



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

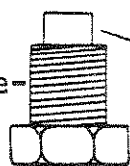
NOTICE:

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)

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

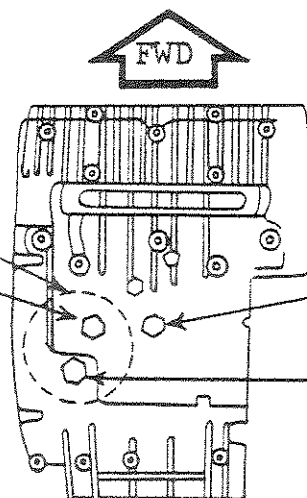


Shift Cam Guide Bolt

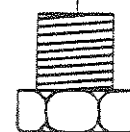
UPDATED

(7/16/76)

Bottom View of Lower Crankcase Hal



Neutral Detent Bolt



Oil Drain Plug Bolt

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 re-assembly should be the proper placement of the shift cam guide bolt and oil drain plug.