



SERVICE BULLETIN

RADCO SALES LTD. — TECHNICAL SERVICE

SUBJECT: **MODIFICATION OF SRIS PIPING**
Affected Models: **GT750**

Effective Engine No.:

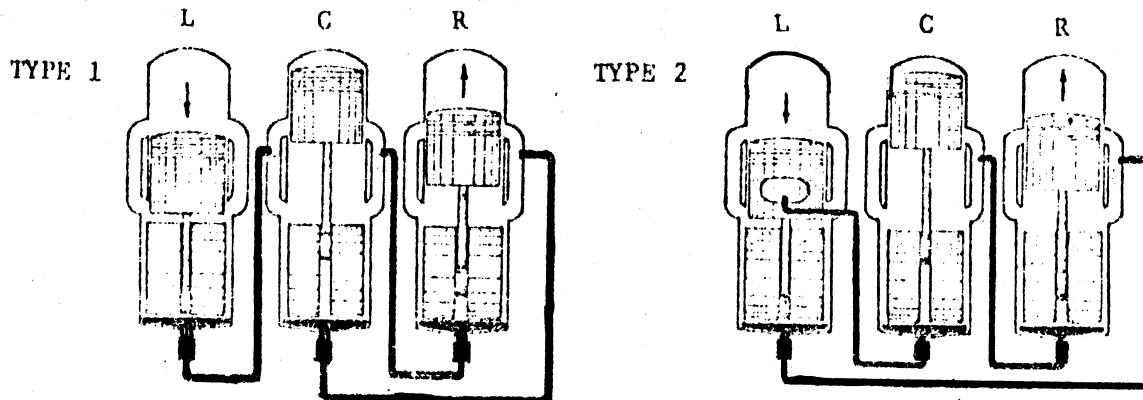
Reference:

Bulletin No. **117**
Date **Jan 16, 1973**
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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



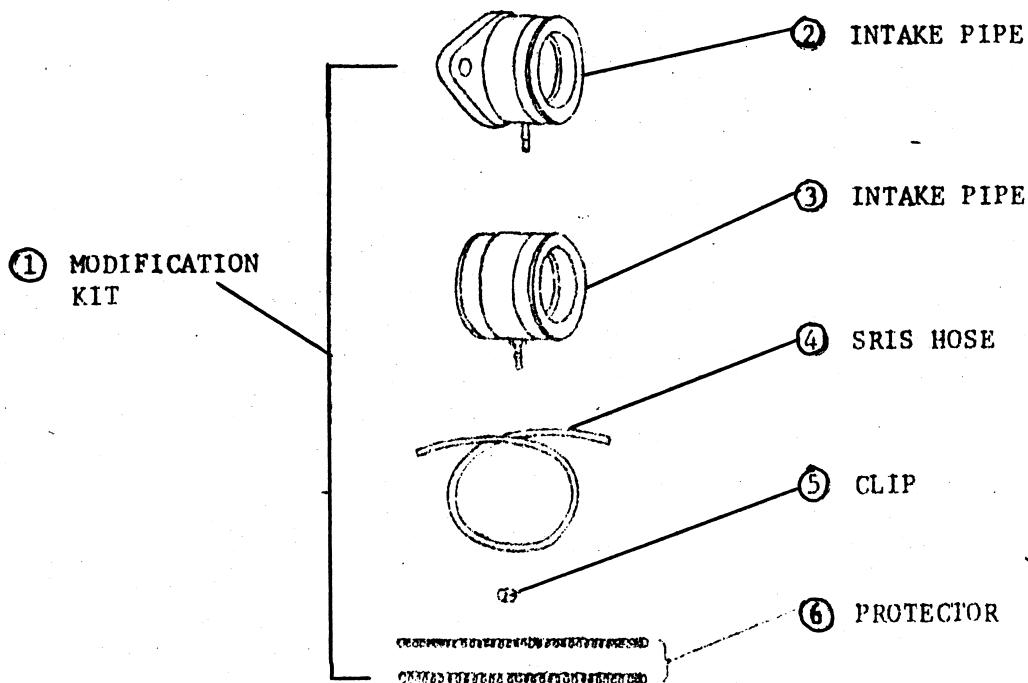
This symptom only appears when the engine is not warmed up enough and it in no way affects the engine function. However, it is supposed that the users who mainly drive the motorcycles in town or at rather low speeds might point out this problem and request you to correct it.

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:

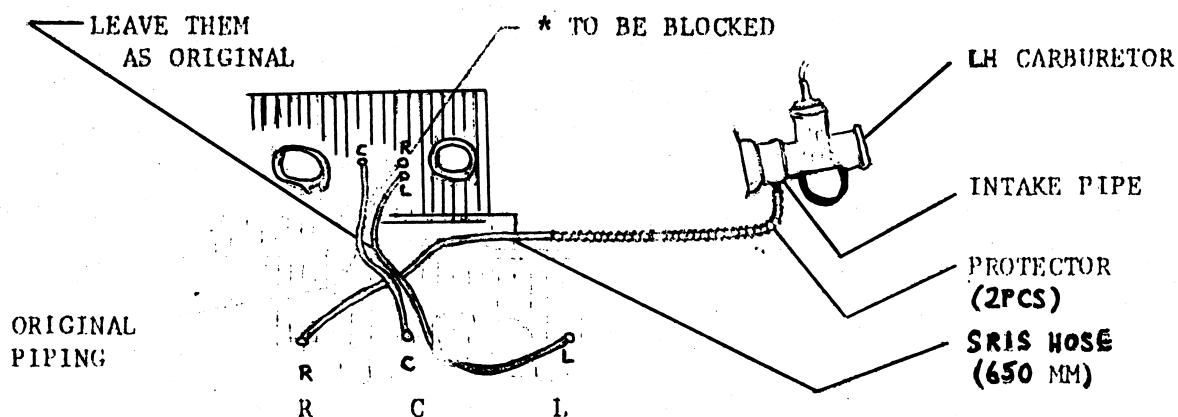
The modification kit includes the following parts:

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

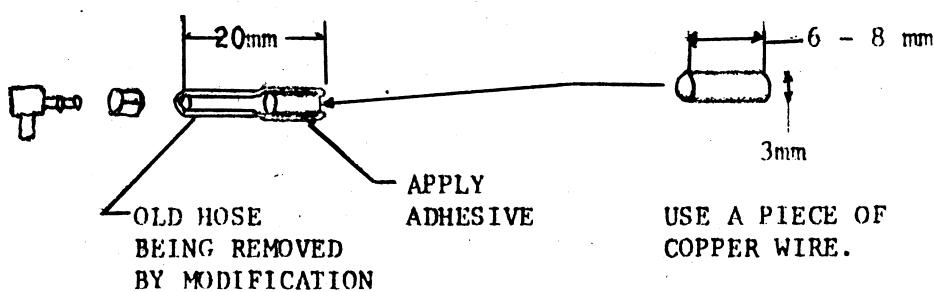


Since the early type engines are classified into two types in respect to the configuration of the intake pipe placed between the cylinder and the carburetor, the modification kit has been provided with two types of intake pipe so that it can be used on both types. Therefore it is necessary to check the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