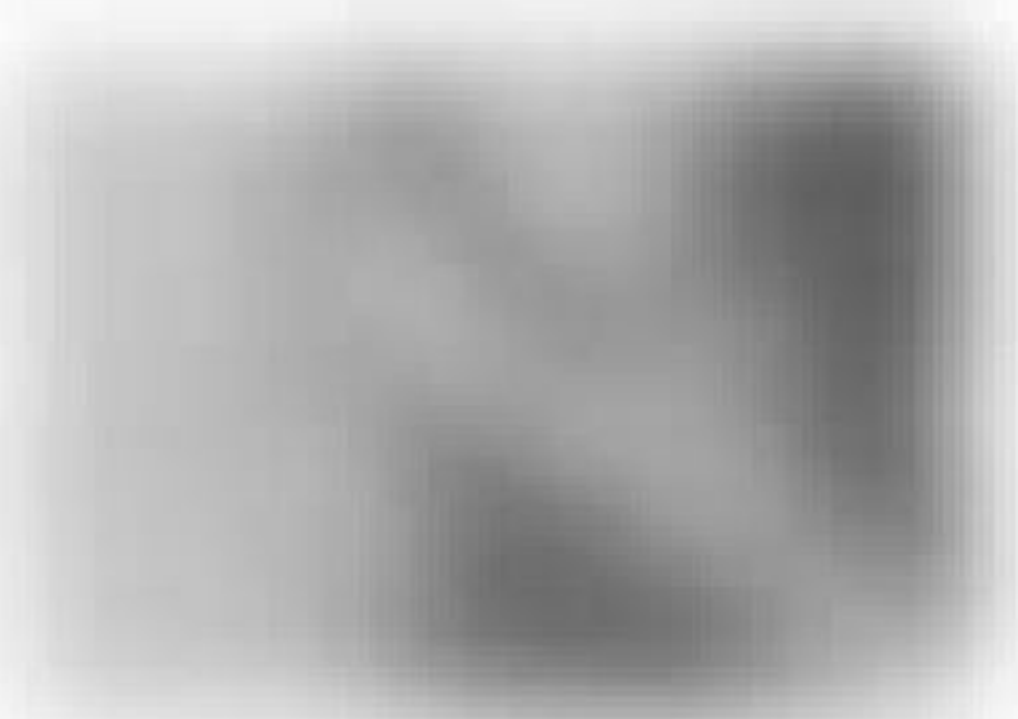




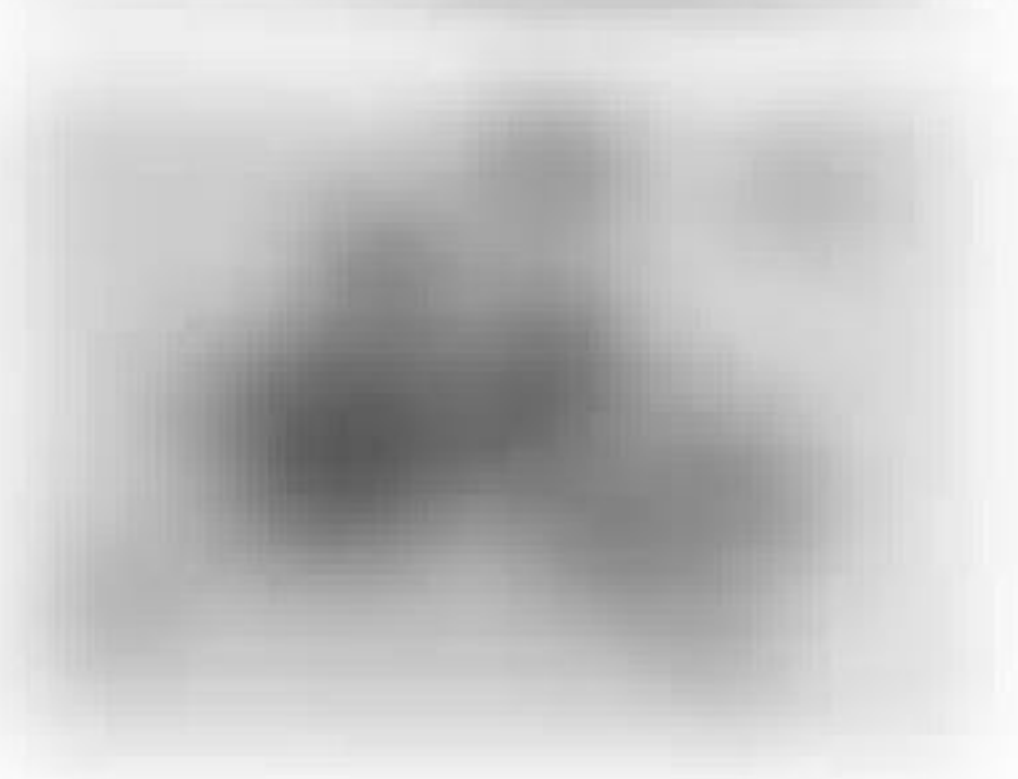
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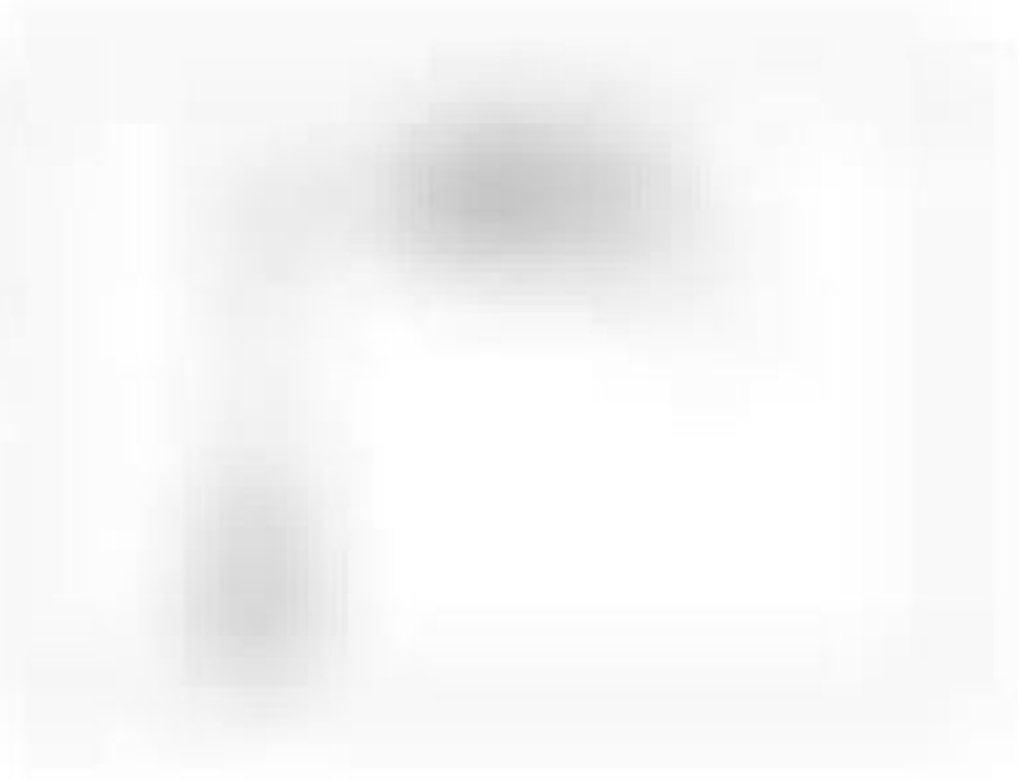
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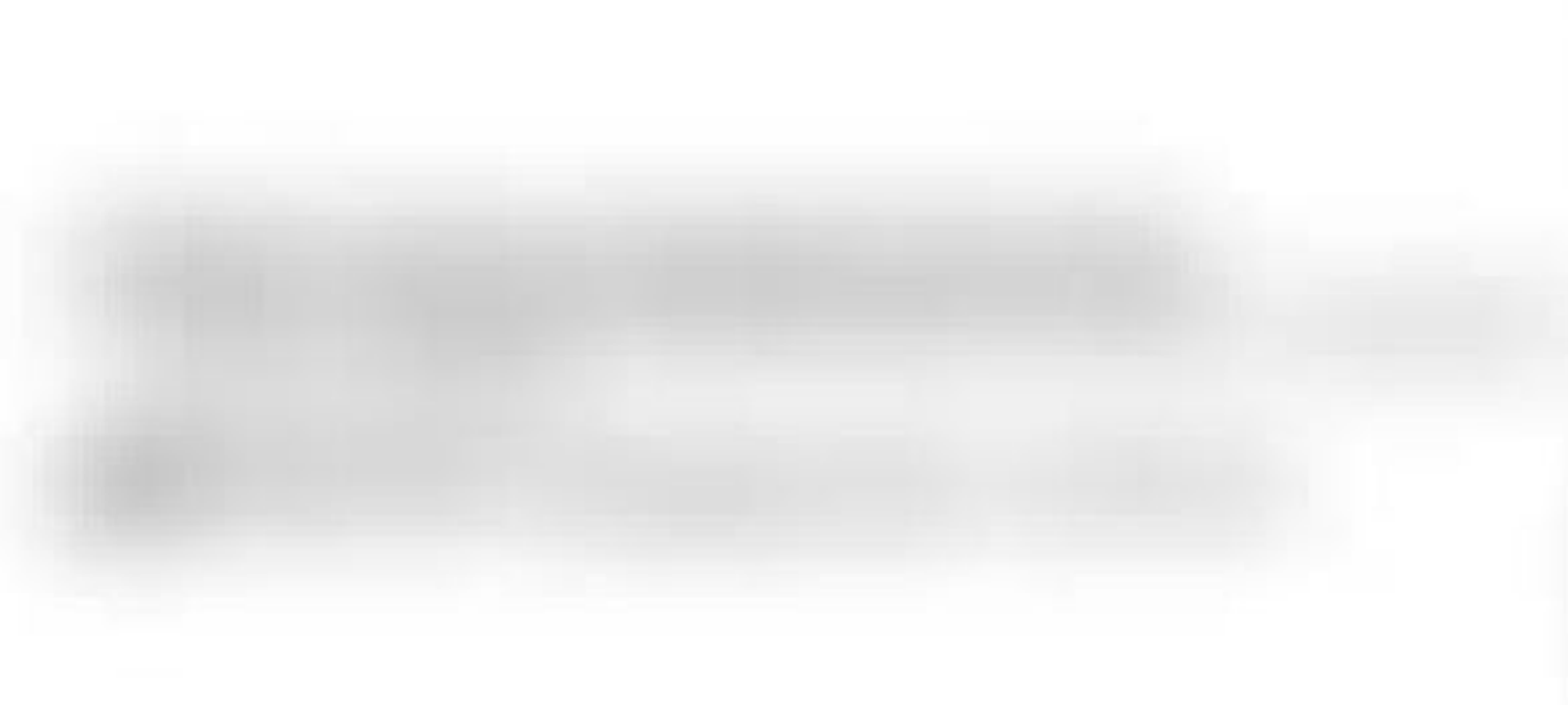
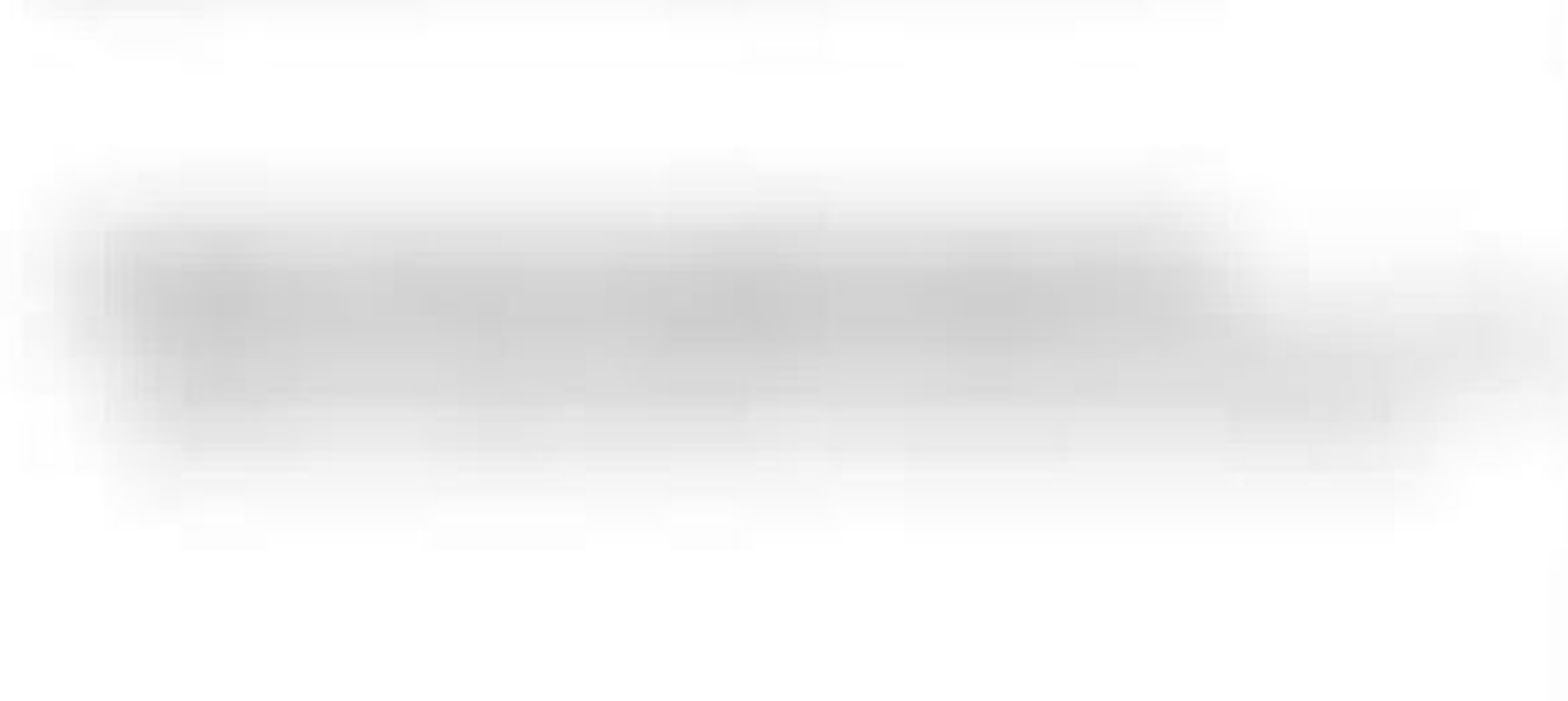
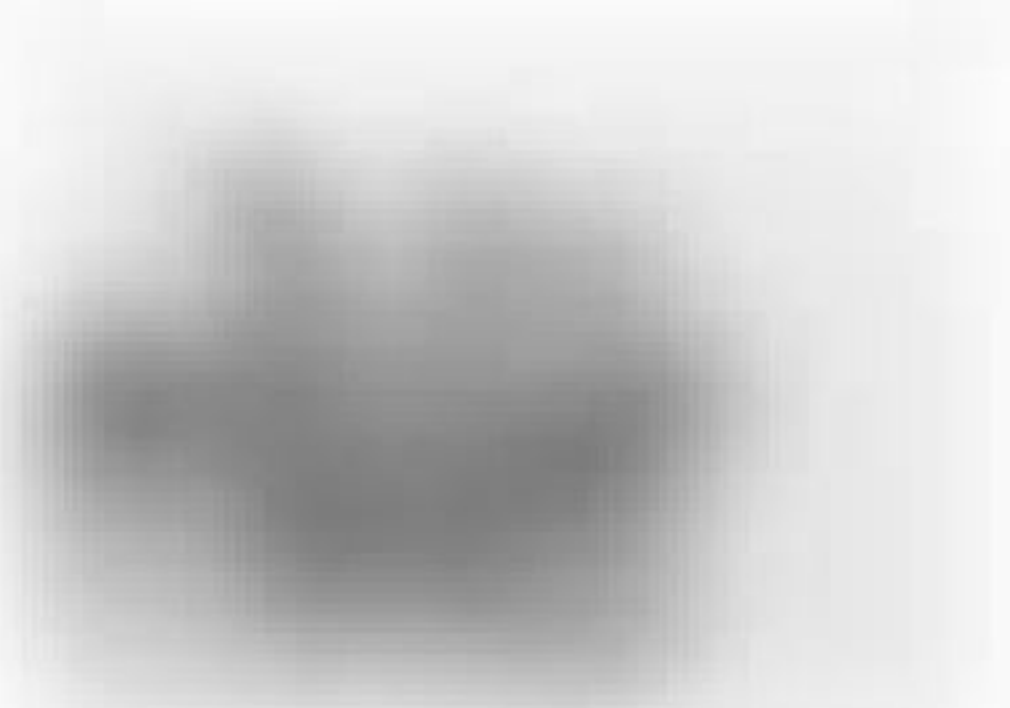
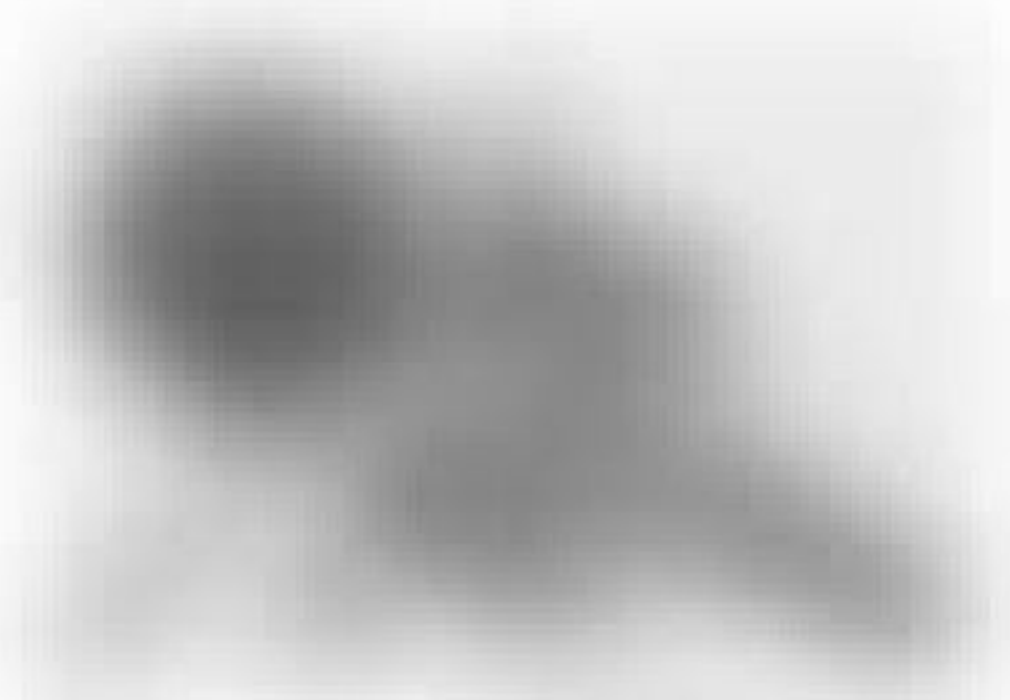


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2. It also outlines the procedures for handling disputes and resolving conflicts.

3. The document further details the responsibilities of each party involved in the process.

4. Finally, it provides a summary of the key points and a conclusion.

5. The document is signed by the relevant parties and dated.

6. The document is then filed in the appropriate records.

7. The document is then reviewed by the relevant parties.

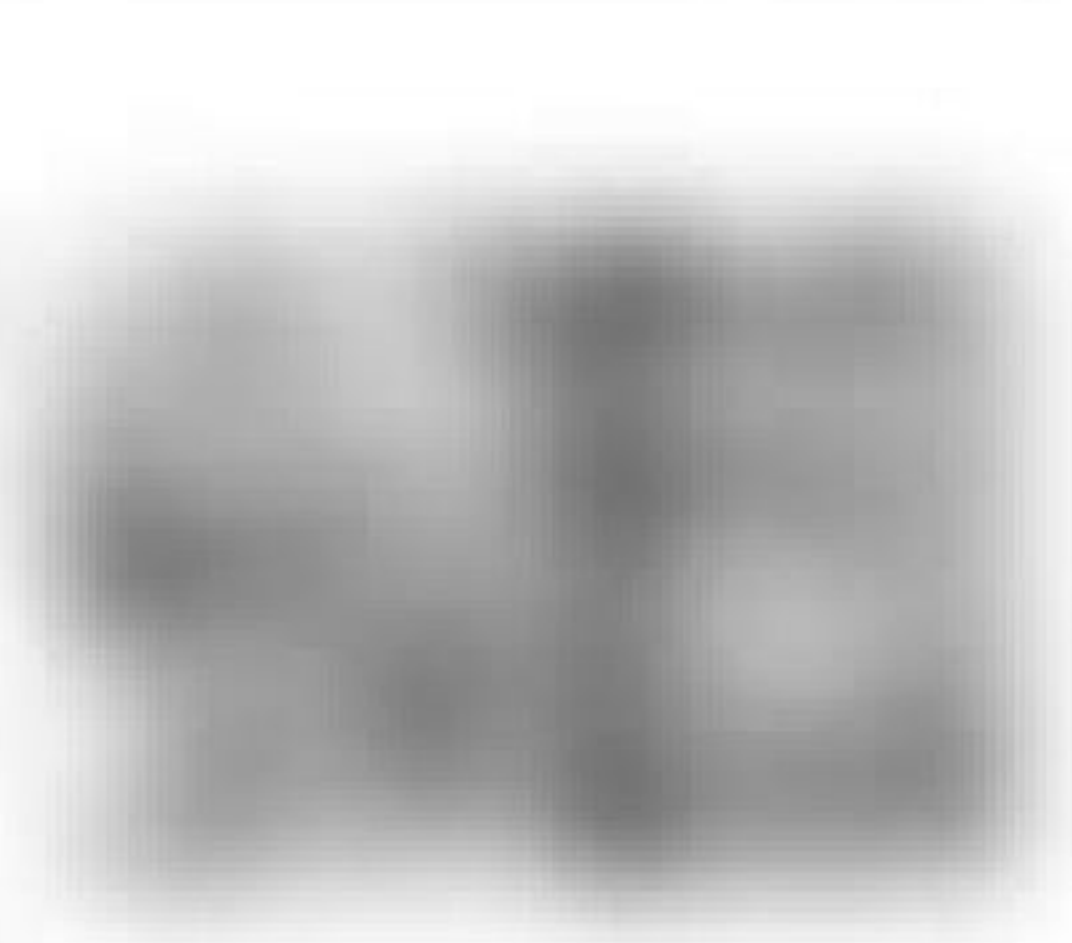
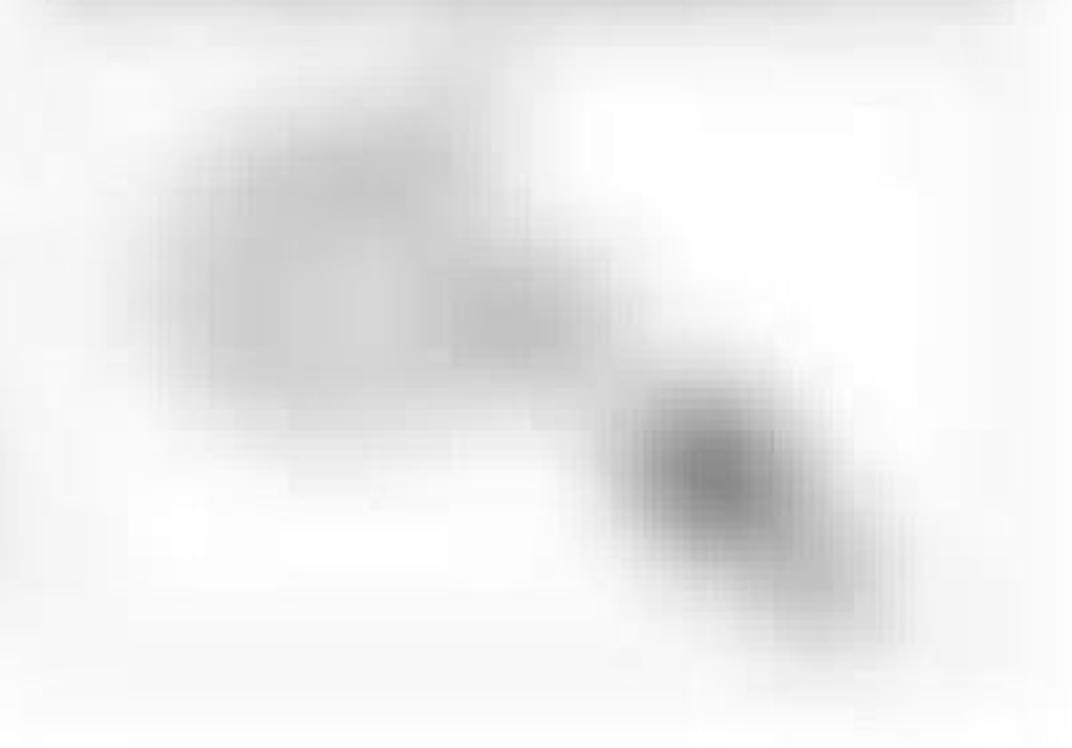
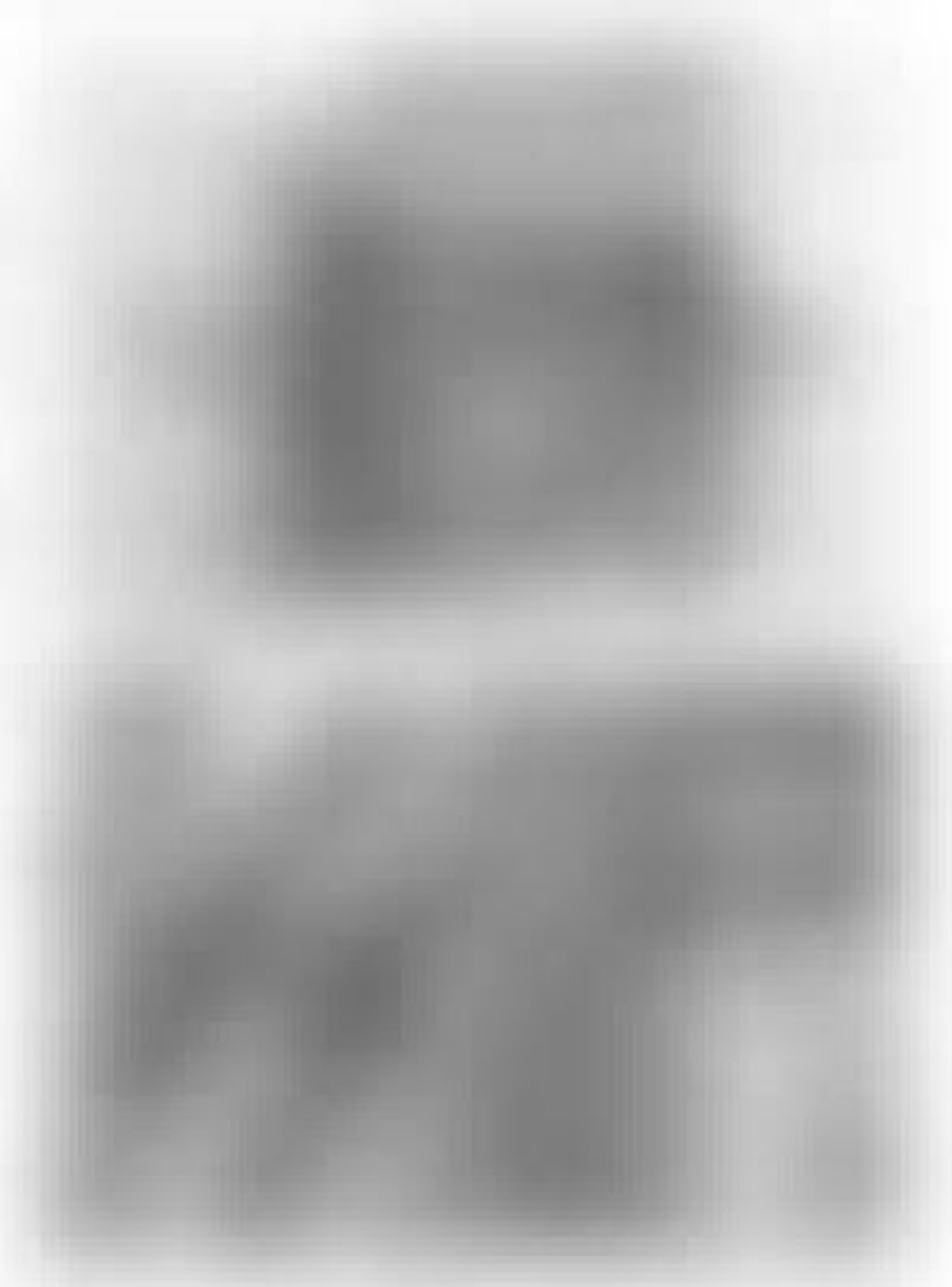
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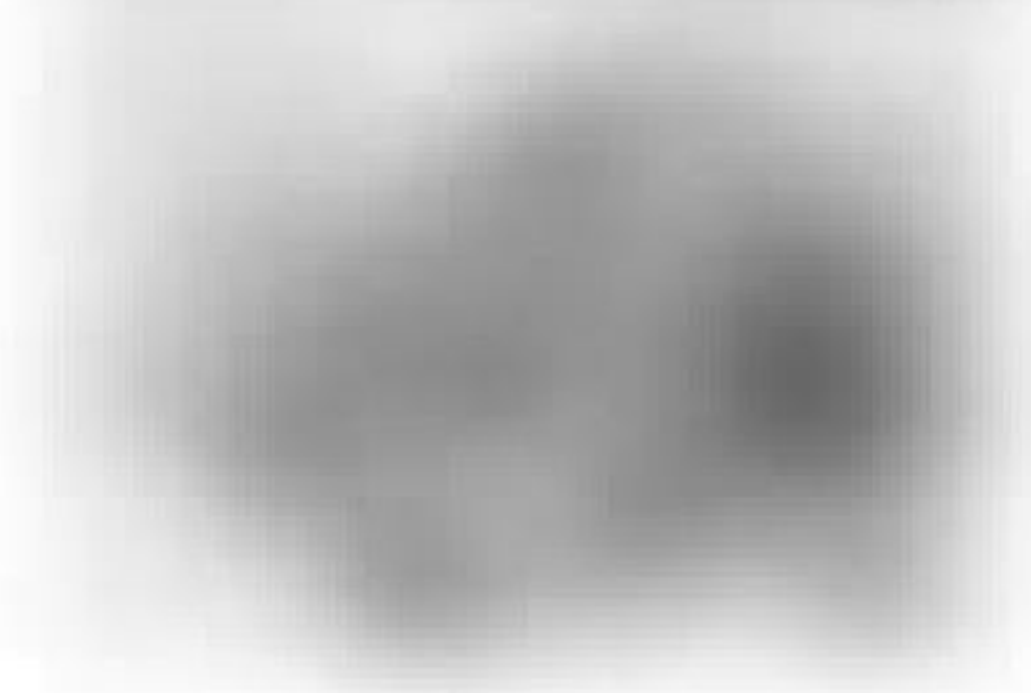
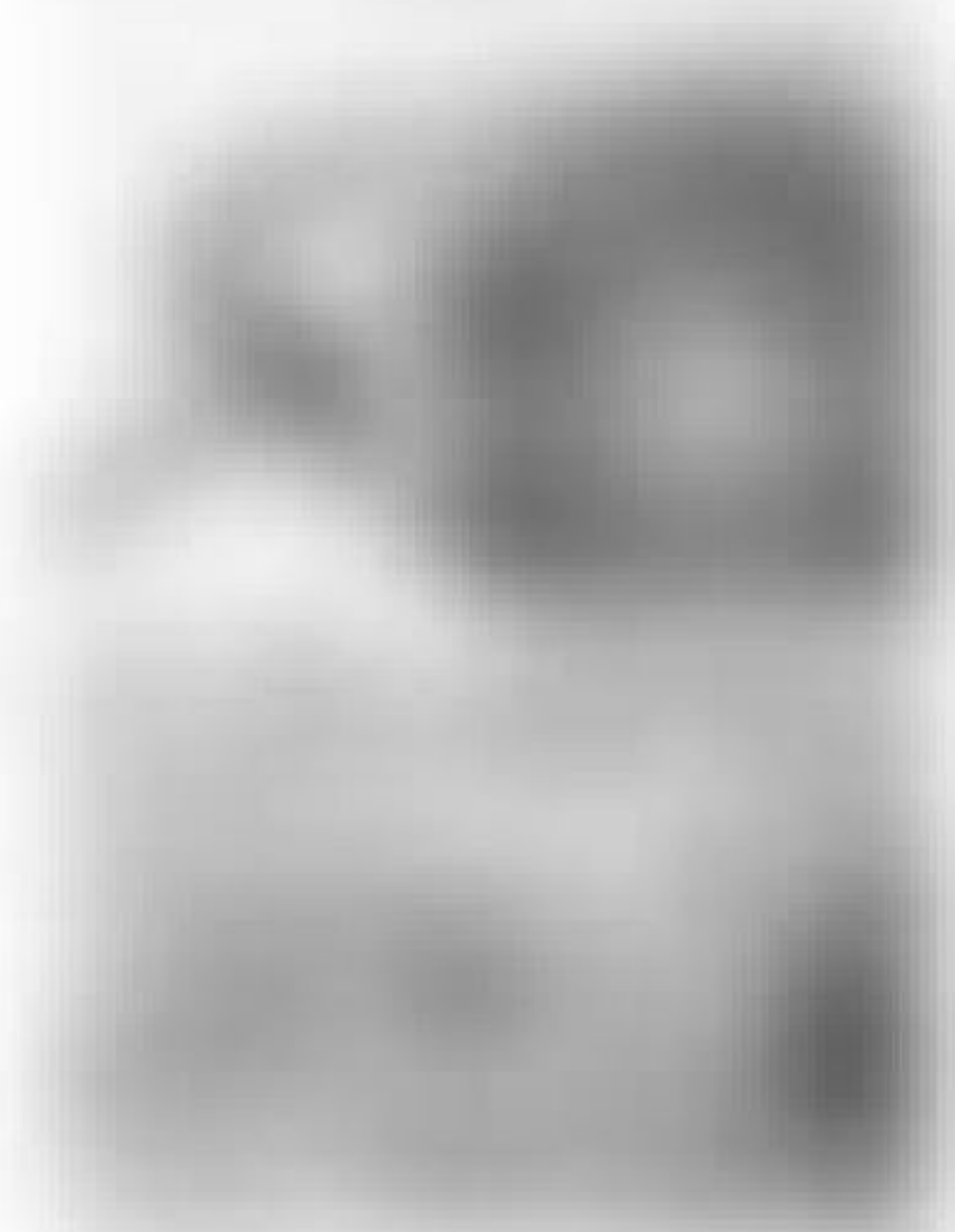
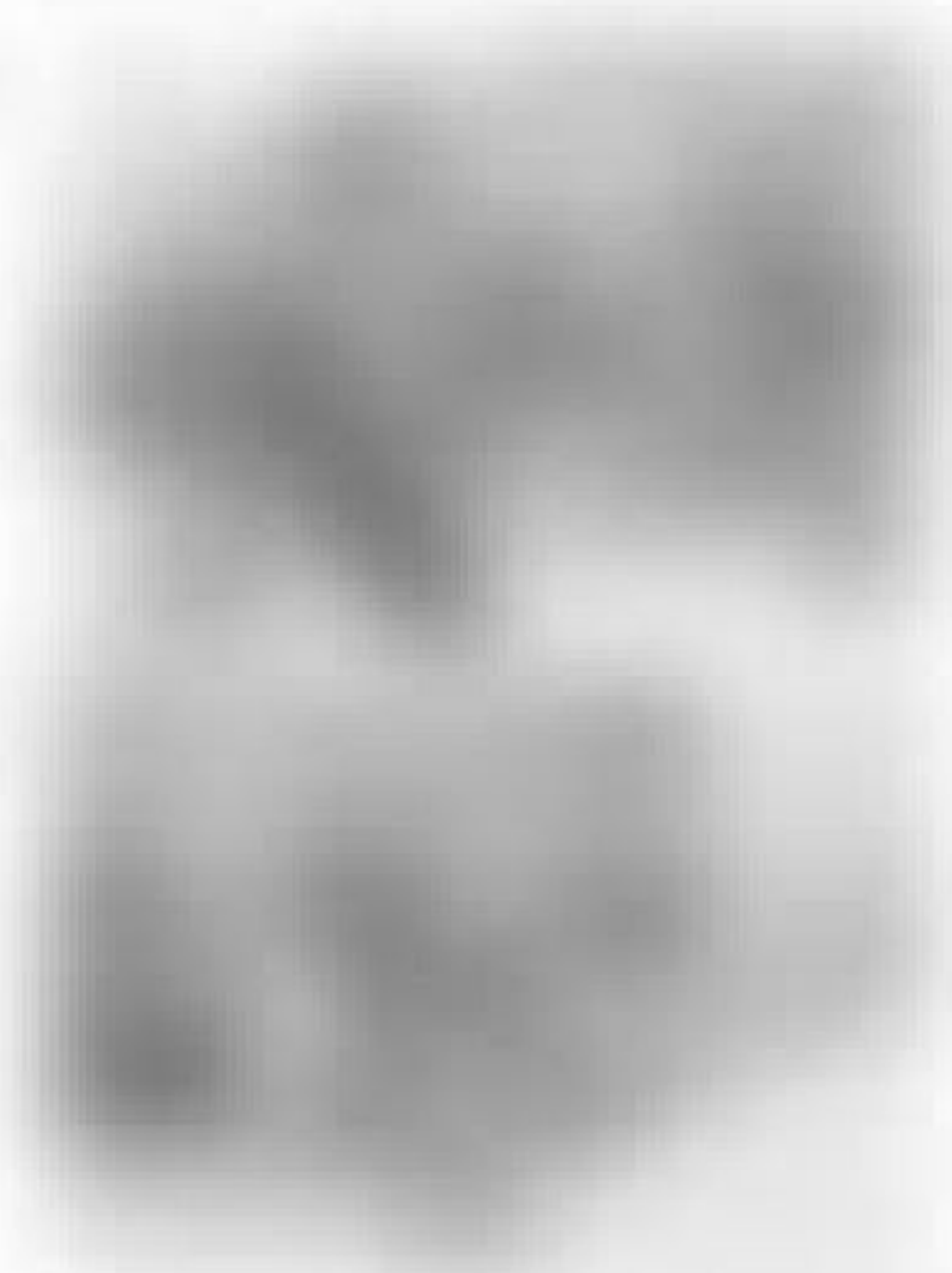






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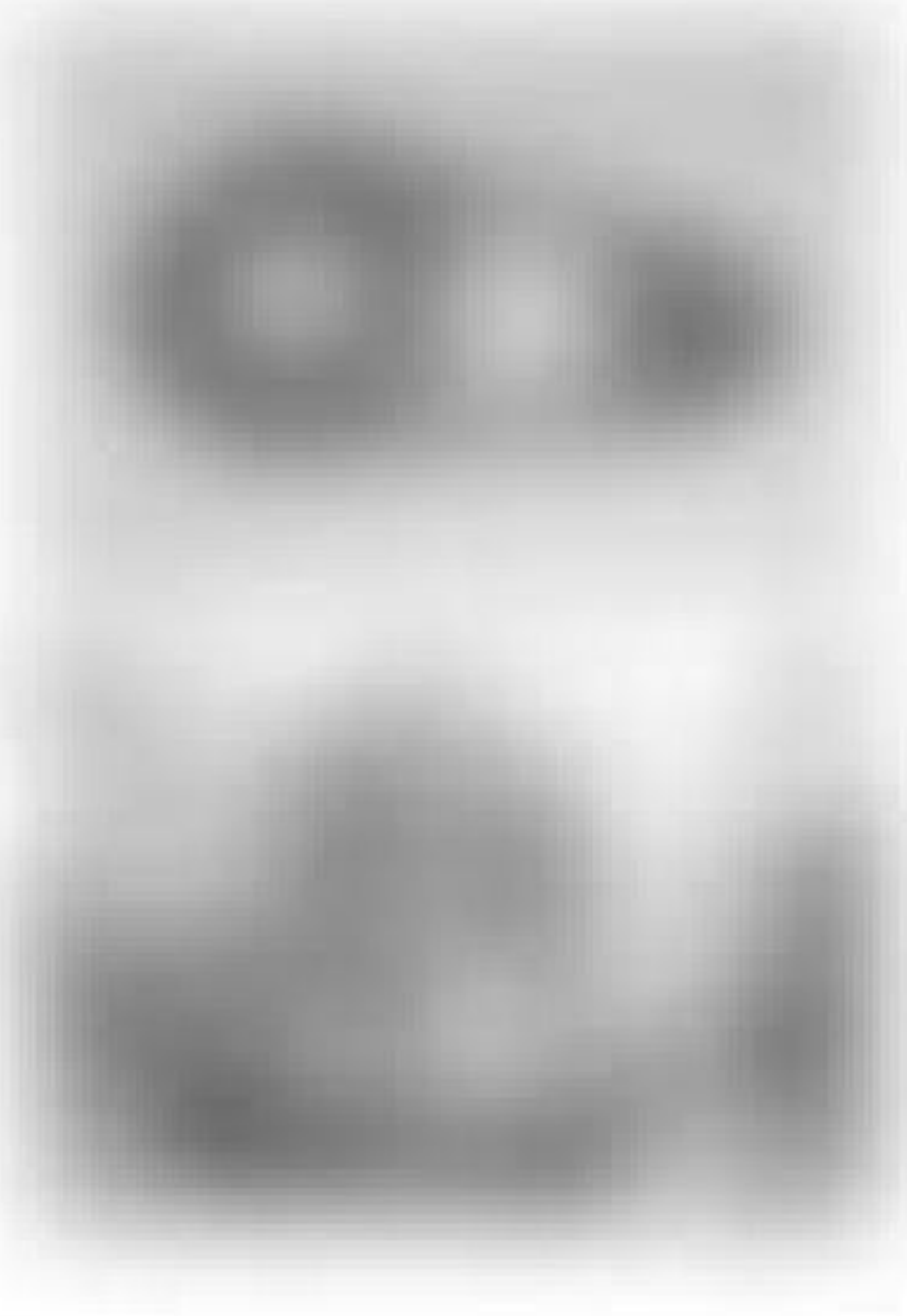




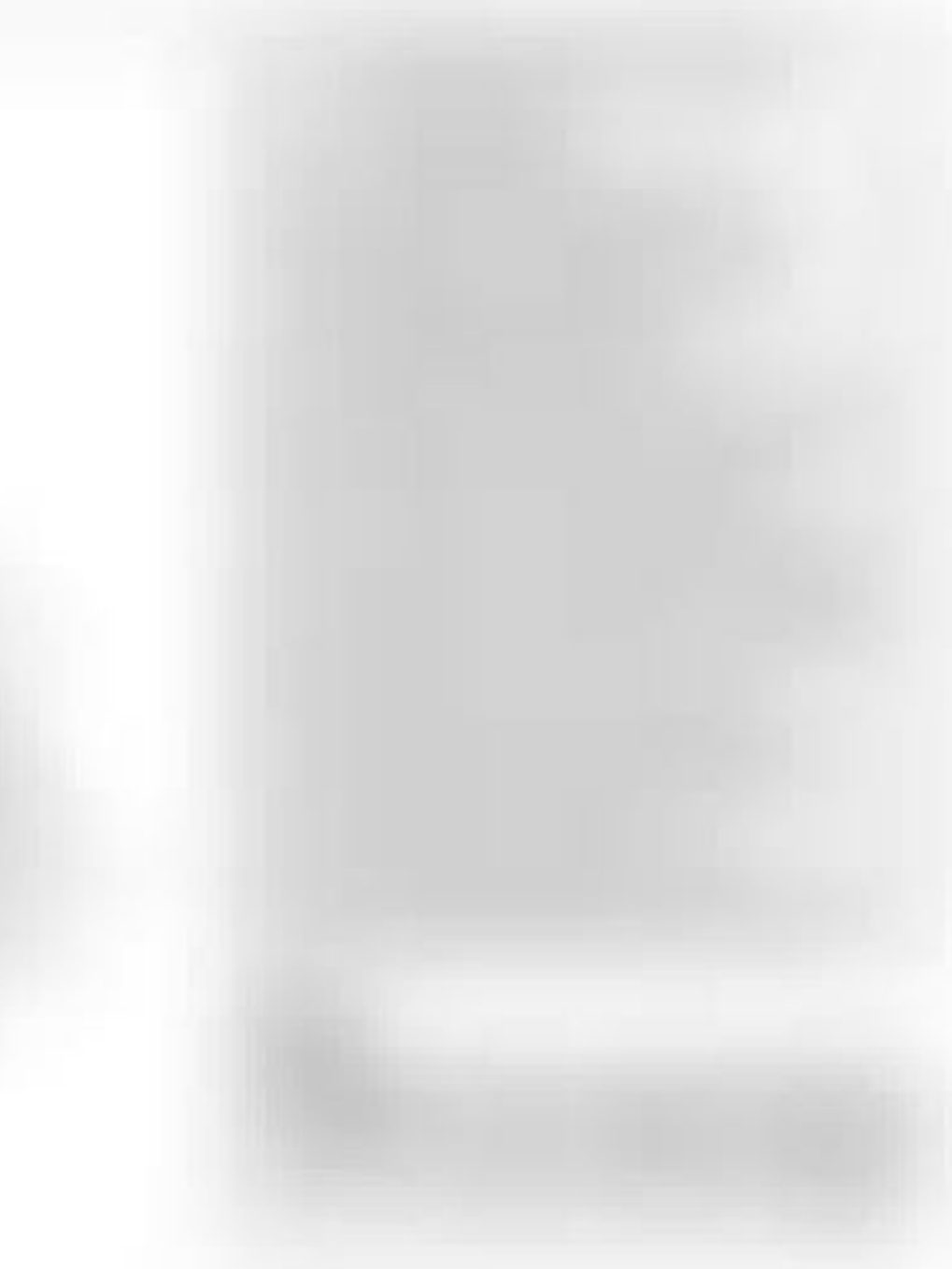
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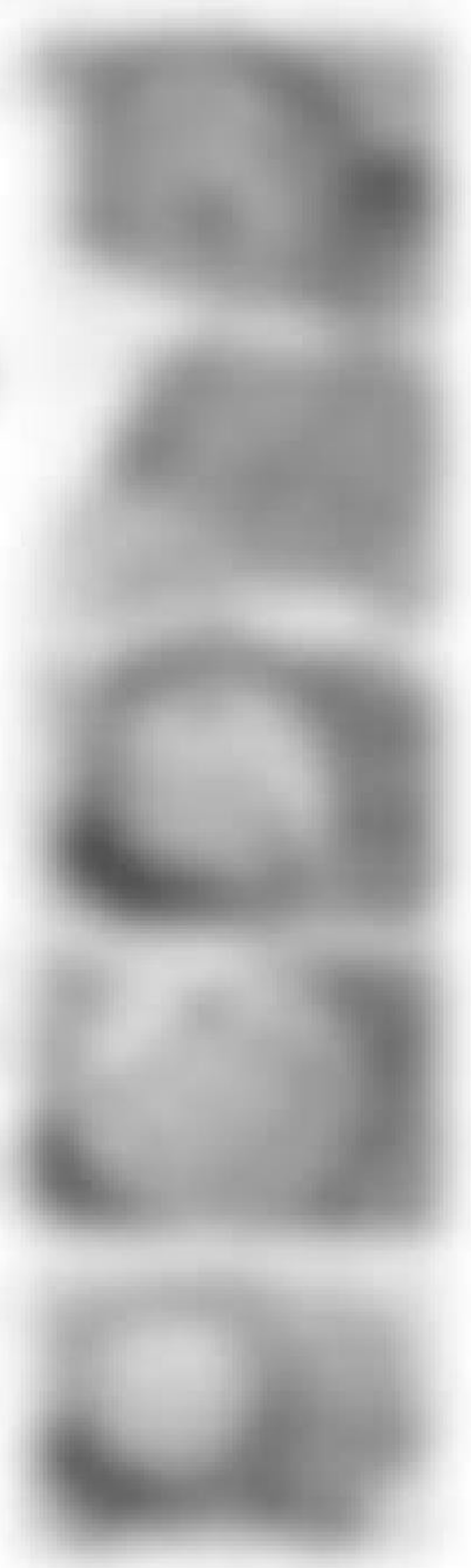
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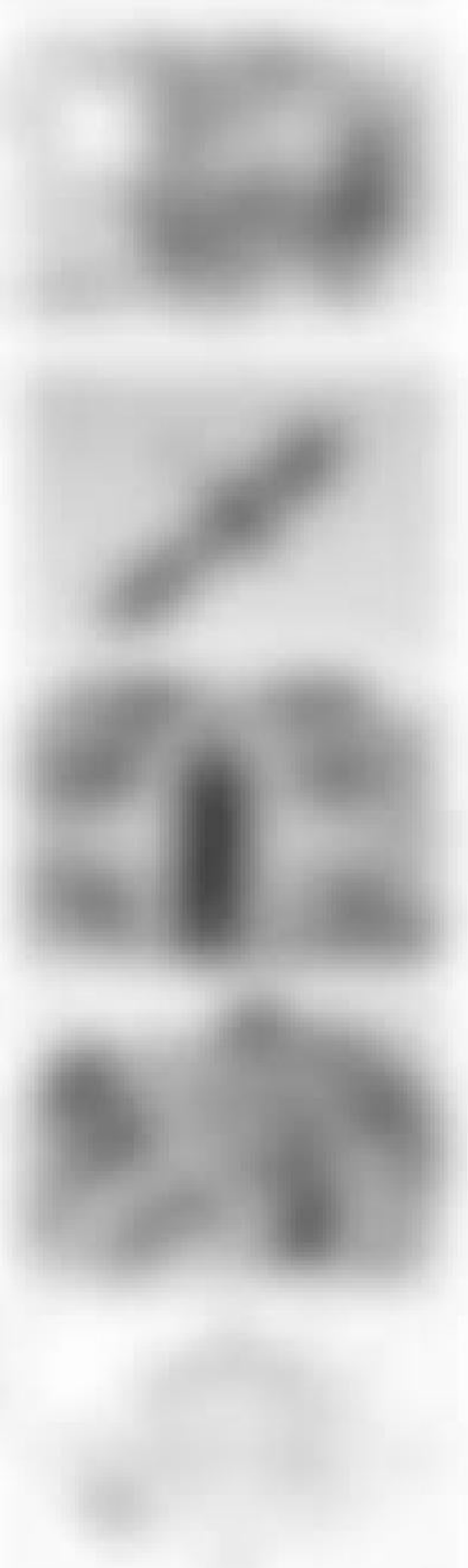
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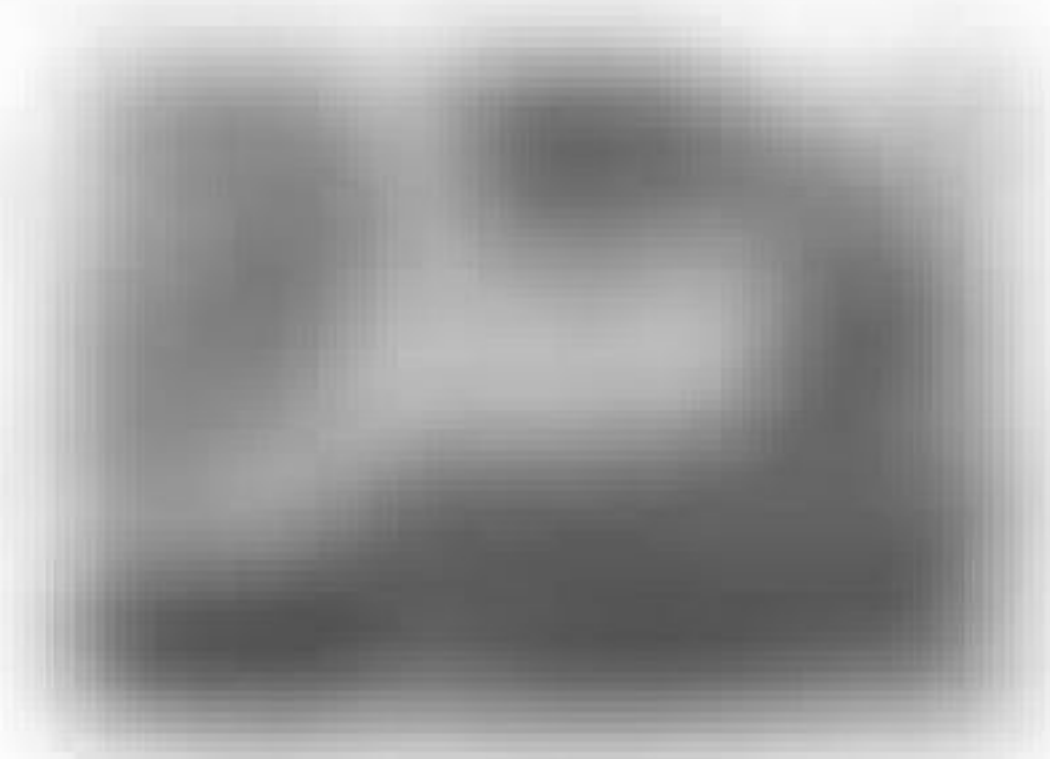


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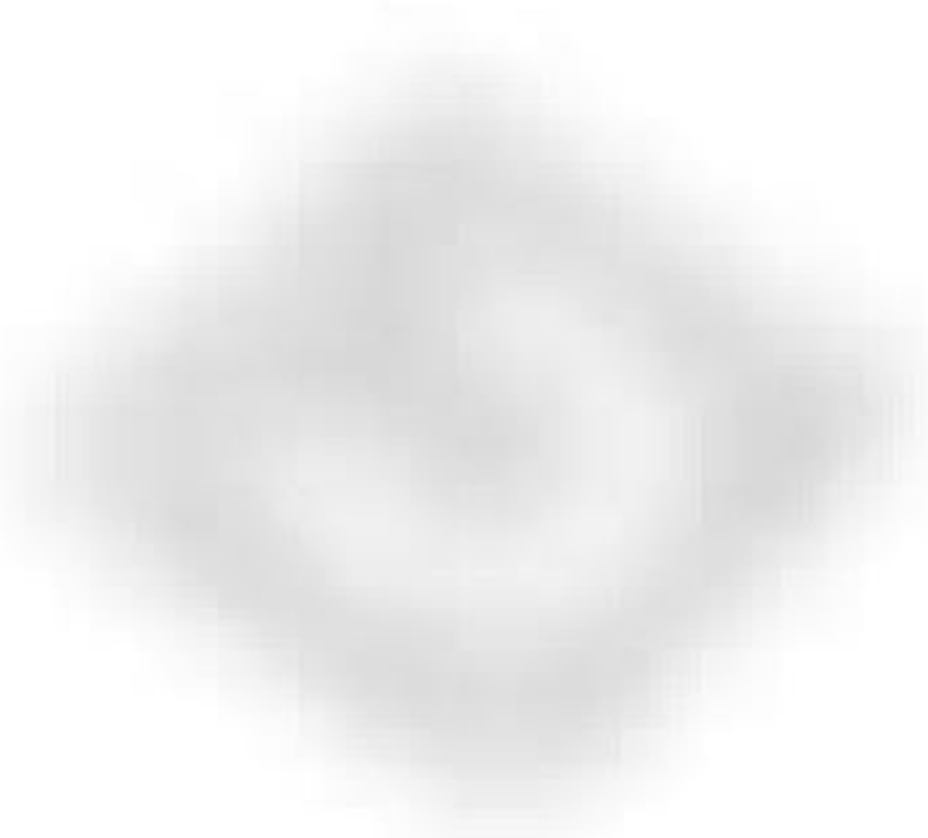
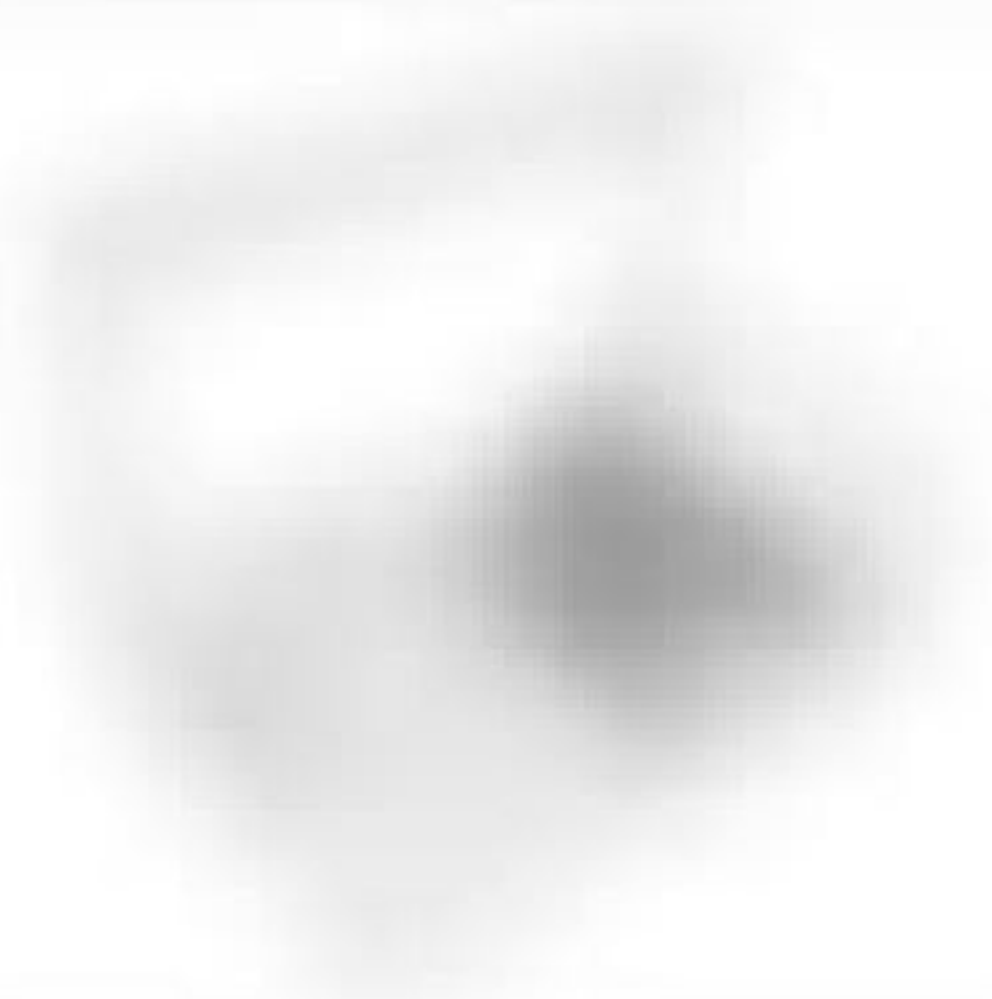
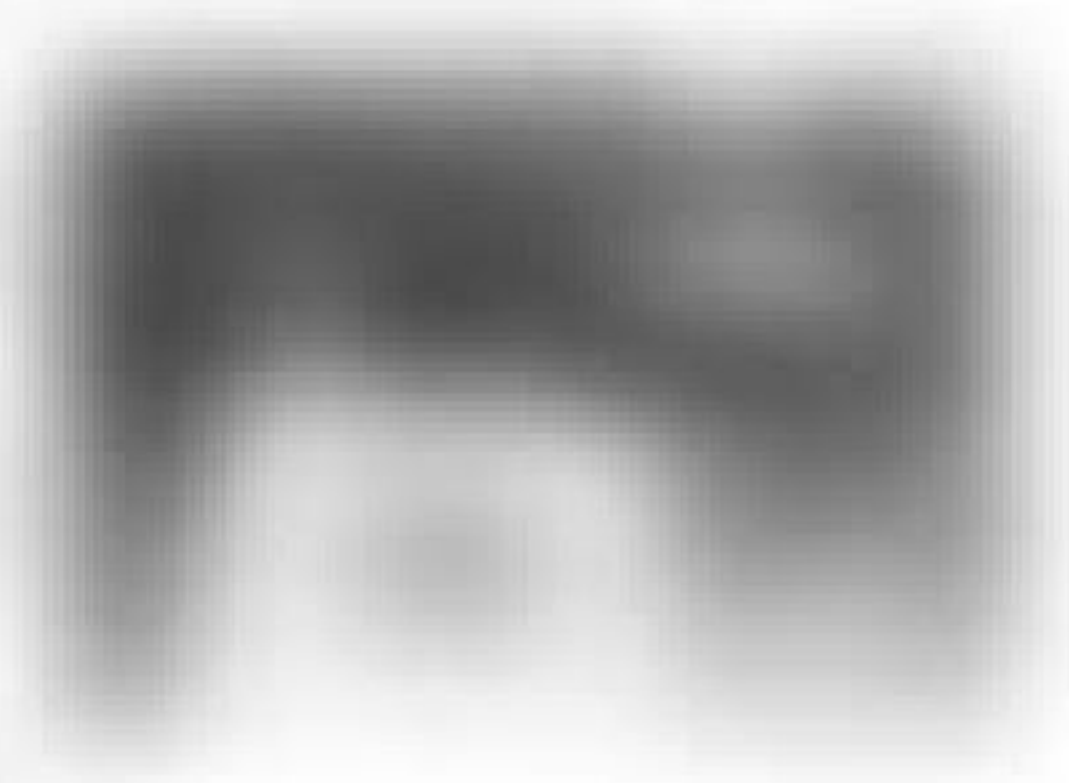
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THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT

PHYSICS 311

LECTURE 1

MECHANICS

1.1 Kinematics

1.2 Dynamics

1.3 Energy









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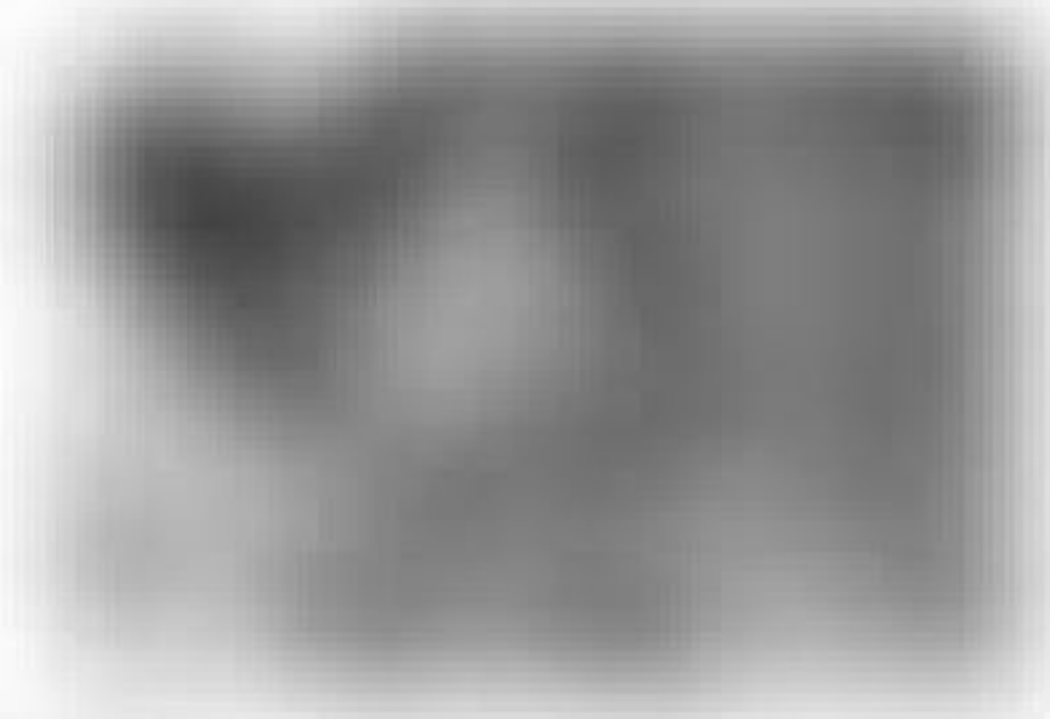








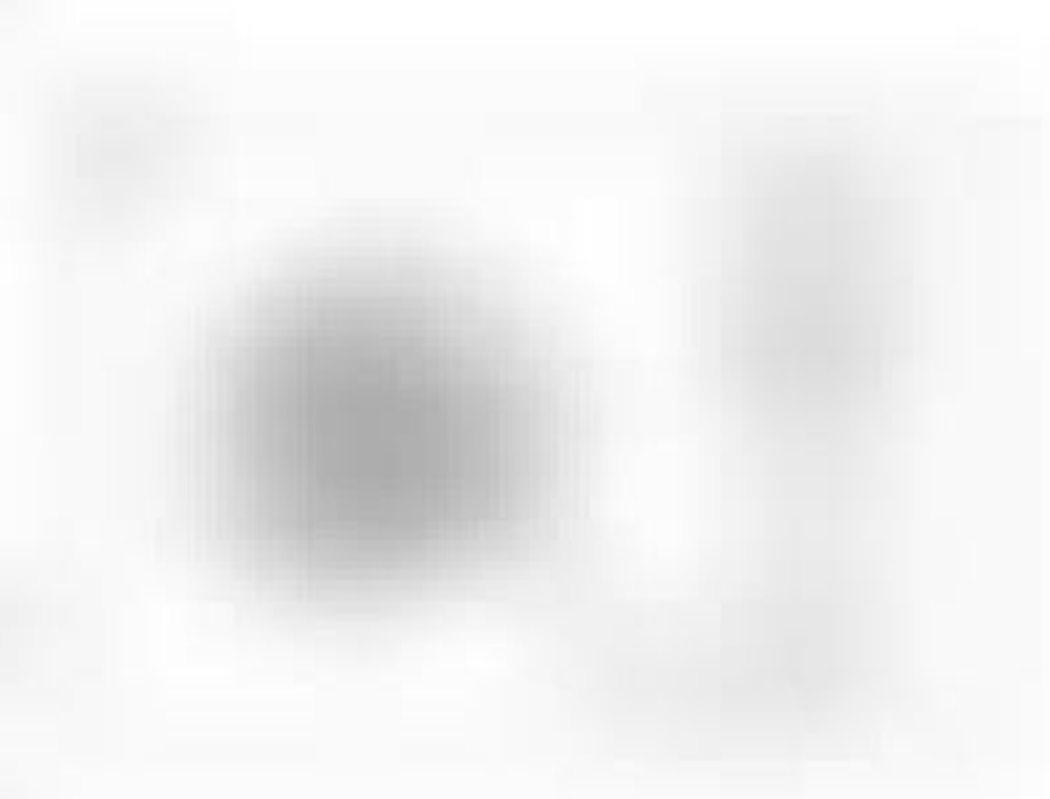
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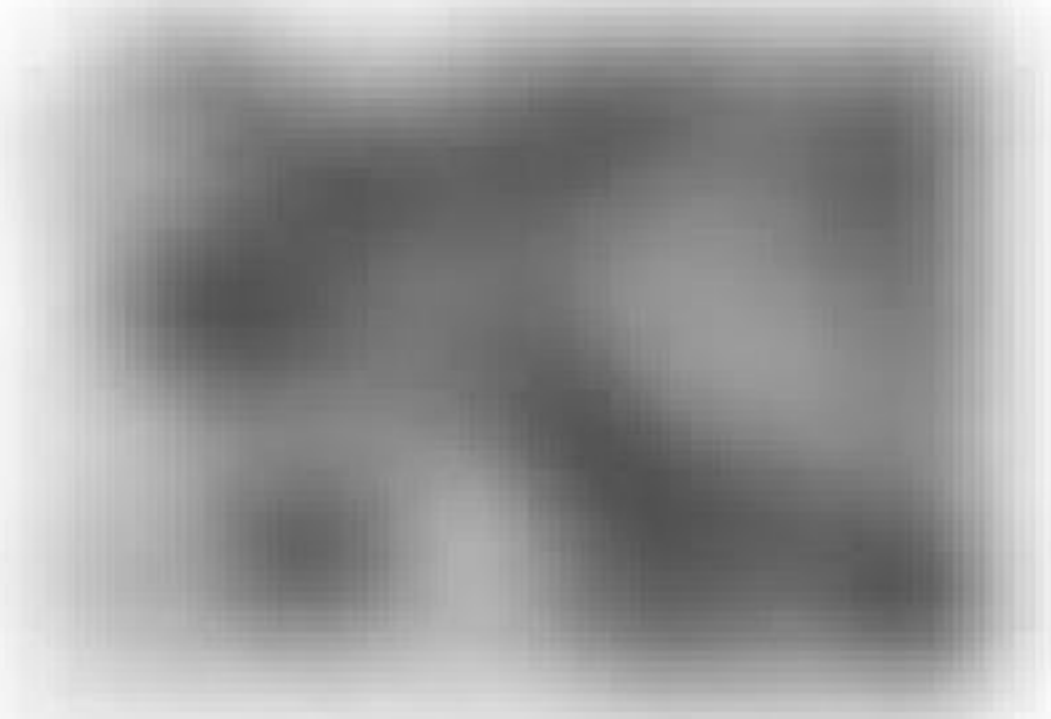








1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities related to the project.



2. The second part of the document provides a detailed overview of the project's goals and objectives, as well as the specific tasks and responsibilities assigned to each team member.

3. The third part of the document outlines the project's timeline and schedule, including key milestones and deadlines.

4. The fourth part of the document discusses the project's budget and financial resources, as well as the methods for tracking and managing expenses.

5. The fifth part of the document describes the project's communication and reporting structure, including the frequency and format of updates and reports.

6. The sixth part of the document discusses the project's risk management strategy, including the identification of potential risks and the implementation of mitigation measures.

7. The seventh part of the document discusses the project's quality management strategy, including the establishment of quality standards and the implementation of quality control measures.

8. The eighth part of the document discusses the project's stakeholder management strategy, including the identification of key stakeholders and the development of communication and engagement plans.

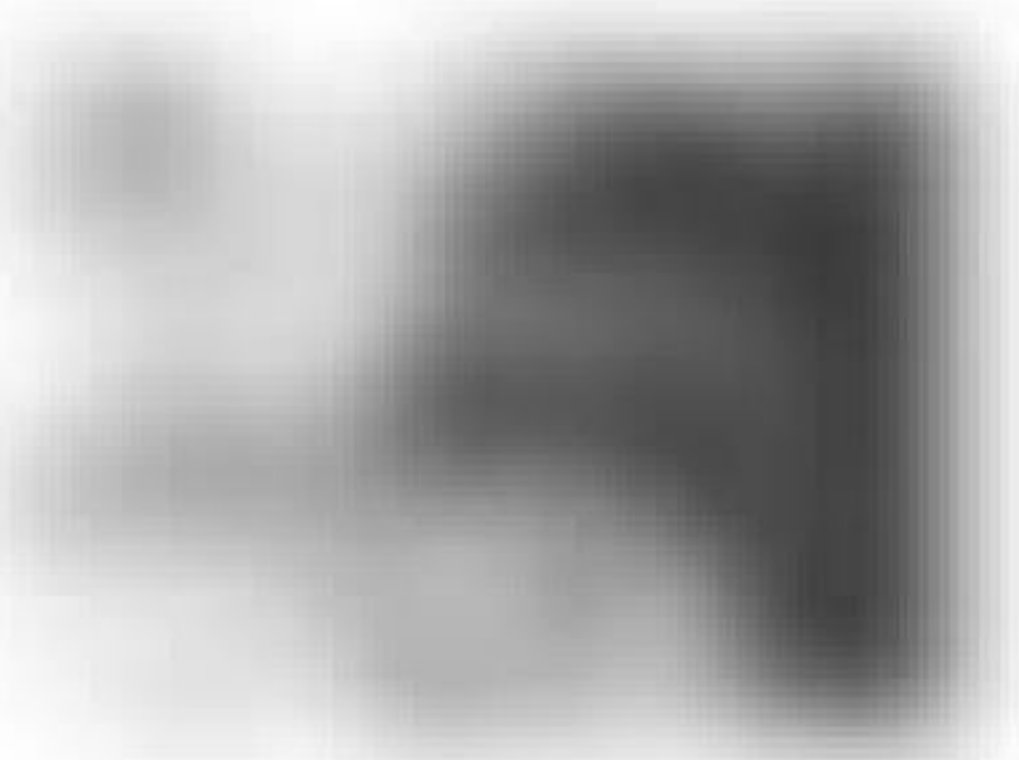
9. The ninth part of the document discusses the project's overall performance and the lessons learned from the project's execution.

10. The tenth part of the document discusses the project's future prospects and the potential for further development and expansion.





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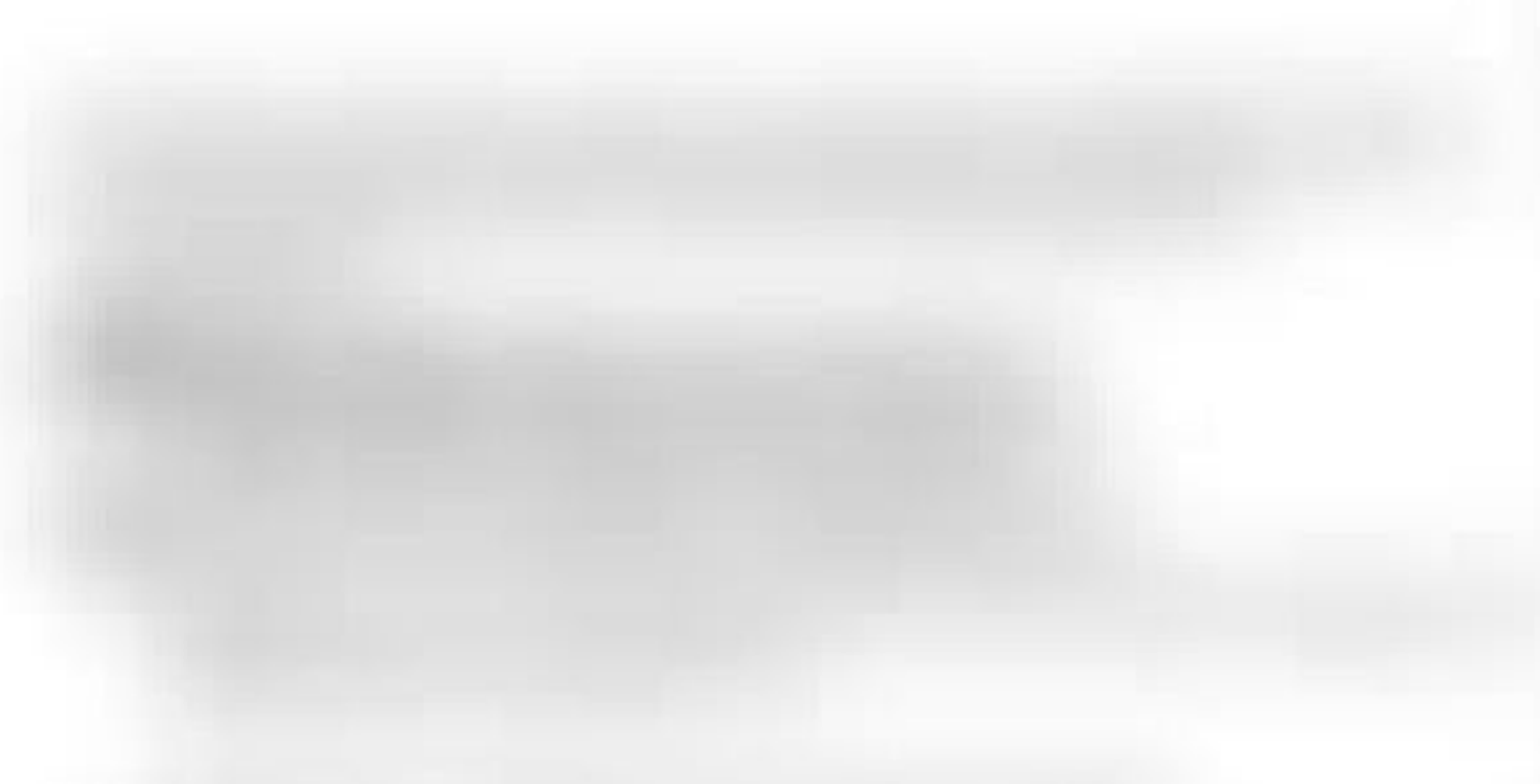
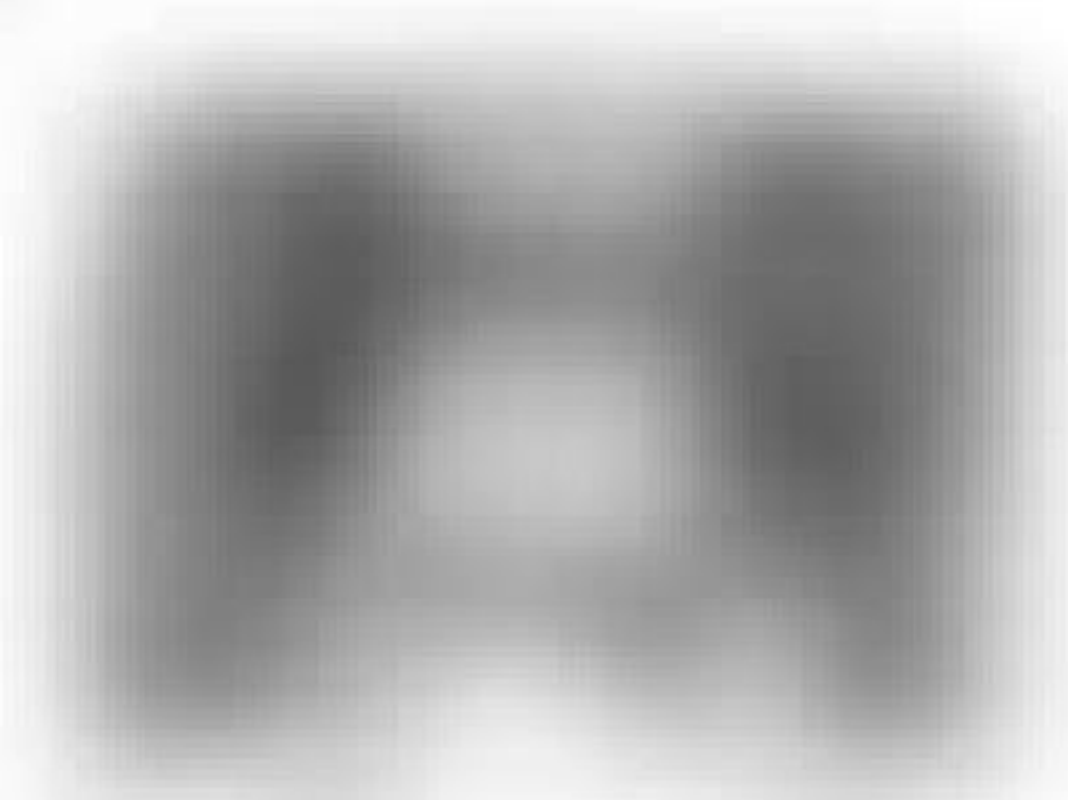
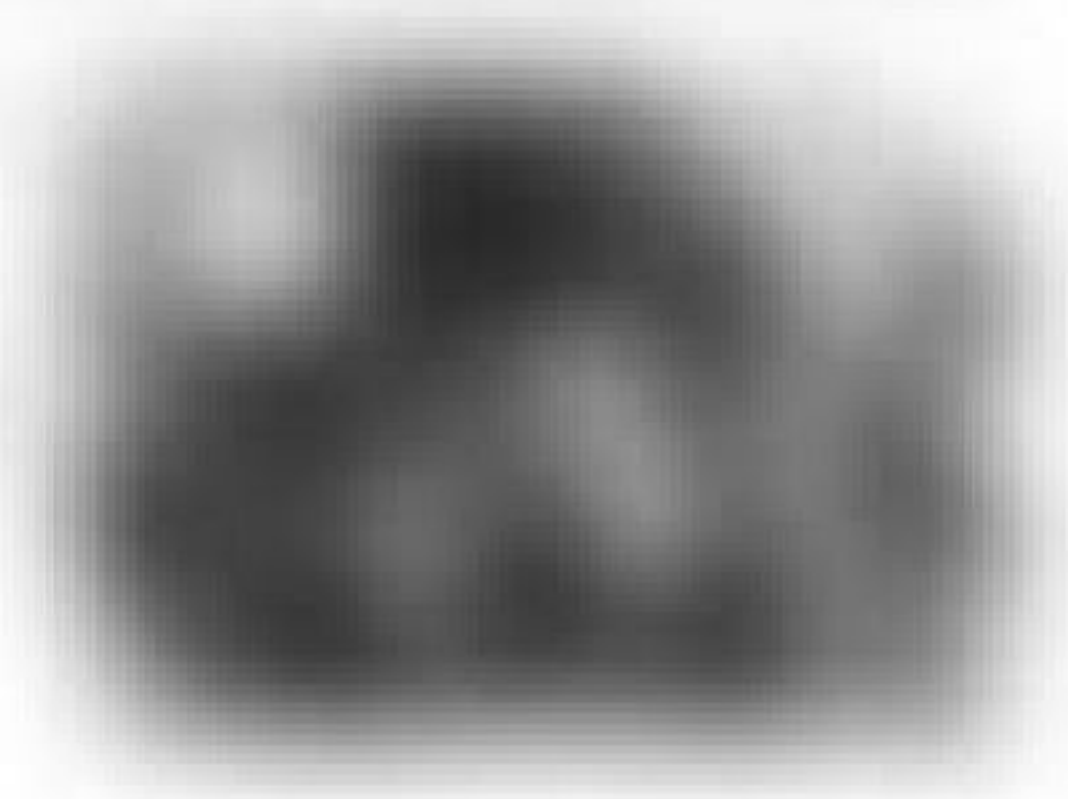
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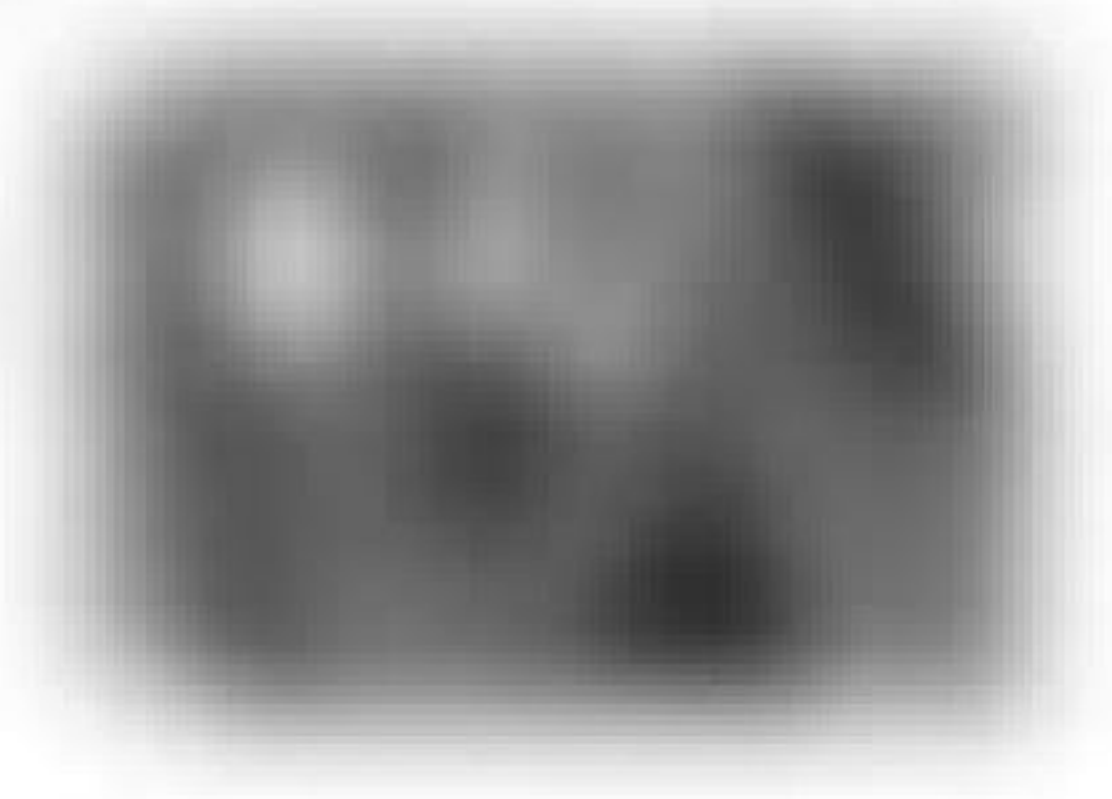
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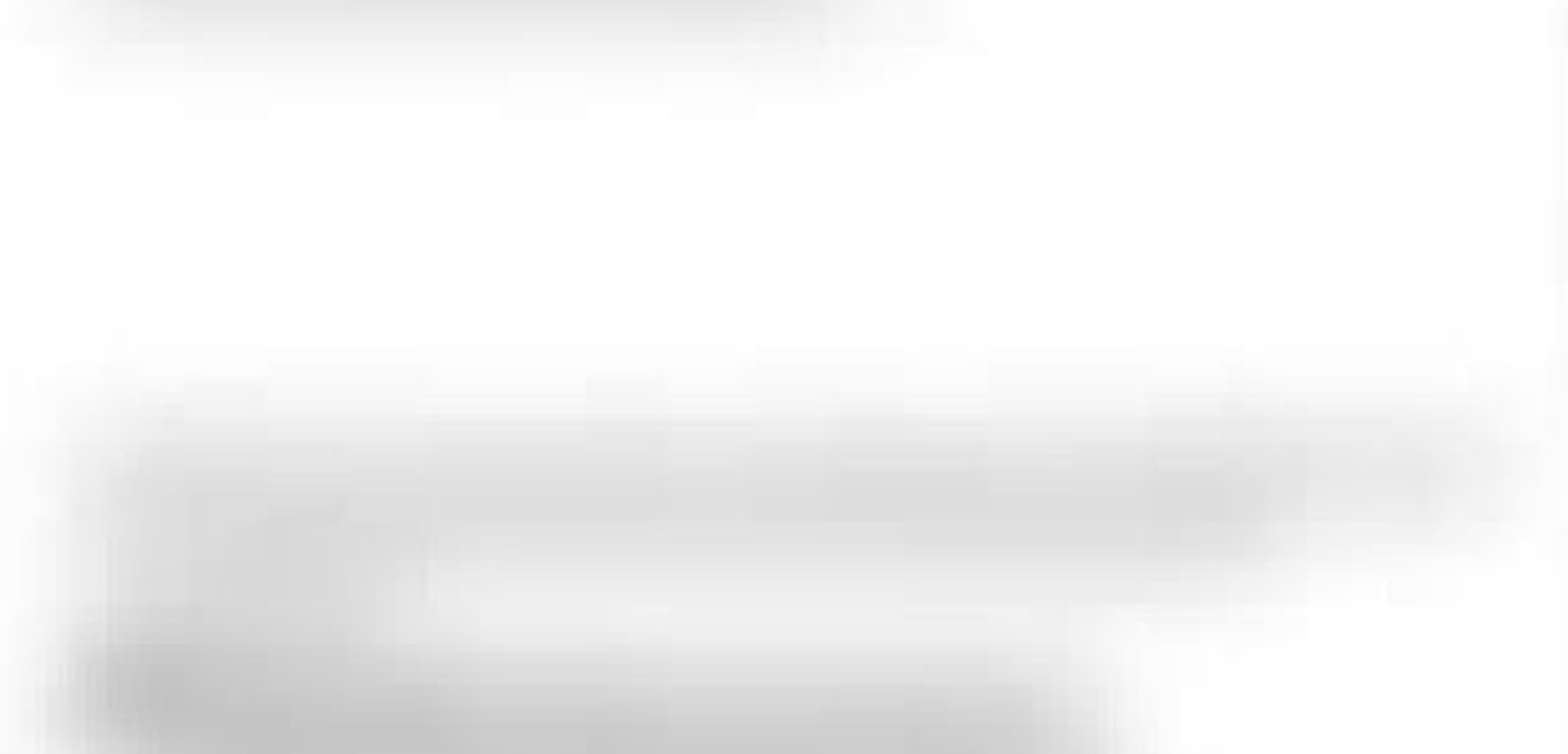
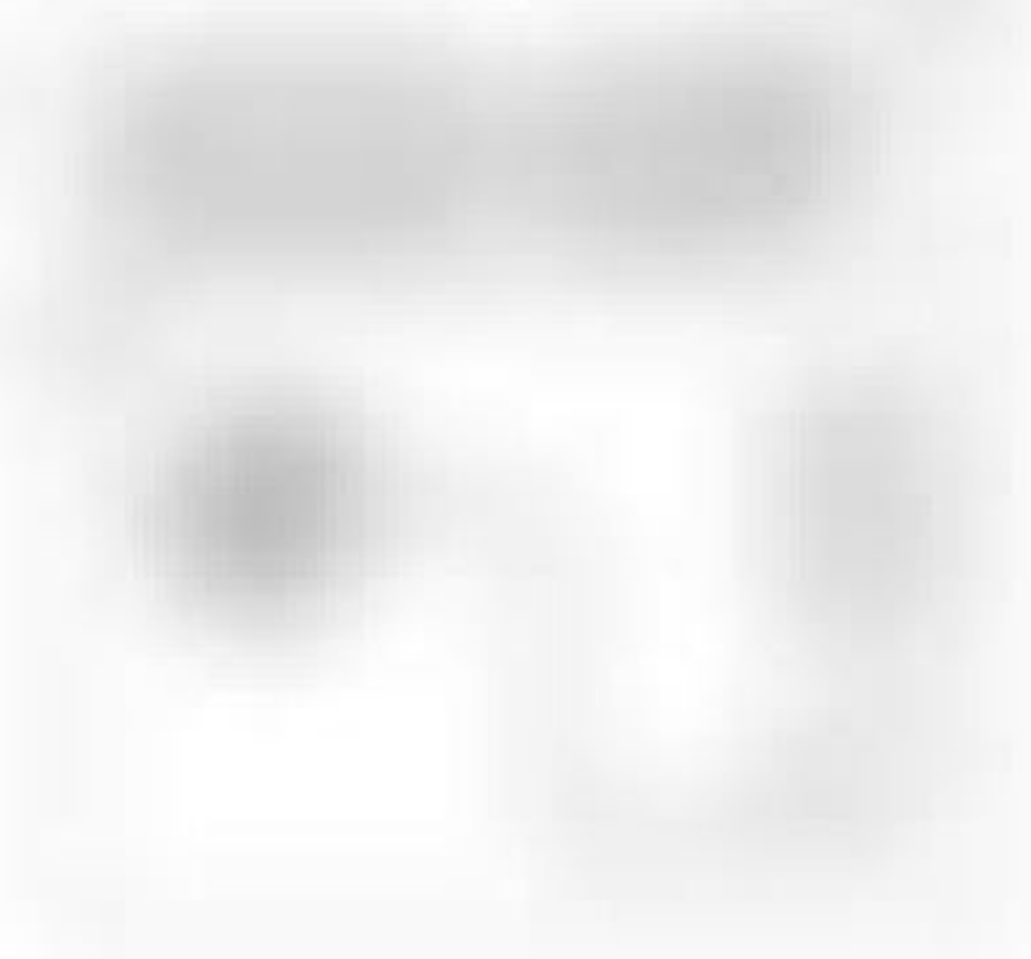
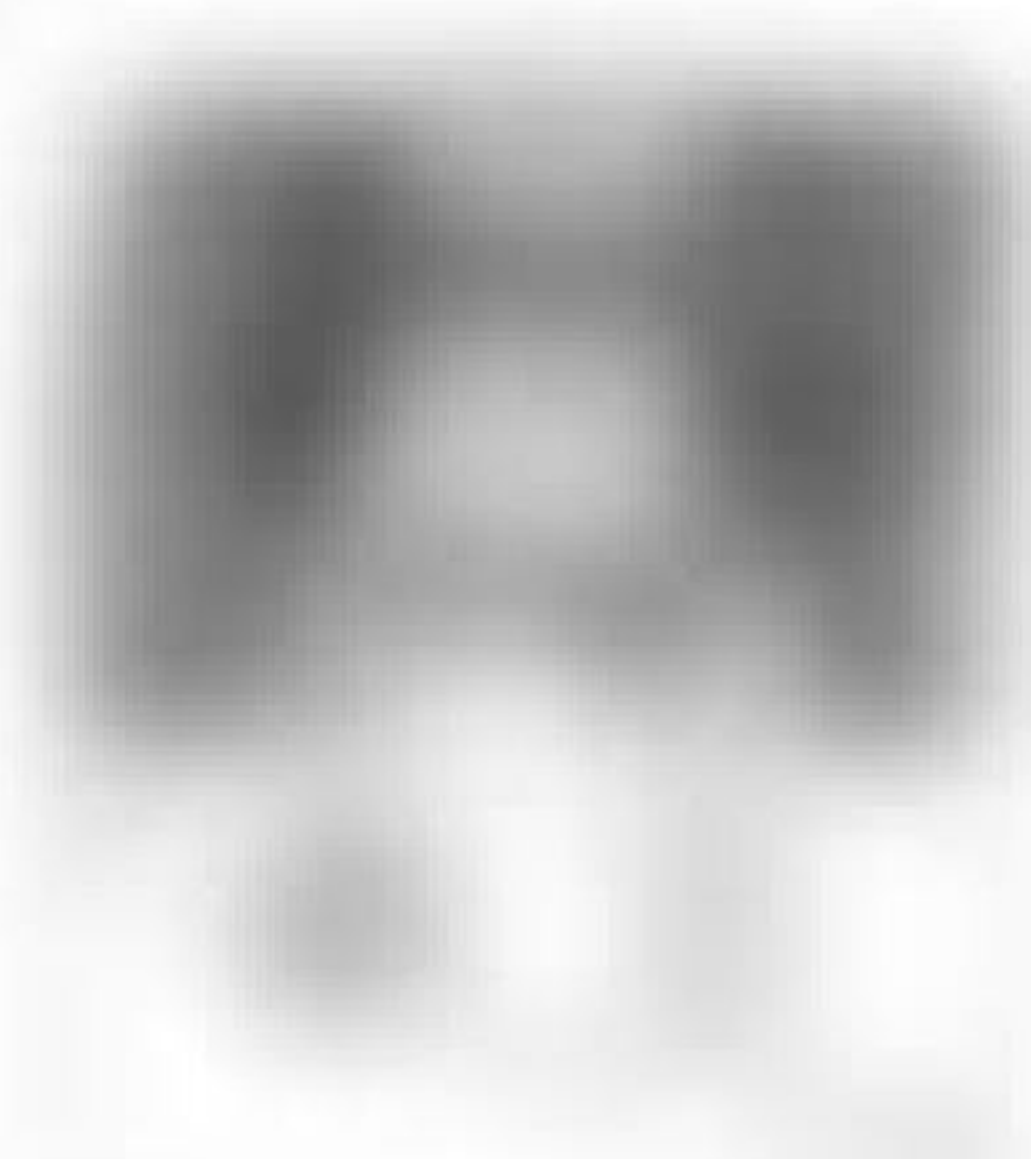
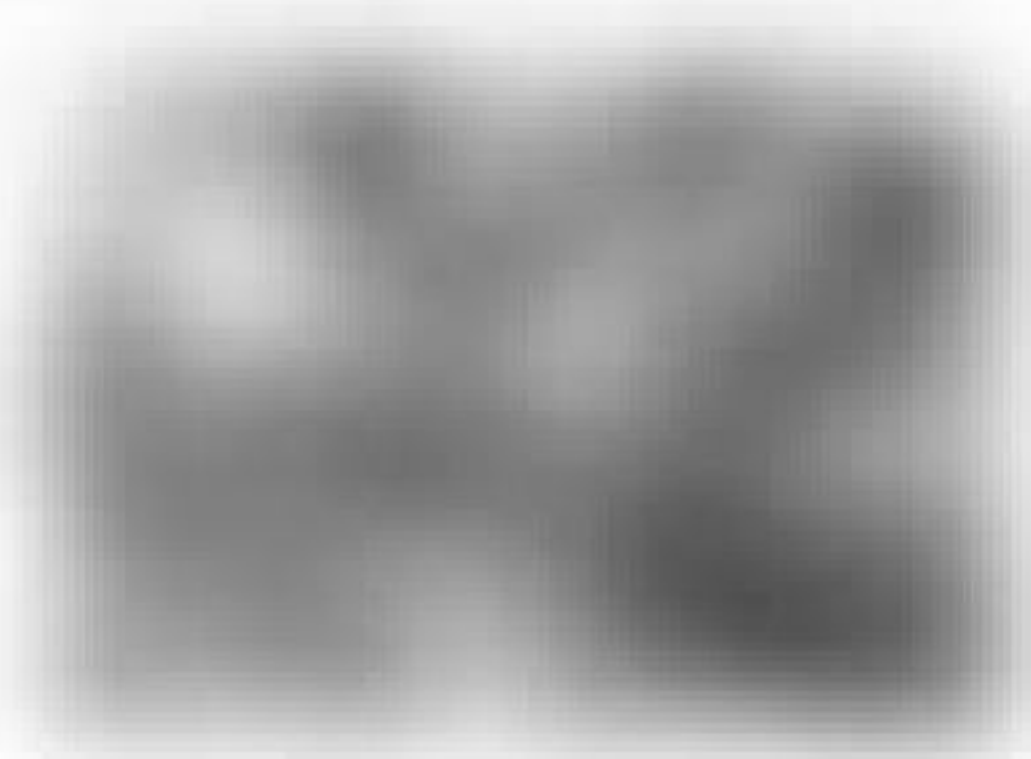


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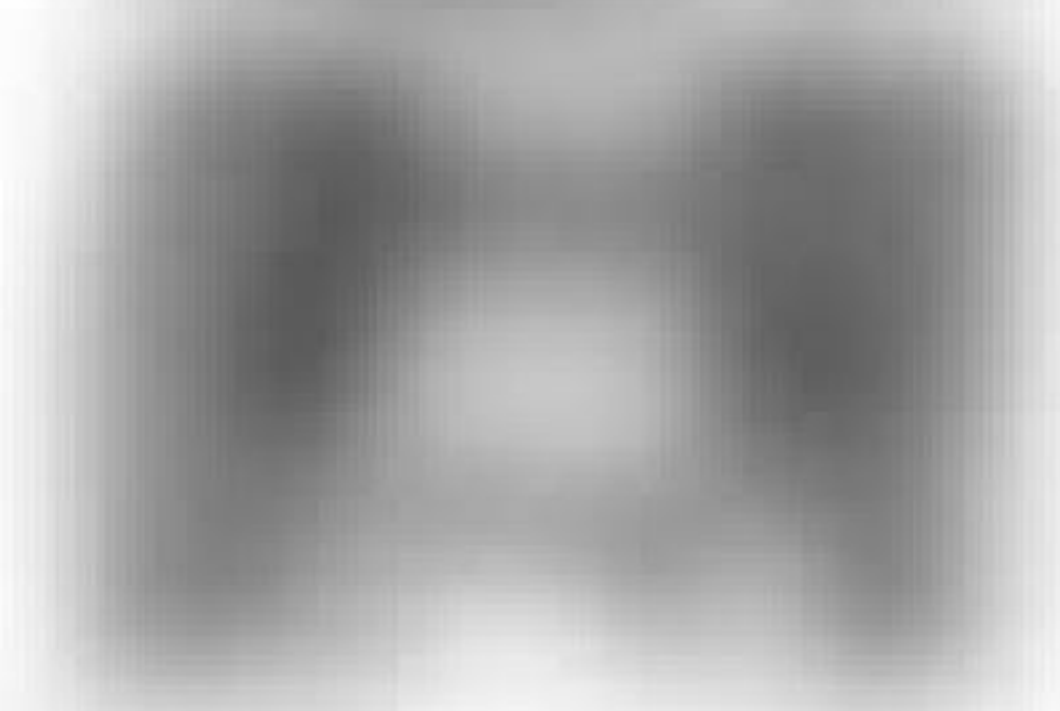
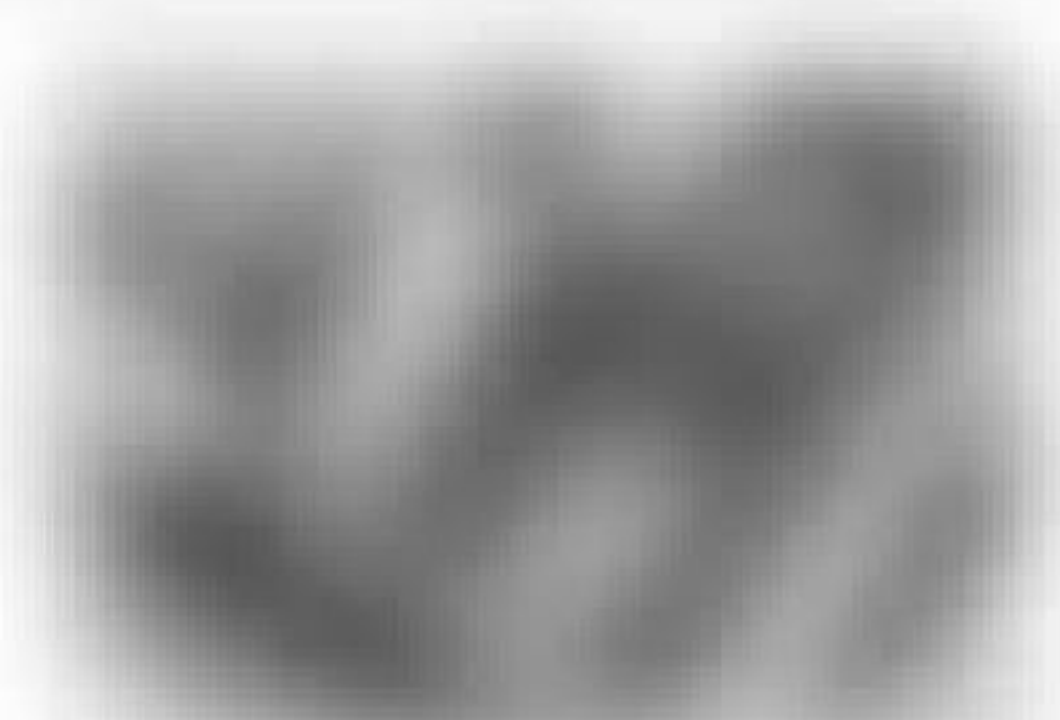
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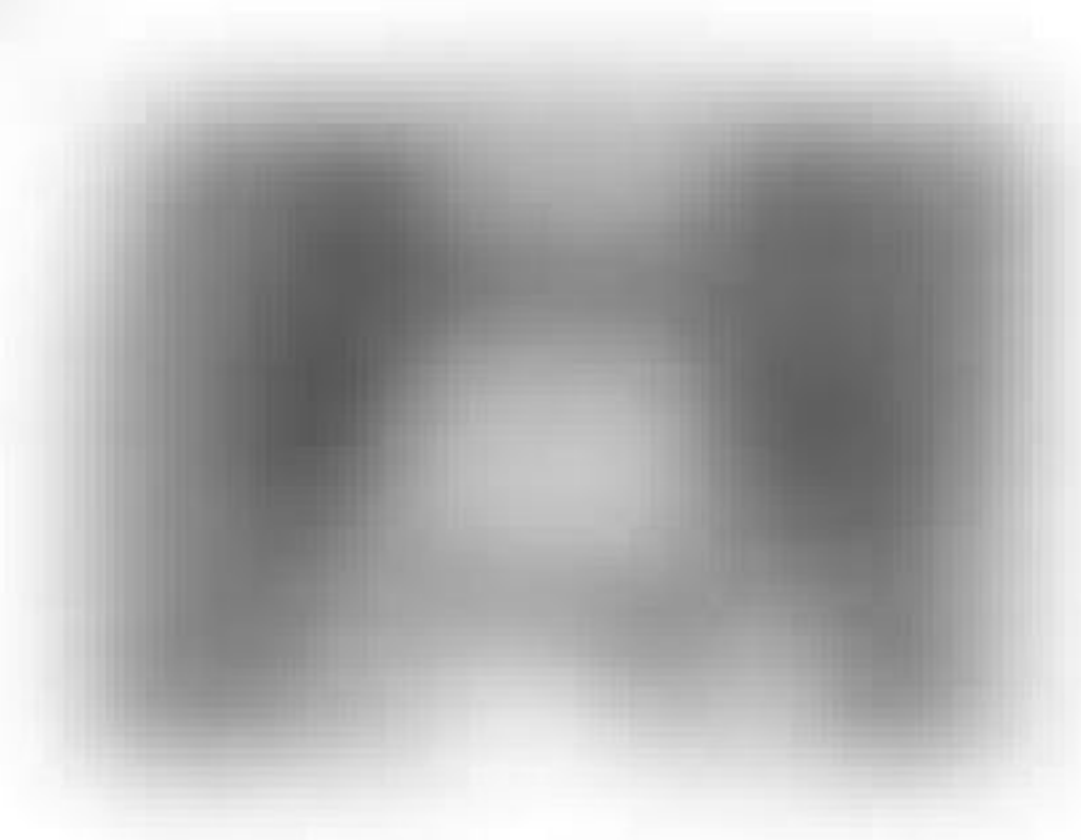
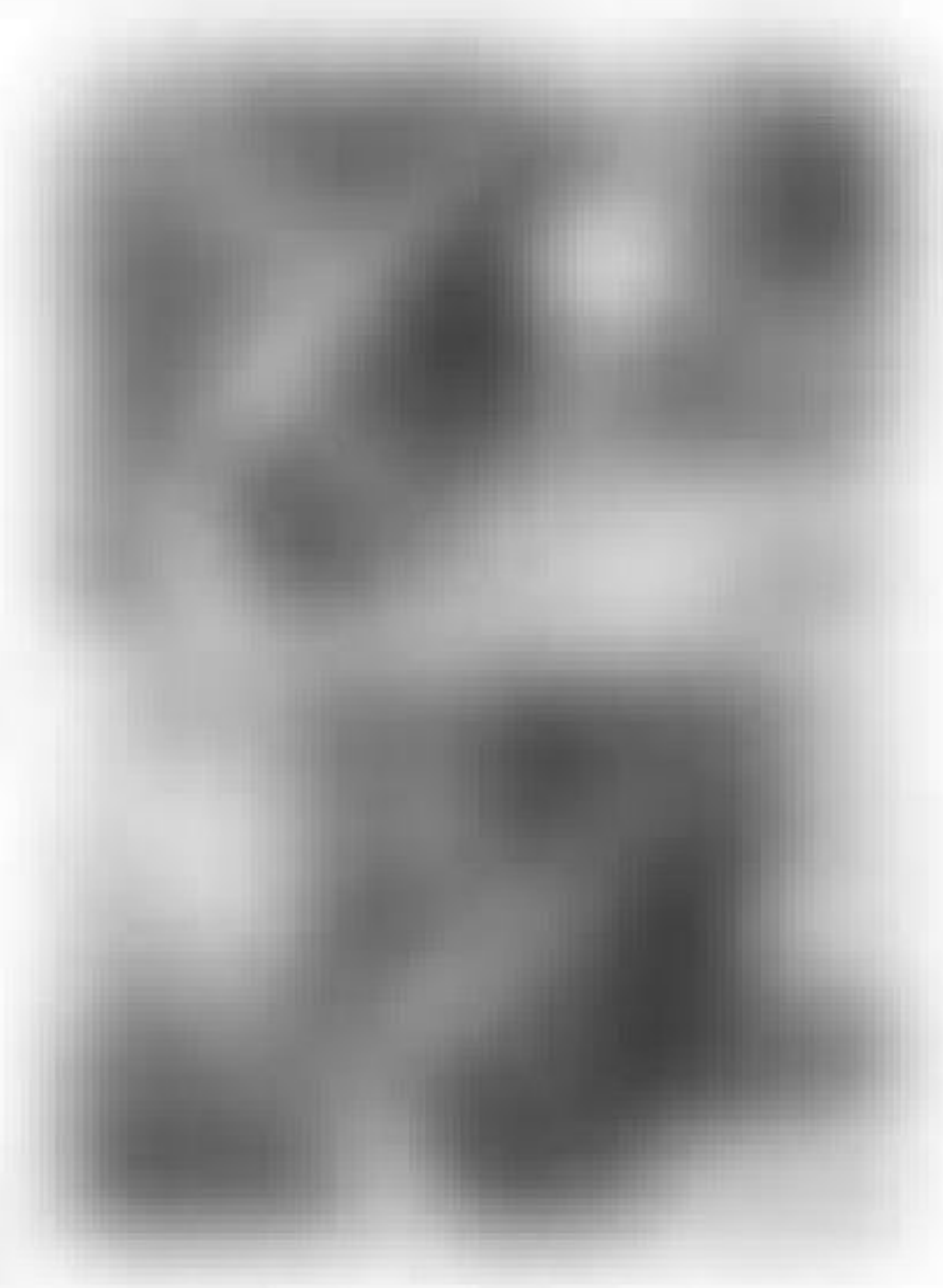








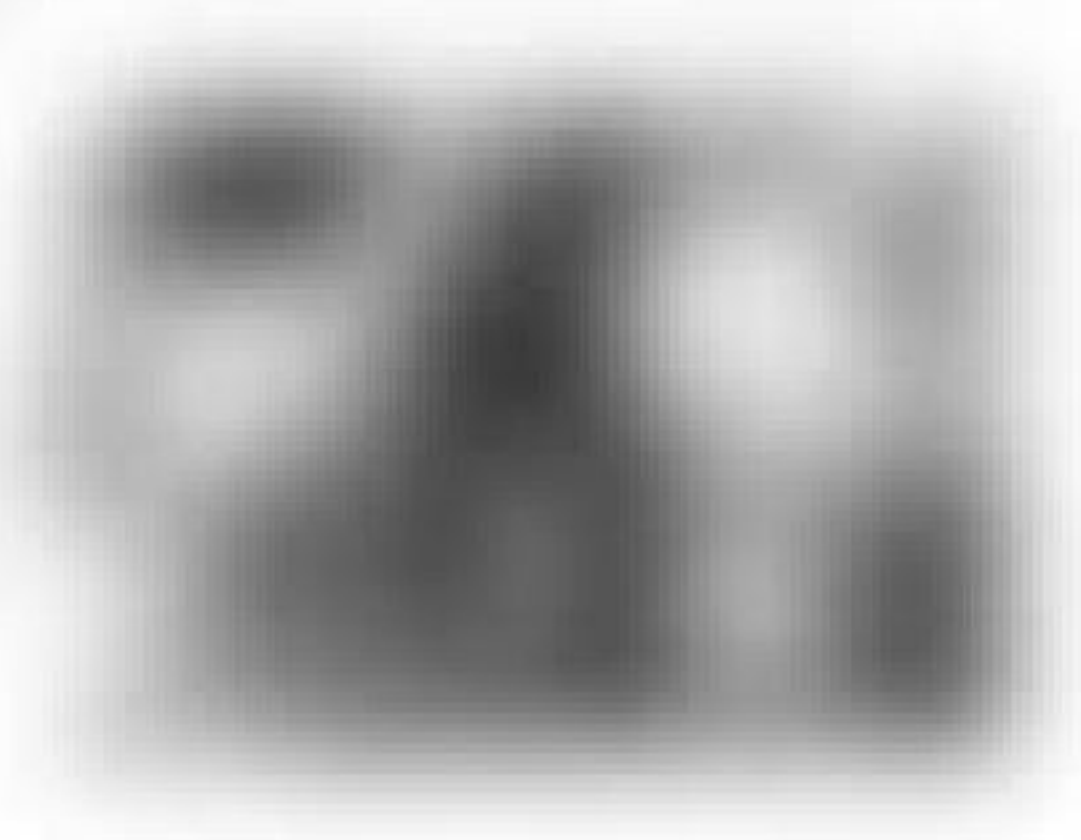
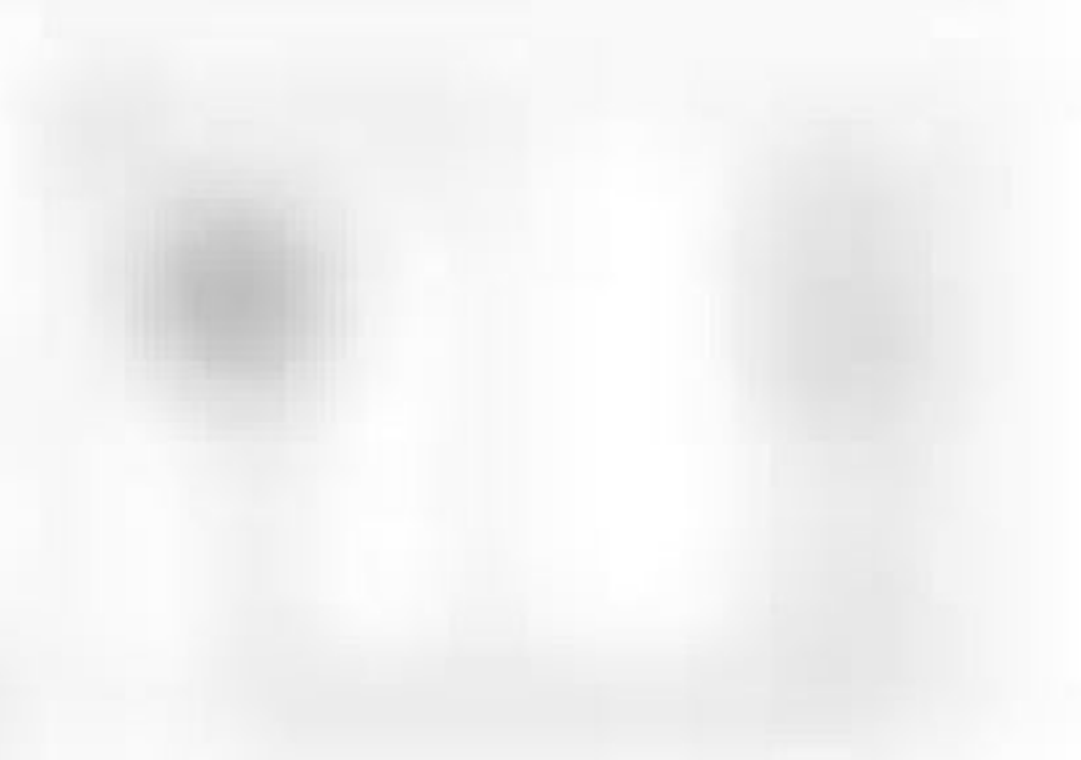




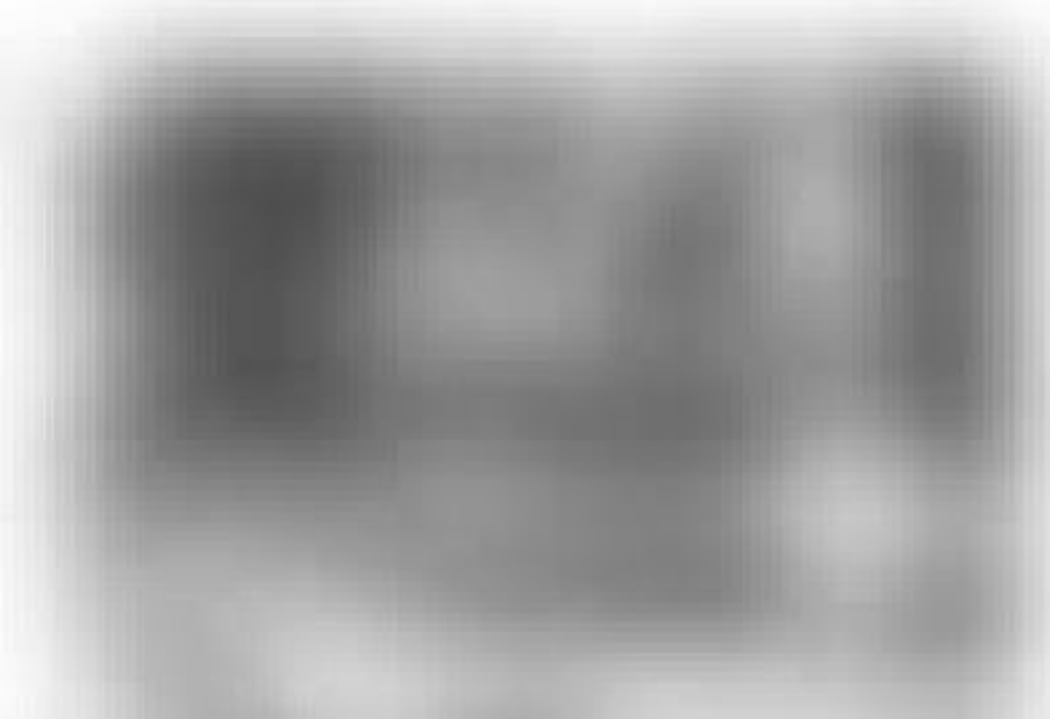
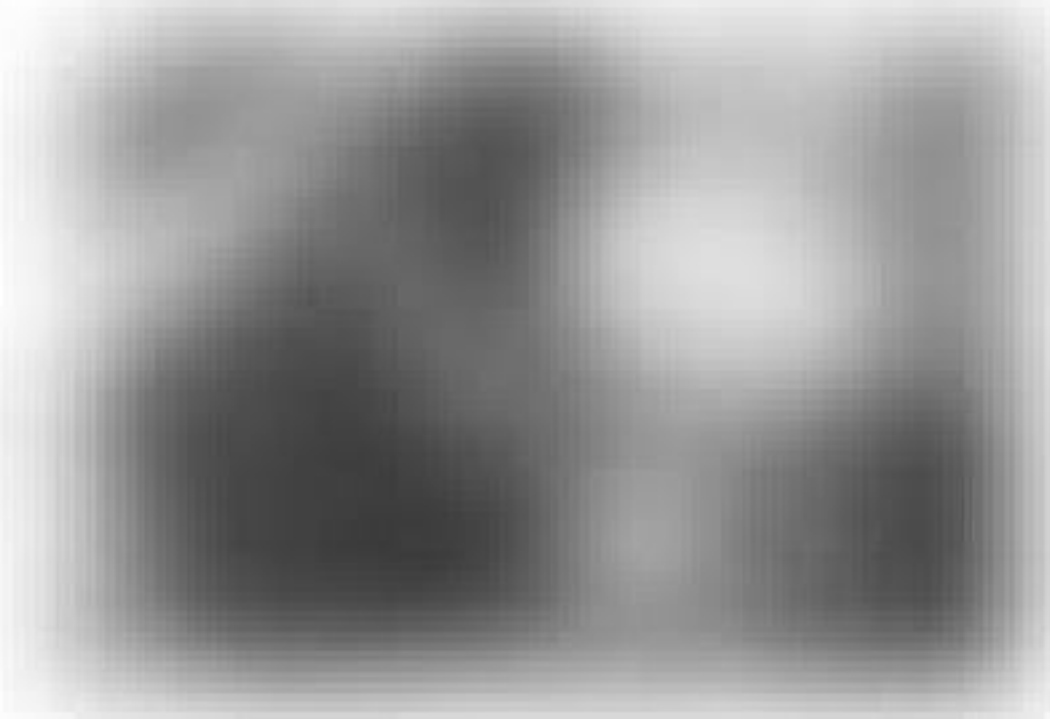
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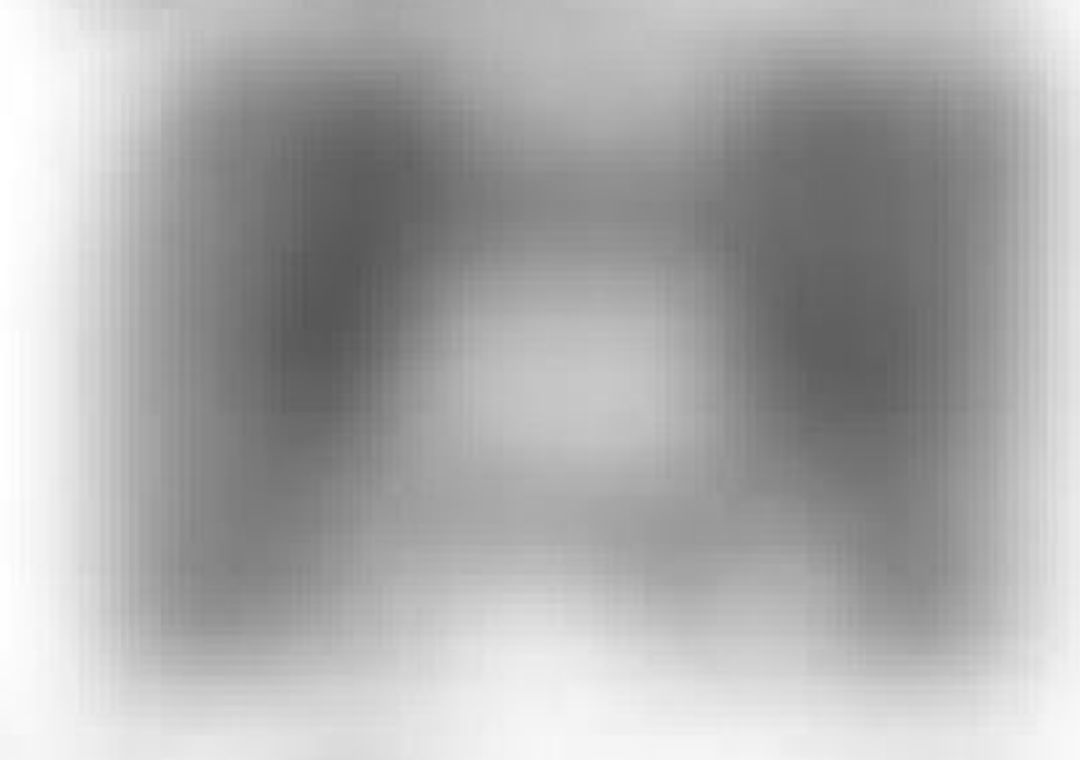
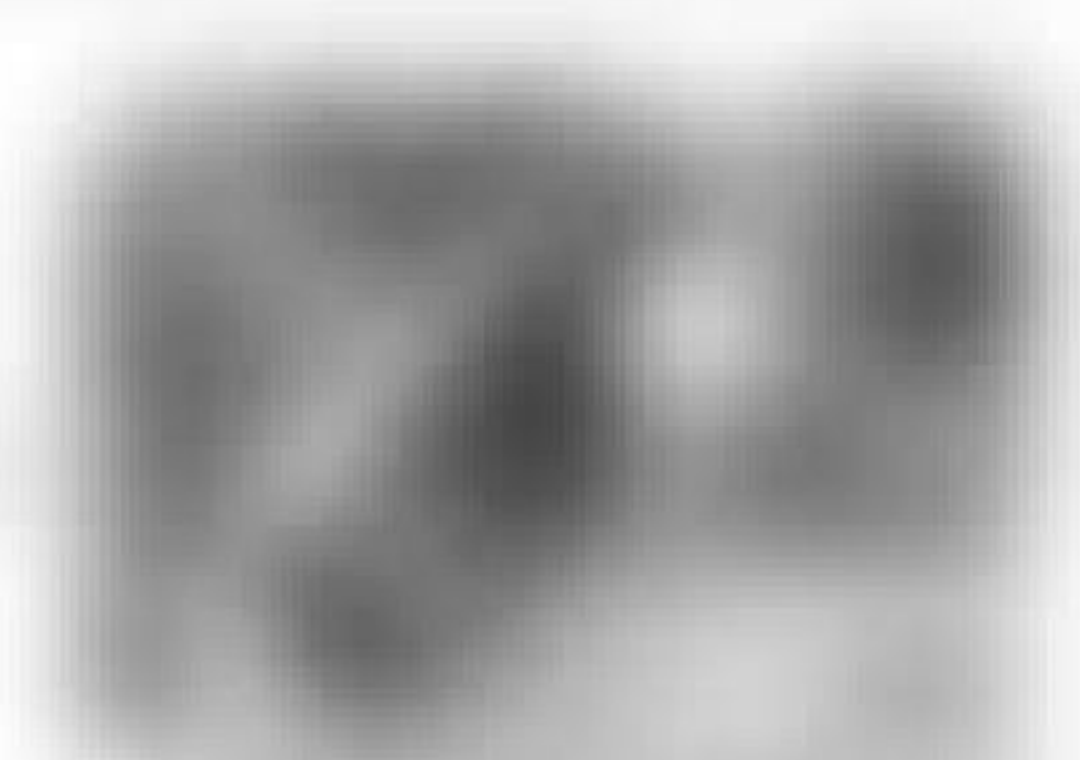






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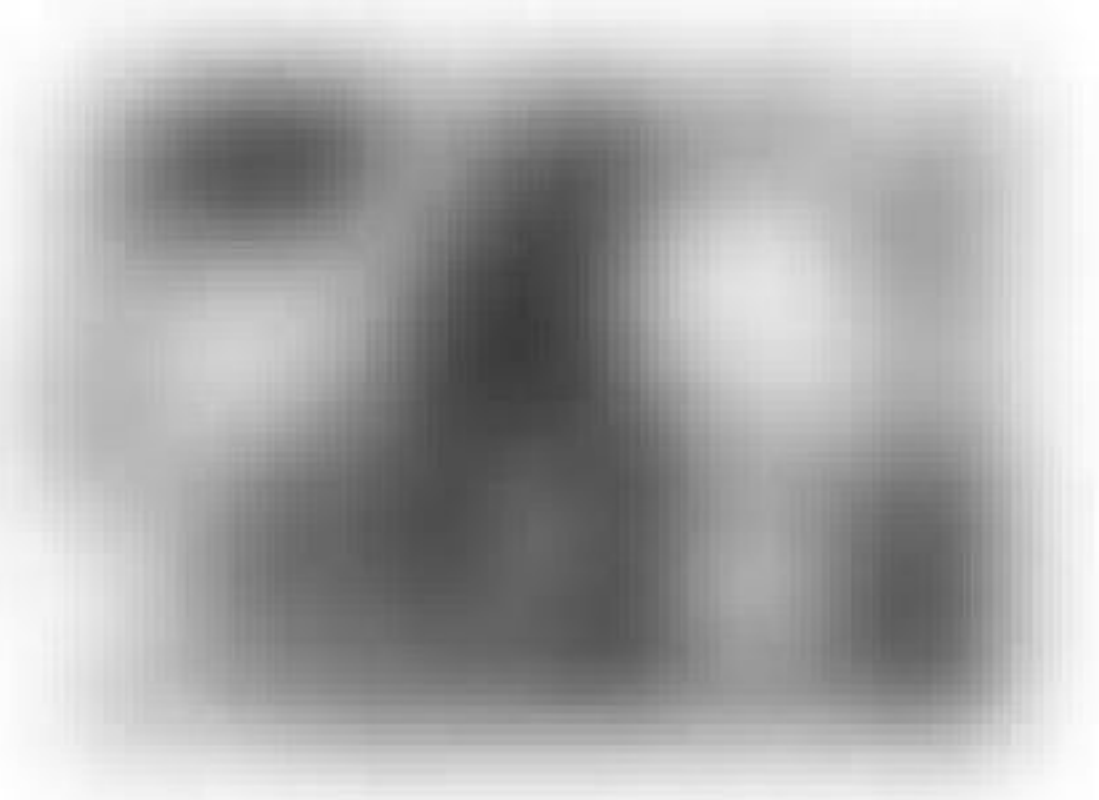






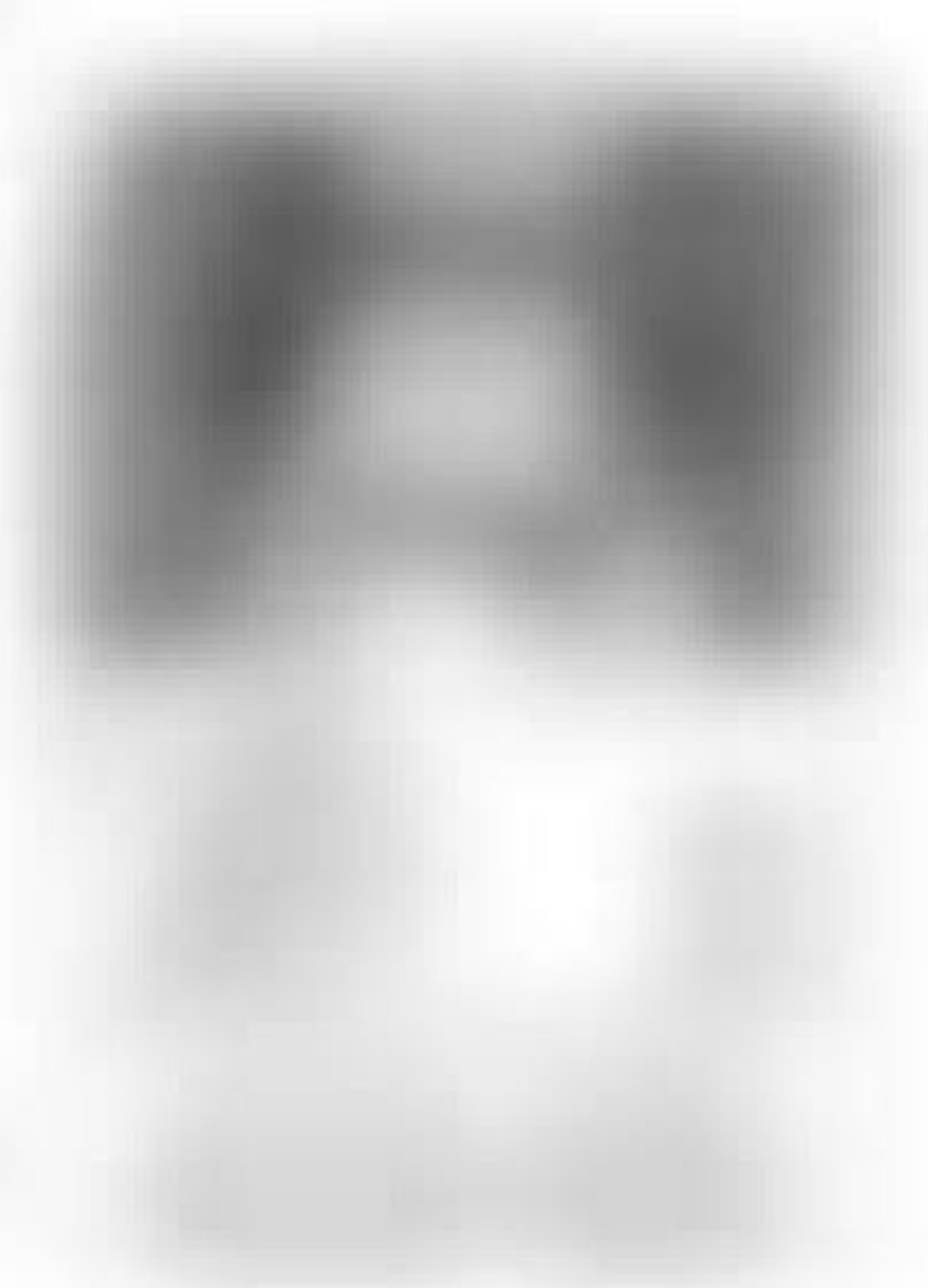
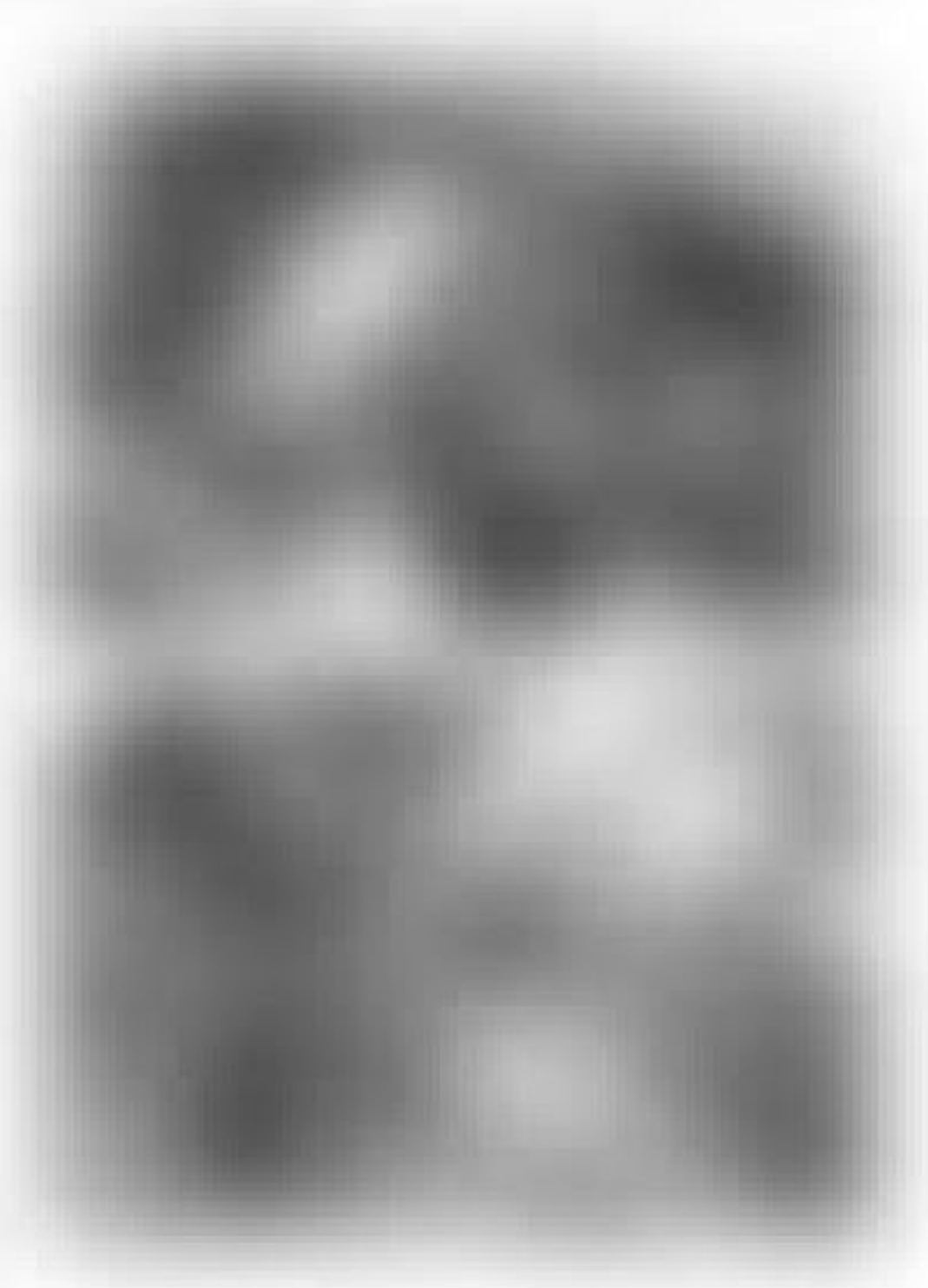












Handwritten text in vertical columns, likely a calligraphic inscription or a list of names. The characters are written in a cursive style (Caoshu) and are arranged in two columns, with the right column being slightly longer than the left. The ink is dark and the background is a light, textured paper.

1. The first part of the document is a list of the names of the persons who have been appointed to the various offices of the city.

2. The second part of the document is a list of the names of the persons who have been appointed to the various offices of the city.

3. The third part of the document is a list of the names of the persons who have been appointed to the various offices of the city.

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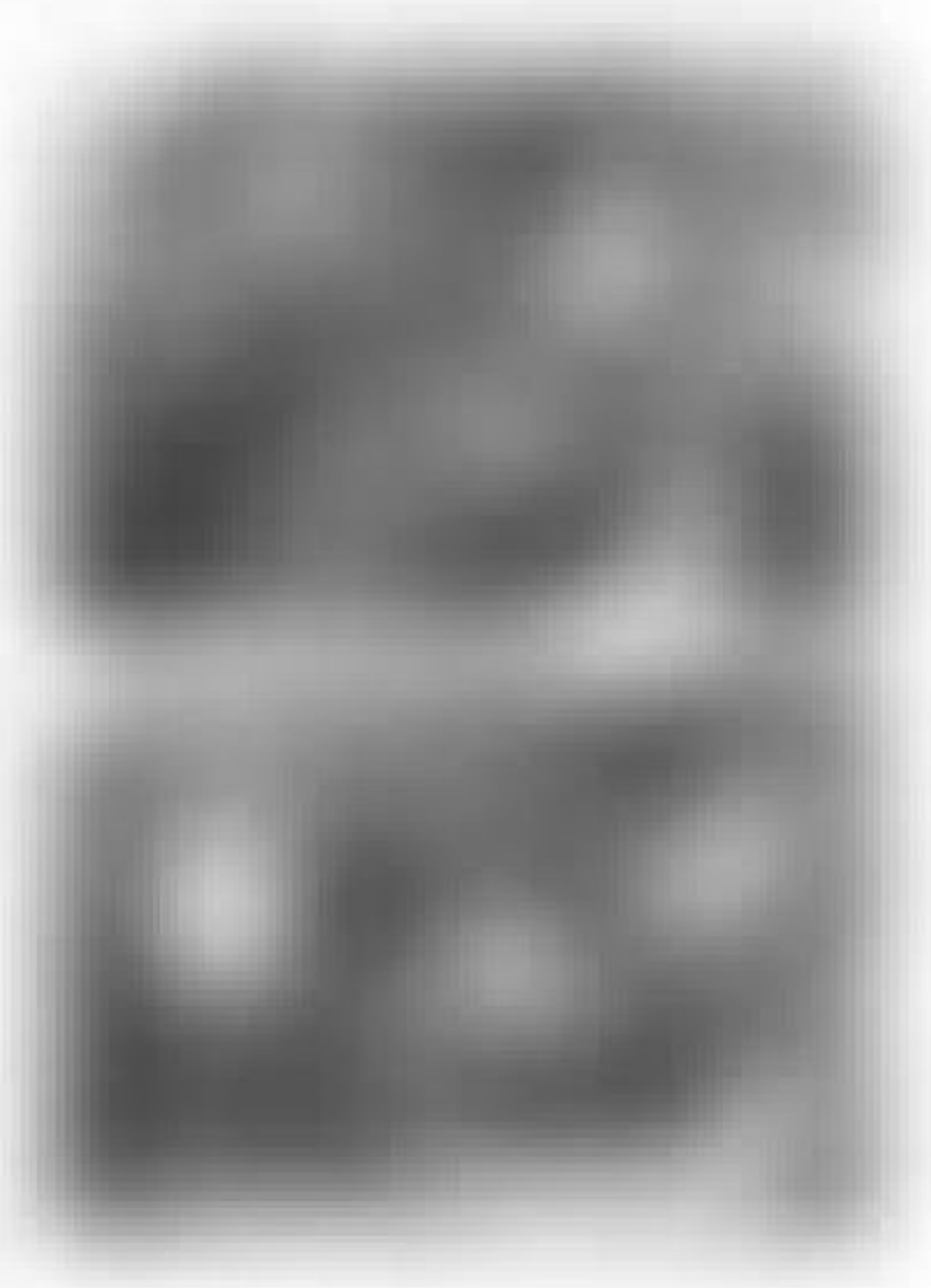
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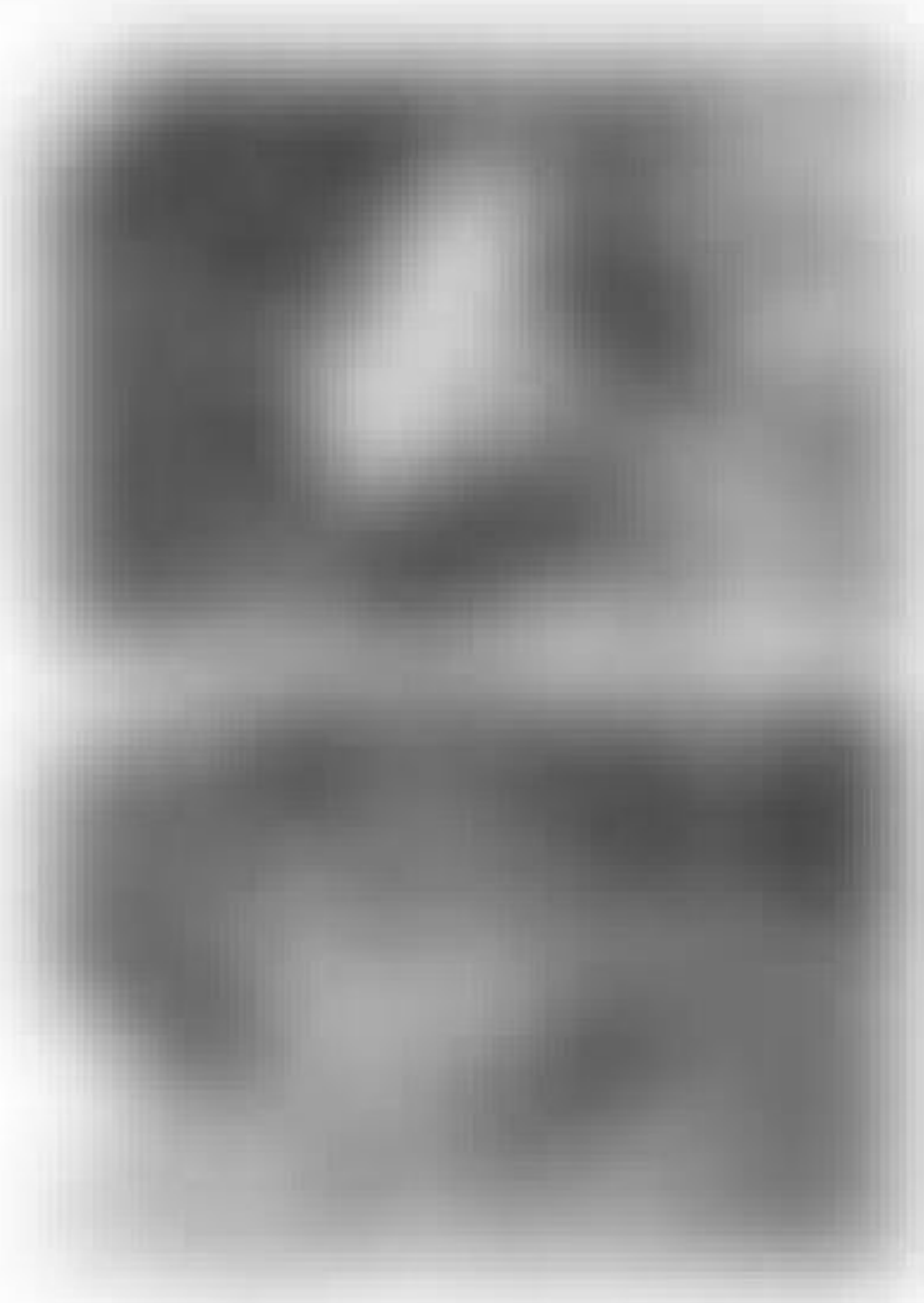


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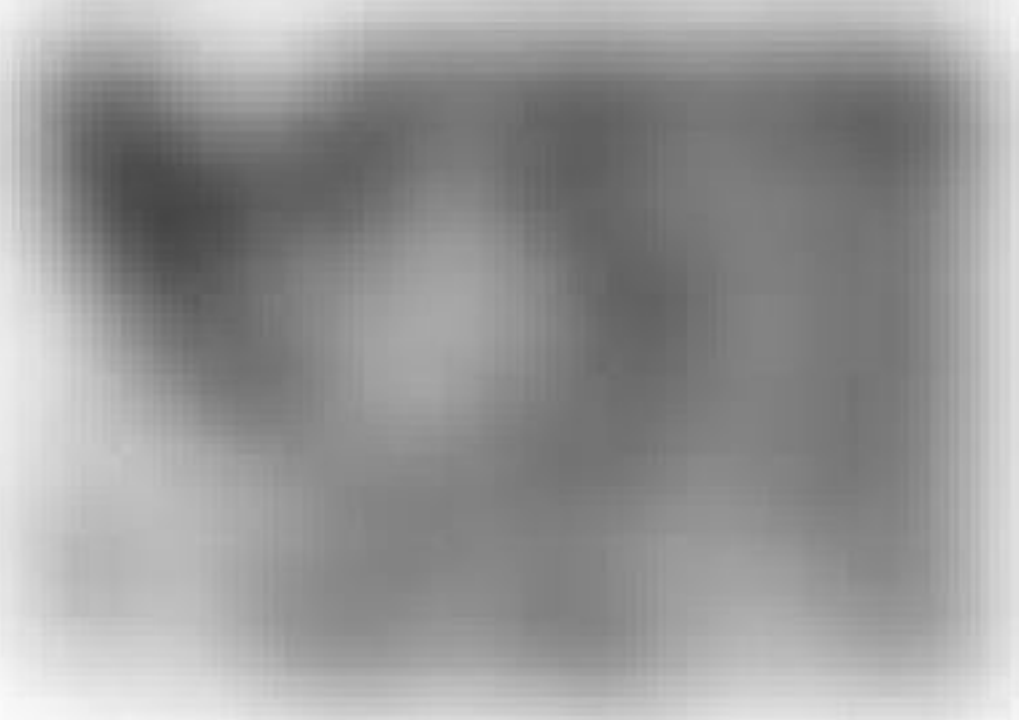
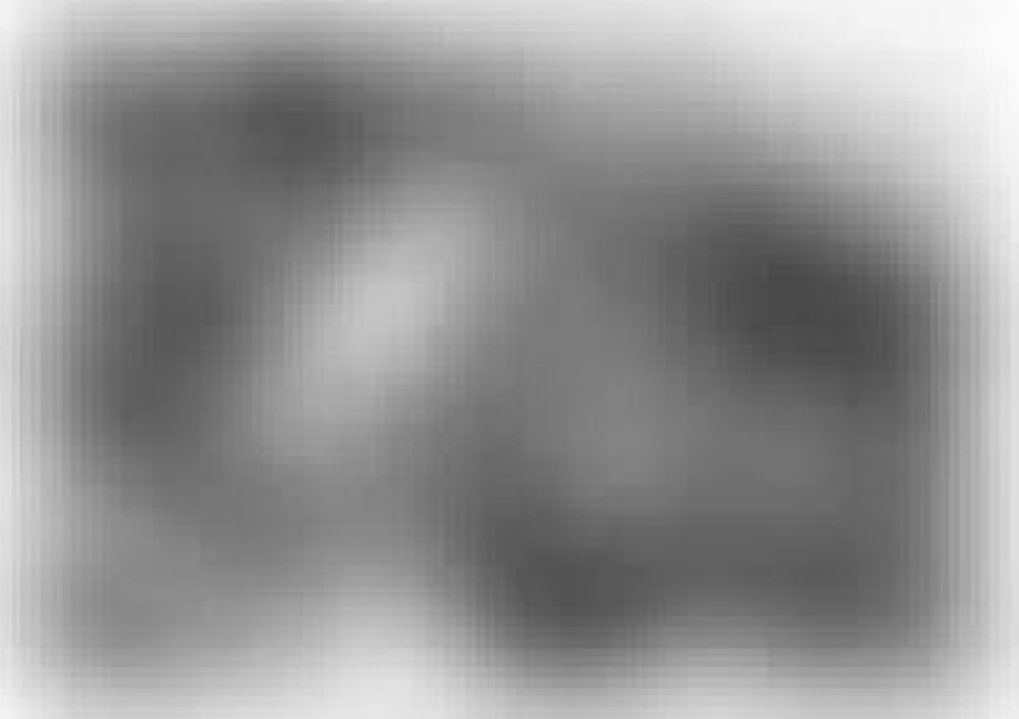
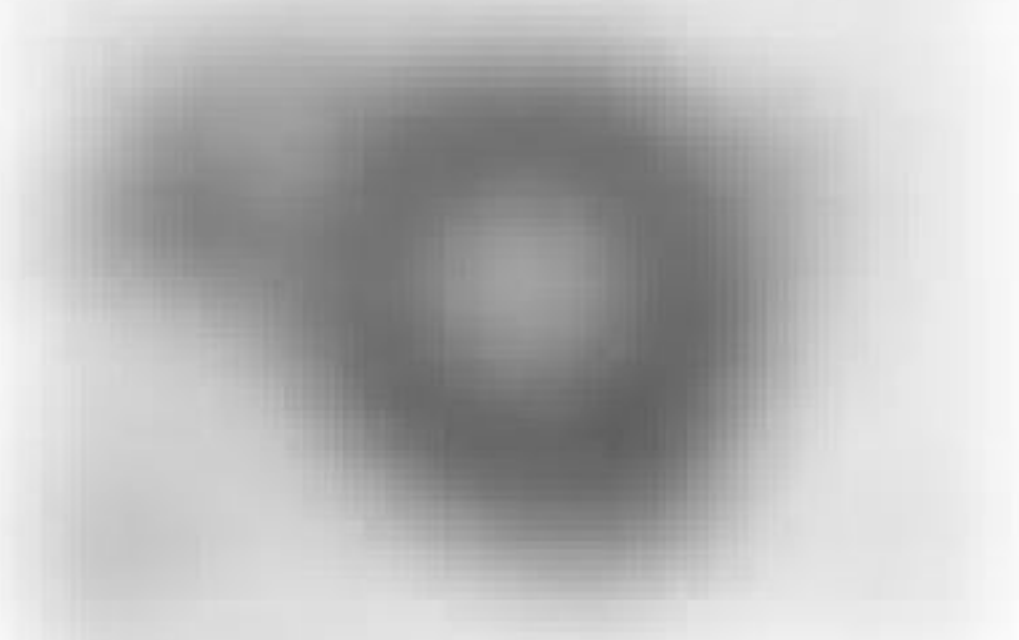
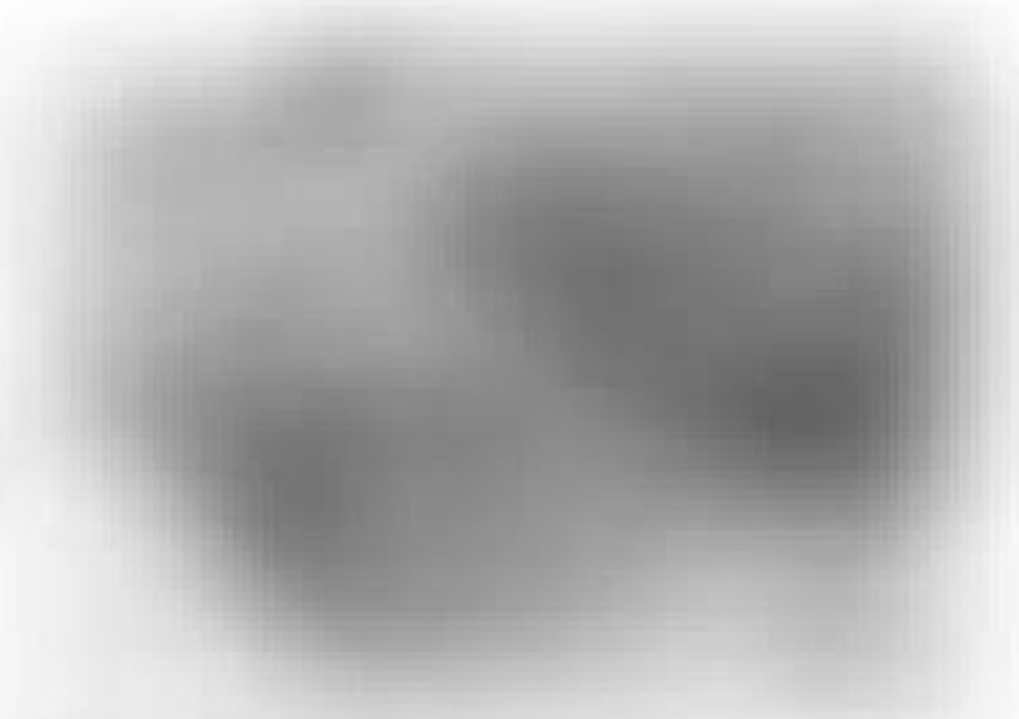
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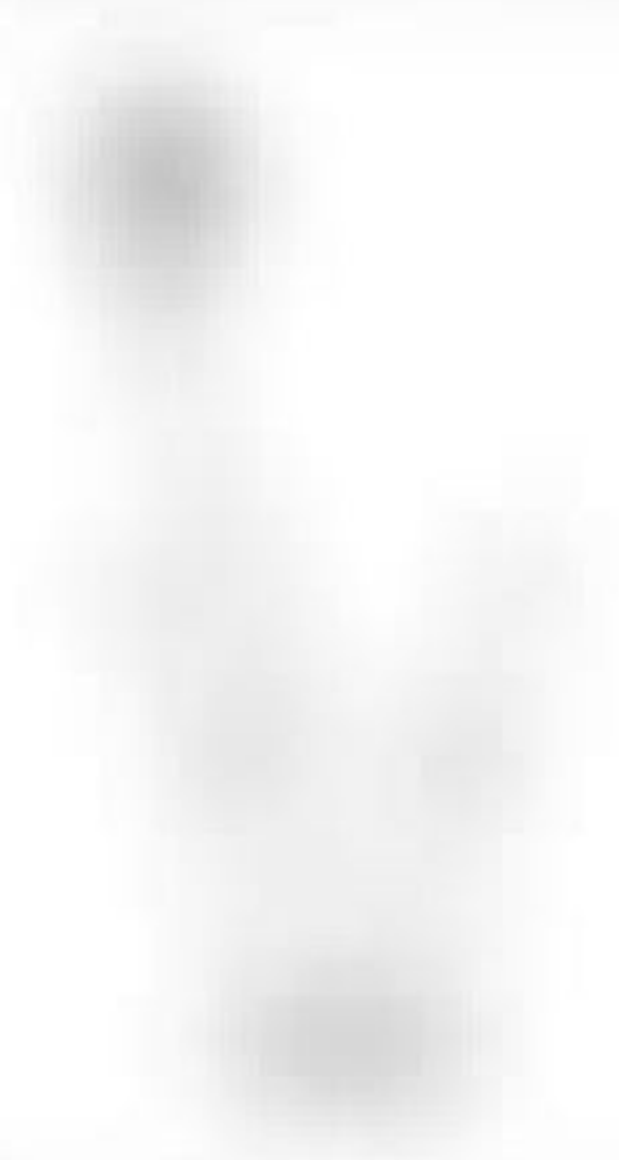
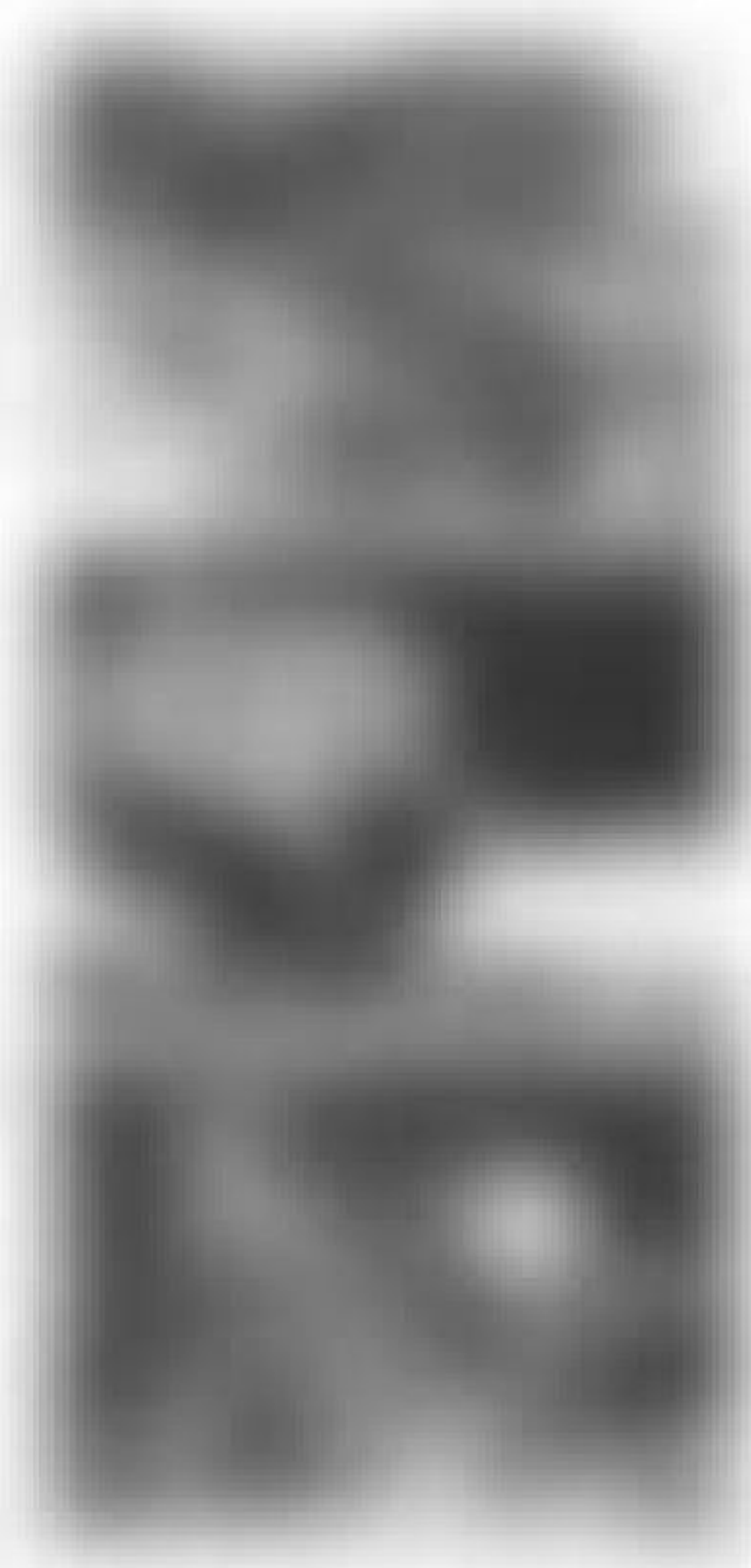




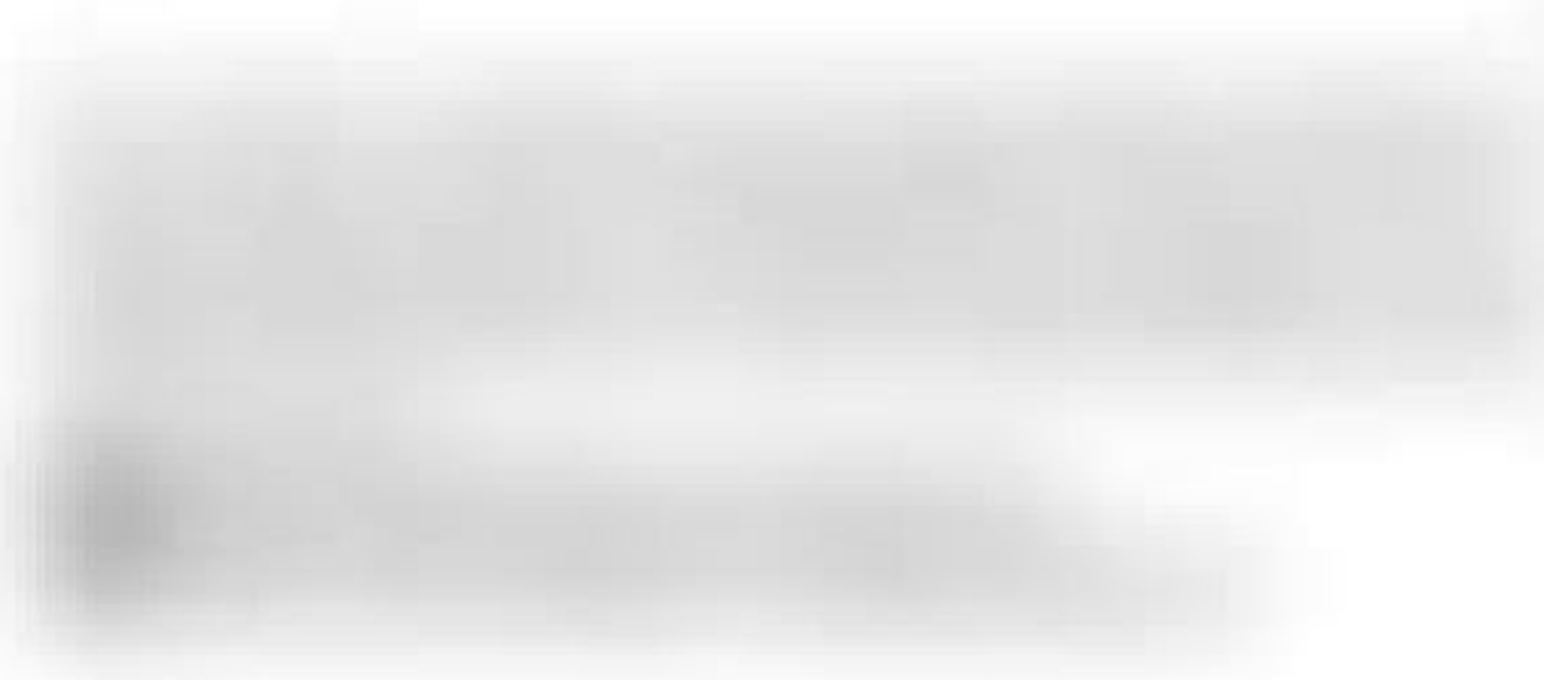
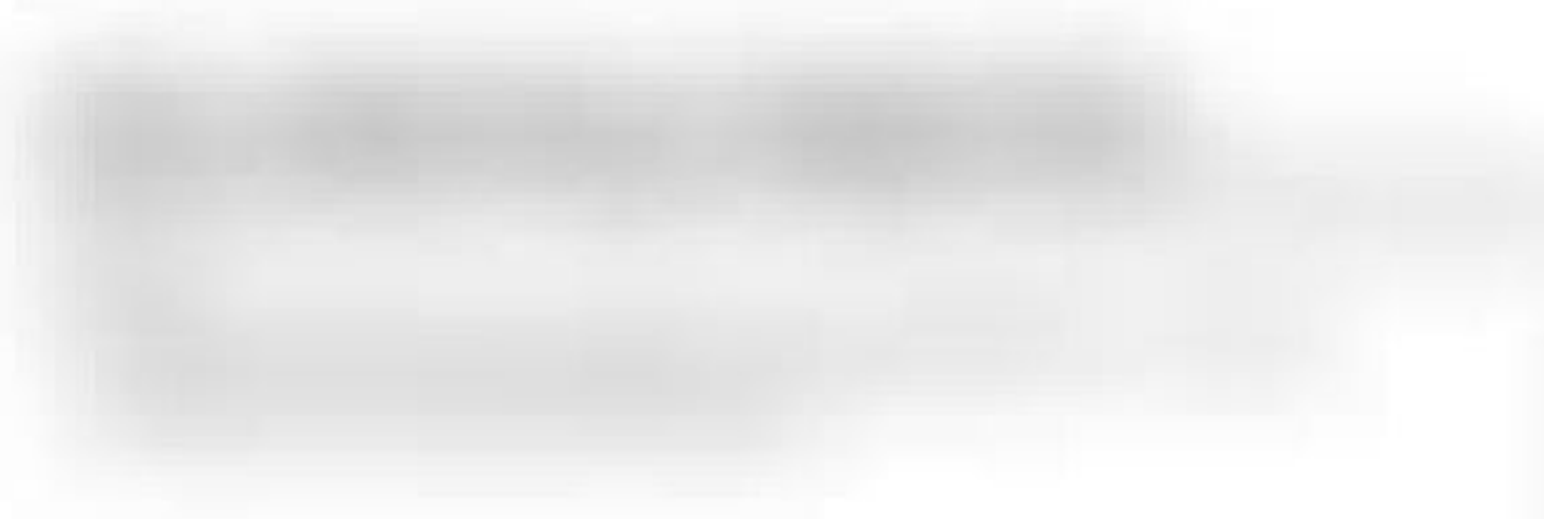
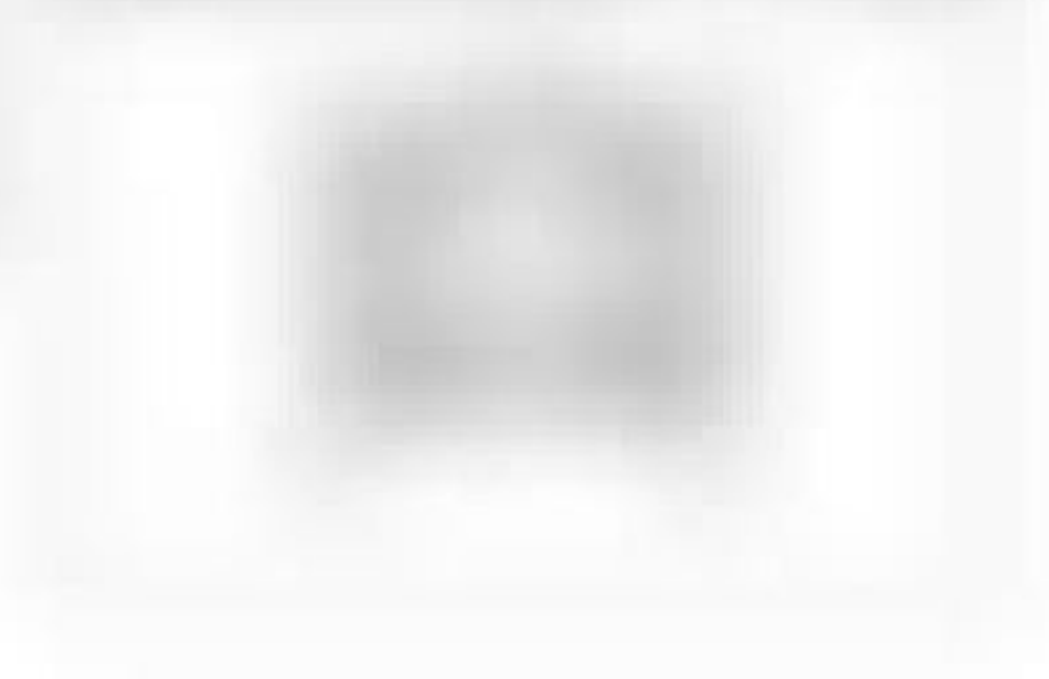
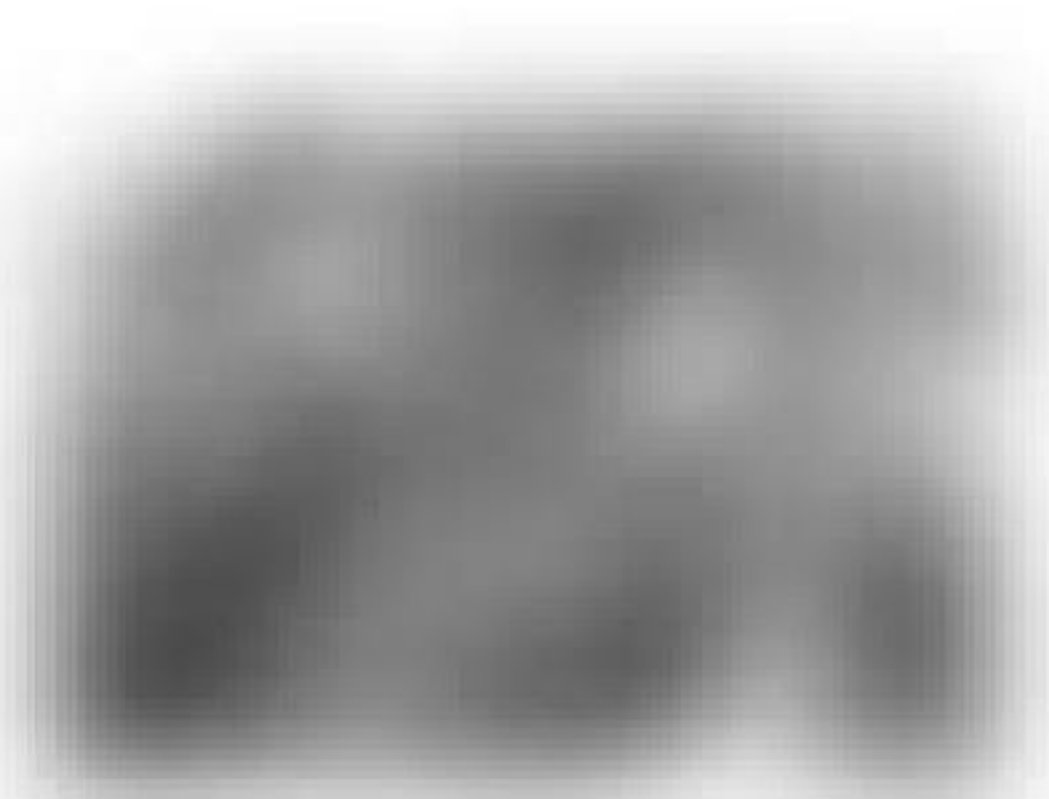
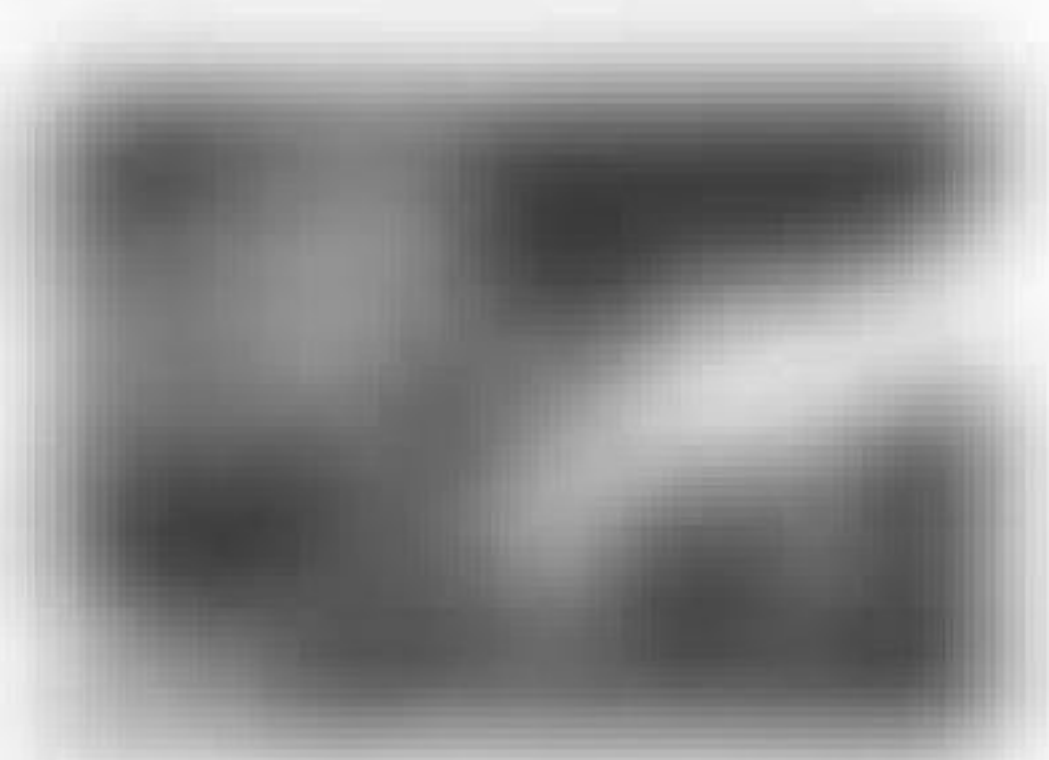
















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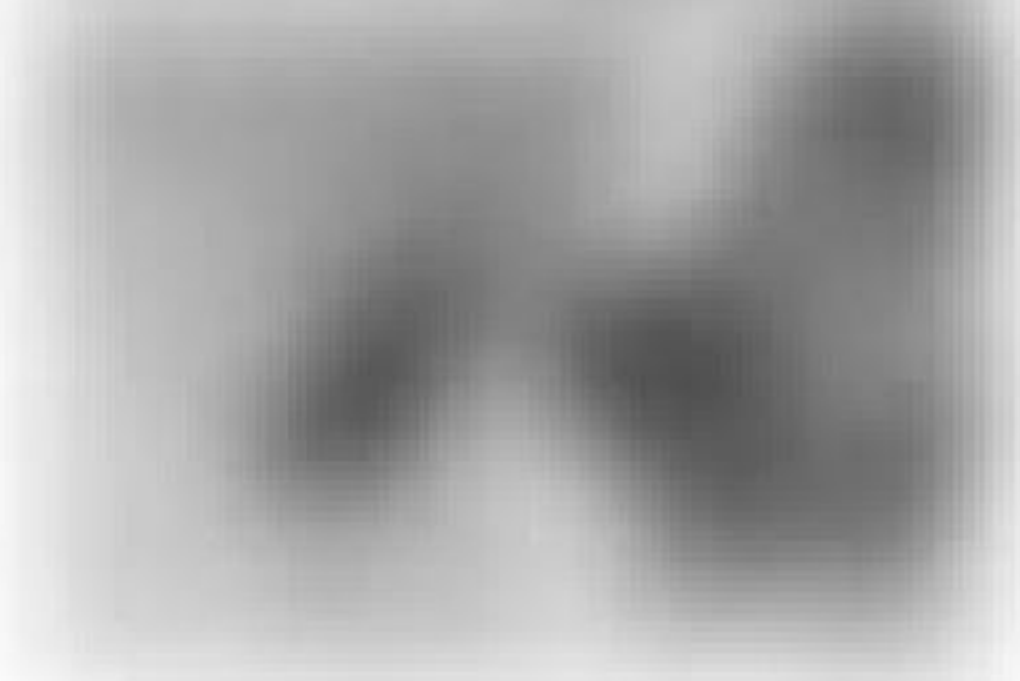
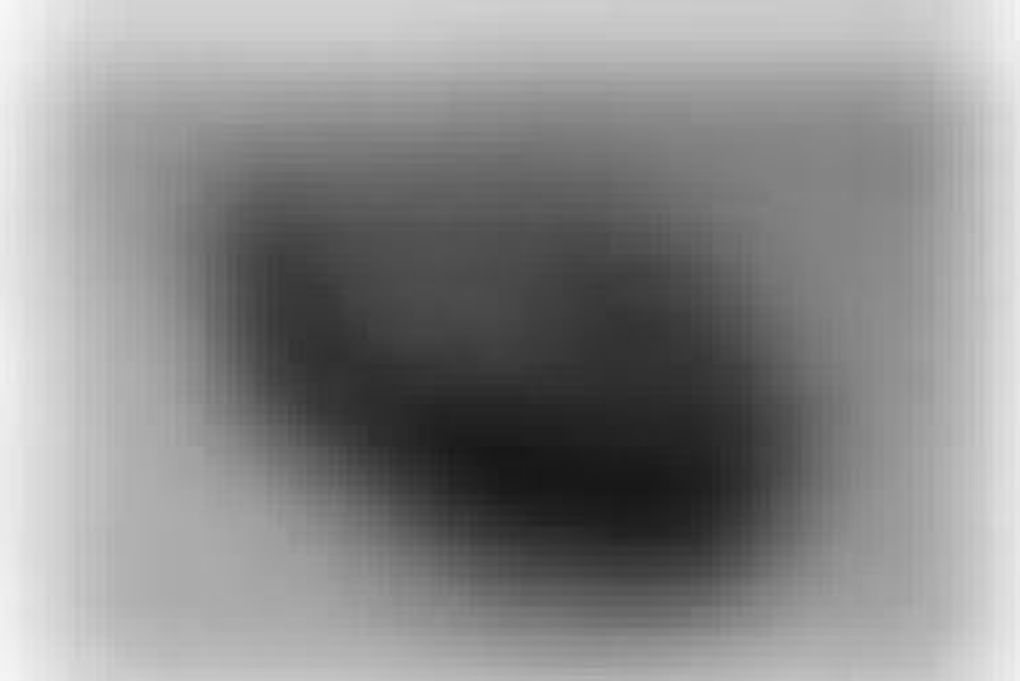
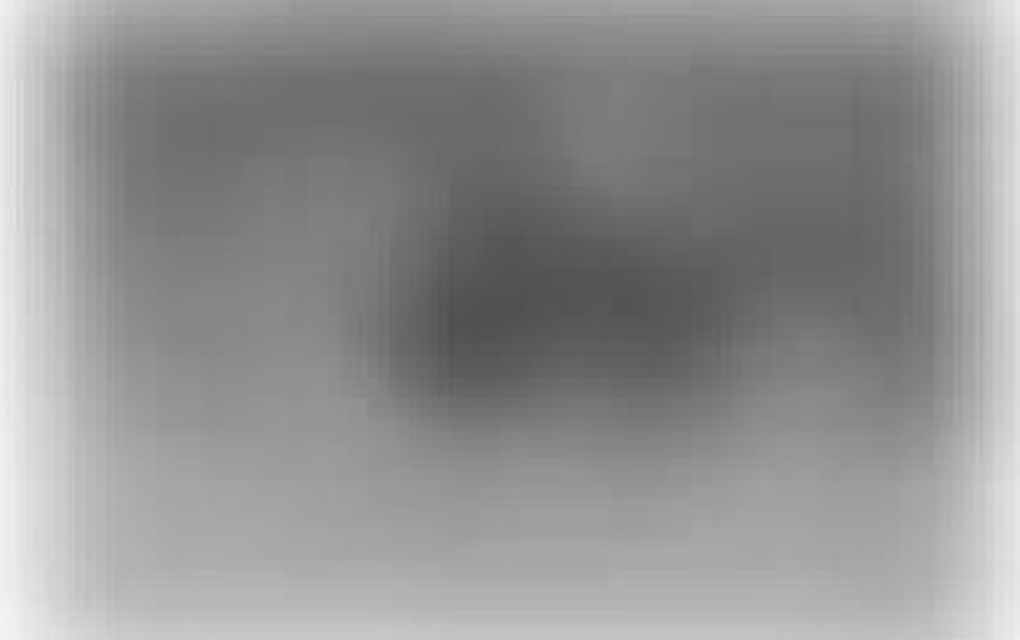
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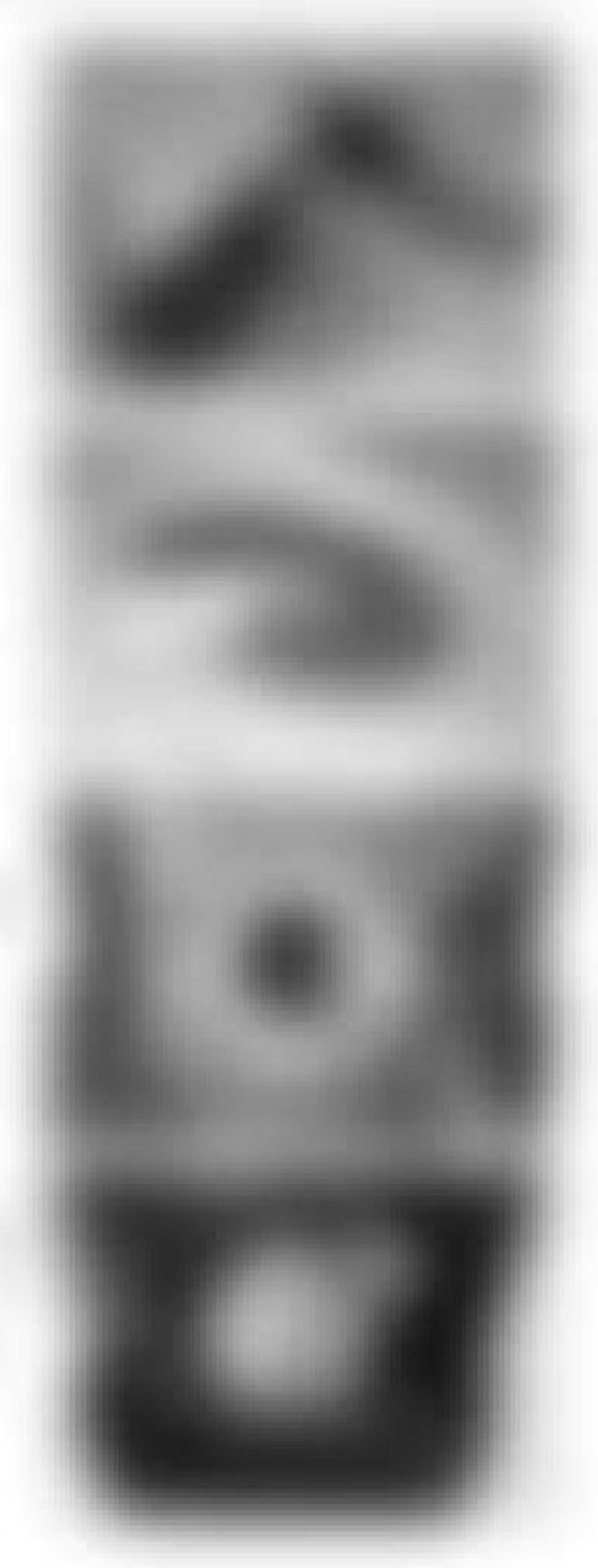
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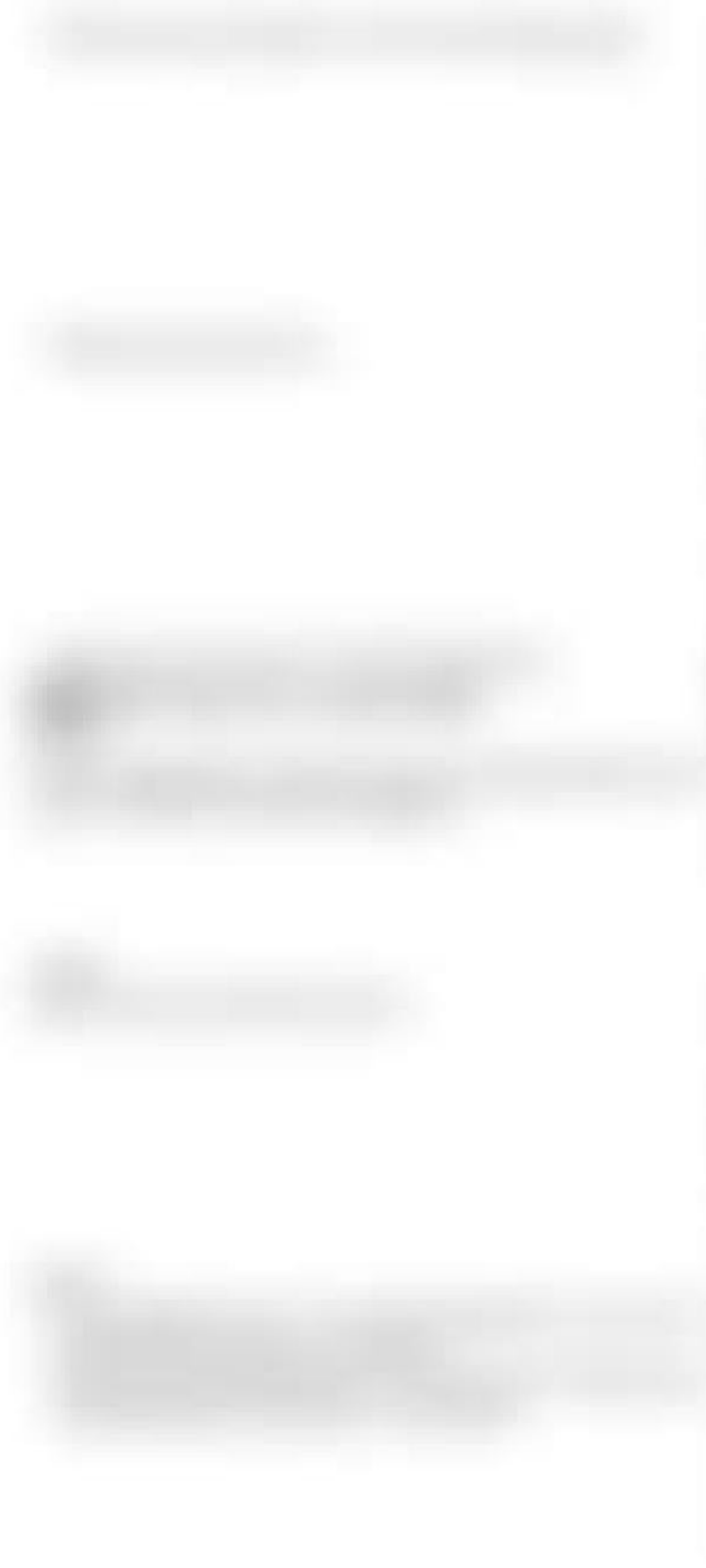
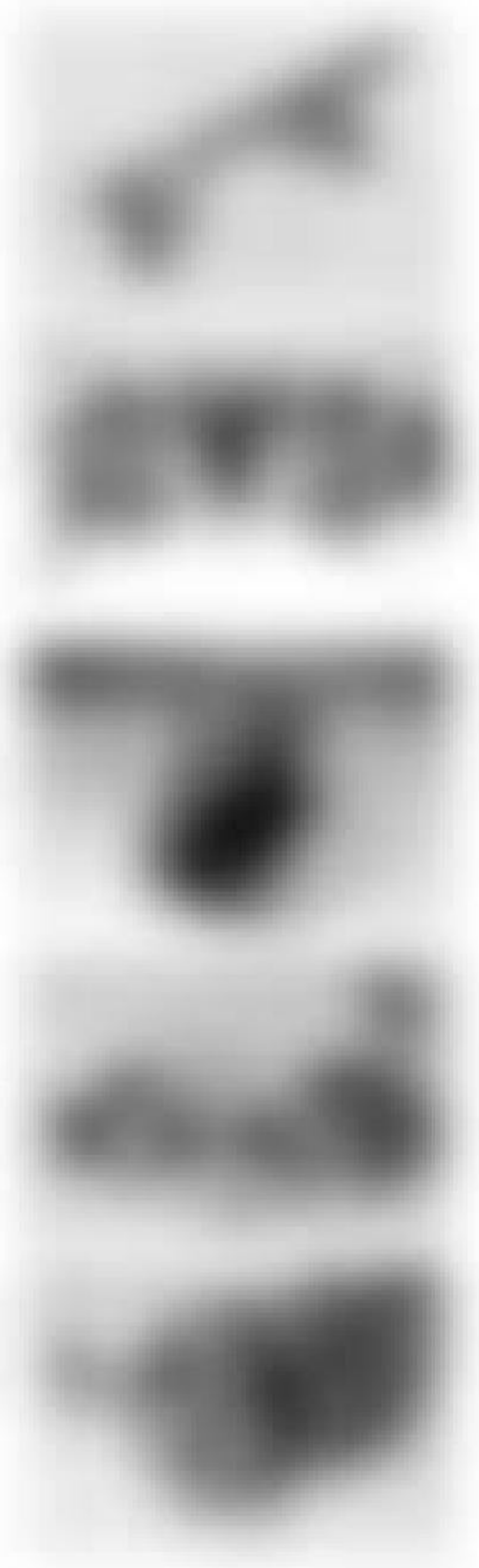




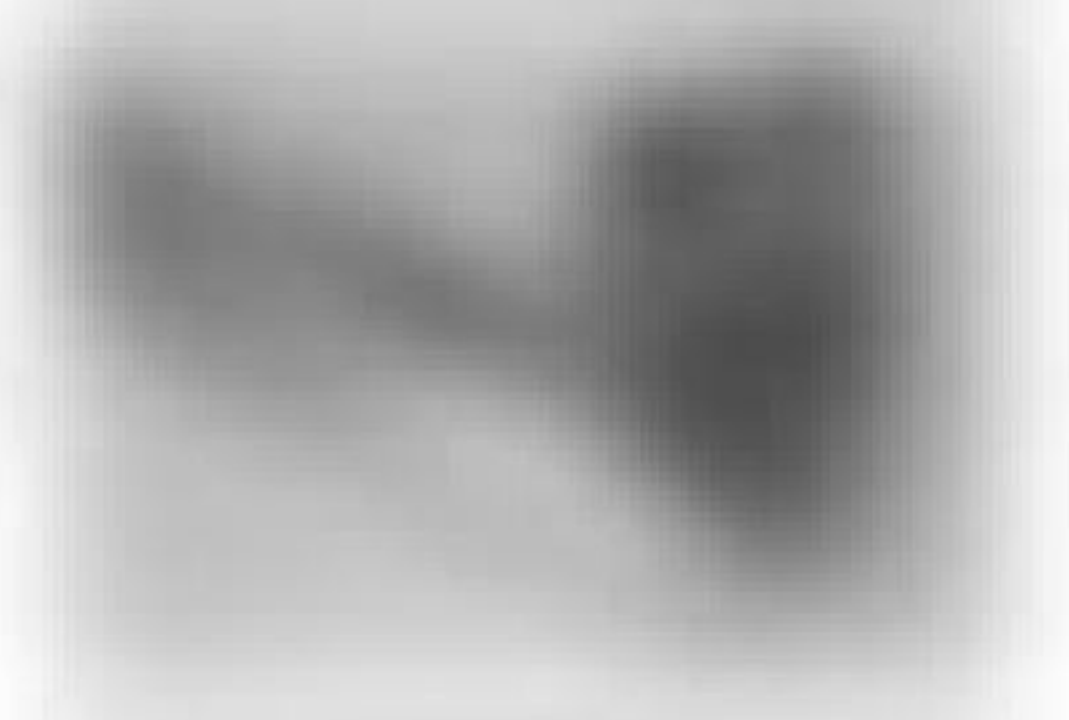
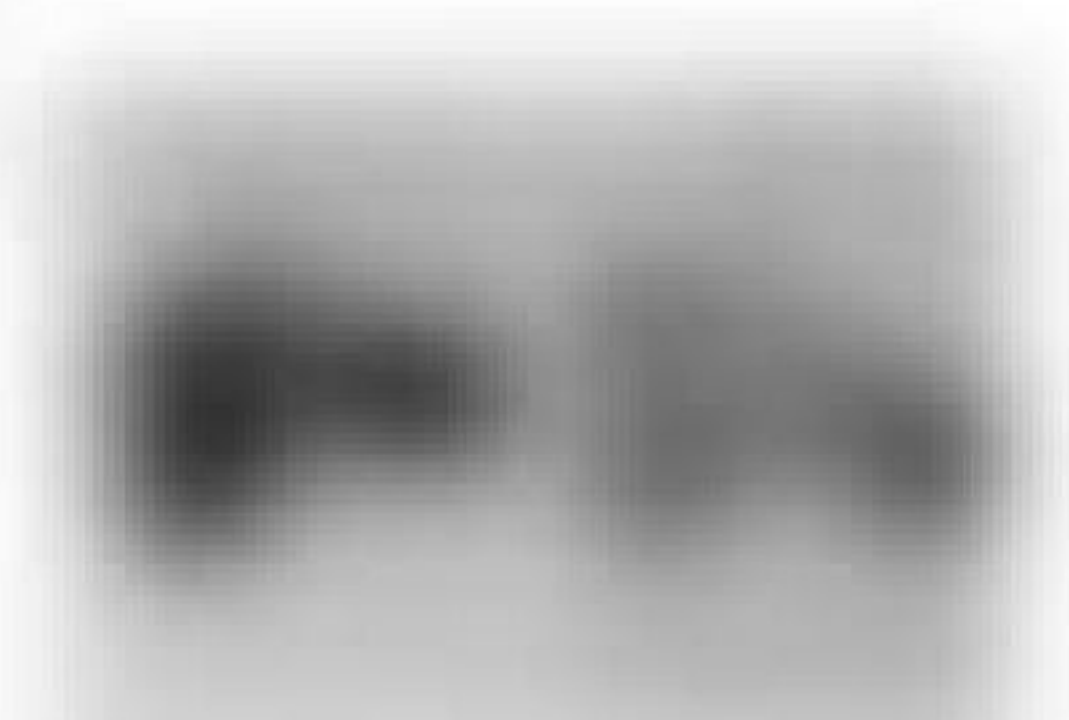
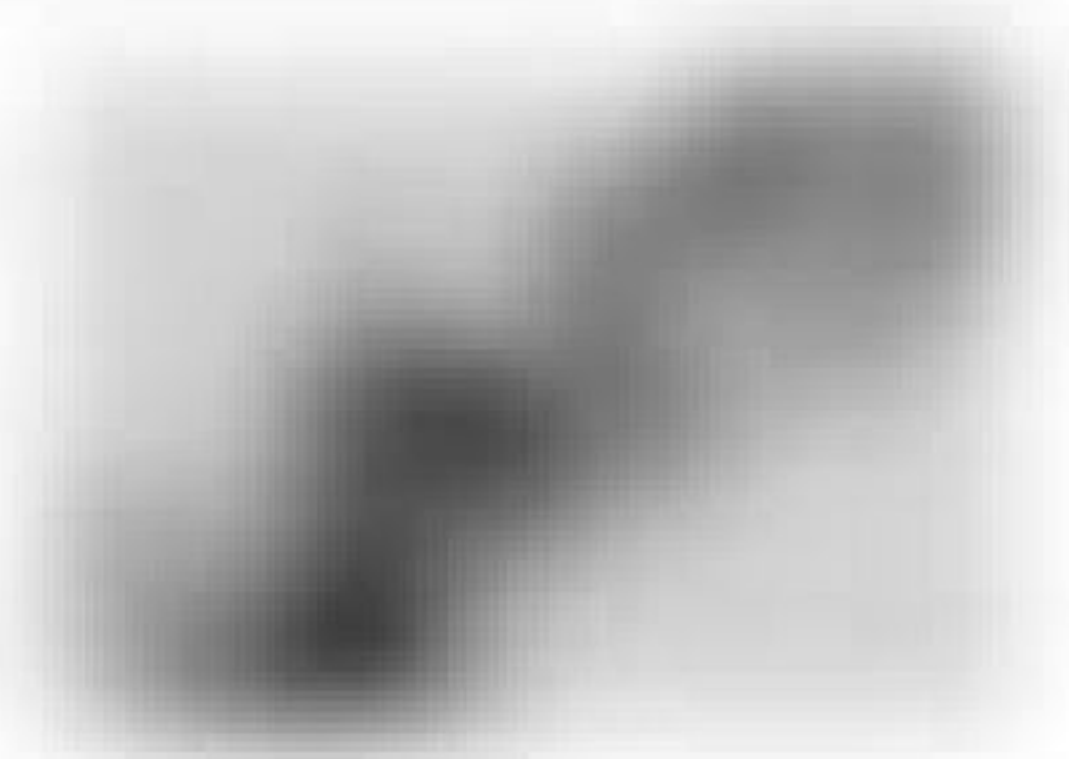
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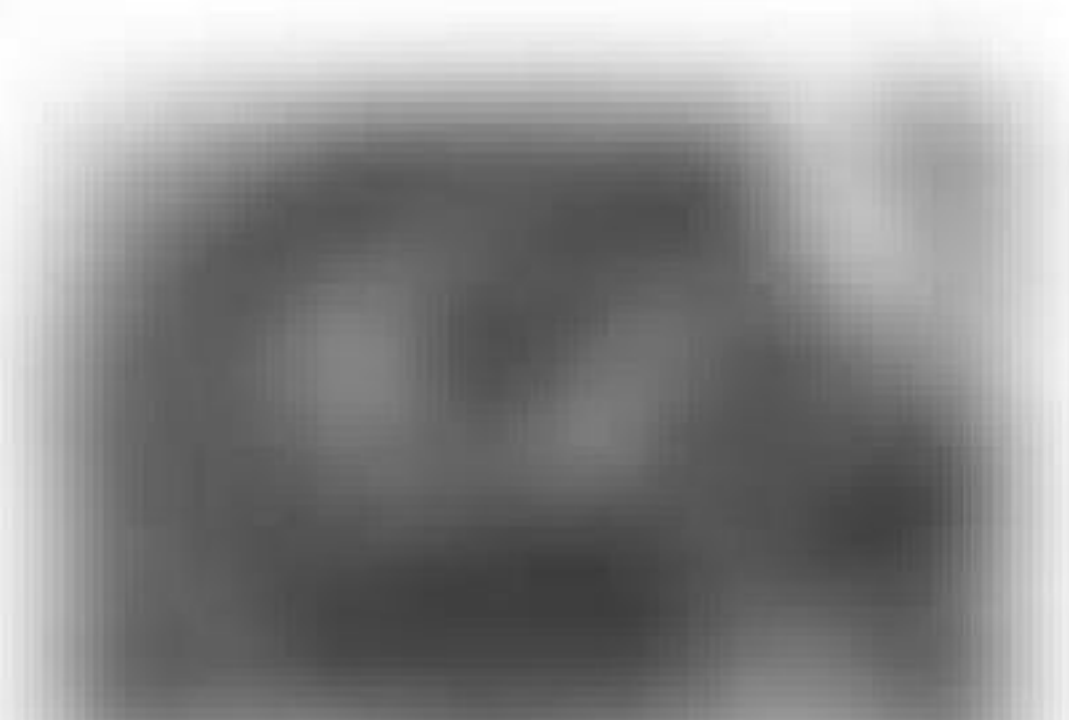
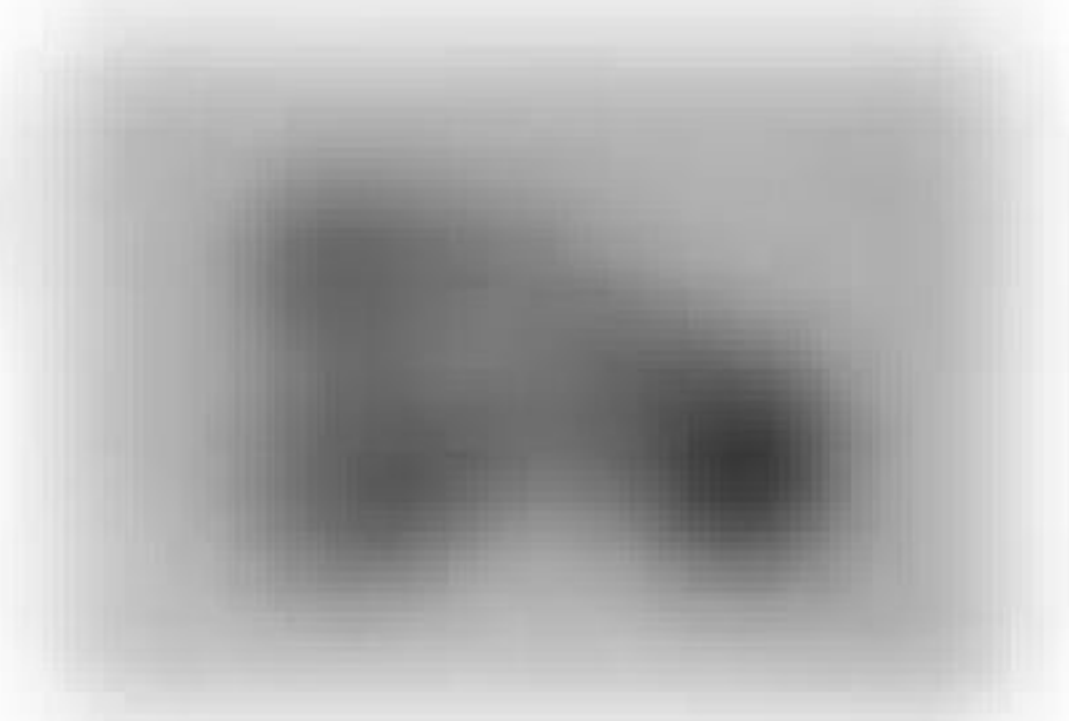
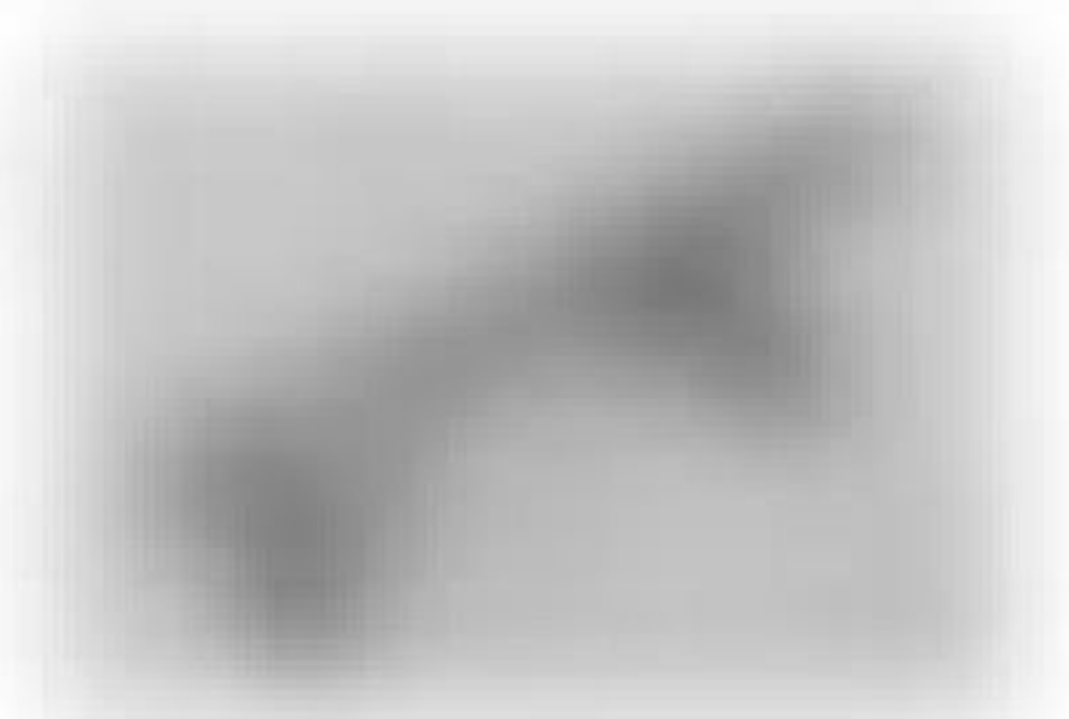


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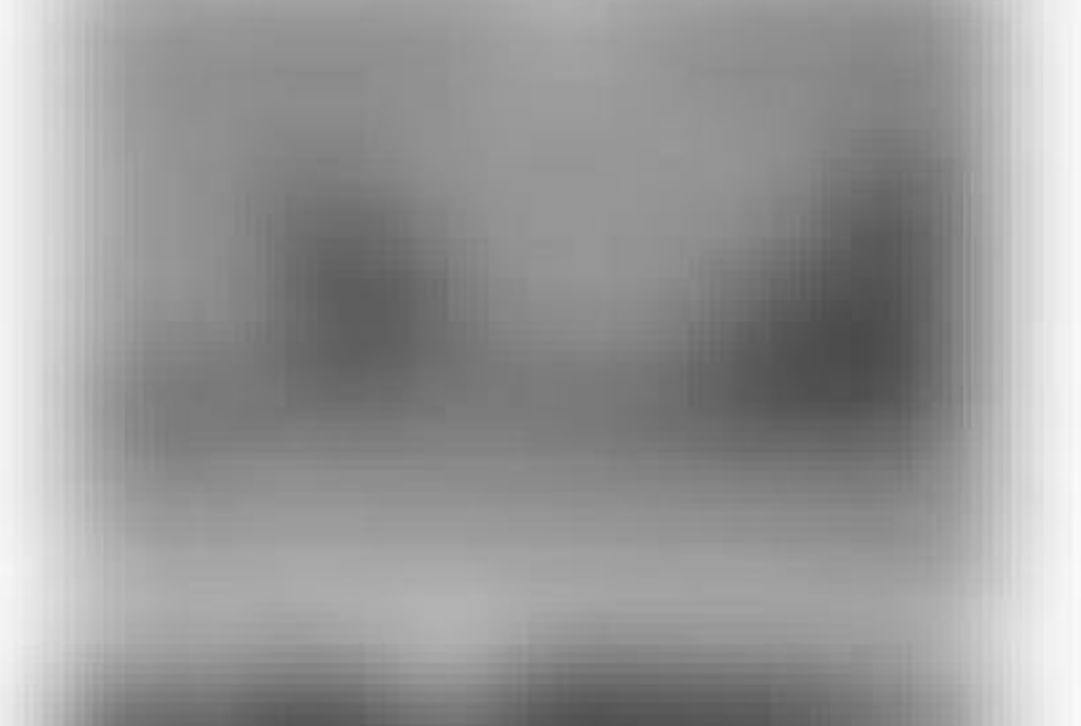
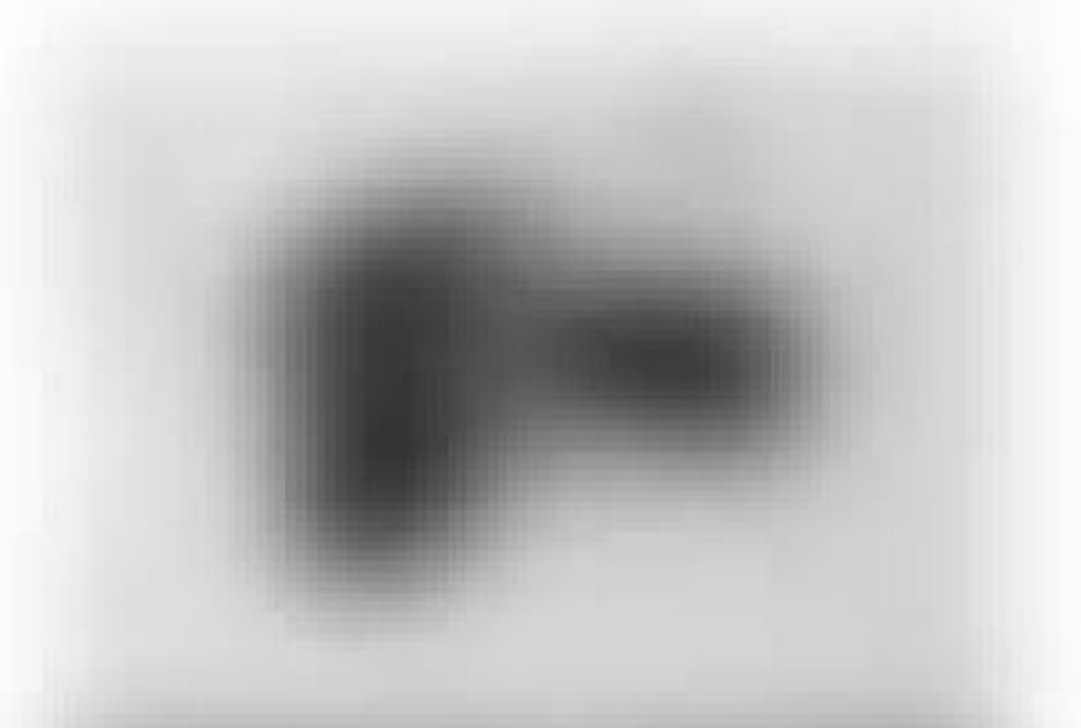
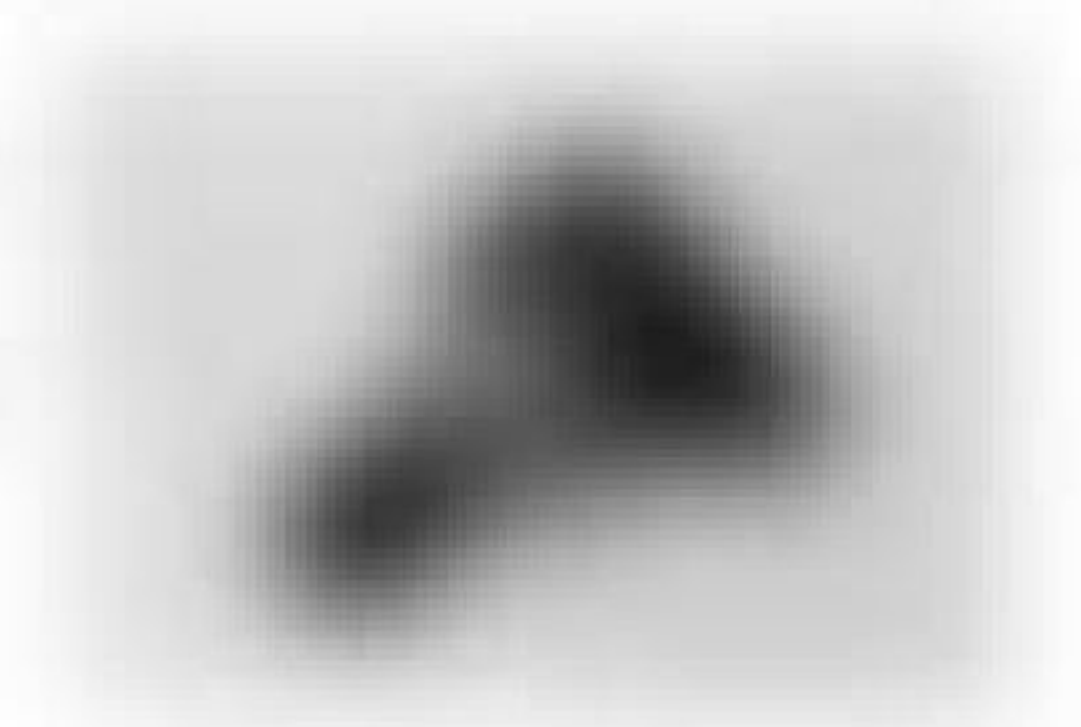
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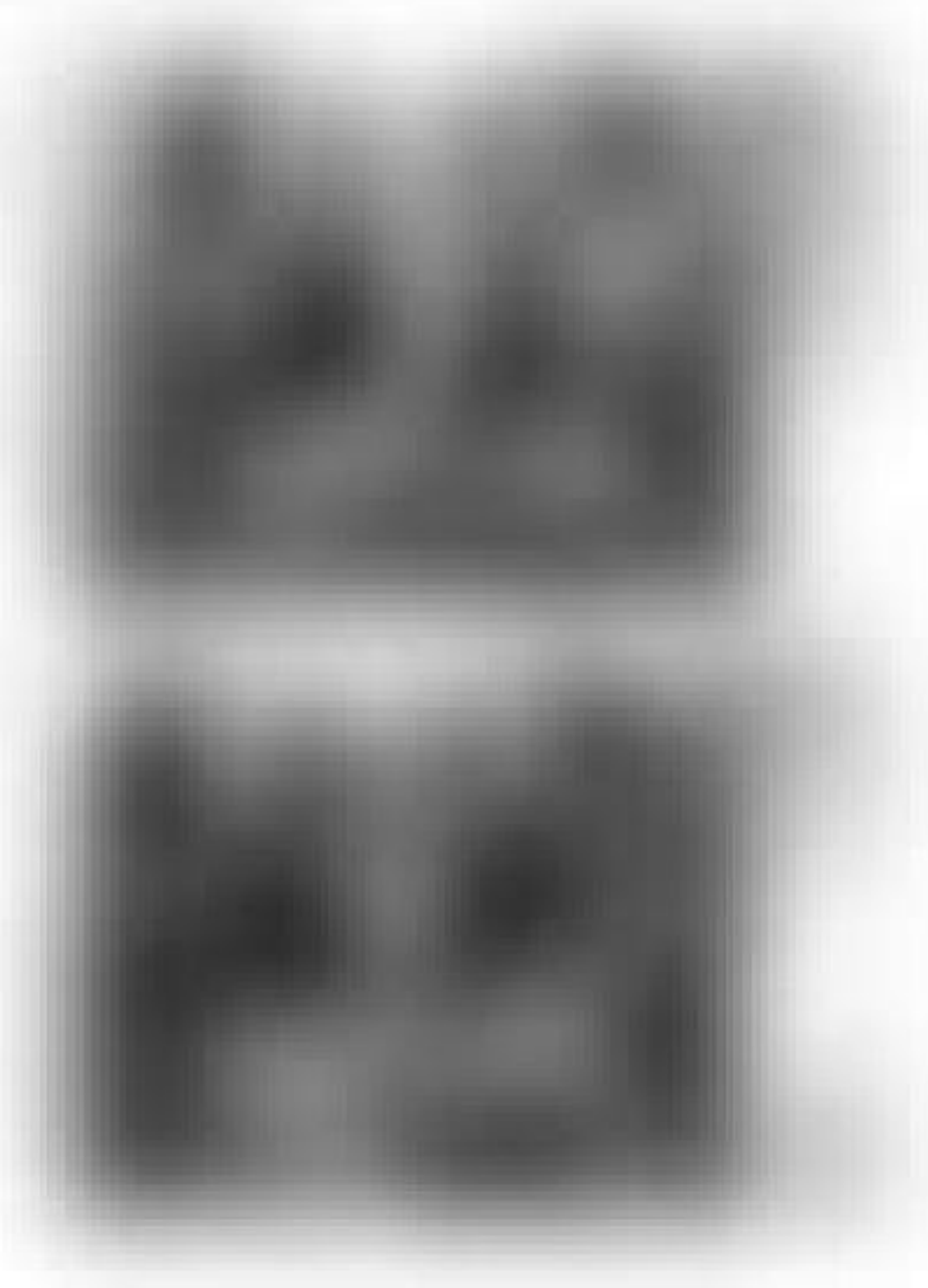
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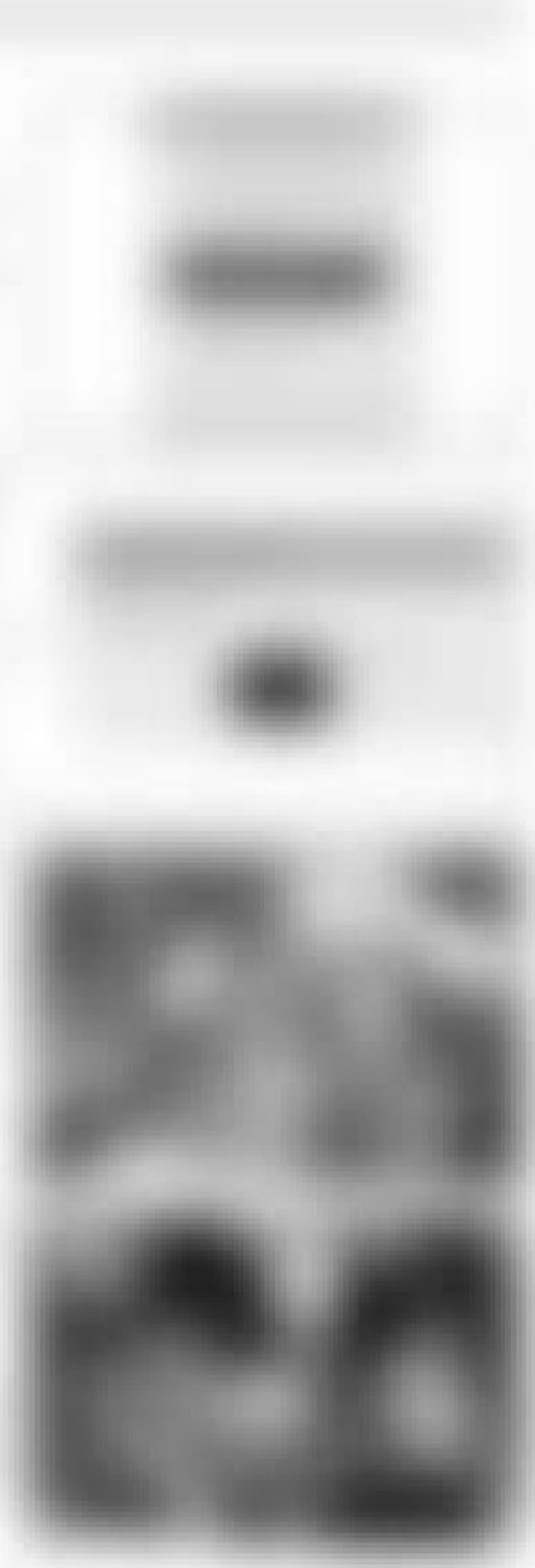
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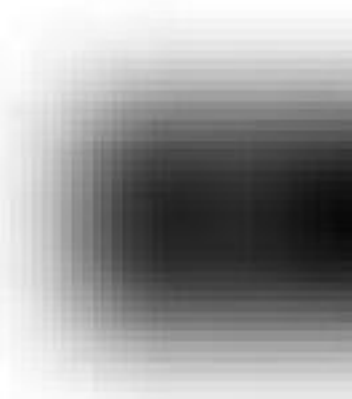
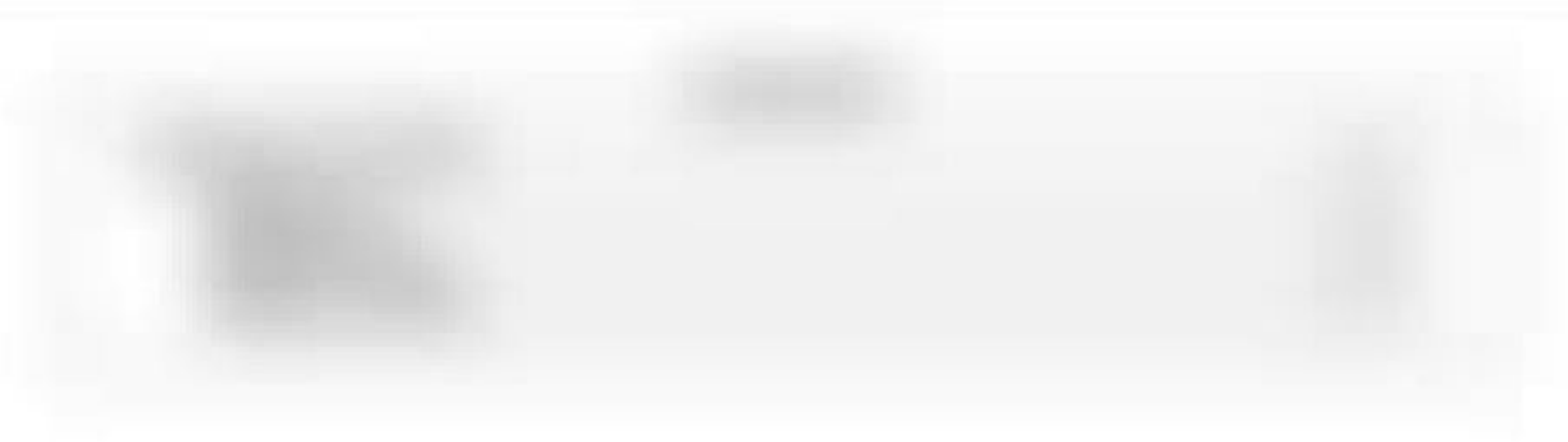
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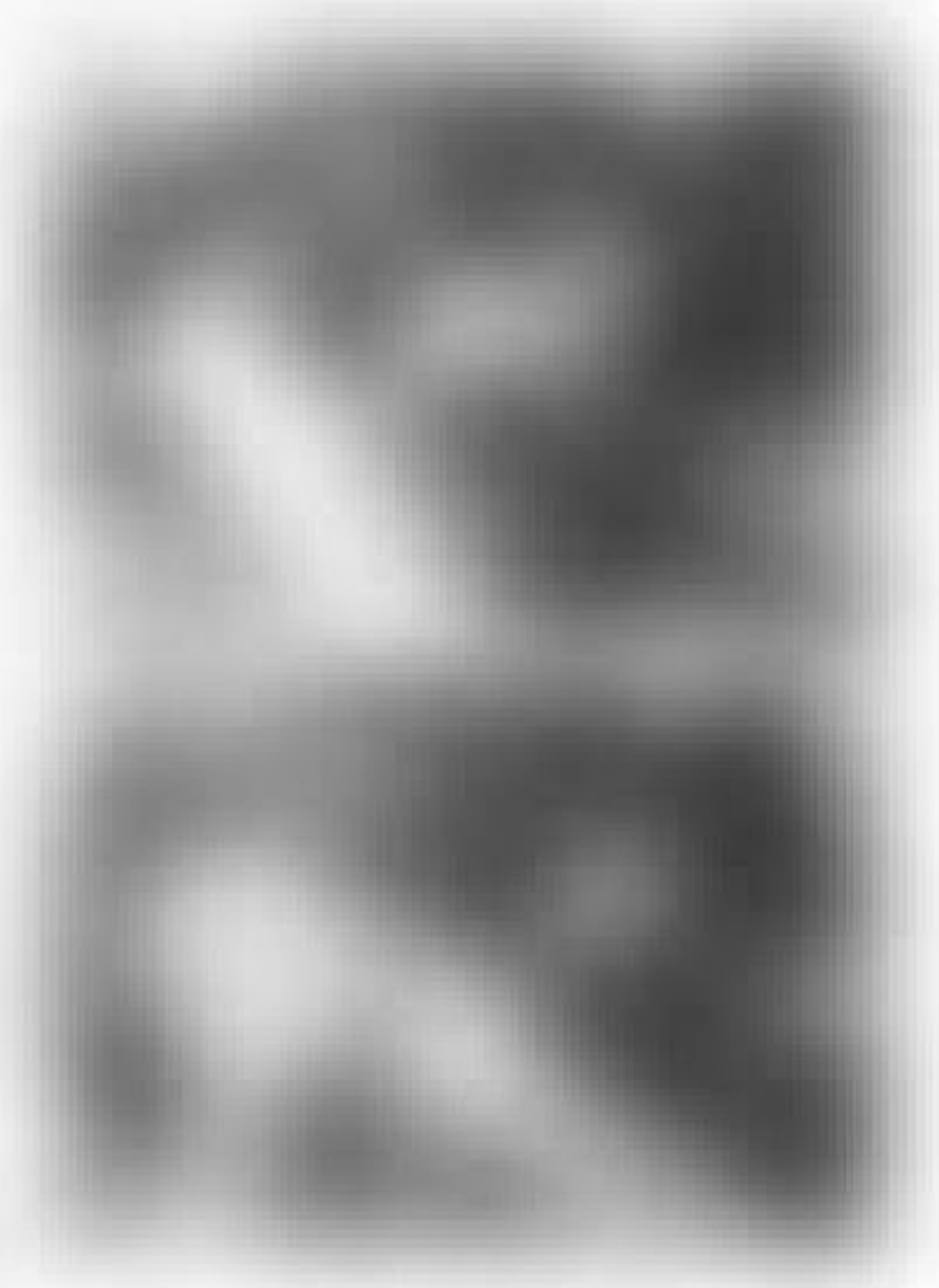








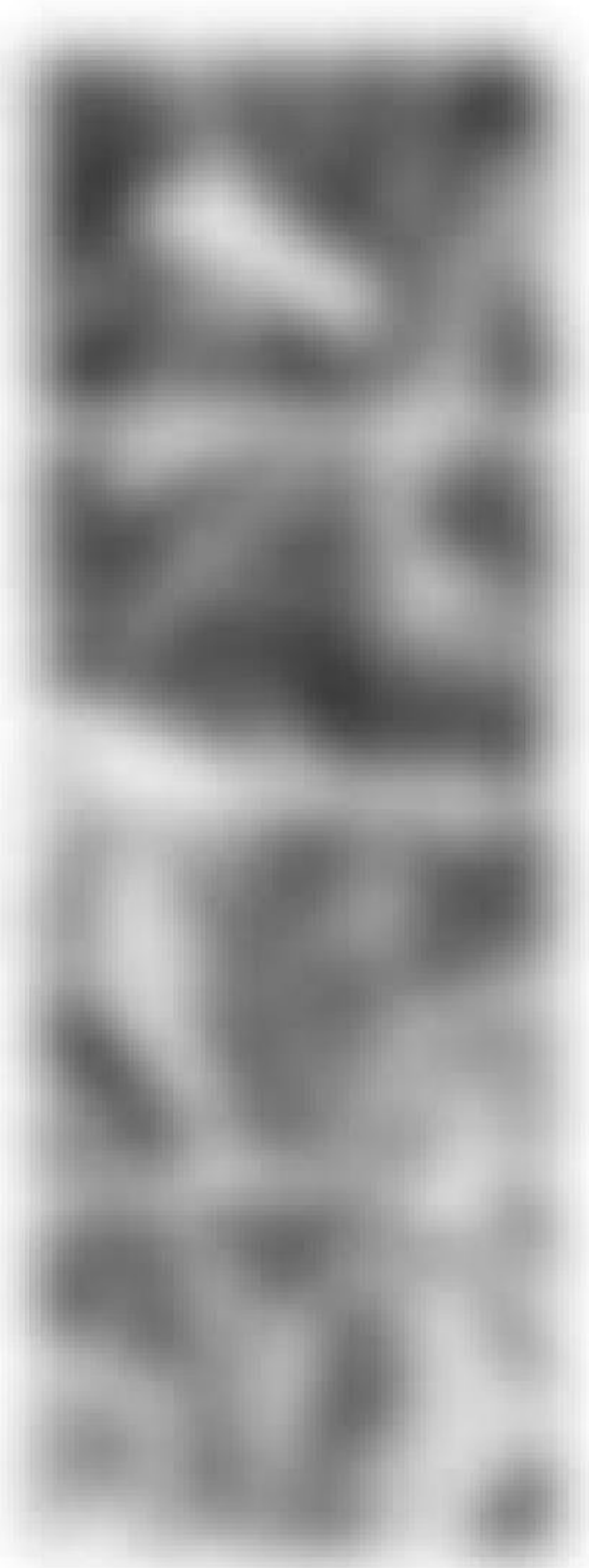


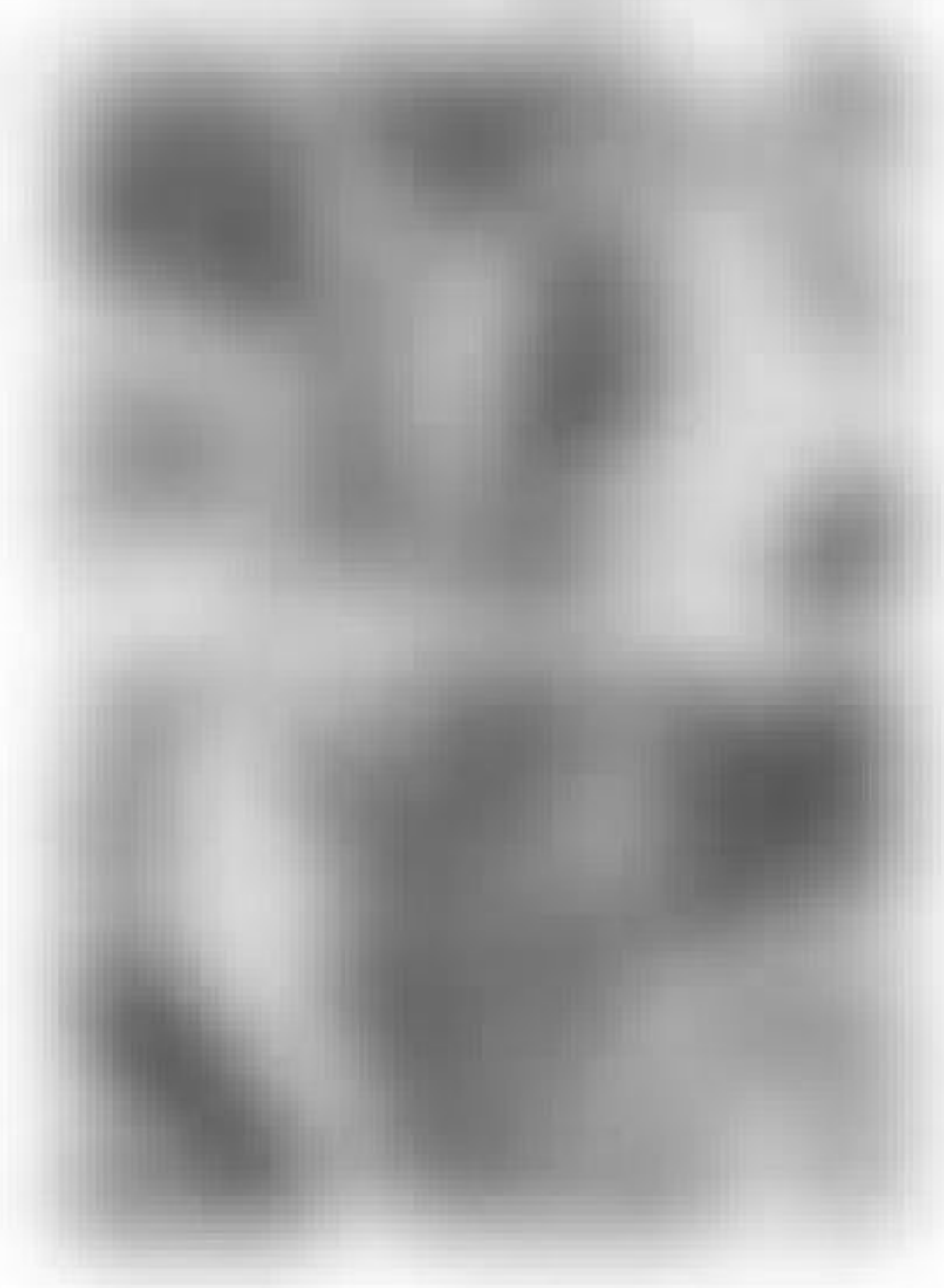
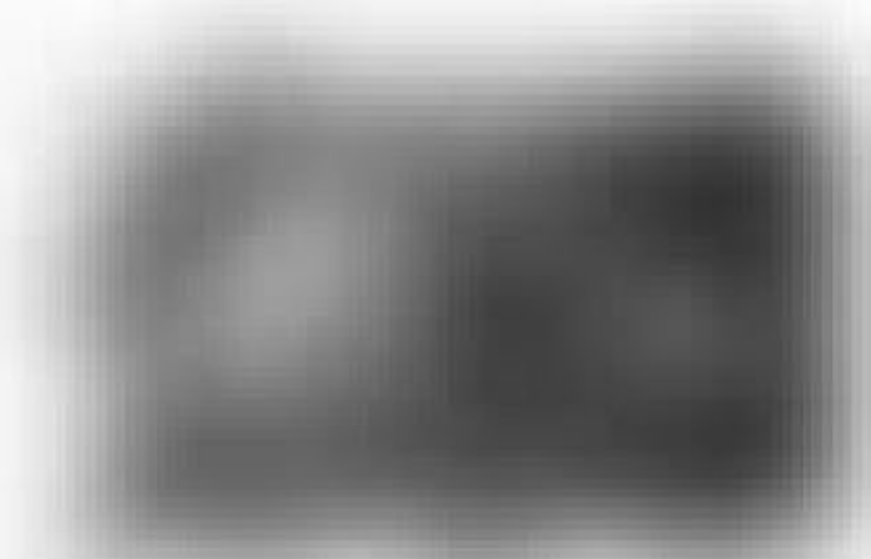


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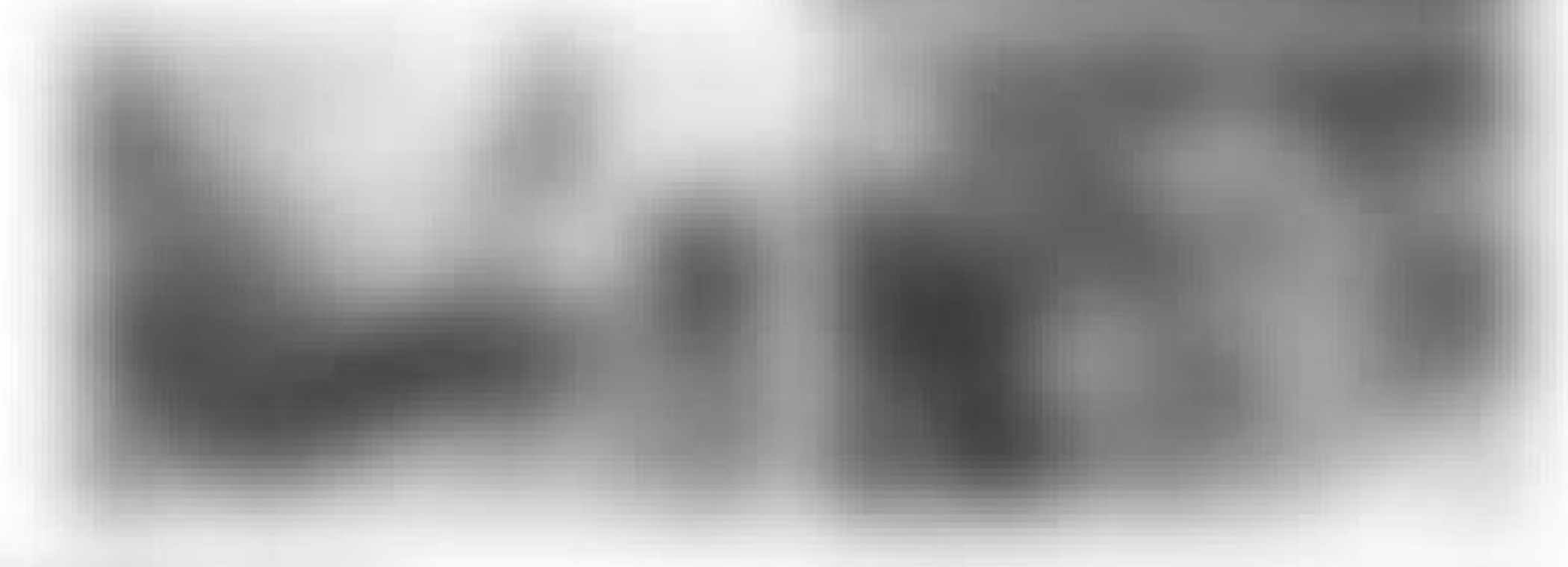
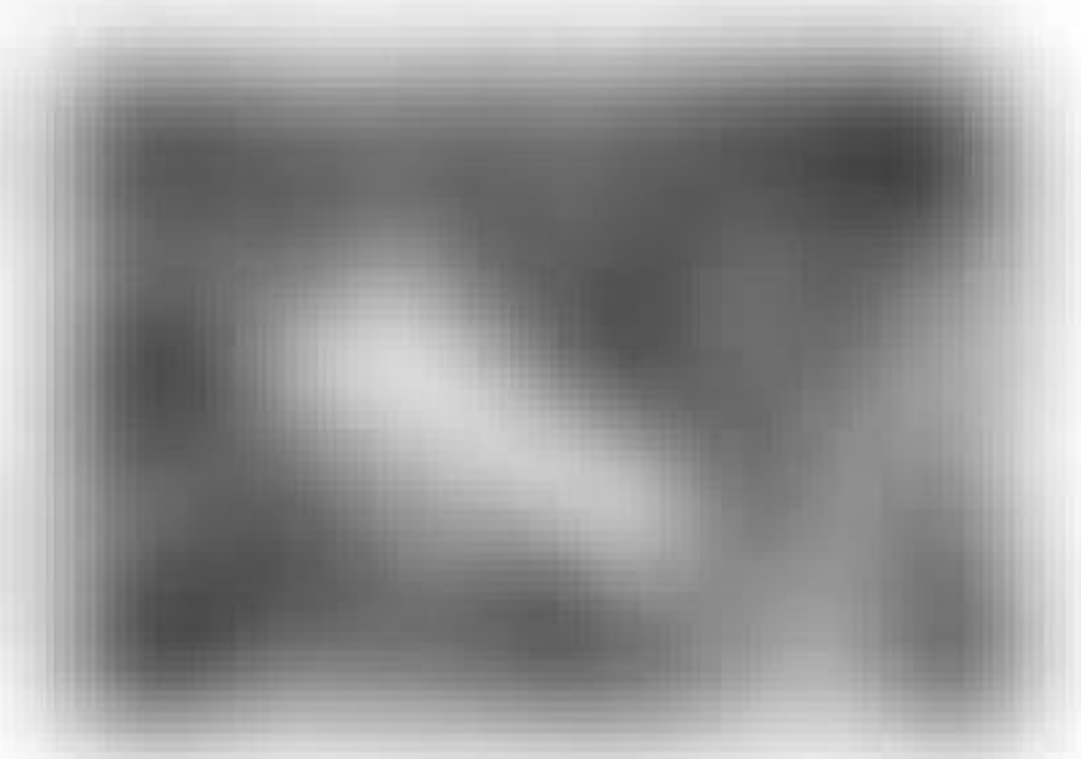
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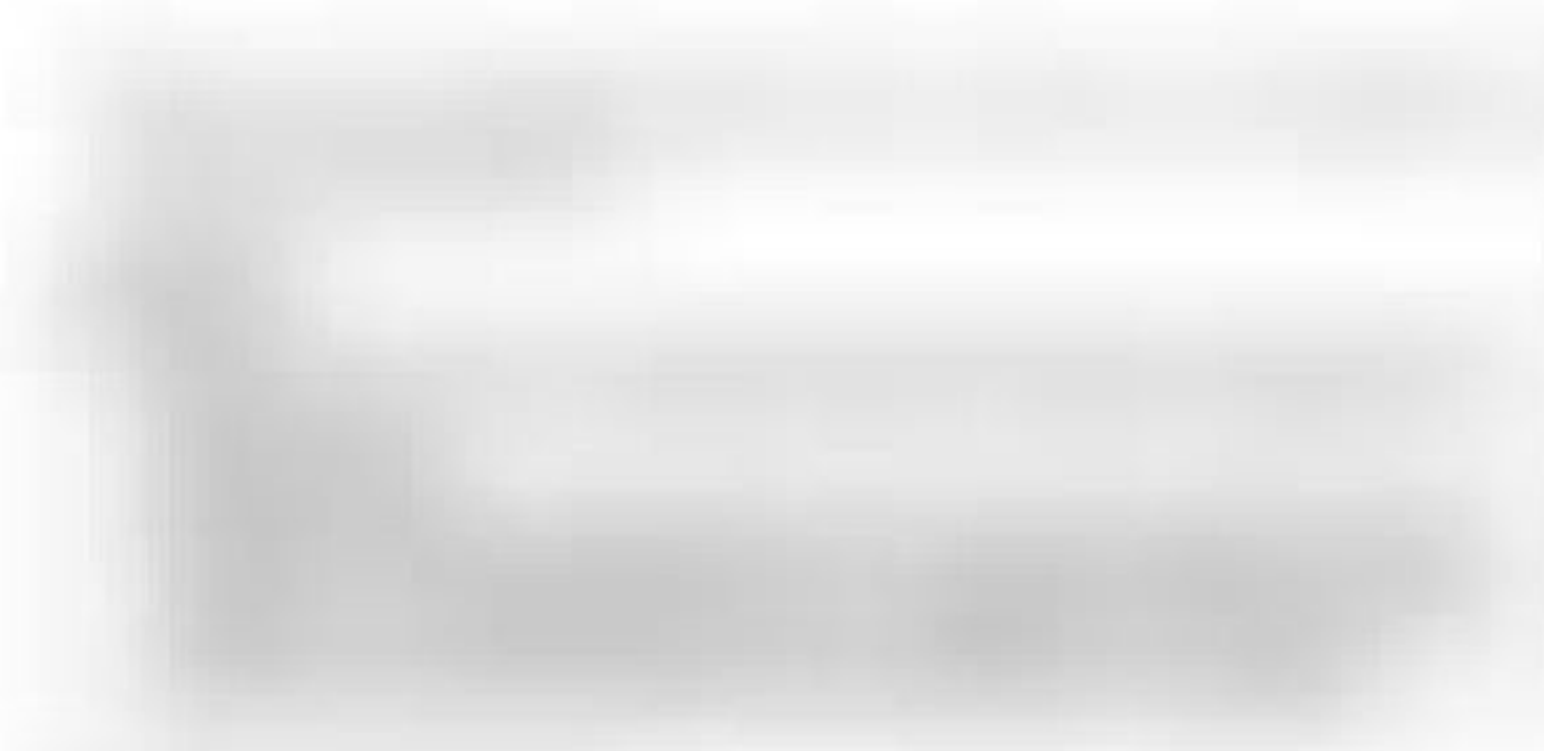
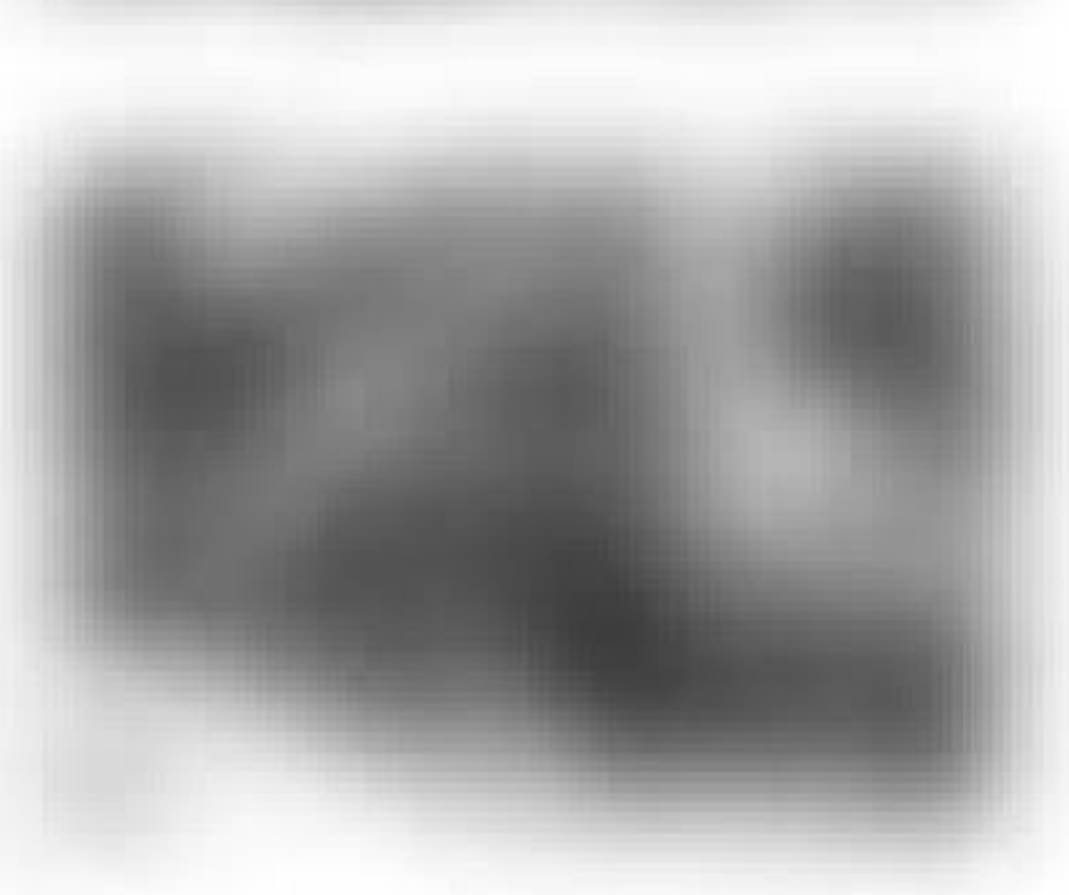
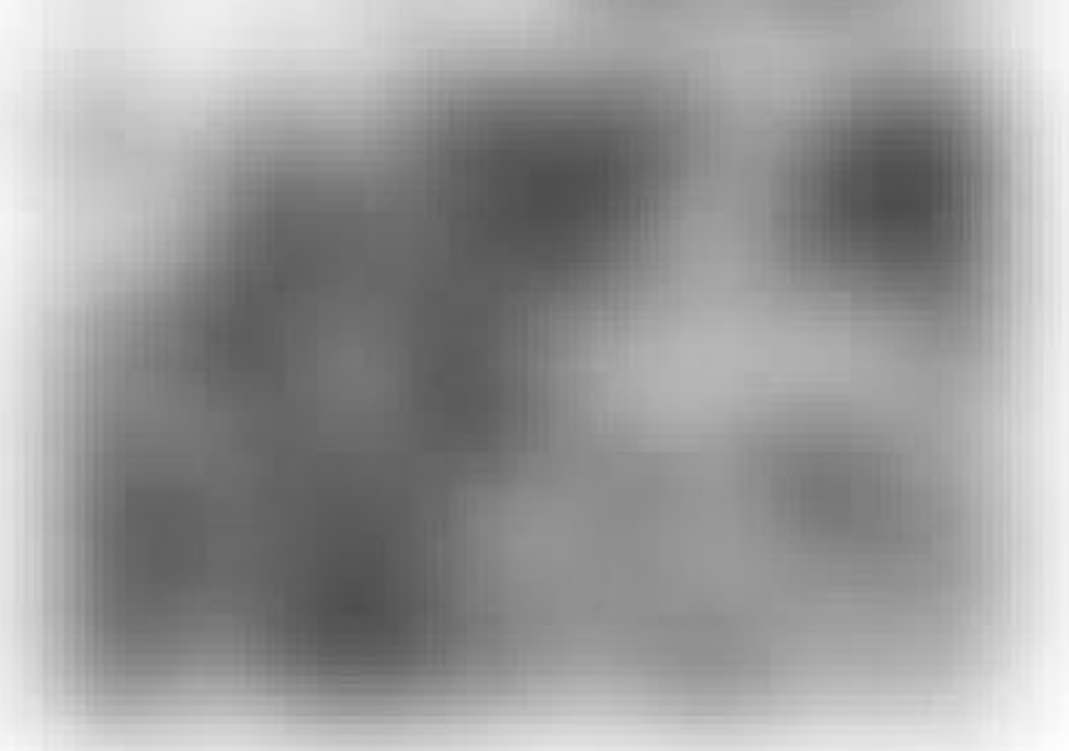
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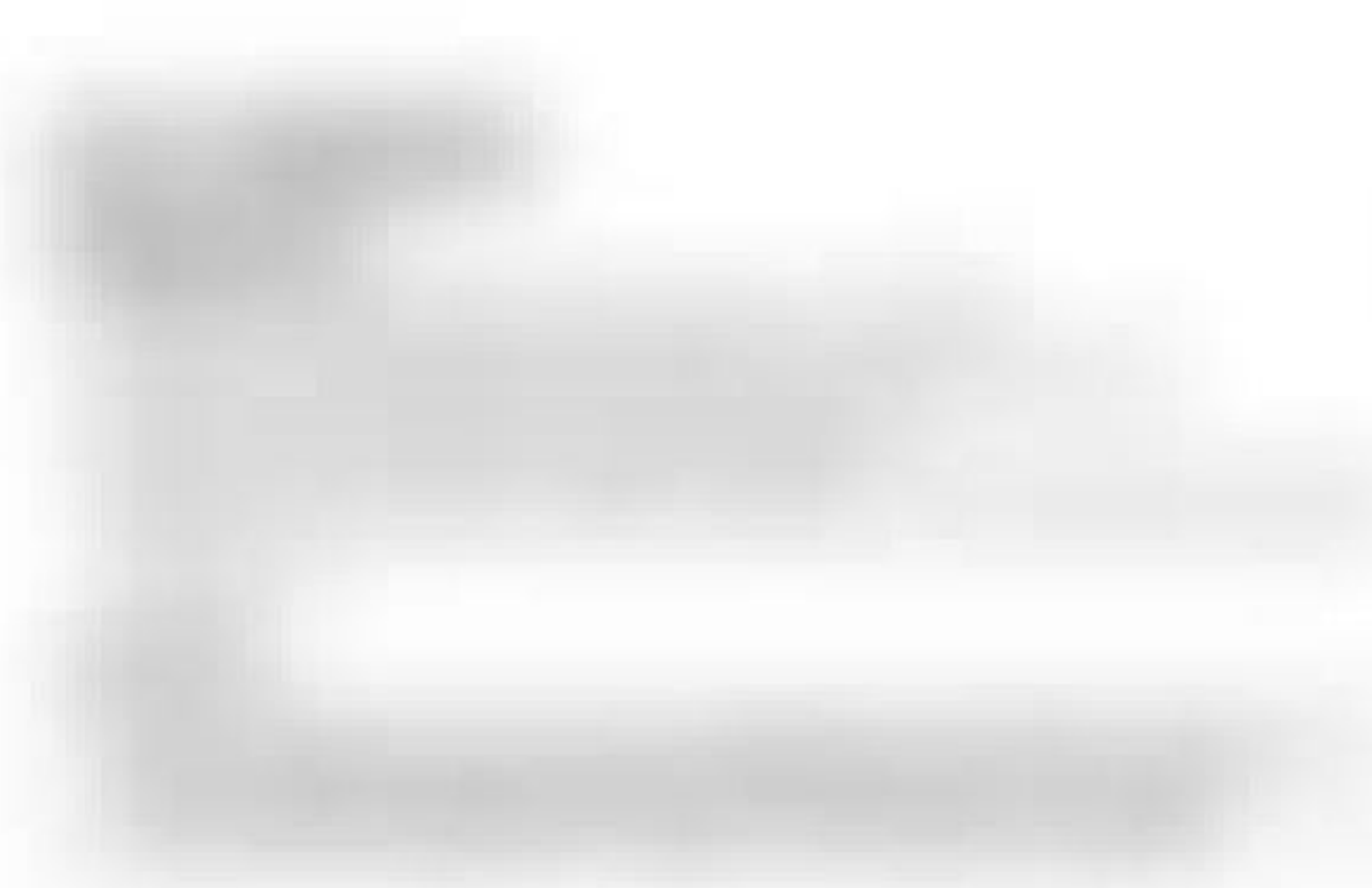
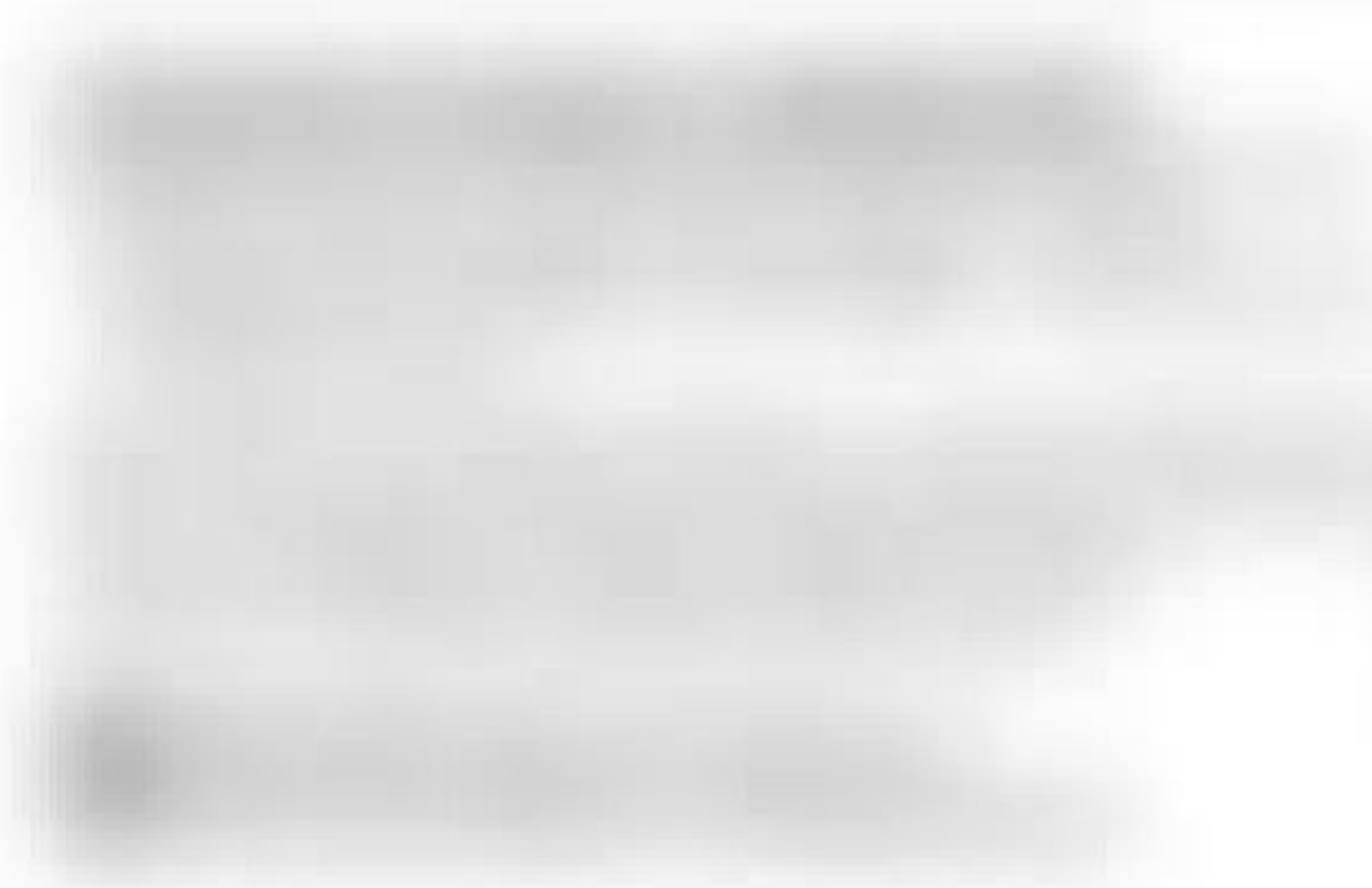
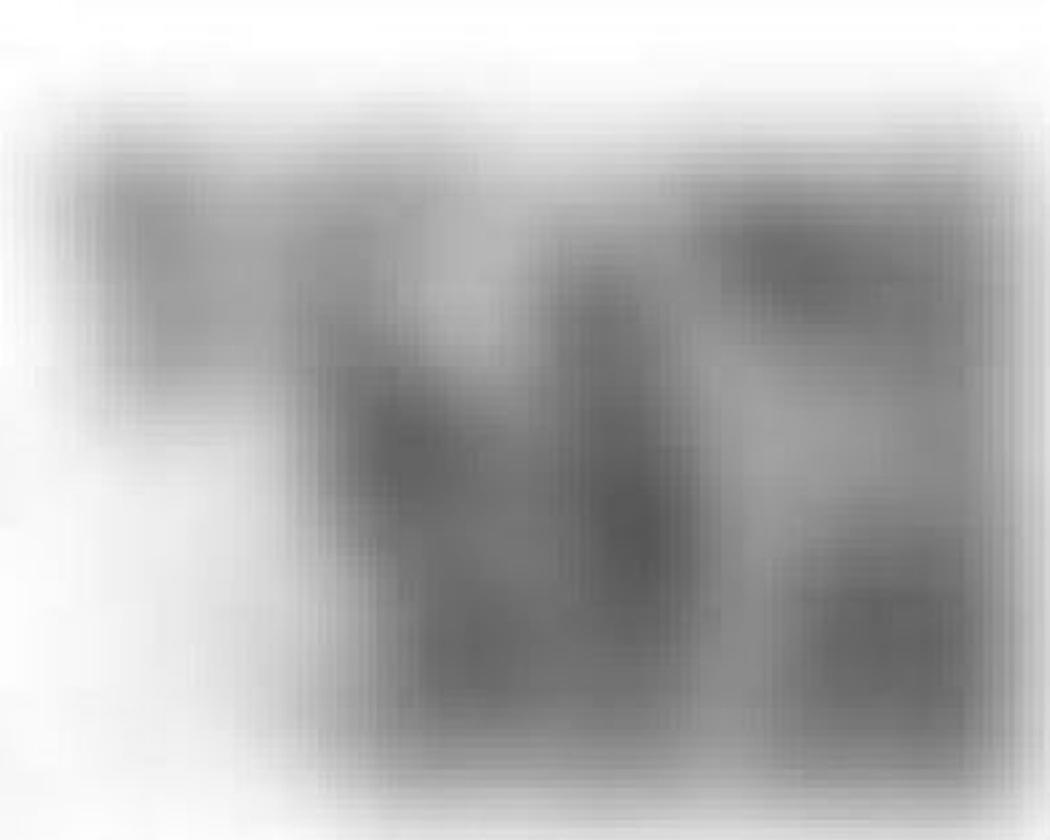
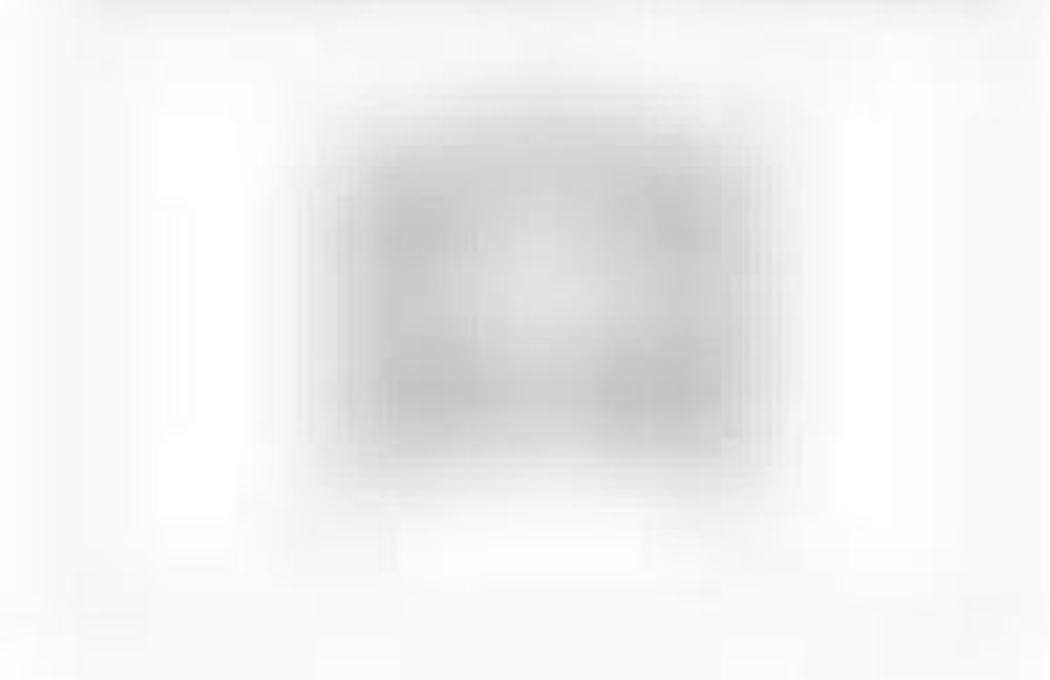
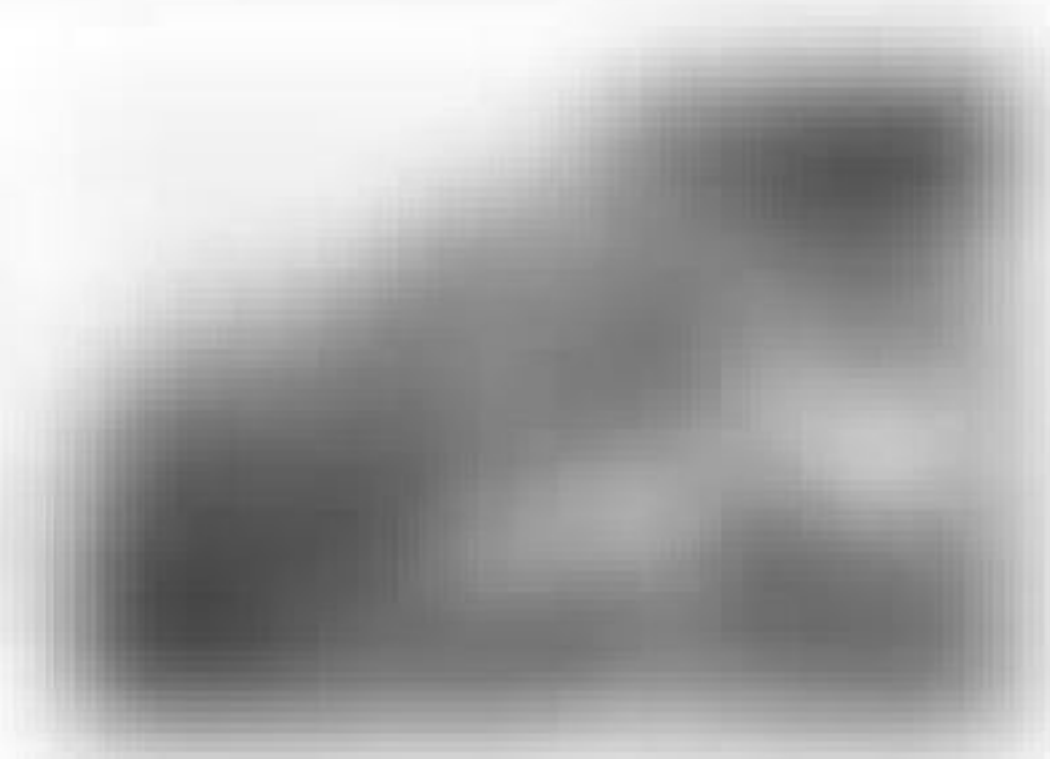












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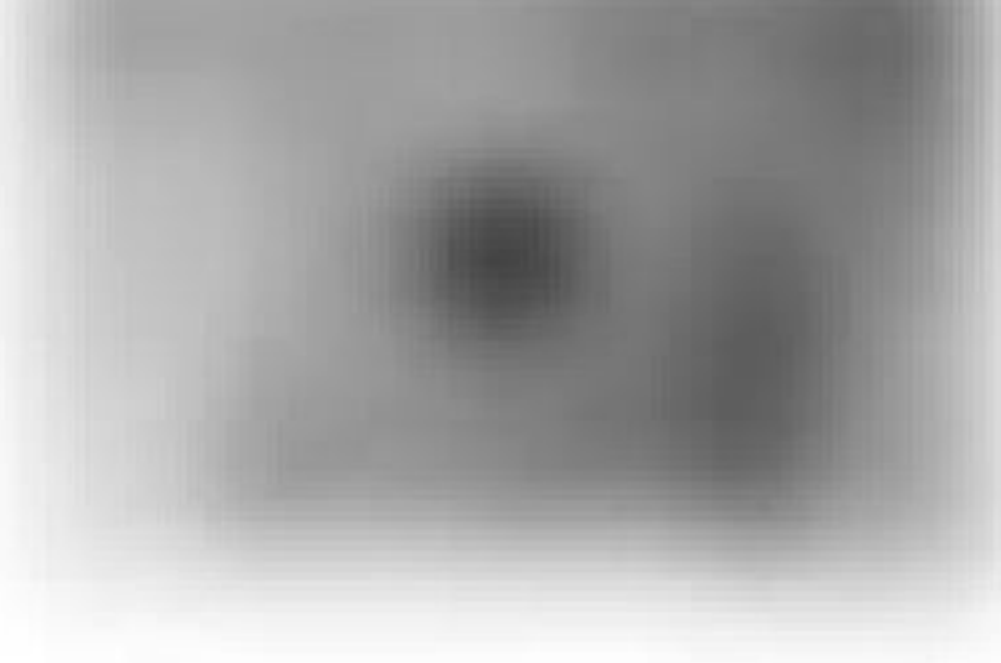
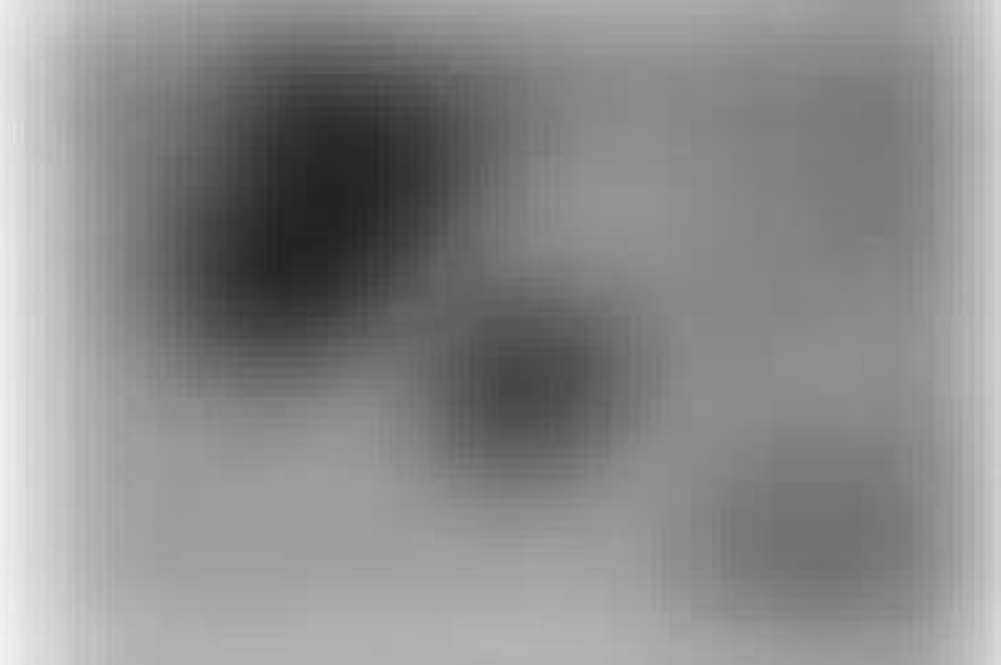
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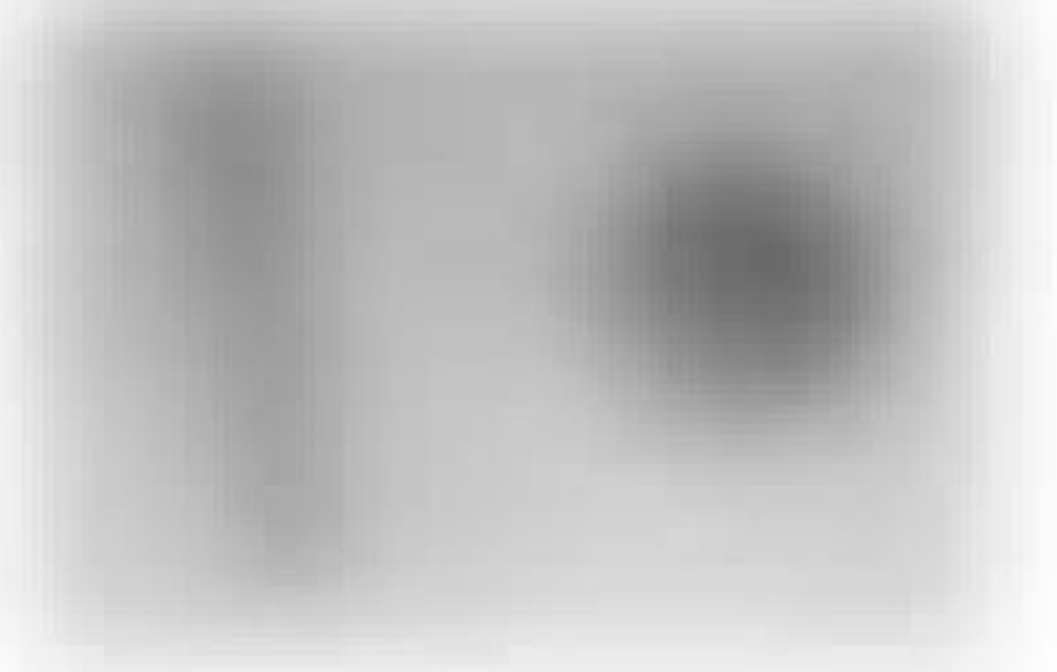
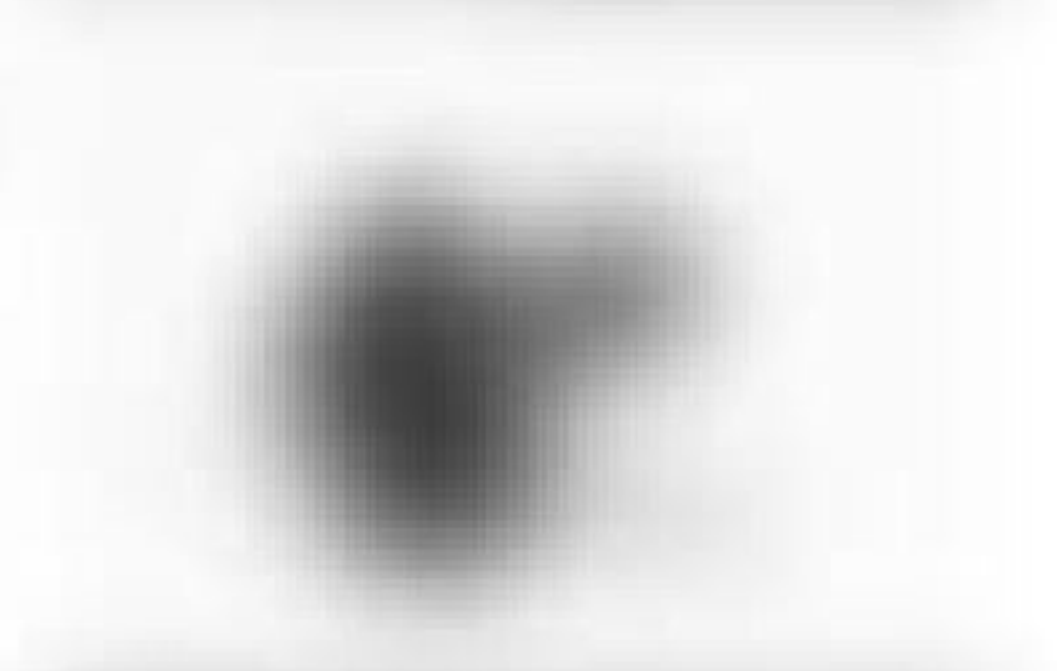
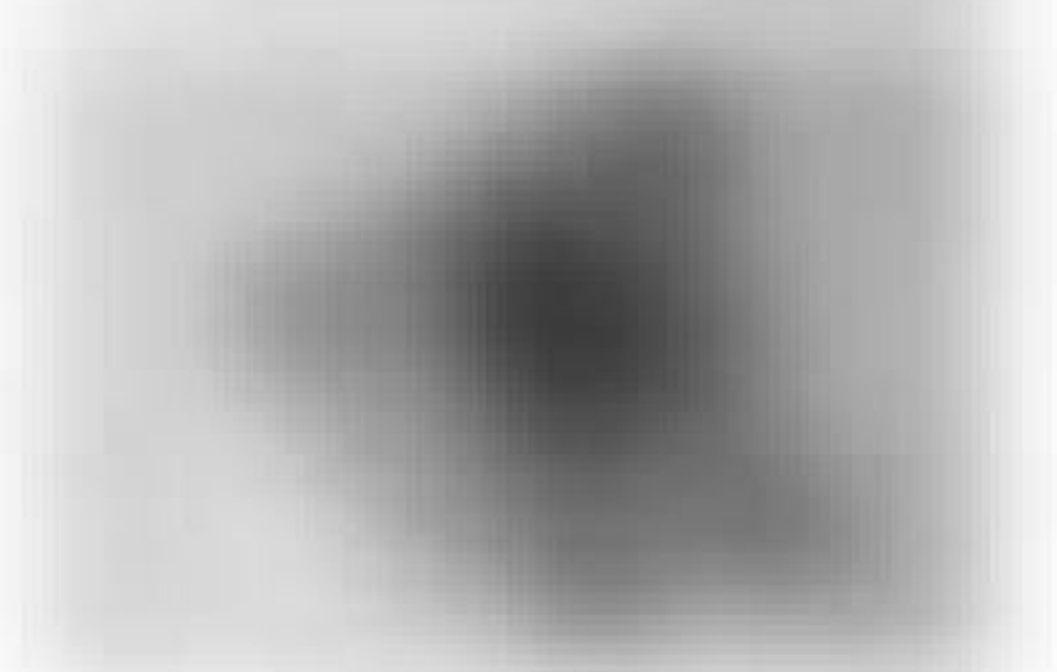
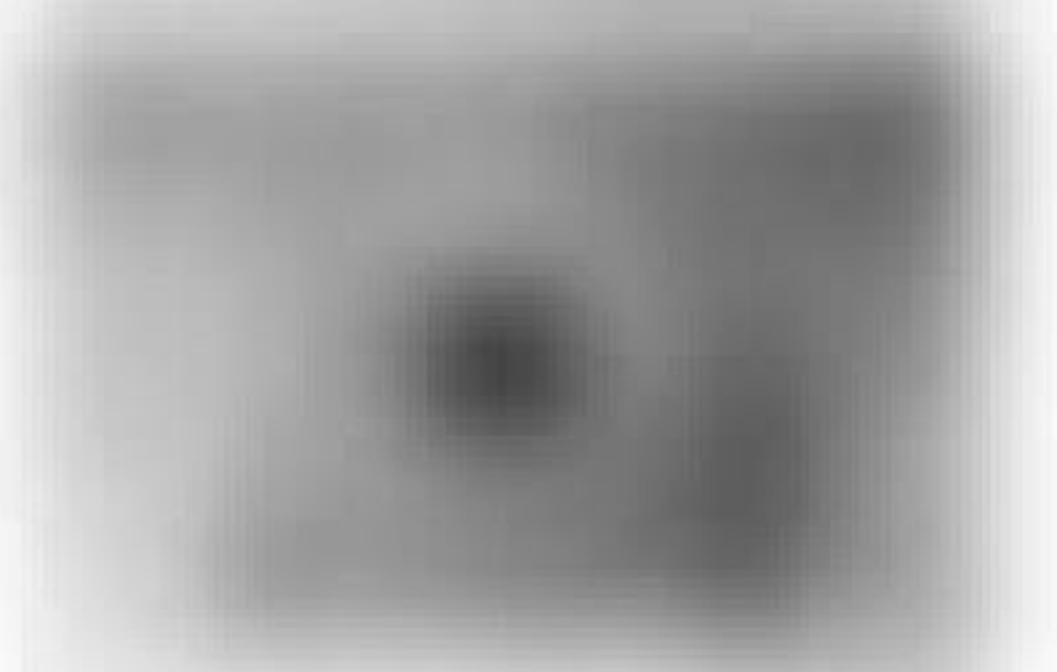
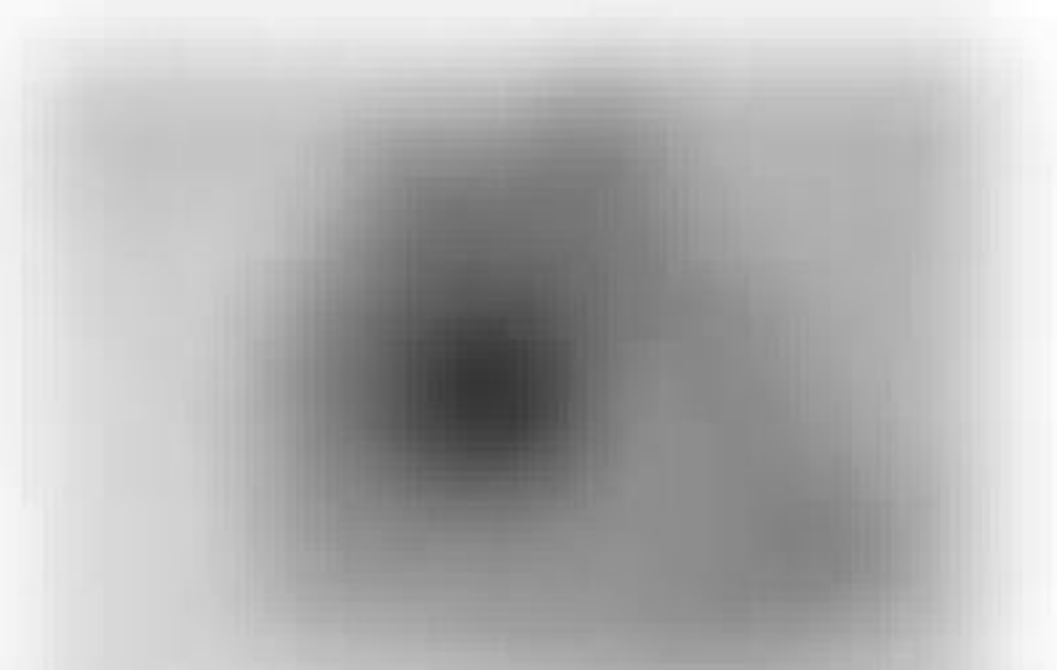
2. The second part of the document is a list of the names of the persons who have been appointed to the various offices of the city.

3. The third part of the document is a list of the names of the persons who have been appointed to the various offices of the city.

4. The fourth part of the document is a list of the names of the persons who have been appointed to the various offices of the city.

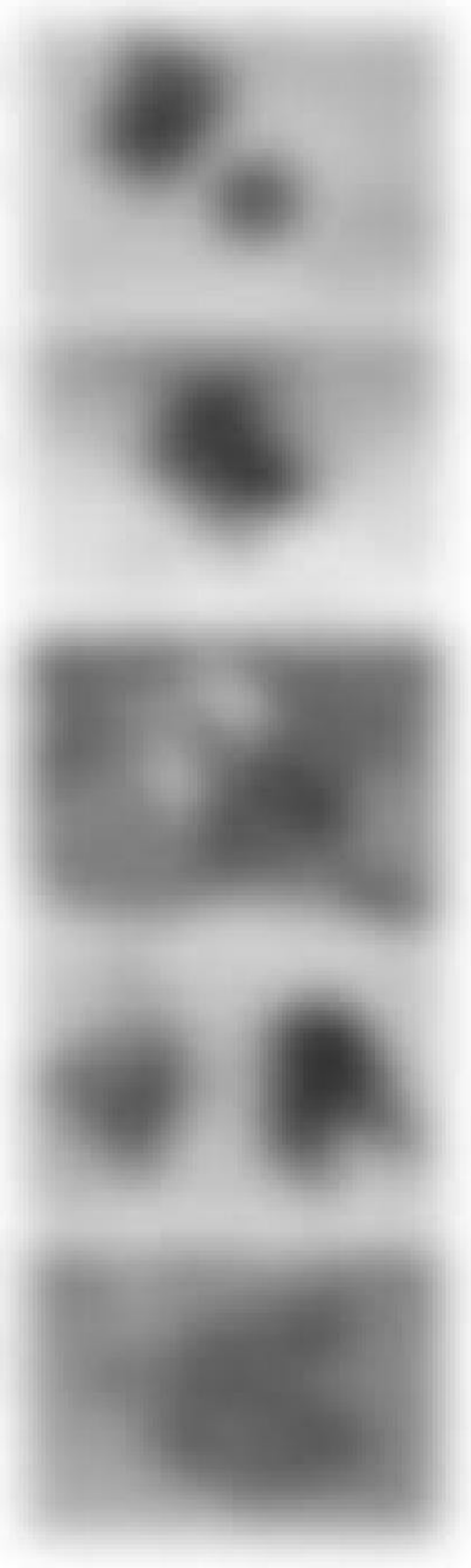
5. The fifth part of the document is a list of the names of the persons who have been appointed to the various offices of the city.

6. The sixth part of the document is a list of the names of the persons who have been appointed to the various offices of the city.



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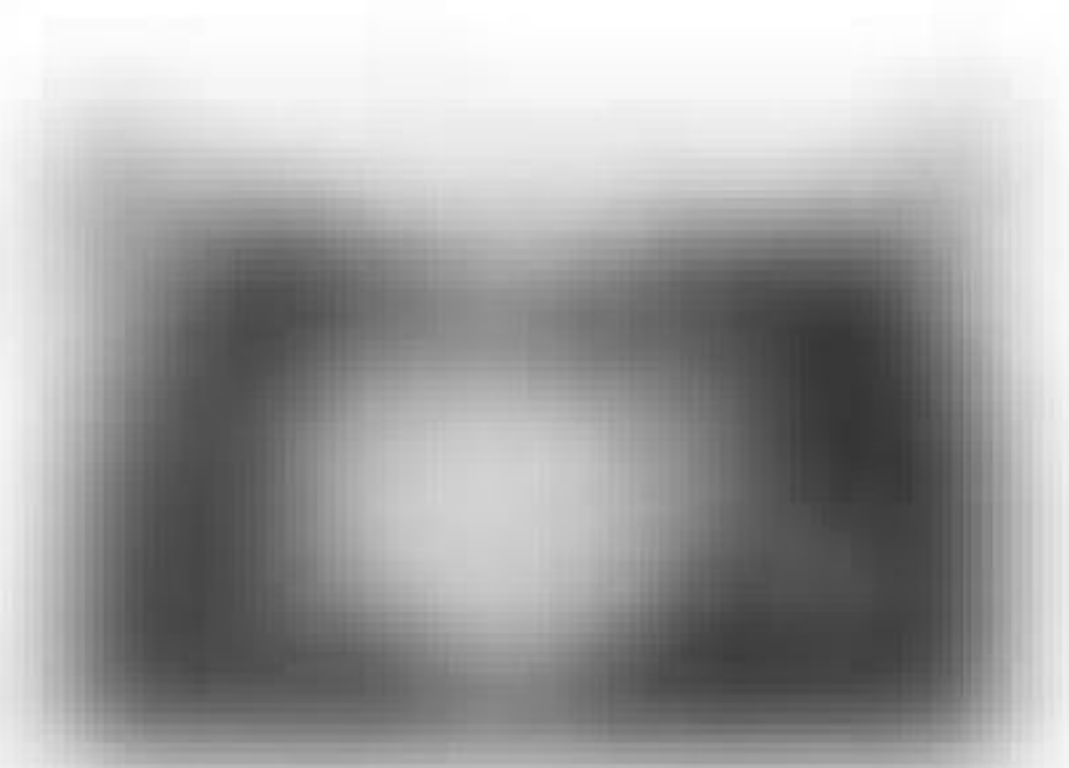
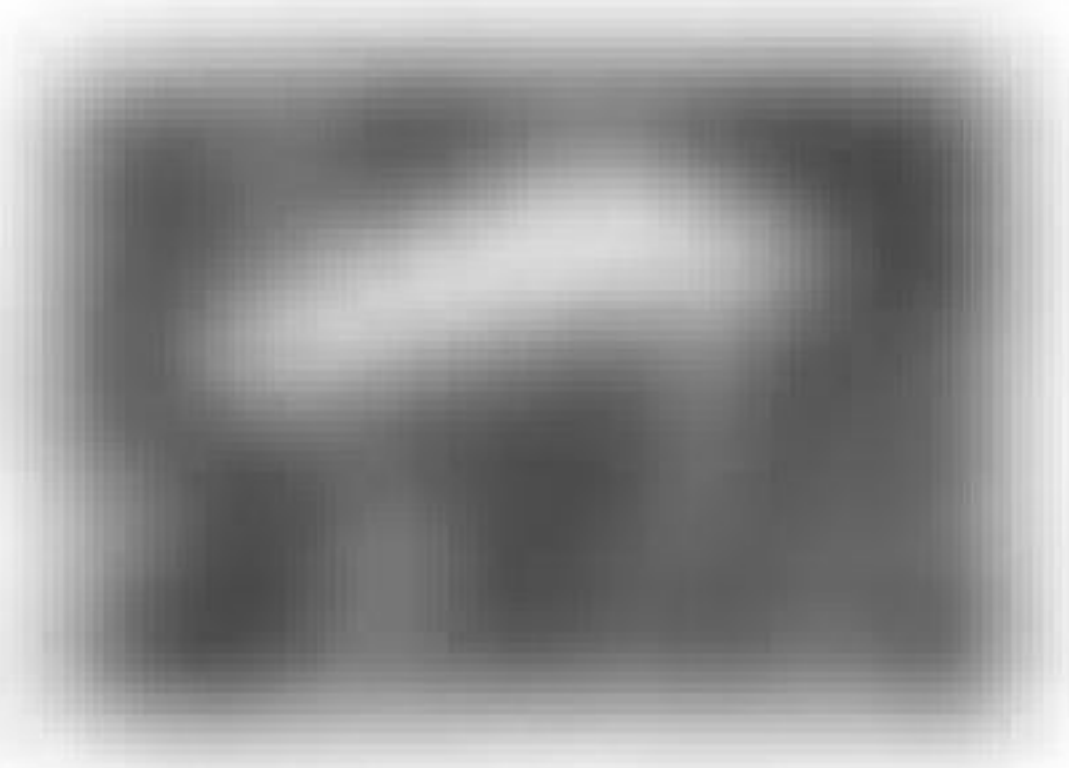
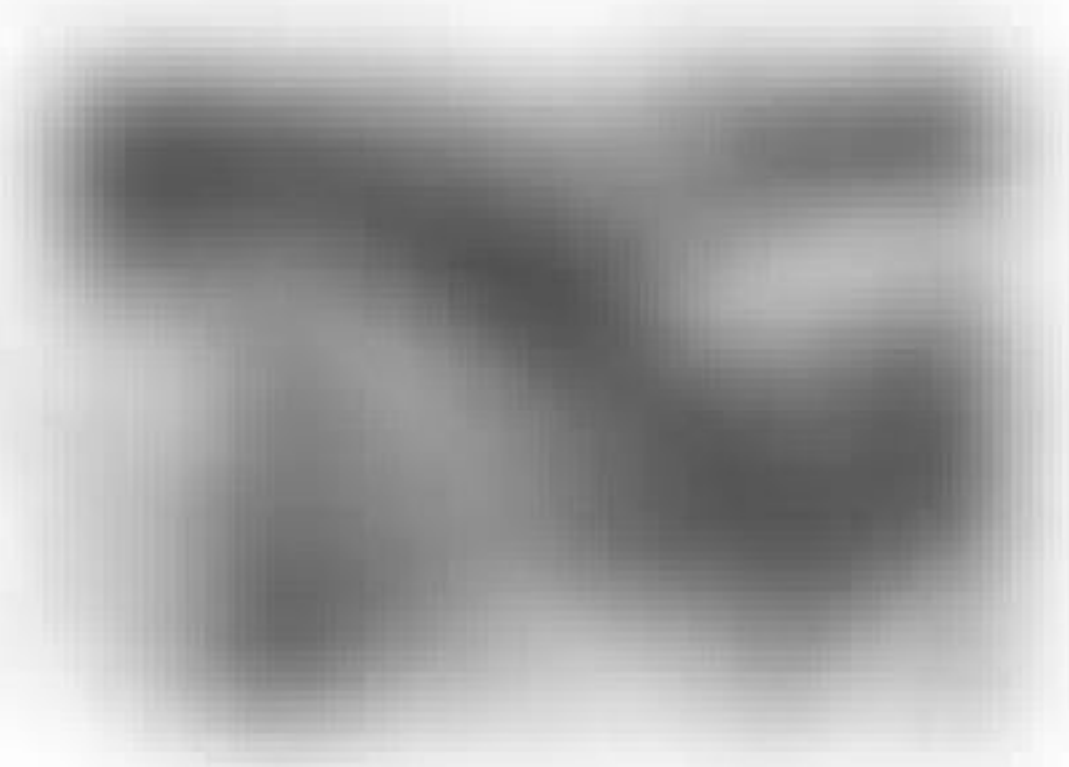


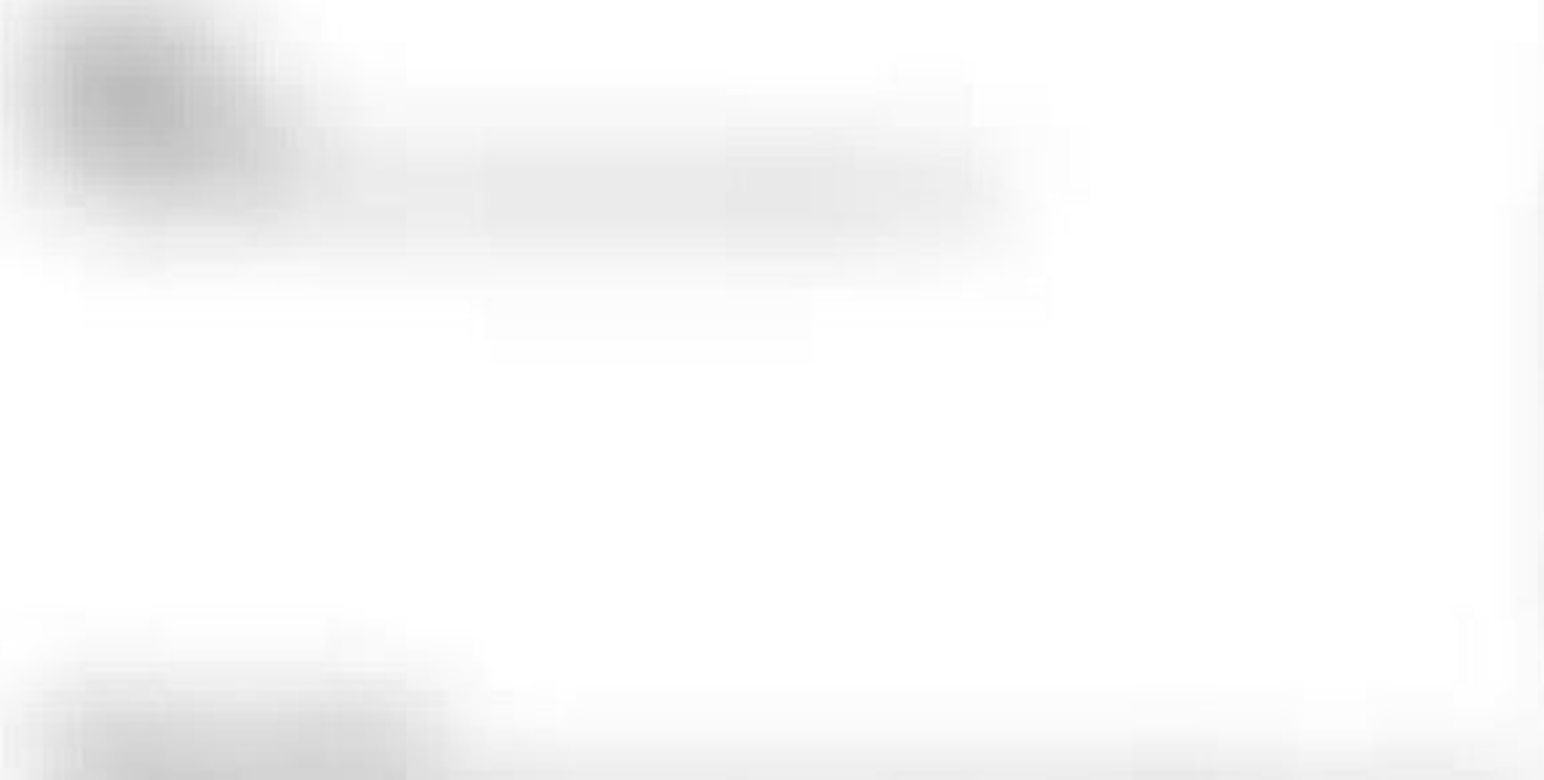
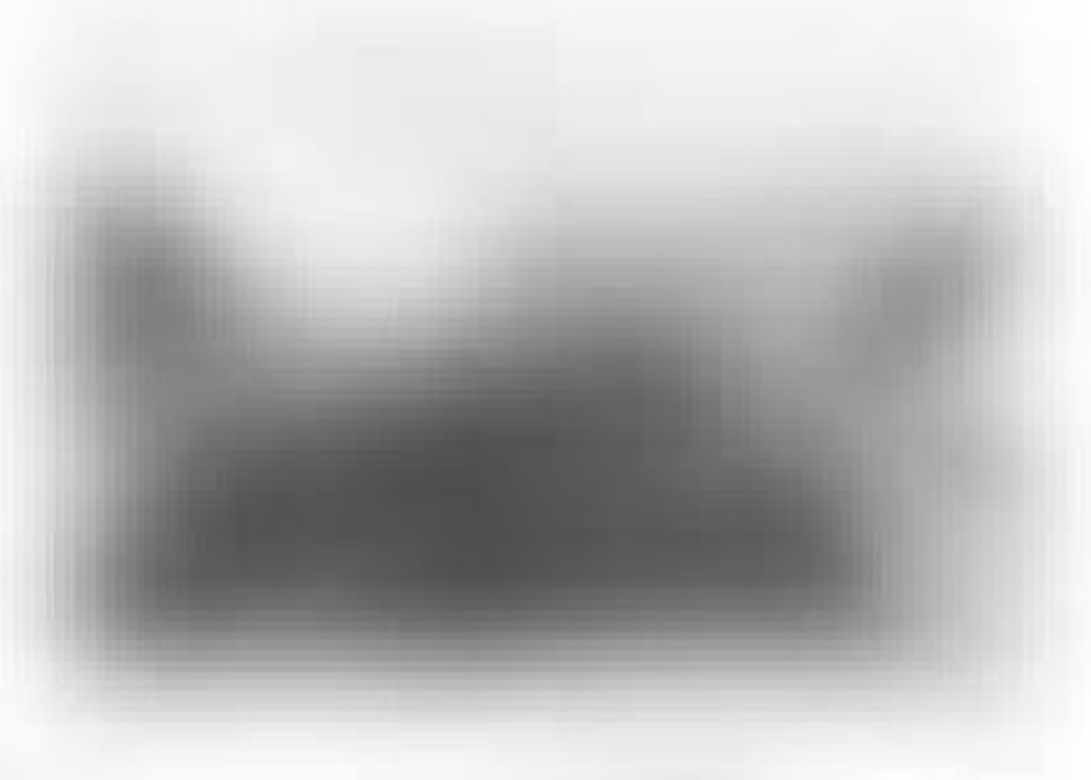
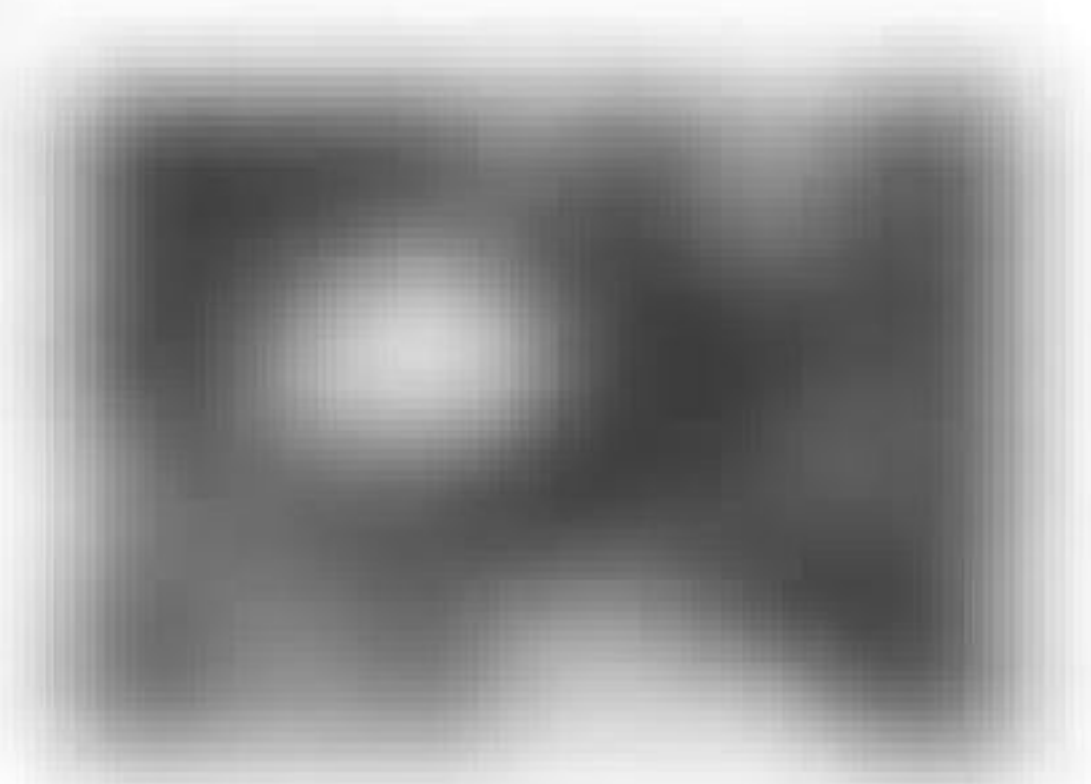
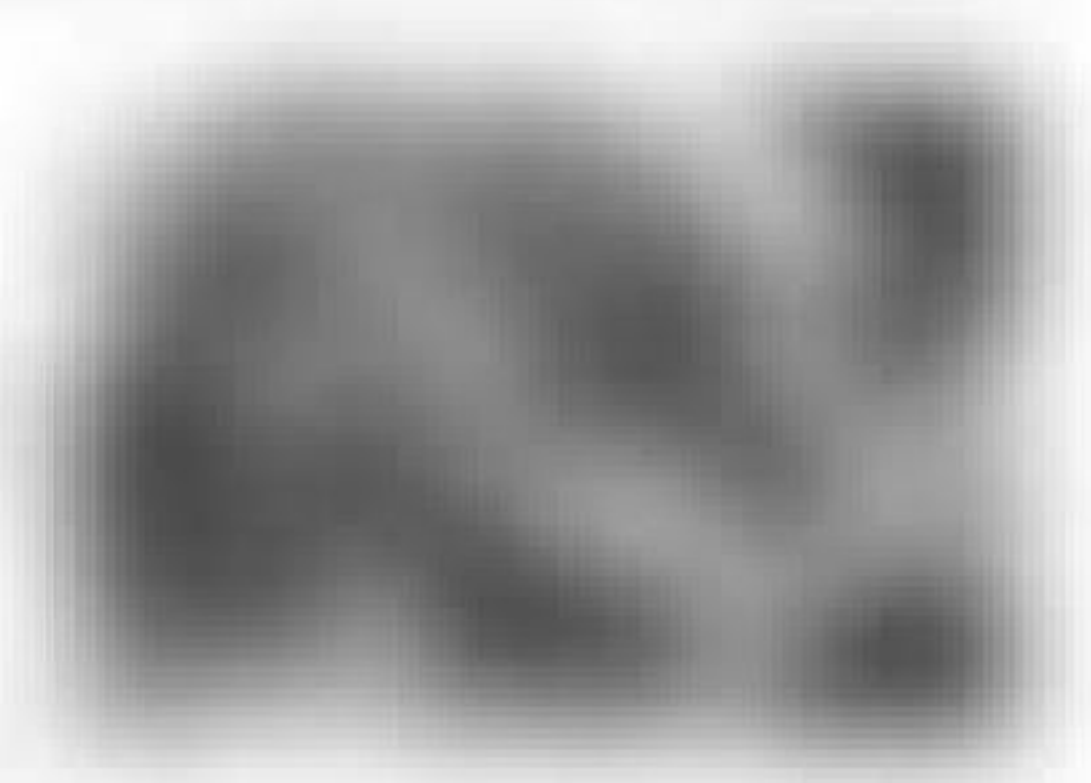


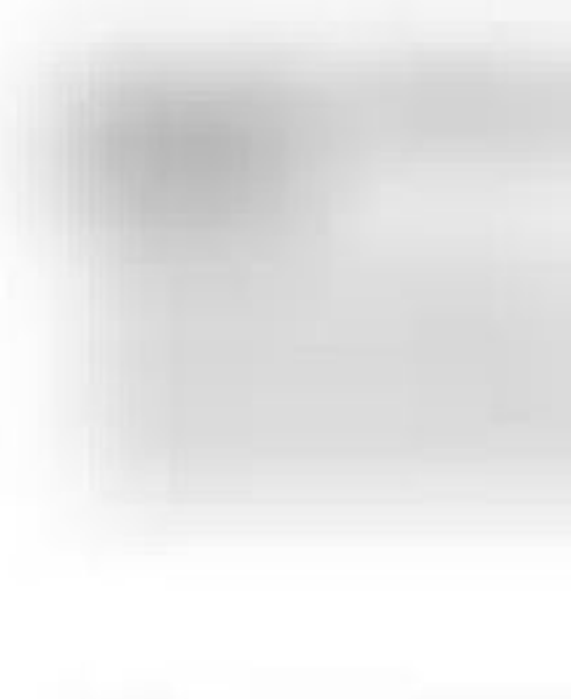
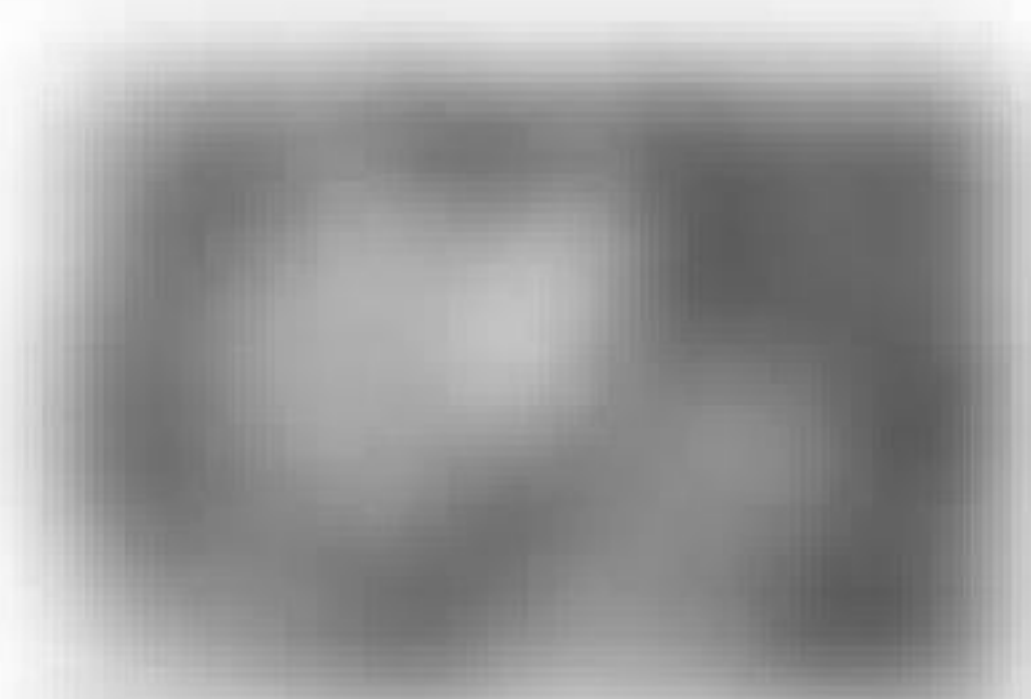




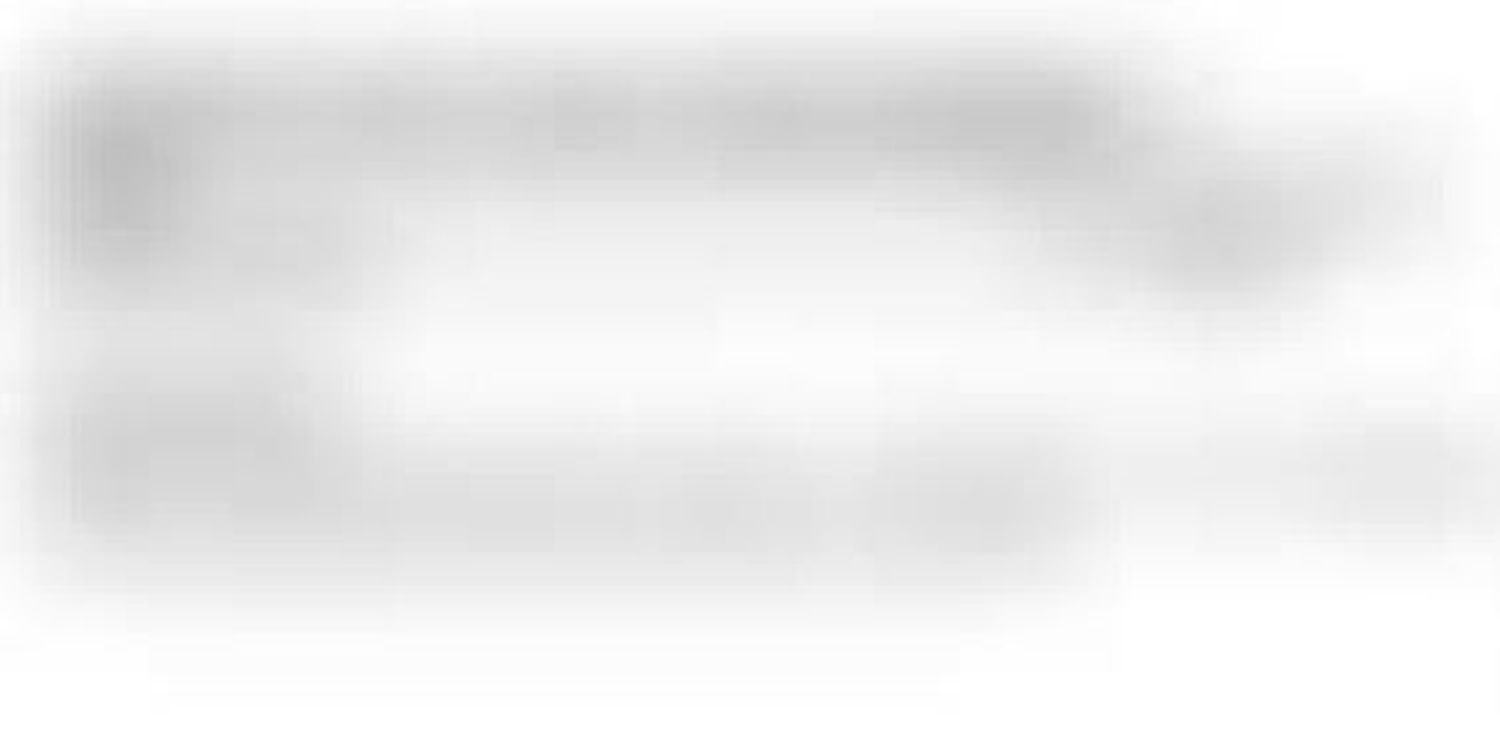
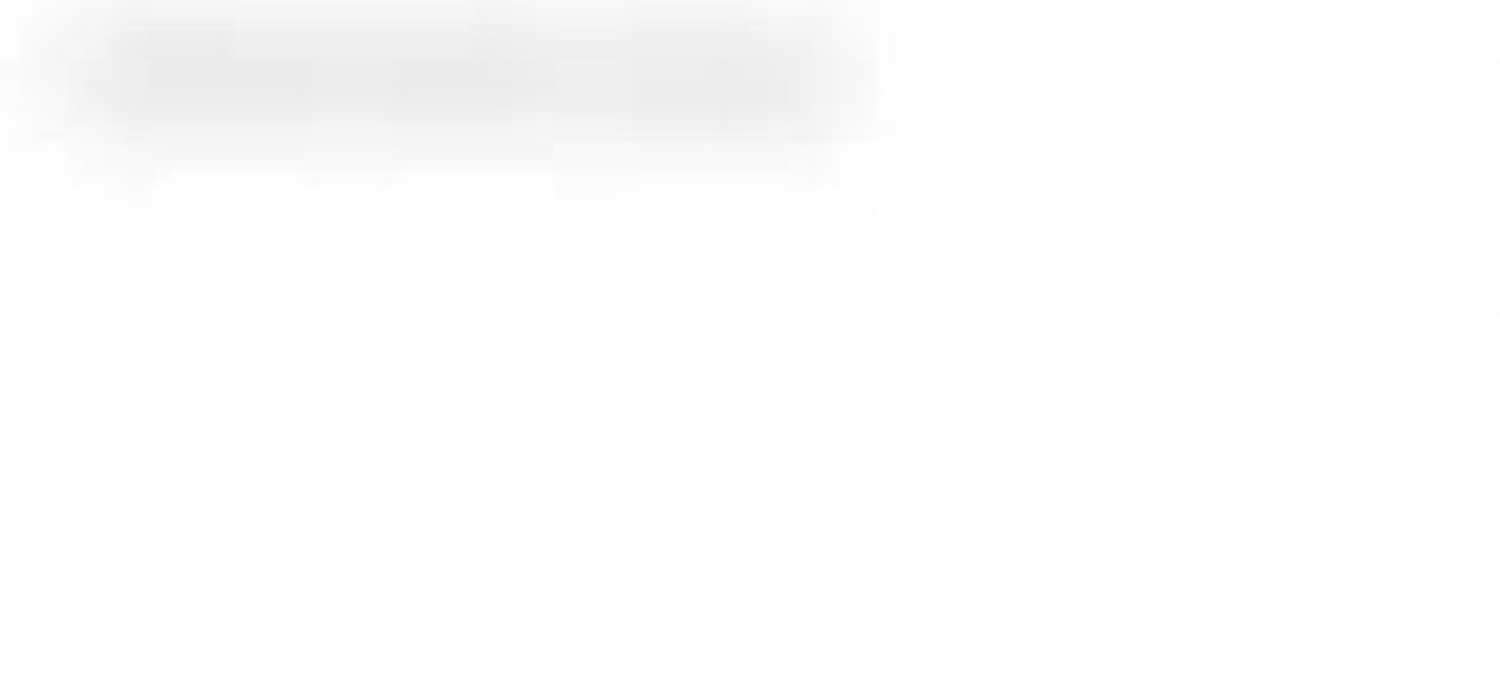
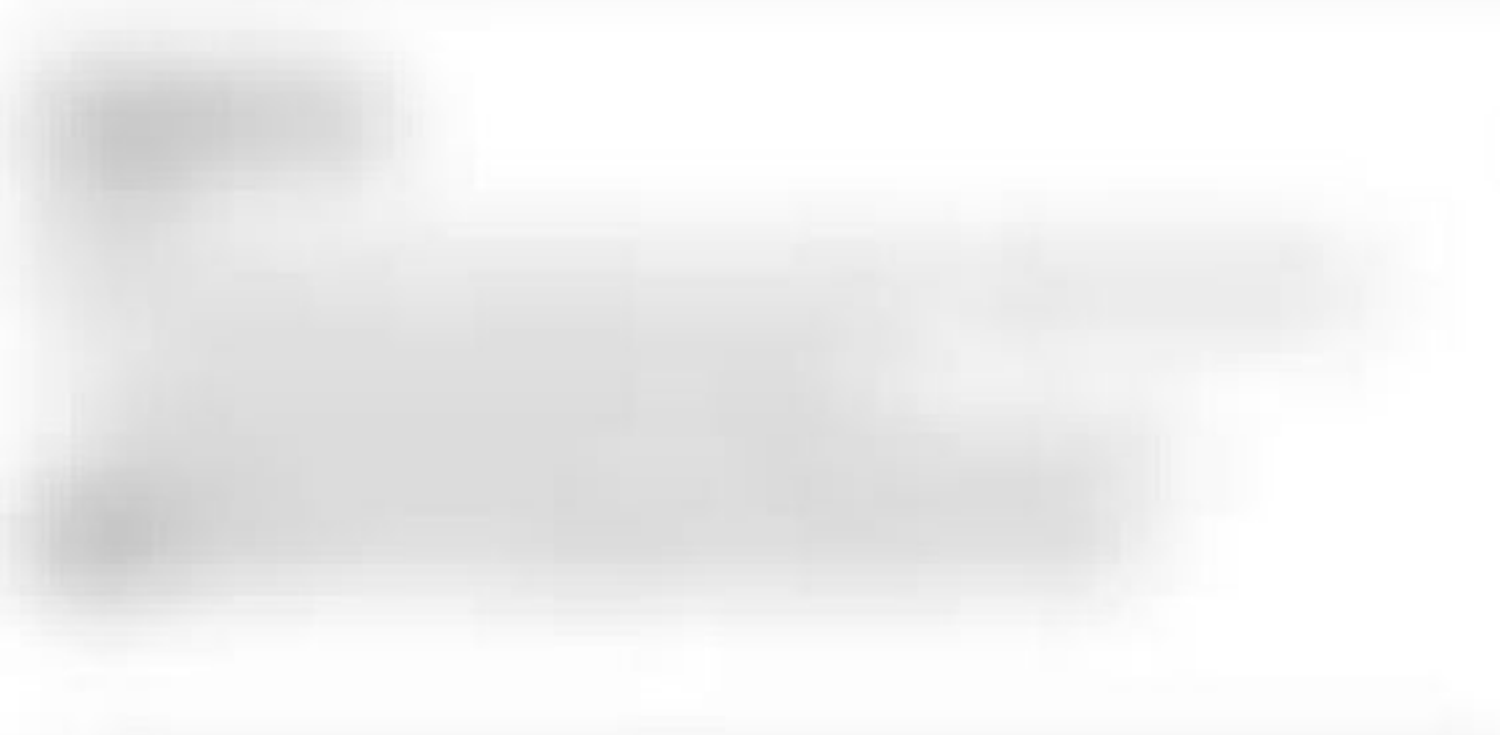
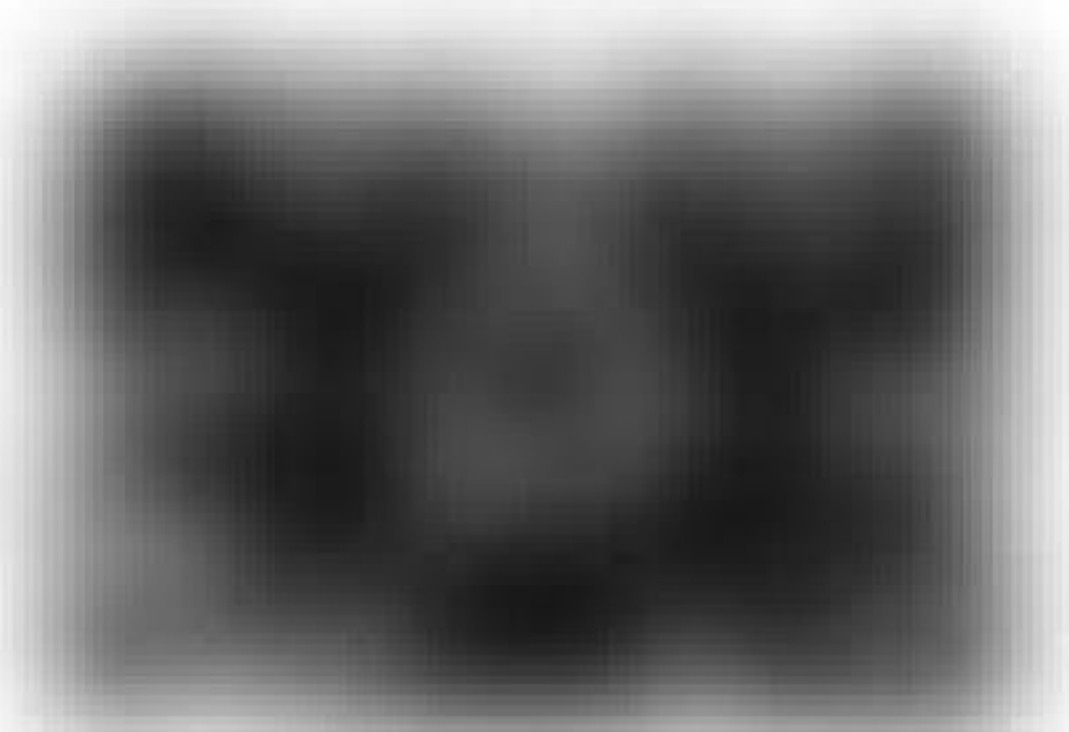
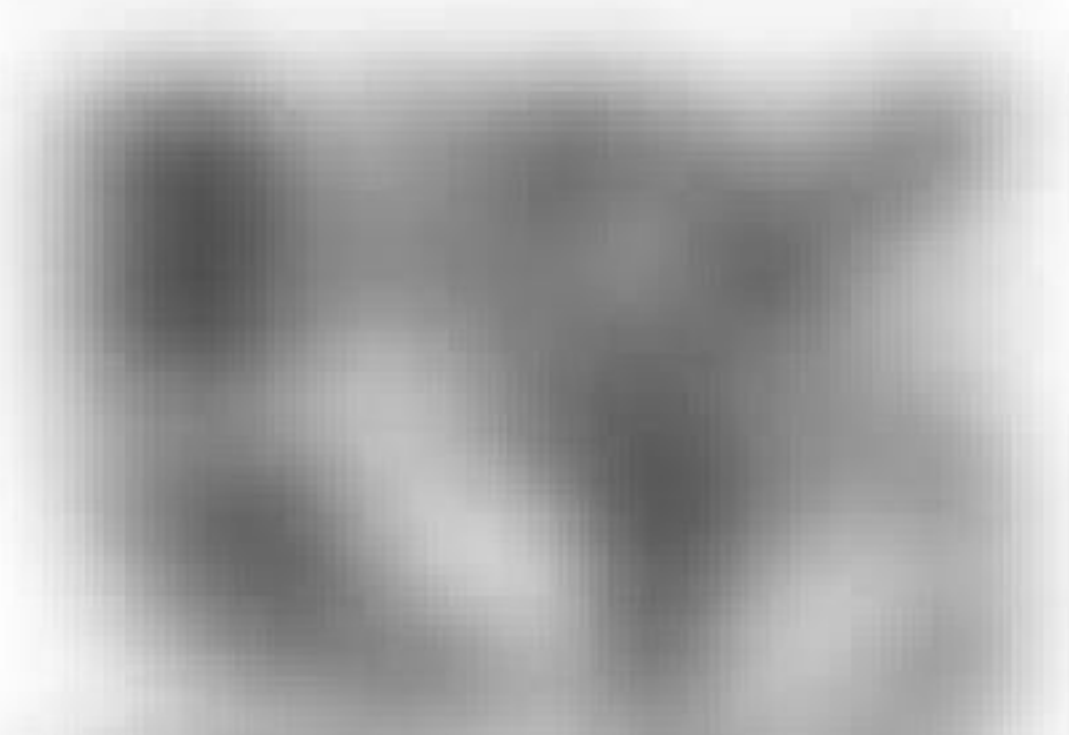


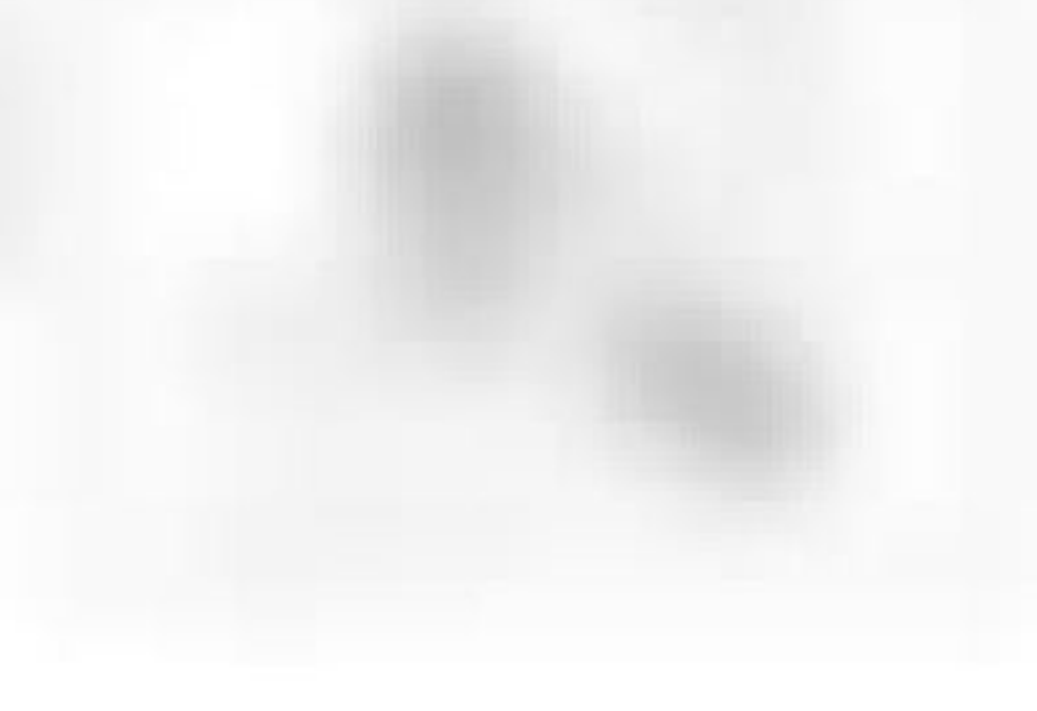
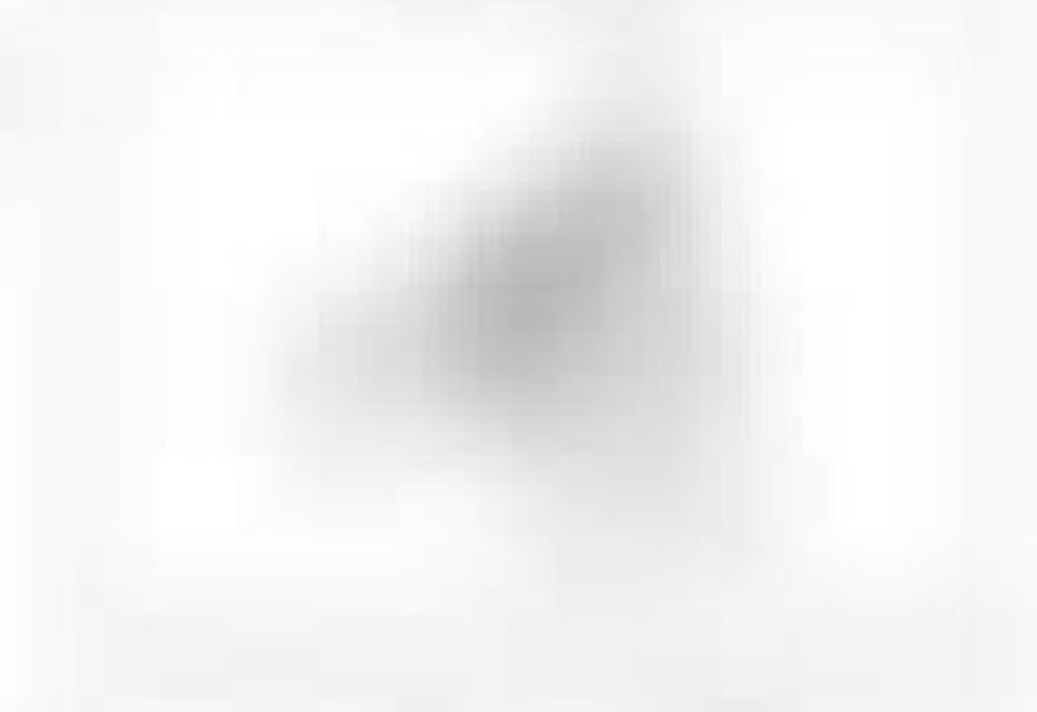
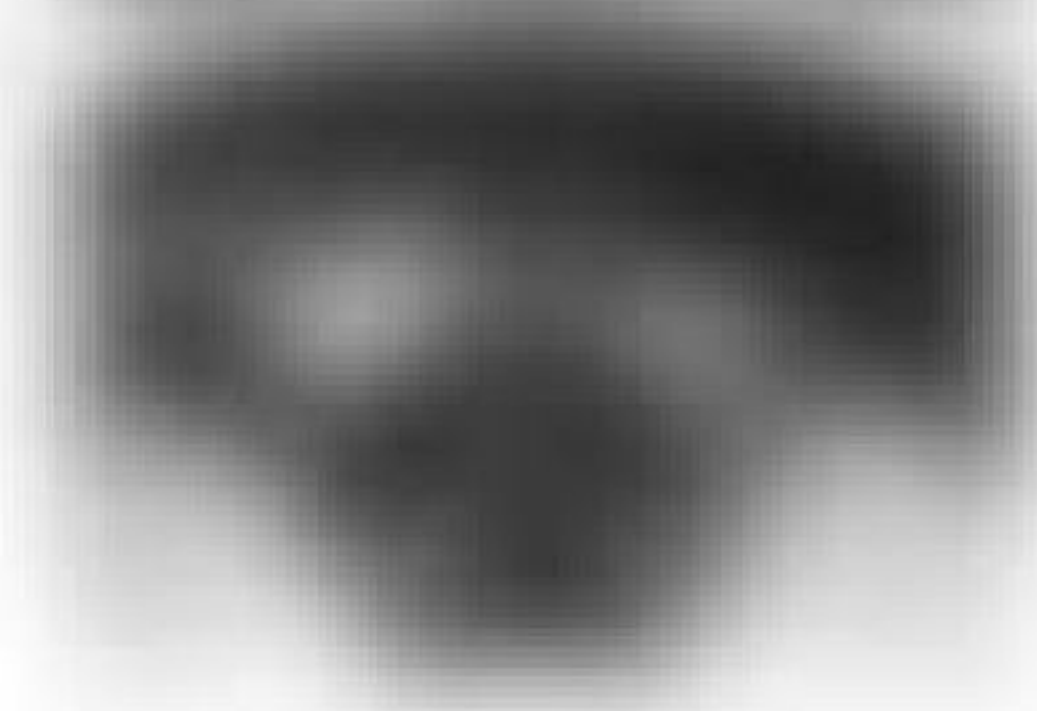
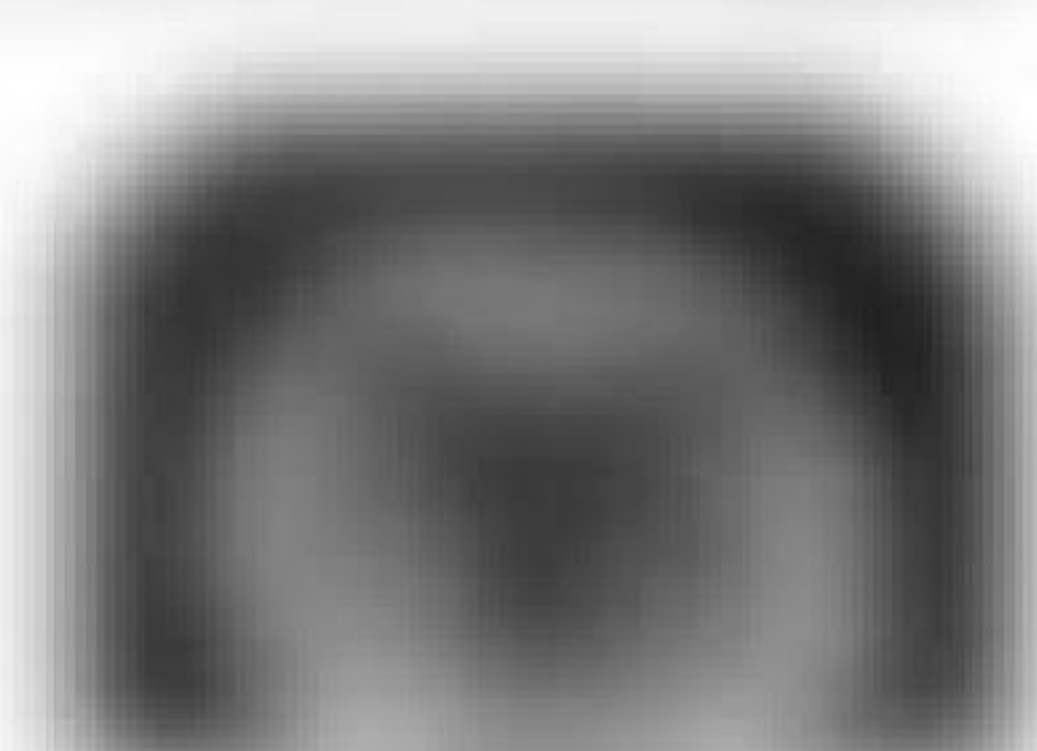












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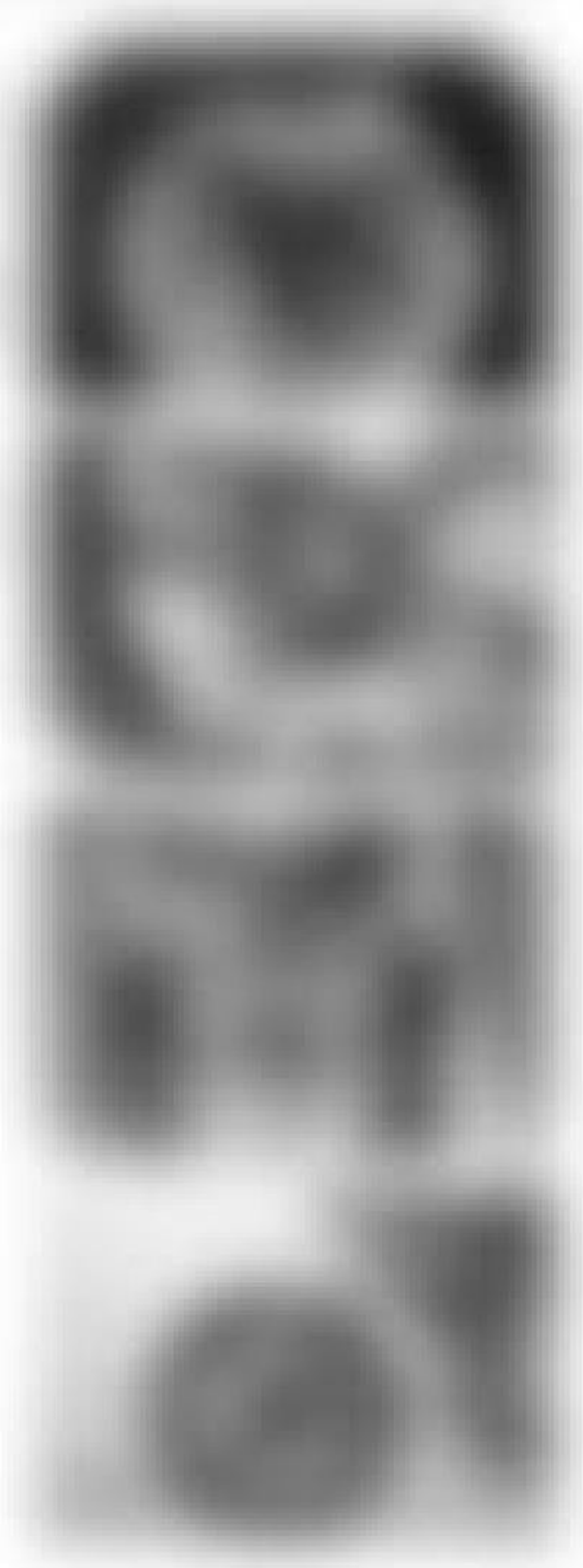
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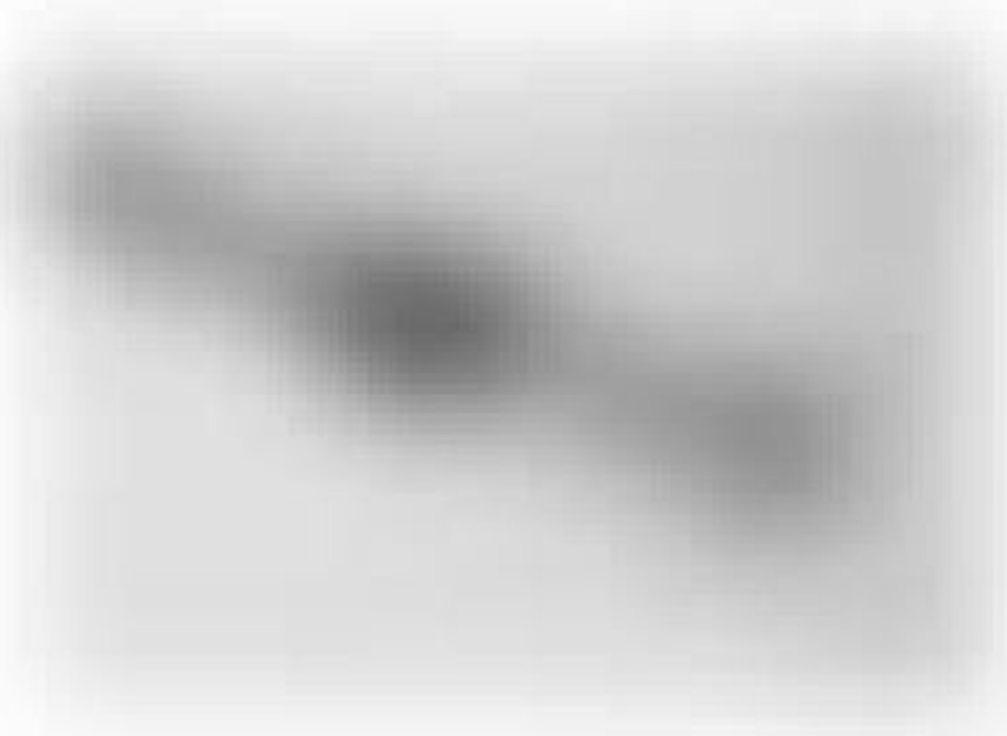
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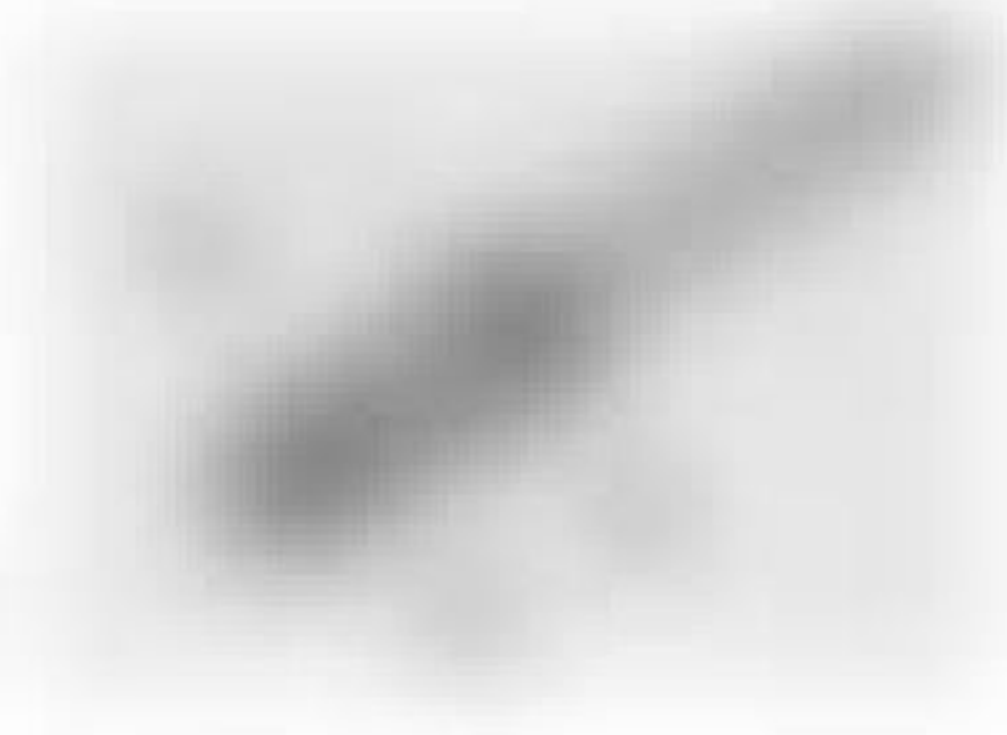
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PUBLISHED WEEKLY  
CHICAGO, ILL., MAY 1, 1935  
Vol. 45, No. 18



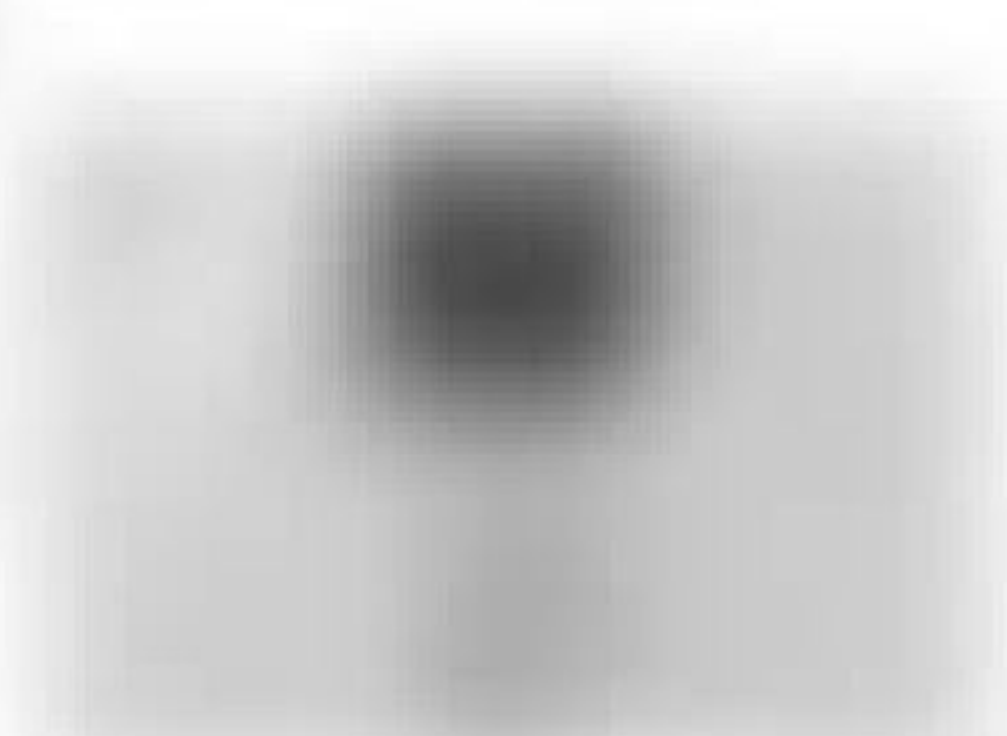
THE JOURNAL OF THE AMERICAN MEDICAL ASSOCIATION  
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THE JOURNAL OF THE AMERICAN MEDICAL ASSOCIATION  
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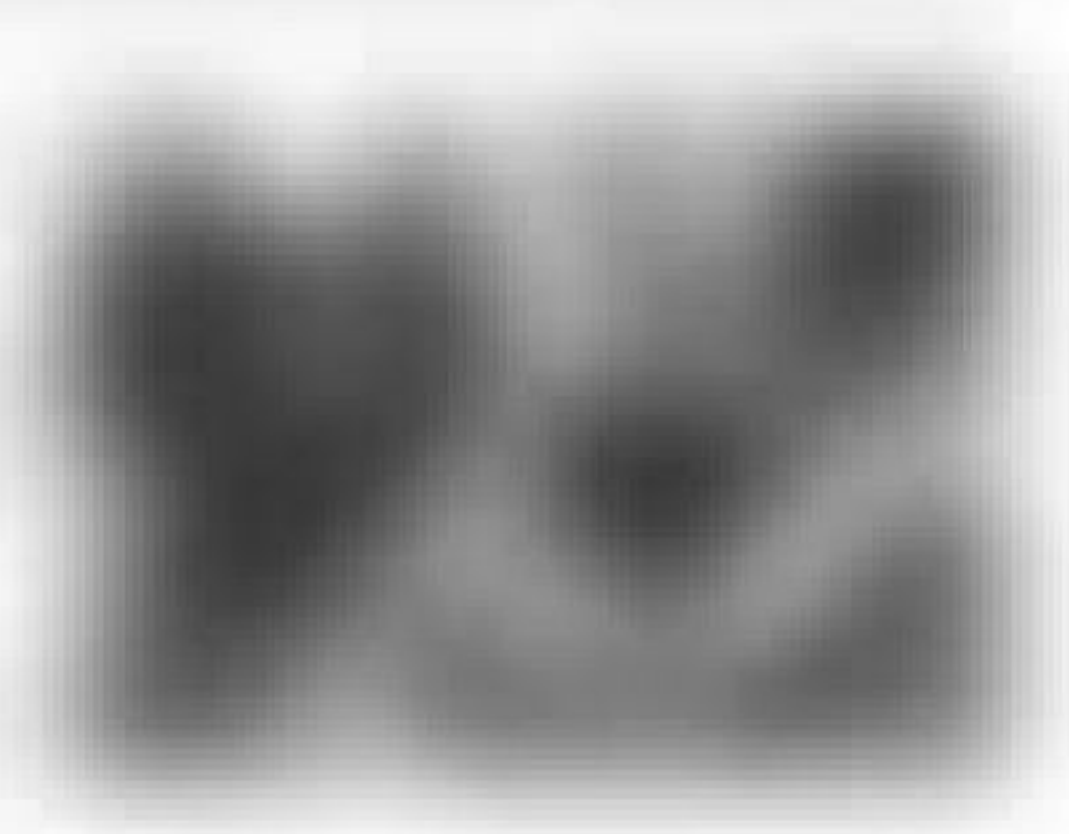
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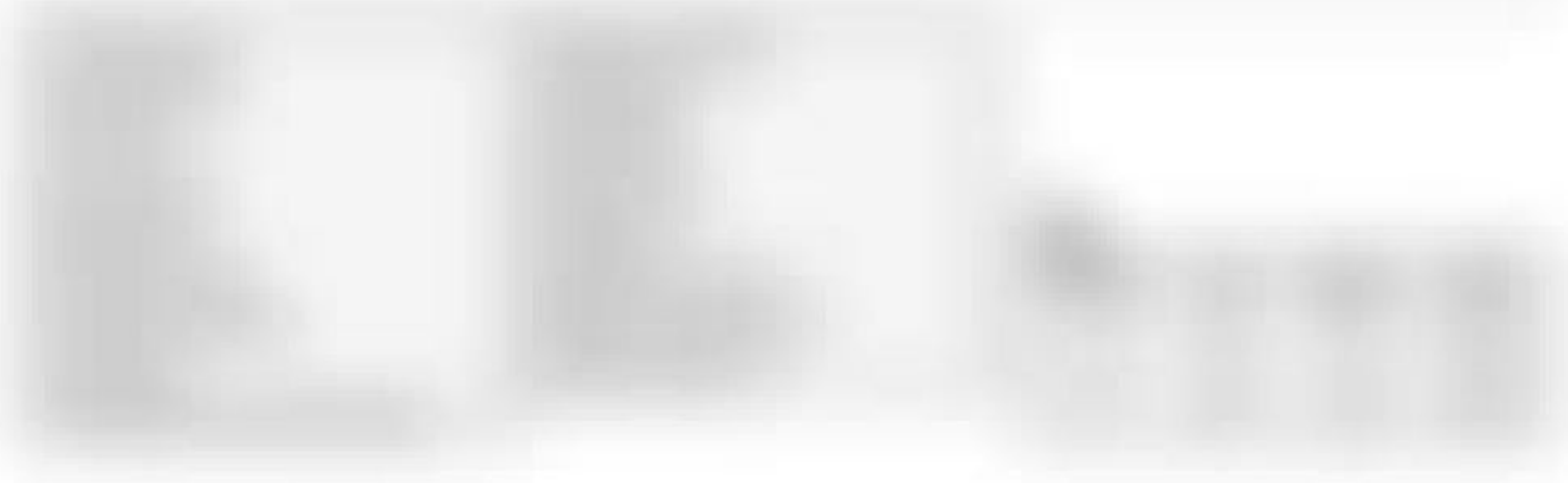


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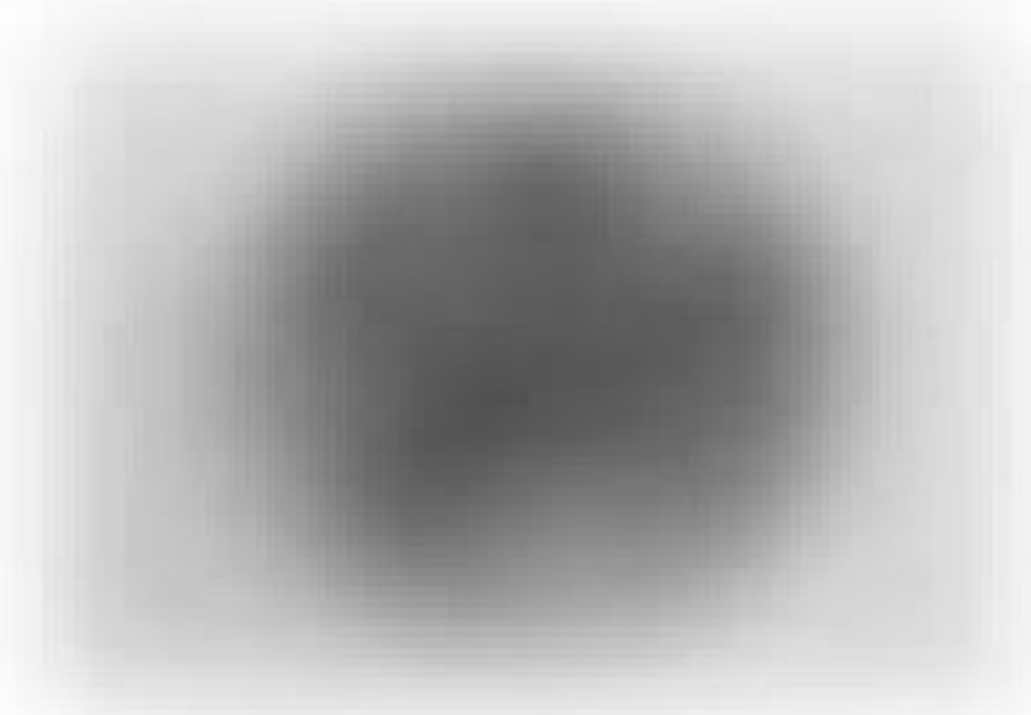
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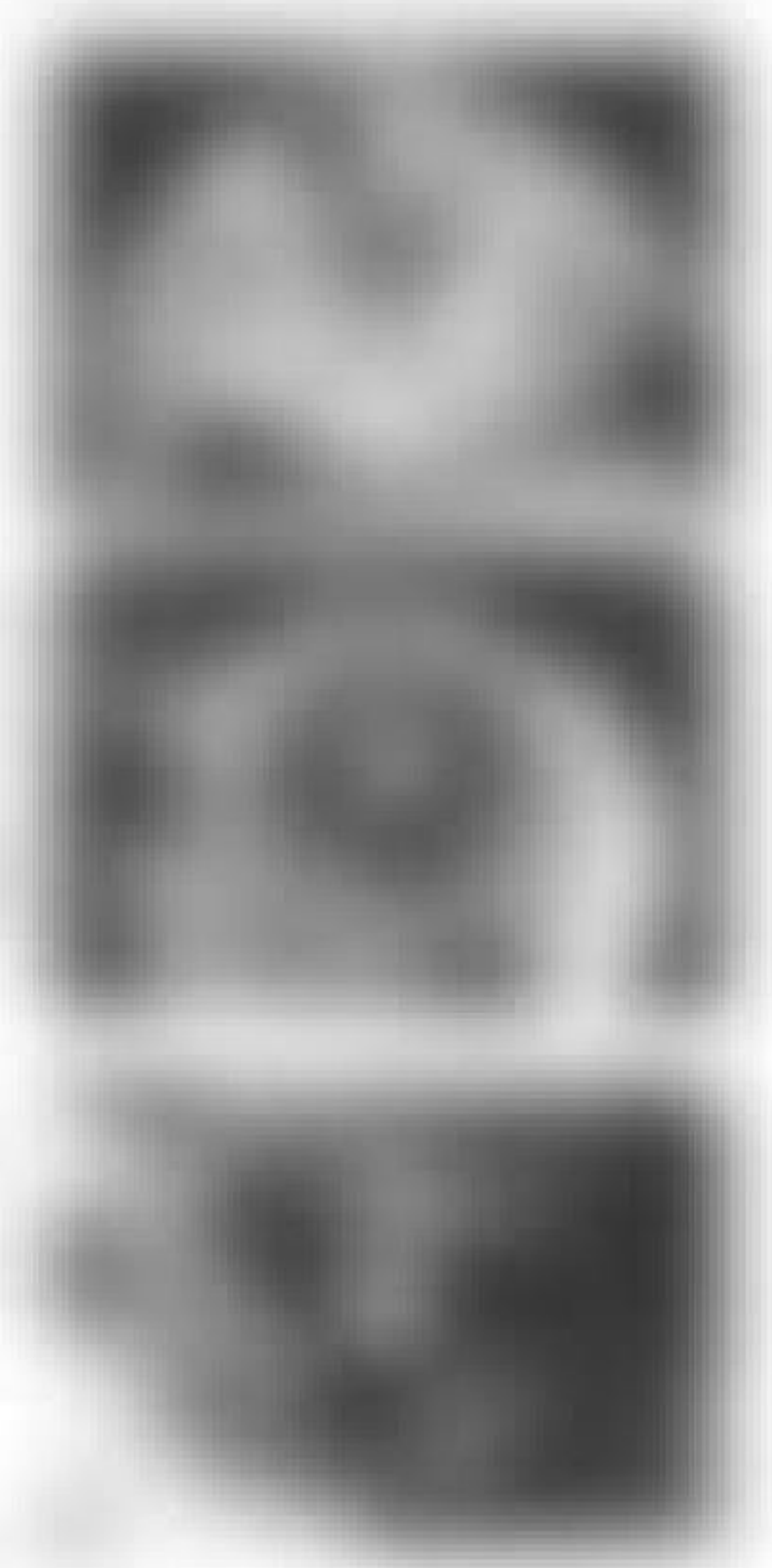
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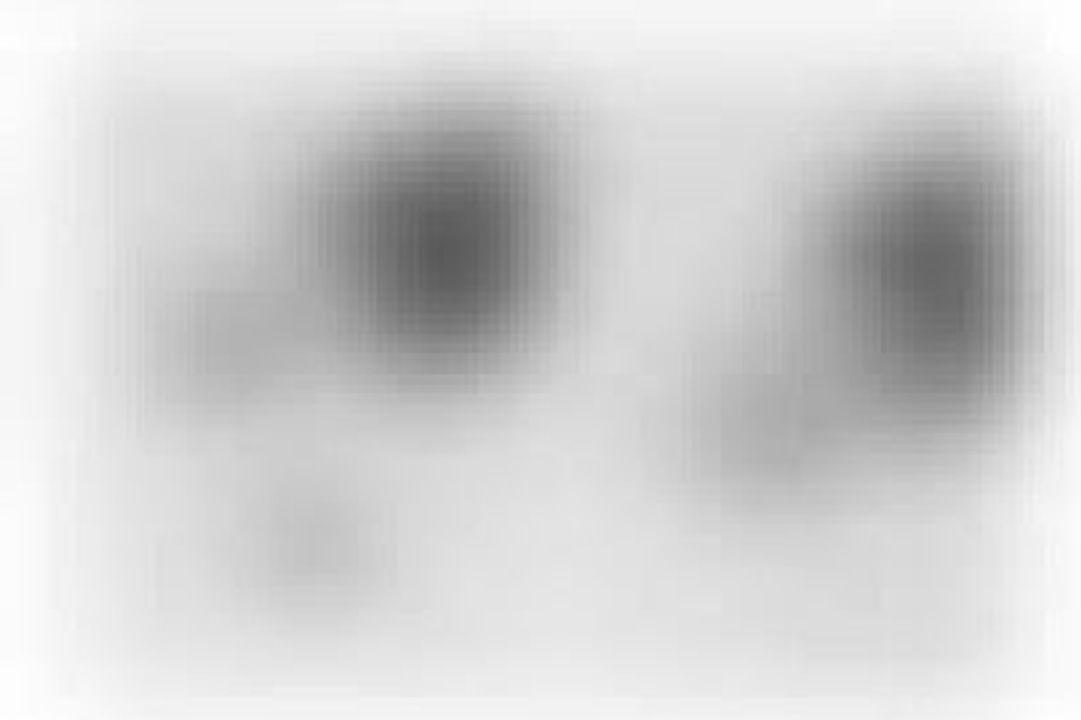
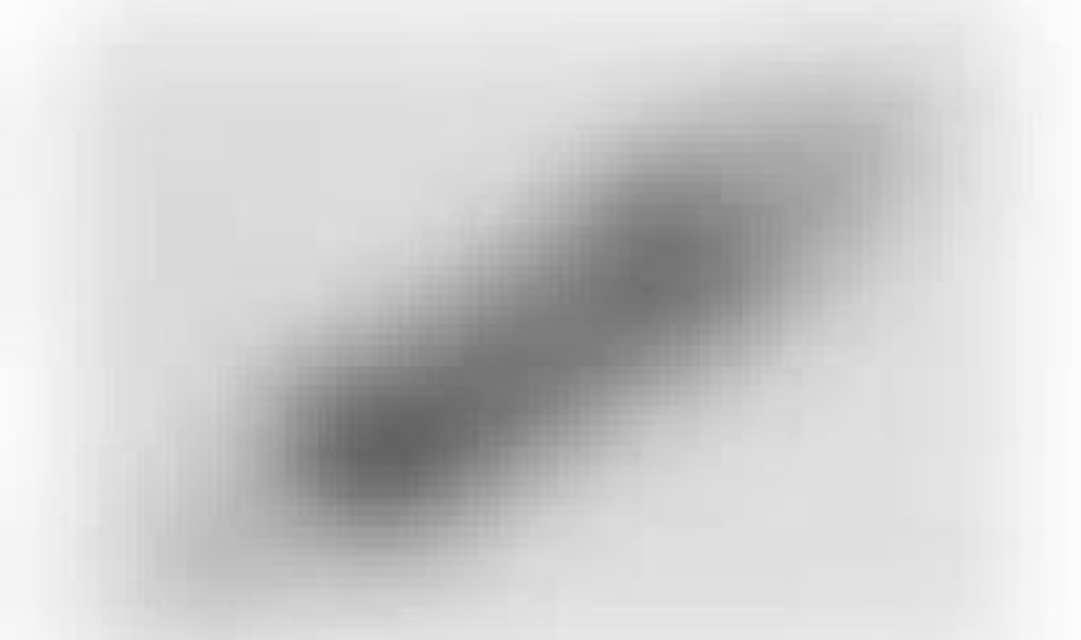
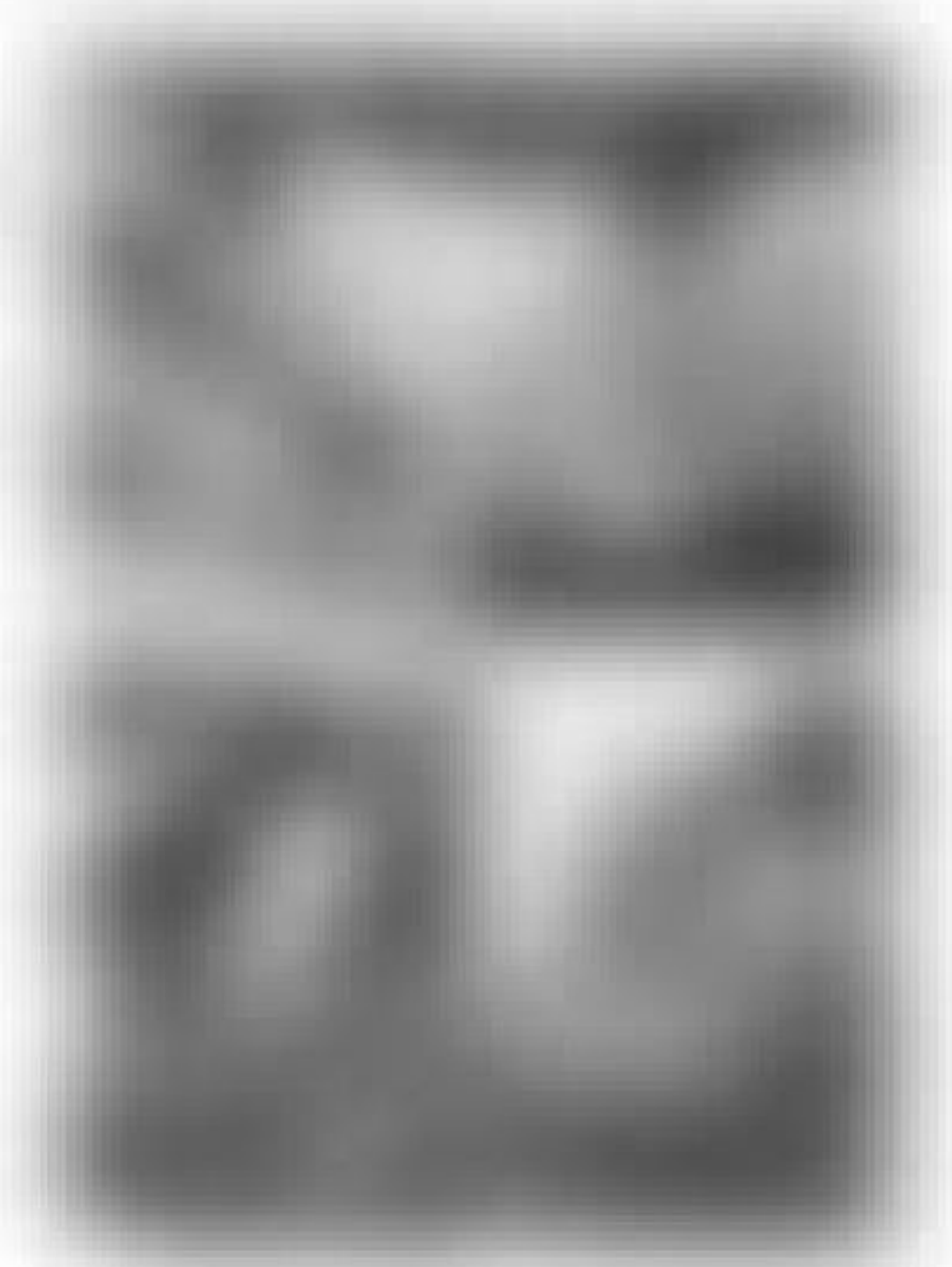
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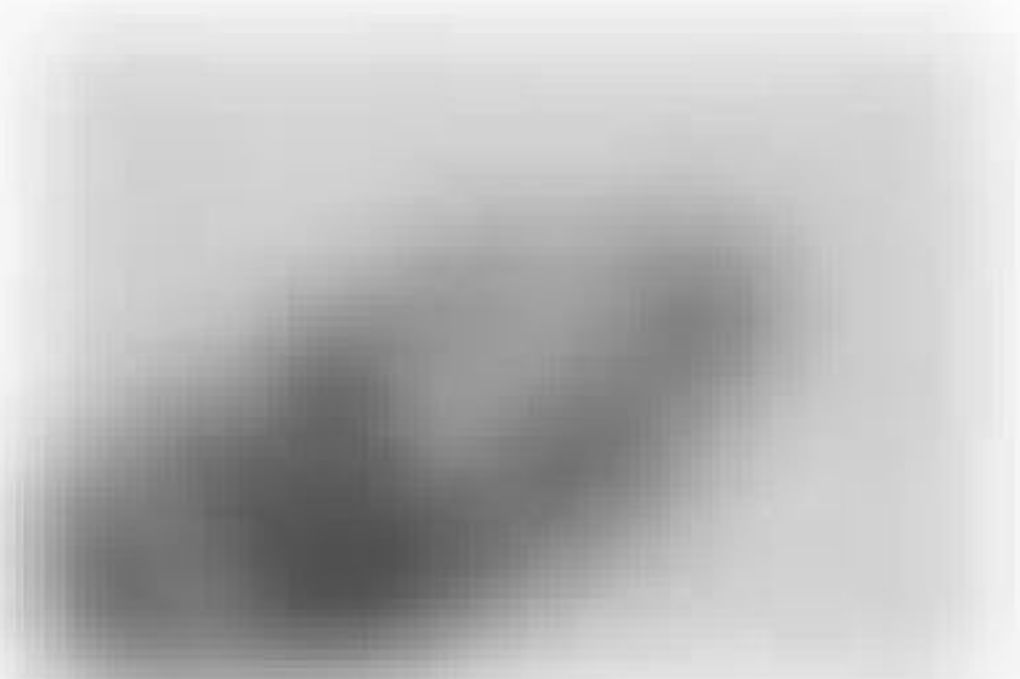
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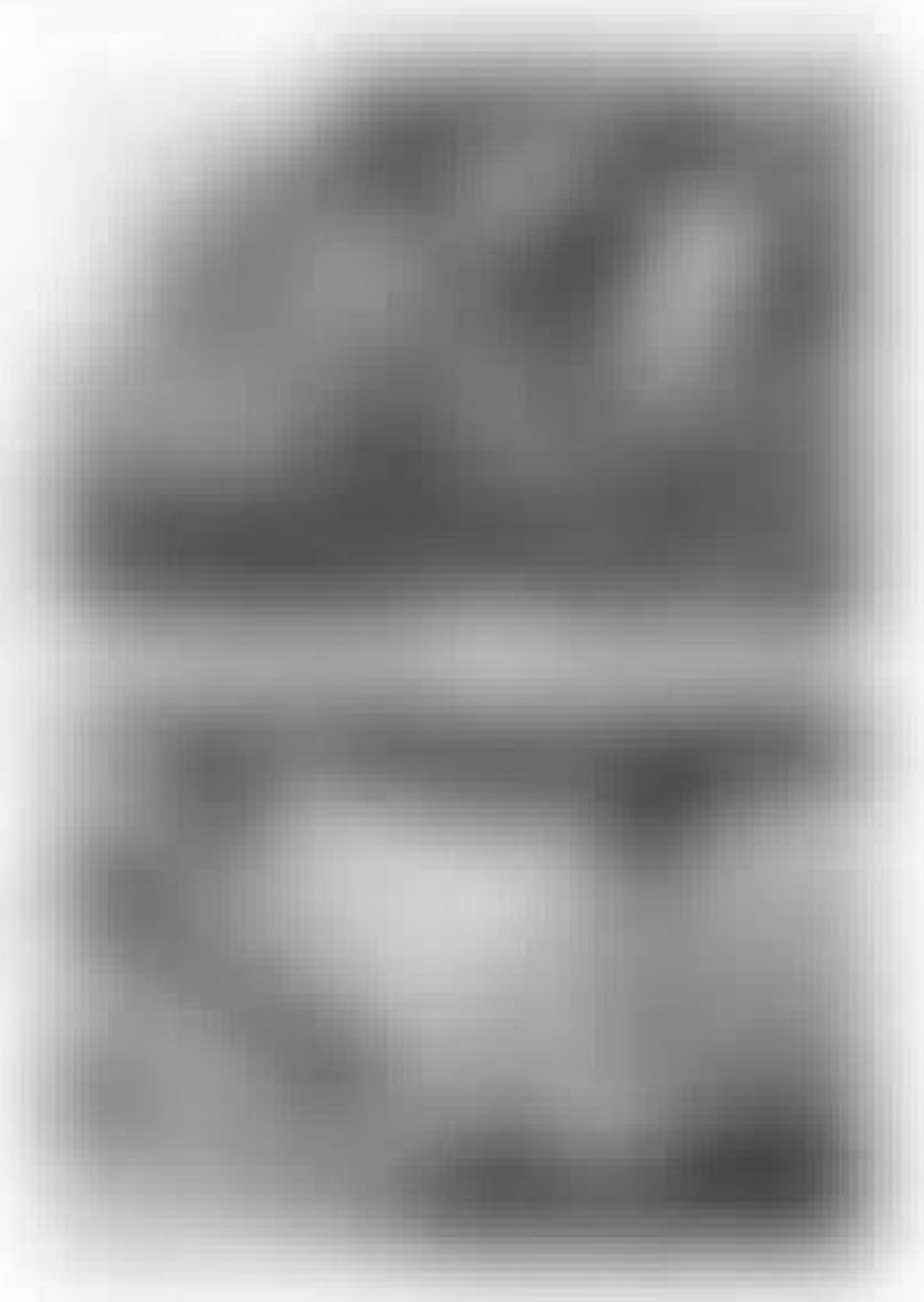
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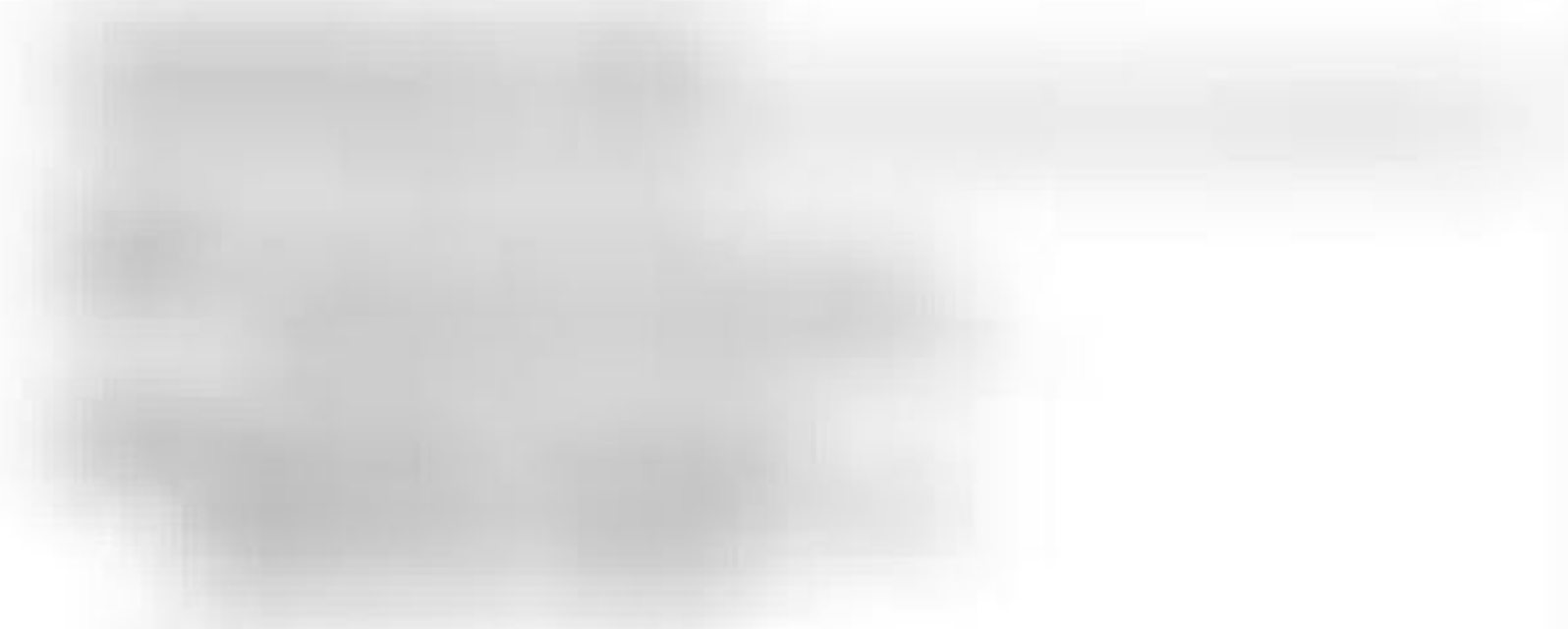
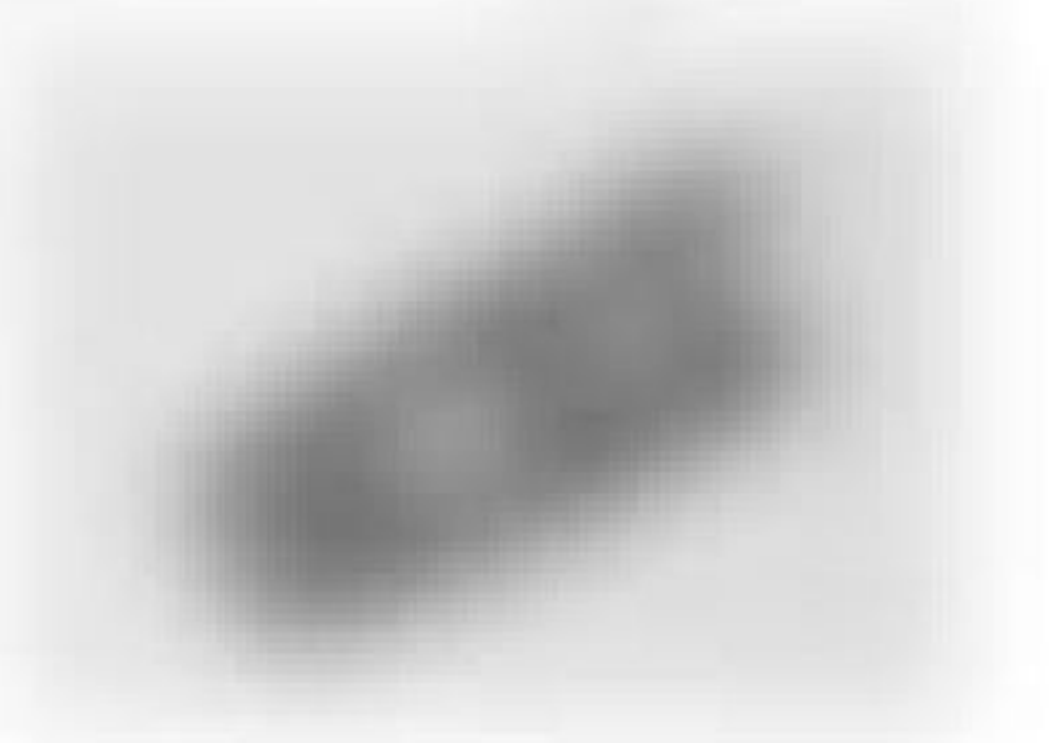
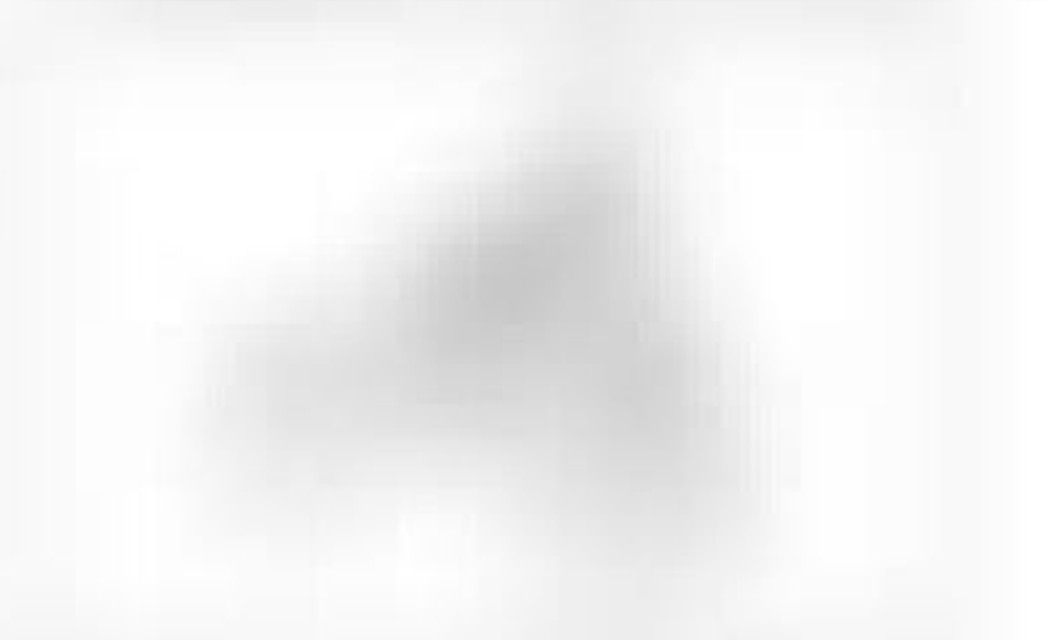
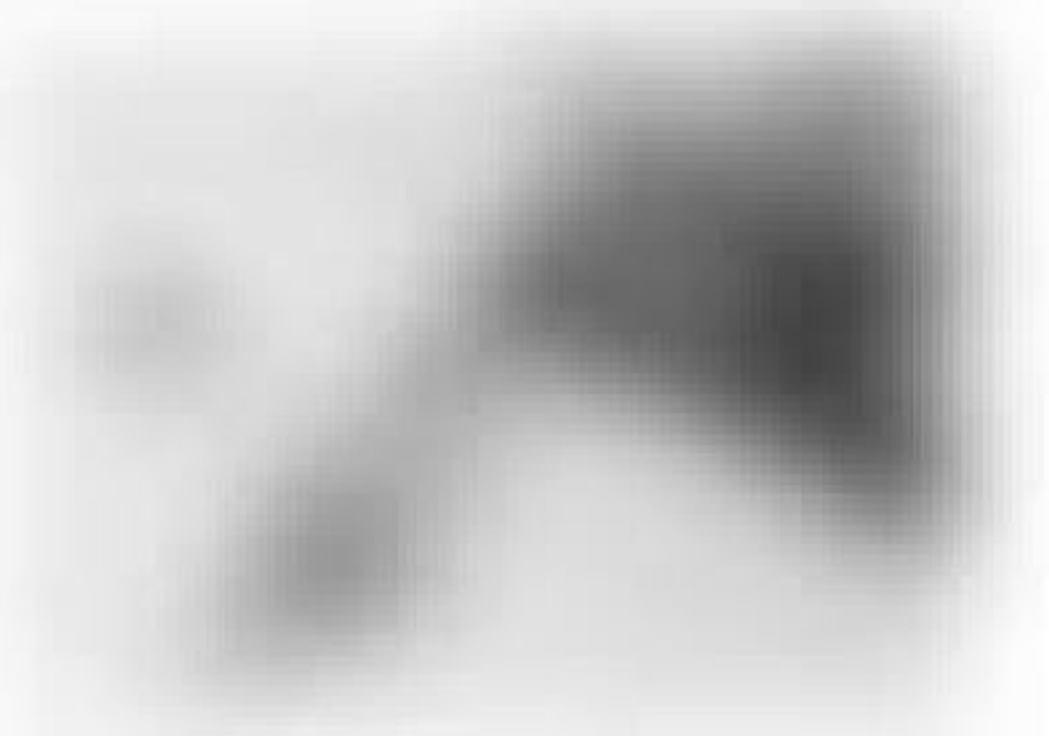
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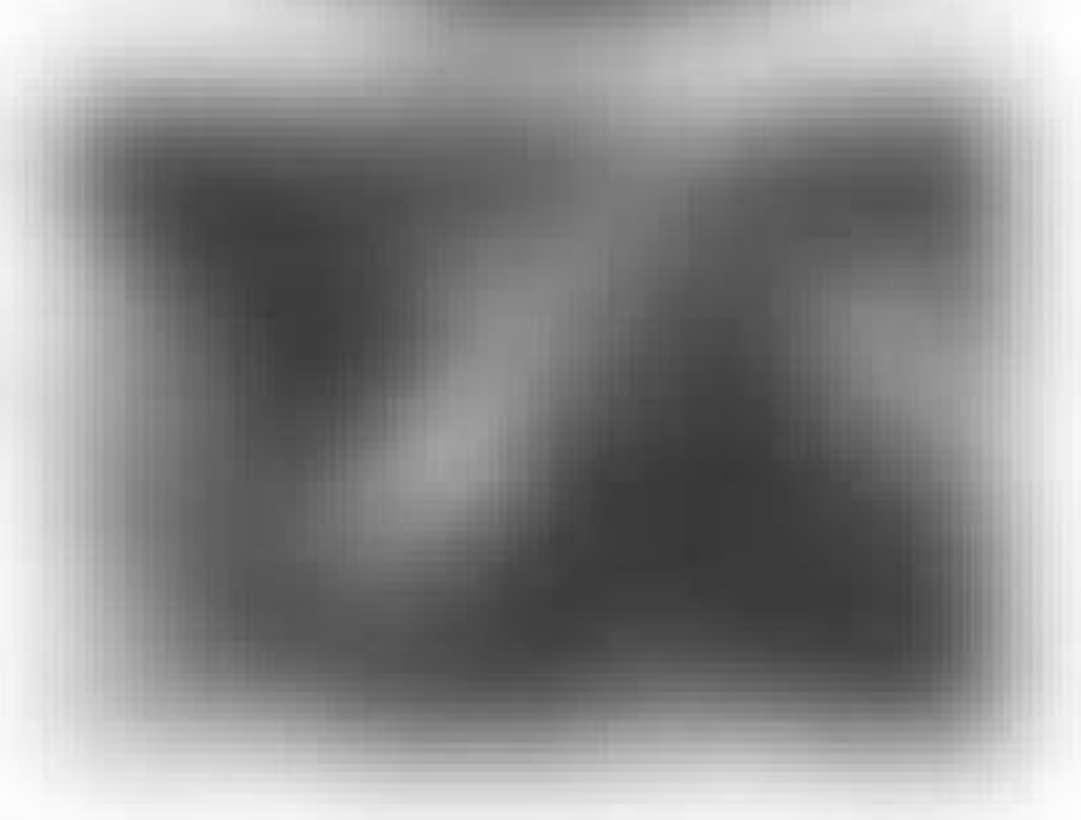
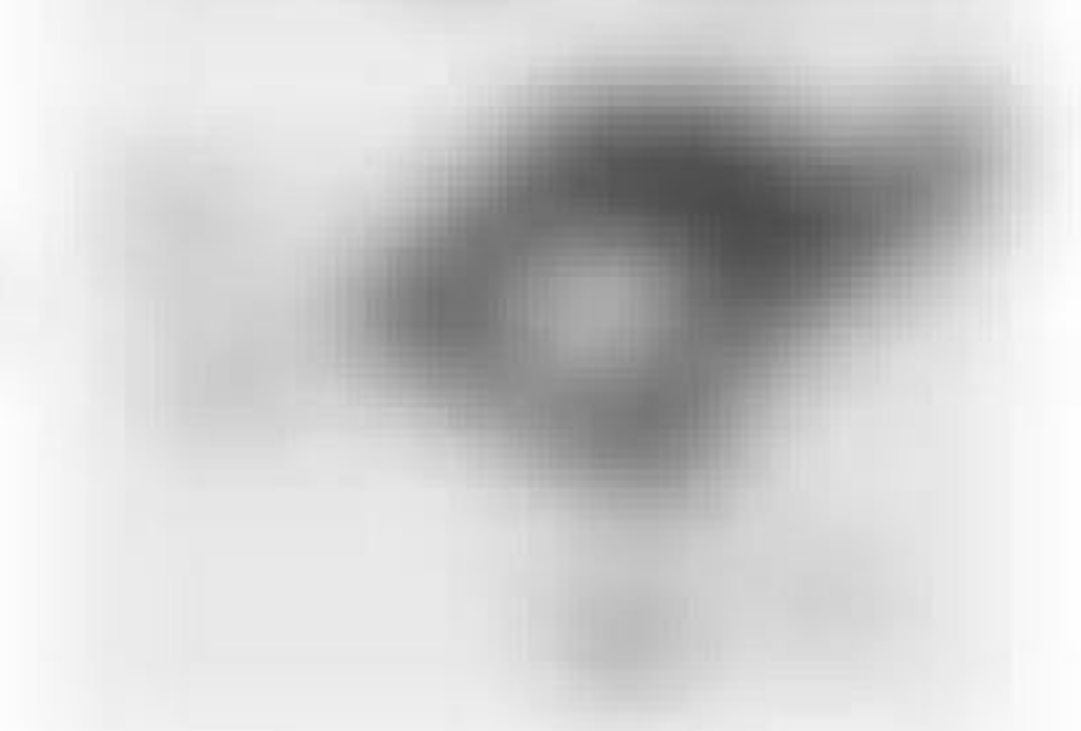
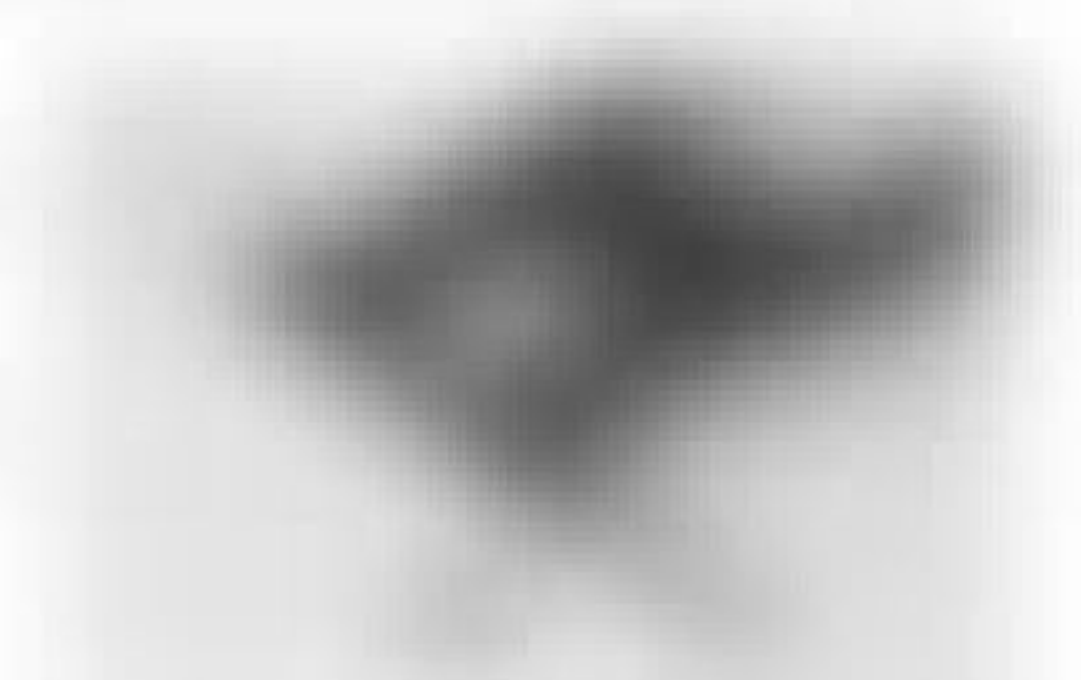
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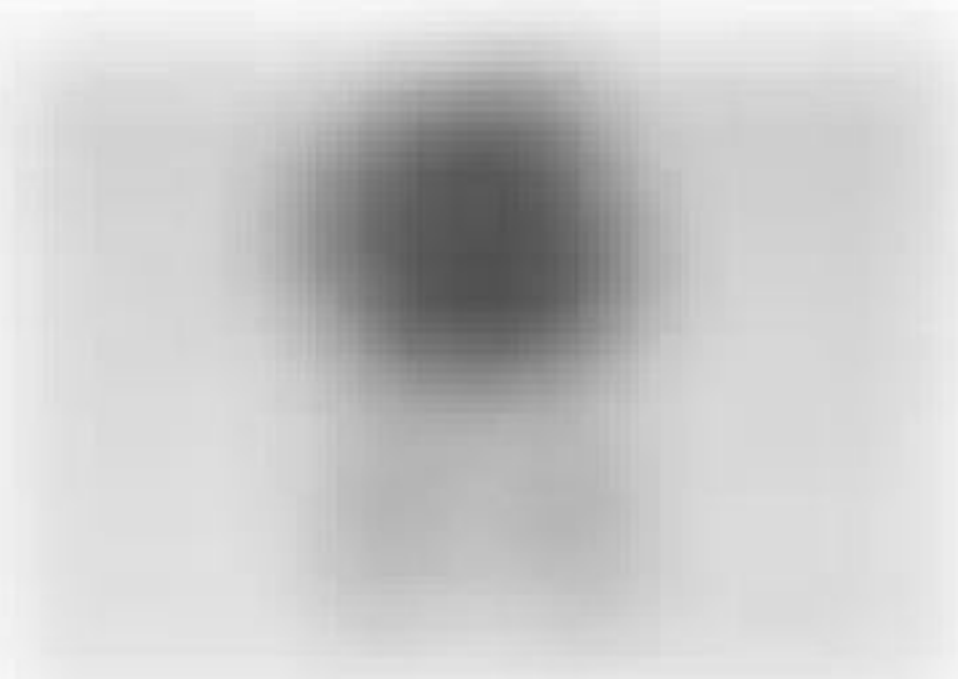
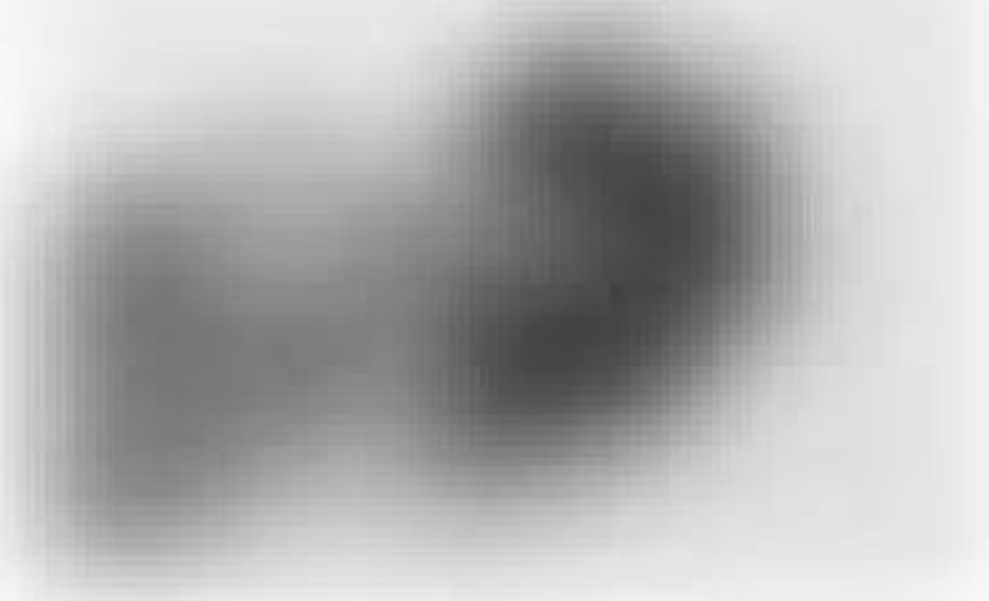
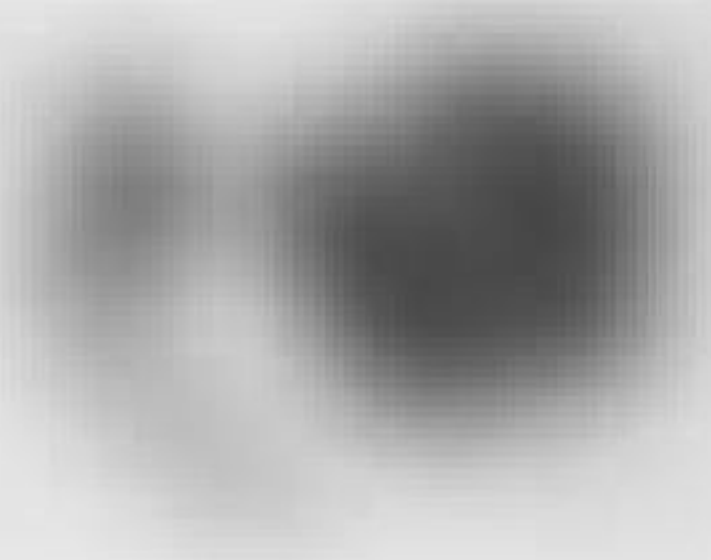
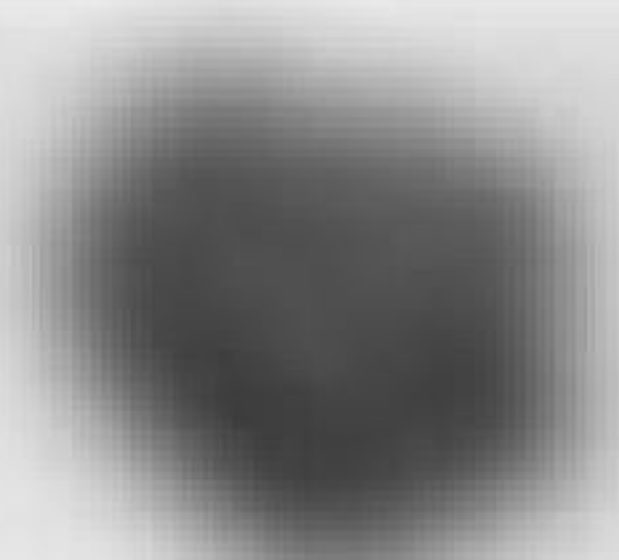
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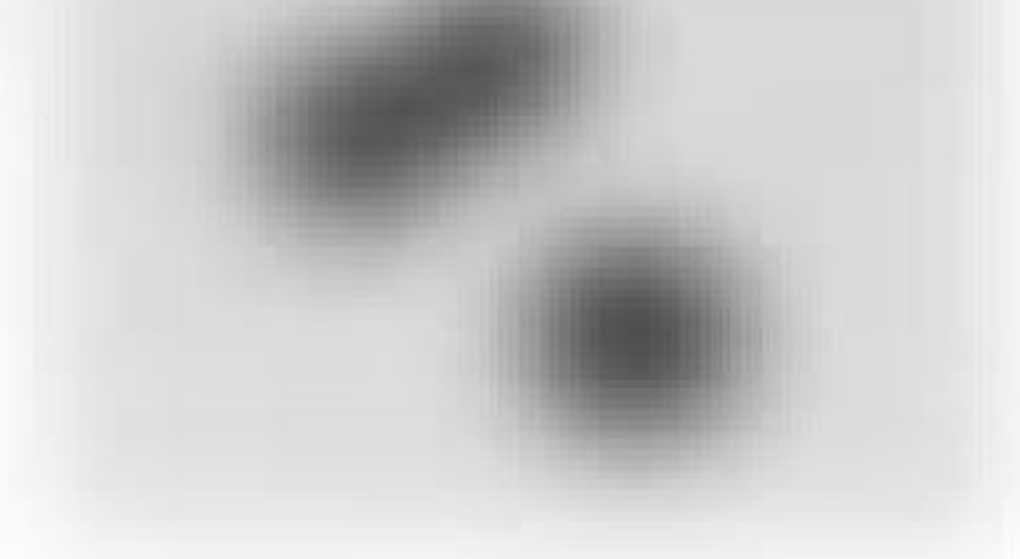
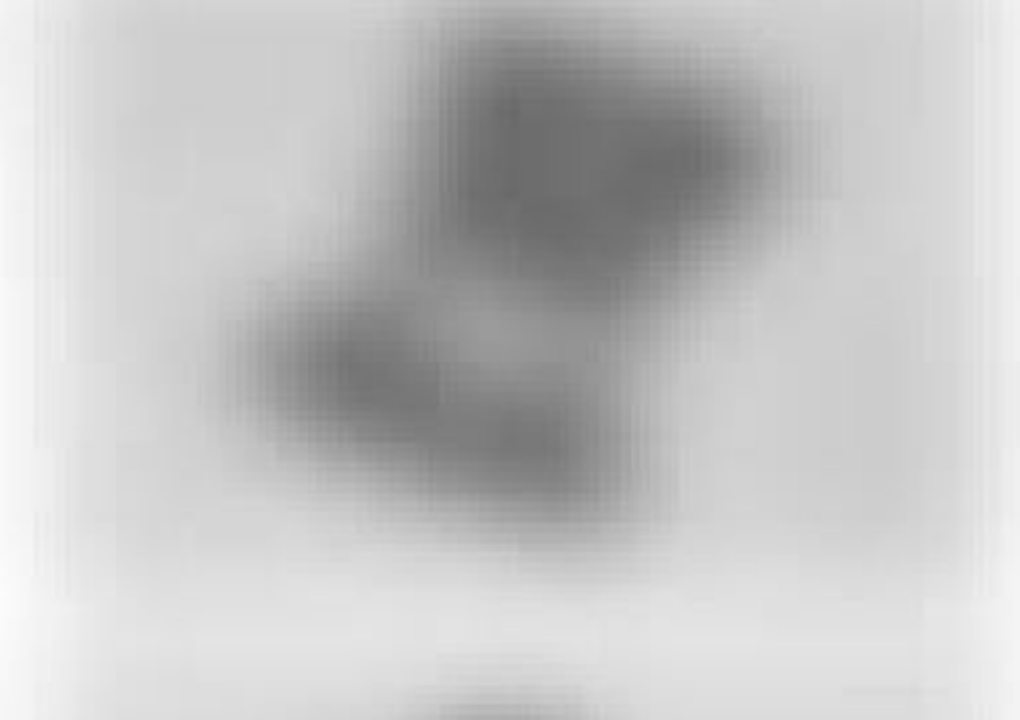
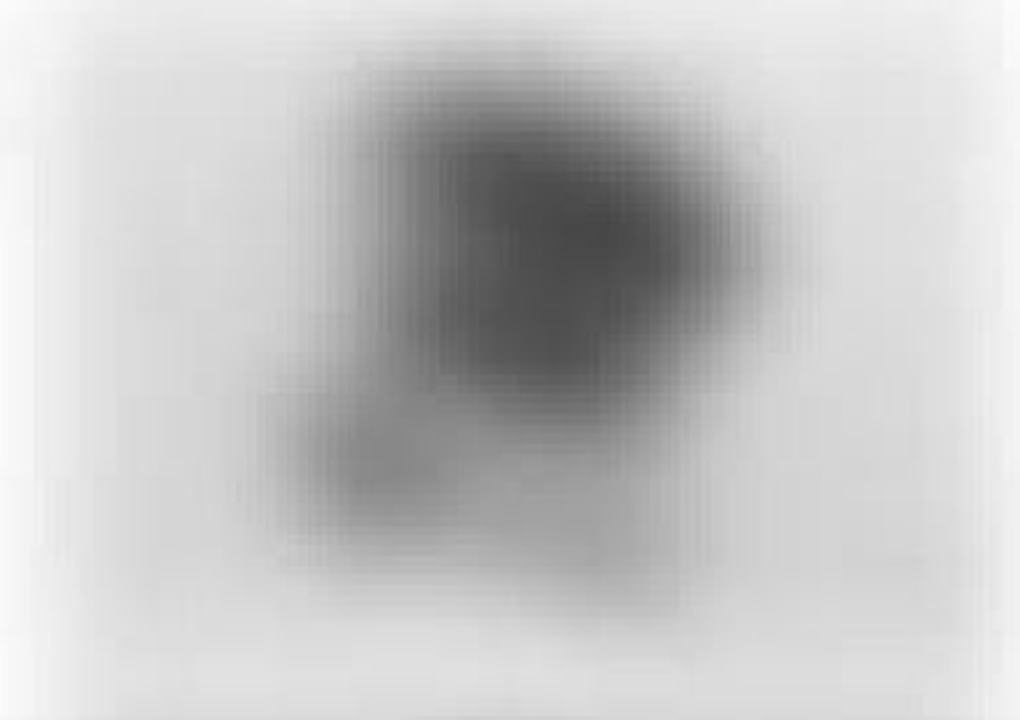
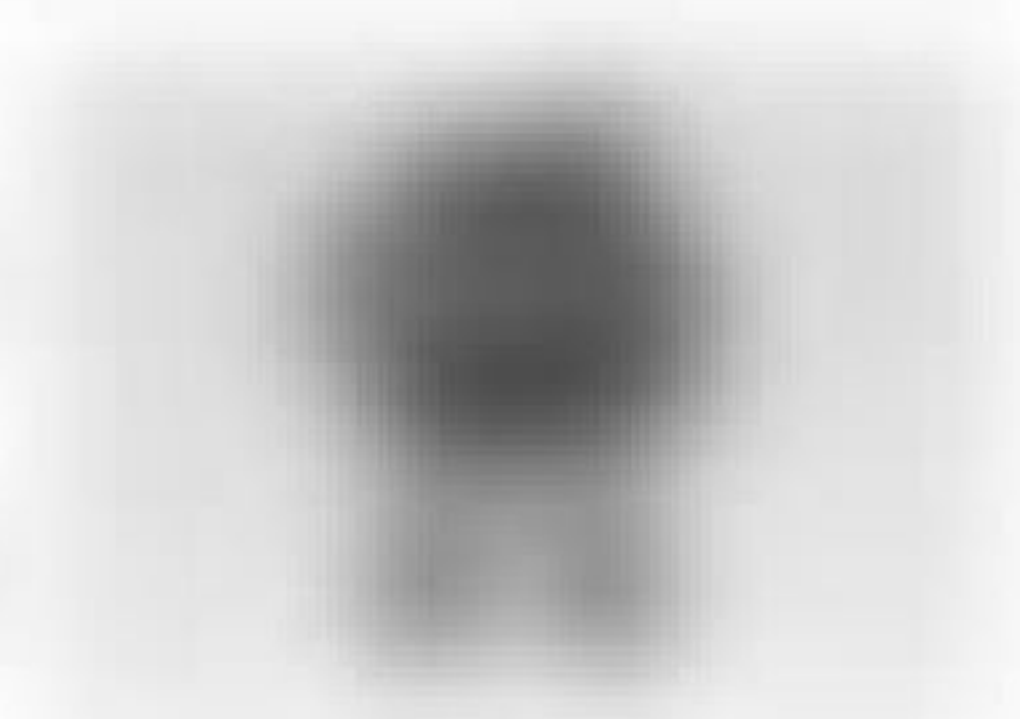
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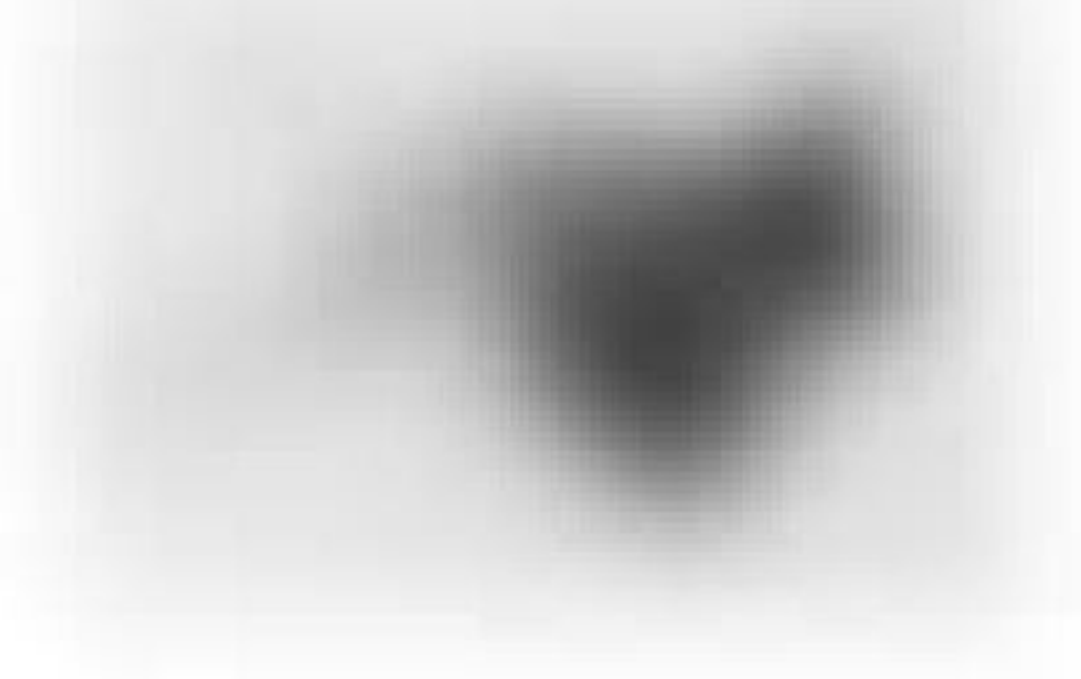
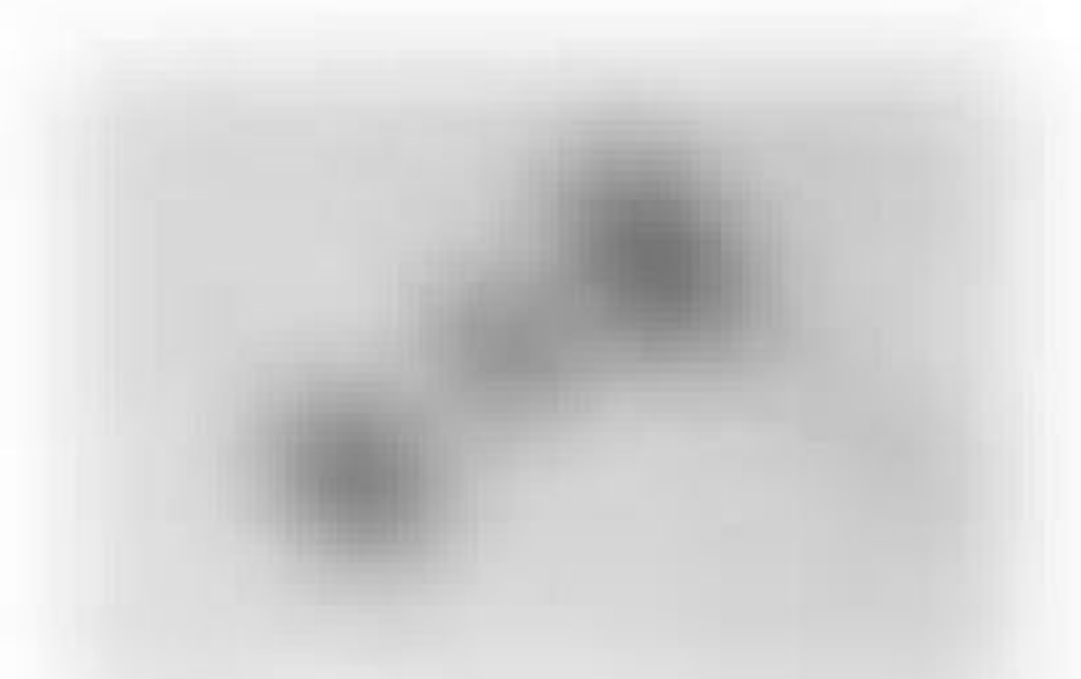
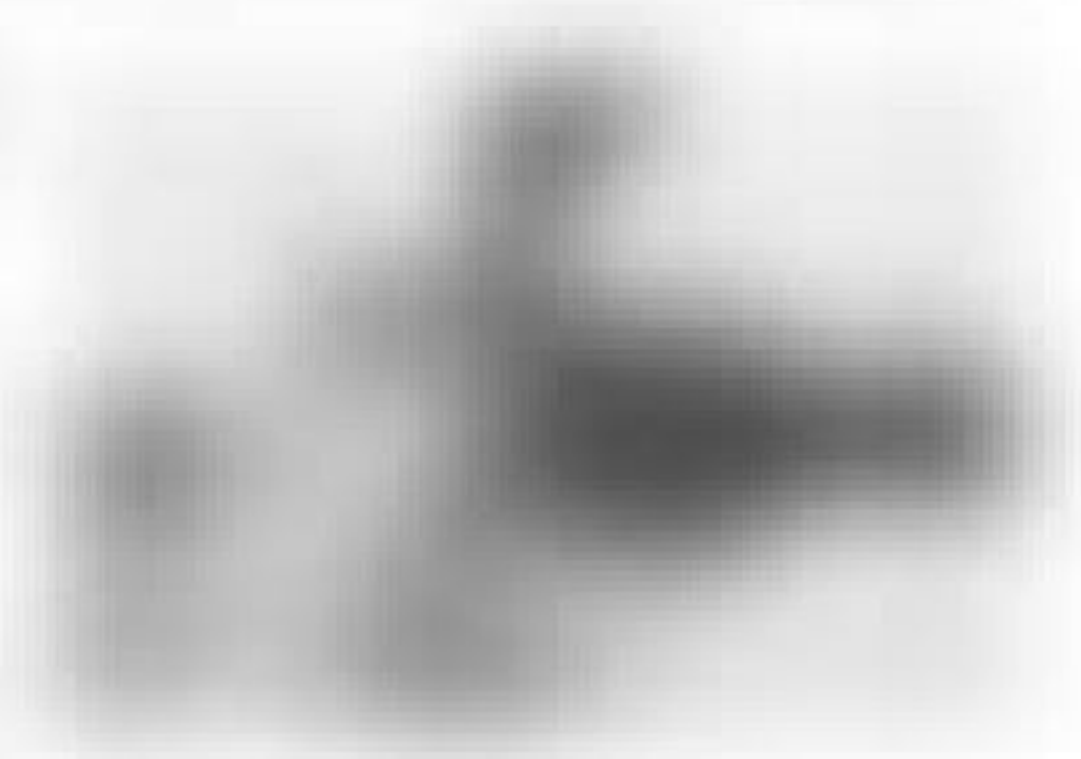


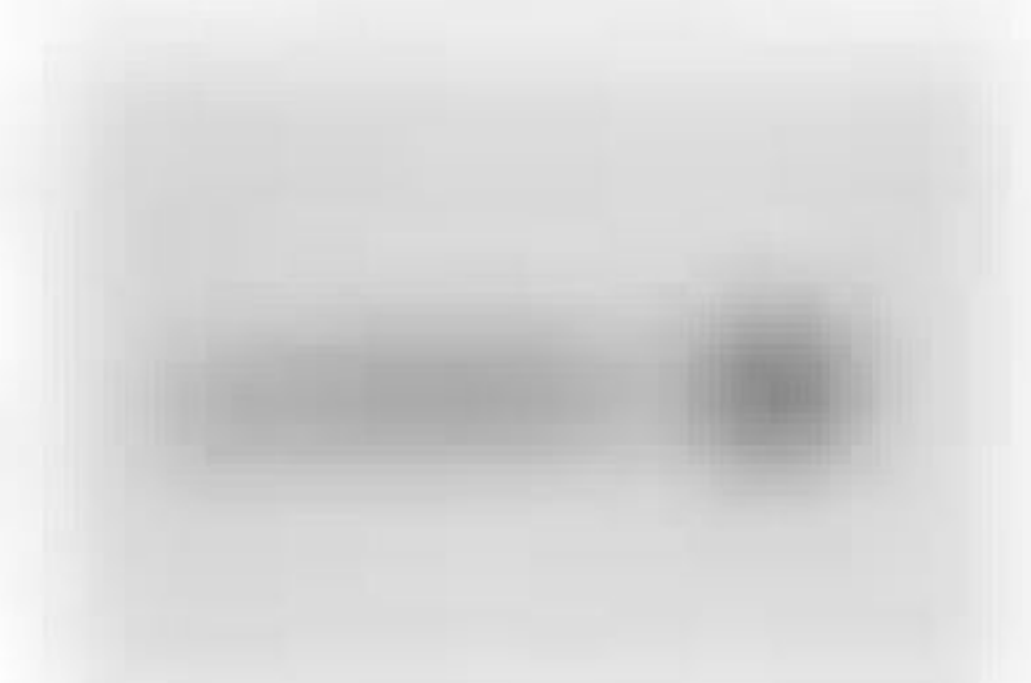
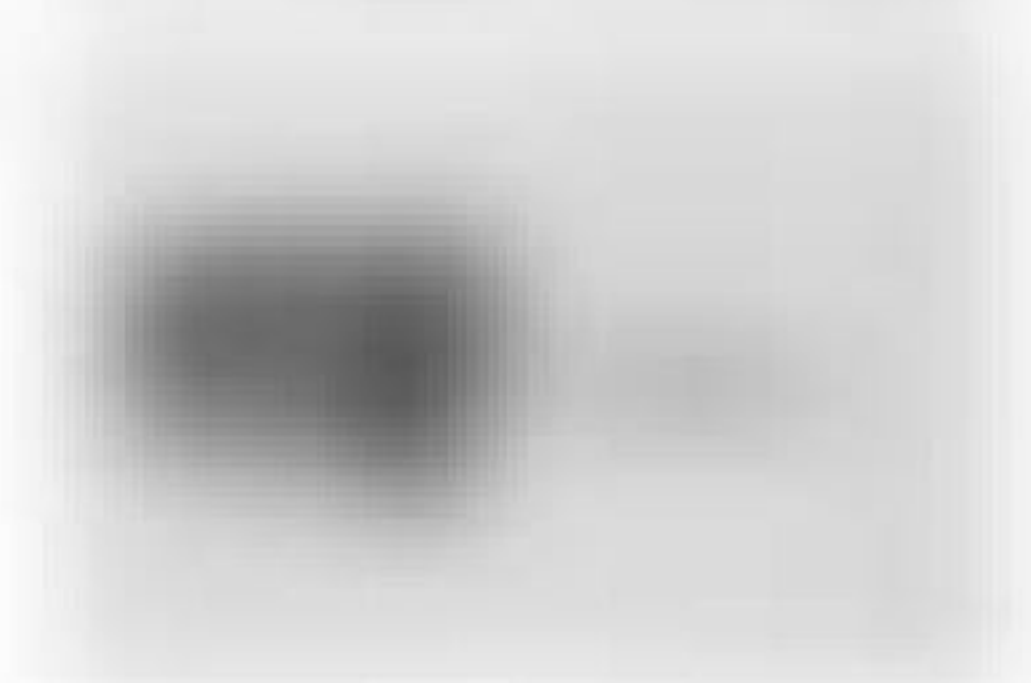
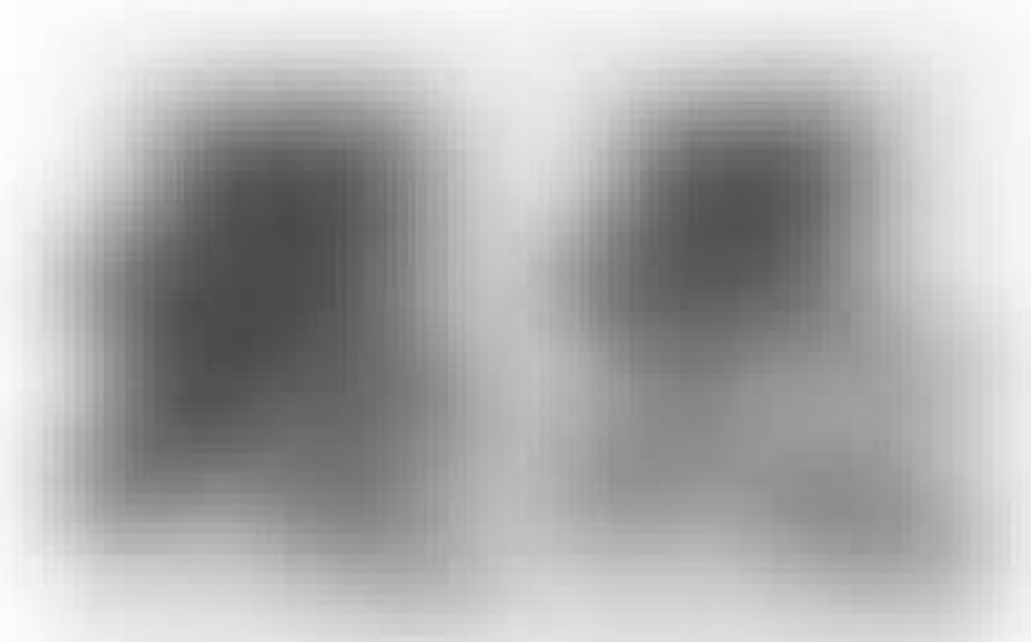


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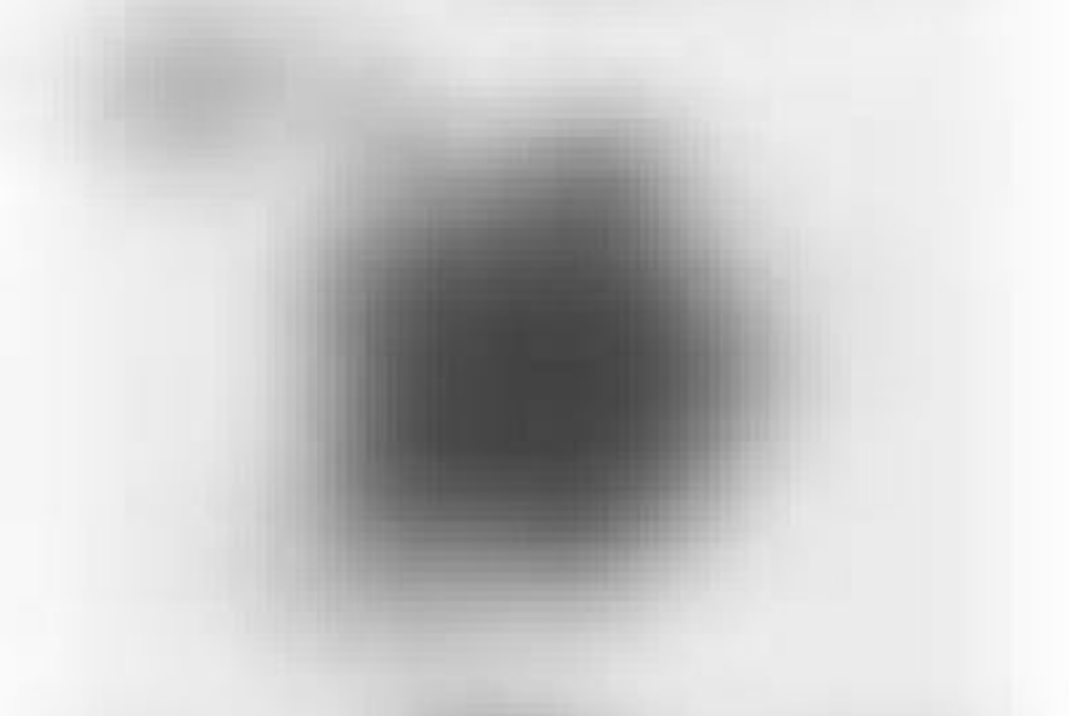
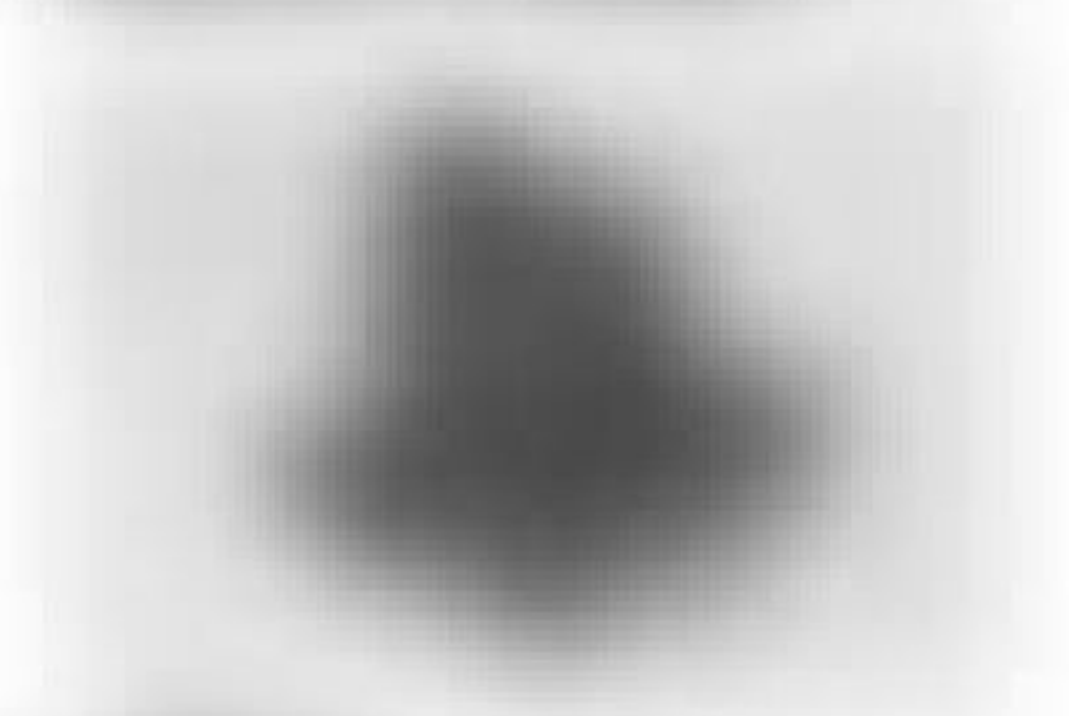
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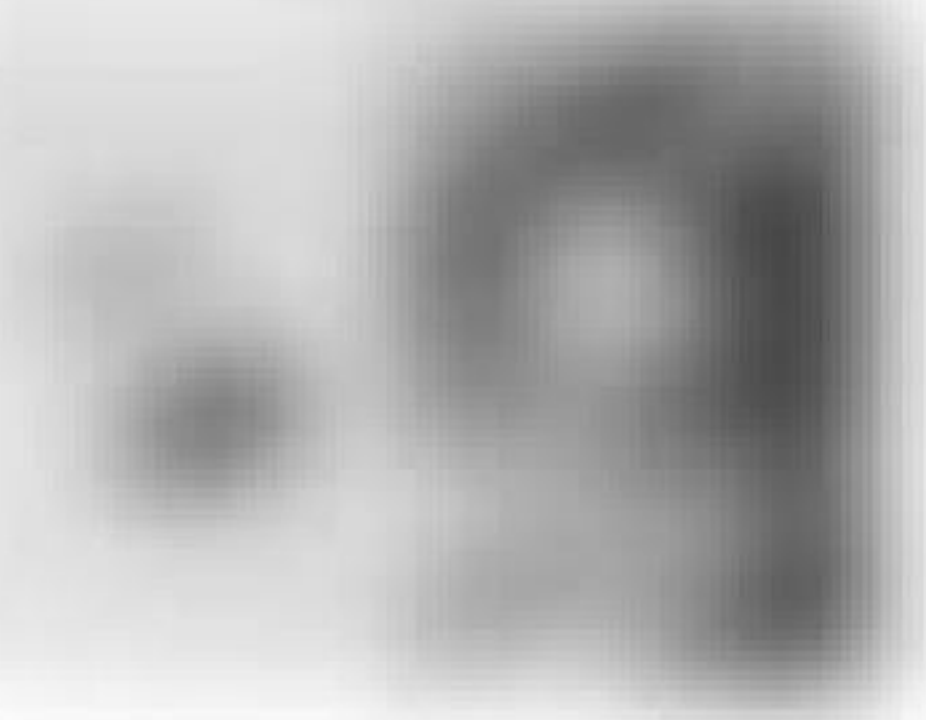
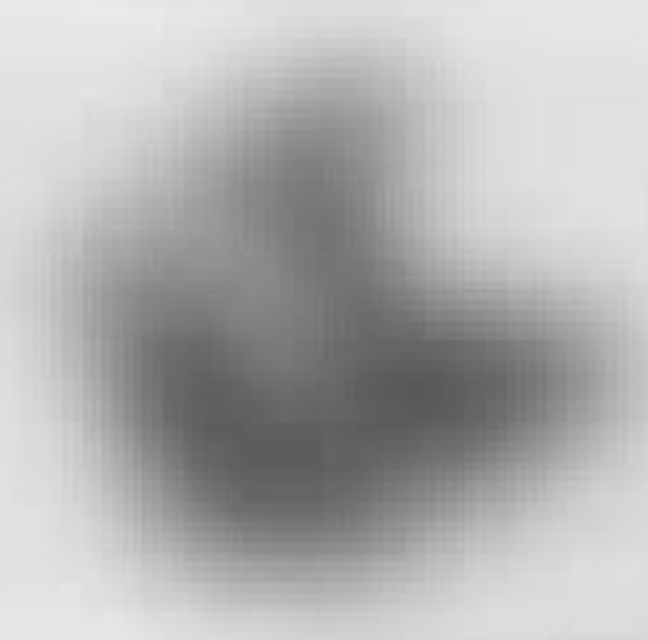
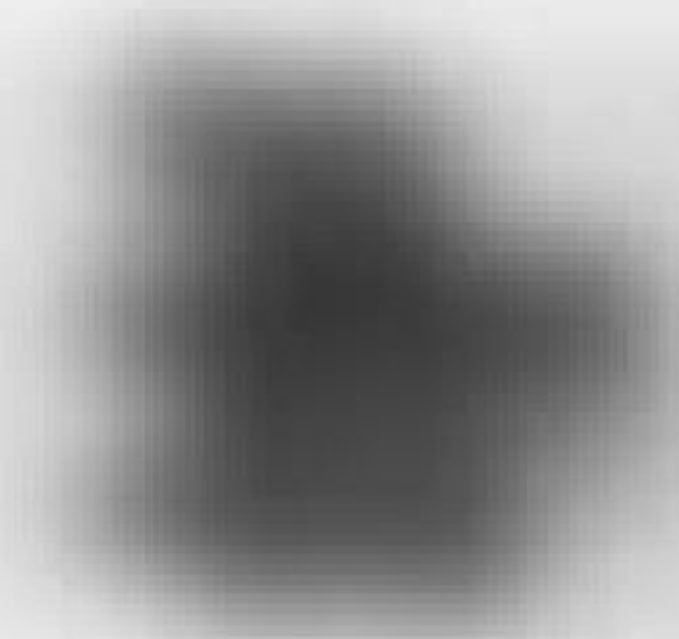
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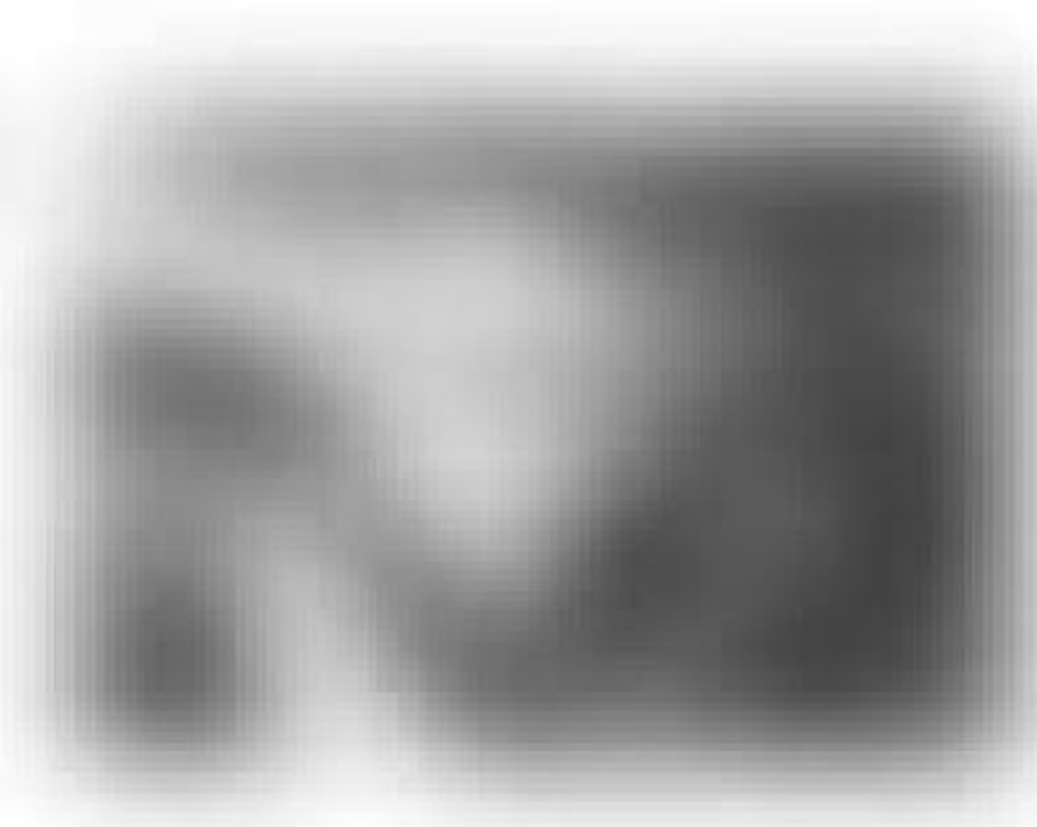
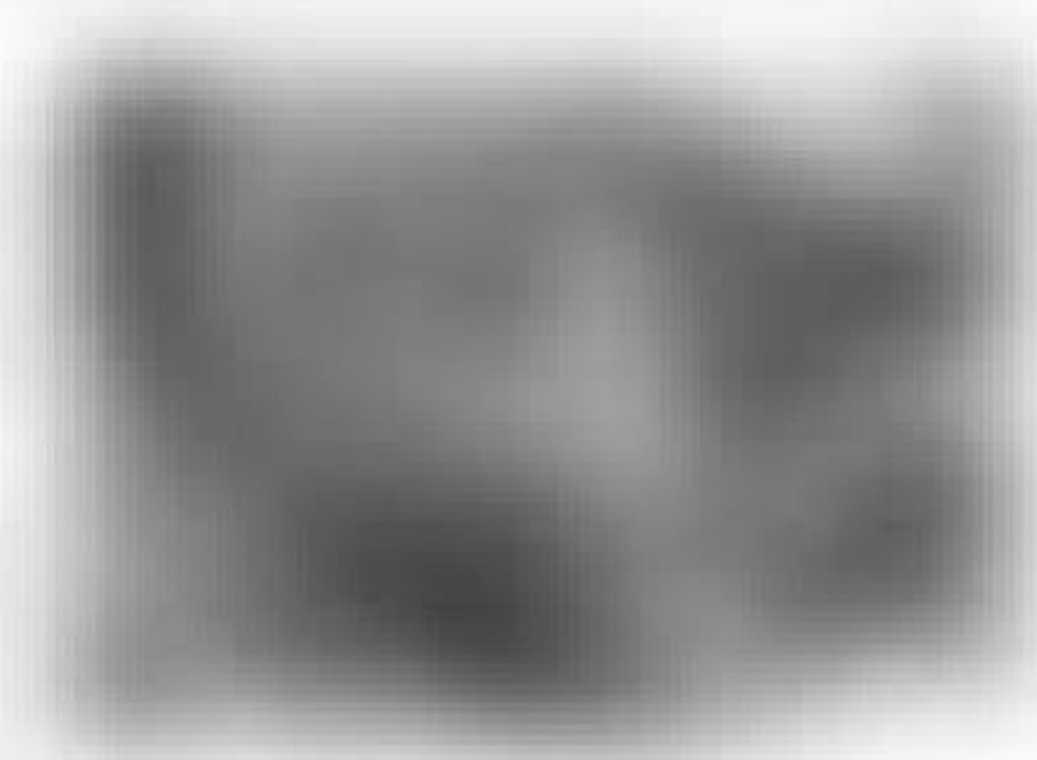
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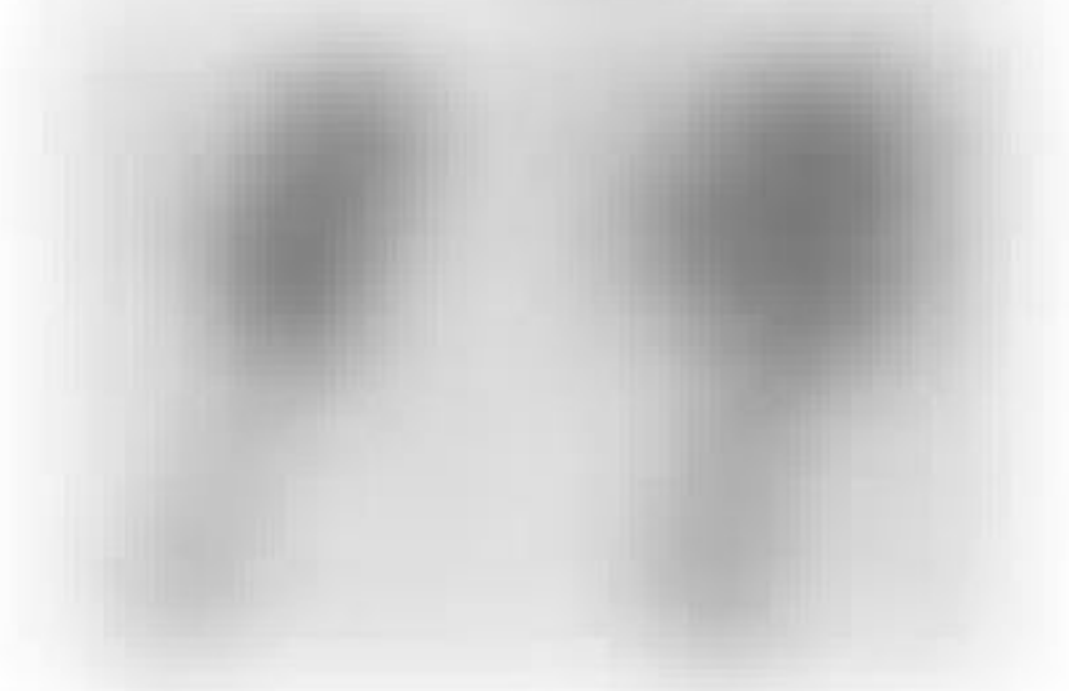
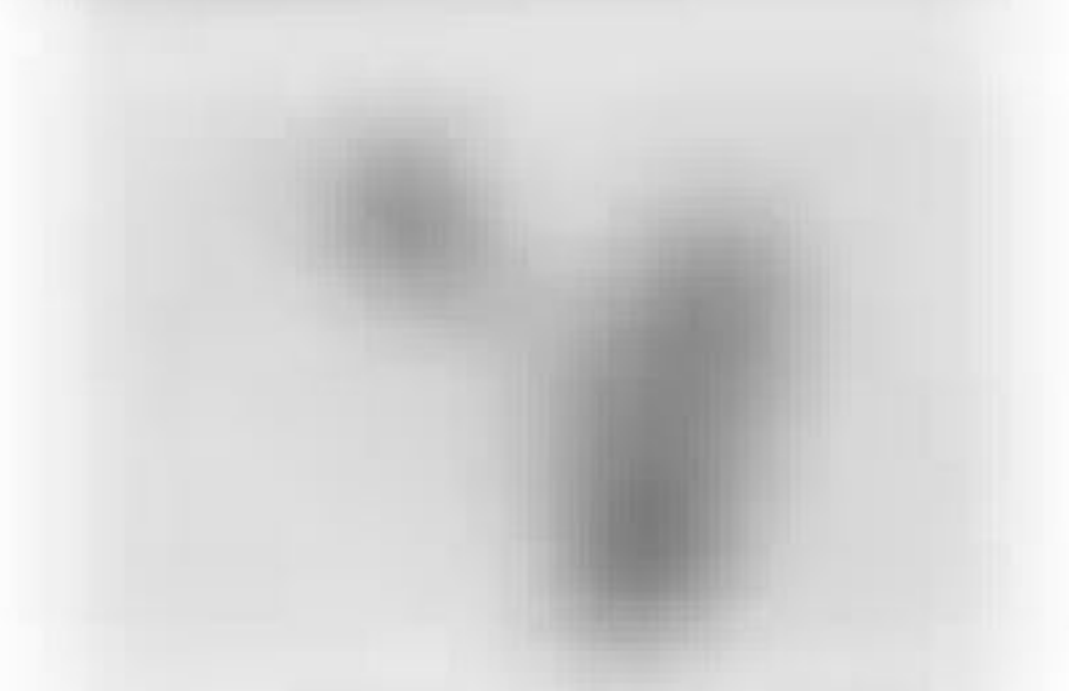
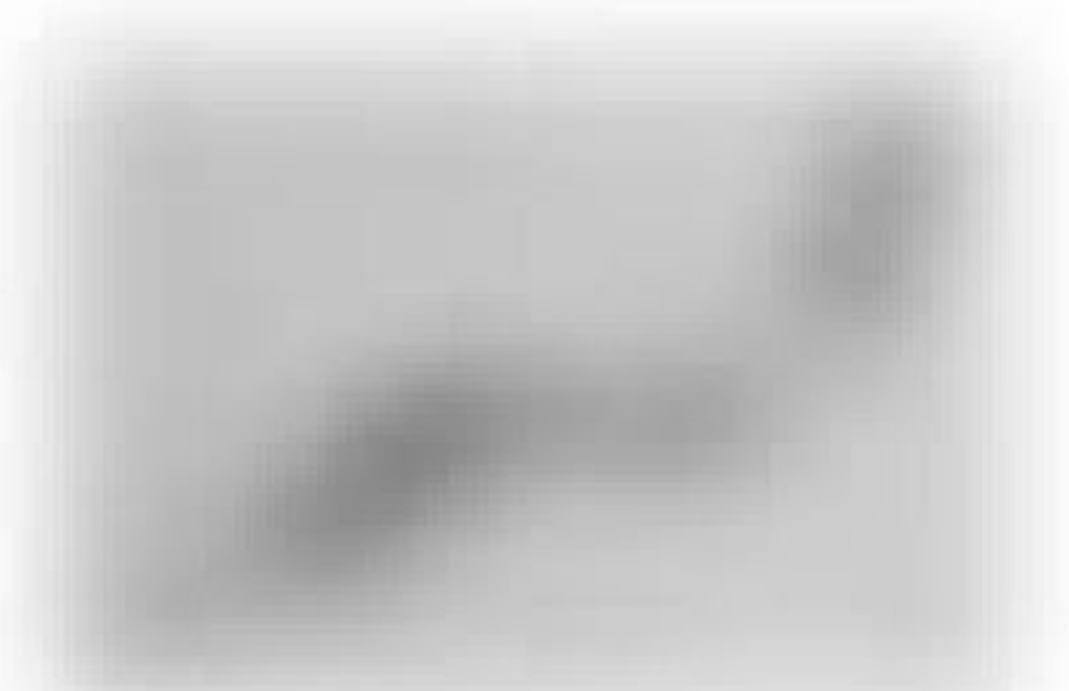
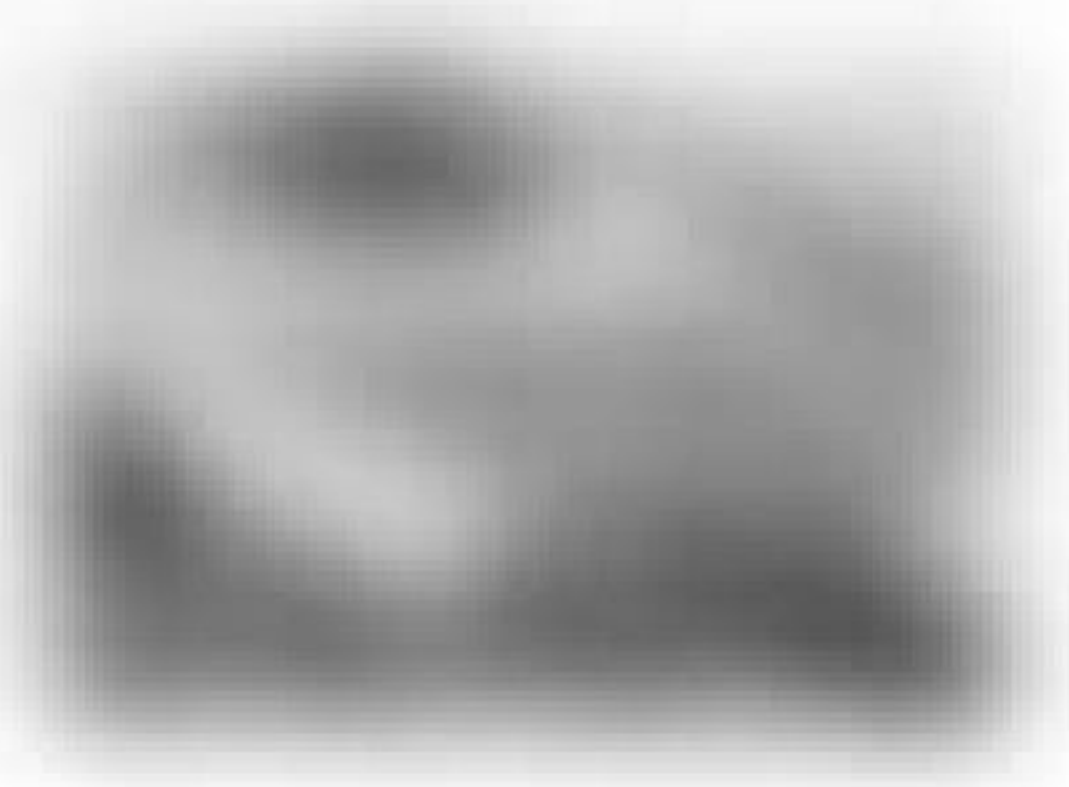






















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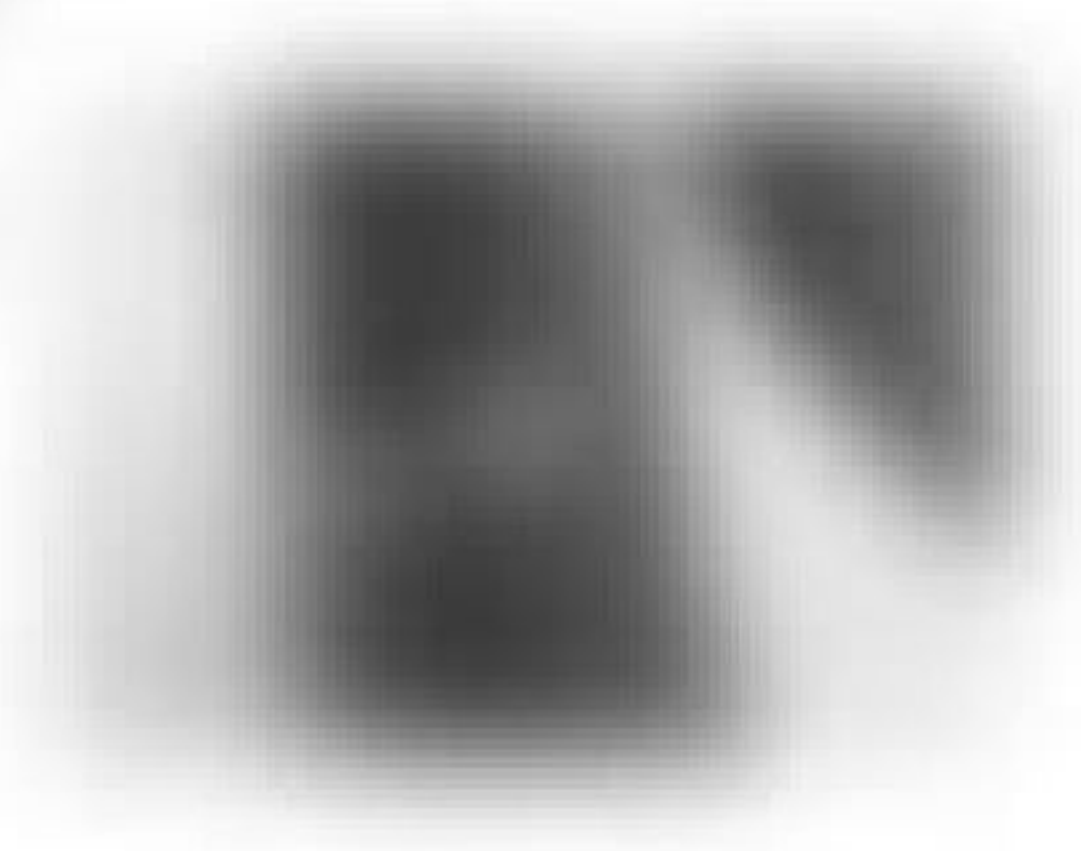
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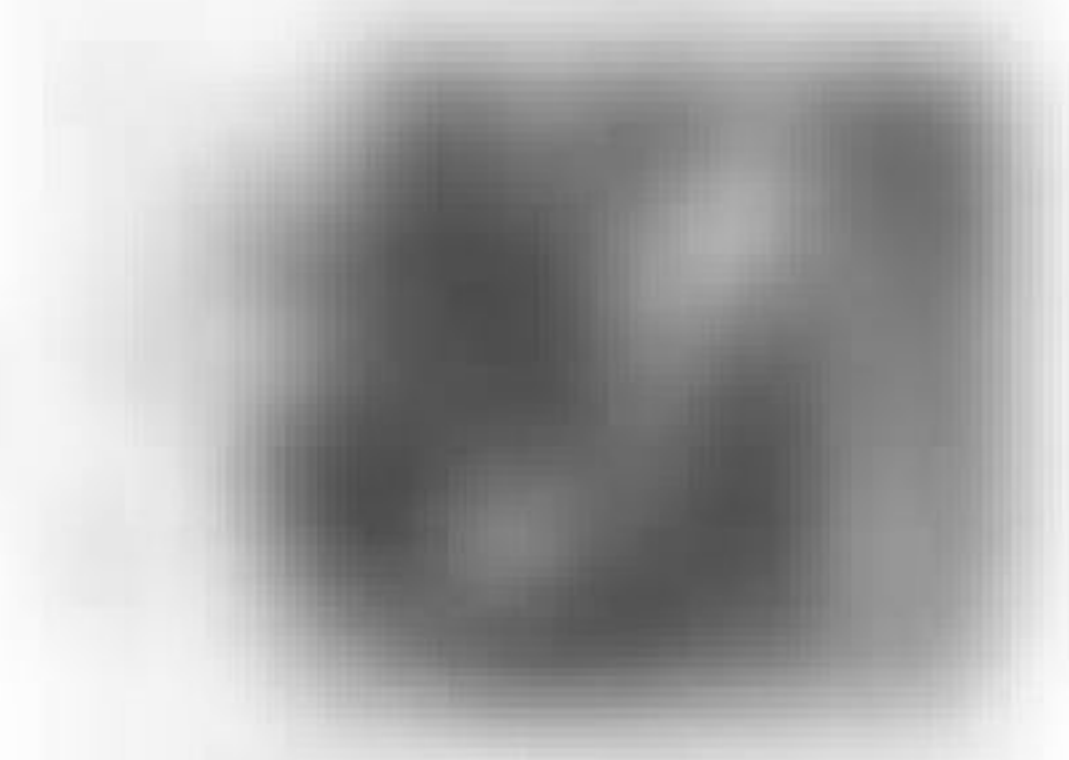
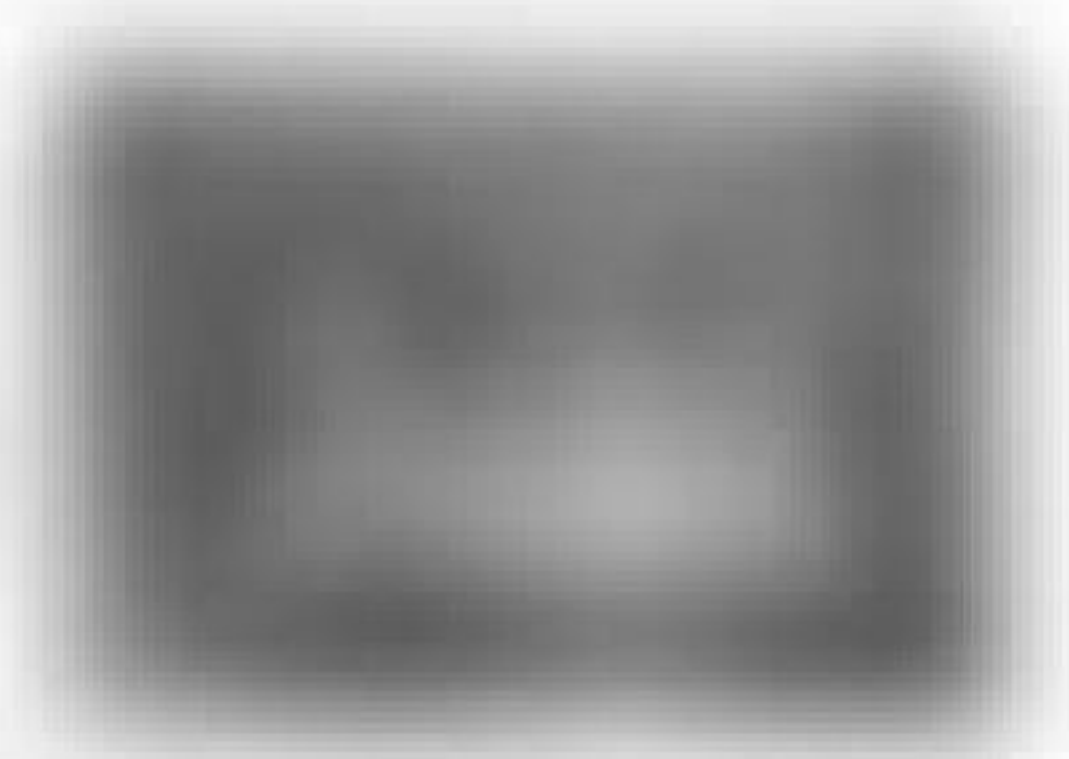


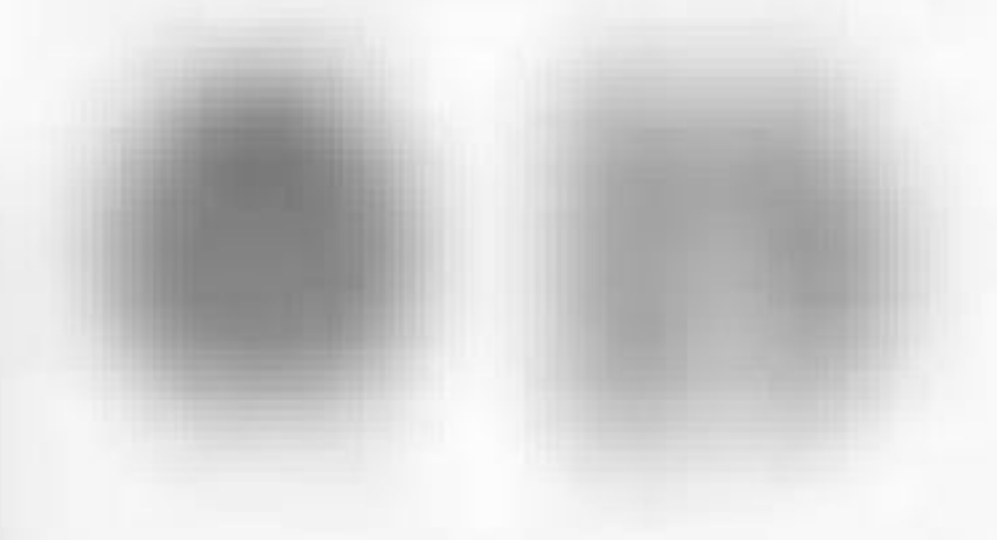
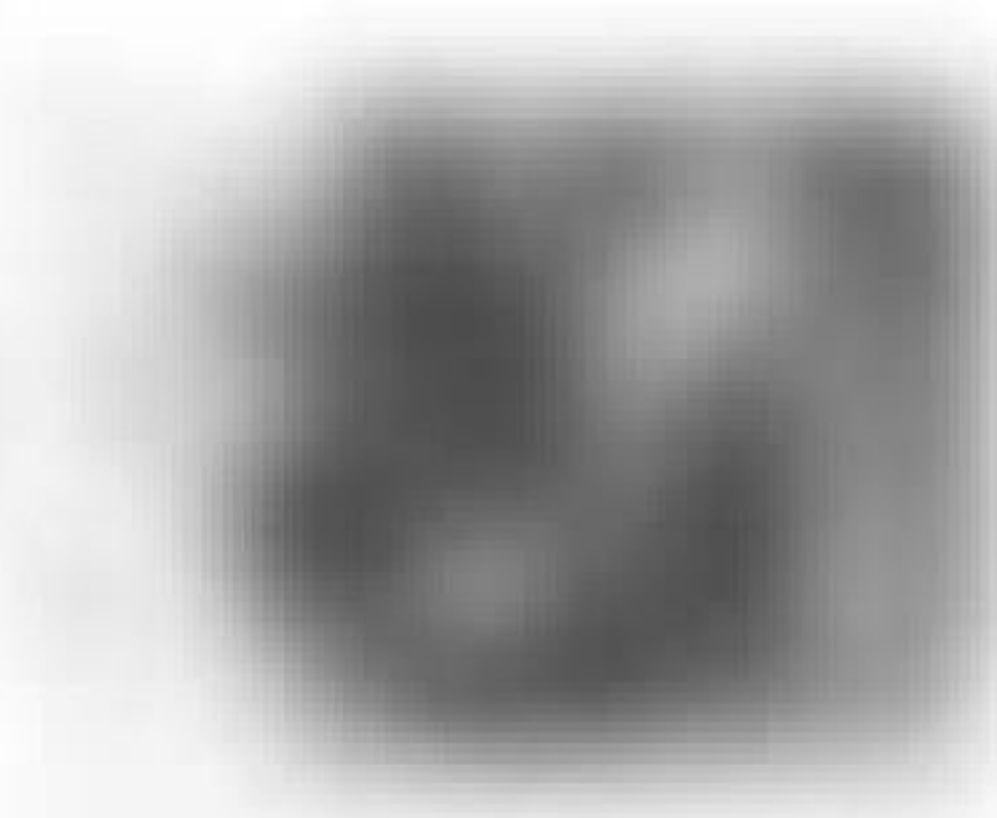




















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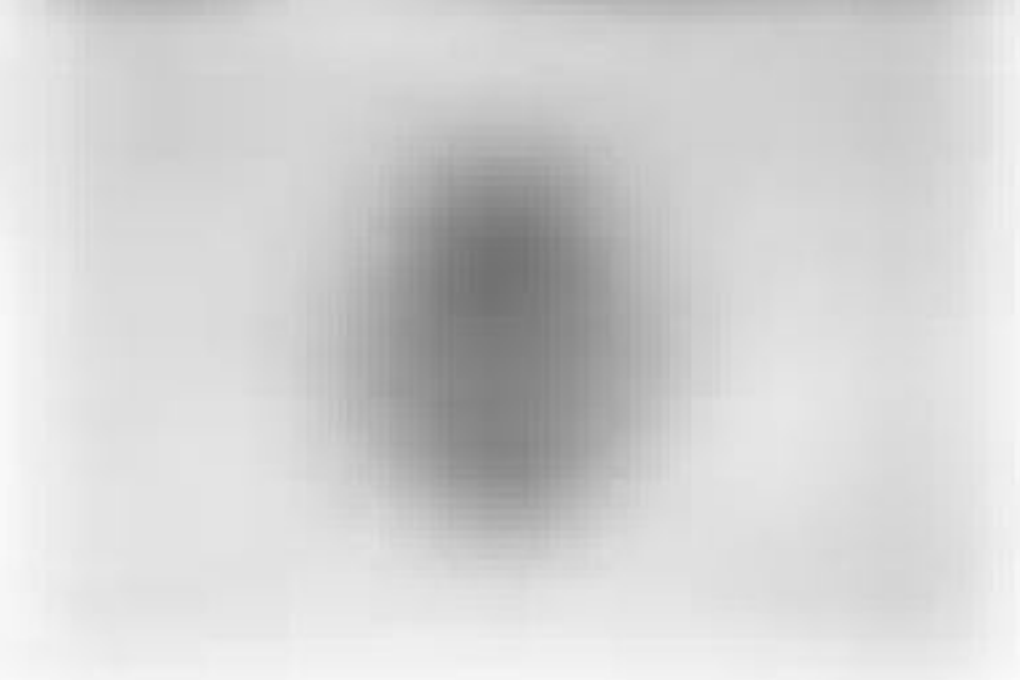
PHYSICS DEPARTMENT

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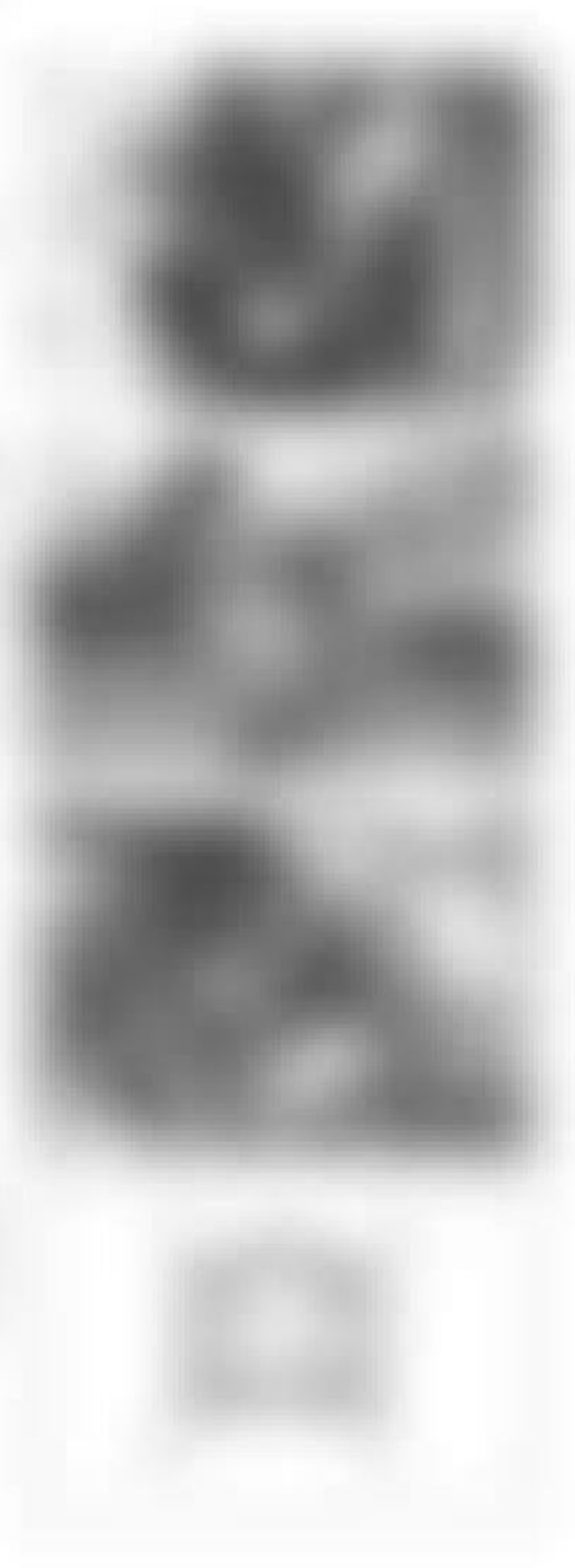
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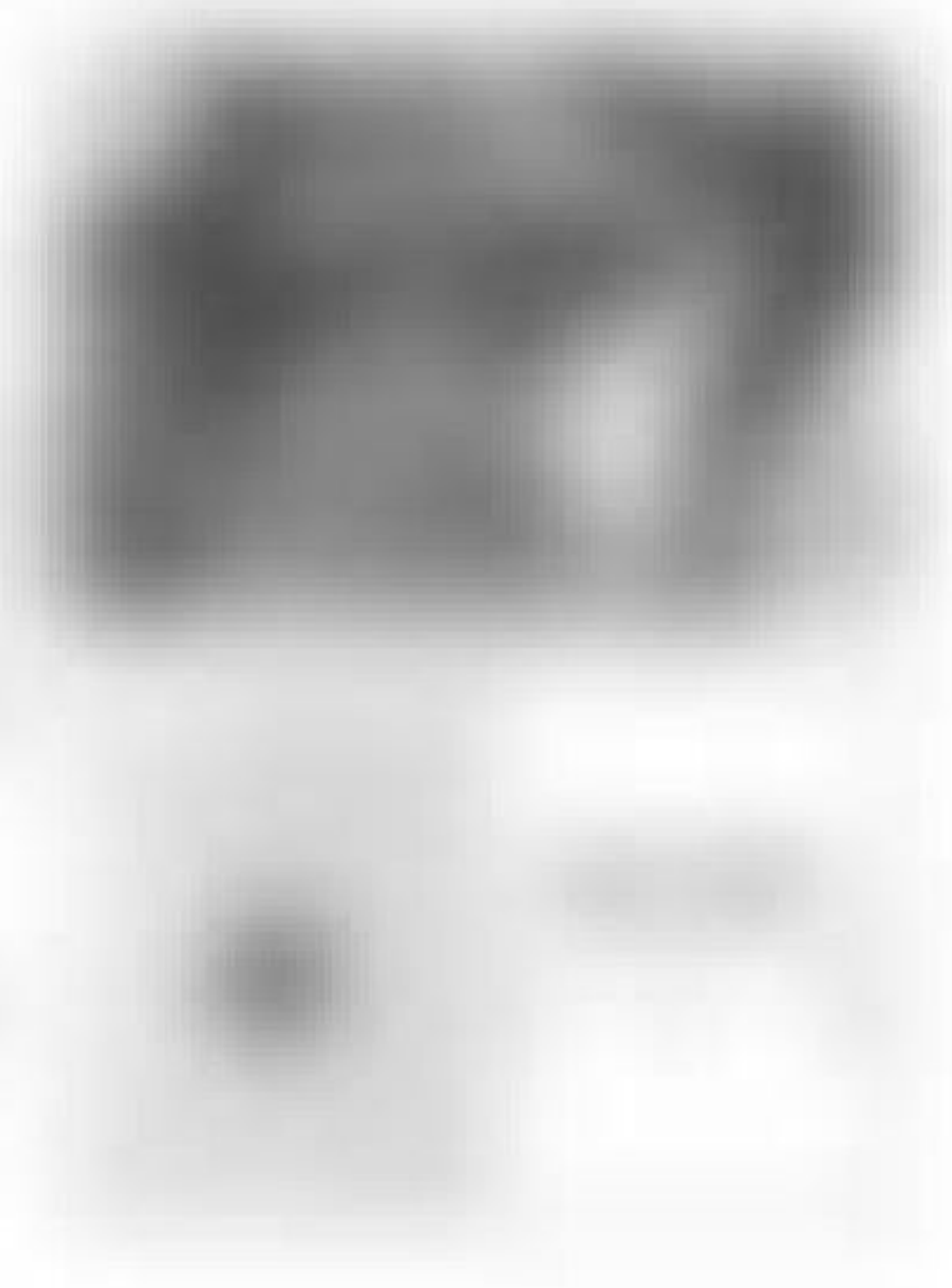
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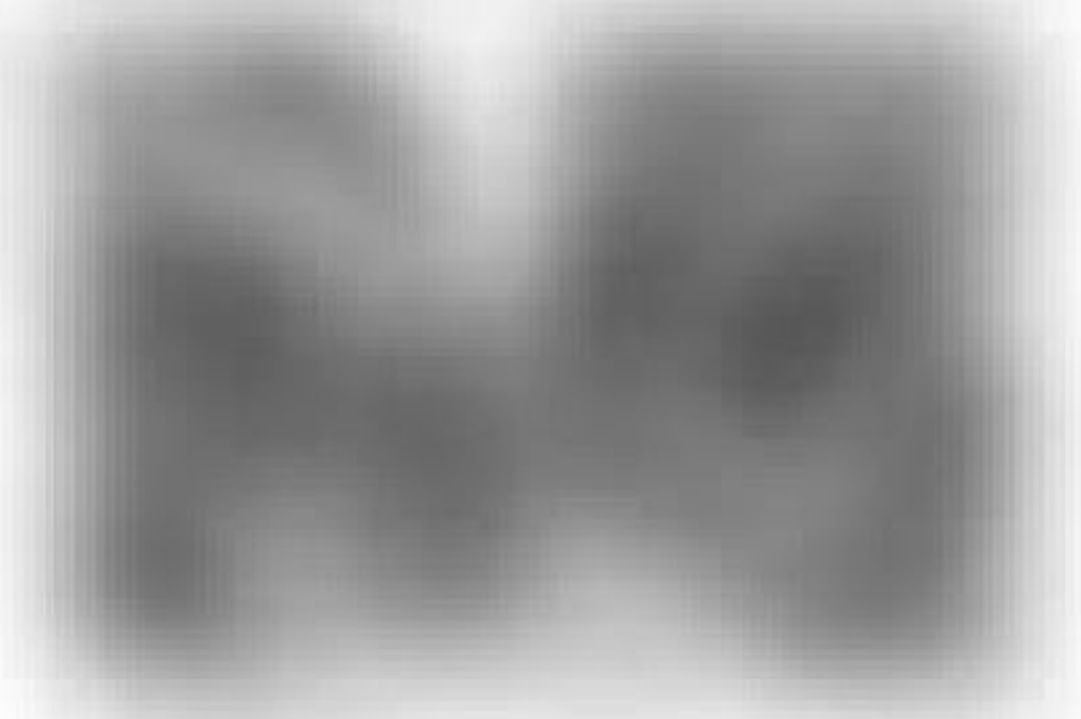
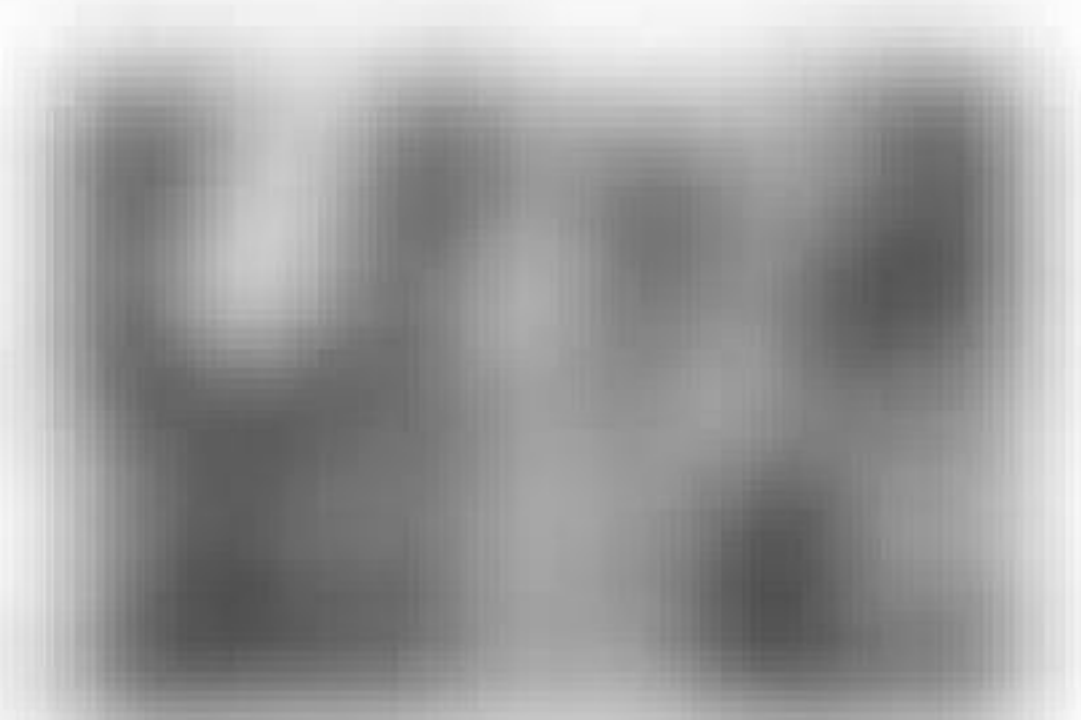




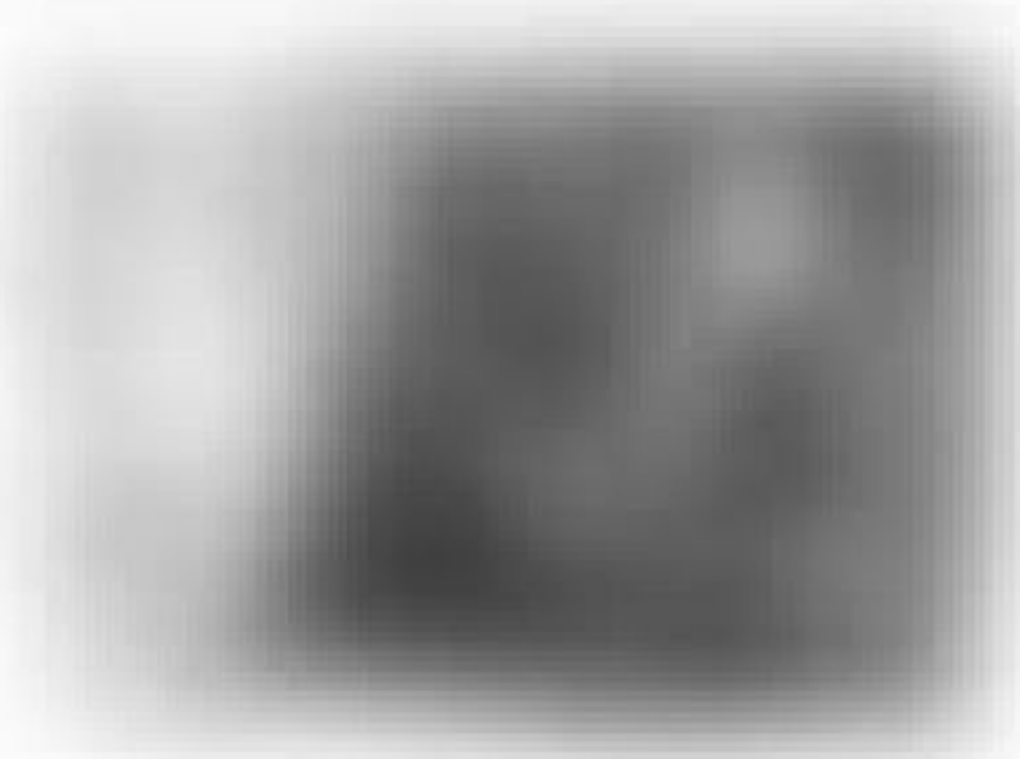






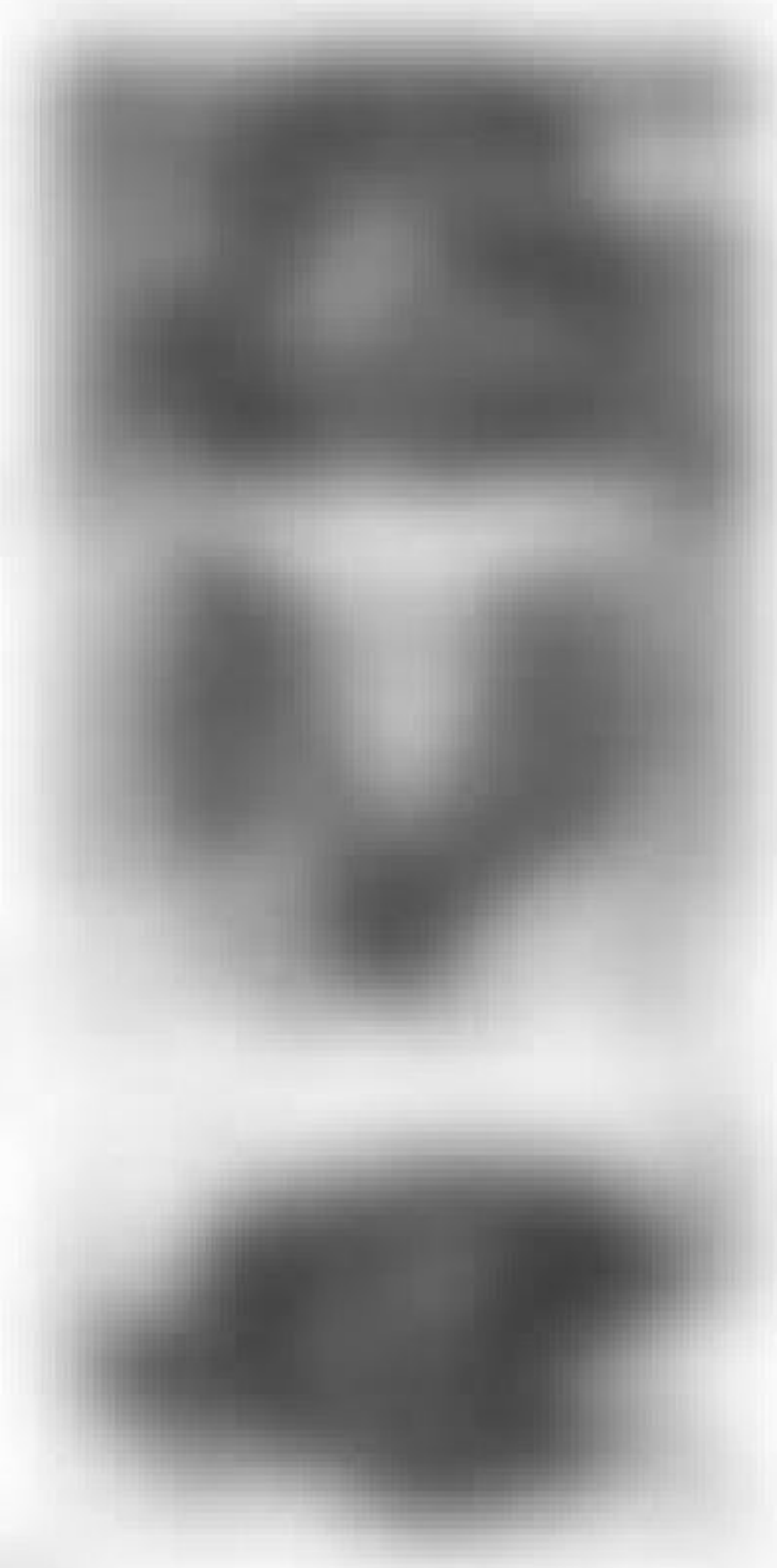












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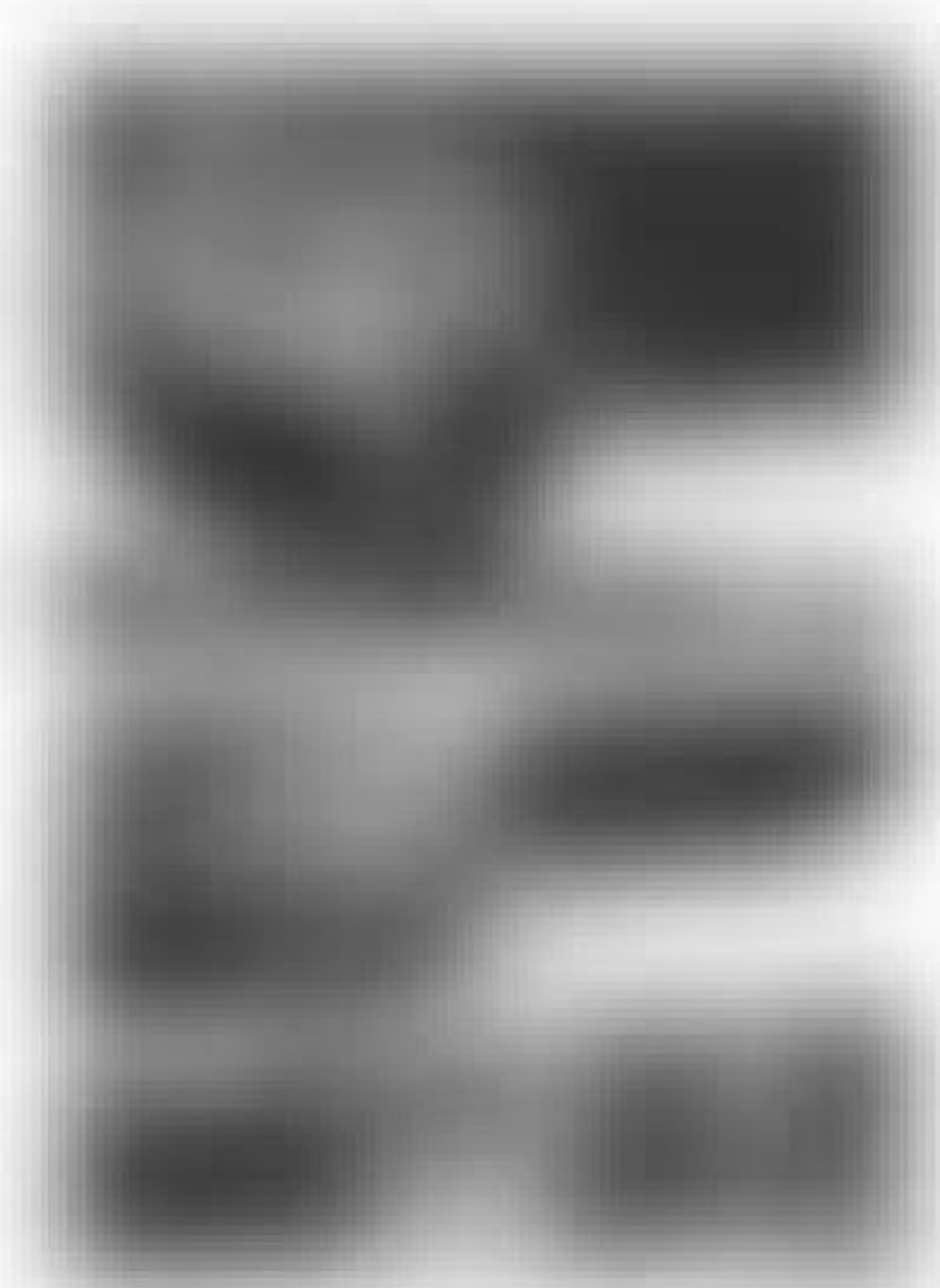


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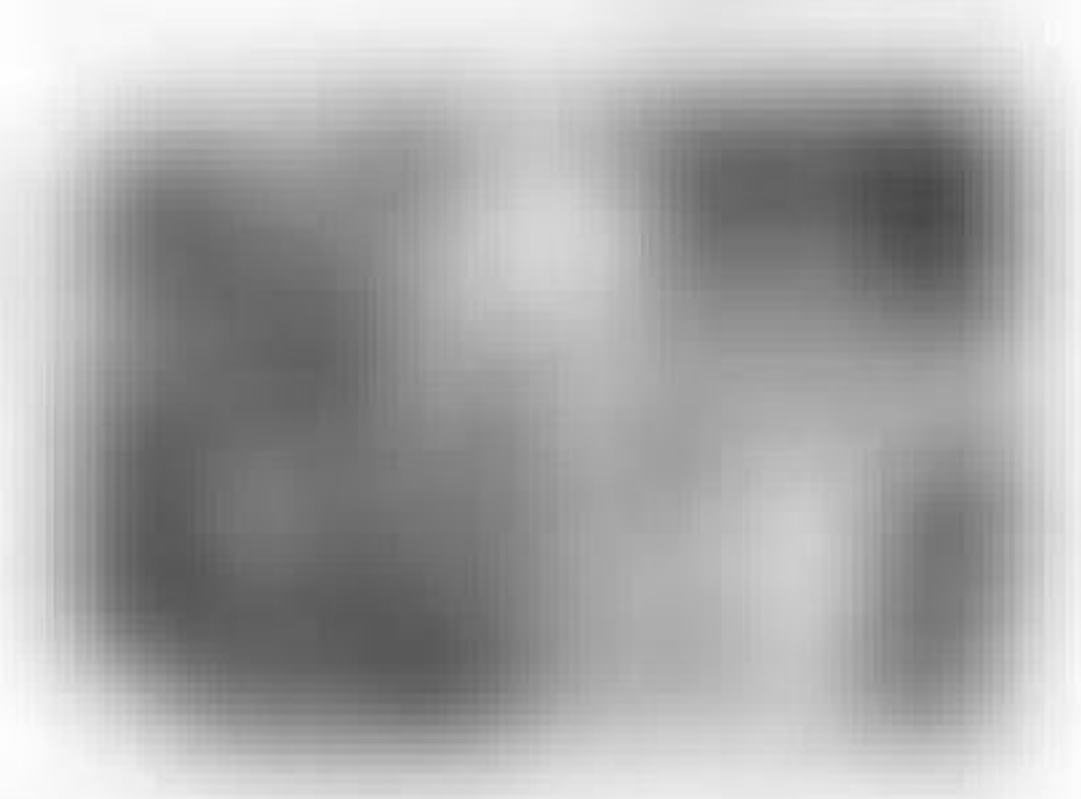
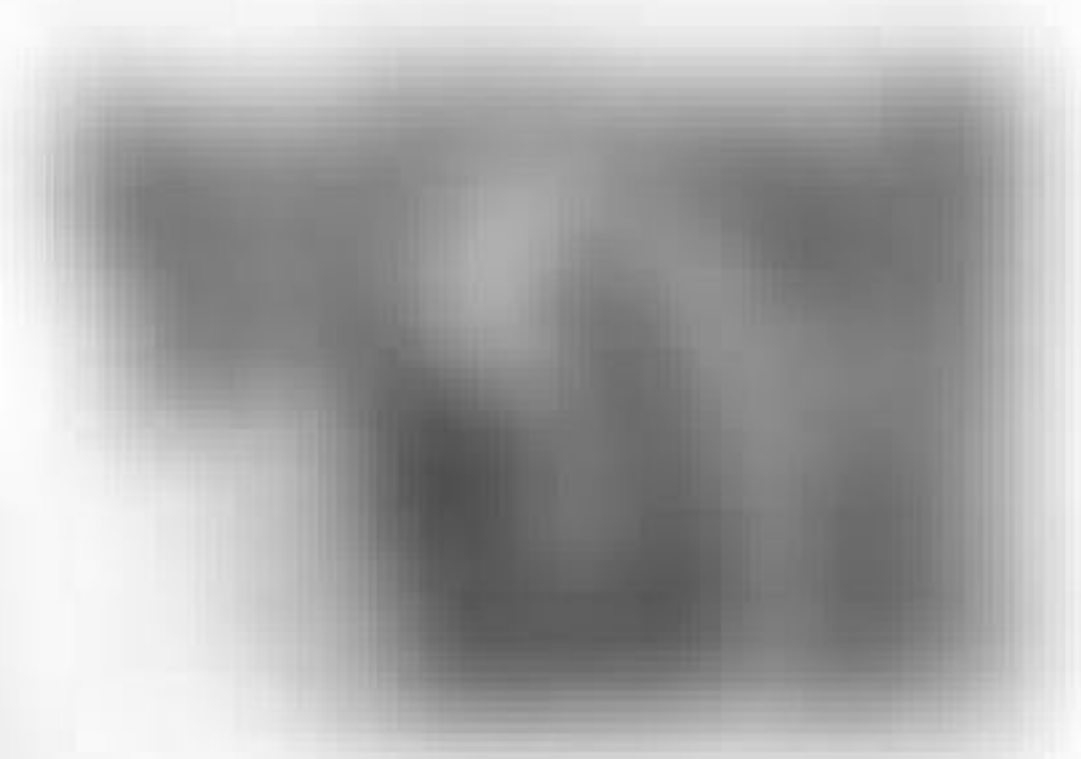
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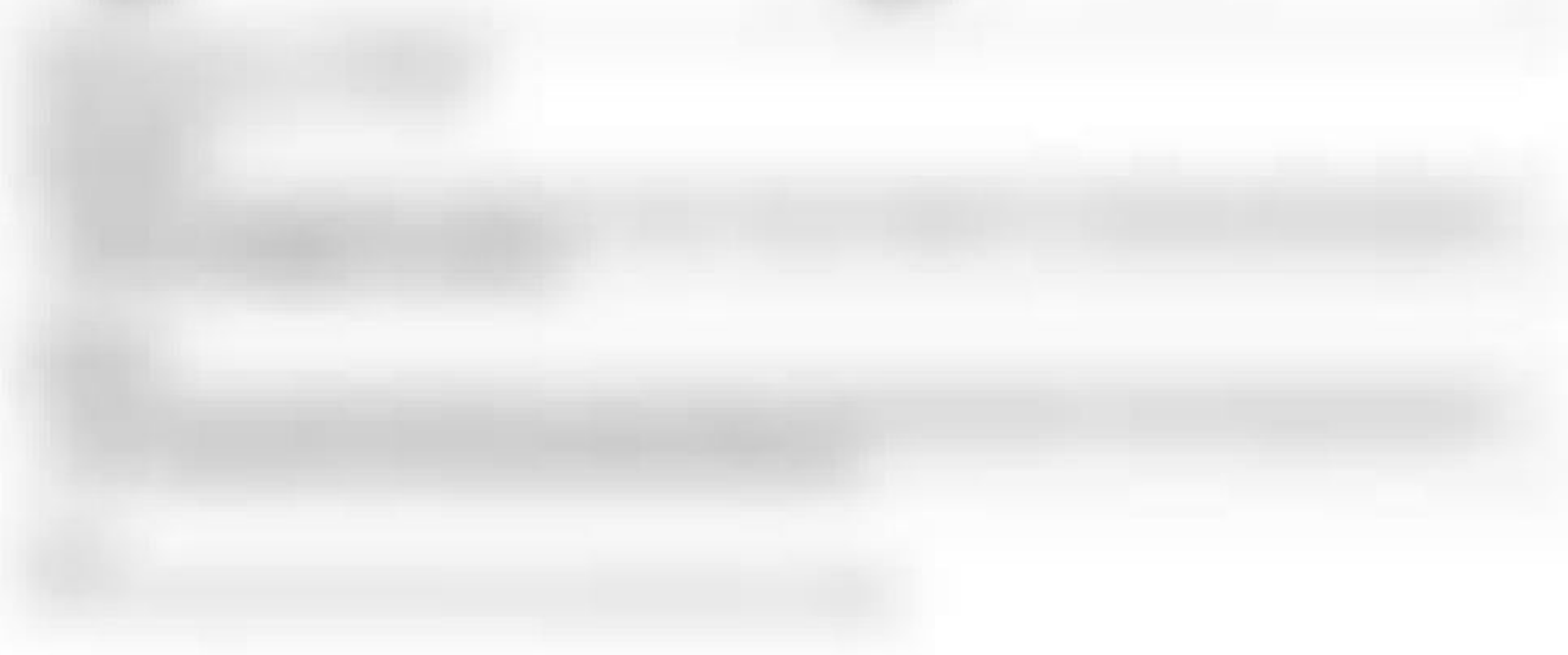


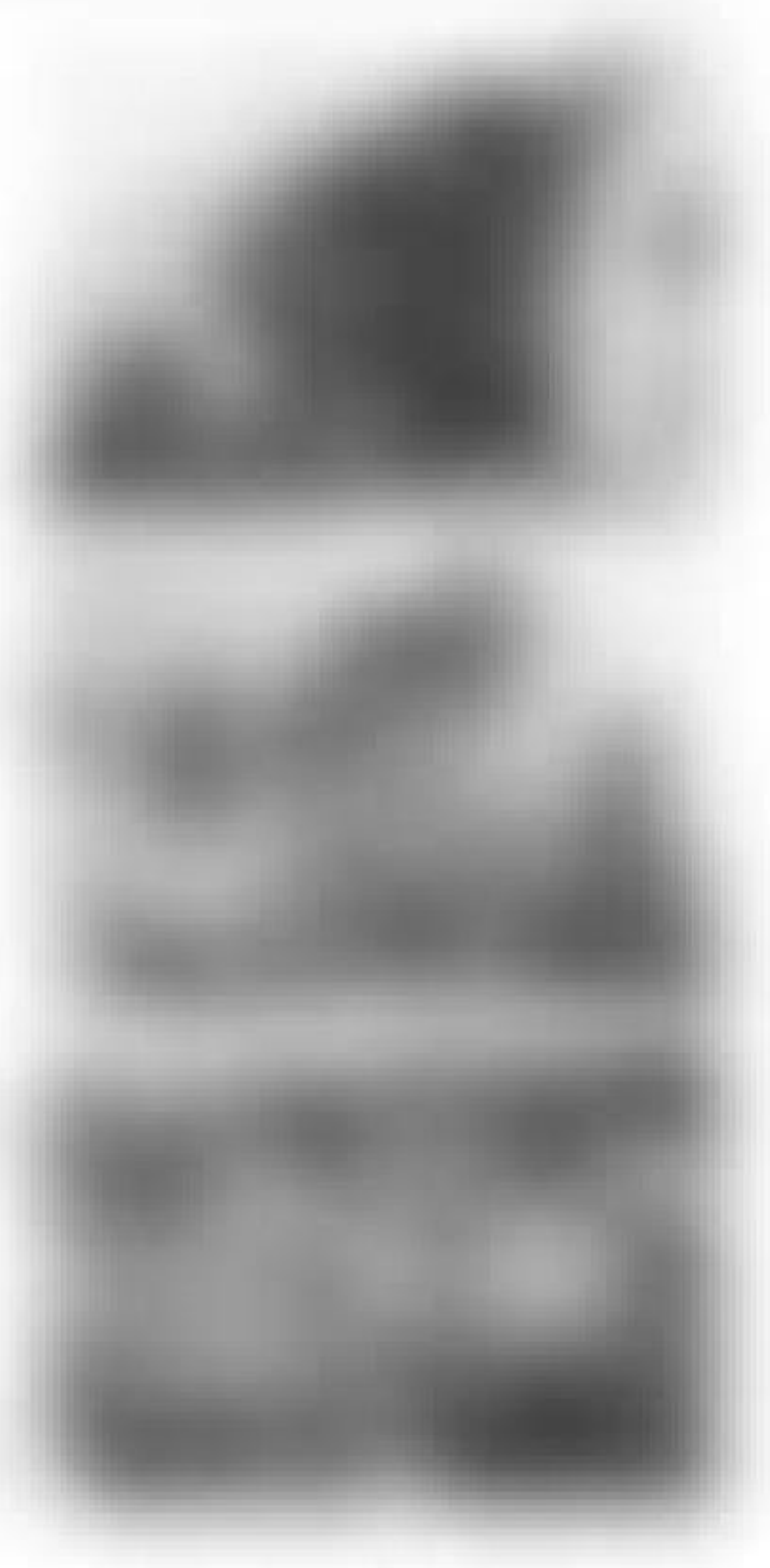












1. The first photograph shows a person from the chest up, looking towards the camera. The person is wearing a dark jacket and a light-colored shirt. The background is a plain, light-colored wall.

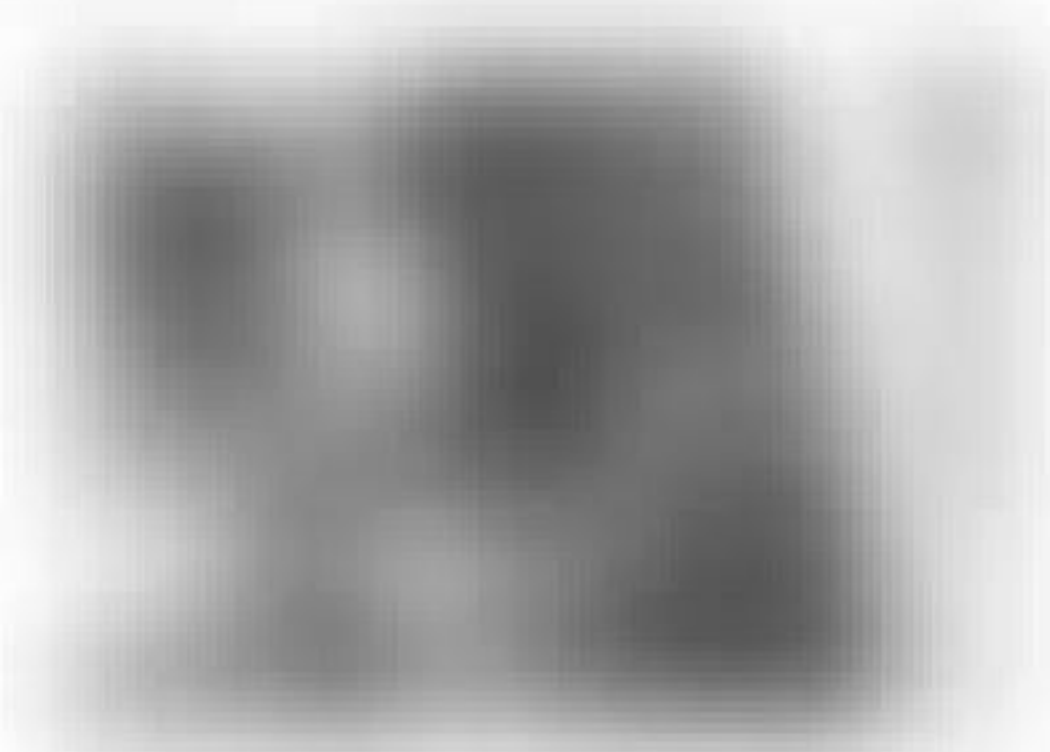
2. The second photograph shows a person from the waist up, looking down. The person is wearing a dark jacket and a light-colored shirt. The background is a plain, light-colored wall.

3. The third photograph shows a person from the waist up, looking towards the camera. The person is wearing a dark jacket and a light-colored shirt. The background is a plain, light-colored wall.

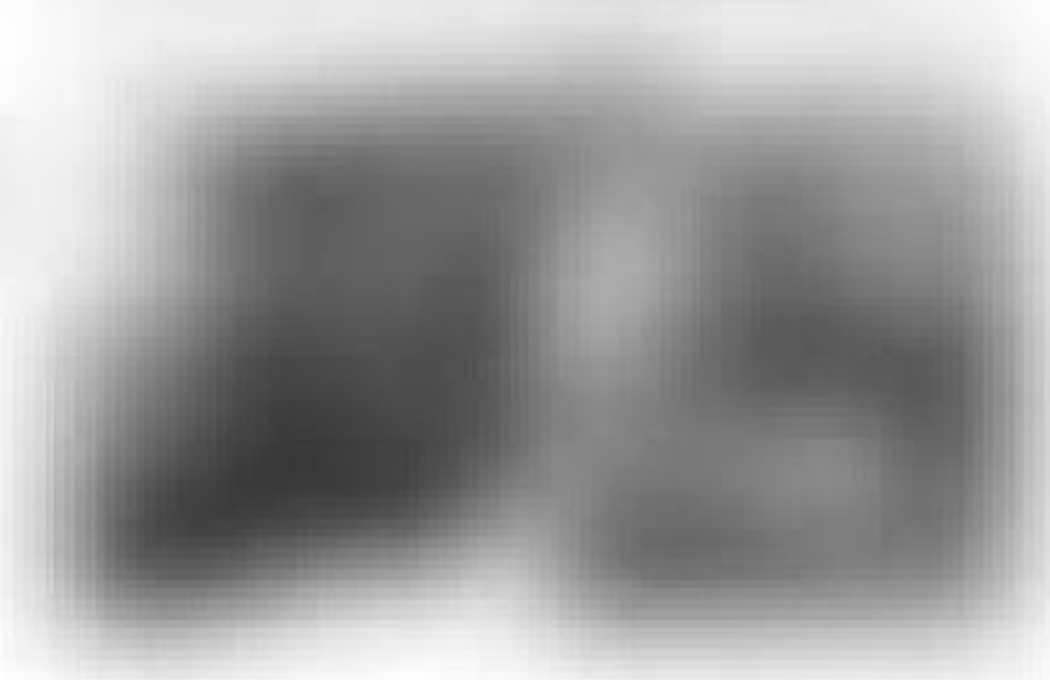
4. The fourth photograph shows a person from the waist up, looking towards the camera. The person is wearing a dark jacket and a light-colored shirt. The background is a plain, light-colored wall.

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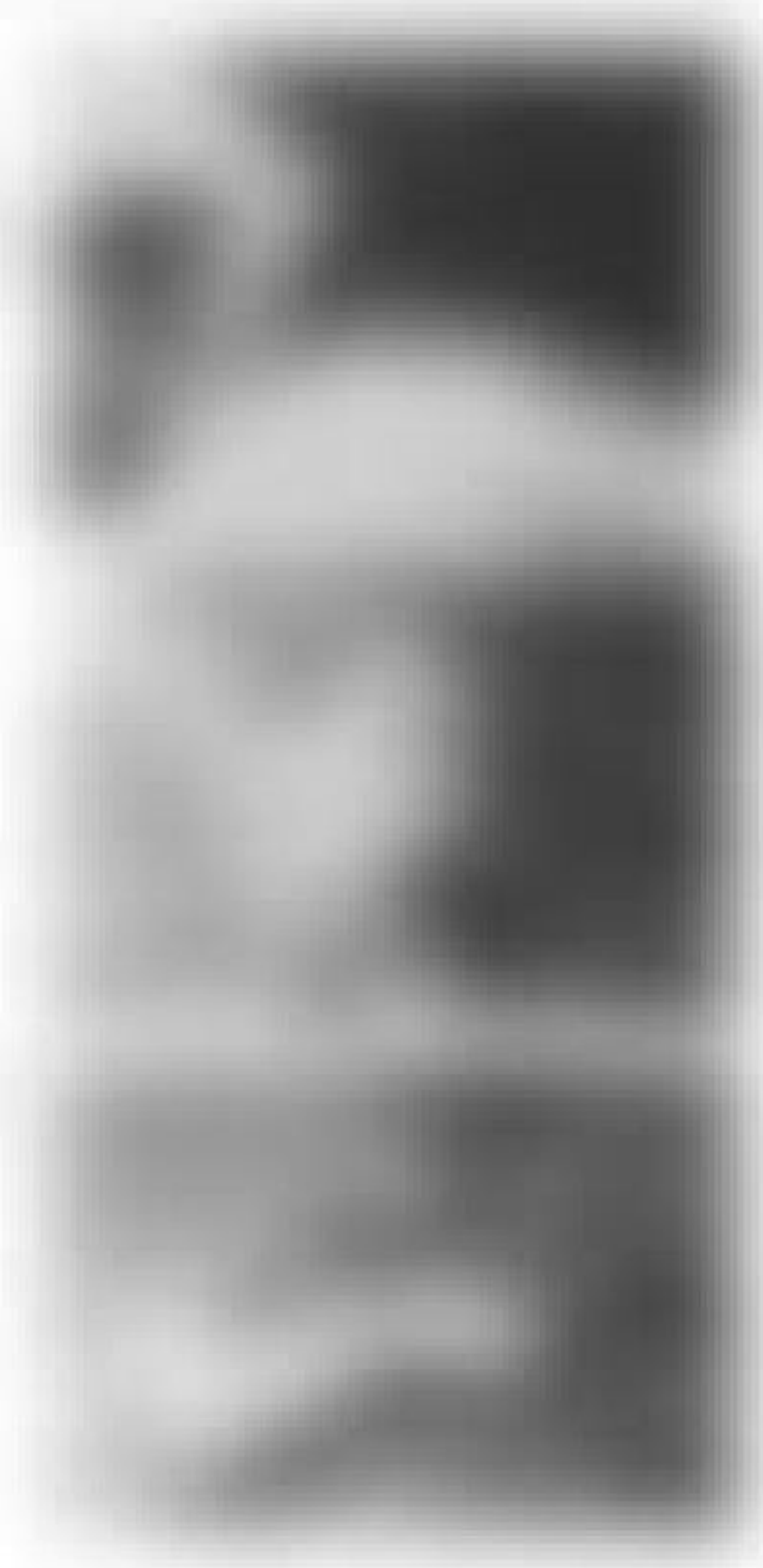


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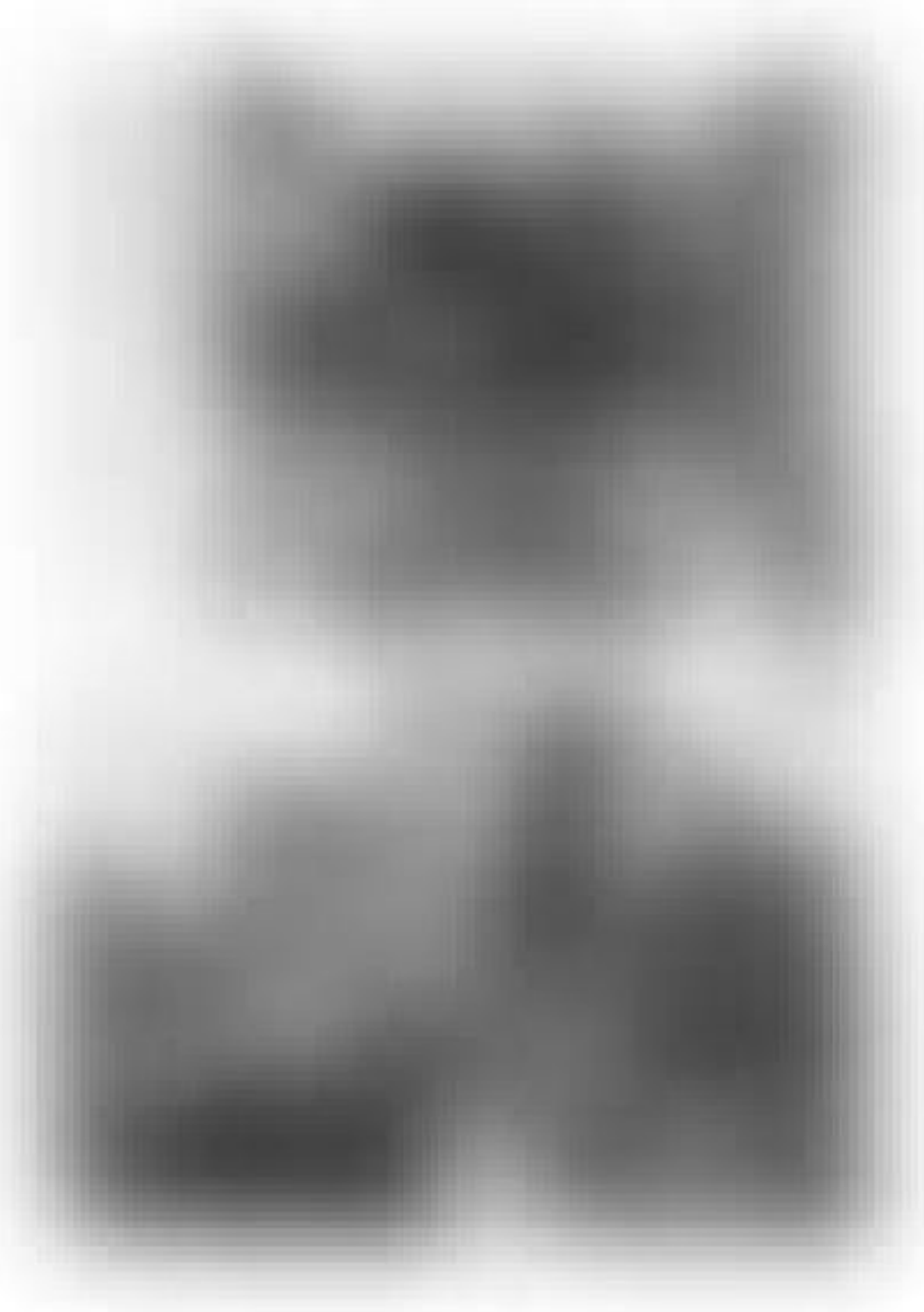
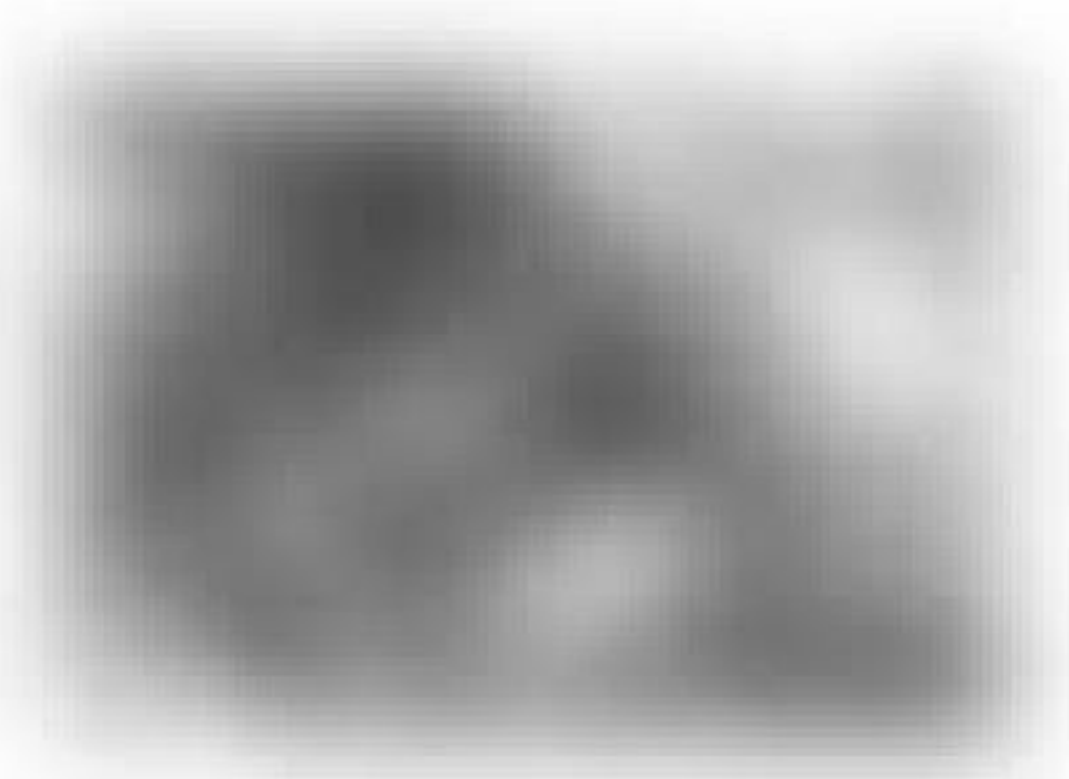
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CHICAGO, ILL., MAY 1, 1935  
Vol. 44, No. 18

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Vol. 44, No. 18

















































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PHYSICS DEPARTMENT

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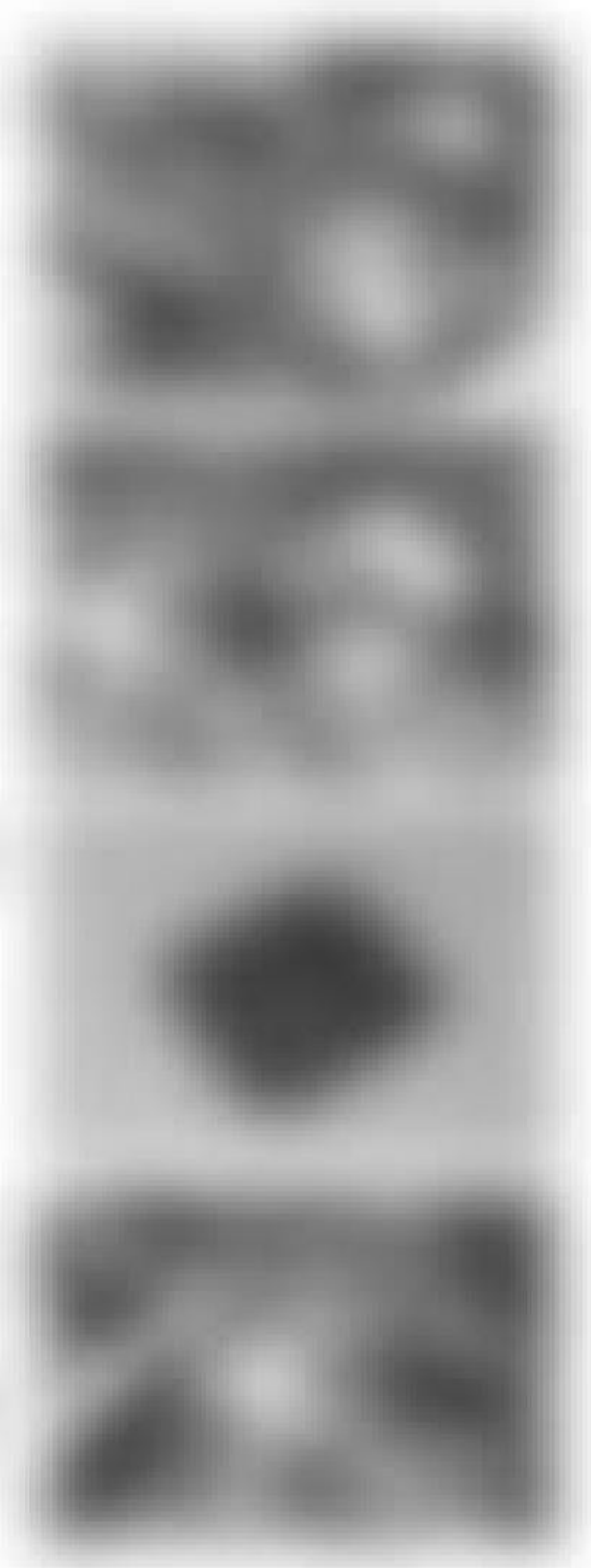


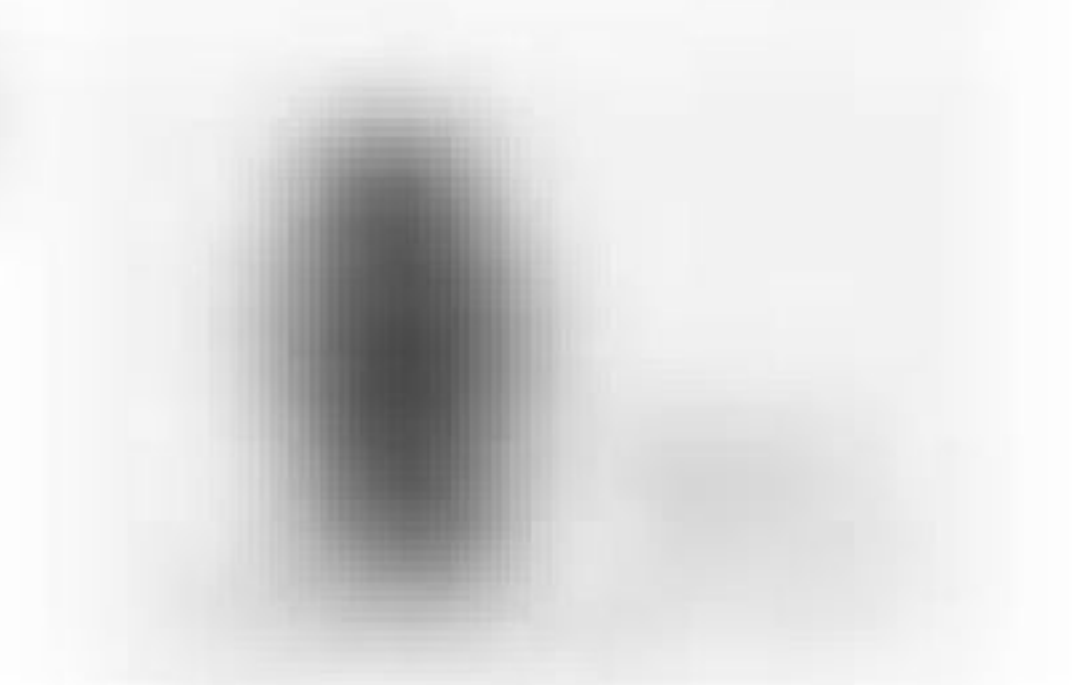
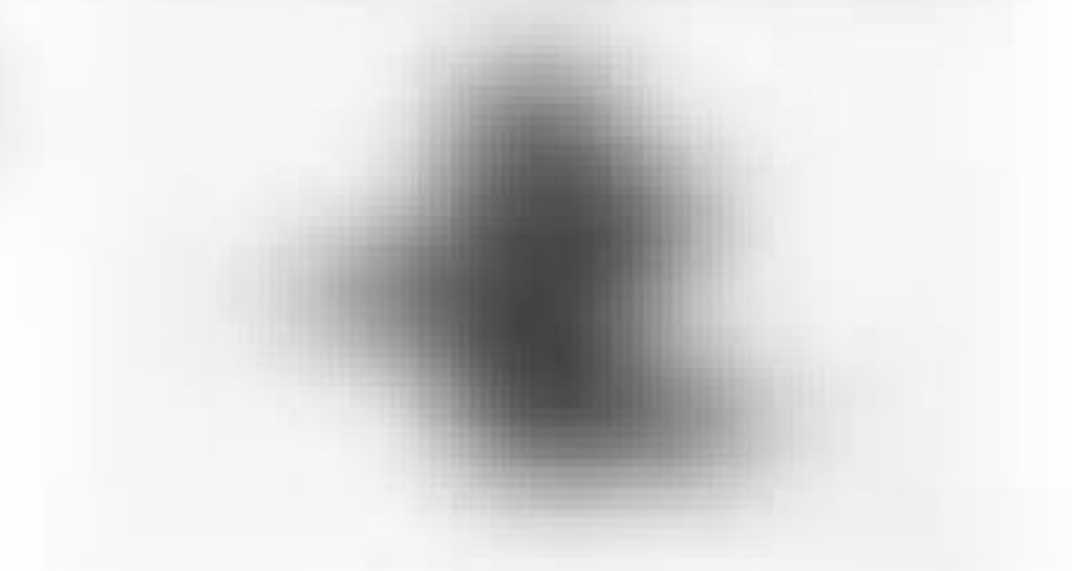
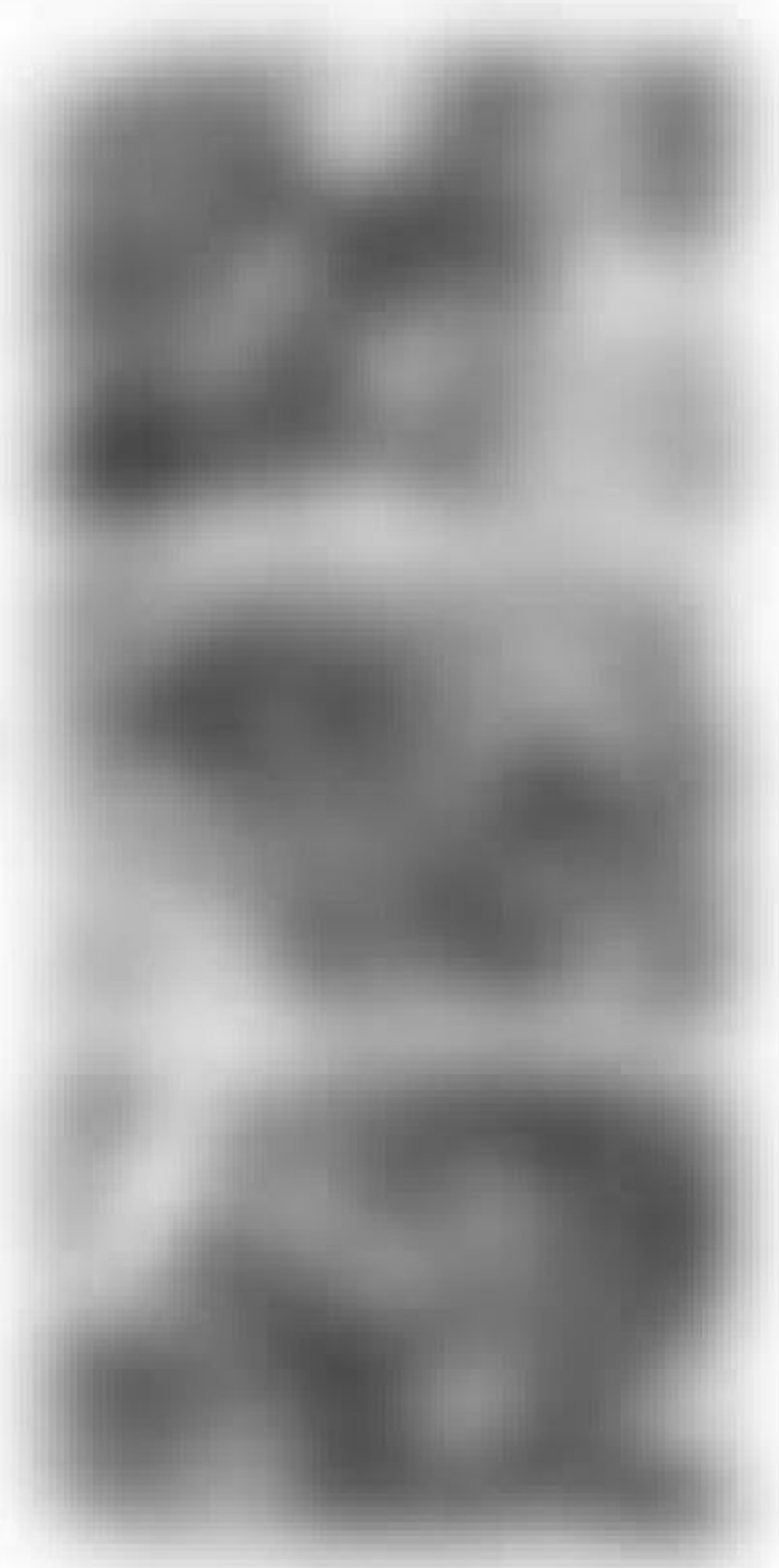






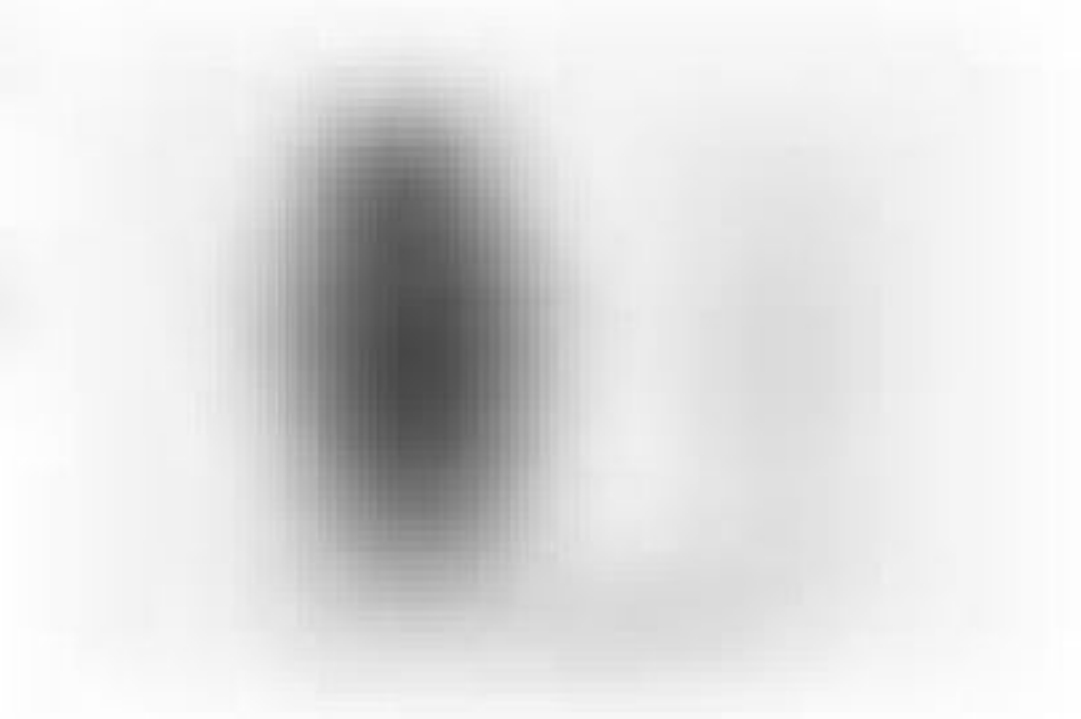






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