

SUZUKI DT8C, DT8C SAIL, DT9.9C and DT9.9C SAIL

CONDENSED SERVICE DATA

NOTE: Metric fasteners are used throughout outboard motor.

TUNE-UP

Hp/rpm	8/4700-5700 (6.0 kW)
	9.9/5300-5700 (7.4 kW)
Bore	54.0 mm (2.13 in.)
Stroke	46.0 mm (1.81 in.)
Number of Cylinders	2
Displacement	211 cc (12.9 cu. in.)
Spark Plug	NGK B6HS-10
Electrode Gap	0.9-1.0 mm (0.035-0.039 in.)
Ignition Type	CDI
Ignition Timing	11° ATDC at 600 rpm (1)
Maximum Timing Advance	28° BTDC at 2000 rpm
Carburetor Make	Mikuni B24
Compression Ratio	7.2:1
Idle Speed (in gear)	600-650 rpm
Fuel:Oil Ratio	See Text

(1)—On 1988 DT9.9C models, ignition timing is 12 degrees ATDC at 600 rpm.

SIZES-CLEARANCES

Piston Ring End Gap	0.15-0.30 mm (0.006-0.012 in.)
Wear Limit	0.8 mm (0.030 in.)
Piston-to-Cylinder Clearance	0.052-0.067 mm (0.0020-0.0026 in.)

SIZES—CLEARANCES CONT.

Wear Limit	0.147 mm (0.0058 in.)
Piston Pin Diameter	11.995-12.000 mm (0.4722-0.4724 in.)
Wear Limit	11.980 mm (0.4716 in.)
Cylinder Bore Diameter	54.000-54.015 mm (2.1260-2.1266 in.)
Piston Diameter	53.940-53.955 mm (2.1236-2.1242 in.)
Allowable Crankshaft Runout	0.05 mm (0.002 in.)
Allowable Connecting Rod Small End Side Shake	4.0 mm (0.157 in.)

TIGHTENING TORQUES

Crankcase Screws	20-26 N·m (15-19 ft.-lbs.)
Cylinder Head Screws	21-25 N·m (15-18 ft.-lbs.)
Flywheel Nut	80-90 N·m (59-66 ft.-lbs.)
Standard Screws:	
5 mm	2-4 N·m (18-35 in.-lbs.)
6 mm	4-7 N·m (35-62 in.-lbs.)
8 mm	10-16 N·m (7-12 ft.-lbs.)
10 mm	22-35 N·m (16-26 ft.-lbs.)

LUBRICATION

The power head is lubricated by oil mixed with the fuel. All models are equipped with automatic oil injection. The recommended oil is Suzuki Outboard Motor Oil or a good quality NMMA certified TC-W oil. Recommended fuel is unleaded gasoline with a minimum octane rating of 85.

On a new or rebuilt engine, the first tank of fuel should be mixed with a recommended oil at a 50:1 ratio and used in addition with the oil injection system to ensure sufficient lubrication during engine break-in. Gasoline and oil should be thoroughly mixed in a separate container. After first tank of fuel is depleted, switch to straight gasoline in fuel tank.

Recommended lower unit lubricant is Suzuki Outboard Motor Gear Oil or a good quality SAE 90 hypoid gear oil. Gearcase capacity is 175 mL (5.9 oz.). Gearcase oil should be changed after initial 10 hours of operation and after every 100 hours of operation thereafter. Reinstall drain and vent plugs securely, using new gaskets if necessary to ensure a watertight seal.

FUEL SYSTEM

CARBURETOR. A Mikuni B24-15 carburetor is used on 8 hp models and a Mikuni B24-18 carburetor is used on 9.9 hp models. Refer to Fig. SZ7-1 for exploded view of carburetor assembly. Initial adjustment of pilot screw (2) from

a lightly seated position is 1-1/2 to 2 turns out on Model DT8C and 1-3/4 to 2-1/4 turns out on Model DT9.9C. Final adjustment should be made with engine at normal operating temperature and running in forward gear. Adjust idle speed to 600-650 rpm in forward gear.

Main fuel metering is controlled by fixed main jet (15). Standard main jet size for normal operation is #105 on Model DT8C and #137.5 on Model DT9.9C. Standard pilot jet (5) size for normal operation is #85 on Model DT8C and #65 on Model DT9.9C.

To check float level, remove float bowl (10) and invert carburetor. Measure float level from carburetor body-to-float bowl mating surface to top of float at a point 180 degrees from inlet valve as shown in Fig. SZ7-2. Float level should be 23-