

SUZUKI



DISC BRAKE SERVICE MANUAL

FOR MODELS:

GT250, GT380, GT550 and GT750

FOREWORD

The purpose of this service manual is to provide a detailed description on the construction, operating principles, adjusting and operating methods of the hydraulic disc brakes which have been recently adopted to Models GT250, GT380, GT550 and GT750.

To ensure a safe operation of these models capable of high-speed performance, an adequate maintenance of the brakes is vital. This manual is presented in a simplest possible manner so that the materials included are easily comprehensive to you. We hope that correct maintenance of these disc brakes will be facilitated most effectively by utilization of this manual.

Because this manual has been compiled on the models of the motorcycles available as of November, 1972, it is possible that the contents of this manual may not necessarily correspond to the motorcycles delivered to you due to possible changes of their specifications.

November, 1972

Export Service Section

SUZUKI MOTOR CO.,LTD.

FEATURES OF DISC BRAKE

Compared with the conventional drum-type brakes, the hydraulic disc brake has the following features:

- 1) Heat radiation from the friction surfaces is quite effective since the discs rotate in direct contact with the air. Therefore, stable brake power can always be provided, even if the disc brake is used repeatedly at high speeds.
- 2) A brake lever stroke remains always constant since none of the disc brake parts is subjected to any deformation due to elevated temperatures.
- 3) Replacement of pads is simple and no troublesome adjustment is required.
- 4) Steady brake performance is ensured, since, even if the disc is wet during running in rainy weather or on muddy road, the restoring ability of brake power is excellent due to the extreme pressure characteristics for pushing pads.
- 5) It has a smooth operation, since it has little portion to be mechanically abraded.

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3. OUTLINE OF HYDRAULIC DISC BRAKE

3-1 General

The hydraulic disc brake adopted in Suzuki's models GT250, GT380, GT550 and GT750 consists of four main portions, i.e., brake discs mounted on a front wheel hub, master cylinder for pressurizing, brake pipe line for fluid pressure, and caliper which presses pads to brake disc by means of hydraulic pressures.

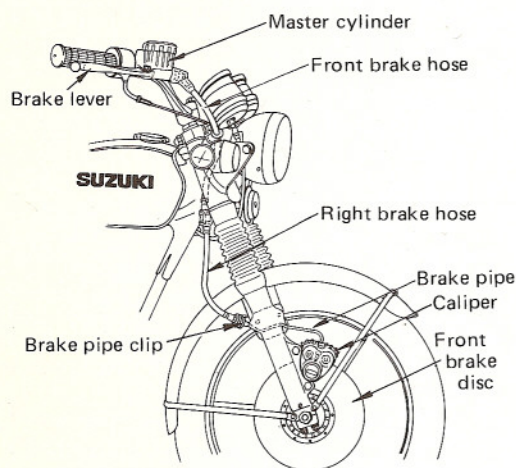


Fig. 3-1-1 (GT250, GT380 and GT550)

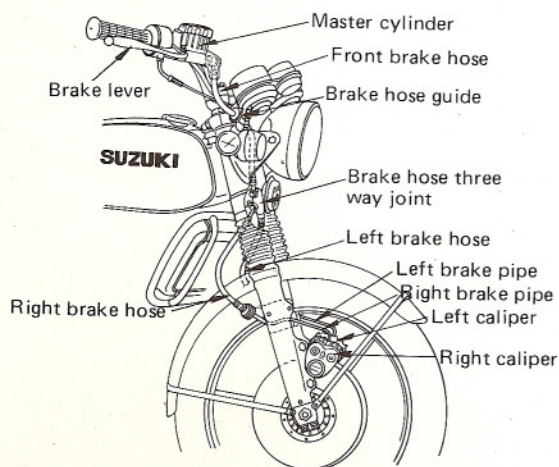


Fig. 3-1-2 (GT750)

3-2 Operation of Master Cylinder

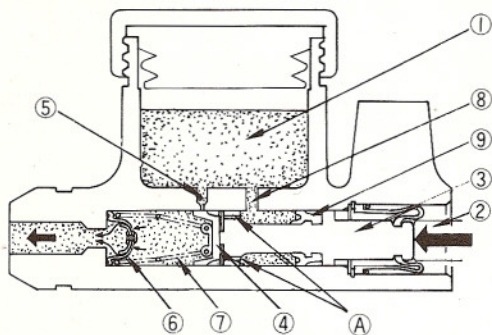


Fig. 3-2-1

- | | |
|-------------------|-----------------|
| 1 Reservoir | 6 Check valve |
| 2 Brake lever cam | 7 Spring |
| 3 Piston | 8 Inlet port |
| 4 Primary cup | 9 Secondary cup |
| 5 Return port | |

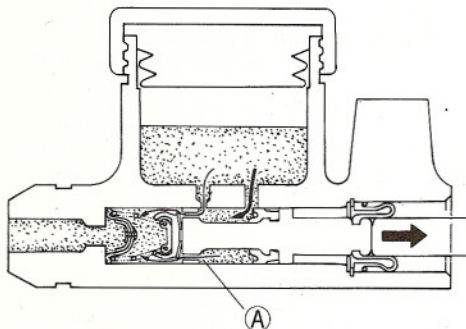


Fig. 3-2-2

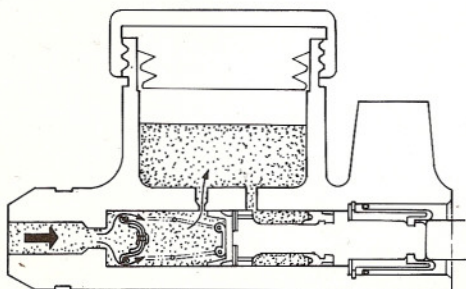


Fig. 3-2-3

3-2-1 Squeezing brake lever

The piston ③ is pushed in the direction of arrow by the brake cam ② when the brake lever is squeezed. The primary cup ④ also moves together with the piston and when it closes the return port ⑤ which is provided at the master cylinder body, brake fluid in front of the primary cup begins to be pressurized and delivered to the caliper by opening the check valve ⑥ with its pressure.

3-2-2 Releasing brake lever

As soon as the brake lever is released, the piston is pushed back by the spring ⑦. Because the brake fluid from the caliper may not return to the master cylinder immediately due to its flow resistance, hydraulic pressure inside the cylinder is reduced momentarily and fluid flows from the reservoir to the front section of the primary cup through the inlet port ⑧, three small holes A on the piston flange and the circumference of the primary cup.

Then high pressure brake fluid from the caliper releases the check valve body from its contact with the outlet part allowing to have the clearance for a fluid passage. A small amount of the fluid returns from the caliper to the master cylinder through the clearance thus made by the movement of the check valve body.

3-2-3 After completing return stroke of brake lever

A large amount of the brake fluid having been delivered to the caliper returns to the reservoir through the clearance behind the check valve base and the return port on the master cylinder body.

As the brake fluid from the caliper returns to the reservoir, hydraulic pressure in the brake hose is reduced gradually and the spring tension surmounts the hydraulic pressure of the brake hose resulting in closing the clearance behind the check valve base. However, some fluid pressure still remains in the brake hose because of the initial tension of the spring. Brake fluid continues to flow into the reservoir through a small notch provided around the periphery of the check valve body and the return port. The master cylinder completes its operation when residual pressure in the brake hose vanishes completely.

3-3 Operation of Caliper

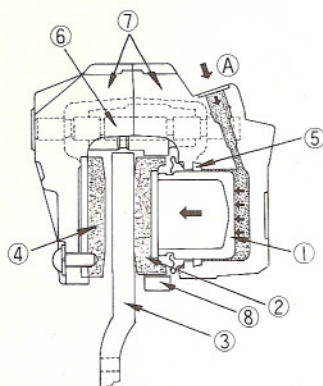


Fig. 3-3-1

- | | |
|---------------|-------------------|
| 1. Piston | 5. Piston seal |
| 2. Pad No. 1 | 6. Caliper axle |
| 3. Brake disc | 7. Caliper body |
| 4. Pad No. 2 | 8. Caliper holder |

3-3-1 Squeezing brake lever

Brake fluid from the master cylinder delivered under pressure flows into the caliper cylinder through inlet portion **A** of the caliper and pushes piston **1** in the direction of arrow.

The pushed piston moves together with the pad No. 1 **2** in this direction until it can not move any further forward due to the pad No. 1 hitting brake disc **3**.

As soon as the pad No. 1 touches the brake disc so that the piston may not move any further, the caliper body floating on the caliper axle is pushed in reverse direction by the fluid pressure in the cylinder and moves in the right side direction as shown in Fig. 3-3-2.

Since the pad No. 2 **4** is mounted to the caliper body, the disc is subjected to a powerful braking force with pads Nos. 1 and 2 depressing the disc from opposite directions respectively.

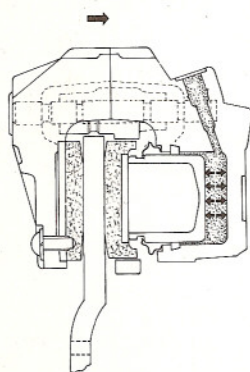


Fig. 3-3-2

3-3-2 Releasing brake lever

When the brake lever is released and fluid pressure in the caliper cylinder vanishes, the piston moves in the direction of arrow in Fig. 3-3-3, being pushed by piston seal **5** which was pressed onto the piston by fluid pressure and is now restoring its original shape with fluid pressure released. Therefore, the pads pressed to the disc part from the disc since the piston moves as much as the piston seal displacement, thus setting the brake disc free.

3-3-3 Self adjusting of clearance between pads and disc

If the traveling distance of piston exceeds the displacement of the piston seal, the piston is moved as far as the braking stroke while the piston slides between itself and the piston seal, whereas a return stroke of the piston due to the piston seal restoration after brake release is always constant and the returned position of the piston relatively varies with the wear of pads.

Consequently, clearance between the pads and the piston, or between the pads and the brake disc is always kept constant regardless of the condition of pad wear.

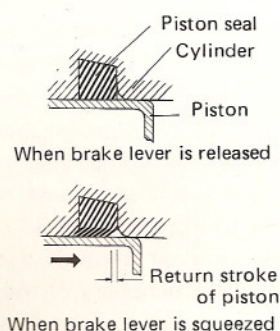


Fig. 3-3-3

4. INSPECTION AND REPAIR

4-1 Brake Fluid and Its Handling

4-1-1 Replenishing brake fluid

Be sure to check brake fluid level in the reservoir after removing the reservoir cap ① and diaphragm ②. In inspecting brake fluid, first mount your motorcycle firmly onto the center stand with its handlebar kept straight up without fail. If the level is found to be lower than the level mark ③ provided on the reservoir, replenish the reservoir with motorvehicle brake fluid graded "DOT 3" or "DOT 4" in U.S.A. and equivalents in other countries.

Note : Since the brake system of these motorcycles is filled with a glycol base 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 damage sustained will be serious.

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

Do not squeeze the brake lever while the reservoir cap is removed, otherwise brake fluid will sometimes spout out. Brake fluid will damage the paint surface and instrument gauge lenses.

Take due care especially so that water may not enter brake fluid on rainy day particularly during replacement or in handling a brake fluid container, because brake fluid has hygroscopic property, and its boiling point falls excessively if water is mixed with it.

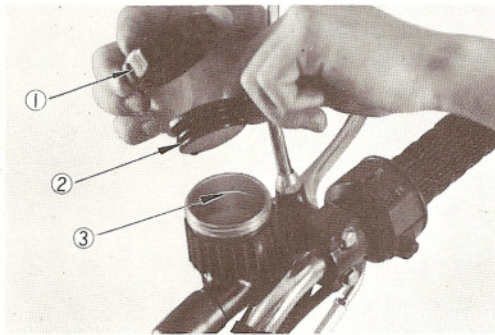


Fig. 4-1-1

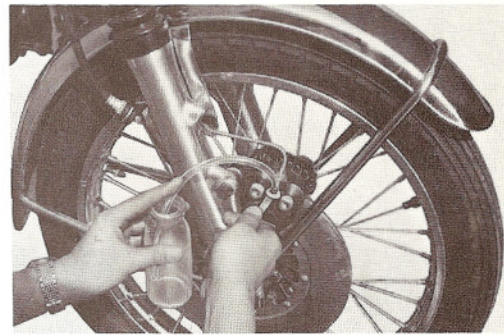


Fig. 4-1-2

4-1-2 Air bleeding from brake system

If the brake lever travel becomes excessive or the lever feels a soft or spongy feeling, you must carry out air bleeding from the brake system in the following procedure:

It is best if two persons perform this.

- 1) Attach the bleeder tube to the bleeder valve after removing the bleeder valve dust cap as shown in Fig. 4-1-2. A transparent tube is useful in finding air bubble expelled from the system.
- 2) The tube must be submerged in a clean container partially filled with brake fluid.
- 3) Fill the reservoir with the aforementioned brake fluid.

Note : Keep at least one half full of fluid in the reservoir during the bleeding procedure.

- 4) Screw in the cap on the reservoir to prevent a spout of brake fluid and entry of dust.
- 5) Allow the pressure in the hydraulic system by squeezing rapidly the brake lever several times and then holding the lever tight.
- 6) Unscrew (open) the bleeder valve by one half turn and squeeze the lever all the way down. Do not release the lever until the bleeder valve is screwed in, (closed) again.

- 7) Repeat steps 5) and 6) until air bubbles disappear in the bleeder tube or container and screw in (close) the bleeder valve securely.
- 8) Remove the tube and install the bleeder valve dust cap.
- 9) Check the fluid level in the reservoir and replenish if necessary, after the bleeding operation has been completed.
- 10) Reinstall the diaphragm and the diaphragm plate and tighten the reservoir cap securely.

Caution: Do not reuse the brake fluid drained from the system.

For model GT750, bleed air at first from the left-hand side caliper and then from the right according to the aforementioned procedure.

4-1-3 Changing brake fluid

Boiling point of brake fluid falls considerably with absorption of moisture which may take place during a long period of use. Therefore, it is recommended to exchange old brake fluid with new one periodically.

Exchange interval : One year

On changing brake fluid, extreme attention should be paid so as not to mix any foreign materials because they would block the return port of the master cylinder resulting in the brake dragging or squeaking.

When brake fluid is to be changed, perform the following procedure.

- 1) Attach a bleeder tube to the bleeder valve. Drain out old brake fluid by squeezing the brake lever with the bleeder valve opened until the brake fluid disappears in the bleeder tube.
- 2) After old brake fluid is drained out from the system completely, carry out the same procedure as described "4-1-2 Air bleeding".

4-2 Inspection and Replacing Method of Pads

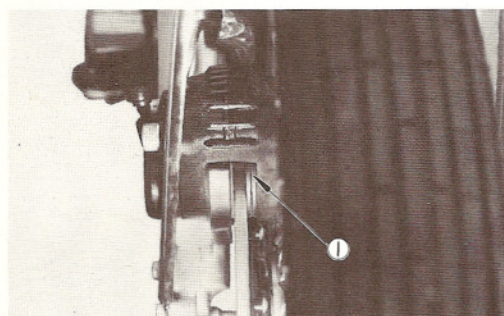


Fig. 4-2-1

4-2-1 Inspection of pads

Check worn condition of the friction pads. If any of the friction pads is worn out up to the red limit line ① marked on its circumference, replace it following the procedure of "4-2-2" or "4-2-3".

Caution: Wash mud and dust off around the front wheel and/or caliper prior to the replacing operation.

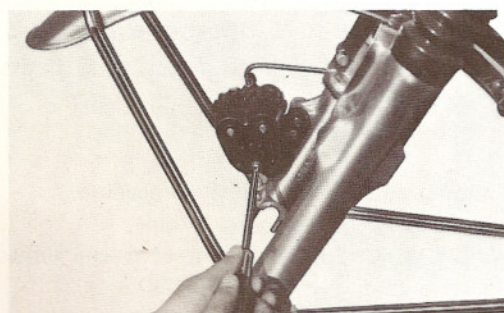


Fig. 4-2-2

4-2-2 Replacing of pads for models GT250, GT380 or GT550

- 1) Set up the center stand and load at the rear portion to let the front wheel free.
- 2) Remove the front wheel assembly.
- 3) Unscrew the pad fastening screw, and take off pad No. 2.

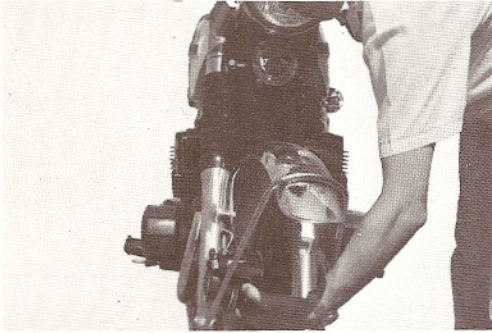


Fig. 4-2-3

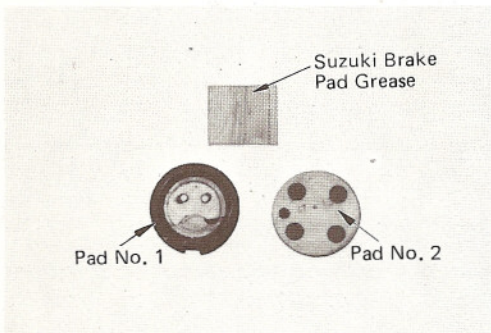


Fig. 4-2-4

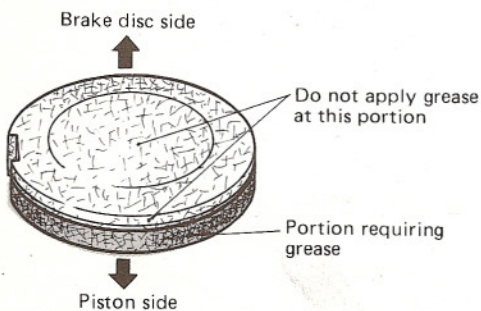


Fig. 4-2-5

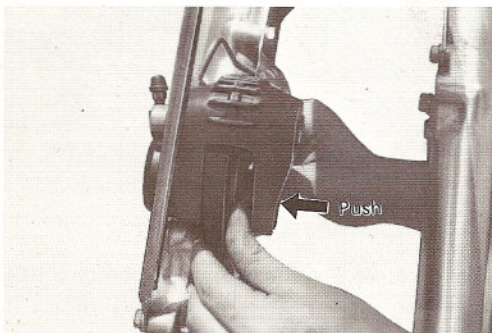


Fig. 4-2-6

- 4) Squeeze the brake lever two or three times gradually to force out pad No. 1 by fluid pressure while observing the motion of pad.

- 5) Apply Suzuki Brake Pad Grease, which is provided as a component of Pad Set as shown in Fig. 4-2-4, onto the periphery and back plate of pad No. 1 as illustrated in Fig. 4-2-5 in a very thin layer.

Caution : Do not use another grease.

Apply grease thinly so as not to flow out resulting in reduced brake performance.

- 6) Push in pad No. 1 into the caliper holder.
- 7) Mount pad No. 2 to the caliper body.

Caution : Do not apply any grease to the pad No. 2, and take care not to mount it inclined.

- 8) Install the front wheel assembly to the front fork.
- 9) Squeeze the brake lever two or three times to confirm its operation, and bleed air if necessary.

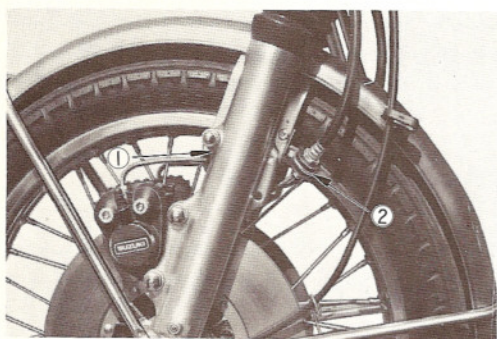


Fig. 4-2-7

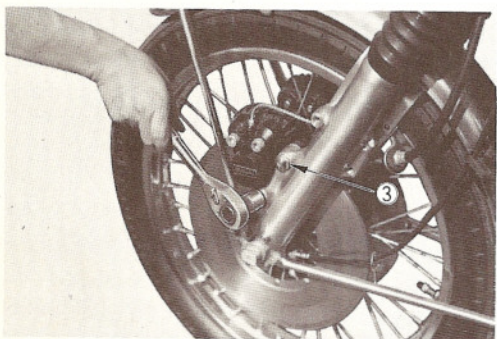


Fig. 4-2-8

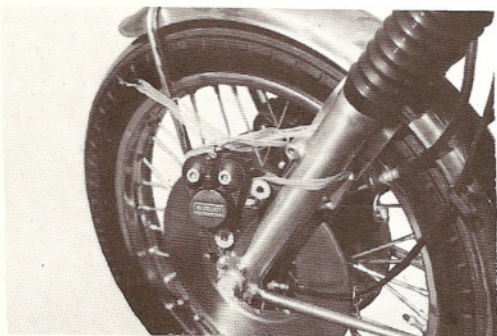


Fig. 4-2-9

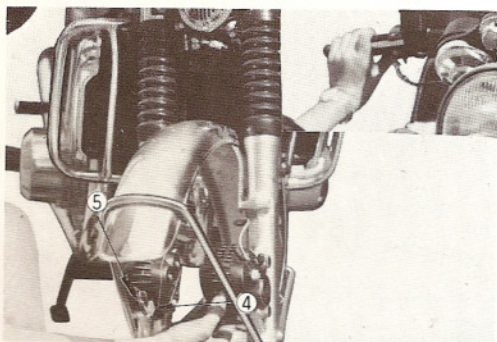


Fig. 4-2-10

4-2-3 Replacing of pad for model GT750

- 1) Take off the left brake pipe cover ① and pipe guide ② as shown in Fig. 4-2-7.
- 2) Loosen the two left caliper fitting bolts ③ as shown in Fig. 4-2-8.
- 3) Detach the left caliper with the brake pipe connected and fix it on the front fork by string or hold it unmoved so as not to bend the brake pipe as shown in Fig. 4-2-9.
- 4) Take off the front wheel assembly.
- 5) Mount the removed left caliper to the front fork.
- 6) Insert a spacer ④ between pads Nos. 1 and 2 of the right caliper to stop piston movement and clip it with an elastic rubber ring ⑤ to prevent it from falling as shown in Fig. 4-2-10.
- 7) Replace pads Nos. 1 and 2 of the left caliper in the same method as for models GT250, GT380 and GT550.
- 8) Remove the spacer from the right caliper, and insert it in the left caliper.
- 9) Replace pads Nos. 1 and 2 of the right caliper.
- 10) Take off the left caliper and hold it.
- 11) Install the front wheel assembly to the front fork.
- 12) Mount the left caliper to the front fork.
- 13) Mount the left brake pipe cover and guide.
- 14) Squeeze the brake lever two or three times to confirm its operation, and bleed air if necessary.

Note : When replacing the front tire or repairing puncture, it is necessary to remove the left caliper before removing the front wheel assembly.

4-3 Master Cylinder, and Brake Hose and Brake Pipe

4-3-1 General

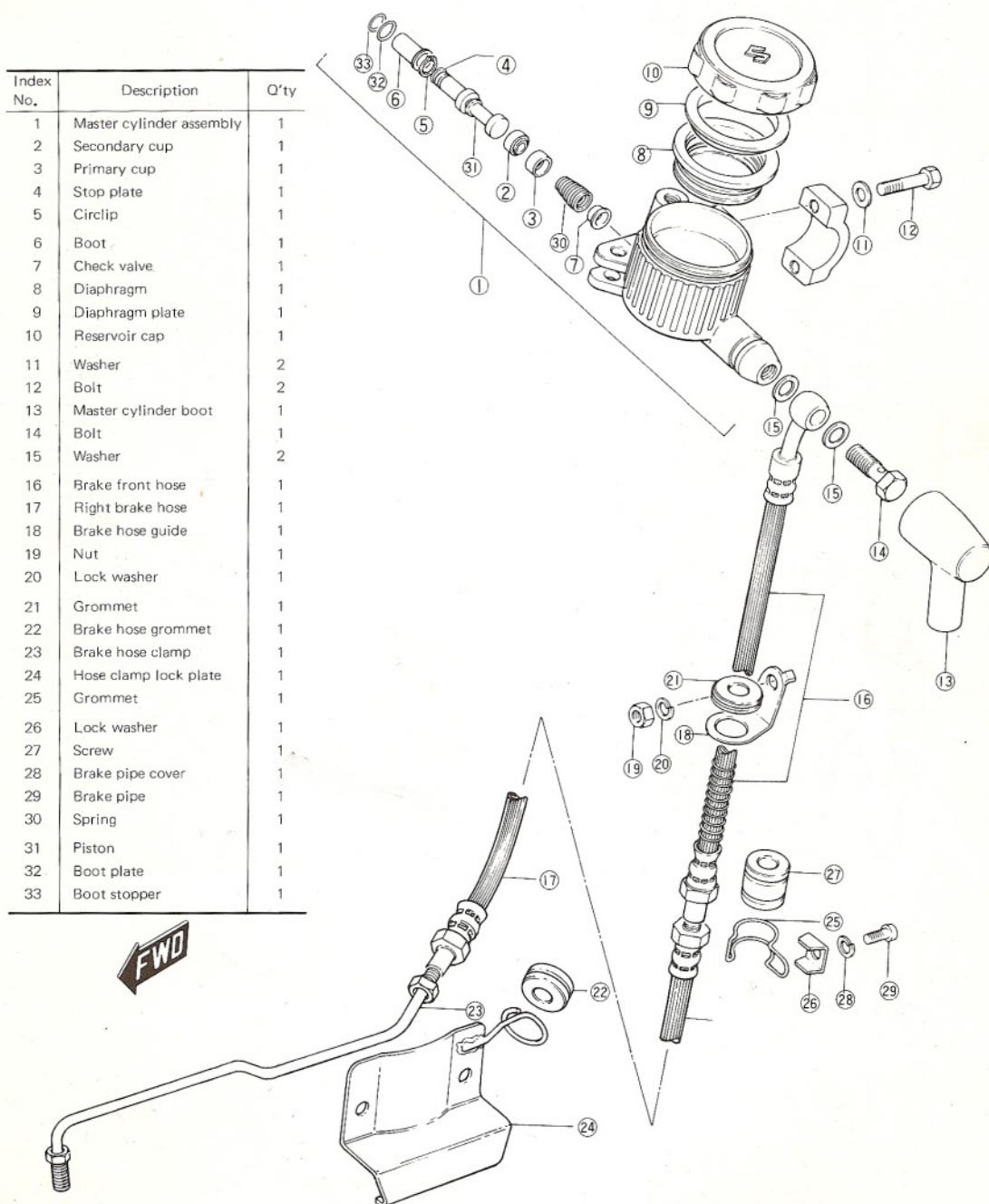


Fig. 4-3-1 (GT250, GT380 & GT550)

Index No.	Description	Q'ty
1	Master cylinder assembly	1
2	Secondary cup	1
3	Primary cup	1
4	Plate stop	1
5	Circlip	1
6	Boot	1
7	Check valve	1
8	Diaphragm	1
9	Diaphragm plate	1
10	Reservoir cap	1
11	Washer	2
12	Bolt	2
13	Master cylinder boot	1
14	Union bolt	4
15	Washer	8
16	Front brake hose	1
17	RH & LH brake hose	2
18	Brake hose guide	1
19	Grommet	1
20	Grommet	2
21	RH brake pipe	1
22	LH brake pipe	1
23	RH brake pipe cover	1
24	LH brake pipe cover	1
25	LH brake pipe guide	1
26	Screw	1
27	Lock washer	1
28	Three way joint	1
29	Spring	1
30	Piston	1
31	Boot plate	1
32	Boot stopper	1

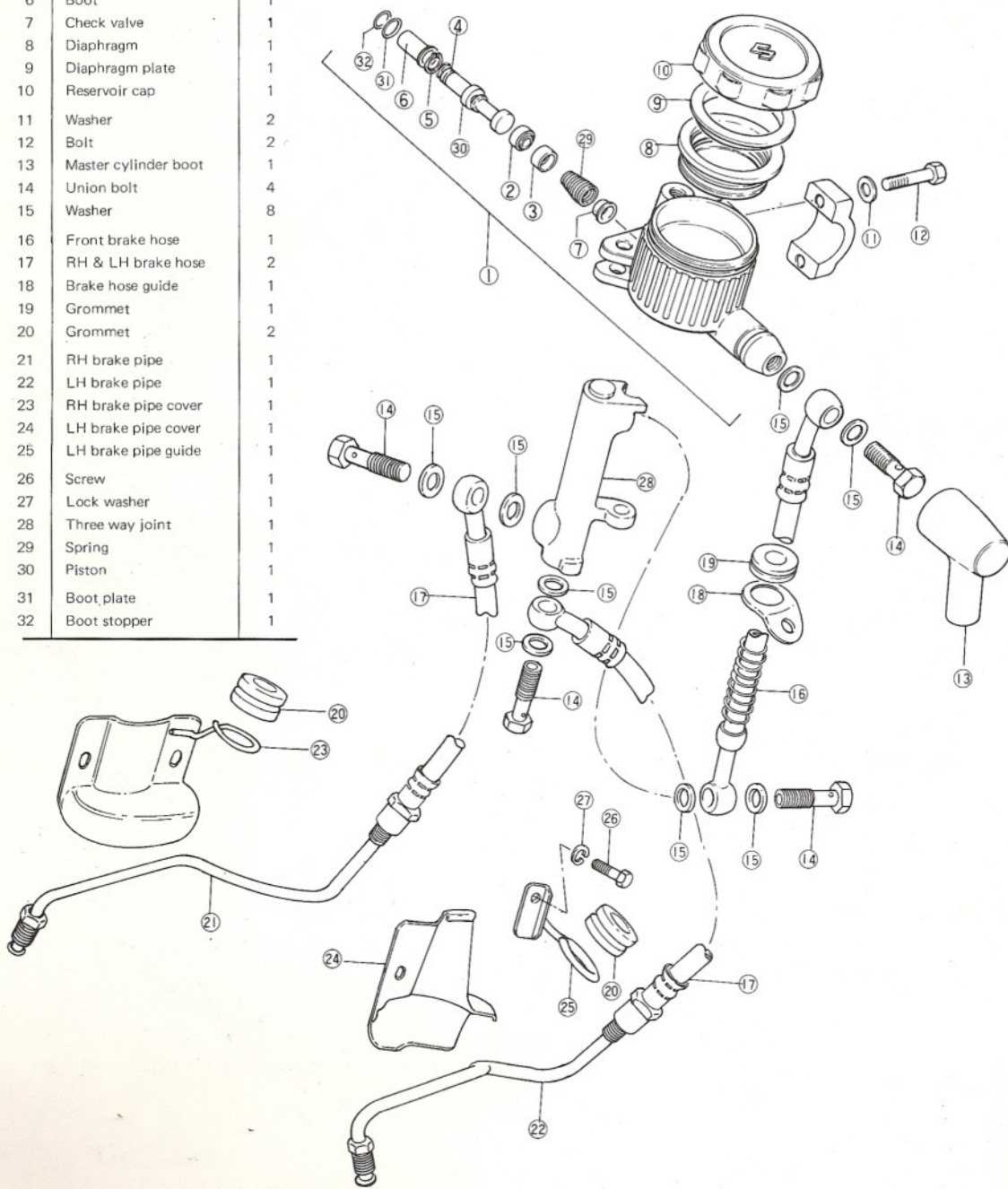


Fig. 4-3-2 (GT750)

Always check the master cylinder, brake hose and the brake pipe for operation and leakage of brake fluid since they are very important parts for safe riding.

If any abnormal condition is found, repair or replace. Though every part is made of material rigidly selected under high degree quality control, periodically replace the master cylinder piston cup and its related parts in order to always keep the motorcycle in its best condition.

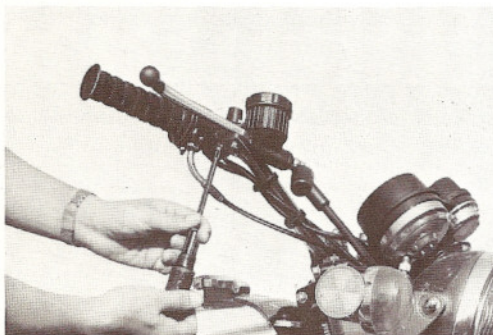


Fig. 4-3-3

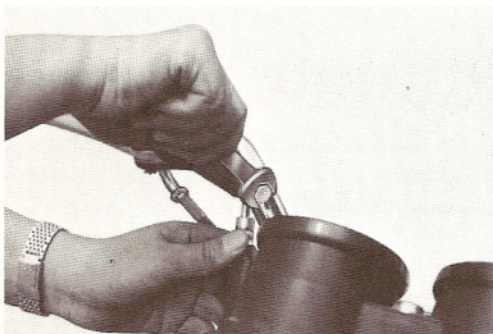


Fig. 4-3-4

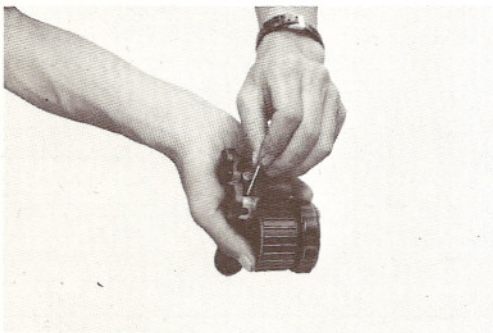


Fig. 4-3-5

4-3-2 Removing master cylinder

- 1) Remove the stop switch from the master cylinder (only for U.S.A. and Canadian specification).

- 2) Put a piece of rag beneath the union bolt on the master cylinder to catch drops of brake fluid. Unscrew the union bolt and disconnect the connection between the brake hose and the master cylinder as shown in Fig. 4-3-4.
- 3) Unscrew two master cylinder fastening bolts and remove the master cylinder body from the handlebar.
- 4) Empty brake fluid out of the reservoir.

4-3-3 Disassembling master cylinder

- 1) Remove the brake lever.
- 2) Remove the boot stopper while taking care not to damage the boot and then remove the boot as shown in Fig. 4-3-5.

4-3-7 Assembling brake hose and pipe

When connecting the brake hose and pipe, pay attention to the following points.

- 1) Be sure to use new brake pipe at all times when the brake pipe is assembled, because the cut end of the used brake pipe has been flared along the shape of the caliper inlet or the brake hose outlet as shown in Fig. 4-3-13. If the used pipe is reinstalled as it is, the air-tightness of the connection decreases, causing the brake fluid leakage.
- 2) When tightening two brake hose joints for models GT250, GT380 and GT550, be sure to be free either hose so that may not be twisted.

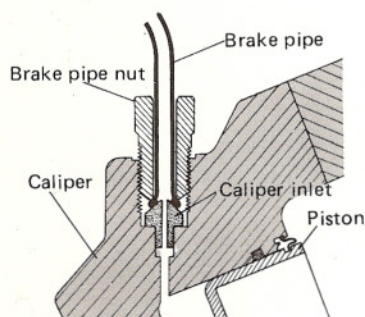


Fig. 4-3-13

- 3) When connecting the brake pipe to the caliper body, screw the nut in with your fingers to prevent stripping the threads, then tighten with a wrench to the specified torque.
- 4) Check that there is a generous space between each of them and the fuel tank, the front fork or other parts, and correct if any abnormality is found. Check that the hose or pipe does not contact any other parts particularly when the handlebar is turned fully to the right or left or when the front fork is brought down to the bottom.
- 5) After the assembling, check for no brake fluid leakage at any connection while holding the brake lever tightly.

4-4 Caliper

4-4-1 General

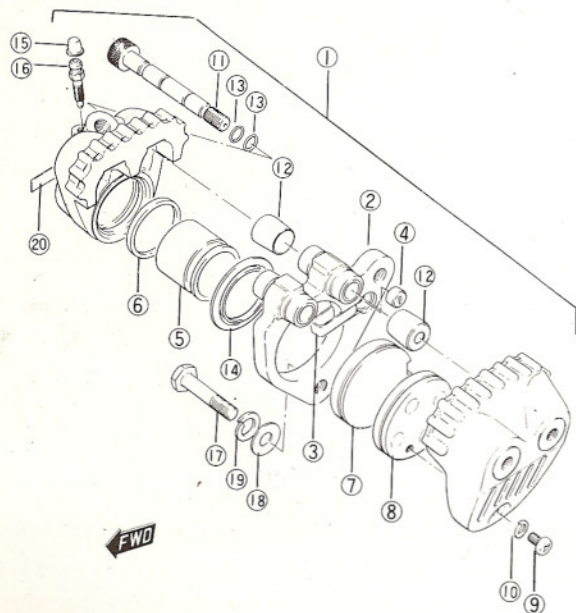


Fig. 4-4-1

Index No.	Description	Q'ty
1	Caliper assembly	1
2	Caliper holder	1
3	Caliper stopper	1
4	Stopper rubber	1
5	Piston	1
6	Piston seal	1
7	Pad No. 1	1
8	Pad No. 2	1
9	Screw	1
10	Lock washer	1
11	Caliper axle	2
12	Axle dust cover	4
13	Caliper axle "O" ring	4
14	Piston boot	1
15	Bleeder cap	1
16	Bleeder	1
17	Bolt	2
18	Washer	2
19	Lock washer	2
20	Caliper emblem	1

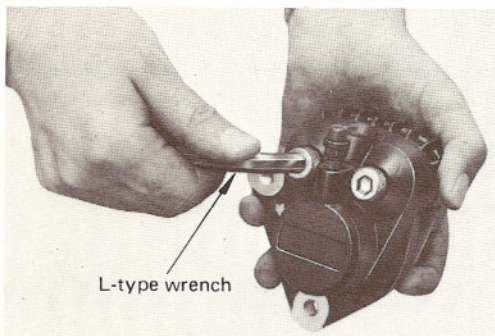


Fig. 4-4-2

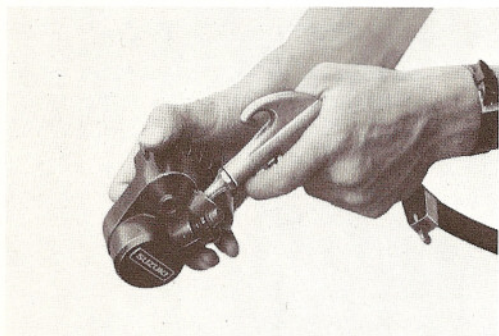


Fig. 4-4-3

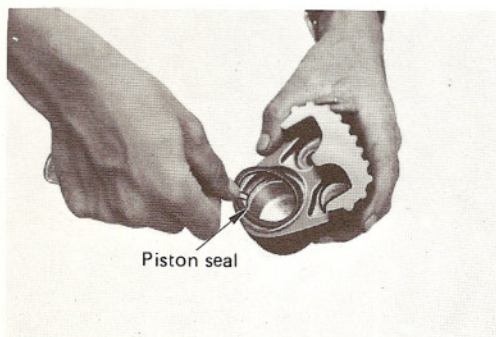


Fig. 4-4-4

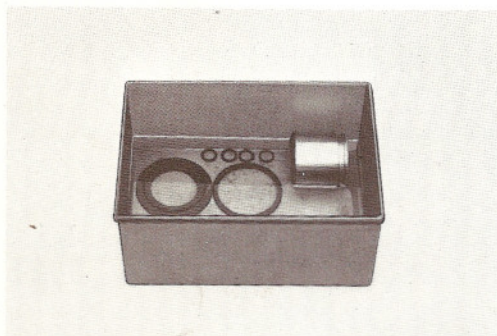


Fig. 4-4-5

4-4-2 Removing

- 1) Unscrew the brake pipe nut and caliper fastening bolts.
- 2) Pull out the caliper body from the disc plate.

4-3-3 Disassembling

- 1) Unscrew the caliper axle bolts with a special tool (8 mm hexagon L-type wrench 09900-06904) and separate the inner caliper body from the outer body as shown in Fig. 4-4-2.
- 2) Remove the caliper holder.
- 3) Remove "O" rings on the caliper axle.
- 4) Remove the caliper axles.
- 5) Remove the piston boot.
- 6) Push out the piston with compressed air while holding it with finger to prevent it from blowing out as shown in the figure.
- 7) Remove the piston seal.

- 8) Wash the piston, piston boot, piston seal and "O" rings of the caliper axles with new brake fluid.

Caution : Never use gasoline or petroleum; otherwise rubber parts will be damaged.

Do not wash the pads and also take care that brake fluid is not splashed onto the pads.

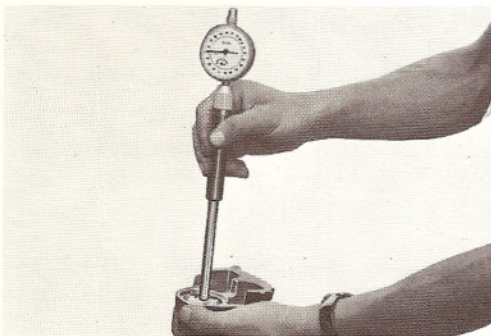


Fig. 4-4-6

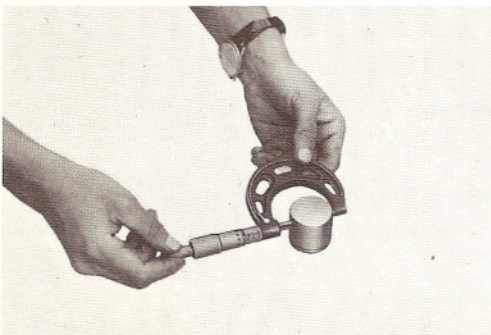


Fig. 4-4-7

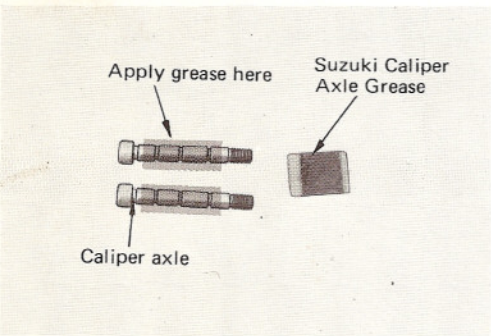


Fig. 4-4-8

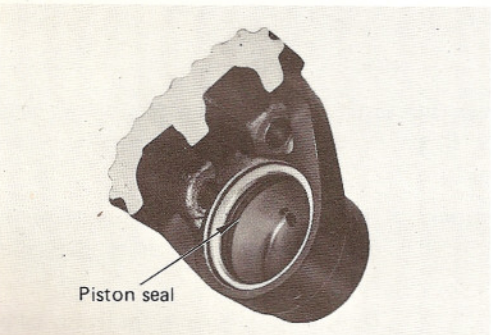


Fig. 4-4-9

4-4-4 Checking

When disassembling the caliper, check the following points and replace if any abnormality is found.

- 1) Cylinder: Its inner diameter is not worn out of its limit.

Standard	Limit	Model
38,18 to 38,20 mm (1,503 to 1,504 in.)	Over 38,22 mm (1,504 in.)	GT250 GT380 GT550 GT750

- 2) Piston: Its outer diameter is not worn out of its limit.

Standard	Limit	Model
38,15 to 38,18 mm (1,502 to 1,503 in.)	Under 38,10 mm (1,500 in.)	GT250 GT380 GT550 GT750

- 3) Piston seal: No damage nor excessive wear
- 4) Piston boot: No damage nor settling
- 5) Pads Nos. 1 and 2: Not worn out of its limit (refer to page 10).
- 6) Caliper body: No crack

4-4-5 Assembling

Follow the removal procedure in the reverse order. When assembling them, pay attention to the following points.

- 1) Apply Suzuki Caliper Axle Grease with property of high heat resistance onto the caliper axle as shown in Fig. 4-4-8.
- 2) Apply a generous amount of brake fluid onto the inner surface of the cylinder and periphery of the piston and then assemble.
- 3) Do not assemble the piston seal with it inclined or twisted.
- 4) In installing the piston, push it slowly into the cylinder while taking care not to damage the piston seal.
- 5) Apply Suzuki Brake Pad Grease onto the periphery of pad No. 1 (refer to page 11).
- 6) Bleed air after assembling (refer to page 9).
- 7) After bleeding air, check for brake fluid leakage while holding the brake lever tightly.
- 8) After a test run, check the pads and brake disc do not press each other excessively by turning the front wheel by hand.

4-5 Brake Disc

4-5-1 General

The brake disc, made of stainless steel having excellent heat-resistance and abrasion-proof properties, is fastened to the front hub with six high tensile strength bolts.

Runout or wear of the brake disc may not only reduce braking performance but also cause the brake to squeak.

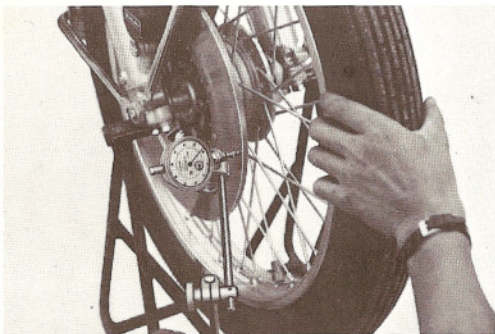


Fig. 4-5-1

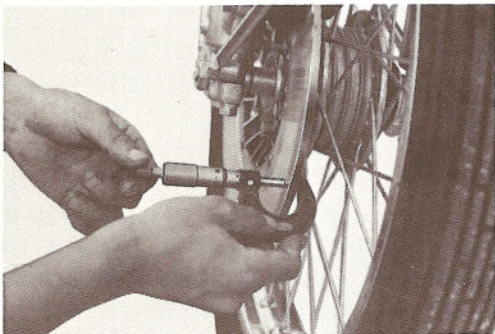


Fig. 4-5-2

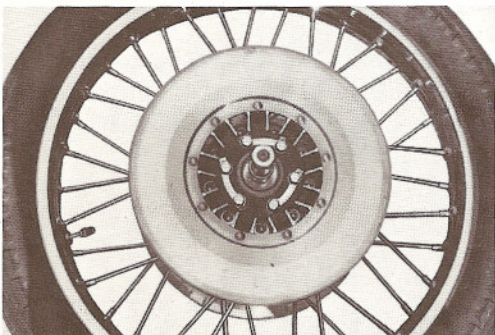


Fig. 4-5-3

4-5-2 Checking

- 1) Runout of the brake disc should be not greater than the limit. Measure brake disc runout with a dial indicator as shown in Fig. 4-5-1. If the runout is over the limit on the largest periphery of the disc plate, check whether the cause lies in the front wheel bearing or the brake disc itself, and replace defective parts.

Standard	Limit	Model
0,1 mm (0,004 in.)	0,3 mm (0,012 in.)	GT250 GT380 GT550 GT750

- 2) Thickness of the brake disc should be not less than the limit. Measure its worn portion with a micrometer as shown in Fig. 4-5-2 and replace the brake disc if the thickness is less than the limit.

Standard	Limit	Model
7,00 mm (0,276 in.)	Under 6 mm (0,236 in.)	GT250 GT380 GT550 GT750

- 3) Surface of the brake disc should be free from oil. Take care that no oil is adhered on the brake disc surface, since oil adhesion there is very dangerous. If oil is placed on the disc by mistake, wipe off the oil with a soft waste-cloth soaked with alcohol.

- 4) The brake disc fitting bolts should be securely tightened with the specified torque and should be secured with lock washers.

4-6 Periodic Replacement Parts

The component parts of the master cylinder assembly and the caliper assembly may be worn and deteriorated in function in long period of use, however, it is generally difficult to foresee how long each component will further work with proper function thereafter, since deterioration of function much depends upon usage of brake by individual motorcycle.

Then, from safety points of view, the following is defined as periodic replacement parts in order to prevent unforeseen trouble caused by wearing of component.

Replace all the following parts at a time with Suzuki genuine parts sets.

Exchange interval: Two years

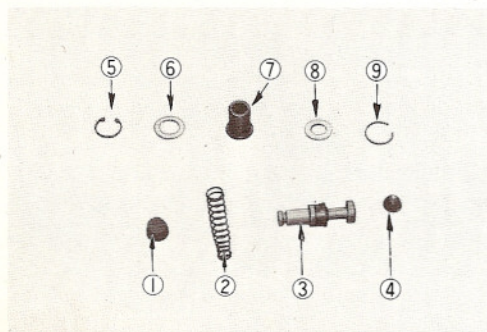


Fig. 4-6-1

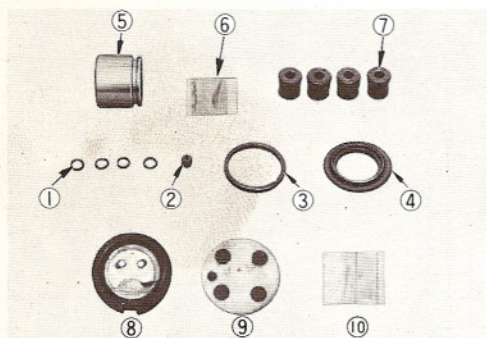


Fig. 4-6-2

1 Components of master cylinder assembly (Use Suzuki Genuine parts: Master cylinder cup set)

- | | | |
|---------------|---------------|----------------|
| 1 Primary cup | 4 Check valve | 7 Boot |
| 2 Spring | 5 Circlip | 8 Stop plate |
| 3 Piston | 6 Boot plate | 9 Boot stopper |

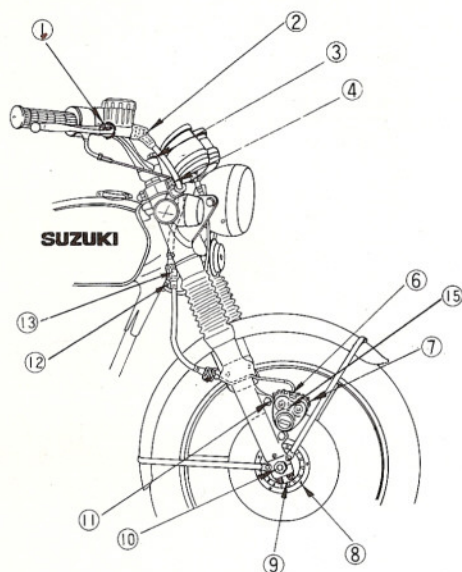
2 Component of caliper assembly (Use Suzuki Genuine parts: Pad and piston set)

- | | | |
|---------------|-------------------------|-----------------|
| 1 "O" ring | 5 Piston | 8 Pad No. 1 |
| 2 Stopper | 6 Suzuki Caliper | 9 Pad No. 2 |
| 3 Piston seal | Axle Grease | 10 Suzuki Brake |
| 4 Boot | 7 Axle shaft dust cover | Pad Grease |

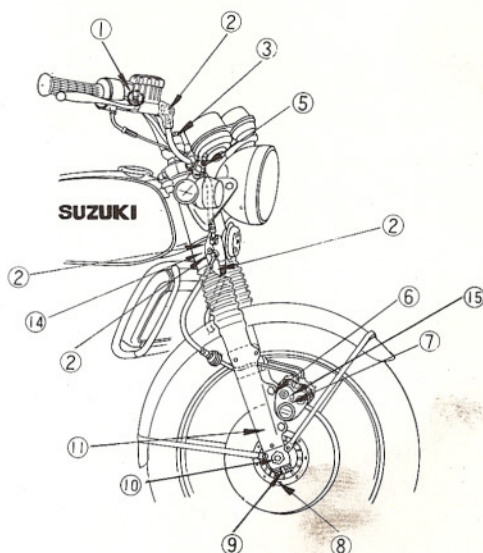
Note : Pad and piston set includes two kinds of grease packed in pouch. Grease in the pouch printed "Caliper Axle Grease" should be used for the caliper axle and printed "Brake Pad Grease" for the pad No. 1.

Caution : Be sure to wash all component parts in the above sets with clean brake fluid before installing them into the master cylinder or caliper.

5. TIGHTENING TORQUE



GT250, GT380, GT550



GT750

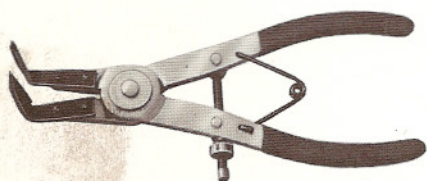
Item No.	Description	Bolt and nut diameter	Q'ty	Tightening torque	
		mm		kg-cm	ft-lb
1	Master cylinder clamp bolt	6	2 (2)	50 to 80	3,6 to 5,8
2	Union bolt	10	1 (4)	150 to 250	11 to 18
3	Handlebar clamp bolt	8	4 (4)	120 to 200	9 to 14
4	Brake hose guide nut	10	1 (0)	200 to 300	14 to 22
5	Brake hose guide nut	8	0 (1)	90 to 140	6,6 to 10
6	Brake pipe nut	10	2 (4)	130 to 180	9,5 to 13
7	Caliper axle bolt	10	2 (4)	250 to 350	18 to 25
8	Brake disc fitting bolt	8	6 (12)	150 to 250	11 to 18
9	Front axle holder nut	8	4 (4)	150 to 250	11 to 18
10	Front axle shaft nut	12	1 (1)	360 to 520	26 to 38
11	Caliper fitting bolt	10	2 (4)	250 to 400	18 to 29
12	Brake hose joint	10	1 (0)	250 to 350	18 to 25
13	Brake hose clamp bolt	6	1 (0)	60 to 100	4,4 to 7,3
14	Three way joint fitting bolt	6	0 (1)	40 to 70	2,9 to 5,1
15	Bleeder bolt	7	1 (2)	60 to 90	4,3 to 6,5

Note : The figure in the parentheses is for model GT750.

6. SPECIAL TOOLS FOR DISC BRAKE

The following special tools are necessary for disassembling and reassembling disc brakes. Please use these special tools to ensure your operation.

Parts No.	Description	Used for
09920-73110	Special circlip opener	Disassembling master cylinder
09900-06904	8 mm hexagon L-type wrench	Disassembling caliper



Special circlip opener



8 mm hexagon L-type wrench

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