SUZUKI
2-Stroke
Service Bulletin

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

Read and Initial

Manager
Parts
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.

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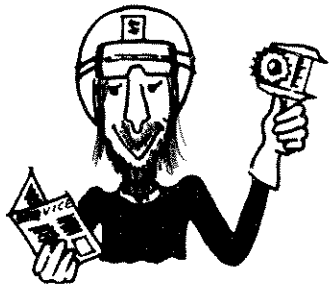


SUZUKI
2-Stroke
Service Bulletin

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

Read and Initial

Manager
Parts
Service

Subject: GT380/550/750 AIR CLEANER SERVICING

NOTICE:

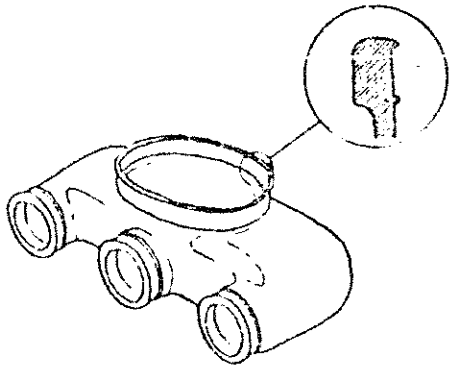
During assembly of the GT380, GT550, and GT750, the carburetor air inlet hose is sealed with "Suzuki Bond No. 4."

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.

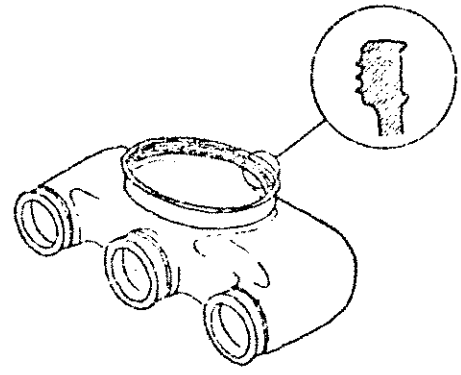
The proper sealing procedure for the GT380, GT550 and GT750 carburetor air inlet hose is shown below.

SEALING PROCEDURES:

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

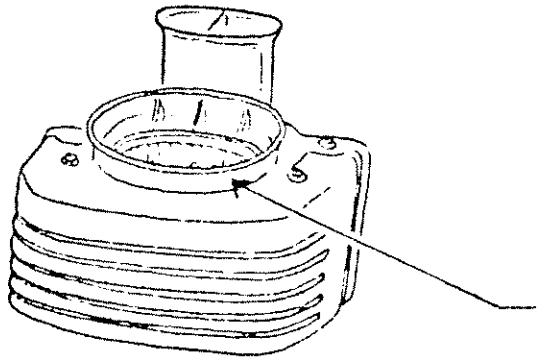


OLD TYPE



NEW TYPE

1. OLD TYPE

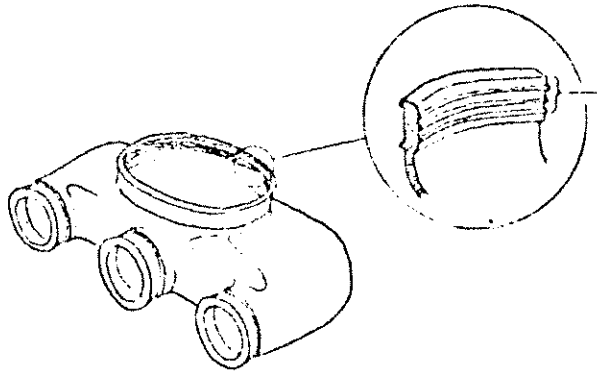


CAUTION:

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.

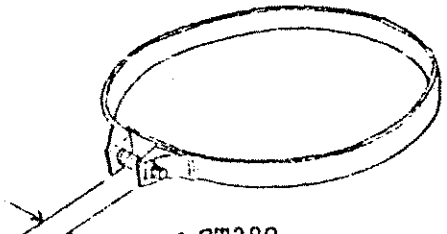
2. NEW TYPE



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.



348

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
Parts
Service DMF

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.

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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
2-Stroke
Service Bulletin

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

Read and Initial

Manager
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Service

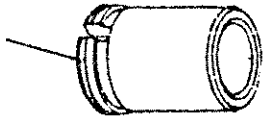
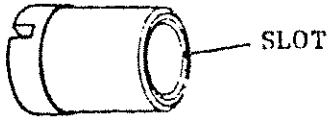
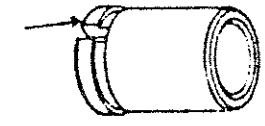
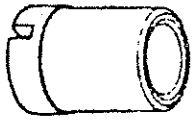
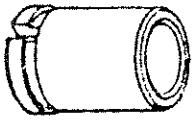
Subject: GT380/550/750 CONTACT BREAKER CAMS

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

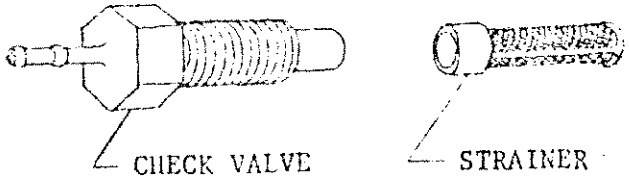
Read and Initial

Manager
Parts
Service MHP

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

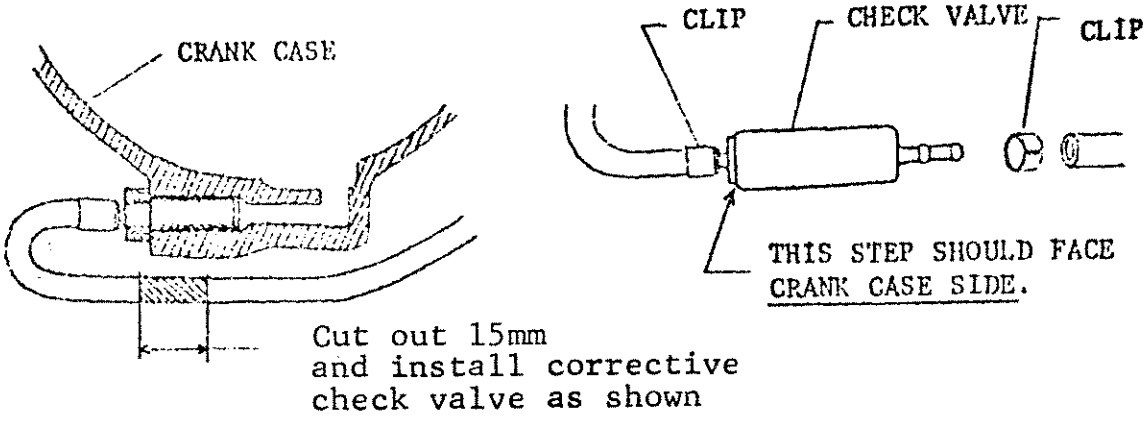
Only the new parts will be supplied and they are available from the Parts Department now.

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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SUZUKI
2-Stroke
Service Bulletin

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

Read and Initial
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Service AMO

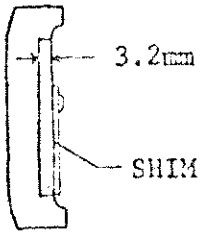
Subject: GT250/380/550/750 DISC BRAKE MODIFICATION

MODIFICATION:

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

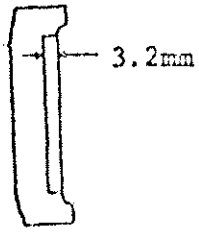
(MOVING PAD)

OLD STYLE
GT250,380,550



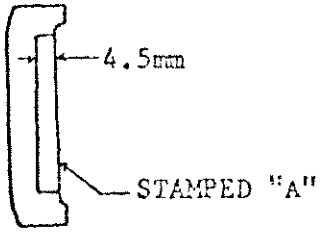
(59100-18826)

OLD STYLE
GT750



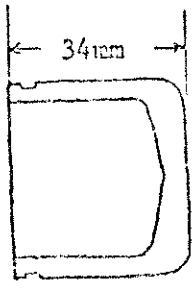
(59100-31830)
INTERCHANGES
WITH
(59100-18826)

NEW STYLE
GT250,380,550,750

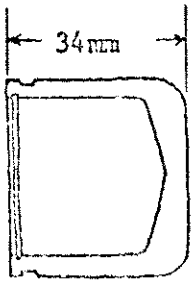


(59100-18840)

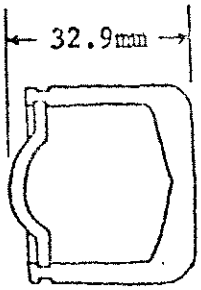
(PISTON)



OLD STYLE
GT250,380,550



OLD STYLE
GT750



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

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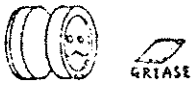
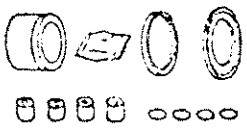
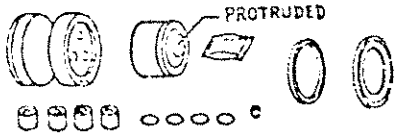
PARTS AVAILABILITY:

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.)

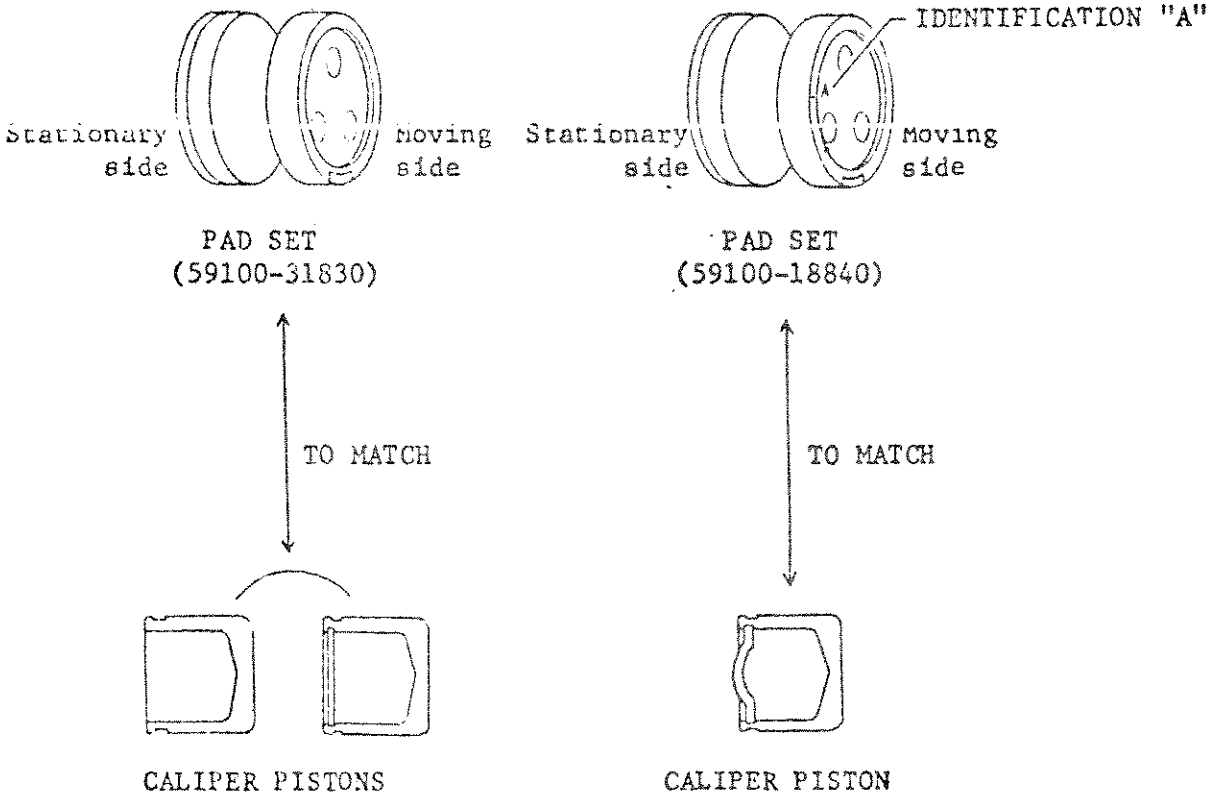
The special Suzuki disc brake pad grease and caliper axle grease are now available separately from the Parts Department. The part numbers are listed below.

	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

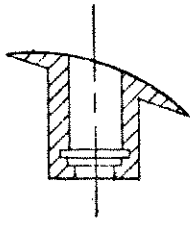
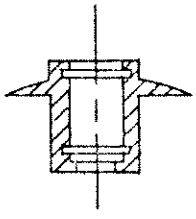
We have received occasional reports of electrical leakage from the GT250, GT380, and GT550 spark plug cap boots.

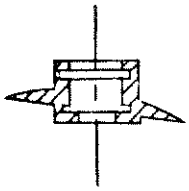
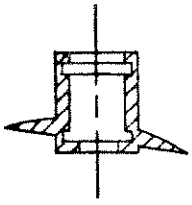
To prevent electrical leakage on future units, the spark plug cap boots shape and material have been changed.

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.

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TECHNICAL SERVICE DEPARTMENT

SUZUKI SERVICE BULLETIN

Bulletin No. GT-21

Date May 1, 1975

Read & Initial

Manager _____

Parts _____

Service AAP

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.

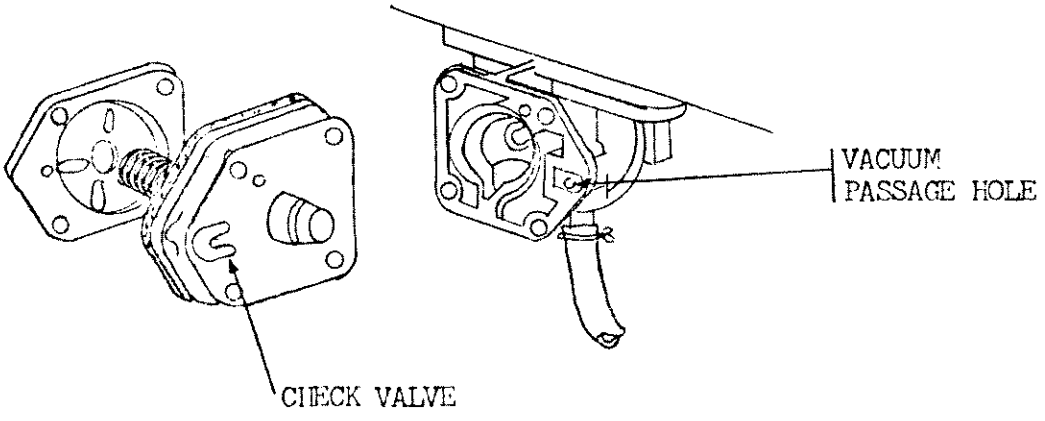
CAUSE:

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.

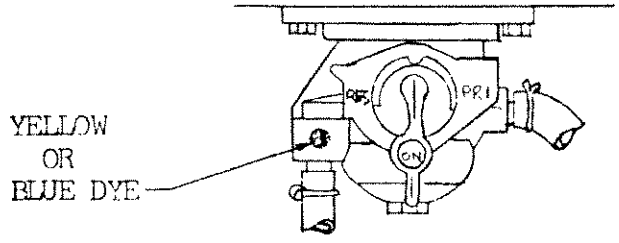
APPLICATION:

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.

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TECHNICAL SERVICE DEPARTMENT