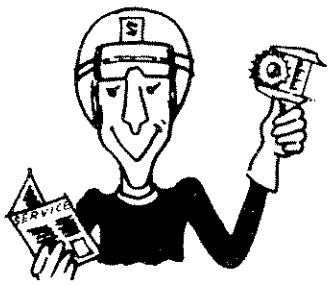


SUZUKI
2-Stroke
Service Bulletin

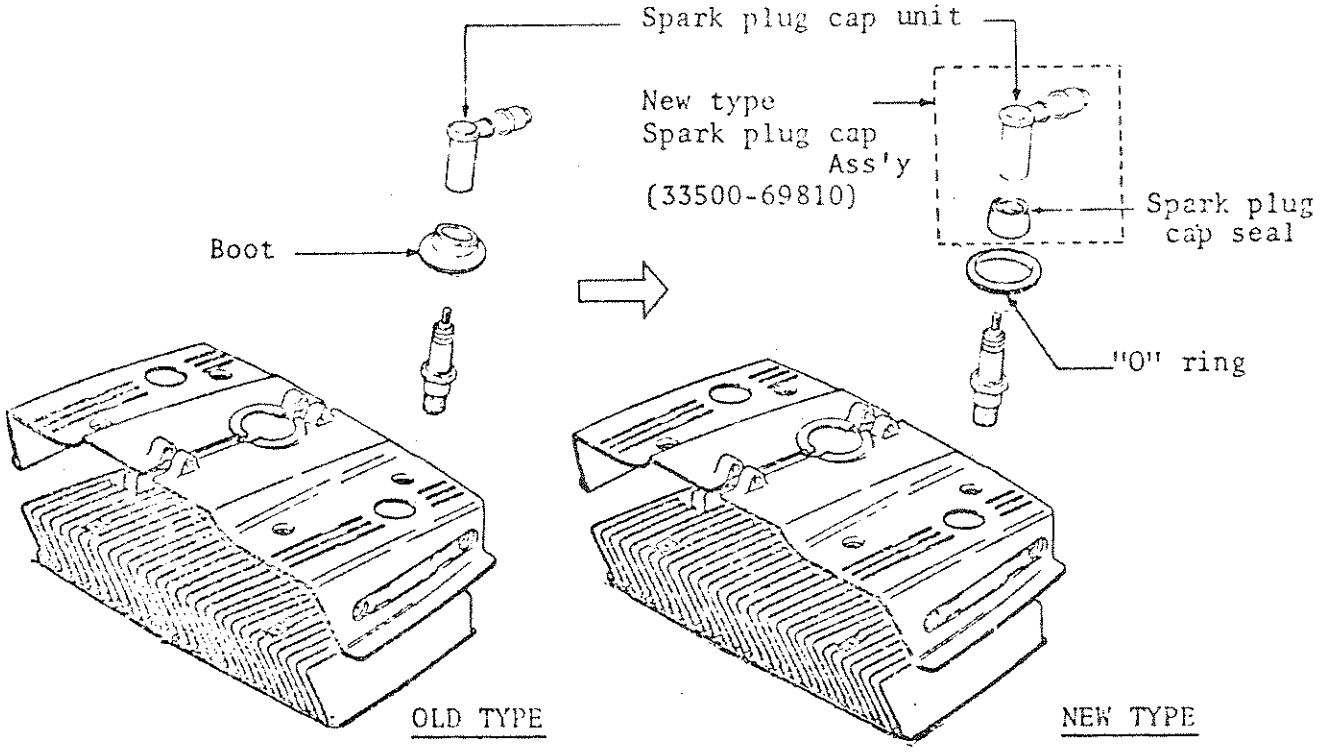
Bulletin No: GT-27
Date: Nov. 14, 1975

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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Service Bulletin

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

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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.

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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

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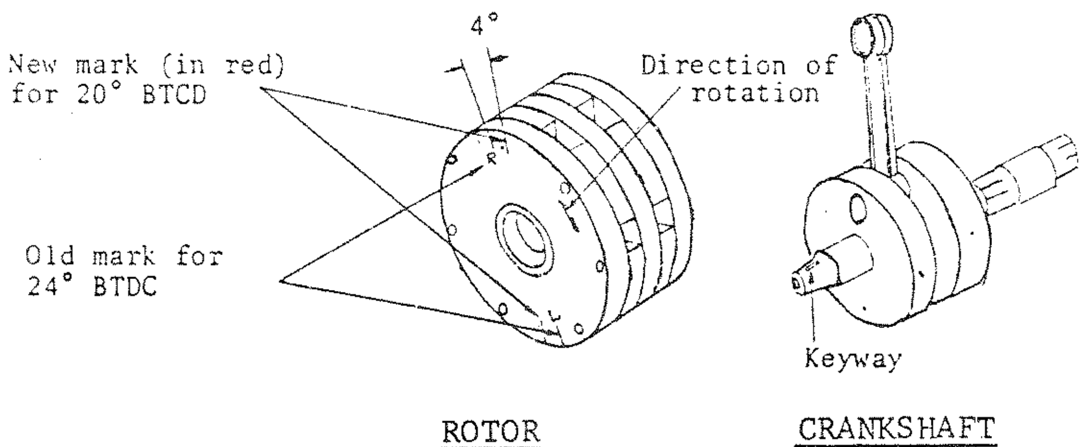
NOTICE:

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.



APPLICABILITY:

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

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

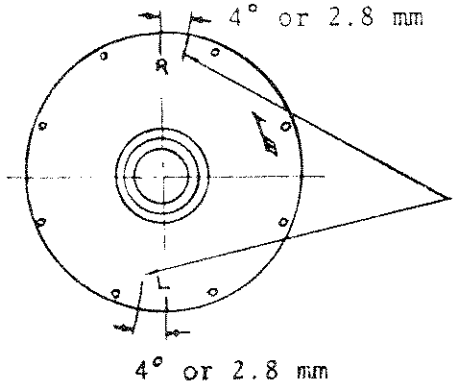
It is expected that 1976 model GT250's will be produced with the keyway relocated on the crankshaft shortly after Frame No. GT250-83000. At that time the additional rotor timing marks will be discontinued.

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

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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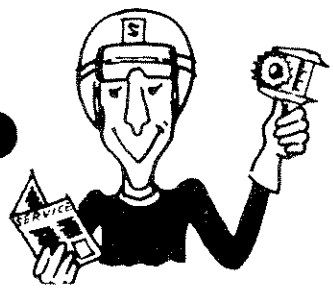


SUZUKI
2-Stroke
Service Bulletin

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	

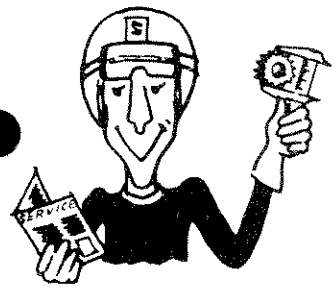
DESCRIPTION	REMARKS
GT500	
L. H. Handle Switch Ass'y.	
Light Switch Knob	
Headlight Unit	changed from 35/25w to
Headlight Ass'y.	30/30w
GT550	
L. H. Handle Switch Ass'y.	
Light Switch Knob	
GT750	
L. H. Handle Switch Ass'y.	
Light Switch Knob	

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
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NOTICE:

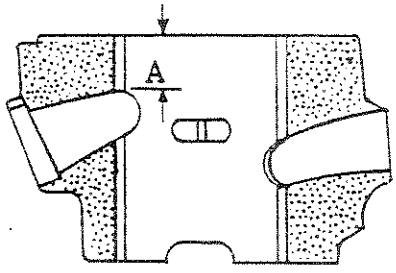
This bulletin is issued to inform you of changes that have been applied to the GT250 beginning with 1976 model production.

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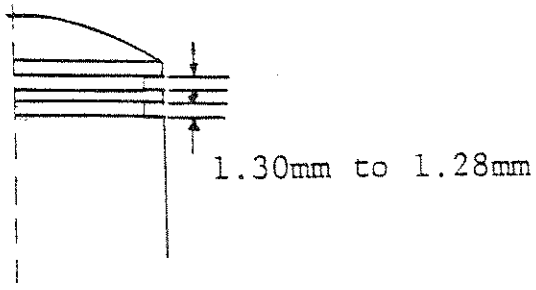
b. For improved piston ring gas sealing, the piston ring groove height has been narrowed from 1.30 to 1.28mm.



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.

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SUZUKI
2-Stroke
Service Bulletin

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

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Service AAP

Subject: IMPROVED GT550 REAR BRAKE PERFORMANCE

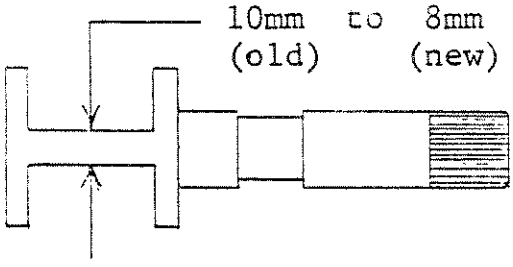
NOTICE: To improve the rear wheel braking performance of the GT550, the brake shoe, brake cam, and brake cam lever have been redesigned. The rear brake panel has also been changed to accept the new style parts.
These changes are explained below.

I. Rear Brake Shoe

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

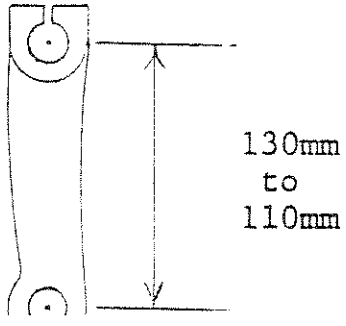
II. Brake Cam

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



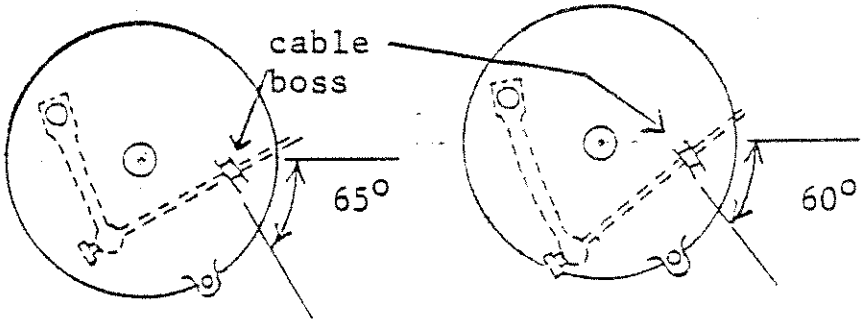
III. Rear Brake Cam Lever

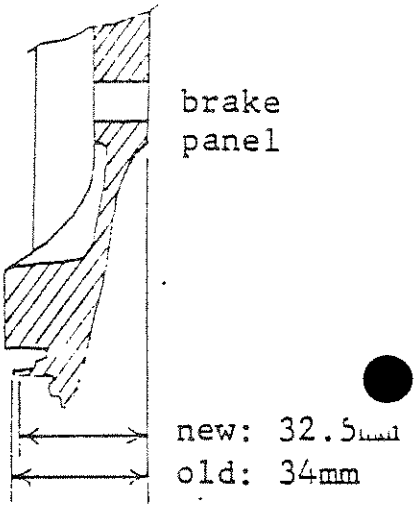
The overall length of the cam lever has been increased from 110mm to 130mm, for more leverage.



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

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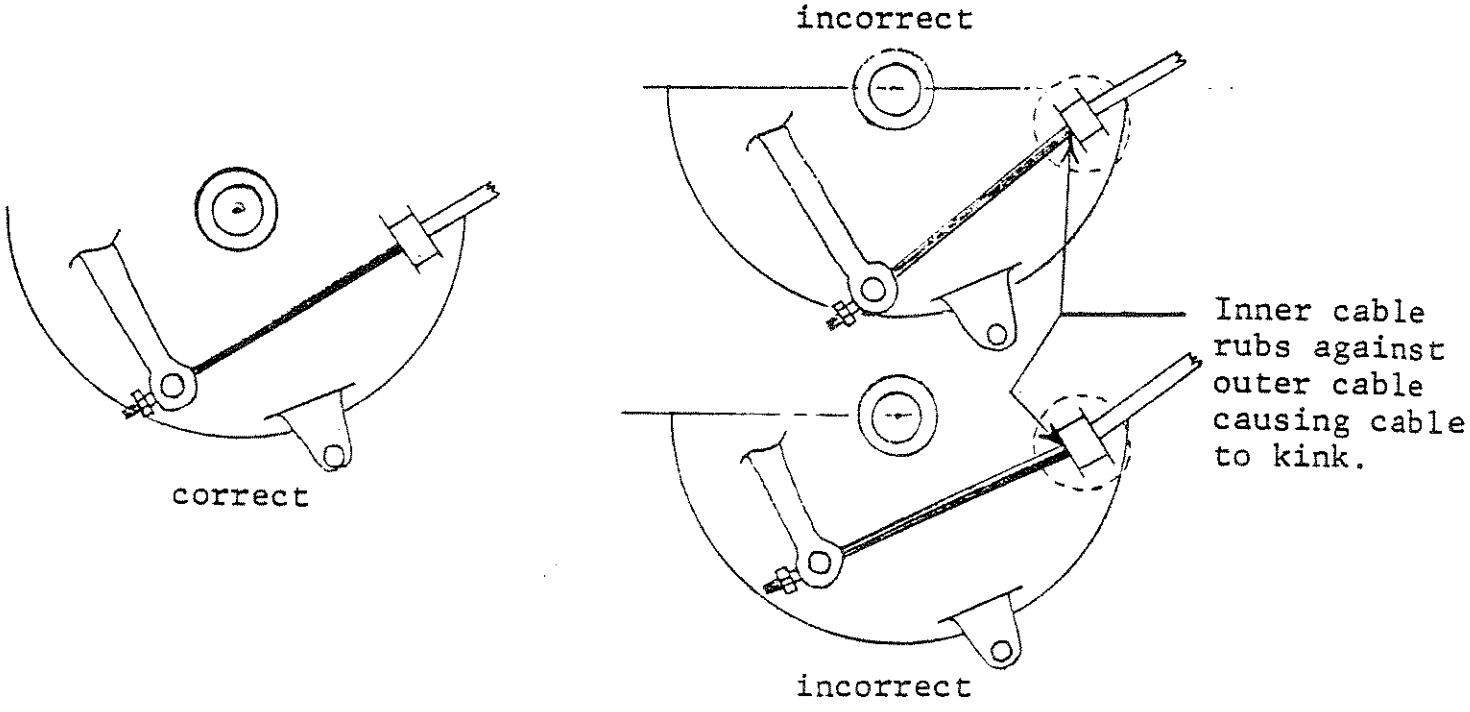
shoes may be used with the new style brake assembly. However, the new style brake shoes cannot be used with the old style brake assembly because of their increased width. When changed as a set, the new and the old parts are interchangeable.

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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