

# GENERAL INFORMATION

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## WARNING / CAUTION / NOTE

Please read this manual and follow its instructions carefully. To emphasize special information, the symbol and the words WARNING, CAUTION 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 motor 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 outboard motor. In addition to the WARNING and CAUTION stated, you must also use good judgement and observe basic mechanical safety principles.*

## GENERAL PRECAUTIONS

### **WARNING**

- Proper service and repair procedures are important for the safety of the service mechanic and the safety and reliability of the outboard motor.
- To avoid eye injury, always wear protective goggles when filing metals, working on a grinder, or doing other work, which could cause flying material particles.
- When 2 or more persons work together, pay attention to the safety of each other.
- When it is necessary to run the outboard motor indoors, make sure that exhaust gas is vented outdoors.
- When testing an outboard motor in the water and on a boat, ensure that the necessary safety equipment is on board. Such equipment includes: flotation aids for each person, fire extinguisher, distress signals, anchor, paddles, bilge pump, first-aid kit, emergency starter rope, etc.
- 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.
- Never use gasoline as a cleaning solvent.
- To avoid getting burned, do not touch the engine, engine oil or exhaust system during or shortly after engine operation.
- Oil can be hazardous. Children and pets may be harmed from contact with oil. Keep new and used oil away from children and pets. To minimize your exposure to oil, wear a long sleeve shirt and moisture-proof gloves (such as dishwashing gloves) when changing oil. If oil contacts your skin, wash thoroughly with soap and water. Launder any clothing or rags if wet with oil. Recycle or properly dispose of used oil.
- After servicing fuel, oil/engine cooling system and exhaust system, check all lines and fittings related to the system for leaks.
- Carefully adhere to the battery handling instructions laid out by the battery supplier.

**CAUTION**

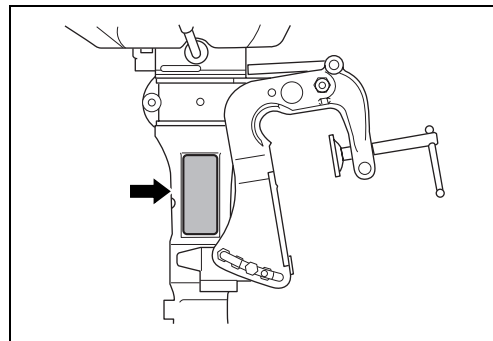
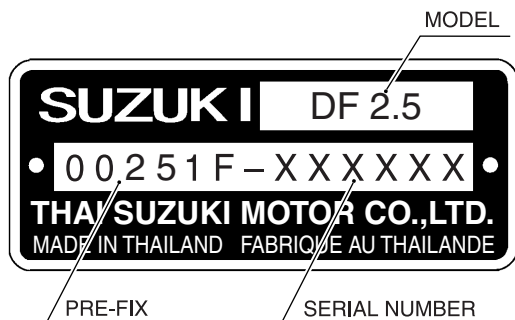
- If parts replacement is necessary, replace the parts with Suzuki Genuine Parts or their equivalent.
  - When removing parts that are to be reused, keep them arranged in an orderly manner so that they may be reinstalled in the proper order and orientation.
  - Be sure to use special tools when instructed.
  - Make sure that all parts used in assembly are clean and also lubricated when specified.
  - When use of a certain type of lubricant, bond, or sealant is specified, be sure to use the specified type.
  - 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.
  - When performing service to electrical parts, if the service procedures do not require using battery power, disconnect the negative cable from the battery.
  - Tighten cylinder head and case bolts and nuts, beginning with larger diameter and ending with smaller diameter. Always tighten from inside to outside diagonally to the specified tightening torque.
  - Whenever you remove oil seals, gaskets, packing, O-rings, locking washers, locking nuts, cotter pins, circlips, and certain other parts as specified, always replace them with new. 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 threads is smeared with them.
  - After reassembly, check parts for tightness and proper operation.
- 
- To protect the environment, do not unlawfully dispose of used motor oil, other fluids, and batteries.
  - To protect the Earth's natural resources, properly dispose of used motor and parts.

## IDENTIFICATION NUMBER LOCATION

### MODEL, PRE-FIX, SERIAL NUMBER

The MODEL, PRE-FIX and SERIAL NUMBER of the motor are stamped on a plate attached to the driveshaft housing.

#### Example



### ENGINE SERIAL NUMBER

A second engine serial number plate is pressed into a boss on the cylinder block.



## FUEL AND OIL

### GASOLINE RECOMMENDATION

Suzuki highly recommends that you use alcohol-free unleaded gasoline with a minimum pump octane rating of 87 (R/2 + M/2 method) or 91 (Research method). However, blends of unleaded gasoline and alcohol with equivalent octane content may be used.

Allowable maximum blend of a single additive (not combination):

5% Methanol, 10% Ethanol, 15% MTBE

#### CAUTION

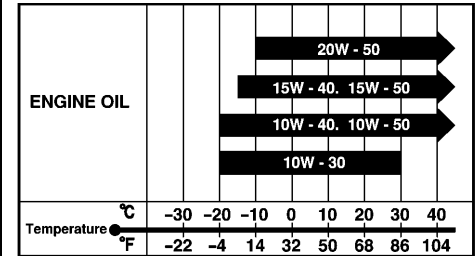
**If leaded gasoline is used, engine damage may result.  
Use only unleaded gasoline.**

ENGINE OIL

Use only oils that are rated SE, SF, SG, SH or SJ under the API (American Petroleum Institute) classification system.

The viscosity rating should be SAE 10W-40.

If an SAE 10W-40 motor oil is not available, select an alternative according to the chart at right.



## ENGINE BREAK-IN

The first 10 hours are critically important to ensure correct running of either a brand new motor or a motor that has been reconditioned or rebuilt. How the motor is operated during this time will have direct bearing on its life span and long-term durability.

**Break-in period: 10 hours**

## WARM-UP RECOMMENDATION

Allow sufficient idling time (more than 5 minutes) for the engine to warm up after cold engine starting.

## THROTTLE RECOMMENDATION

### **NOTE:**

*Avoid maintaining a constant engine speed for an extended period at any time during the engine break-in by varying the throttle position occasionally.*

### **1. FIRST 2 HOURS**

For first 15 minutes, operate the engine in-gear at idling speed.

During the remaining 1 hour and 45 minutes, operate the engine in-gear at less than 1/2 (half) throttle (3 000 r/min).

### **NOTE:**

*The throttle may be briefly opened beyond the recommended setting to plane the boat, but must be reduced to the recommended setting immediately after planing.*

### **2. NEXT 1 HOUR**

Operate the engine in-gear at less than 3/4 (three-quarter) throttle (4 000 r/min).

### **3. LAST 7 HOURS**

Operate the engine in-gear at desired engine speed.

However, do not operate continuously at full throttle for more than 5 minutes.

## PROPELLERS

An outboard motor is designed to develop its rated power within a specified engine speed range. The maximum rated power delivered by the DF2.5 models are shown below.

<b>Recommended operating range</b>	<b>5 250 – 5 750 r/min</b>
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If the standard propeller fails to meet the above requirement, use another pitch propeller to hold the engine speed within the range specified above.

### Propeller selection chart

<b>Code Number</b>	<b>Blade</b>	<b>×</b>	<b>Diameter</b>	<b>×</b>	<b>Pitch</b>
A400	3	×	188 mm (7-3/8 in)	×	115 mm (4-1/2 in)
A510	3	×	188 mm (7-3/8 in)	×	135 mm (5-3/8 in)

### CAUTION

**Installing a propeller with pitch either too high or too low will cause incorrect maximum engine speed, which may result in severe damage to the motor.**

**\* SPECIFICATIONS**

\* These specifications are subject to change without notice.

Item	Unit	Data
		DF2.5

<b>PRE-FIX</b>	<b>00251F</b>
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**DIMENSIONS & WEIGHT**

Overall length (front to back)		mm (in)	437 (17.2): with tiller handle raised
Overall width (side to side)		mm (in)	262 (10.3)
Overall height	S	mm (in)	963 (37.9)
Weight (without engine oil)	S	kg (lbs)	13.0 (28.7)
Transom height	S	mm (inch type)	435 (15)

**PERFORMANCE**

Maximum output	kW (PS)	1.8 (2.5)
Recommended operating range	r/min	5 250 – 5 750
Idle speed	r/min	1 900 ± 100 (in-gear: approx. 1 500)

**POWER HEAD**

Engine type		4-stroke OHV
Number of cylinders		1
Bore	mm (in)	48.0 (1.89)
Stroke	mm (in)	38.0 (1.50)
Total displacement	cm <sup>3</sup> (cu. in)	68 (4.1)
Compression ratio	: 1	9.0
Spark plug	NGK	CR6HSA
Ignition system		Transistorized ignition
Fuel supply system		Carburetor
Exhaust system		Above prop exhaust
Cooling system		Water cooled
Lubrication system		Wet sump by trochoid pump
Starting system		Manual
Choke system		Manual
Throttle control		Twist grip



Item	Unit	Data
		DF2.5

**FUEL & OIL**

Fuel		Suzuki highly recommends that you use alcohol-free unleaded gasoline with a minimum pump octane rating of 87 (R/2 + M/2 method) or 91 (Research method). However, blends of unleaded gasoline and alcohol with equivalent octane content may be used.
Fuel tank capacity (Built-in tank)	L (US/Imp. gal)	1.0 (0.26/0.22)
Engine oil		API classification SE, SF, SG, SH, SJ Viscosity rating SAE 10W-40
Engine oil amounts	L (US/Imp. qt)	0.38 (0.40/0.33)
Gear oil		SUZUKI Outboard Motor Gear Oil (SAE #90 hypoid gear oil)
Gearcase oil amounts	ml (US/Imp. oz)	60 (2.0/2.1)

**BRACKET**

Trim angle	Degrees	6 – 20
Number of tilt pin position		4
Maximum tilt angle	Degrees	74 (from lowest tilt pin position)

**LOWER UNIT**

Reversing system	Gear		
Transmission	Forward-Neutral		
Reduction system	Bevel gear		
Gear ratio	13 : 28 (2.15)		
Drive line impact protection	Shear pin		
Propeller	Blade	× Diam.	× Pitch
	3	× 188 mm (7-3/8 in)	× 115 mm (4-1/2 in) (A400)
	3	× 188 mm (7-3/8 in)	× 135 mm (5-3/8 in) (A510)

**\* SERVICE DATA**

\* These service data are subject to change without notice.

Item	Unit	Data
		DF2.5

**POWER HEAD**

Recommended operating range	r/min	5 250 – 5 750
Idle speed	r/min	1 900 ± 100 (in-gear: approx. 1 500)
* Cylinder compression	kPa (kg/cm <sup>2</sup> , psi)	960 – 1 400 (9.6 – 14.0, 137 – 199)
Engine oil		API classification SE, SF, SG, SH, SJ Viscosity rating SAE 10W-40
Engine oil amounts	L (US/Imp. qt)	0.38 (0.40/0.33)
Thermostat operating temperature	°C (°F)	48 – 52 (118 – 126)

\* Figures shown are guidelines only, not absolute service limit.

**CARBURETOR**

Type	Walbro	LMJ-26
I.D mark		97J10
Main jet	#	70
Pilot jet	#	32
Pilot screw	Turns open	Pre-set
Float height	mm	10 ± 2

**CYLINDER HEAD/CAMSHAFT**

Cylinder head distortion	Limit	mm (in)	0.05 (0.002)
Cam height	IN, STD	mm (in)	28.480 – 28.680 (1.1213 – 1.1291)
	EX, Limit	mm (in)	28.180 (1.1094)
Rocker arm shaft hole diameter	IN, STD	mm (in)	4.015 – 4.027 (0.1581 – 0.1585)
	EX		
Rocker arm shaft outside diameter	IN, STD	mm (in)	3.990 – 4.005 (0.1571 – 0.1577)
	EX		

Item	Unit	Data	
		DF2.5	

**VALVE/VALVE GUIDE**

Valve diameter		IN	mm (in)	20.0 (0.79)
		EX	mm (in)	18.0 (0.71)
Valve clearance (Cold engine condition)	IN	STD	mm (in)	0.13 – 0.17 (0.005 – 0.007)
	EX	STD	mm (in)	0.13 – 0.17 (0.005 – 0.007)
Valve seat angle		IN	—	45°
		EX	—	45°
Valve guide to valve stem clearance	IN	STD	mm (in)	0.010 – 0.037 (0.0004 – 0.0015)
		Limit	mm (in)	0.075 (0.0030)
	EX	STD	mm (in)	0.025 – 0.052 (0.0010 – 0.0020)
		Limit	mm (in)	0.090 (0.0035)
Valve guide inside diameter	IN, EX	STD	mm (in)	4.000 – 4.012 (0.1575 – 0.1580)
Valve stem outside diameter	IN	STD	mm (in)	3.975 – 3.990 (0.1565 – 0.1571)
	EX	STD	mm (in)	3.960 – 3.975 (0.1559 – 0.1565)
Valve stem deflection	IN, EX	Limit	mm (in)	0.35 (0.014)
Valve stem runout	IN, EX	Limit	mm (in)	0.05 (0.002)
Valve head radial runout	IN, EX	Limit	mm (in)	0.08 (0.003)
Valve head thickness	IN, EX	Limit	mm (in)	0.5 (0.02)
Valve seat contact width	IN, EX	STD	mm (in)	0.8 – 1.0 (0.03 – 0.04)
Valve spring free length		STD	mm (in)	22.42 (0.883)
		Limit	mm (in)	21.52 (0.847)
Valve spring tension		STD	N (kg, lbs)	36.5 – 41.9 (3.65 – 4.19, 8.05 – 9.24) for 15 mm (0.6 in)
		Limit	N (kg, lbs)	33.3 (3.33, 7.34) for 15 mm (0.6 in)

Item	Unit	Data	
		DF2.5	

**CYLINDER/PISTON/PISTON RING**

Cylinder distortion	Limit	mm (in)	0.05 (0.002)
Piston to cylinder clearance	STD	mm (in)	0.018 – 0.033 (0.0007 – 0.0013)
	Limit	mm (in)	0.100 (0.0039)
Cylinder bore	STD	mm (in)	48.000 – 48.015 (1.8898 – 1.8904)
Cylinder measuring position		mm (in)	20 (0.8) from cylinder top surface
Piston skirt diameter	STD	mm (in)	47.975 – 47.990 (1.8888 – 1.8894)
Piston measuring position		mm (in)	5 (0.2) from piston skirt end
Cylinder bore wear	Limit	mm (in)	0.100 (0.0039)
Piston ring end gap	1st, STD	mm (in)	0.15 – 0.35 (0.006 – 0.014)
	2nd, Limit	mm (in)	0.50 (0.020)
Piston ring free end gap	1st, STD	mm (in)	Approx. 6.1 (0.24)
		mm (in)	4.9 (0.19)
	2nd, STD	mm (in)	Approx. 5.7 (0.22)
		mm (in)	4.6 (0.18)
Piston ring to groove clearance	1st, STD	mm (in)	0.020 – 0.060 (0.0008 – 0.0024)
	2nd, Limit	mm (in)	0.120 (0.0047)
Piston ring groove width	1st, STD	mm (in)	1.21 – 1.23 (0.048 – 0.049)
	Oil, STD	mm (in)	1.51 – 1.53 (0.059 – 0.060)
Piston ring thickness	1st, STD	mm (in)	1.17 – 1.19 (0.046 – 0.047)
Pin clearance in piston pin hole	STD	mm (in)	0.002 – 0.013 (0.0001 – 0.0005)
	Limit	mm (in)	0.040 (0.0016)
Piston pin outside diameter	STD	mm (in)	11.995 – 12.000 (0.4722 – 0.4724)
	Limit	mm (in)	11.980 (0.4717)
Piston pin hole diameter	STD	mm (in)	12.002 – 12.008 (0.4725 – 0.4728)
	Limit	mm (in)	12.030 (0.4736)
Pin clearance in conrod small end	STD	mm (in)	0.006 – 0.019 (0.0002 – 0.0007)
	Limit	mm (in)	0.050 (0.0020)

Item	Unit	Data	
		DF2.5	

**CRANKSHAFT/CONROD**

Conrod small end inside diameter	STD	mm (in)	12.006 – 12.014 (0.4727 – 0.4730)
	Limit	mm (in)	12.040 (0.4740)
Conrod big end oil clearance	STD	mm (in)	0.015 – 0.035 (0.0006 – 0.0014)
	Limit	mm (in)	0.080 (0.0031)
Conrod big end inside diameter	STD	mm (in)	19.015 – 19.025 (0.7486 – 0.7490)
Crank pin out-side diameter	STD	mm (in)	18.990 – 19.000 (0.7476 – 0.7480)
Crank pin out-side diameter difference (out-of-round and taper)	Limit	mm (in)	0.010 (0.0004)
Conrod big end side clearance	STD	mm (in)	0.20 – 0.70 (0.008 – 0.028)
	Limit	mm (in)	1.00 (0.039)
Conrod big end width	STD	mm (in)	17.50 – 17.80 (0.689 – 0.701)
Crank pin width	STD	mm (in)	18.00 – 18.20 (0.709 – 0.717)
Crankshaft runout	Limit	mm (in)	0.05 (0.002)

**ELECTRICAL**

Ignition timing		Degrees	BTDC 30
Ignition coil resistance	Primary	Ω at 20 °C	0.5 – 0.9
	Secondary	kΩ at 20 °C	10 – 16
Spark plug cap resistance		kΩ at 20 °C	4 – 6
Standard spark plug	Type	NGK	CR6HSA
	Gap	mm (in)	0.6 – 0.7 (0.024 – 0.028)

**LOWER UNIT**

Preliminary gear shim &amp; thrust washer

Pinion gear backup shim	mm (in)	2.0 (0.08)
Forward gear backup shim	mm (in)	0.5 (0.02)
Propeller shaft reverse thrust washer	mm (in)	1.8 (0.07)

Initial selection-shim adjustment may be required.

## TIGHTENING TORQUE




### Tightening torque – Important fasteners

ITEM	THREAD DIAMETER	TIGHTENING TORQUE		
		N·m	kg·m	lb·ft
Cylinder head cover bolt	5 mm	7	0.7	5.0
Cylinder head bolt	6 mm	13	1.3	9.5
Crankcase bolt	6 mm	11	1.1	8.0
Conrod cap bolt	5 mm	7	0.7	5.0
Valve adjusting lock nut	5 mm	7	0.7	5.0
Intake pipe bolt	6 mm	11	1.1	8.0
Carburetor mounting bolt	6 mm	10	1.0	7.0
Flywheel nut	10 mm	45	4.5	32.5
Igniter unit bolt	6 mm	10	1.0	7.0
Engine oil drain plug	10 mm	10	1.0	7.0
Power unit mounting bolt	6 mm	10	1.0	7.0
Tiller handle pivot bolt	8 mm	17	1.7	12.5
Lower cover bolt	6 mm	8	0.8	6.0
Swivel shaft nut	8 mm	10	1.0	7.0
Gearcase bolt	6 mm	8	0.8	6.0
Water pump case bolt	6 mm	5	0.5	3.5
Propeller shaft bearing housing bolt	6 mm	8	0.8	6.0

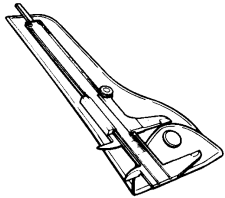
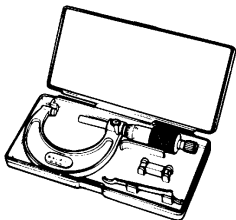
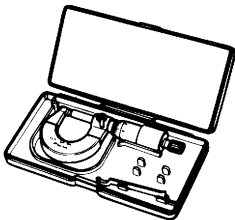
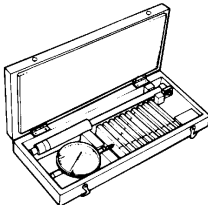
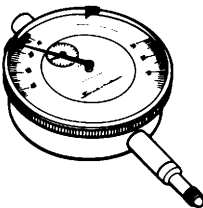
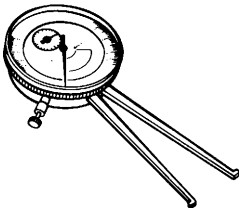
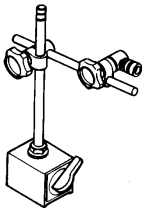
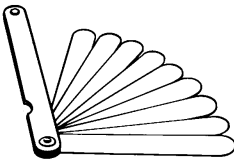
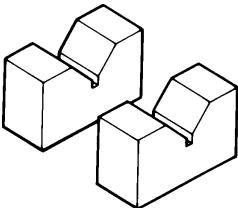
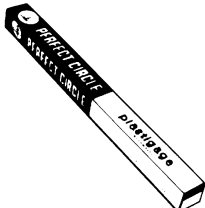
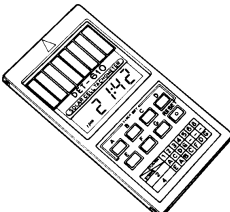
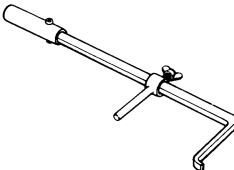
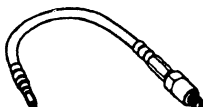
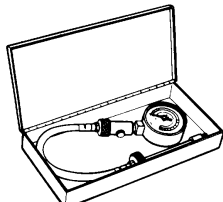
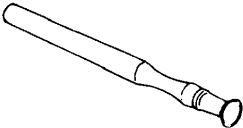
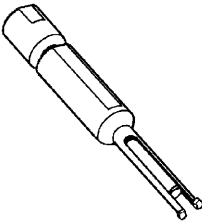
### Tightening torque – General bolt

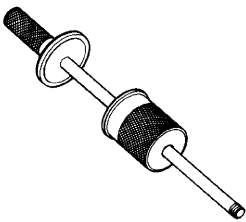
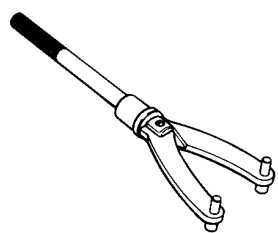
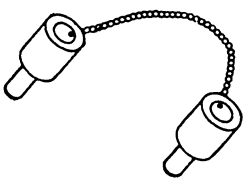
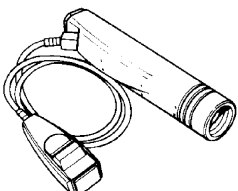
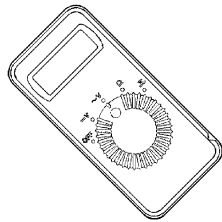
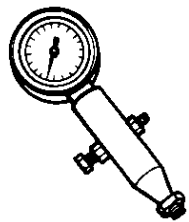
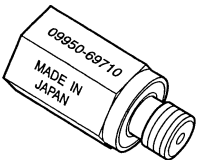
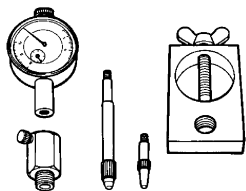
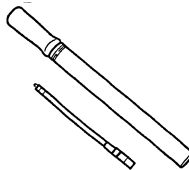
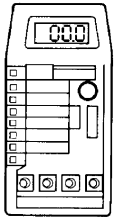

#### NOTE:

These value are only applicable when torque for a general bolt is not listed in the “Important fasteners” table.

TYPE OF BOLT	THREAD DIAMETER	TIGHTENING TORQUE		
		N·m	kg·m	lb·ft
 (Conventional or “4” marked bolt)	5 mm	2 – 4	0.2 – 0.4	1.5 – 3.0
	6 mm	4 – 7	0.4 – 0.7	3.0 – 5.0
	8 mm	10 – 16	1.0 – 1.6	7.0 – 11.5
	10 mm	22 – 35	2.2 – 3.5	16.0 – 25.5
 (Stainless steel bolt)	5 mm	2 – 4	0.2 – 0.4	1.5 – 3.0
	6 mm	6 – 10	0.6 – 1.0	4.5 – 7.0
	8 mm	15 – 20	1.5 – 2.0	11.0 – 14.5
	10 mm	34 – 41	3.4 – 4.1	24.5 – 29.5
 (7 marked or 1/2 marked bolt)	5 mm	3 – 6	0.3 – 0.6	2.0 – 4.5
	6 mm	8 – 12	0.8 – 1.2	6.0 – 8.5
	8 mm	18 – 28	1.8 – 2.8	13.0 – 20.0
	10 mm	40 – 60	4.0 – 6.0	29.0 – 43.5

## SPECIAL TOOLS

<p>1.</p>  <p>09900-20101 (150 mm) Vernier calipers</p>	<p>2.</p>  <p>09900-20202 Micrometer (25 – 50 mm)</p>	<p>3.</p>  <p>09900-20205 Micrometer (0 – 25 mm)</p>	<p>4.</p>  <p>09900-20530 Cylinder gauge set (40 – 100 mm)</p>
<p>5.</p>  <p>09900-20602 Dial gauge</p>	<p>6.</p>  <p>09900-20605 Dial calipers (10 – 34 mm)</p>	<p>7.</p>  <p>09900-20701 Magnetic stand</p>	<p>8.</p>  <p>09900-20803 Thickness gauge</p>
<p>9.</p>  <p>09900-21304 Steel “V” block set</p>	<p>10.</p>  <p>09900-22301 Plastigauge (0.025 – 0.076 mm)</p>	<p>11.</p>  <p>09900-26006 Engine tachometer</p>	<p>12.</p>  <p>09913-50121 Oil seal remover</p>
<p>13.</p>  <p>09915-63311 Compression gauge adaptor</p>	<p>14.</p>  <p>09915-64512 Compression gauge</p>	<p>15.</p>  <p>09916-10911 Valve lapper</p>	<p>16.</p>  <p>09921-20210 Bearing remover</p>




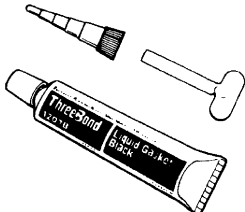

<p>17.</p>  <p>09930-30104 Sliding hammer</p>	<p>18.</p>  <p>09930-40113 Flywheel holder</p>	<p>19.</p>  <p>09930-40120 Rotor holder attachment</p>	<p>20.</p>  <p>09930-76420 Timing light</p>
<p>21.</p>  <p>09930-99320 Digital tester</p>	<p>22.</p>  <p>09950-69512 Gearcase oil leakage tester</p>	<p>23.</p>  <p>09950-69710 Gear oil leakage tester attachment</p>	<p>24.</p>  <p>09951-09530 Gear adjusting gauge</p>
<p>25.</p>  <p>09952-99310 Air pump assy</p>	<p>26.</p>  <p>99954-53008-820* Digital voltmeter</p>	<p>27.</p>  <p>99954-53883* Gear oil filler</p>	

NOTE:

\* Marked part No. is in U.S. market only.



## MATERIALS REQUIRED

<p><b>SUZUKI OUTBOARD MOTOR GEAR OIL</b></p>  <p><b>99000-22540</b> (400 ml × 24 pcs.)</p>	<p><b>SUZUKI WATER RESIS- TANT GREASE</b></p>  <p><b>99000-25161</b> (250 g)</p>	<p><b>SUZUKI SILICONE SEAL</b></p>  <p><b>99000-31120</b> (50 g)</p>	<p><b>SUZUKI BOND “1207B”</b></p>  <p><b>*99104-33140</b> <b>99000-31140</b> (100 g)</p>
<p><b>THREAD LOCK “1342”</b></p>  <p><b>99000-32050</b> (50 g)</p>	<p><b>4-STROKE MOTOR OIL</b></p> <p><b>API: SE, SF, SG, SH, SJ</b> <b>SAE: 10W-40</b></p>		

NOTE:

\* Marked part No. is in U.S. market only.

