

The Suzuki TR750 Flexi Flier

Suzuki Factory Bulletin - July 1972

SUZUKI MOTOR CO., LTD.

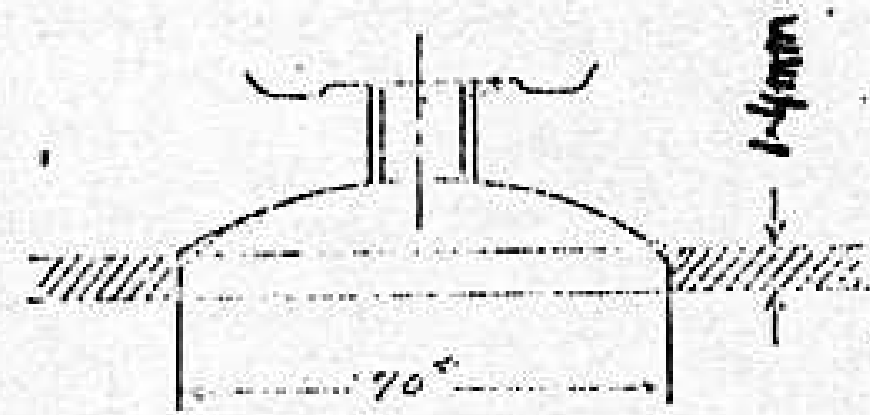
- 2 -

18th July, 1972.

HOW TO TUNE-UP GT750 FOR ROAD RACER

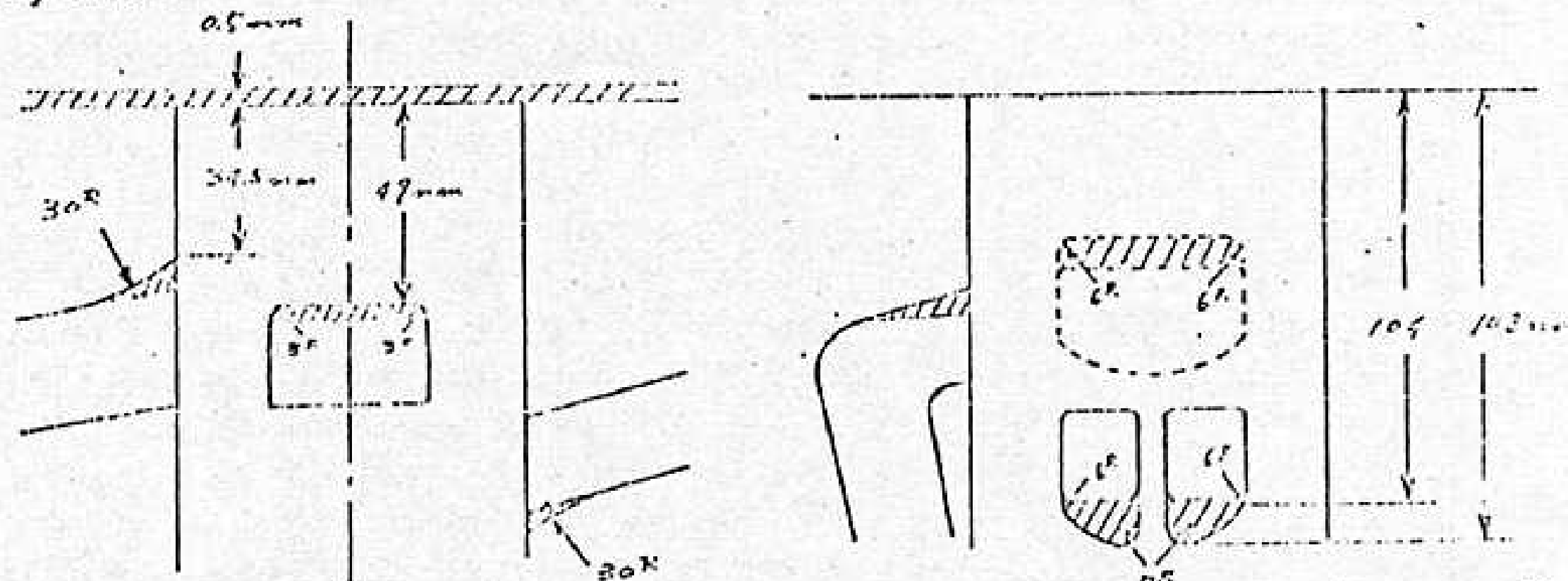
Modification on engine

1. Cylinder Head



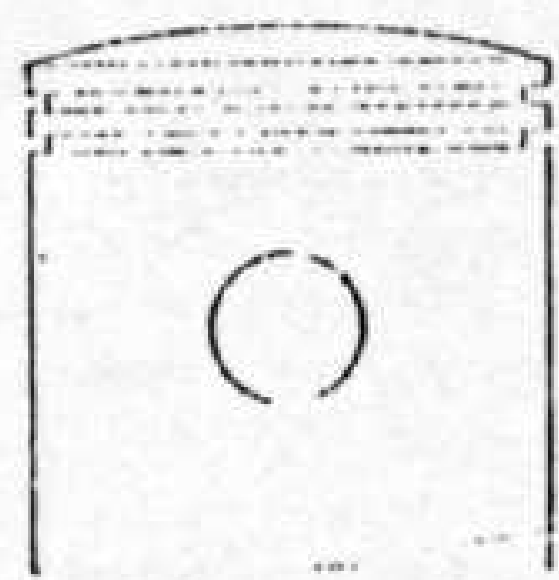
Cut off the gasket surface on the cylinder head evenly by 0.055 in (1.4 mm) and after that finish the corner as illustrated in the figure by hand-work.

2. Cylinder



Cut off upper gasket surface by 0.0197 in (0.5 mm) and finish the oblique-lined part ///// with a hand glinder.

3. Piston



Cut off the piston skirt on the intake side by 0.197 in (5 mm) in order to advance the intake timing. Use aluminum alloy piston containing 15 - 20% of silicon its, and the top thickness should be at least 0.27-0.35 in (7-9 mm) for prevention of crack and hole created on the top of the piston.

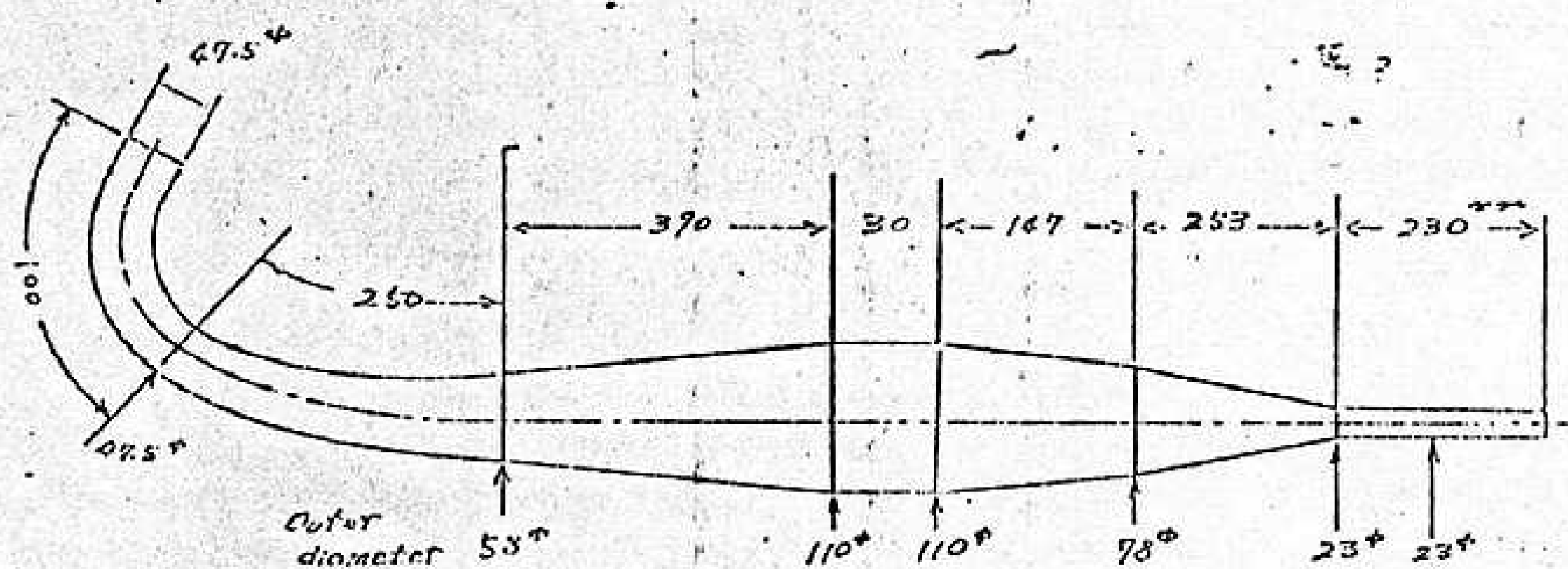
4. Cylinder gasket

Use two (2) gaskets.

5. Carburetor

The same carburetor as STD is applicable, but the carburetor settings should be determined according to racing conditions.

6. Muffler



7. Spark plug

NGK B-10EP B-10.5EP
Champion N59G or N57G

8. Clutch

A big modification must be made on STD clutch because (of that) the wet type clutch has no capacity enough to transmit such a largely souped-up power and clutch chamber also has no space to put additional plates for increased torque. Therefore, the system should be modified into dry type which will enable the capacity to increase 3 times as much as wet type. In this instance, a special clutch cover should be provided so as not to circulate the transmission oil from gear box into clutch chamber.

9. Ignition timing

BTDC 25°