SUZUKI

2-Stroke

Service Bulletin Index

GT

TWO STROKE

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GT

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SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-1
Date: May 1, 1975

Read and Initial

Manager
Parts
Service AD

Subject GT750 COOLING SYSTEM

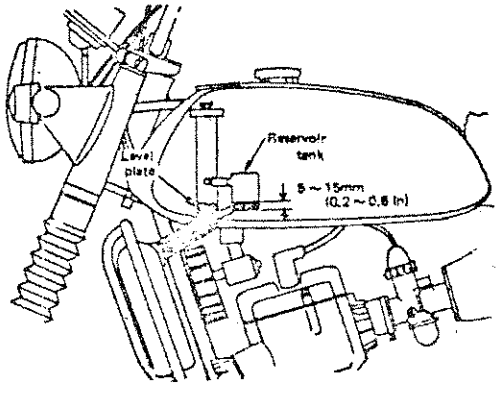
Due to the specialized knowledge required to correctly service the liquid cooling system on the new GT750, the following information has been compiled as a ready reference.

Coolant: "Suzuki CCI Antifreeze and Summer Coolant" is recommended exclusively by the factory for use in the GT750. Tests have shown that no other brand of coolant manufactured in the United States meets the specialized requirements of this motorcycle cooling system.

Suzuki CCI Coolant.....Part No. 99000-24120 is available in 2 liter cans (2.1 U. S. quarts).*

Set-Up: Each machine is serviced with a 50/50 mixture of distilled water and Suzuki CCI Coolant at the factory. This protects the cooling system to a temperature of -24° Fahrenheit. (-31°C). This mixture will probably last for two years or 20,000 miles under normal use. Do not exceed a cooling mixture ratio of 60% Antifreeze as its anti-freezing effectiveness does not increase beyond this ratio. Conversely, do not go below a cooling mixture ratio of 30% Antifreeze in summer weather. This amount is required at all times for anti-corrosion and cooling. Use distilled water only for mixing.

Cooling System Capacity: The specified cooling system capacity is 4.5 liters or 4.75 U. S. quarts. The cooling mixture should be maintained 5-15mm from the bottom of the radiator resevoir tank. To facilitate daily inspection of this level, a white level plate is located inside the radiator refill pipe. The cooling solution should be maintained near this plate at all times. A daily inspection should be made of the cooling mixture level before starting the engine.



Cooling solution level

Maintenance: Although the cooling solution capacity is 4.5 liters, approximately 500 cc will remain trapped after draining or flushing; unless the engine is disassembled. Therefore, after normal draining or flushing, the refill capacity will be 4 liters (4.22 U. S. quarts).

To flush the cooling system, remove all engine water plugs and let drain. With the engine cold, flush with a water hose through the radiator opening. Replace the water plugs and run the engine for ten minutes with a flushing agent. Drain and flush again with water. Refill with the proper cooling mixture.

When refilling the system it will be necessary to run the engine until the thermostat opens, before the system can be filled to capacity. Running the engine at idle for ten minutes should accomplish this.

A container with a pre-mixed solution of the correct distilled water/anti-freeze ratio should be kept on hand to replenish whatever normal cooling mixture loss occurs during use. Refilling with water only will result in diluting the cooling mixture after a while.

The radiator cap pressure is rated at 13 p.s.i. J and K models: A cooling fan is installed behind the radiator and is controlled by a thermostat switch set to activate at a water temperature of 220°F. The fan will then operate until the cooling mixture temperature drops to 212°F. If for some reason you wish to activate the fan to run before a temperature of 220° F is reached, disconnect the brown wire from the thermo-switch and the fan will operate.

Anti-leak Chemicals: At the factory 14 grams (½ oz.) of "Bars-Leaks" brand anti-leak chemical is installed in the cooling system of each GT750. NO ADDITIONAL ANTI-LEAK should be added, except after completely flushing the system and replenishing with new cooling solution. The inner diameter of the radiator tubing is only 1.5mm. Consequently radiator blockage can become critical. "Bars-leak" is capable of plugging a hole 1mm in diameter.
This fact, plus any incidental corrosion which might occur if a proper cooling mixture is not maintained, could result in clogging of the radiator leading to engine failure. Use of any other brand anti-leak is not recommended.

Storage: It is not advisable to drain the cooling system when the motorcycle is to be stored, since this would initiate corrosion in the aluminum radiator, cylinder and cylinder head.

(cont.)

WATER PUMP IMPELLER CIRCLIP:

We have had several reports of water pump damage on the GT-750. This has been due to the impeller circlip, coming off the water pump shaft.

Therefor, whenever the water pump is disassembled, a new impeller circlip, Suzuki Part No. 08331-11109, should always be installed upon reassembly.

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TECHNICAL SERVICE DEPARTMENT

SUZUKI
2-Stroke
Service Bulletin

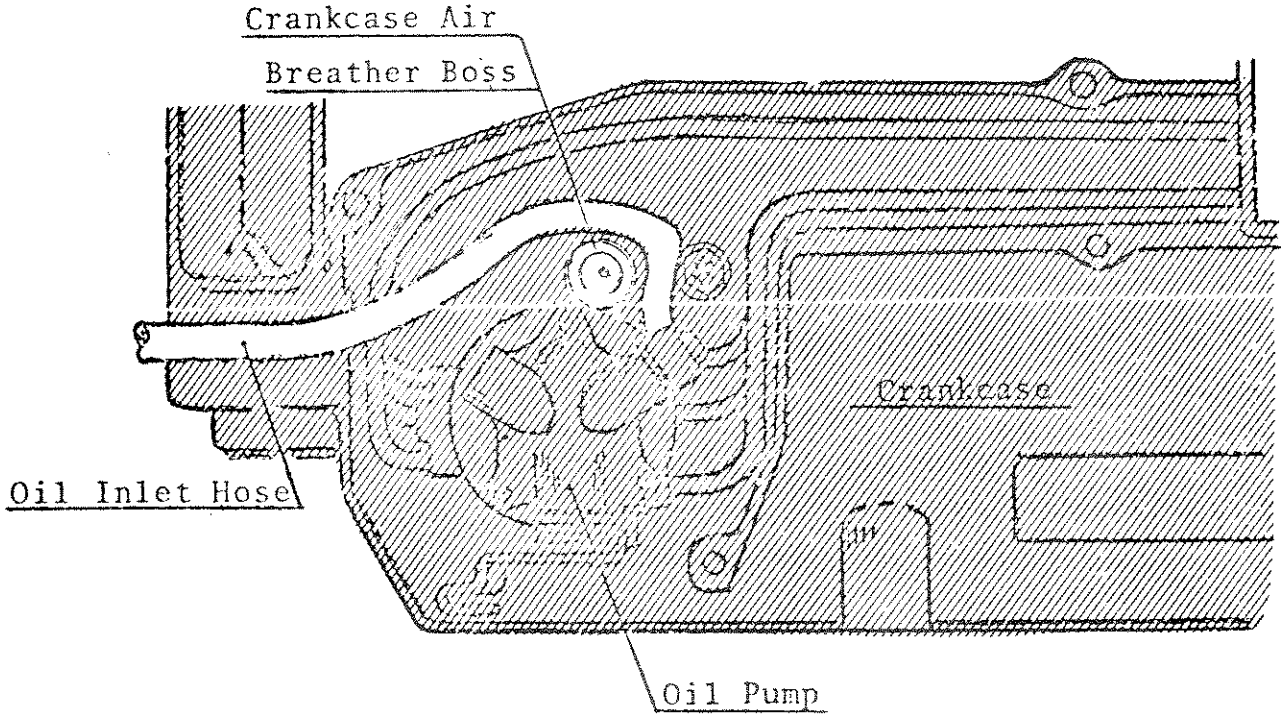
Bulletin No: GT-2
Date: May 1, 1975

Read and Initial

Manager
Parts
Service MAP

Subject: GT750 OIL STARVATION

PROBLEM: If care is not taken it is possible to pinch the inlet line from the oil tank to the oil pump when installing the oil pump cover. Pinching this line closed will result in no oil getting to the oil pump, or to the engine. Naturally this can cause a multitude of problems due to lack of lubrication.



CORRECTION:
1. Take special care that the oil pump inlet hose is routed around the crankcase air breather boss before installing the oil pump cover.
2. Before tightening down the screws holding the cover, check that the cover seats flush against the crankcase, without any gaps. If there is a gap, this would indicate that the hose might be pinched between the breather boss and the cover.
3. After tightening the screws, start the engine and check at the lines for any evidence of oil starving.

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-3
Date: May 1, 1975

Read and Initial

Manager
Parts
Service AAP

Subject: GT750 CRANKCASE AND GEAR REPLACEMENT
(Revised December 19, 1975)
REFERENCE: Service Bulletin #GT-29

The crankcase, 1st driven, 2nd driven and kick starter drive gears of the GT750 will be selection-assembled to obtain the optimum backlash of the gears for less noise from the transmission. Install the most suitable gears according to the following instructions when replacing these parts.

A. Installation of parts

1. When replacing the CRANKASE ASSEMBLY:

   a. The crankcase assembly is supplied with the 1st driven, 2nd driven and kick starter drive gears with which the optimum backlash is obtained. Therefore, install these gears when replacing the crankcase assembly.

   *b. Second drive gear is not supplied with the crankcase assembly, but for engines prior to number GT750-73059 it must be replaced in conjunction with second driven gear which is supplied with the crankcase assembly.

2. When replacing 1ST DRIVEN GEAR AND/OR 2ND DRIVEN GEAR:

   a. In this package of spare parts, there are two gears classified by size, one is painted yellow and the other is painted white. When replacing this gear with a new one, check the paint color indicated on the crankcase originally fitted to the machine, then choose the most suitable gear in accordance with the chart on Page 2.

      EXAMPLE: Fit the white painted gear if the crankcase is painted blue, green or white.

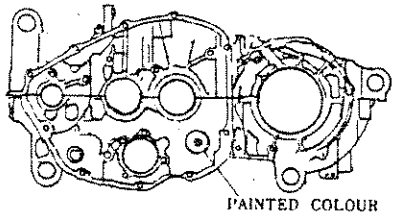
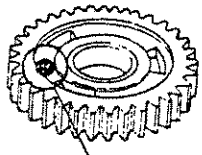
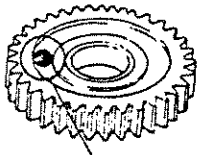
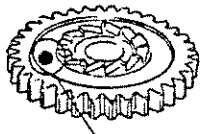
   b. For engine numbers prior to GT750-73059 second drive gear must be replaced at the same time second driven gear is installed.

*Revised: December 19, 1975

3. When replacing the KICK STARTER DRIVE GEAR:

   a. Again there are two gears in the package, one is painted brown and the other is painted yellow. Choose the most suitable gear shown on the chart according to the paint color indicated on the crankcase.

      EXAMPLE: Fit the brown painted gear if the crankcase is painted brown, black, red or yellow.

CRANKCASE COLOUR	1ST DRIVEN GEAR	2ND DRIVEN GEAR	KICK START DRIVE GEAR
B R O W N	YELLOW	YELLOW	BROWN
B L A C K			
R E D			
Y E L L O W			
B L U E	WHITE	WHITE	YELLOW
G R E E N			
W H I T E			
 PAINTED COLOUR	 PAINTED COLOUR	 PAINTED COLOUR	 PAINTED COLOUR

B. Change of part numbers

The part numbers of the relative parts have been changed as follows on page 3:

(cont.)

PART NAME	OLD PART NO.	NEW PART NO.	REMARKS
*Crankcase Ass'y.	11300-31851	11300-31852	includes crankcase ass'y., 1st driven, 2nd driven & kick starter drive gears. For engines up to number GT750-73059. Second drive gear must also be installed. However, it is not supplied with crankcase assembly, and must be ordered separately.
Gear Comp, 1st Driven	24310-31000	24310-31821	includes two gears classified by size.
*Gear Comp, 2nd Driven	24321-31822	24300-37810	includes two gears classified by size. For engines up to number GT750-73059 second drive gear must also be installed at the same time.
Gear Comp, Kick Starter Drive	26240-31000	26240-31823	includes two gears classified by size.
*Second Drive Gear	24221-31000	24221-37000	Up to engine #GT750-73059 install second driven gear at the same time.

NOTE: For further details refer to Service Bulletin Number GT-29 of November 21, 1975.

*Revised: December 19, 1975

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

SUZUKI
2-Stroke
Service Bulletin

Subject: GT750 STARTER CLUTCH MODIFICATION

Bulletin No: GT-4
Date: May 1, 1975

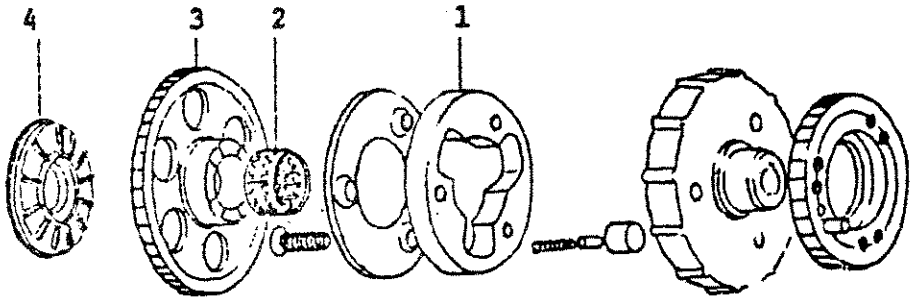
Read and Initial

Manager
Parts
Service

NOTICE:

Reports have been received of starter clutch failures on the subject models. While the symptoms are similar, there have been various contributory factors involved. Therefore, several modifications have been made to effect a total cure, as the following illustrations show.

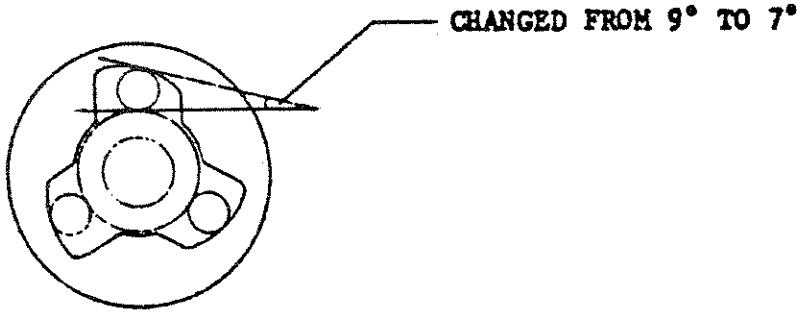
DETAILS OF MODIFICATIONS



STARTER CLUTCH ASSEMBLY

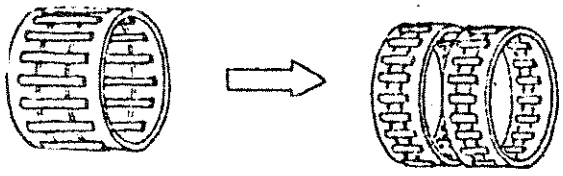
1. STARTER CLUTCH HOUSING

The wedge has been altered as shown in the illustration.



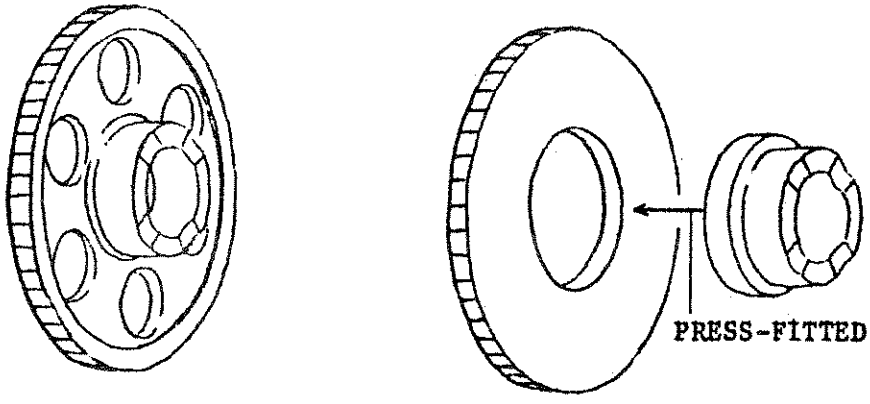
2. NEEDLE BEARING

The width of the needle roller bearing has been narrowed so that a pair may be installed in place of the old type wider bearing.



3. STARTER CLUTCH GEAR

The hub on the starter clutch gear on which the starter clutch rollers run has been changed from a solid type to a press-fitted type as shown below.

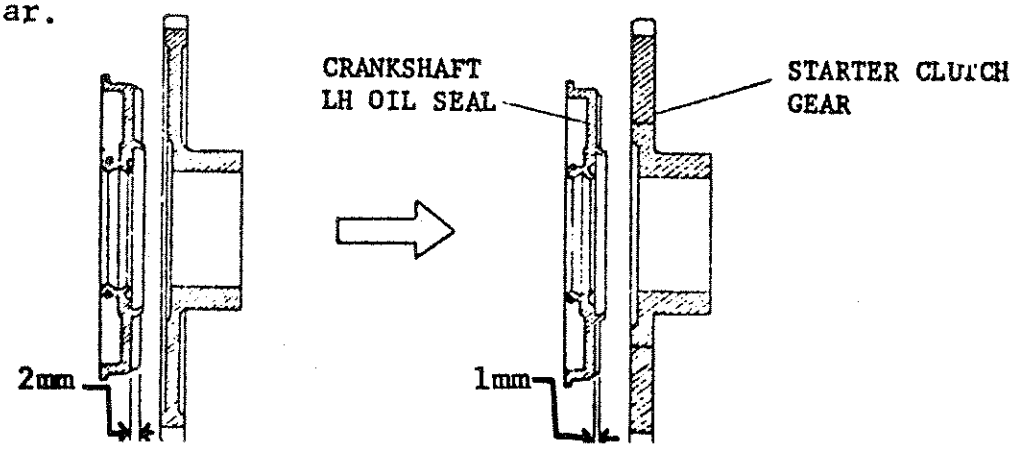


SOLID PRESS FITTED

4. CRANKSHAFT LH OIL SEAL

In connection with the modification of the starter clutch gear the thickness of the gear is evened so as to have enough contact surface around the hub being press-fitted.

In addition, the height of the ribs on the crankshaft oil seal have been lowered by 1 mm in order to clear the starter clutch gear.



(cont.)

5. INTERCHANGEABILITY

UPDATED

The parts, except the crankshaft oil seal, may be interchanged. However, it is still highly recommended to use only the modified parts in order to thoroughly avoid a possible problem.

PART NUMBER:

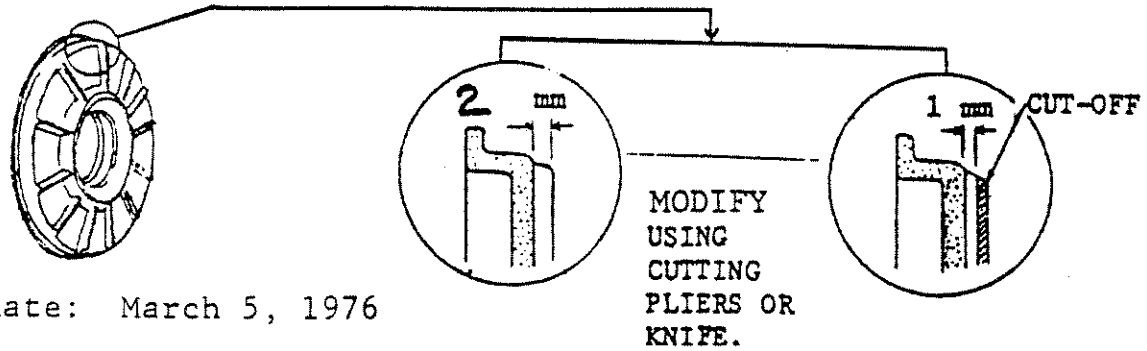
DESCRIPTION	OLD NO.	NEW NO.
Starter Clutch Assembly	12603-31832	*12600-31832
Starter Clutch Gear	12620-31003	*12620-31004
Starter Clutch Gear Bearing	09263-25011	09263-25011
Crankshaft LH Oil Seal	09289-30001	*09263-30001

APPLICABILITY:

DESCRIPTION	PRODUCTION MONTH	ENGINE NO.
Starter Clutch Housing	From April, 1972	From #27667
Starter Clutch Gear Bearing	From April, 1972	From #26030
Starter Clutch Gear	1. April and May production	1. #26030-#29045
Crankshaft LH Oil Seal	2. After old stock is exhausted	2. ---

Note:

On future parts orders only the new type starter clutch parts will be supplied. However, the old type LH crankshaft oil seal will still be supplied until such time as the existing stock is exhausted. Therefore, when the old oil seal is retained in the unit and the starter clutch is modified or replaced, it is necessary to check the rib height of the oil seal and modify the same as shown.



*Update: March 5, 1976

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-5
Date: May 1, 1975

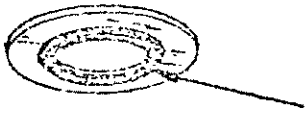
Read and Initial
Manager
Parts
Service DAP

Subject: NEW STYLE GT750 CYL. HEAD BOLT WASHER

NOTICE

A new style washer has been designed for the cylinder head bolt of the GT750. The new style washer has a rubber seal molded around its inside surface as shown below.

OLD STYLE WASHER
(08322-11148)



NEW STYLE WASHER
(09168-14008)

The rubber seal will prevent any possibility of coolant leaking past the washer and also prevent water from outside (rain or washing) passing in past the washer and rusting the bolt.

APPLICABILITY

GT750's on and after Engine Number GT750-51822 and Frame Number GT750-45213 have had the new style washers installed.

RECOMMENDATION

For units prior to the above Engine and Frame Numbers, it is recommended that the old style washers be replaced with new style washers whenever the cylinder head is removed from the GT750.

PARTS

The new style washer is now available from the U. S. Suzuki Parts Department, and the Part Number is: 09168-14008.

SUZUKI
2-Stroke
Service Bulletin

Subject: GT750 CRANKSHAFT MODIFICATIONS

Bulletin No: GT-6
Date: May 1, 1975

Read and Initial

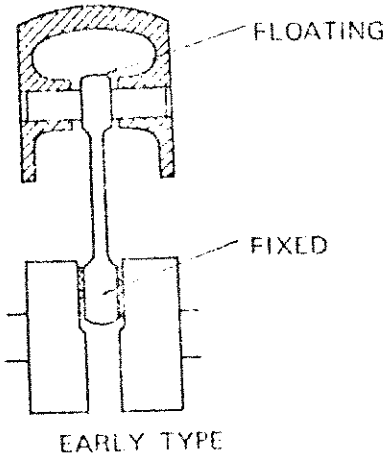
Manager
Parts
Service

NOTICE:

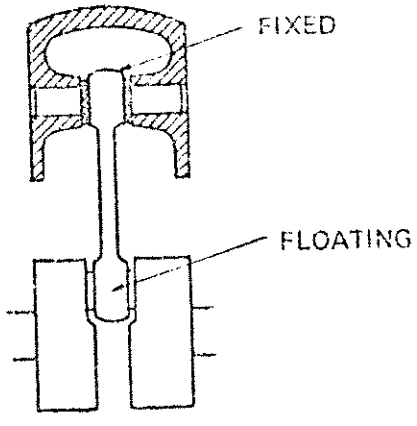
The GT750 crankshaft assembly, has been modified in several ways to further increase its durability.

DETAILS OF MODIFICATIONS:

Side movement of the connecting rod is restricted on the small end, and the big end has been changed to a floating type as shown in the illustration below.



EARLY TYPE



MODIFIED

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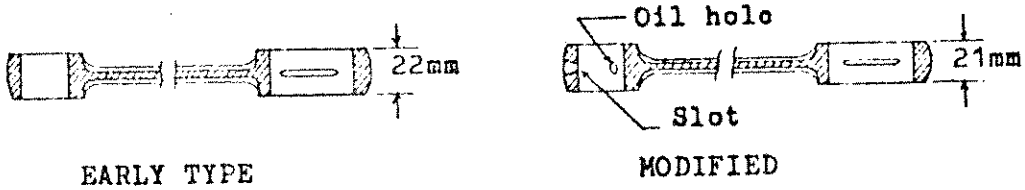
This has been accomplished by the following individual modifications.

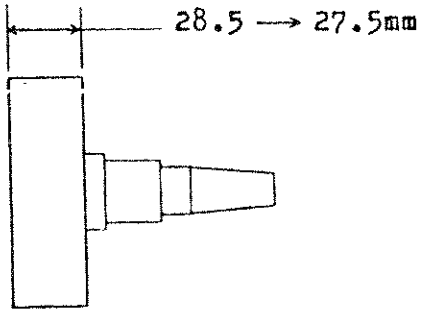
1) Connecting rod:
The big end width has been reduced and a slot and a hole have been provided on the small end for better lubrication.



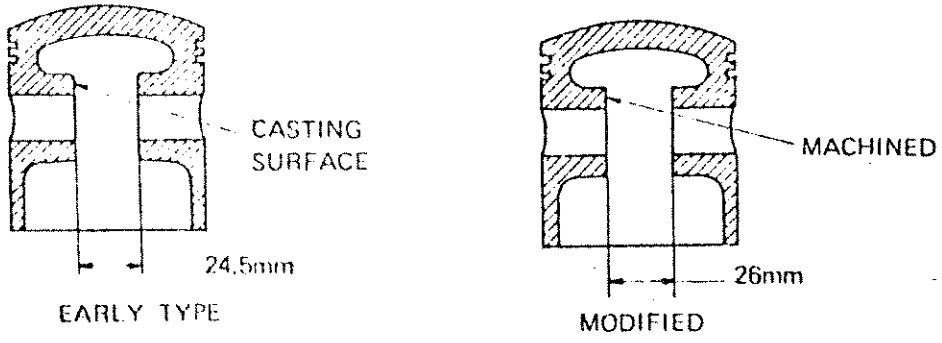
EARLY TYPE MODIFIED

2) Crankshaft components:

A) Crank Wheels:
The width of the crank wheels has been reduced from 28.5mm to 27.5mm.



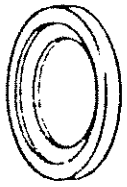
B) Pistons:
The pistons inside surface has been changed from a casting surface to that of a machined surface. The inside dimension between the wrist pin bosses has also been changed.



EARLY TYPE MODIFIED

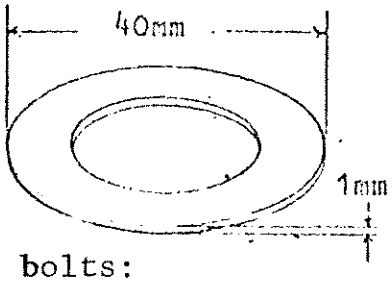
(cont.)

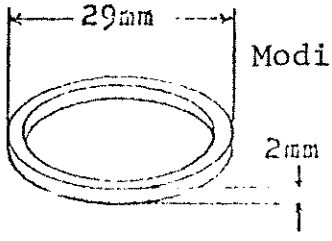
C.) **Thrust** washer, connecting rod small end:
This thrust washer has been provided for the non-floating small end of the connecting rod. Two of these are used for each piston.



D.) Thrust washer, crank pin bearing:
In order to have the connecting rod floating on the crank pin, this thrust washer has been modified as shown below.

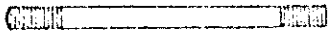
Early Type



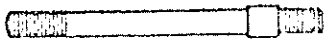


Modified

E.) Stud bolts:
Two of the twelve stud bolts on the crankcase assembly have been replaced with a new type shouldered bolt.

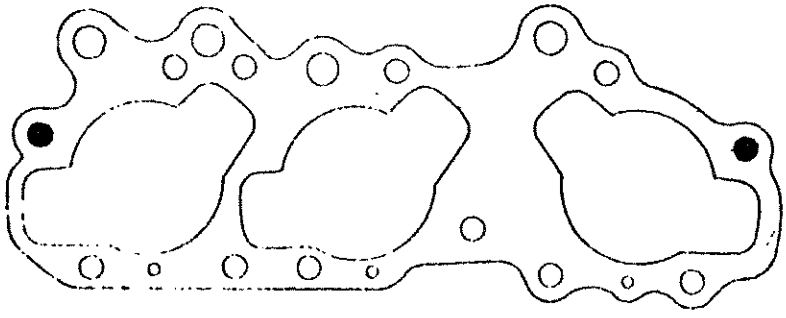


EARLY TYPE



MODIFIED

F.) Cylinder gasket:
Two holes in the gasket have been enlarged from 11mm to 12.5mm in diameter to match the new type stud bolts.



● : ENLARGED

(cont.)

PART NUMBERS AND AVAILABILITY:

For assembly convenience, the new style crankshaft assembly consists of the following parts.

1. Pistons (3)

2. Thrust washers, connecting rod small end. (6)

3. Stud bolts. (2)

4. Crankshaft assembly.

The above crankshaft set does not include the cylinder base gasket, although it has been modified as explained in paragraph #2 (F). Consequently, when using the old style gasket, the necessary two holes should be enlarged before assembly.

PART NAME	OLD PART NO.	NEW PART NO.	AVAILABILITY
CRANKSHAFT SET	12003-31803	12200-31835	NEW ONLY
(CONNECTING ROD)	12161-31000	12161-31001	OLD & NEW
(CRANKSHAFT, R)	12221-31000	12221-31001	NEW ONLY
(CRANKSHAFT, MIDDLE)	12231-31000	12231-31001	NEW ONLY
(CRANKSHAFT, L)	12241-31002	12241-31003	NEW ONLY
(CRANK WEB, L)	12242-31000	12242-31001	NEW ONLY
(THRUST WASHER, CRANK PIN BEARING)	09160-24012	09160-24014	OLD & NEW
PISTON, R	12110-31000	12110-31001	OLD & NEW
PISTON, L	12120-31000	12120-31001	OLD & NEW
THRUST WASHER, CON-ROD SMALL END	NOT EXIST	09169-18001	AVAILABLE
STUD BOLT, CYLINDER	09108-10006	09108-10012	OLD & NEW
CYLINDER GASKET	11241-31000	SAME AS OLD	NEW ONLY

(cont.)

*The parts shown in parentheses are the modified components of the crankshaft.

PARTS STOCK:

Since the old style piston cannot be used on the new style crankshaft assembly, some of which are already in the field, it is recommended that you add the new style pistons to your parts inventory as soon as possible.

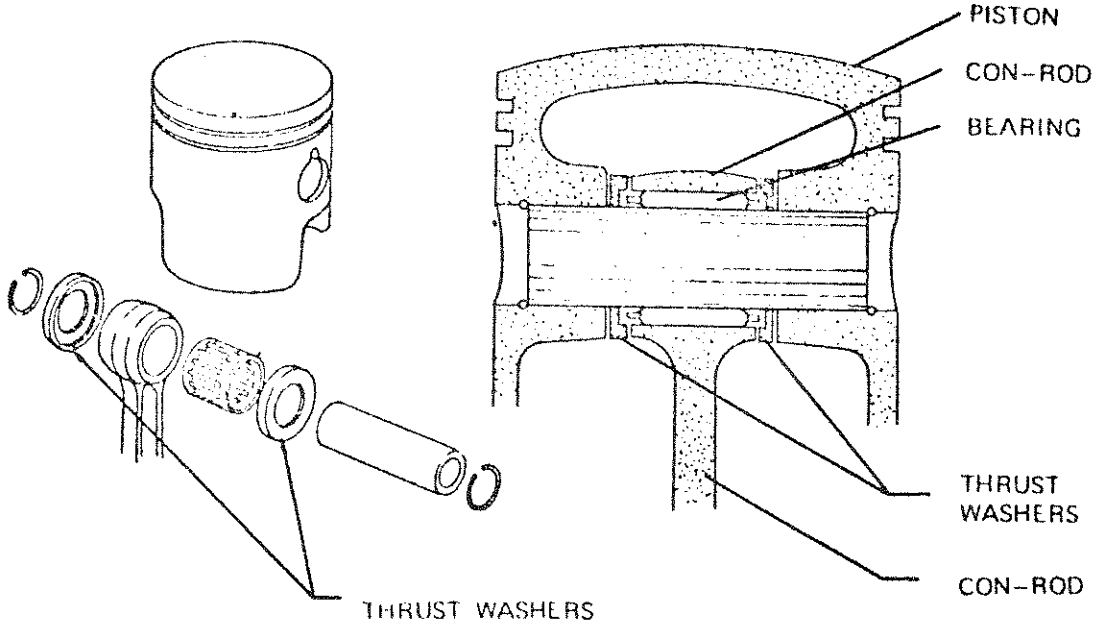
APPLICABILITY:

The crankshaft modification has been applied, on and from Engine Number 38060.

ASSEMBLING PROCEDURE:

If the new style crankshaft is to be used on the early type engine, the following procedure should be noted.

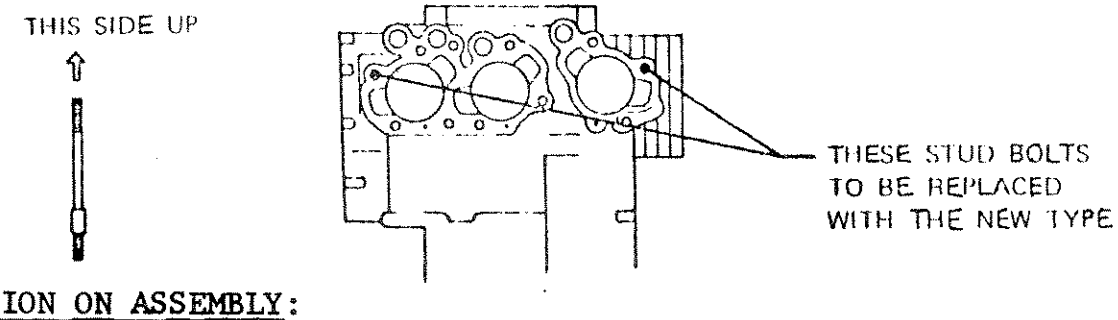
1) The pistons and thrust washers should be assembled as shown below.



NOTE: Two different pistons are used in the GT750 engine, and they are marked "R" and "L" on top of the piston crown. The "R" piston is for the right cylinder and the "L" pistons are for the left and middle cylinders.

(cont.)

2) In order to achieve proper alignment of the connecting rod with the center of the cylinder bore, the necessary stud bolts should be replaced with the new style as shown below.



CAUTION ON ASSEMBLY:

1) To prevent transmission oil leaking into the crankcase, care should be taken when placing the crankshaft assembly into the lower crankcase half. There should not be any clearance allowed between the crankshaft oil seals and crankshaft bearings and oil seal retainer.

2) Be certain to apply Suzuki bond #4 (99000-33030) to the crankcase around the water by-pass hole to avoid water leakage into the transmission.

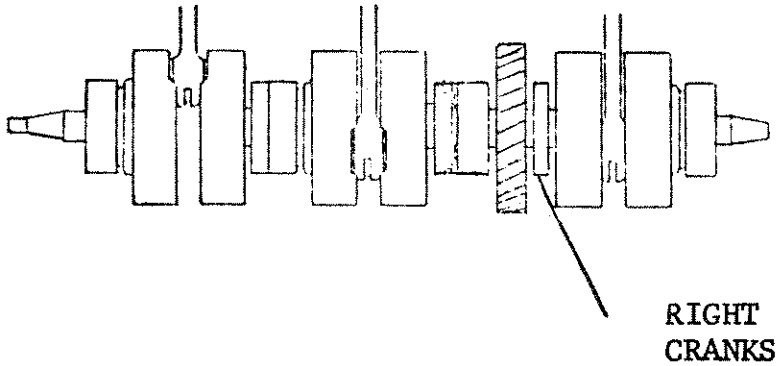
3) When installing the starter clutch unit to the crankshaft, apply Thread Lock Cement (Part No. 99000-32010) to the threads of the crankshaft and torque the fitting nut to 50 lb-ft.

ADDENDUM

We have received occasional reports of GT750's smoking excessively from the right exhaust pipe.

CAUSE:

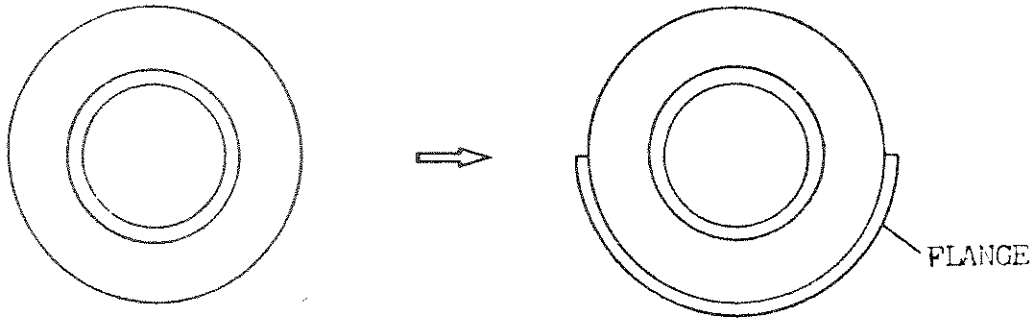
The excessive smoking was attributed to the right inboard crankshaft oil seal becoming displaced, allowing transmission oil to pass into the right cylinders crankcase.



(cont.)

MODIFICATION:

To provide a more positive method of positioning the right inboard oil seal, a metal flange has been added to the seal.



OLD STYLE NEW STYLE

The new style seal's flange eliminates the old style seals positioning "C"-ring (Part No. 09390-78003). The flange of the oil seal should be placed in the "C"-rings crankcase groove when positioning the crankshaft assembly in the lower crankcase half.

PARTS:

The new style parts are now available from the U. S. Suzuki Parts Department.

DESCRIPTION	OLD PART NO.	NEW PART NO.
Oil Seal, R. H. Inboard	09289-38003	09289-38008
Crankshaft Assembly	12200-31834	12200-31835
"C" Ring	09390-78003	----------

APPLICATION:

The new style oil seal has been installed on and after the following Engine and Frame Number.

Engine Number: GT750-54214 Frame Number: GT750-49895

INTERCHANGEABILITY:

The old and new style oil seals are interchangeable.

When using the old style seal (without the flange) the "C" ring must also be used.

When installing a new style oil seal in an engine prior to No. GT750-54214, the "C" ring is not needed.

SUZUKI
2-Stroke
Service Bulletin

Subject: INCREASED PERFORMANCE OF GT750

Bulletin No: GT-7
Date: May 1, 1975

Read and Initial

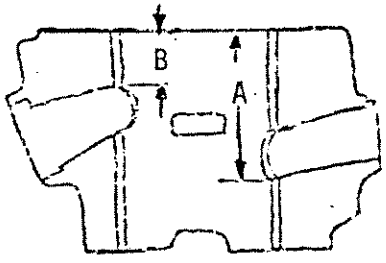
Manager
Parts
Service

The maximum horsepower and top speed of the 1975 GT750 "Le Mans" has been increased. This bulletin explains the modifications and changes made to achieve the additional output.

MODIFICATIONS

I. Cylinder:

The cylinders intake and exhaust port timing have been changed as indicated.



EXHAUST

INTAKE

A: 101.5 ⟶ 106.5mm

B: 42.5 ⟶ 40.0mm

II. Cylinder Head:

a. To decrease the combustion chamber volume from 30.6cc to 29.7cc, 0.2mm has been removed from the cylinder head surface.

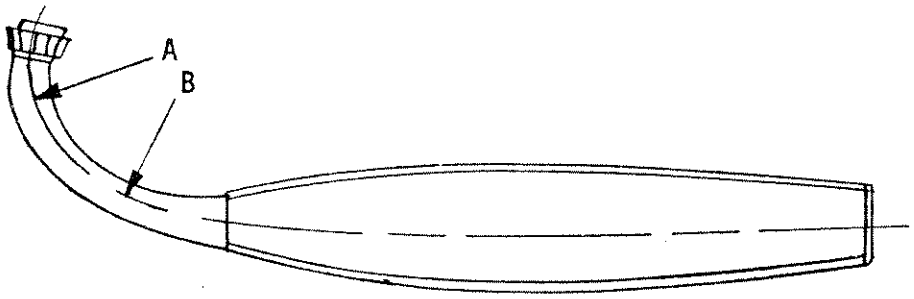
b. At the same time, the cylinder head gaskets thickness has been decreased from 1.5mm to 0.8mm.

The above changes (a & b) have increased the compression ratio from 6.7 to 6.9:1.

III. Exhaust System:

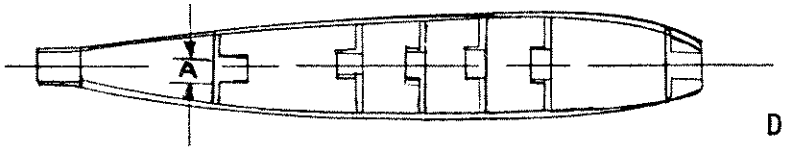
The exhaust coupler tube system has been eliminated and the dimensions of the mufflers has been changed as indicated.

a. Right and Left Outer Mufflers



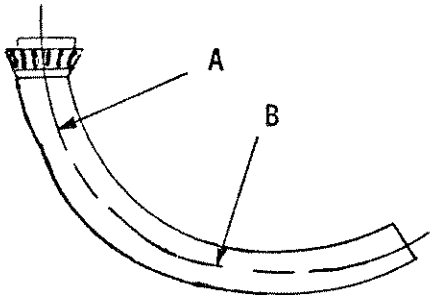
RADIUS A: 100→90 mm
RADIUS B: 140→165mm

b. Right and Left, Center Mufflers



DIAMETER A: 29→20mm

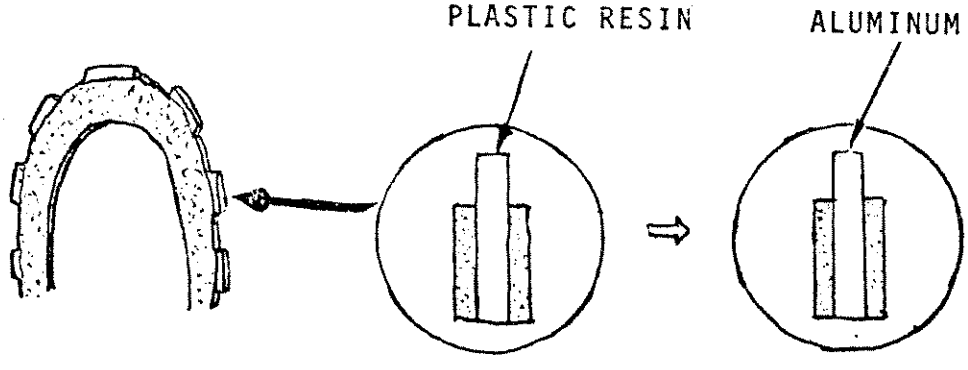
c. Center Exhaust Pipe



RADIUS A: 100→90mm
RADIUS B: 140→165mm

IV. Clutch Cork Plates:

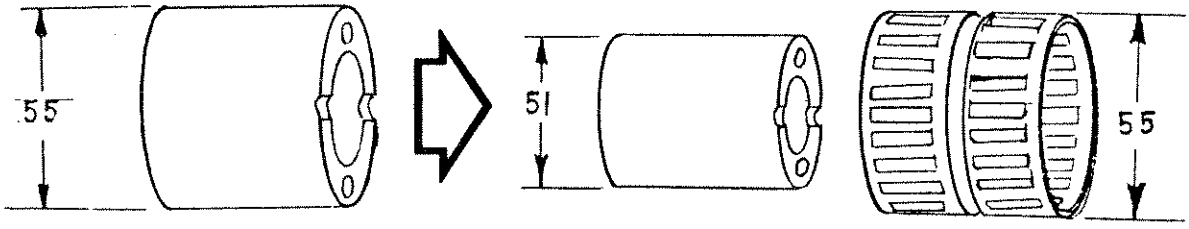
The clutch cork plate's base material has been changed from plastic resin to aluminum.



(cont.)

V. Primary Driven Gear Bushing:

The primary driven gear bushing outer diameter has been reduced from 55mm (2.16in.) to 51mm (2.00 in.) to accompany a new needle bearing now being used.



OLD STYLE NEW STYLE

VI. Carburetion:

The carburetor jetting has been adjusted to accompany the engine and muffler modifications. The changes made are as follows:

DESCRIPTION	PREVIOUS JETTING	NEW JETTING
Throttle Valve:	#120	#110
Pilot Jet:	#47.5	# 45
Pilot Screw:	1/4	3/4
Jet Needle:	4DN18-3	4DN18-4

VII. Spark Plug:

The spark plug heat range has also been changed.

	OLD	NEW
NGK	B6ES	B8ES
Nippon Denso	W20ES	W24ES

VIII. 5th Driven Gear:

The 5th driven gear's number of teeth has been increased from 24 to 25.

This lowers the 5th gear ratio from 0.923 to 0.962:1.

(cont.)

IX. Final Drive:

The final drive ratio has been changed from 3.133 to 2.688:1 by changing the following:

a. The engine sprocket's number of teeth has been changed from 15 to 16.

b. The rear drive sprocket's number of teeth has been changed from 47 to 43.

X. Drive Chain:

The number of drive chain links has been decreased from 108 to 106 links.

The 1975 GT750's drive chain strength has been increased and its new designation is: D1D50HDSS.

PART NUMBERS & AVAILABILITY

	DESCRIPTION	OLD PART NO.	NEW PART NO.	AVAILABILITY
1.	Cylinder head	11111-31001	11111-31003	New only
2.	Cylinder	11210-31003	11210-31600	New only
3.	Cylinder head gasket	11141-31002	11141-31680	Old & New
4.	Right muffler ass'y.	14301-31201	14301-31620	Old & New
5.	Left muffler ass'y.	14302-31201	14302-31620	Old & New
6.	Center right muffler ass'y.	14303-31200	14303-31620	Old & New
7.	Center left muffler ass'y.	14304-31200	14304-31620	Old & New
8.	Center exhaust pipe	14170-31000	14170-31620	Old & New
9.	Needle bearing	-	09263-51001	Available
10.	Primary driven gear bush	21250-31000	21251-31600	Old & New
11.	Clutch drive plate	21441-31000	21441-31600	New only
12.	Engine sprocket	27511-33600	27511-34000	Old & New
13.	Drive chain	27600-31013	27600-31014	Old & New
14.	Rear sprocket	64511-31731	64511-31700	Old & New
15.	Carburetor ass'y.	13200-31210	13200-31621	Old & New
16.	Pilot jet	09492-47005	09492-45012	Old & New
17.	Throttle valve	13551-31210	13551-31600	Old & New
18.	Right carburetor ass'y.	13201-31210	13201-31621	Old & New
19.	Center carburetor ass'y.	13202-31210	13202-31621	Old & New
20.	Left carburetor ass'y.	13203-31210	13203-31621	Old & New
21.	5th drive gear	24351-31000	24351-31200	Old & New

INTERCHANGEBILITY

The parts listed as "Old & New" being available are not interchangeable. Those listed as "New only" are interchangeable with the old parts.

Whenever replacing the cylinder, the new cylinder head gasket should also be installed.

APPLICABILITY

The modifications and changes described in this bulletin were effective at the beginning of 1975 production.

Engine Number: GT750 - 57533

Frame Number: GT750 - 52823

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-8
Date: May 1, 1975

Read and Initial
Manager
Parts
Service

Subject: GT550J PRIMARY GEAR NOISE

PROBLEM:

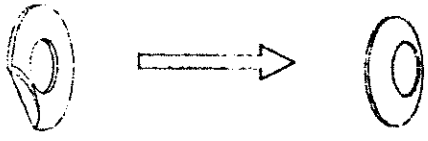
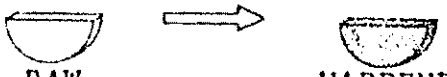
We have received reports of certain GT550J's developing a rattle in the right side primary case. This is caused by loosening of the primary drive gear nut.

MODIFICATION:

In order to remove this possibility, a new style lock washer has been employed. The crankshaft woodruff key has been heat treated and the tightening torque of the primary gear nut increased from 29-40 ft/lb to 94-108 ft/lb.

APPLICATION:

The modifications are already incorporated as per the following chart:

ITEM	MODIFICATION	APPLICABILITY
WASHER	 TONGUED → SPRING	From July production engine number: from 24552
TIGHTENING TORQUE	400 - 550 kg-cm(29 - 40 lb-ft) ⇩ 1,300 - 1,500 kg-cm(94 - 108 lb-ft)	
KEY	 RAW → HARDENED	From July production engine number: from 25054

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SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-9
Date: May 1, 1975

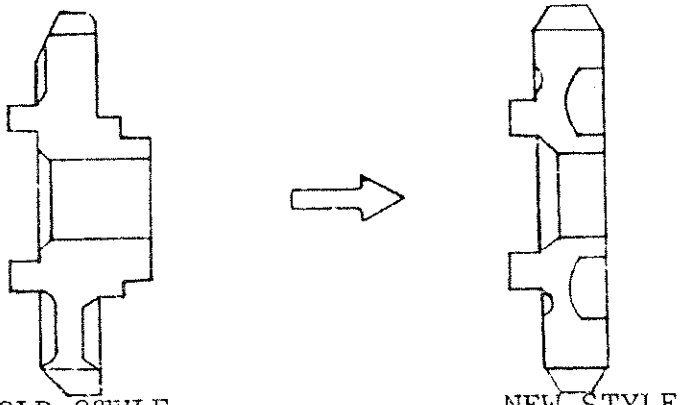
Read and Initial

Manager_____
Parts_____
Service MW

Subject: GT380 KICK STARTER DRIVE GEAR AND OIL PUMP DRIVEN GEAR MODIFICATION

MODIFICATION:

The GT380 kick starter drive gear has been increased in strength. Its shape also has been changed as shown below.



OLD STYLE NEW STYLE

In accordance with this modification the oil pump driven gear shape has also been changed.

APPLICABILITY:

The modified gears have been installed on and from Frame No. GT380-45336.

PART NUMBERS AND AVAILABILITY:

The old style gears will no longer be available.

The new style gears are now available from the U. S. Suzuki Parts Department, and the part numbers are listed below:

DESCRIPTION	OLD PART NO.	INTER-CHANGE	NEW PART NO.
Kick Starter Drive Gear	26240-33002	X → ← O	26241-33002
Oil Pump Driven Gear	16321-33001	X → ← O	16321-33002

X: NOT INTERCHANGEABLE O: INTERCHANGEABLE

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-10
Date: May 1, 1975

Read and Initial

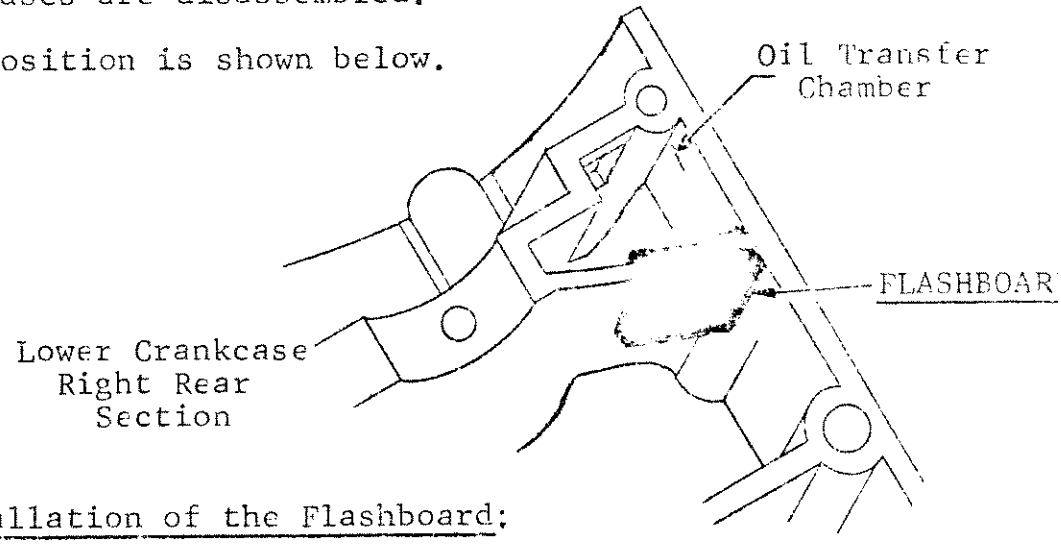
Manager
Parts
Service

Subject: GT380 INCREASED TRANSMISSION OIL CAPACITY

To effectively increase the durability of the GT380 5th drive gear, the transmission oil capacity has been increased from 1400cc to 1500cc. The increased oil capacity has been applied to the GT380 since the begining of the 1974 "L" model production.

To increase the transmission oil capacity of GT380's prior to the 1974 "L" model to 1500cc, a rubber flashboard must be applied to the primary oil transfer chamber located near the right rear of the lower crankcase half. The flashboard is now available from U. S. Suzuki's Parts Department and its use is strongly recommended whenever the crankcases are disassembled.

The flashboard in position is shown below.



Procedure for Installation of the Flashboard:

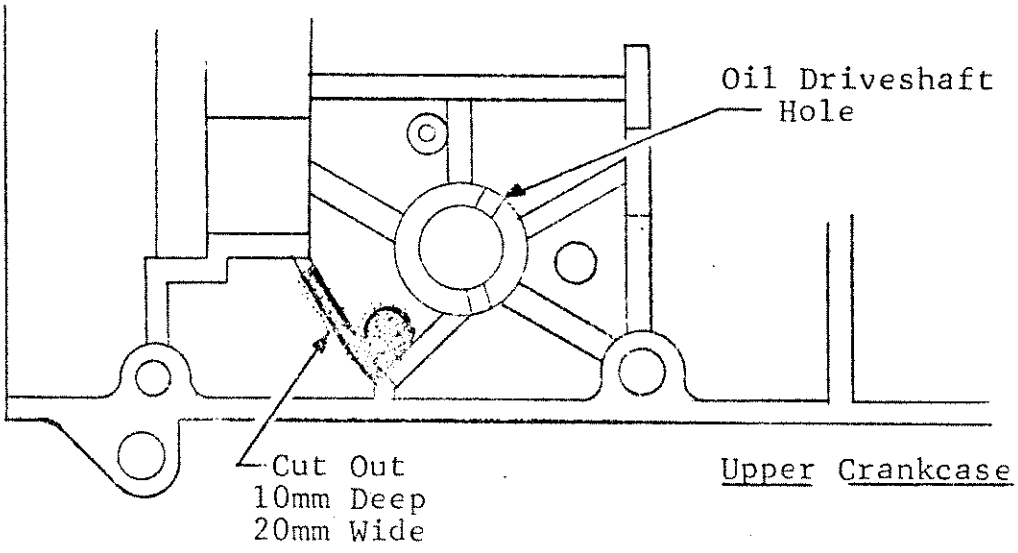
The following parts are required when installing the flashboard and are now available from U. S. Suzuki's Parts Department with the exception of the 7/32" steel ball.

Part Description	Part Number	Qty.
Flashboard	99104-08700	1
Breather Plug (For new breather location)	24821-09000	1
Breather cap (For above)	24822-26000	1
7/32" Steel Ball (For blocking transmission breather hole)	Must be purchased locally.	1

1. Clean the surface on which the flashboard is to be applied.

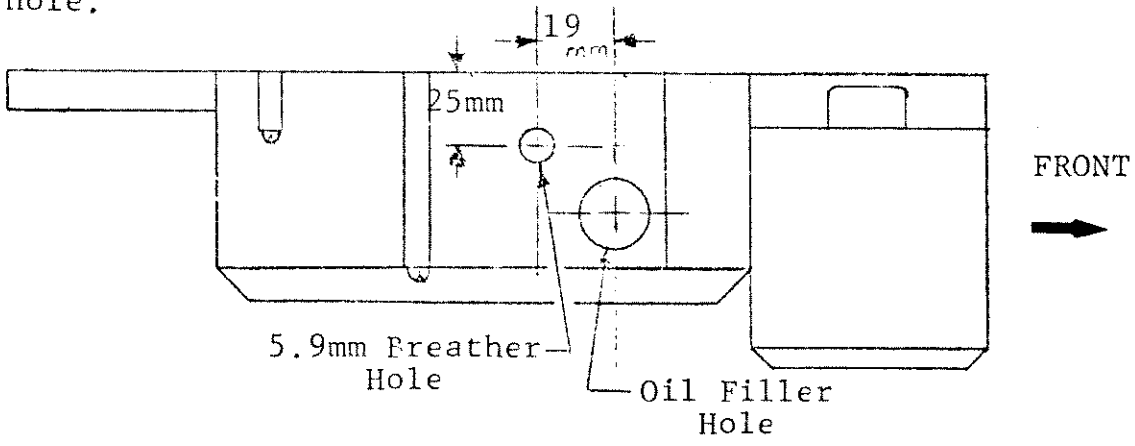
2. Apply a quick setting adhesive (such as Suzuki Thread Lock, Loctite, etc.) on the mating surfaces of the flashboard and the chamber wall.

3. To assure that oil reaches the primary case you must cut the adjacent rib of the upper crankcase as illustrated below.



4. Engines prior to Engine Number GT380-37400 must have the transmission breather hole blocked before re-assembling the crankcases. The breather hole is located between the two left drive shaft upper crankcase bearing surfaces. Block the transmission breather by pressing a 7/32 in. steel ball into the hole.

5. Relocate the transmission breather hole by drilling one 5.9mm (.2301 in.) diameter hole on top of the clutch cover in the location shown below. To avoid cracking the clutch cover, care should be used when using a center punch prior to drilling the hole.

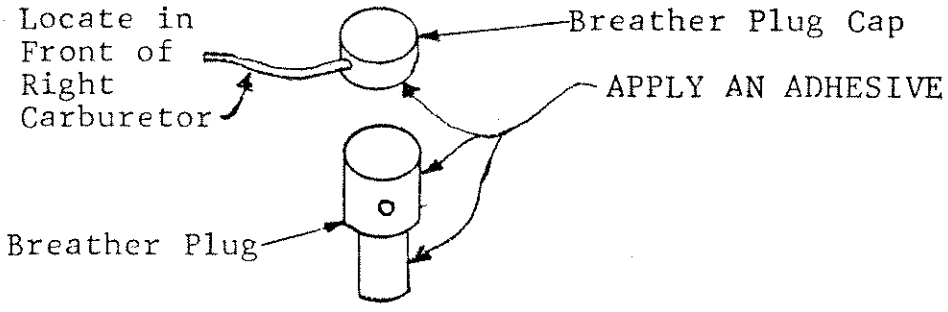


CLUTCH COVER

(cont.)

6. Press the breather plug (Part No. 24821-09000) into the hole which was drilled in Step 5, after applying an adhesive.

7. Apply an adhesive to the inside of the breather cap before pressing it onto the breather plug. Take care not to block the hole of the breather plug with the adhesive applied to the breather cap.



8. A metallic adhesive tape with 1500cc printed on it is supplied with the flashboard and should be placed over the embossed 1400cc on the clutch cover.

9. When the crankcase is re-assembled, pour 1500cc of Suzuki Transmission oil or a high quality 20W-40 motor oil into the transmission.

SUZUKI
2-Stroke
Service Bulletin

Subject: GT250 DRIVE SHAFT/TOP GEAR

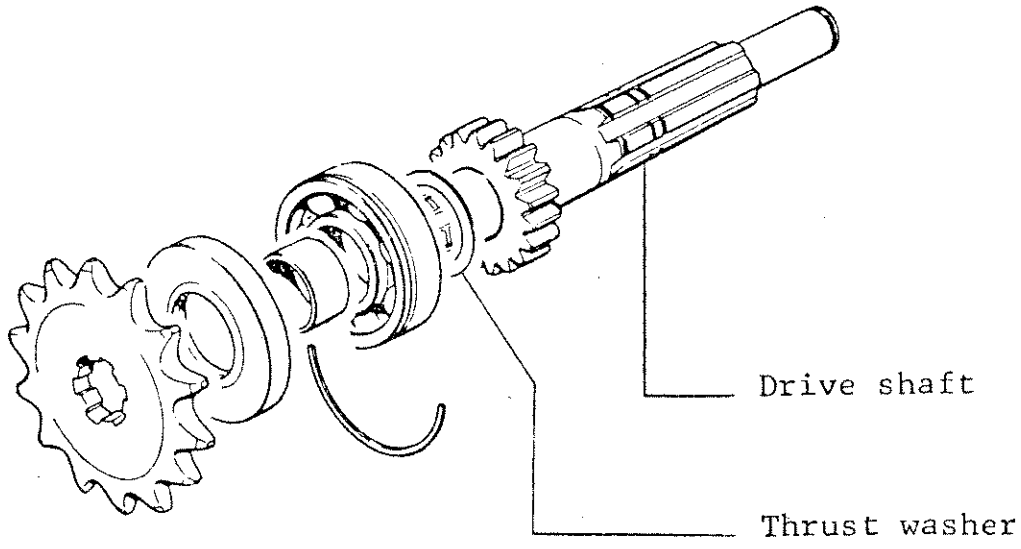
Bulletin No: GT-11
Date: May 1, 1975

Read and Initial

Manager
Parts
Service

NOTICE:

Top gear, driven, on the subject models has been increased in thickness and strength.



INTERCHANGEABILITY:

When using the new style driveshaft #24131-18002 with old style crankcases, the thrust washer #08211-22341 must be eliminated.

In the event that new cases are fitted and the old driveshaft re-used, washer #08211-22341 must be retained.

PARTS:

PART DESCRIPTION	OLD PART NO.	NEW PART NO.	QTY
Drive shaft	24131-18001	24131-18002	1
Thrust washer	08211-22341		1

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-12
Date: May 1, 1975

Read and Initial
Manager
Parts
Service

Subject: DISC BRAKE MANUAL ADDENDUM:
GT185 DISC BRAKE SPECIFICATIONS

NOTICE:

The GT185 is equipped with a hydraulic front disc brake. The GT185 disc brake will operate similar to the disc brakes equipped on the larger models, and should be serviced according to the GT250, GT380, GT550, and GT750 Disc Brake Service Manual.

Listed below are the GT185 Disc Brake Service Specifications.

	STD	LIMIT
Disc Thickness	5.00mm (.197 in.)	4.00mm (.157 in.)
Disc Runout	Max. 0.1mm (.004 in)	0.3mm (.012 in.)
Disc Outer Diameter	250mm (9.84 in.)	14.05mm (.553 in.)
Master Cylinder Inner Diameter	14.00mm - 14.04mm (.551 - .553 in.)	13.94mm (.549 in.)
Master Cylinder Piston Diameter	13.96mm - 13.98mm (.550 - .551 in.)	38.22mm (1.504 in.)
Caliper Cylinder Inner Diameter	38.18mm - 38.20mm (1.503 - 1.504 in.)	38.10mm (1.500 in.)
Caliper Cylinder Piston Diameter	38.15mm - 38.18mm (1.502 - 1.503 in.)	
Disc Effective Diameter	199mm (7.835 in.)	
Effective Brake Lining Area	19 cm^2 x 2 pcs. (2.95 $in.^2$ x 2 pcs.)	

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-13
Date: May 1, 1975

Read and Initial

Manager
Parts
Service

Subject: GT550/750 EXHAUST COUPLER SEALANT

INSTALLATION: Special attention should be paid to the exhaust coupler pipes on the GT750 and GT550 to assure an airtight seal. For best results, the following procedure should be used when reassembling the exhaust system on these bikes.

1. Thoroughly remove any old muffler seal left on the coupler pipes.
2. Cut four (4) pieces of muffler seal, each piece 5 inches long. Because the seal is too thick in its original form, stretch each piece to 6.3 inches. This will make each piece the correct length and thickness for proper installation.
3. Check the rubber O-rings for nicks or defects.
4. Install the coupler pipes in the center exhaust header, then install the left and right header pipes on the engine and join the coupler pipes.
5. Check the coupler joints to assure that a good seal is obtained.
6. Tighten all muffler nuts and bolts.
7. Run the engine at low rpm for 10 to 15 minutes until the coupler seal melts and seals the connection.

PARTS: Exhaust Coupler Seal (Part #99000-31020) is available from the U. S. Suzuki Parts Department. One package contains enough coupler seal for four strips, each five inches long, for ten motorcycles. This makes a total "rope" of seal 200 inches long.

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-14
Date: May 1, 1975

Read and Initial

Manager
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Service AMP

Subject: GT380/550/750 BATTERY BREATHER LOCATION

Extreme care should be taken in locating the battery breather tube on these and all other Suzuki models.

The breather must be located in such a manner as to avoid any possibility of overflow from the battery coming in contact with the drive chain. At the same time ensuring that there are no kinks or obstructions in the tube.

Failure to observe these cautions could result in cracked side plates in the drive chain, caused by the chemical action of sulphuric acid which may be splashed on them.

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-15
Date: May 1, 1975

Read and Initial

Manager
Parts
Service

Subject: GT380/550/750 AIR CLEANER SERVICING

NOTICE:

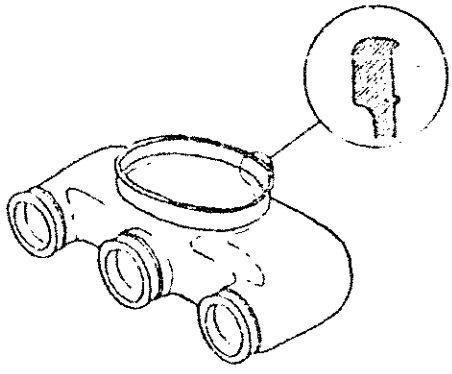
During assembly of the GT380, GT550, and GT750, the carburetor air inlet hose is sealed with "Suzuki Bond No. 4."

Therefore, whenever the carburetor air inlet hose is removed from the air filter body on the subject units, it should be re-sealed with "Suzuki Bond No. 4" (Part No. 99000-31030). Failure to reseal the carburetor air inlet hose correctly, may result in damage to the internal engine components.

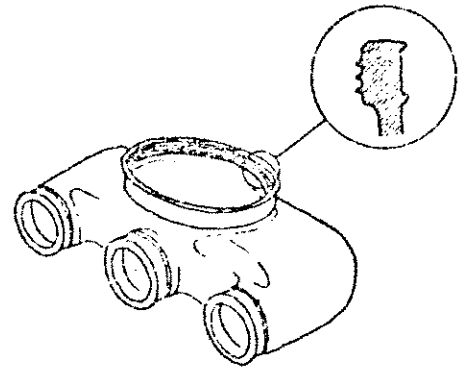
The proper sealing procedure for the GT380, GT550 and GT750 carburetor air inlet hose is shown below.

SEALING PROCEDURES:

The sealing procedure depends on the type of the carburetor air inlet hose as shown below.

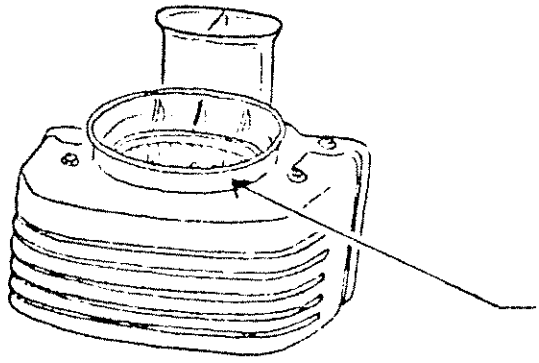


OLD TYPE



NEW TYPE

1. OLD TYPE

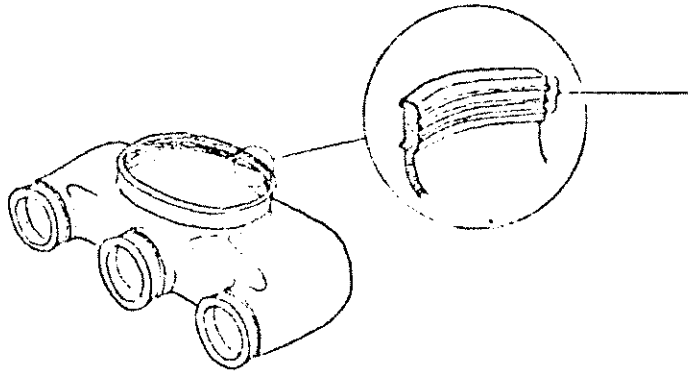


CAUTION:

DO NOT APPLY SUZUKI BOND NO. 4 ON AIR INLET HOSE, OTHERWISE IT MAY CAUSE CLOGGING OF THE CARBURETOR.

COAT WITH "SUZUKI BOND NO. 4" ALL AROUND.

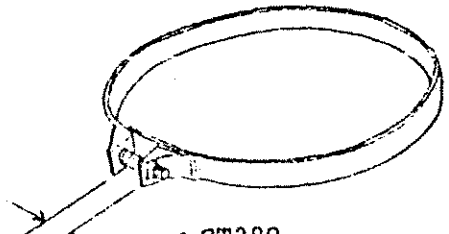
2. NEW TYPE



COAT WITH "SUZUKI BOND NO. 4" ALL AROUND.

NOTES:

1. The sealant should be dried for about 3-6 minutes before installation.
2. The clamp should be tightened as explained below.



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GT380 ..... LESS THAN 4 mm (0.16 in)
GT550 ..... LESS THAN 4 mm (0.16 in)
GT750 ..... LESS THAN 5 mm (0.20 in)

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TECHNICAL SERVICE DEPARTMENT

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-16
Date: May 1, 1975

Read and Initial

Manager
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Service

Subject GT380/550/750 OPTIONAL SPROCKETS AND CHAIN

ENGINE SPROCKET: The standard engine sprockets fitted on the Suzuki GT series are interchangeable as per the following chart:

GT380	GT550	GT750
Part Number	Part Number	Part Number
14 tooth 27511-33000	15 tooth 27511-33600	15 tooth 27511-33600
15 tooth 27511-33600	16 tooth 27511-34000	16 tooth 27511-34000

The 16 tooth sprocket should not be fitted to the GT380, since the insufficient clearance available will cause serious damage to the engine cases.

REAR SPROCKETS: Optional rear sprockets are also available as per the following chart:

GT380	GT550	GT750
Part Number	Part Number	Part Number
38 tooth 64511-33760	38 tooth 64511-33760	43 tooth 64511-31700
40 tooth 64511-33751	40 tooth 64511-33751	45 tooth 64511-31000
42 tooth 64511-33741	42 tooth 64511-33741	47 tooth 64511-31731
44 tooth 64511-33770	44 tooth 64511-33770	49 tooth 64511-31740
46 tooth 64511-33001	46 tooth 64511-33001	51 tooth 64511-31750

CHAIN: Extreme caution should be exercised when fitting new sprockets and/or chain. As chain wear and stretch increases, the sprockets tend to wear proportionately. It is therefore essential that if any perceptible wear has taken place on either the chain or sprocket, both items should be replaced at the same time, otherwise serious damage is possible.

When fitting larger than standard sprockets, additional chain links and rivet links are usually necessary. These are now available as per the following chart and Part Numbers.

Description	GT380	GT550	GT750
Drive chain #50 Endless	104 links DID 50 HDS (DAIDO Part #27600-33012	102 links DID 50 HDS (DAIDO) Part #27600-34010	108 links (1972-1974 DID 50 HDS (DAIDO) Part #27600-31015 106 links (1975-) DID 50 HDSS (DAIDO) Part #27600-31014
Extension	4 links Part #27600-31700	4 links Part #27600-31700	4 links Part #27600-31700
Rivet link	Part #27620-31012	Part #27620-31012	Part #27620-31012

Note:
Before the chain breaking and riveting tool was made available, it was intended that the swing-arm be removed to replace a chain. For this reason new chains do not come with a spare rivet link. It should be noted therefore that to replace a chain, one new rivet link will be necessary, and to insert an extension for a larger sprocket two new rivet links will be required. Under NO circumstances, other than "get-you-home" emergencies, should horse-shoe type masterlinks be used.

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SUZUKI
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Service Bulletin

Bulletin No: GT-17
Date: May 1, 1975

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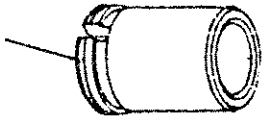
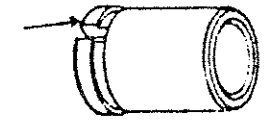
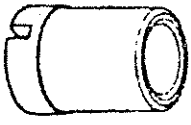
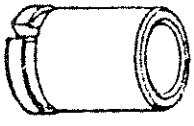
Subject: GT380/550/750 CONTACT BREAKER CAMS

NOTICE:

In the above three models, five different contact breaker cams are provided. While these cams are very similar in appearance and will in fact physically fit each machine, there is only one correct cam for each model. Any deviation from the correct installation will cause incorrect ignition timing, poor performance and possible engine damage.

IDENTIFICATION:

Since the July 1972 production, the different cams are identified as per the following chart.

	DENSO MAKE	KOKUSAN MAKE
GT380	SLOT 	 SLOT
GT550	PUNCH MARK 	 NO MARKING
GT750	NO MARKING 	

Prior to this date however, the only identification was by part number. Therefore it is of the utmost importance that any breaker cams in your current parts stock, be kept carefully separated by part number and correctly identified when put into use.

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-18
Date: May 1, 1975

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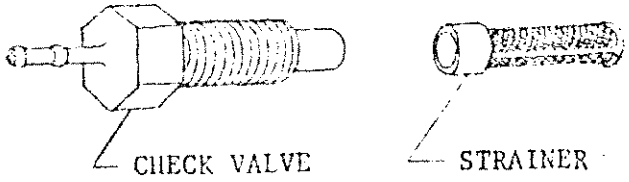
Subject: 1973 GT380/550/750 SRIS OIL STRAINER

NOTICE:

As you may be aware, the K series GT models have had an oil strainer added to the SRIS check valve in order to prevent clogging of the valve and consequently excessive smoking of the motorcycle. Also the valve has been changed from a press fitted type to that of a threaded type. However, the original strainer being constructed of a plastic material, has been found unable to withstand the high speed riding. Therefore, the plastic oil strainer material has been changed to metal.



APPLICATION:

This has been applied to the production units of the three models assembled since November 1972, or from and on the following engine numbers:

GT380K #44325
GT550K #32854
GT750K #39084

PART DESCRIPTION	OLD PART NO.	NEW PART NO.
Strainer	16521-31080	16521-31010

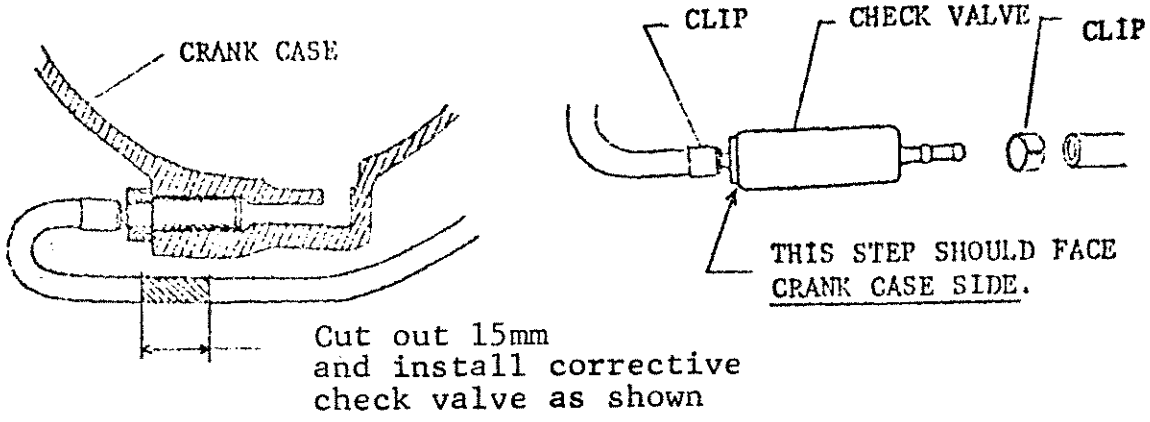
Only the new parts will be supplied and they are available from the Parts Department now.

INTERCHANGEABILITY:

The old and new type strainers are interchangeable, however the old type should be avoided, since the new type is available.

PREVENTIVE MEASURE FOR J MODEL ENGINES:

In order to prevent any J model SRIS valves from clogging, the following modification can be performed as shown below:



The parts needed for this modification will be available immediately and herafter as spare parts from the Parts Department. These parts are listed below:

PART DESCRIPTION	PART NUMBER	QUANTITY
Check Valve	16710-31990	1

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Service Bulletin

Bulletin No: GT-19
Date: May 1, 1975

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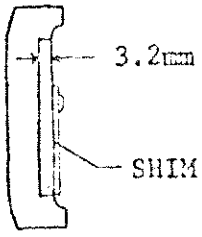
Subject: GT250/380/550/750 DISC BRAKE MODIFICATION

MODIFICATION:

To eliminate any possible squeaking noise from the disc brakes, the caliper piston and the moving pad have been modified as shown below.

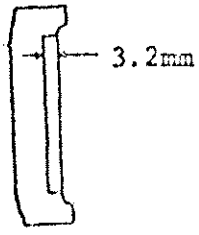
(MOVING PAD)

OLD STYLE
GT250,380,550



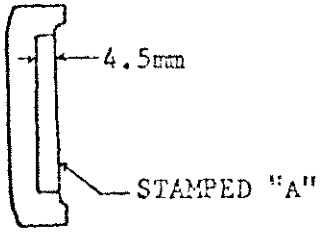
(59100-18826)

OLD STYLE
GT750



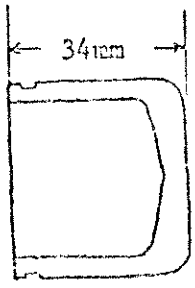
(59100-31830)
INTERCHANGES
WITH
(59100-18826)

NEW STYLE
GT250,380,550,750

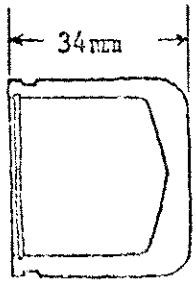


(59100-18840)

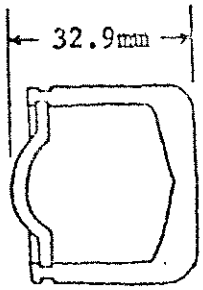
(PISTON)



OLD STYLE
GT250,380,550



OLD STYLE
GT750



(59100-18831)
NEW STYLE
GT250,380,550,750

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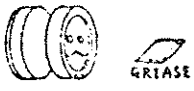
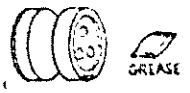
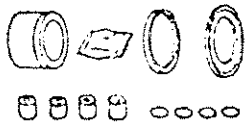
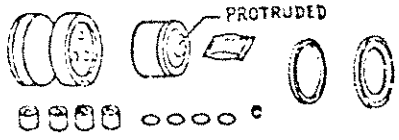
PARTS AVAILABILITY:

Only the new parts are available now from the parts department. The table below lists the parts. The new part numbers should be inserted in the parts books.

	OLD PARTS NO LONGER SUPPLIED	NEW PARTS ONLY SUPPLIED HEREAFTER	
PAD SET	 (59100-18826)	 (59100-31830)	 (59100-18840)
CALIPER PISTON SEAL SET PAD & CALIPER PISTON SET	 CALIPER PISTON SEAL SET (59000-18825)	 PAD & CALIPER PISTON SET (59100-18831)	
RH CALIPER	 WITH SHIM (59100-18410) or (59100-18411)	 NEW PISTON ASSEMBLED (59100-33111)	
LH CALIPER	 WITHOUT SHIM (59300-31010) or (59300-31011)	 NEW PISTON ASSEMBLED (59300-31211)	

(cont.)

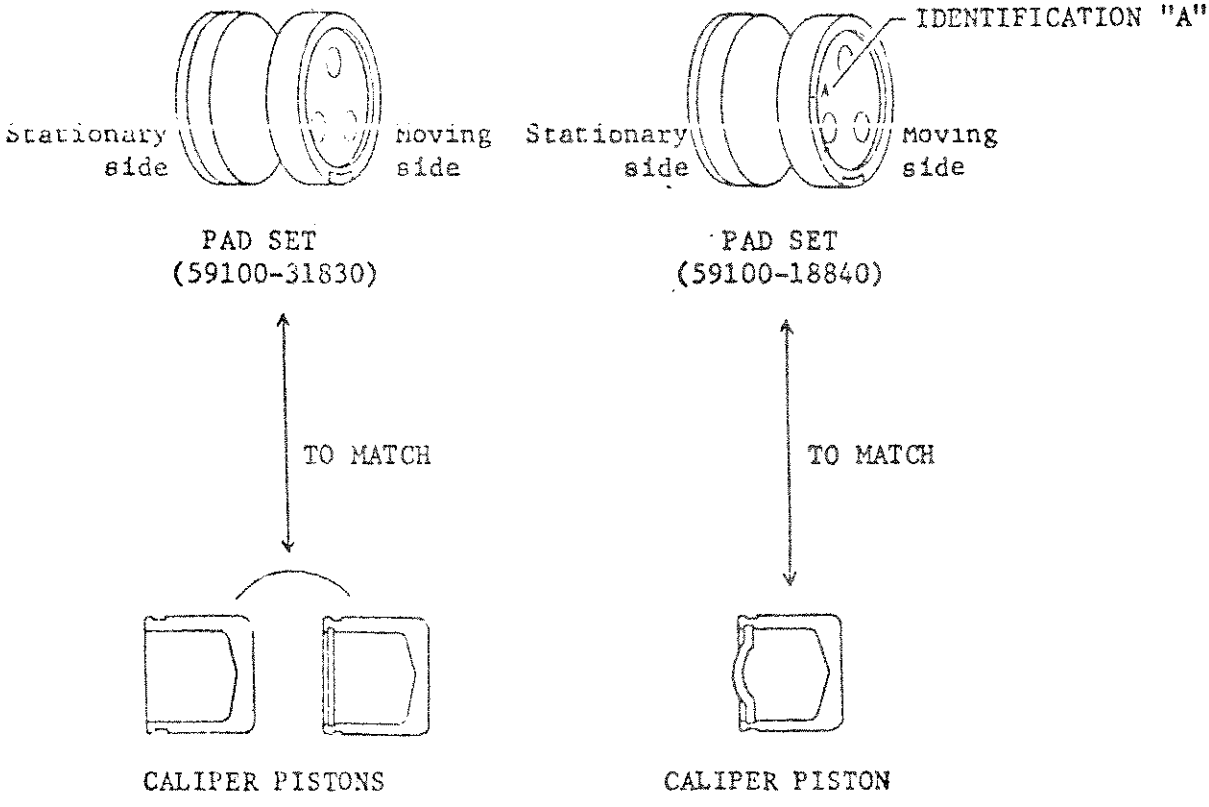
The special Suzuki disc brake pad grease and caliper axle grease are now available separately from the Parts Department. The part numbers are listed below.

	Part Number
SUZUKI BRAKE PAD GREASE.....	99000-25100
SUZUKI CALIPER AXLE GREASE.....	99000-25110

For the correct application of these special greases, see pages 11 and 20 of the DISC BRAKE MANUAL.

PARTS INTERCHANGEABILITY:

Two pad sets are supplied. Part Number 59100-31830 is for use with the old style pistons. Part Number 59100-18840 is for use with the new style piston. This is illustrated below.



(cont.)

Failure to correctly match these parts could cause the pads to crack or the disc wheel to drag severely.

NOTE: The modified moving brake pad is identified by an "A" stamped on its metal back.

APPLICABILITY:

The modified components of the disc brake piston caliper assembly have been applied to the units listed below.

GT550..... On and from Frame No. 32292

GT750..... On and from Frame No. 38591

ADDITIONAL HINTS ON DISC BRAKES:

1. New units equipped with disc brakes may have a protective cosmoline coating on the disc wheel. Therefore, the disc wheel should be cleaned with alcohol on set-up before the motorcycle is ever moved to prevent contamination of the brake pads.

2. Only brake fluid specified as DOT 3 or 4 and SAE J1703 and 70R3 should be used. This is a heavy duty brake fluid designed for use with disc brakes. Mixing ordinary brake fluid with disc brake fluid will lower its boiling point, which could cause serious braking problems.

   Whenever cleaning the internal brake parts, wash the parts in disc brake fluid or alcohol only. Never wash the parts in gasoline or solvent as it will damage the rubber parts.

   Brake fluid should never be left open as it will absorb moisture from the atmosphere.

3. The diaphragm located in the master cylinder is installed to prevent the atmosphere from directly contacting the disc brake fluid. Therefore, it is very important that it is not damaged or cracked or possible contamination by moisture or dirt to the disc brake fluid may result.

(cont.)

4. When removing the reservoir cap, the motorcycle should be on the center stand with its wheels in line to avoid spilling the fluid.

   Care must be taken when servicing the disc brake system to avoid the disc brake fluid from contacting any painted surfaces or plastic components. If the disc brake fluid should contact a painted or plastic surface, discoloration or possible removal of the finish will result.

5. Your customers should be advised to have only authorized Suzuki dealers service their disc brakes. The customer should not attempt to service the disc brake himself.

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-20
Date: May 1, 1975

Read and Initial

Manager
Parts
Service AHP

Subject: GT250/380/550 NEW STYLE SPARK PLUG CAP BOOT

We have received occasional reports of electrical leakage from the GT250, GT380, and GT550 spark plug cap boots.

To prevent electrical leakage on future units, the spark plug cap boots shape and material have been changed.

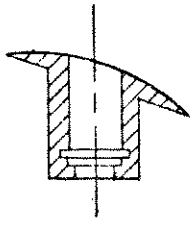
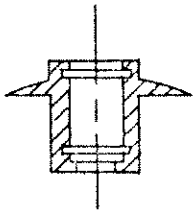
The new style boots have been installed on "L" models on and from the following Frame Numbers:

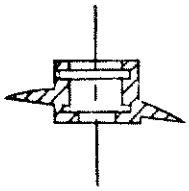
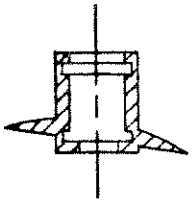
GT250 - 35700

GT380 - 48934

GT550 - 36783

Units prior to these frame numbers which have experienced electrical leakage problems can have the new style boots installed. Listed below are the new style boots and their application.

BOOT	PART NO.	APPLICATION
	33544-33010	GT250 (Right & Left): Standard on and after F.# 35700. Right and Left replacement for all units prior to F.# 35700. GT380 (Right & Left): Replacement for **all** units prior to F.# 48934.
	33543-33010	GT380 (Middle): Standard on and after F.# 48934. Middle replacement for all **units** prior to F.# 48934. GT550 (Middle): Standard on and after F.# 36783. Replacement for Right, Middle, & Left on all units prior to F.# 36783.

BOOT	PART NO.	APPLICATION
	33543-33110	GT380 (Right & Left): Standard on and after F.# 48934.
	33543-34110	GT550 (Right & Left): Standard on and after F.# 36783.

An adhesive sealer (Suzuki Thread Lock, Silicone Seal, Locktite, etc.) should be applied to the inner surface of the new style boot when it is installed onto the spark plug cap.

Only the new style spark plug cap boots are now available from the U. S. Suzuki Parts Department.

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

SUZUKI SERVICE BULLETIN

Bulletin No. GT-21

Date May 1, 1975

Read & Initial

Manager

Parts

Service AHP

SUBJECT: 1974 GT380/550/750 FUEL STARVATION AT HIGH RPM

PROBLEM:

We have received reports of some 1974 GT380L, GT550L, and GT750L's starving for fuel at high RPM's.

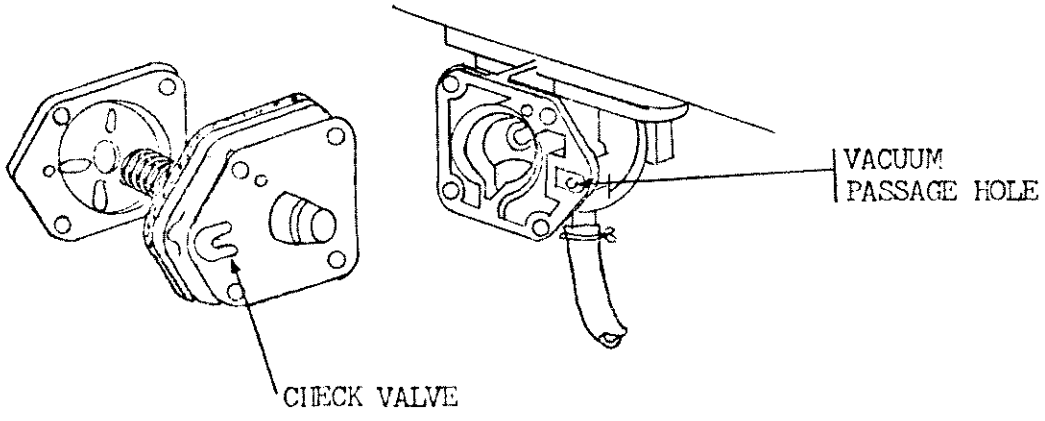
CAUSE:

During factory testing, it was found that the new style fuel cock's vacuum passage was being partially blocked by the diaphram check valve.

CORRECTION:

As a preventive measure, it is strongly recommended that your Service Department perform the following steps during assembly or pre-delivery service of any affected units in your stock.

1. Remove the fuel tank from the affected unit and empty its contents.
2. Using a #1 Phillips head screw driver, remove the diaphram cover and diaphram assembly from the fuel cock's body.
3. Using a 6mm (15/64 in.) bit and drill, chamfer the vacuum passage hole as much as possible without removing any material from the bodies diaphram mating surface. The vacuum passage hole is shown below.



(cont.)

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4. After completing the previous step, use an air hose to remove the aluminum shavings in the vacuum passage.

5. Reassemble the fuel cock, taking care not to damage the diaphrams thin rubber parts and to tighten the diaphrams cover securely.

The aforementioned steps should also be performed whenever any of the affected units presently sold are brought in for routine service.

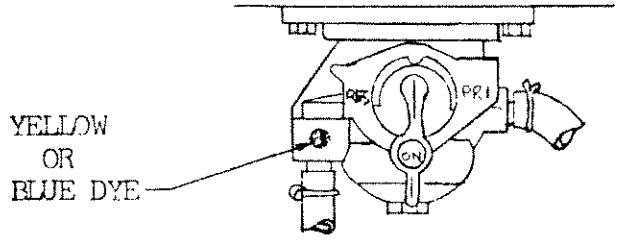
APPLICATION:

Units having fuel cock assemblies with yellow dye on the vacuum intake side of the body have been corrected at the factory.and may be installed on units prior to the Frame Numbers listed below.

GT380 - 53506

GT550 - 39304

GT750 - 43778



All fuel cock assemblies on units after the above Frame Numbers have been corrected and have a blue dye on the vacuum intake side of the body.

PARTS:

All replacement fuel cock assemblies in U. S. Suzuki Parts Department Stock have been corrected.

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-22
Date: May 1, 1975

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Manager
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Service AAP

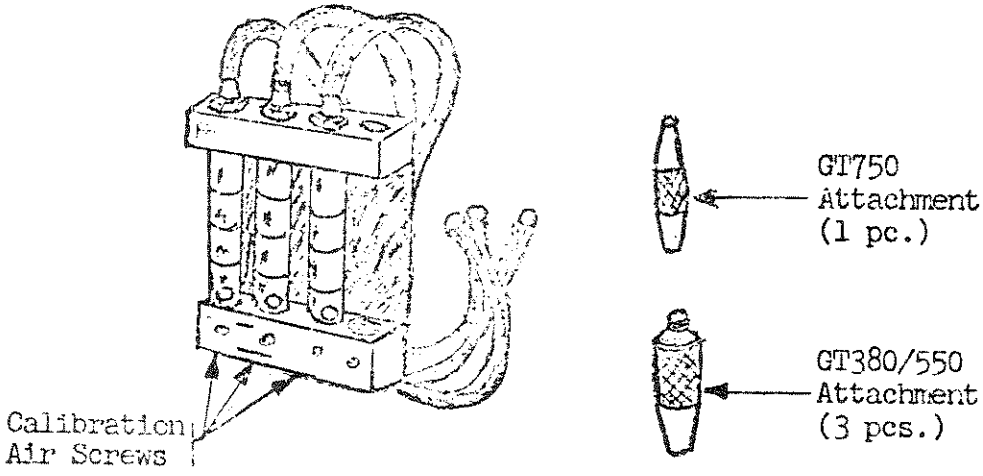
Subject: INSTRUCTIONS FOR USING GT380/550/750 CARBURETOR SYNCHRONIZATION TOOL

NOTICE

Beginning with the 1974 model year, the three cylinder models were equipped with new type carburetors. These carburetors have a feature which allows the use of a carburetor balancer to be connected, enabling very accurate carburetor synchronization.

PARTS

The U. S. Suzuki Parts Department now has a special three cylinder carburetor balancer available. This new tool is illustrated below.



The Carburetor Balancer Part Number is: 09913-13120.

INSTRUCTIONS

Prior to performing carburetor synchronization the following items should be checked and adjusted to specifications.

A. Point Gap
B. Ignition Timing
C. Spark Plug Gap
D. Throttle Cable Play at Pulley
E. GT380/550 Pilot Air Screws
F. GT750 Fuel-Air Mixture

Following are instructions for calibrating the tool and for adjusting the engine idle speed and carburetor synchronization, using the new carburetor balancer, (09913-13120).

Calibration of Tool:

1. Start the engine and allow it to run until normal operating temperature is obtained.

2. Stop engine. Attach one balancer tube hose to one carburetors vacuum outlet. (Locations of the vacuum outlets are listed at end of these instructions.) Start engine and note position of check ball.

3. Stop engine. Attach the second balancer tube hose to the same carburetor. Start engine and adjust the position of check ball to that noted of the first check ball in Step 2, by turning the appropriate air adjusting screw, in the bottom of the balancer tubes base.

4. Repeat Step Number 3. for the remaining balancer tube.

NOTE: The tools calibration should be checked and adjusted each time it is used.

Carburetor Synchronization:

1. Start the engine and allow it to run until normal operating temperature is obtained.

2. Stop engine. Connect a balancer tube hose to each carburetors vacuum outlet. (Locations of the vacuum outlets are listed at the end of these instructions.) IMPORTANT - FINGER TIGHTEN ONLY TO SEAT "O" RING. If a wrench is used to tighten the connector, the carburetor threads can be damaged.

(cont.)

3. Start engine. Bring all three check balls to the same level, using the carburetor throttle valve adjusters. (See New Type Carburetor Service Manual For Models GT380, GT550, GT750.)

4. When all three check balls are at the same level, turn the throttle stop screw so the engine will idle smoothly at the lowest possible RPM. (Approximately 1,000 to 1,300 RPM depending on each individual motorcycle.)

NOTE: GT750 carburetor synchronization must be performed in the following order: RIGHT - CENTER - LEFT.

Location of Carburetor Vacuum Outlets:

Right and Left Carburetors - The vacuum outlets for the right and left carburetors are foward of the throttle slide, on the carburetor body. Phillips head screws (5mm) are threaded into the vacuum outlets on GT380/550 models, and face towards the outside of the motorcycle. The GT750's vacuum outlets are not threaded and the hose should be placed over the outlets without the threaded adapters.

Middle Carburetor - The GT380/550 middle carburetor's vacuum outlets are located in the throttle valve shafts left support bracket, near the fuel petcock vacuum hose connection. A 5mm Phillips head screw is also threaded into this outlet.

The GT750 middle carburetor does not have a special vacuum outlet and the fuel petcock's vacuum hose must be disconnected from the petcock. A special adapter is included with the Carburetor Balancer for inserting into the petcocks vacuum hose. After the GT750 engine is started for adjustment, the fuel petcock should be placed in the "PRIME" position.

WARNING: When the engine is stopped be sure the petcock is returned to the "ON" or "RES" position. Failure to comply with this warning can result in serious damage to the engine.

NOTE: Some early 1974 GT750's with new type carburetors were not equipped with vacuum outlets, and the new tool cannot be used to synchronize those units carburetors.

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-23
Date: May 1, 1975

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Manager
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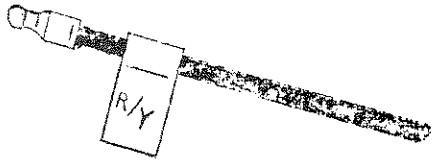
Service

Subject: GT380/750 WIRING HARNESS
TEMPORARY COLOR CODE CHANGES

Sufficient amounts of the standard color coded wire insulation used in Suzuki electrical systems were unavailable at the beginning of the 1974 "L" model production. Therefore, temporarily non-standard wiring colors have been substituted whenever necessary.

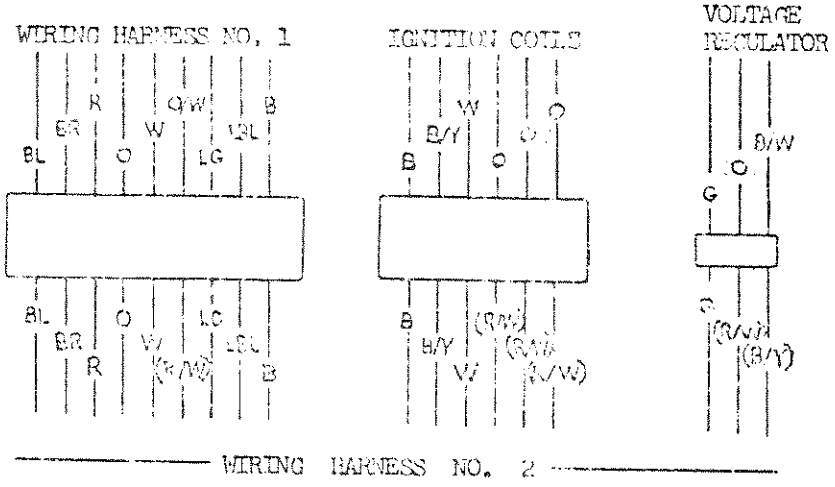
Units manufactured during and after the month of February 1974 will have white tape with a color code printed on it attached near the end of the connector of the substitute wires. This will indicate the color of the wire it is to be connected to. Example:

TO BE CONNECTED TO A RED WIRE WITH YELLOW TRACER



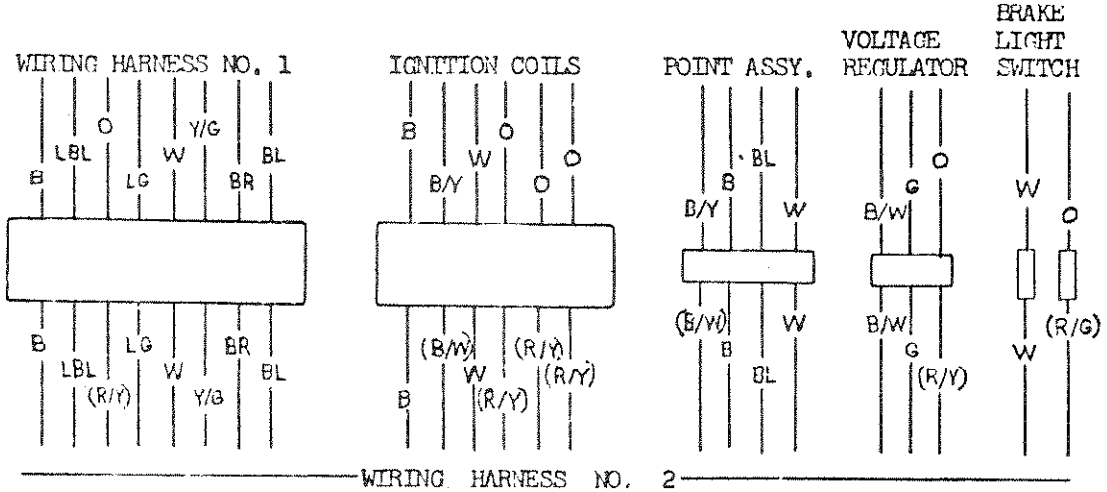
Listed below are the basic color code changes which have been necessary. Variations of the color codes listed below may occur, while some units may be equipped with the standard color codes.

GT380



( ): INDICATES THE SUBSTITUTE COLORS

GT750



( ): INDICATES THE SUBSTITUTE COLORS

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-24
Date: May 1, 1975

Read and Initial

Manager
Parts
Service AMP

Subject: BURNED OUT GT250 HEADLIGHT BULB

PROBLEM:

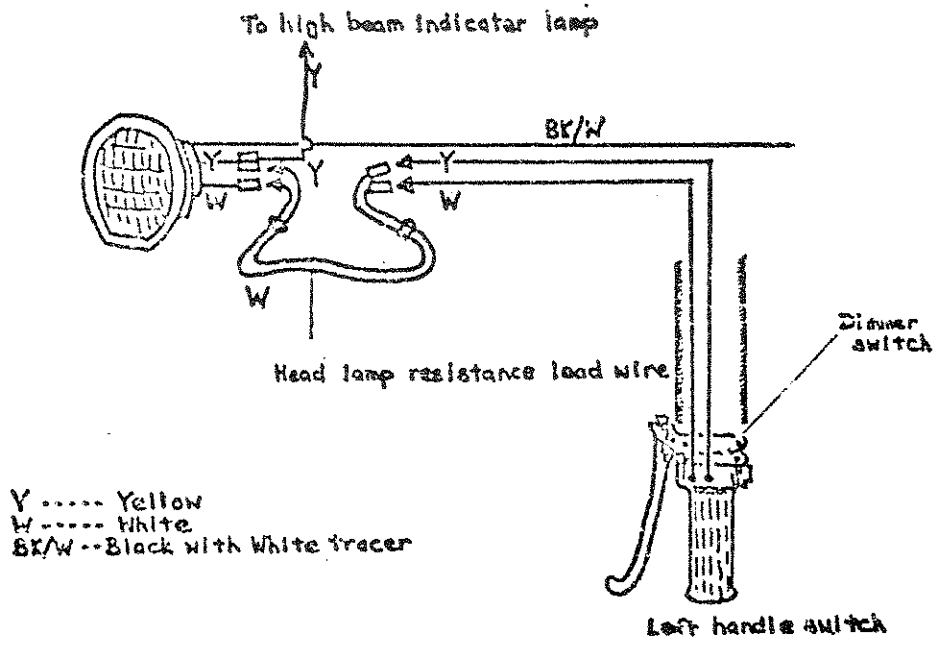
Routine reports indicate that certain units of the subject models have experienced premature headlight bulb failure. The usual cause is excessive voltage combined with high r.p.m. vibrations.

INSPECTION:

Check all the usual ground connections within the system, paying particular attention to such items as the high beam indicator bulb, neutral indicator bulb and taillight bulb. These must all be firmly connected, in working order and of the correct values, as listed in your service data manual.

CORRECTION:

Should the condition still exist, install the resistance lead wires, according to the following instructions.



GT250

Disconnect the white and yellow wire couplers inside the headlight shell. Install the resistance leads, in series, as shown in the illustration.

PART NUMBER AND AVAILABILITY:

The resistance leads are available from U. S. Suzuki's Parts department. The part number is 37131-18999.

For further information, refer to Service Bulletin No. TS-11.

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-25
Date: August 15, 1975

Read and Initial

Manager
Parts
Service AHP

Subject: GT750 CYLINDER PULLER TOOL SET

NOTICE:

We have received occassional reports of some GT750 cylinders being difficult to remove. Especially those with high mileage. In extreme cases the crankcase and/or cylinder has been damaged during removal attempts.

To easily remove the cylinder from a GT750, a Cylinder Puller Tool Set is now available from U. S. Suzuki's Parts Department.

INSTRUCTIONS:

Instructions for using the GT750 Cylinder Removal Tool Set are listed below. Read them thoroughly prior to use. Pay special attention to CAUTIONS to prevent cylinder and crankcase damage.

1. Using compressed air, blow loose residue out of all eleven cylinder stud holes.

CAUTION: Always wear safety goggles whenever performing an operation of this type.

2. Using the 5/8 NF tap (#99104-03140), thread all eleven holes until tap lightly bottoms on the cylinder studs.

CAUTION: Do not force tap further as damage to the cylinder will result.

3. Using compressed air, blow all the aluminum chips out of the stud holes and install puller body (99104-03110) using the installation bolt until body lightly bottoms in the threaded hole. The puller bodies internal threads should face down, towards cylinder studs. Shop towels should be placed in cylinders to prevent aluminum chips from entering.

CAUTION: Always wear safety goggles whenever performing an operation of this type.

NOTE: Do not use installation bolt to remove puller bodies after cylinder is removed. To do so will result in thread damage to it and the puller body.

4. Using a good grade of penetrating oil, fill all eleven cylinder stud holes. Then install eleven starter bolts (#99104-03120) until they bottom on the studs.

CAUTION: The following procedures must be adhered to or damage to the cylinder and engine cases will result.

5. Using the appropriate allen wrench, tighten all bolts ½ turn at a time using the same pattern as you would to torque the cylinder head. Continue tightening ½ turn at a time until the eleven starter bolts bottom in puller bodies. Uneven insertion of puller bodies must be allowed for. Therefore, when first bolt bottoms do not tighten any remaining bolts further if they break the tightening sequence pattern.

CAUTION: Under no circumstance should you tighten the starter bolts more than ½ turn at a time, to do so will probably cause damage to cylinder and cases, due to uneven pulling of cylinder.

6. Remove all starter bolts and install the eleven extension bolts (#99104-03130) until they bottom on the studs. Use the same tightening procedure one (1) turn at a time in sequence until the cylinder is completely removed.

SUMMARY:

It can not be stressed strongly enough, the importance of the above instructions and cautions. Failure to follow these will result in destroying the cylinder and/or the crankcase ass'y. All corrosion should be cleaned from cylinder studs and cylinder holes before re-assembling.

NOTE: After the above procedure is used to remove the cylinder, it is strongly recommended that the new cylinder washer with the rubber seal be used, part (#09168-14008). Please refer to Service Bulletin #GT-5, May 1, 1975.

PARTS:

The following is a list of parts that make-up the Puller Kit (#99104-03100). All listed parts are available from U. S. Suzuki in quantities of one, with the exception of the Installation Bolt.

(cont.)

PART NUMBER	DESCRIPTION	Q'TY PER KIT	DLR. COST
99104-03100	Puller Set	———	$46.88
99104-03110	Puller Body	11	$1.82 ea.
99104-03120	Starter Bolt	11	$0.28 ea.
99104-03130	5 1/4" Extension Bolt	11	$1.75 ea.
99104-03140	5/8" x 24 Tap	1	$4.57
N/A	3/8" x 1 ½" Installation Bolt	1	N/A

NOTE: The 3/8" x 1 ½" Installation Bolt can be easily obtained from any hardware store.

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

SUZUKI
2-Stroke
Service Bulletin

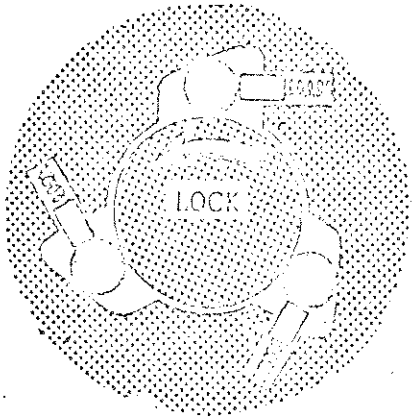
Bulletin No: GT-26
Date: August 15, 1975

Read and Initial
Manager
Parts
Service AHP

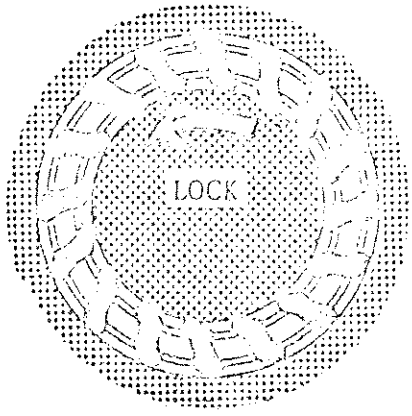
Subject: GT550 STARTER CLUTCH CHANGE

NOTICE:

To increase the durability of the GT550 starter clutch assembly, its design has been changed from a 3-roller to a "Borg Warner" type clutch.



OLD TYPE (3-roller)



NEW TYPE ("Borg Warner")

INTERCHANGEABILITY:

The old and new type starter clutches are interchangeable as an assembly only. Individual components are not interchangeable.

PARTS AND AVAILABILITY:

The 3-roller type starter clutch assembly is no longer available from U. S. Suzuki's Parts Department. Only those component parts still used in other models shall remain available. These are listed below:

DESCRIPTION	PART NUMBER
Starter clutch hub screw	02121-08258
Primary driven gear thrust washer	08211-22423
Starter clutch roller	09261-15001
Starter clutch spring	09440-04015
Starter clutch roller push piece	12633-31000
*Clutch sleeve hub	21411-34000

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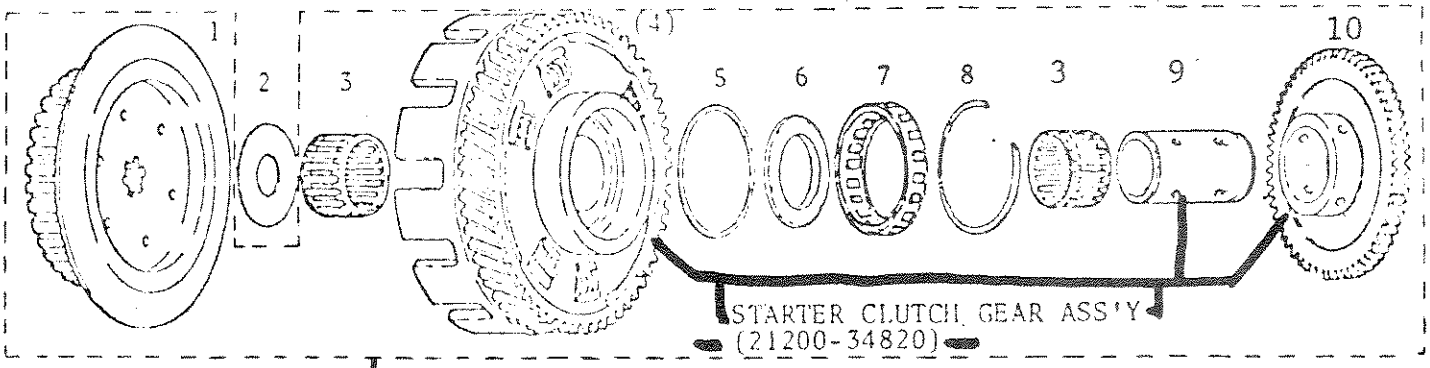
*The old style clutch sleeve hub will remain available until the current stock is depleted.

The new "Borg Warner" type starter clutch assembly is now available from the Parts Department. Its Part Number is 21200-34830. Its individual components are also available as listed below:



REF. NO	DESCRIPTION	PART NUMBER
	"Borg Warner" starter clutch ass'y.	21200-34831
1.	Clutch sleeve hub	21411-34001
2.	Thrust washer	08211-22503
3.	Needle bearing	09263-38005
*4.	Primary driven gear ass'y.	21200-34821
5.	Thrust washer	09160-64001
6.	Thrust bearing	09263-38003
7.	One-way clutch ass'y.	12650-34020
8.	One-way clutch circlip	09381-71001
*9.	Primary driven gear spacer	21200-34821
*10.	Starter clutch gear	21200-34821

(cont.)

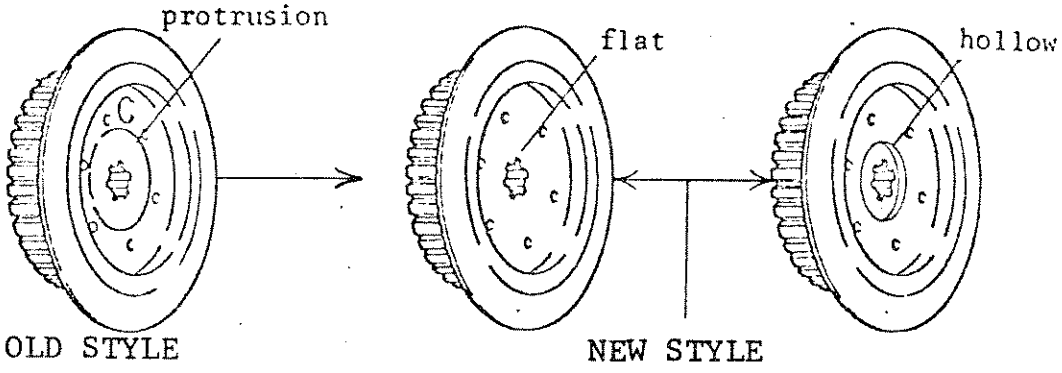
REVISED

Note: Item 2 is not supplied with the new starter clutch assembly. It is the same washer as in the old style assembly. Be sure to install it with the new assembly.

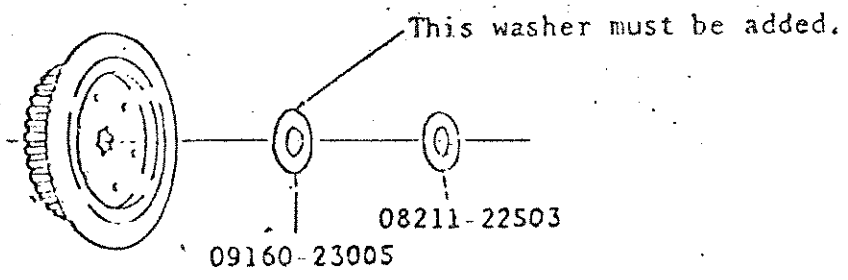
Items 4, 9, and 10 are supplied as a matched set. This is explained under Assembly Notes III.

COMPONENT PART CHANGES:

Changes to the individual component parts are explained below:



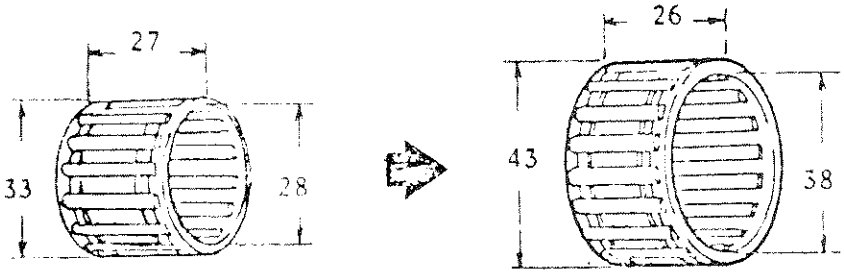
*The new style clutch sleeve hub, either the flat or hollowed out type as shown above, can be used with the old style primary driven gear, as long as a 3mm washer (09160-23005) is used between the standard thrust washer and hub as shown below.



*REVISED

Needle Bearing:

The dimensions of the needle bearing have been changed as shown.



OLD TYPE NEW TYPE

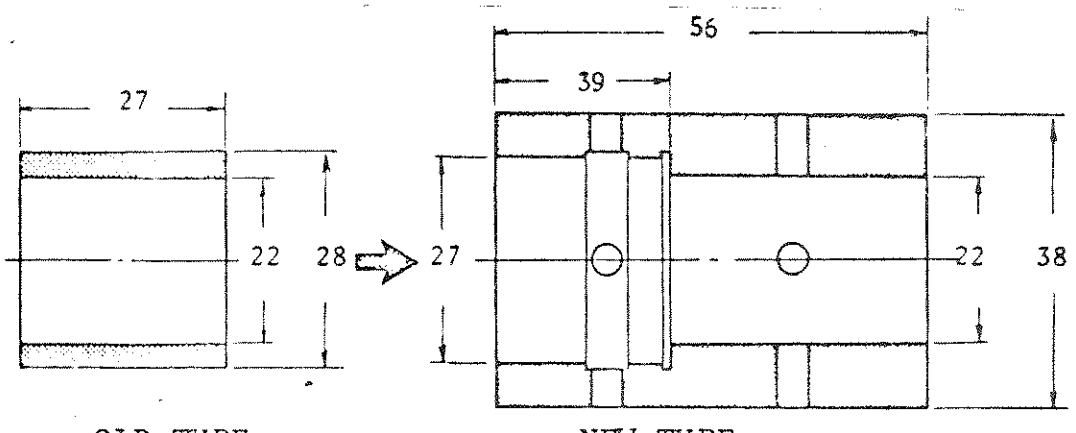
unit: mm

Two needle bearings are used in the new type starter clutch assembly; one for the primary driven gear and one for the starter clutch gear.

The old type starter clutch used one needle bearing, and it was for the primary driven gear.

Primary Driven Gear Spacer:

The dimensions and shape of the primary driven gear spacer have been changed as shown.



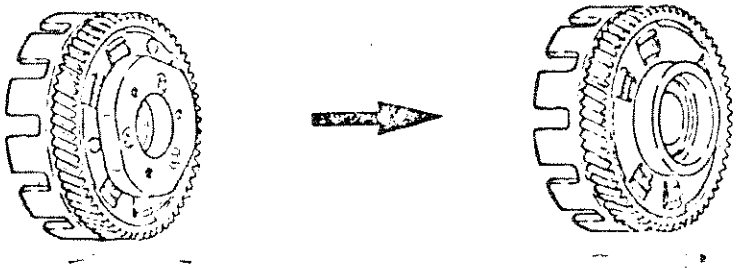
OLD TYPE NEW TYPE

unit: mm

(cont.)

Primary Driven Gear Assembly:

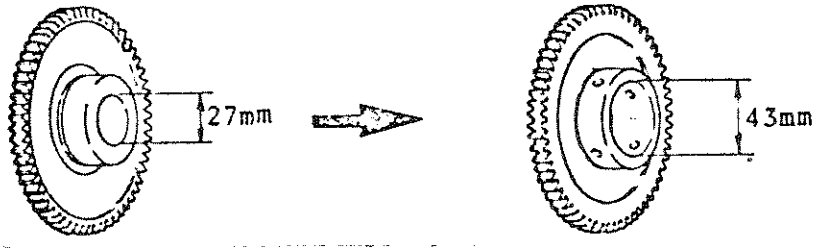
The primary driven gear assembly has been changed to incorporat the new one-way starter clutch.



OLD TYPE NEW TYPE

Starter Clutch Gear:

The shape and inside diameter of the starter clutch gear has been changed as shown.



OLD TYPE NEW TYPE

Any component parts not shown have been either discontinued, or newly added to the new type starter clutch assembly.

APPLICATION:

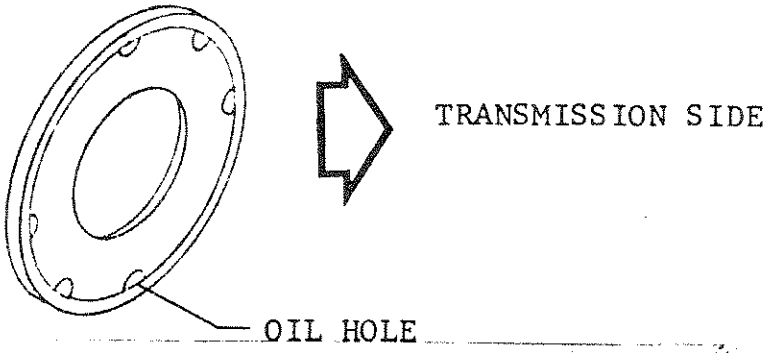
The new type starter clutch assembly has been installed in GT550's on and from Engine Number: GT550-63692.

ASSEMBLY NOTES:

Whenever replacing new type starter clutch individual components, refer to the following notes.

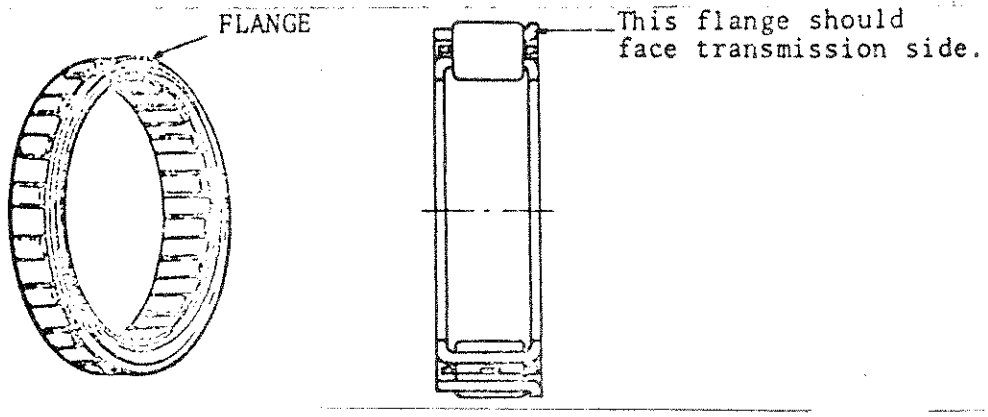
I. Primary driven gear thrust bearing:

When installing the thrust bearing, be certain the side with the oil holes is positioned towards the transmission when the primary driven gear is installed on the countershaft.



II. One-way clutch assembly:

Installation of the one-way cl tch assembly should be with the flanged side facing the transmission when the primary driven gear is installed on the countershaft.



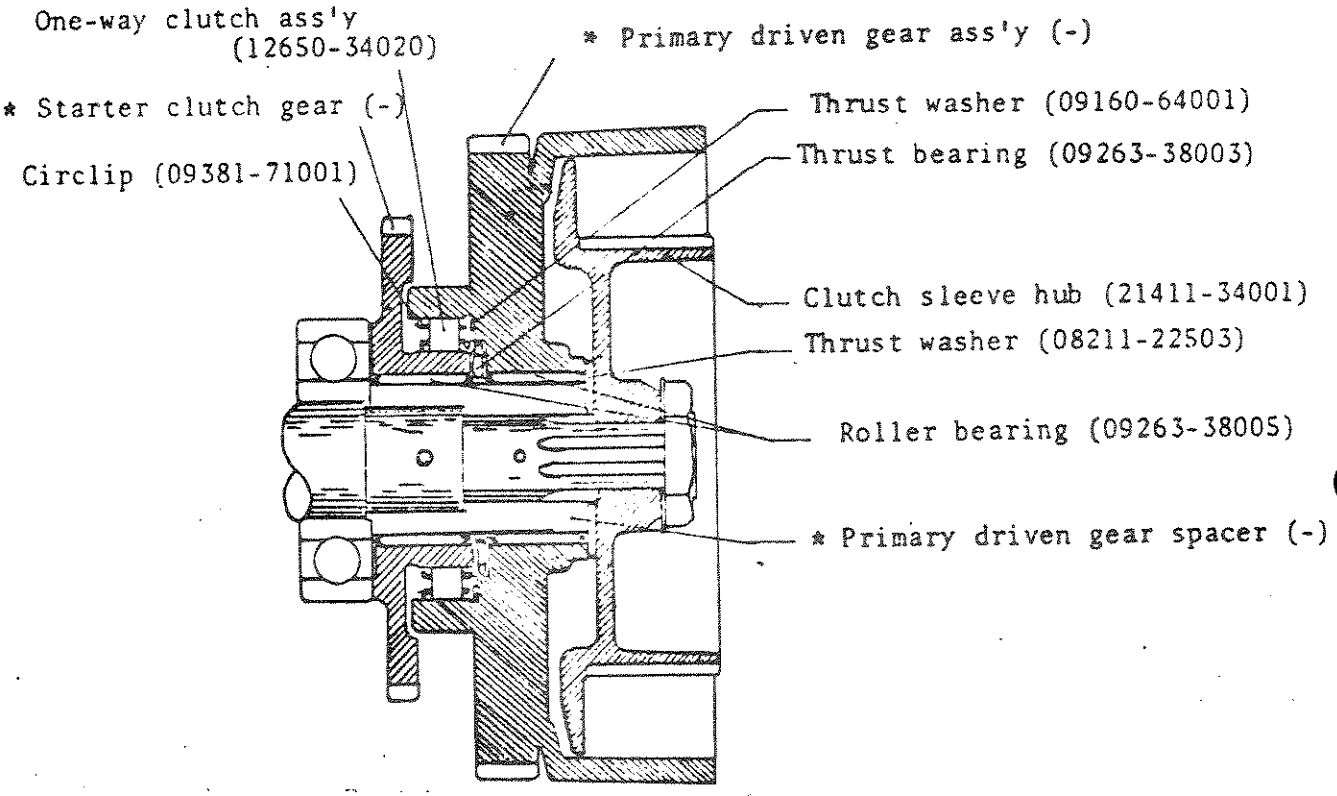
If the one-way clutch is installed inversely, the clutch will not engage when the electric starter is used. If the engine is then started with the kick starter, damage to the starter motor will occur.

III. Starter clutch gear assembly:

The primary driven gear, primary driven gear spacer, and starter clutch gear are supplied as a matched set (21200-34820). These

individual components require replacement the entire matched set must be replaced. To mix the component parts of different starter clutch sets can cause difficult assembly or will cause premature starter failure.

IV. Below is a sectional illustration of the starter clutch assembled and installed.



*See Assembly Note III.

MICELLANEOUS NOTES:

1. Since the clutch sleeve hub thrust washer (08211-22503) is not included with the starter clutch assembly, be certain that it is installed. This washer is used in both new and old style clutches.

2. The starter one-way clutch is susceptible to foreign particles in the transmission oil. Therefore, transmission oil changes at regular intervals of 2,000 miles are strongly recommended. At the same time, the transmission should be flushed with cleaning solvent.

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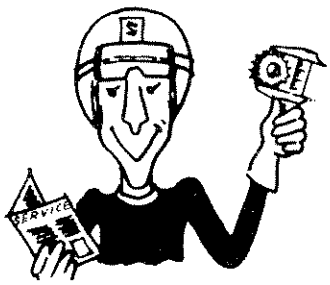


SUZUKI
2-Stroke
Service Bulletin

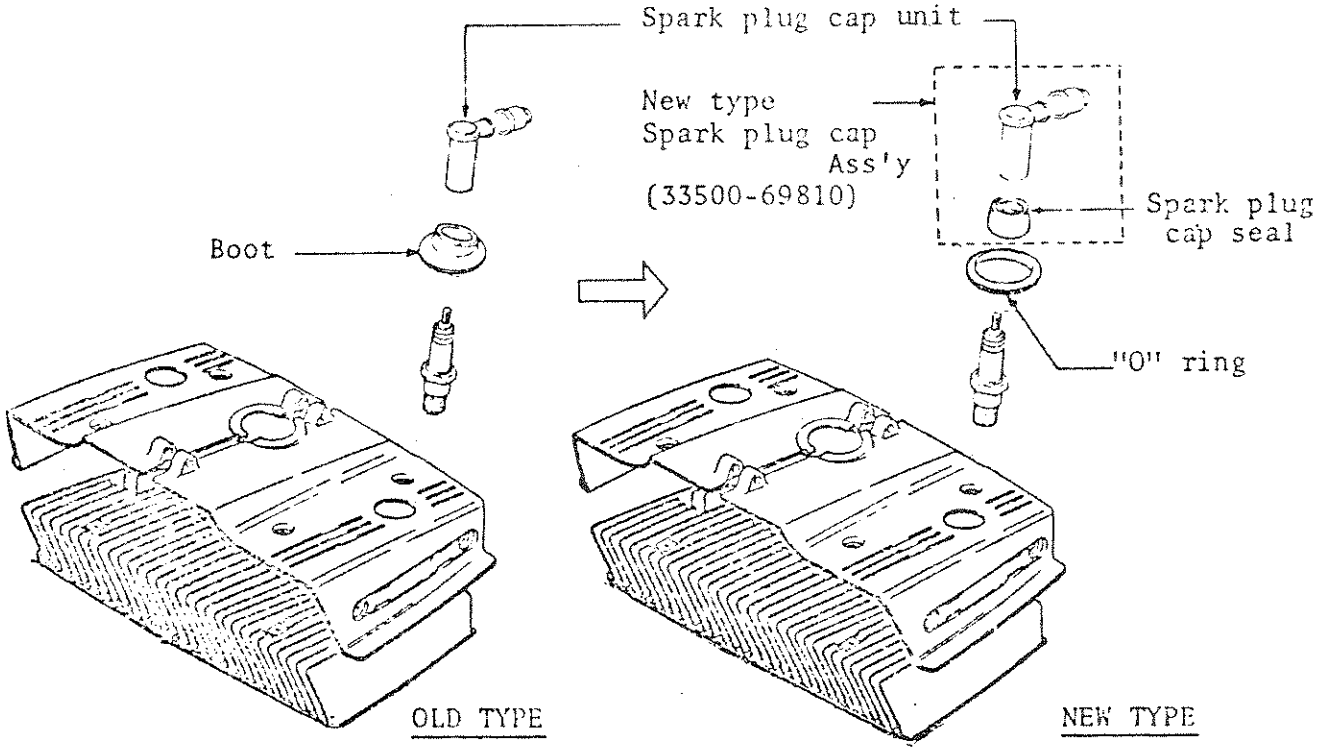
Bulletin No: GT-27
Date: Nov. 14, 1975

Read and Initial
Manager
Parts
Service AGP

Subject: GT SERIES SPARK PLUG CAPS

NOTICE:

Use of the rubber spark plug cap boot on the GT ram air covers has been discontinued. To take the place of the boot, a spark plug cap seal (also used for other models) and a rubber 'O' ring are now used as shown below.



Whenever a GT model equipped with spark plug cap boots is misfiring, inspect the inside of the spark plug cap unit for "tracking". If it is tracking, replace the spark plug caps and discard the boots, replacing them with the new 'O' rings.

PARTS:

DESCRIPTION	OLD PART No.	NEW PART NO.	AVAILABILITY
GT250/380/550 Middle Spark Plug Cap Boot	33543-33010	-------	No
GT380 Right & Left Spark Plug Cap Boot	33543-33110	-------	No

SUZUKI
2-Stroke
Service Bulletin

Subject: GT500 PEI INSPECTION

Bulletin No: GT-28
Date: Nov. 14, 1975

Read and Initial

Manager
Parts
Service AMP

NOTICE:

A feature of the GT500 is a Pointless Electronic Ignition system. This bulletin provides the necessary information required to thoroughly inspect the GT500 PEI system.

INSPECTIONS:

A: Coil Resistance

The resistance readings below are made on a Suzuki pocket tester (R x 1 scale) and have a tolerance of plus or minus 10%. The ignition coil secondary inspection is an exception, it should be measured on the RX100 scale.

1.	Exciter Coil	G to B/W:	185 ohms
		B/R to B/W:	214 ohms
2.	Pulser Coil	R/W to B/W:	67 ohms
3.	Charging Coil	Y/G to R/G:	1.0 ohms
		Y/G to G/W:	1.0 ohms
4.	Ignition Coil (primary)	W/BL to B/W:	1 - 5 ohms
	(secondary)	:	10 - 14k ohms

B: PEI Unit

Turn the Suzuki pocket tester selector to the RX100 scale when inspecting the PEI unit according to the chart on the next page.

CONNECT TO TESTER (-) TERMINAL	CONNECT TO TESTER (+) TERMINAL					
	B/R	G	B/Y	R/W	W/BL	B/W
B/R		B	A	B	C	B
G	B		B	B	B	B
B/Y	B	B		B	C	B
R/W	B	A	A		B	A
W/BL	*C	B	C	B		B
B/W	B	A	A	A	C	

A: Continuity
B: No Continuity
C: Needle should deflect once and return immediately

* Needle deflection is very small.

Note: When checking a wire combination which should give a meter reading designated by 'C', the battery in the ohmmeter is charging the condenser in the PEI box. Before any further test are performed the condenser must be discharged by connecting a jump wire between the White/Blue and Black/Yellow wires for at least ½ minute.

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TECHNICAL SERVICE DEPARTMENT

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-29
Date: Nov. 21, 1975

Read and Initial

Manager
Parts
Service AMP

Subject: GT550 & GT750 SECOND DRIVE & DRIVEN GEARS
REFERENCE: Service Bulletin #RE-13

NOTICE:

To increase durability of the GT550 and GT750 second drive gear, the second drive and driven gears have been strengthened by decreasing their number of teeth by one. At the same time, third drive and driven gears have been strengthened using the same method.

	NUMBER OF TEETH	
	OLD STYLE	NEW STYLE
2nd drive gear	19	18
2nd driven gear	33	32
3rd drive gear	22	21
3rd driven gear	30	29

PARTS:

The new style 2nd drive and driven gears must be replaced as a set. The same applies for 3rd drive and driven gears. The new style parts are used according to the following table:

DESCRIPTION	OLD PART NO.	NEW PART NO.	APPLICABLE MODEL	RELATED PARTS WHICH MUST ALSO BE ORDERED AND REPLACED WHEN THE NEW STYLE PART IS USED.	
2nd drive gear	24221-31000	24221-37000	GT550 GT750	*2nd driven gear 24300-37810 (GT750)	2nd driven gear 24320-37000 (GT550)
2nd driven gear	24321-31822	24300-37810	GT750	2nd drive gear 24221-37000	
2nd driven gear	24321-31000	24320-37000	GT550	2nd drive gear 24221-37000	
3rd drive gear	24231-31000	24231-37000	GT550 GT750	3rd driven gear 24330-37000	
3rd driven gear	24331-31000	24330-37000	GT550 GT750	3rd drive gear 24231-37000	
Countershaft Ass'y.	24120-31001	24120-31002	GT750	*2nd driven gear 24300-37810	3rd driven gear 24330-37000
Countershaft Ass'y.	24120-34001	24120-34002	GT550	2nd driven gear 24320-37000	3rd driven gear 24330-37000
Crankcase Ass'y	11300-31851	11300-31852	GT750	2nd drive gear 24221-37000	

*Revised November 26, 1975 REVISED

(cont.)

Only, the new style parts are now available from U. S. Suzuki's Parts Department.

Although it is not absolutely necessary, we strongly recommend that if new style 2nd gears are being installed, new style 3rd gears should also be installed at the same time, and vice-versa.

APPLICABILITY:

The new style parts have been installed in GT750's on and from the following frame and engine numbers:

FRAME NO.: GT750-66220

ENGINE NO.: GT750-73059

GT550's will continue to have the old style parts installed, until the current supply is depleted.

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

SUZUKI
2-Stroke
Service Bulletin

Subject: 1976 GT250 IGNITION TIMING MARKS

Bulletin No: GT-30
Date: Nov. 26, 1975

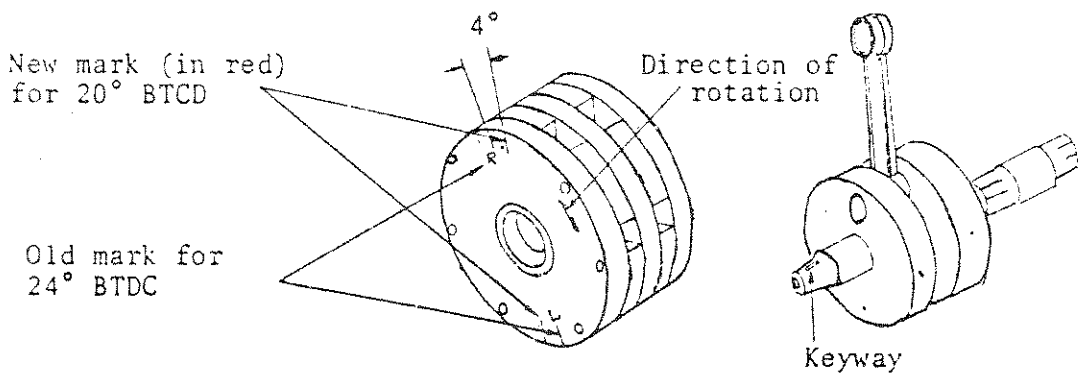
Read and Initial

Manager
Parts
Service AN

NOTICE:

In conjunction with other engine design changes, the ignition timing for the 1976 GT250 has been retarded 4° from the 1975 specification of 24° (2.88mm) to 20° (2.05mm).

In order to have the timing marks on the rotor align with the stationary mark on the crankcase, it is intended to relocate the crankshaft's rotor keyway. However, some initial 1976 production units are equipped with crankshafts without the keyway being relocated. Therefore, another timing mark has been stamped on the rotor and is distinguished by red paint.



ROTOR CRANKSHAFT

APPLICABILITY:

Affected units which are equipped with the unrelocated keyway crankshaft; are as follows:

Frame No. GT250-80001 through *approximately Frame No. GT250-83000.

It is expected that 1976 model GT250's will be produced with the keyway relocated on the crankshaft shortly after Frame No. GT250-83000. At that time the additional rotor timing marks will be discontinued.

*When exact frame numbers become available a bulletin will be issued.

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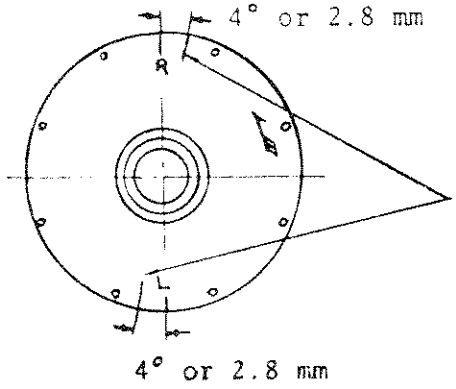
PARTS:

I. Rotor

Should it become necessary to replace a rotor on an affected 1976 GT250 (Frame Nos. 80001-83000), be sure to punch the 20° timing marks as illustrated.



Be sure to paint the punched marks in red.

II. Crankshaft

When replacing a crankshaft assembly or left crankshaft journal on a 1976 GT250 refer to the guide table below:

1976 GT250 EQUIPPED WITH	ROTOR REMARKS
Crankshaft with 24° keyway (12200-18861)	Be sure rotor has 20° punch marks
Crankshaft with 20° keyway (12200-18401)	Use rotors standard marks
Crankshaft LH Journal with 24° keyway (12261-18001)	Be sure rotor has 20° punch marks
Crankshaft LH Journal with 20° keyway (12261-18002)	Use rotors standard marks

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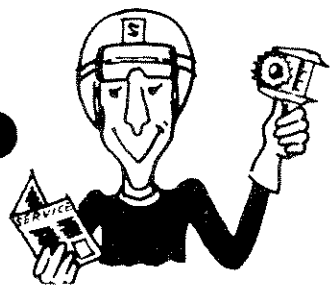


SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-31
Date: Dec. 12, 1975

Read and Initial

Manager
Parts
Service ADP

Subject: GT SERIES CONSTANT ON HEADLIGHT

NOTICE:

All 1976 GT model Suzuki motorcycles now incorporate a headlight on feature when the ignition system is turned on.

This has been accomplished on the Suzuki GT models by locking the headlight switch in the 'on' position. In conjunction with this, the headlight wattage has been increased on the GT185, GT250, GT380, and GT500 models.

PARTS:

The above requirement has made the modification of certain parts and their related components necessary. These parts by model are as follows:

GT185

DESCRIPTION	REMARKS
L. H. Handle Switch Ass'y.	
Light Switch Knob	
Headlight Unit	changed from 35/25w to 40/30w
Headlight Ass'y.	
Headlight Housing	

GT250

L. H. Handle Switch Ass'y.	
Light Switch Knob	
Headlight Unit	changed from 35/25w to 30/30w
Headlight Ass'y	
Voltage Regulator	

GT380

L. H. Handle Switch Ass'y.	
Light Switch Knob	
Headlight Unit	changed from 35/25w to 40/30w
Headlight Ass'y.	
Headlight Housing	

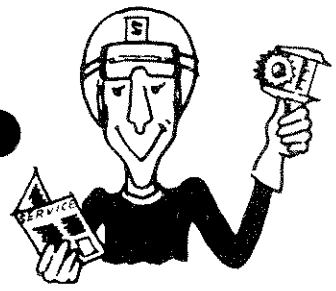
DESCRIPTION	REMARKS
GT500	
L. H. Handle Switch Ass'y.	
Light Switch Knob	
Headlight Unit	changed from 35/25w to
Headlight Ass'y.	30/30w
GT550	
L. H. Handle Switch Ass'y.	
Light Switch Knob	
GT750	
L. H. Handle Switch Ass'y.	
Light Switch Knob	

The new component part numbers are listed on the 1976 model micro fiche.

APPLICABILITY:

The afore mentioned changes have been made on and from the following Frame Numbers:

GT185 - 39375	GT500 - 90729
GT250 - 80001	GT550 - 56555
GT380 - 81738	GT750 - 61050



SUZUKI
2-Stroke
Service Bulletin

Subject: GT250 CHANGES FROM 1975 TO 1976

Bulletin No: GT-32
Date: Jan. 2, 1976

Read and Initial

Manager
Parts
Service AHP

NOTICE:

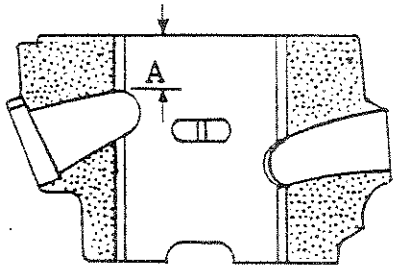
This bulletin is issued to inform you of changes that have been applied to the GT250 beginning with 1976 model production.

MODIFICATIONS:

I. Cylinder

a. The cylinders exhaust port has been raised 2.5mm for increased performance.

EXHAUST



A: 32mm ⟶ 29.5mm

b. Also, for increased performance the number of transfer ports has been increased from two to four.

II. Crankcase

a. In conjunction with the increased number of cylinder transfer ports, the crankcase transfer ports have been enlarged.

b. The lubrication system of the center crankshaft bearings has been changed from transmission oil to CCI oil.

c. The right crankshaft bearing lubrication has been changed from CCI to transmission oil.

III. Piston

a. In conjunction with cylinder port modifications, the piston ring locating pin positions have been changed.

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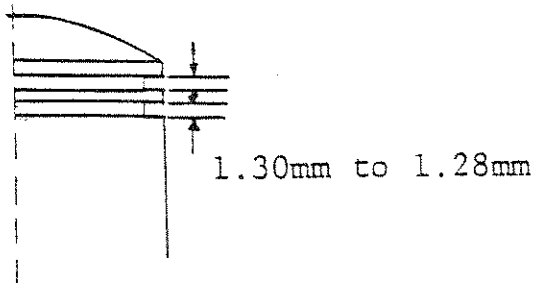
b. For improved piston ring gas sealing, the piston ring groove height has been narrowed from 1.30 to 1.28mm.



IV. Carburetion

a. The bore size of the carburetor has been increased from 26 to 28mm, and the internal specifications changed as indicated below:

	1975	1976
Type	VM26SH	VM28SS
Bore Size	26mm	28mm
Pilot Jet	25	30
Cut-Away	2.5	2.5
Jet Needle	5CN3-2	5CN3-3
Needle Jet	0-2	0-2
Main Jet	112.5	92.5

b. The carburetor mounting type has also been changed from a flange mount to a spigot mount.

V. Ignition Timing

In conjunction with engine modifications the ignition timing has been retarded from 2.93 (24°) to 2.05mm(20°) BTDC.

VI. Crankshaft

To correspond with the above ignition timing change, the keyway for the generator rotor has been relocated 4°. Refer to Service Bulletin No. GT-30 for further information.

VII. Cylinder Heads

a. The right and left cylinder heads have been changed to a one piece casting to reduce its noise level. To further reduce cylinder head fin vibration noise level, the fins have been interconnected during the manufacturing casting process.

b. At the same time, the Ram Air System cover has been discontinued to reduce overall weight.

VIII. Mufflers

To reduce the exhaust noise level and still maintain the GT250's standard of performance, the mufflers have been modified as listed below.

a. The number of holes in the baffle have been increased.

b. At the same time the number of muffler internal baffle plates has been increased by two.

IX. Transmission

To more evenly match the new power band of the 1976 GT250, the second and third gear transmission ratios have been changed as shown:

DESCRIPTION	1975	1976
2nd drive gear number of teeth	16	17
2nd driven gear number of teeth	24	23
3rd drive gear number of teeth	19	20
2nd gear ratio	1.50	1.35
3rd gear ratio	1.15	1.05

Third driven gear retains the same number of teeth (22), however the gears profile has been changed to match the new 3rd drive gears,

X. Drive Chain

To increase its dependability the drive chain has been changed to an endless type, thus eliminating the master link.

XI. Headlight

The headlight of the GT250 now operates when the ignition key is turned on. See Service Bulletin No. GT-31 for further information.

U. S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-33
Date: Jan. 30, 1976

Read and Initial
Manager
Parts
Service AAP

Subject: IMPROVED GT550 REAR BRAKE PERFORMANCE

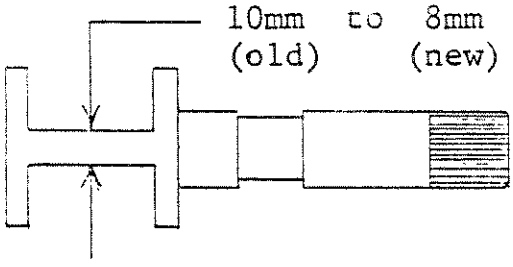
NOTICE: To improve the rear wheel braking performance of the GT550, the brake shoe, brake cam, and brake cam lever have been redesigned. The rear brake panel has also been changed to accept the new style parts.
These changes are explained below.

I. Rear Brake Shoe

The width has been increased from 28mm to 33mm.

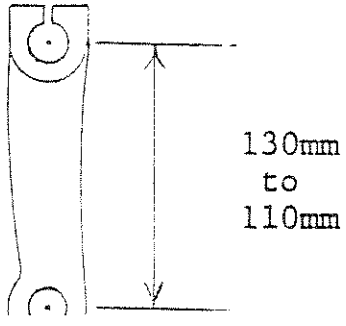
II. Brake Cam

The thickness of the brake cam has been decreased from 10mm to 8mm as shown.



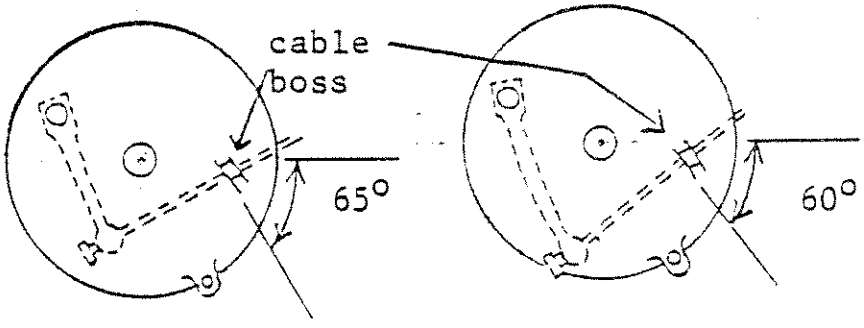
III. Rear Brake Cam Lever

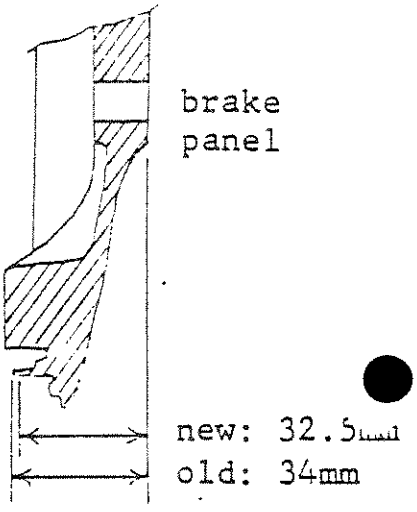
The overall length of the cam lever has been increased from 110mm to 130mm, for more leverage.



IV. Rear Brake Panel

In compliance with changes I, II, III, the rear brake panel (brake backing plate) has undergone two changes: the first change is the angle of the cable boss in conjunction with the increased length of the cam lever. Secondly, at the same time the width of the panel has been decreased 1.5mm, as shown.





APPLICATION:

The changes discribed above have been in effect since the beginning of the 1976 model production on, and from Frame No. GT550-60904.

PARTS:

The old style parts shall remain available. The new style parts are also now available.

INTERCHANGEABILITY:

The new and old style parts are not interchangeable individually. The exception is that the old style brake

(con't)

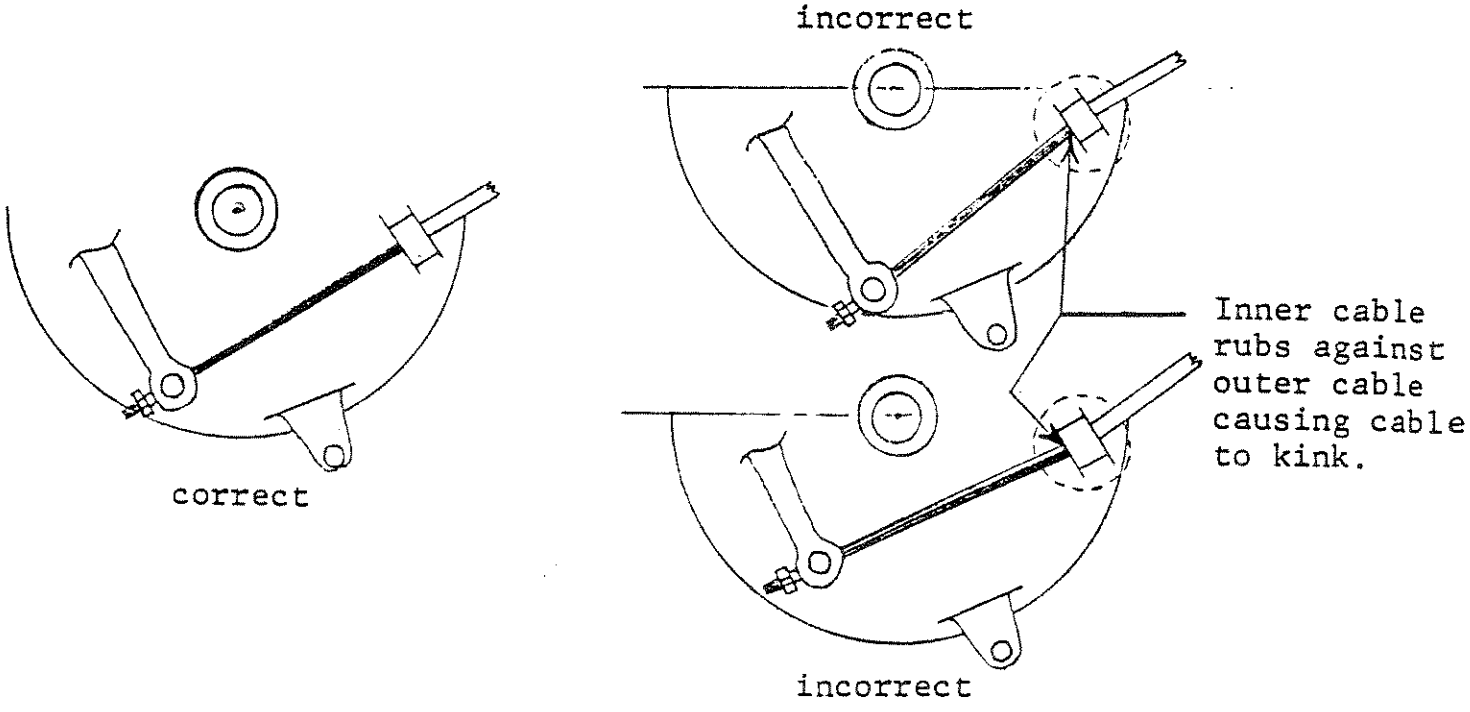
shoes may be used with the new style brake assembly. However, the new style brake shoes cannot be used with the old style brake assembly because of their increased width. When changed as a set, the new and the old parts are interchangeable.

OLD	NEW
Brake Panel,	Brake Panel,
Cam Lever, Shoes	Cam Lever, Shoes

CAUTION:

1. Be sure to use the OLD brake shoe (28mm wide) if the brake panel is the older style. The new style shoes mounted on the old style brake panel will not have the proper side clearance.

2. Damage to the brake cable will occur if the incorrect brake cam lever is used with either brake panel. This is due to the lengths of the cam levers and corresponding angle of the brake panel cable boss. This is illustrated below.



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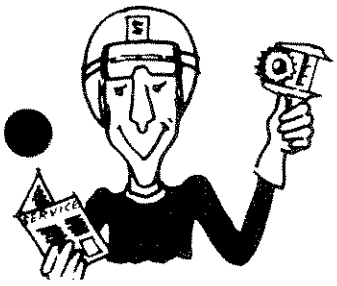


SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-34
Date: Mar. 26, 1976

Read and Initial

Manager_____
Parts_____
Service AAP

Subject: GT500 SHIFTING CAM GUIDE BOLT LOCATION
REFERENCE: Service Bulletin #T-5

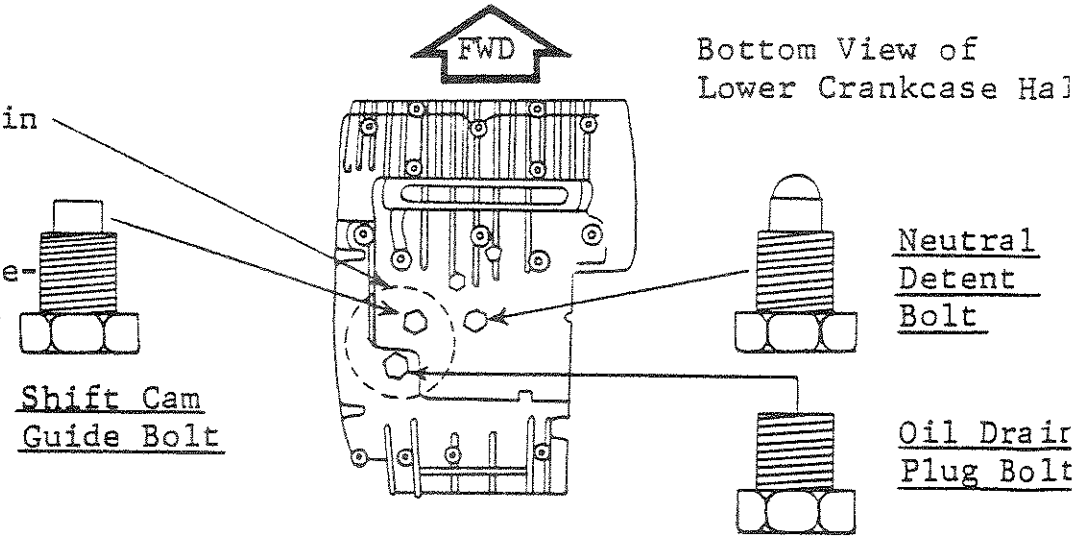
NOTICE:

We have received occasional reports of GT500 transmission failure immediately after an engine or transmission overhaul. Upon disassembling and inspecting the transmission, it was found that the transmission oil drain plug and the shift cam guide bolt had been mistakenly interchanged during the overhaul.

REVISED
(7/16/76)

UPDATED
(7/16/76)

NOTE: Remove both bolts to drain oil. After draining oil make sure of correct placement of both bolts.



The shift cam guide bolt restricts the shift cam drum from sliding from side to side inside the crankcase assembly. When these two bolts are interchanged, the oil drain plug does not extend into the locating groove of the shift cam drum, allowing the drum to slide from side to side. When this happens the shifting forks slide with the shift cam, allowing two sets of gears to become engaged at the same time. This results in severe damage to the gears, and requires their replacement.

Therefore, whenever a GT500 is overhauled, or the transmission oil changed by your service department the final inspection after reassembly should be the proper placement of the shift cam guide bolt and oil drain plug.

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SUZUKI
2-Stroke
Service Bulletin

Bulletin No: GT-35
Date: April 2, 1976

Read and Initial

Manager
Parts
Service

Subject: GT250 CYLINDER HEAD, SPARK PLUG AND CARBURETION CHANGES
REFERENCE: Service Bulletin #GT-32 January 2, 1976

NOTICE:

For improved engine efficiency at all operating speeds, the carburetion, compression ratio, and spark plug heat range have been changed. These changes are as follows:

I. Cylinder Head

The cylinder head has been redesigned to lower the compression ratio from 7.2:1 to 6.8:1.

II. Spark Plug

The spark plug heat range has been changed from a B-8ES (NGK) - W24ES (ND) to B-9ES (NGK) - W27ES (ND).

III. Carburetion

The right and left main and needle jets have been changed as indicated.

A. The main jet specification has been increased in size from 92.5 to 95.

B. The needle jet specification has been decreased in size from O-2 to O-0.

APPLICABILITY:

The new style parts have been applied to GT250's on and after the engine numbers shown below. These are mid 1976 GT250A production line engine numbers.

NEW TYPE	ENGINE NUMBER
Cylinder Head	87498
Carburetors	87498
Spark Plug	86479

(cont.

INTERCHANGEABILITY:

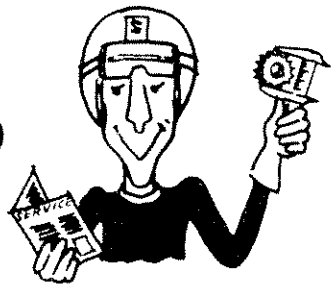
The old and new style parts are interchangeable. However, the use of old style parts in place of the new style parts is not recommended.

PARTS:

DESCRIPTION	OLD PART NUMBER	NEW PART NUMBER
Cylinder Head	11111-18631	11111-18632
Spark Plug	09482-00091 (B8ES)	09482-00066 (B9ES)
Carburetor Assy. (R)	13201-18660	13201-18661
Carburetor Assy. (L)	13202-18660	13202-18661
Main Jet	09491-92001	09491-95003
Needle Jet	09494-00168	09494-00167

Only the new style cylinder head and carburetor assemblies are available from U. S. Suzuki's Parts Department.

NOTE: It is recommended to install a B-9ES spark plug in earlier machines which are primarily intended for high speed use.



SUZUKI
2-Stroke
Service Bulletin

Subject: GT750 "SURGING"

Bulletin No: GT-36
Date: March 11, 1977

Read and Initial

Manager
Parts
Service DAP

NOTICE:

Certain GT750's equipped with Constant Velocity (C.V.) carburetors may experience a "surging" or "bucking" problem on deceleration or part throttle cruising conditions.

Extensive carburetion testing has shown that by reducing the pilot air jet size, these characteristics can be minimized or eliminated.

Important: The factors listed below can also contribute to this situation and should be checked carefully before reducing the pilot air jet size:

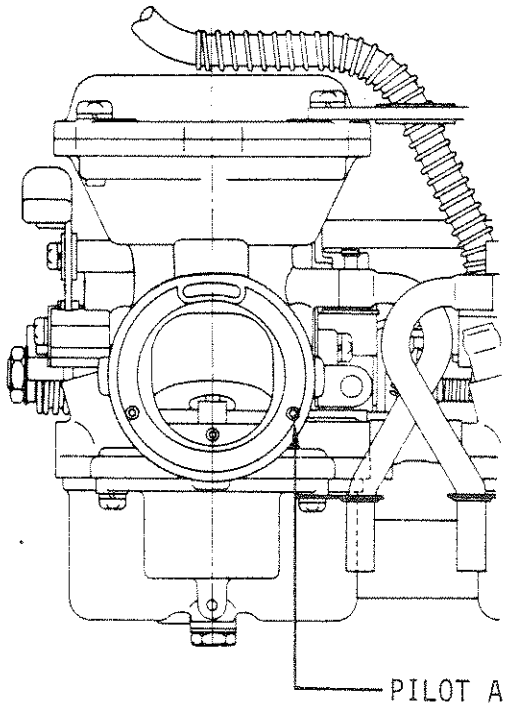
Carburetion Adjustments/Synchronization
Gasoline Type/Octane
Ignition Timing
Drive Chain and Sprocket Condition
Piston Ring Seat Condition (Compression)
Spark Plug Type and Condition
General Engine Condition
Muffler Baffle Condition

GT750 pilot air jets are pressed into position and cannot be removed. Therefore, an additional reduction air jet must be installed in the pilot air circuit. Reduction air jets are now available and come in the two sizes listed below:

REDUCTION PILOT AIR JET	
#80	0.80 mm DIA.
#90	0.90 mm DIA.

(continued)

The #80 reduction jet would normally be used in the 1975M, 1976A, and 1977B models. The #90 reduction jet would normally be used in the 1974L model. These are the suggested applications and depending on geographical area and engine conditions, it may be necessary to select the alternate jet.



The installation of these reduction air jets will richen the idle mixture considerably. On certain machines, it may be necessary to adjust the jet needle position one step leaner to eliminate an "off idle" hesitation. Before the needle position is altered, the pilot air screw's adjustment and carburetor synchronization should be carefully adjusted.

NOTE: The Suzuki vacuum carburetor balancer (09913-13121) should be used to synchronize the carburetors properly.

Unleaded or low-lead gasoline is recommended for the GT750 for maximum spark plug life and proper engine operation. If the unit has been operated on leaded gasoline, 2 or 3 tanks of unleaded or low lead fuel will remove the lead build up in the engine. New spark plugs are recommended after this cleaning action is finished.

New GT750's should have approximately 1,000 miles of break-in miles on them and all adjustments re-checked before determining whether this jetting modification is required.

If it is determined that a reduction in air jet size is necessary, the following directions and precautions should be carefully studied before installing them.

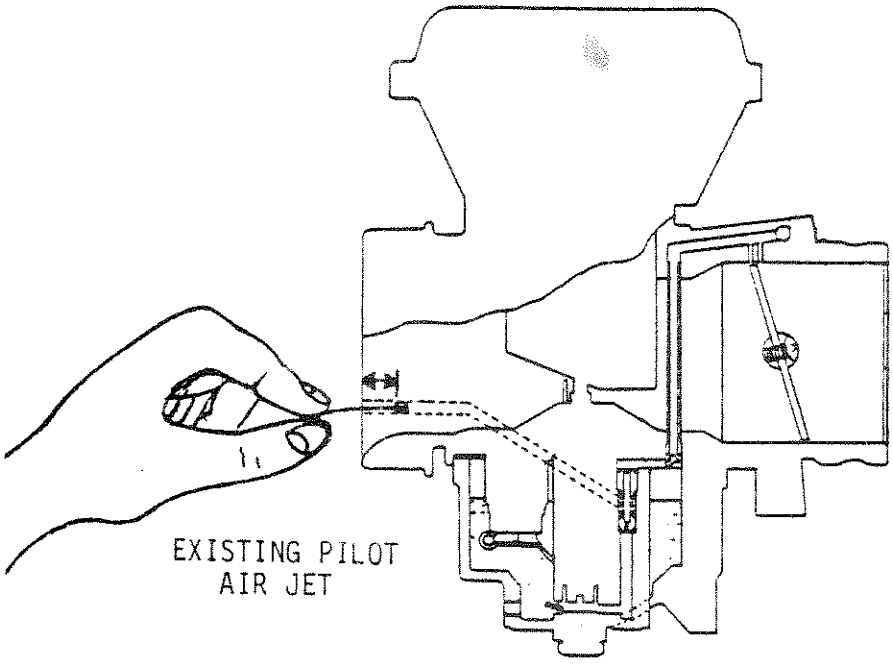
(continued)

INSTALLATION:

1. Remove the carburetor assembly.

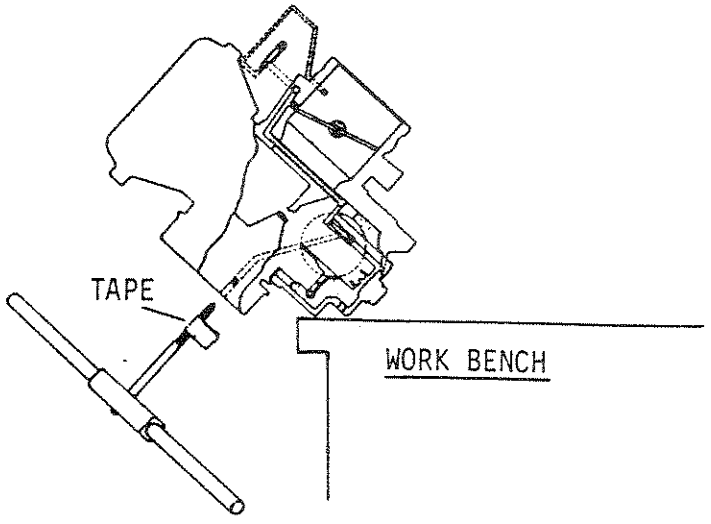
2. Place the carburetor assembly on a clean work surface.

3. Using a fine piece of wire, measure the distance that the existing pilot air jet has been inserted into the pilot air intake tract, as illustrated below:



4. Place a piece of tape (to be used as a reference point) on a 4 x 0.7mm tap, 1mm less than the total distance measured with the piece of wire. This will prevent the tap from damaging the existing air jet.

5. Tilt the carburetor assembly so that the mouth of the venturi is tilted in a downward position. This step must be done to eliminate the possibility of aluminum shavings entering the existing pilot air jet.



NOTE: Before performing the threading operation, clean the tap of any oil or grease deposits. Any oil or grease deposits left in the air jet bore will prevent the easy removal of the aluminum cuttings from the threading operation. If any aluminum cuttings pass through the existing air jet, the carburetor may have to be replaced due to the difficulty of cleaning this particular circuit.

6. Insert the tap until the tape reaches the flange of the pilot air intake opening. Remove the tap. Lightly knock the carburetor assembly against the work bench to remove all aluminum shavings.

7. Using Suzuki Thread Lock Cement, place one small drop on the threads of the new pilot air jet. Screw the new jet into the pilot air jets' bore until the head of the jet lightly seals against the flange of the bore.

8. Reinstall the carburetor assembly, adjust and sychronize the carburetors.

9. Test ride the machine to determine if the jet needle position must be changed as described earlier.

PARTS:

DESCRIPTION	PART NUMBER	DEALER COST	QTY.
Pilot Air Jet - 0.8mm DIA.	09493-31330	$.92 ea.	3
Pilot Air Jet - 0.9mm DIA.	09493-18001	$.92 ea.	3

Both pilot reduction air jets are now available from U.S. Suzuki's Parts Department.

U.S. SUZUKI
TECHNICAL SERVICE DEPARTMENT

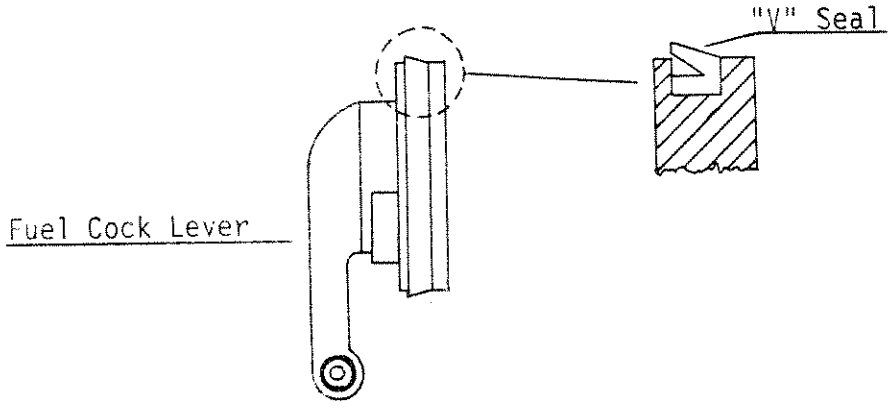
SUZUKI
(2-Stroke)
Service Bulletin

Subject: GT380/550/750 FUEL COCK SEEPAGE

Bulletin No: GT-37
Date: March 11, 1977
Read and Initial
Manager
Parts
Service

NOTICE:

To prevent fuel cock seepage, a "V" seal has been installed around the fuel cock lever, to seal the lever to the fuel cock body, as illustrated below.



PARTS AND INTERCHANGEABILITY:

DESCRIPTION	OLD PART NO.	INTERCHANGEABILITY	NEW PART NO.
Fuel Cock "V" Seal	44300-33153	← 0 →	44300-33154 44353-33154

After the existing supply of the old style parts are exhausted, only the new style will be available.

APPLICABILITY:

GT model motorcycles will have the new style parts installed on and after the Frame Numbers listed below:

GT380-89108

GT550-64337

GT750-67962

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TECHNICAL SERVICE DEPARTMENT

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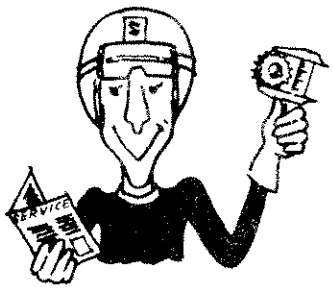
(T.M.)



SUZUKI
(2-Stroke)
Service Bulletin

Subject: GT380/550/750 GEAR SHIFTING SWITCH

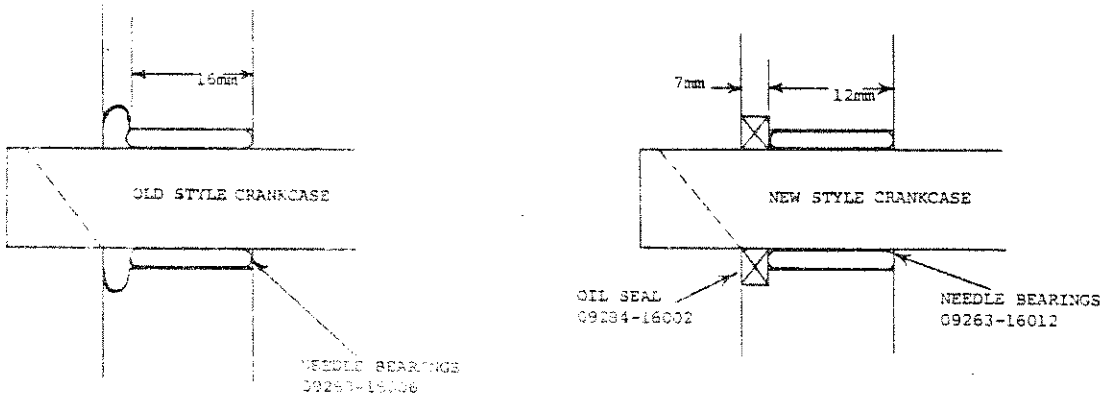
Bulletin No: GT-38
Date: April 29, 1977

Read and Initial
Manager
Parts
Service

NOTICE:

To strengthen the GT380/550/750's gear shift indicator switch's body, its material has been changed from phenolic to metal, and its shape changed.

At the same time, the crankcase has been changed to accept an oil seal for the gear shifting camshaft. This will prevent metal particles in the transmission oil from damaging the switches' "O" rings, thus allowing oil to seep past. The crankcase modifications are listed below:



PARTS AND INTERCHANGEABILITY:

NEW CRANKCASE AND RELATED COMPONENT'S PART NO.S.

DESCRIPTION	OLD PART NO.	INTERCHANGEABILITY	NEW PART NO.
GT380 Crankcase	11300-33820	* See Below	11300-33822
GT550 Crankcase	11300-34860		11300-34861
GT750 Crankcase	11300-31850		11300-31852
Oil Seal	———		09284-16002
Needle Bearings	09263-16006	←——X——→	09263-16012

KEY: O - Interchangeable X - Not Interchangeable

*Interchangeability between old and new style crankcases is possible, if, when installing a new style crankcase the new style needle bearings and oil seal are used.

*After the existing stock of the old style crankcases are exhausted, only the new style will be available.

NOTE: When installing the oil seal on a new style crankcase, the lip of the oil seal must face the internal components of the transmission.

(continued)

SHIFTING SWITCH BODY

DESCRIPTION	OLD PART NO.	INTERCHANGEABILITY	NEW PART NO.
GT750	37710-31211	← 0	37710-31212
		→ X	
GT380/550	37710-33111	← 0	37710-33112
		→ X	

FINAL DRIVE COMPONENTS

The GT750 final drive components have been changed to increase the distance between the engine's drive sprocket and switch body to prevent a loose chain from hitting the switch body. The GT380/550 final drive components will remain unchanged.

DESCRIPTION	OLD PART NO.	INTERCHANGEABILITY	NEW PART NO.
Drive Sprocket	27511-31000 16 Teeth	} ← 0 → {	27511-33600 15 Teeth
Driven Sprocket	64511-31700 43 Teeth		64511-31770 40 Teeth
Drive Chain	27600-31014 106 Links		27600-31016 104 Links

*Interchangeability is possible, only if all three components are replaced as a set.

Both the old and new style final drive components are available from U.S. Suzuki's Parts Department.

APPLICABILITY:

These modifications have been made on and after the Engine Numbers listed below:

GT380-99412

GT550-66724

GT750-74377

SUZUKI
2-Stroke
Service Bulletin

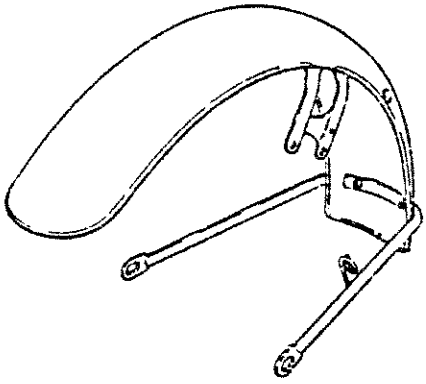
Subject: GT500A,B Front Fender Mounting Method

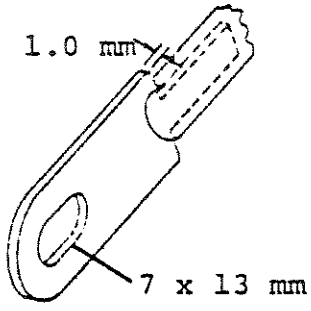
Bulletin No: GT-39
Date: December 2, 1977

Read and Initial

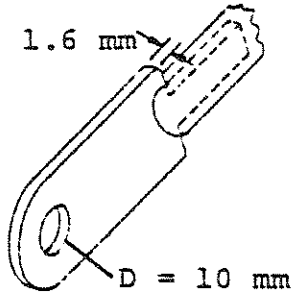
Manager
Parts
Service

There are presently three ways to mount the A and B model GT500 front fender brace to the front fork outer tube. To distinguish the different mounting methods from each other, they are labeled the Original method, the Type 1 method, and the Type 2 method. If any original or Type 1 front fender has to be replaced, it must be updated to the Type 2 fender.





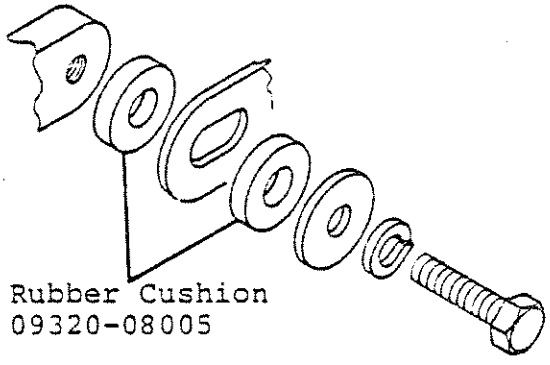
TYPE 1



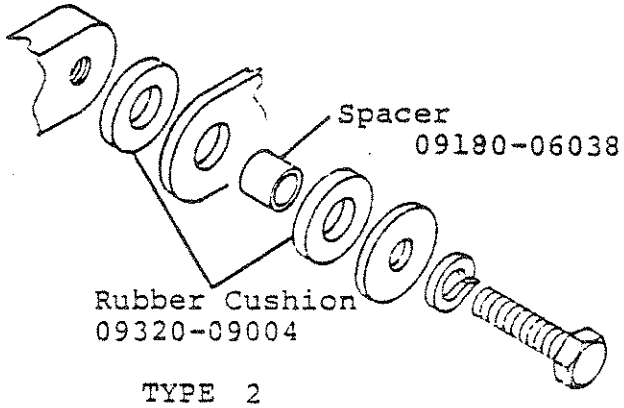
TYPE 2

The Original method is a "rigid"mount with the fender brace bolted directly to the fork tube.

The Type 1 method is a "semi-floating" mount. A rubber cushion is used with the original type fender to provide a small amount of flexibility. With this type of mount, the mounting bolt must be secured with thread lock cement.



TYPE 1



TYPE 2

The Type 2 method is a "floating" mount. The front fender brace has been changed and it is mounted by a rubber cushion and a spacer. This mounting method will provide a secure yet flexible mount for the front fender.

(continued)

INTERCHANGE INFORMATION:

DESCRIPTION	ORIGINAL PART NO.	INTRCHG.	TYPE 1 PART NO.	INTRCHG.	TYPE 2 PART NO.
Front Fender	53100-31703	←YES→	53100-31703	NO	53100-31704
Cushion	———	NO	09320-08005	NO	09320-09004

PARTS AVAILABILITY INFORMATION:

Component parts for Type 1 and Type 2 mounting methods that are available from U. S. SUZUKI'S PARTS DEPARTMENT are:

QTY. NEEDED	DESCRIPTION	TYPE 1 PART NO.	TYPE 2 PART NO.
1	Front Fender	Discontinued	53100-31704
2	Bolt	01107-06208	01107-06208
2	Lockwasher	08321-21068	08321-21068
2	Flatwasher	09160-06020	09160-06020
4	Cushion	09320-08005	09320-09004
2	Spacer	———	09180-06038

APPLICABLE FRAME NUMBERS:

Before and on	F# 106185	-----	Original Type
From	F# 106186 to 106460	-----	Type 1
On and after	F# 106461	-----	Type 2

SERVICE BULLETIN

Bulletin No. MC 75-10
Date May 12,1975
Page 1 of 2

SUBJECT: MODIFIED OIL PUMP DRIVE GEAR
Affected Model's: GT 185
Effective Engine No.: GT 185-25638
Reference:

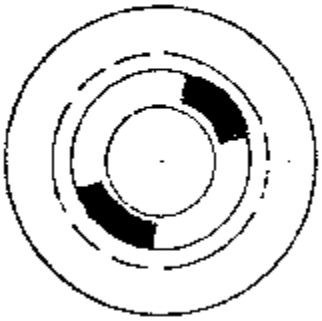
Send & Initial
Manager
Parts
Service

PROBLEM:

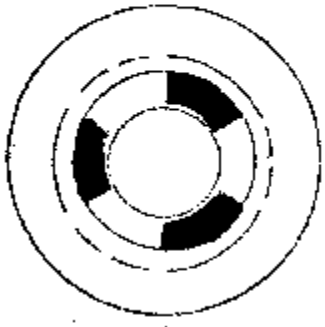
We have received reports of broken GT 185 oil pump drive gears.

MODIFICATION:

To increase the durability of the oil pump drive gear, the number of engagement dogs have been increased from 2 to 3.



OLD STYLE WITH
TWO ENGAGEMENT DOGS



NEW STYLE WITH
THREE ENGAGEMENT DOGS

In conjunction with the oil pump drive gear modification, it was also required to increase the number of kick starter drive gear engagement dogs from 2 to 3.

PARTS:

The new style parts are now available from Suzuki Canada's Parts Department and the part numbers are listed below.

DESCRIPTION	OLD PART NO.	NEW PART NO.
Oil pump drive gear	16321-36100	16321-36101
Kick Starter Drive Gear	26240-36000	26240-36001

INTERCHANGEABILITY:

Neither of the modified gears are interchangeable separately with the old style parts. The modified gears must be installed together, as a set.

APPLICATION:

The new style oil pump drive gear and kick starter drive gear have been installed on and after Engine Number GT185-25638.

C.B. Knight,
Service Manager

SERVICE BULLETIN

RADCO SALES LTD. — TECHNICAL SERVICE

SUBJECT: TIMING GEAR MODIFICATIONS GT380

Affected Models:

Effective Engine No.:

Reference:

Bulletin No. 119

Date Jan. 22, 1973

Page 1 of 1

PROBLEM:

Nylon timing gear breakage on the GT380J.

SOLUTION:

Following a temporary modification in the form of a steel gear, a newly designed nylon driven and steel drive guar are now available. Both of these new gears must be fitted in order to complete the modification and it is still strongly recommended that the fitting of these units be accomplished by turning the rear wheel in sixth gear. Under no circumstances should the engine be turned by means of the 14mm nut on the point cam, as shown in the Owner's Manual. This places undue stress on the nylon gear, which is designed for silent operation and the negligible load of the point cam only.

PARTS:

Only the new parts are now being supplied.

Qty	Description	Old Part No.	New Part No.
1	Breaker Shaft Driven Gear	12713-33030	12713-33032
1	Breaker Shaft Drive Gear	12712-33010	12712-33012

The modified parts are already installed on all production units from Engine #GT380-31811 Onward

TECHNICAL SERVICE SECTION.

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SERVICE BULLETIN

RADCO SALES LTD. — TECHNICAL SERVICE

SUBJECT: EXHAUST STUD BREAKAGE

Affected Models: GT380 GT380K

Effective Engine No.:

Reference:

Bulletin No. 110

Date Dec 10,1972

Page 1 of 1

MODIFICATION:

Numerous reports of the exhaust studs breaking on the subject models have been received. Various factors, such as over-torquing, excessive clearance between the flange and cylinder etc., have been diagnosed.

Since these types of influences will still be present, the material of the studs has been changed.

PARTS:

The part number for the new chrome-molybdenum studs is 09108-08038. However, since the old carbon steel stud, part number 01421-08308, is one of various general bolts used for other models, it will still be available from our Parts Department.

TECHNICAL SERVICE SECTION.

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SERVICE BULLETIN

Bulletin No. 75-29
Date August 22, 1975
Page dt 2

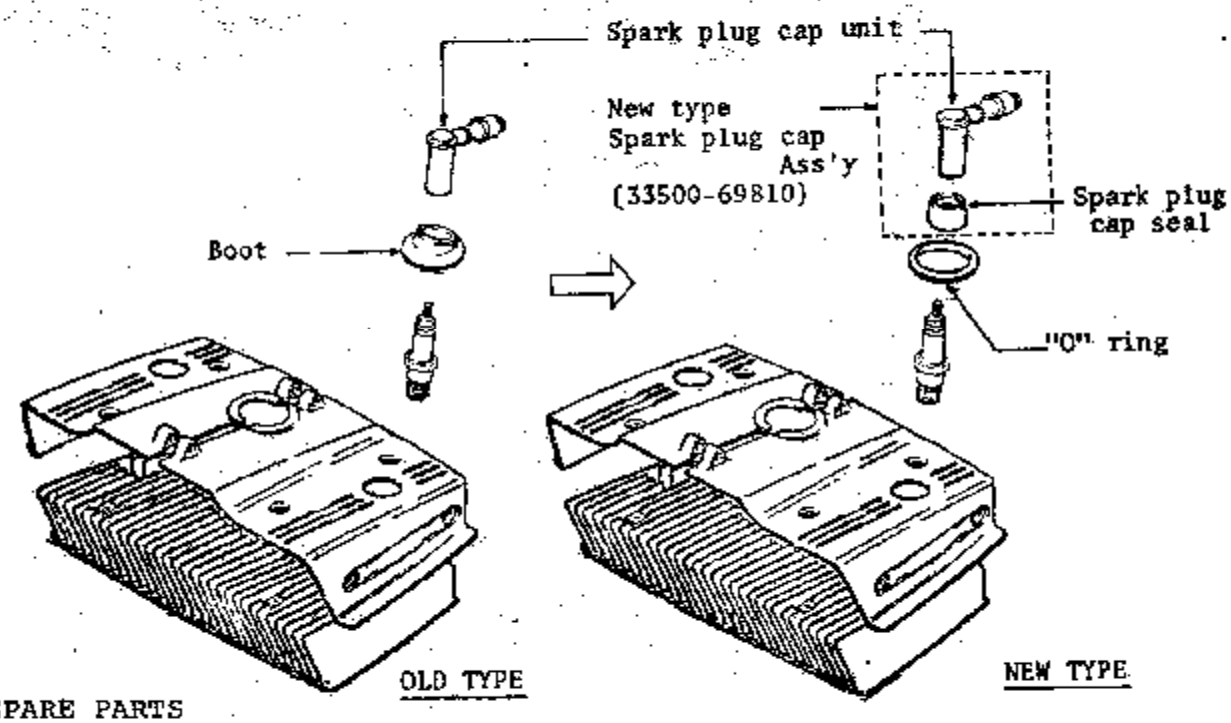
SUBJECT: SPARK PLUG CAP
Affected Models: GT380M and GT550M
Effective Engine No.: E NO. GT380-36035, GT550-60143
Reference:

Read & Initial
Manager
Parts
Service

This bulletin is intended to inform you that the spark plug cap sealing has been modified into a conventional type in order to prevent a high tension leak from the spark plug cap.

MODIFICATION DETAILS

In this modification, the spark plug boot has been removed and an "O" ring has been fixed to the cylinder head cover. No modification has been carried out in the cap unit itself.



SPARE PARTS

PART NAME	PART NUMBER		SPARE SUPPLY
	OLD	NEW	
SPARK PLUG CAP UNIT	33510-22010	Same as old	Available
SPARK PLUG CAP BOOT (for GT380)	33543-33010(M) 33543-33110(R,L)	-	No longer Available
SPARK PLUG CAP BOOT (for GT550)	33543-33010(M) 33543-34110(R,L)	-	No longer Available
SPARK PLUG CAP SEAL	-	33541-69010	Available
"O" RING	-	33545-34000	Available
SPARK PLUG CAP ASS'Y	-	33500-69810	Available

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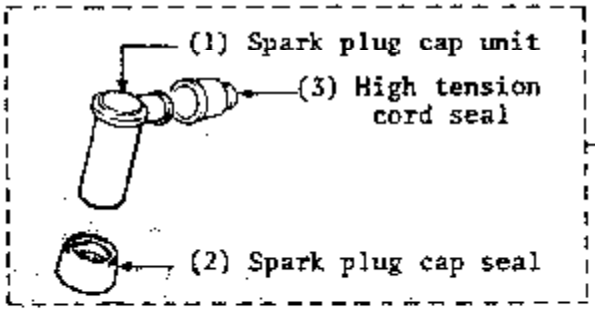
Note: In addition to the supply of the spark plug cap unit as before, the new type assembly will be supplied too. The diagram below shows the components of the new type.

(1) Spark plug cap unit (33510-22010)
(2) Spark plug cap seal (33541-69010)
(3) High tension cord seal (33542-98000)

Spark plug cap Ass'y (33500-69810)



Caution: In case of any engine trouble due to leakage of electricity from the spark plug cap (mis-firing of the engine), the plug cap should be changed to the new type and at the same time an "O" ring should be fixed to the cylinder head cover.

APPLICATION

This modification has been in effect since March production on and from the following frame numbers:

GT380-36035
GT550-60143

C.B. Knight,
Service Manager

SERVICE BULLETIN

RADCO SALES LTD. — TECHNICAL SERVICE

SUBJECT: IDENTIFICATION OF MASTER CYLINDERS
Affected Models: Disc Brake Models
Effective Engine No.:
Reference:

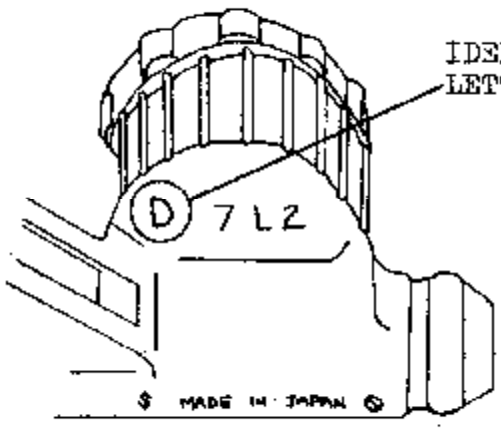
Bulletin No. 134
Date. May 21/73
Page 1 of 1

IDENTIFICATION OF MASTER CYLINDERS

On Suzuki motorcycles equipped with the hydraulic disc brake system, there are two types: one is single disc (GT250K GT380K GT550K) and the other is a double disc system (GT750K).

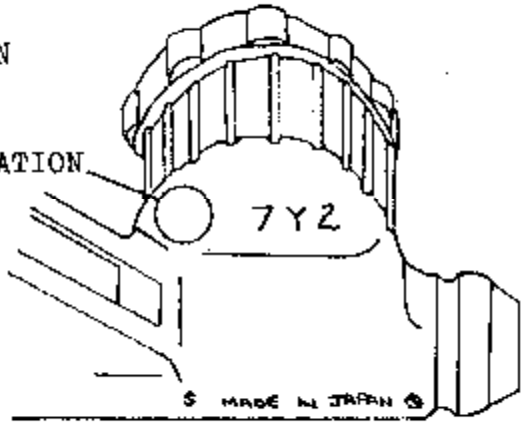
Although two different master cylinder specifications are provided for these two types, the appearence of these master cylinders are identical possibly causing missmatching when replacing them with replacement parts.

As the misuse of the master cylinder may bring about poor brake performance or the improper brake lever stroke, careful attention should be paid not only to the part number stamped on the paper tag but also to the identification marking on the cylinder which is:



Piston Diameter: 15.9 mm
Part No. 59600-31040

For GT750K



Piston Diameter: 14 mm
Part No. 59600-18840

For GT250K, GT380K, GT550K.

So, please note, an identification letter "D" is press stamped on the cylinder for the double disc type and no identification marking for the single disc type. Disregard any letters cast into the cylinder as they do not apply in this case.

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Technical Service Section.

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SERVICE BULLETIN

SUZUKI

Bulletin No. MC75-1
Date February 14, 1975
Page 1 of 1

SUBJECT: MODIFIED R.H. CRANKSHAFT OIL SEAL
Affected Models: GT750
Effective Engine No.: GT750-54214
References:

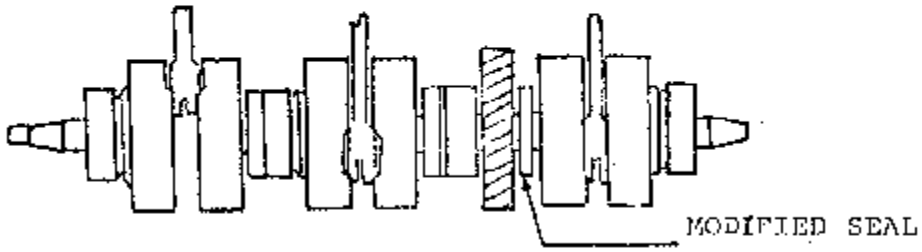
Read & Initial
Owners
Parts
Service

NOTICE:

We have received occasional reports of GT750's smoking excessively from the right exhaust pipe.

CAUSE:

The excessive smoking was attributed to the right inboard crankshaft oil seal becoming displaced, allowing transmission oil to pass into the right cylinders crankcase.



MODIFICATIONS:

To provide a more positive method of positioning the right inboard oil seal, a metal flange has been added to the seal.

The new style seal's flange eliminates the old style seals positioning "C"-ring (Part No. 09390-78003). The flange of the oil seal should be placed in the "C"-rings crankcase groove when positioning the crankshaft assembly in the lower crankcase half. Only the new style oil seal (09289-38008) will be supplied from the parts department.

SUZUKI CANADA LIMITED.

E. Akiyama,
Service Manager.

SERVICE BULLETIN

RADCO SALES LTD. — TECHNICAL SERVICE

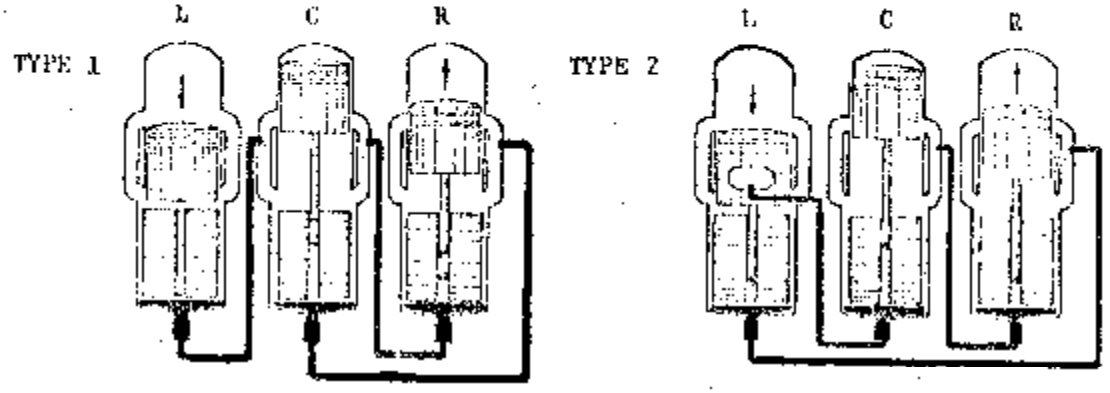
SUBJECT: MODIFICATION OF SRIS PIPING
Affected Models: GT750
Effective Engine No :
Reference:

Bulletin No. 117
Date Jan. 16, 1973.

NOTICE:

As explained in the Service Manual of GT750, there are two types of the SRIS piping shown below and the type 2 in the illustration has been applied to the production since just before the yearly change of 1973 and the initial number of the modified engine is GT750-31344

The reason for this modification is to rectify the symptom that the engine of the type 1 tends to emit a little thick fumes from the right hand muffler as compared with the others



This symptom only appears when the engine is not warmed up enough and it in no way affects the engine function. However, it is supposed that the users who mainly drive the motorcycles in town or at rather low speeds might point out this problem and request you to correct it.

In order to provide for this request, a modification kit has been prepared to convert the early engine to the new type in principle and it now available as a spare part.

MODIFICATION KIT:

The modification kit includes the following parts:

REF NO.	PART NO.	PART NAME	QTY/UNIT
1	13100-31830	SRIS MODIFICATION KIT	1
2	13110-31990	INTAKE PIPE COMP.	EITHER ONE OF 2
3	13110-31991	INTAKE PIPE COMP.	
4	09343-02010	SRIS HOSE	1
5	09410-00042	CLIP	1
6	16871-31000	PROTECTOR	2

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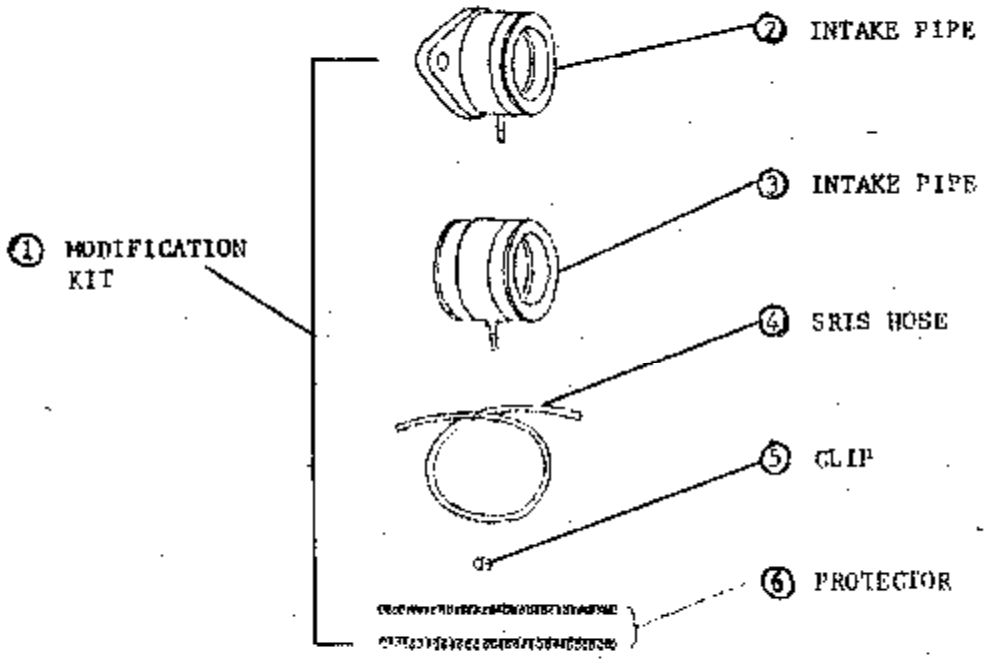
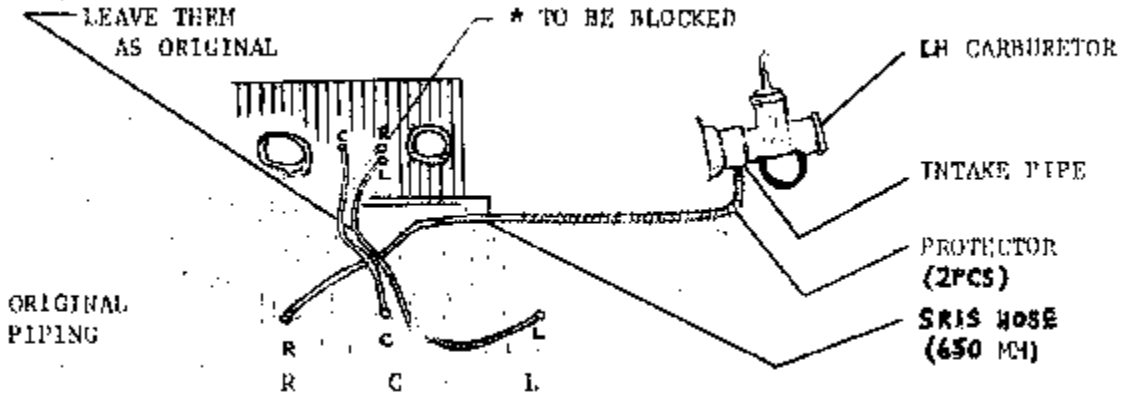
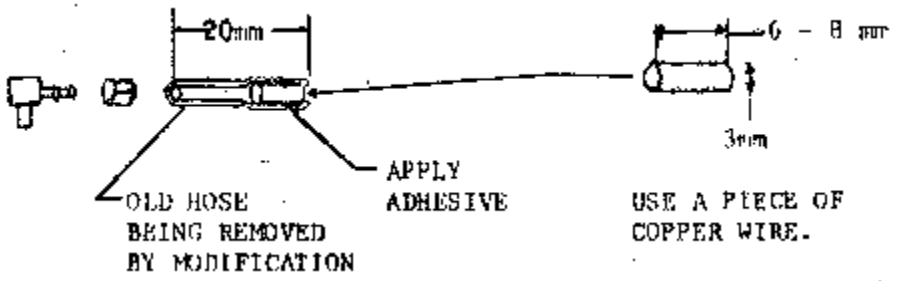


Since the early type engines are classified into two types in respect to the configuration of the intake pipe placed between the cylinder and the carburetor, the modification kit has been provided with two types of intake pipe so that it can be used on both types. Therefore it is necessary to check the type of the engine and use the appropriate intake pipe.

MODIFICATION PROCEDURE



* To block the part shown above, perform the following job.



NOTE:

The unbalance of the exhaust fumes is not always due to the construction of SRIS explained previously but to blockage of the SRIS check valve installed on the lower part of the crankcase.

Therefore, before setting about this modification, it is necessary to examine the function of the check valve and take corrective measures as required.

For details of the corrective measure of the check valve refer to Issues No. 115 & 116.

TECHNICAL SERVICE SECTION.

SERVICE BULLETIN

RADCO SALES LTD. — TECHNICAL SERVICE

SUBJECT: BATTERYS NOT CHARGING
Affected Models: Three Cylinder Models
Effective Engine No.: Before E.#'s GT380-38764
Reference: GT550-27536 & GT750-33504

Bulletin No. 137
Date June 11th 1973
Page 1 of 2

PROBLEM:

Weak and dead batteries on the affected models.

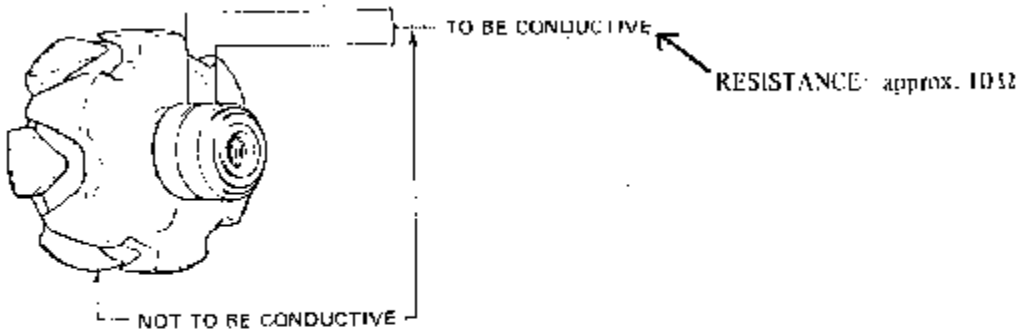
BACKGROUND:

Alternators manufactured by KOKUSAN on the 380 and 550 do not have this problem. Alternators made by NIPPON DENSO on these machines sometimes have this problem, and the 750 which is built with only ND alternators may experience it as well.

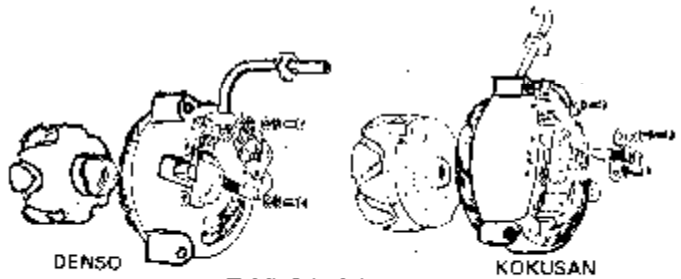
The early rotor coil was wound on a plastic bobbin then taped outside and fitted between the rotor poles with no space allowed for expansion of the coil windings when warm. The new type have their coil wound loose, then taped all around in the same manner as a new tire is wrapped. The coil is fitted with a felt spacer to allow the windings to expand and contract.

TESTING:

Before condemning a rotor, check its continuity from brush ring to brush ring using an ohmeter, (Suzuki Pocket Tester, reading: 10Ω resistance) or a battery with a lamp, there should be conductivity. From either ring to the rotor body, or ground, there must be no continuity. Do not change the rotor point blank, as the problem could be in the voltage regulator, the rectifier, the wiring, or the battery itself.



APPEARANCE:



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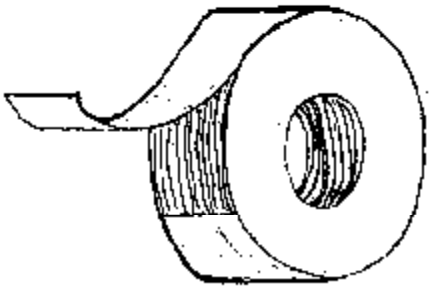
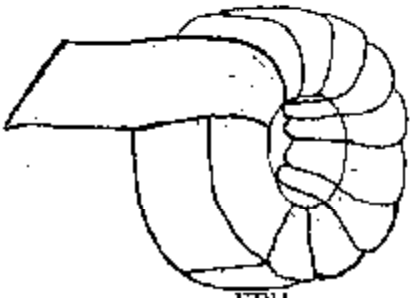
DIFFERENCE IN APPEARANCE:



OLD



NEW

IMPORTANT NOTE:

As explained in Parts Bulletin No. 73-7, the ND rotor part number is missprinted in the 1973 GT380J/K parts catalogue and the 750 rotor part number is shown. If not already done please change page 13, reference 7, from 31402-31011 to 31402-32011.

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