



# SUZUKI

## 2-Stroke

# Service Bulletin

Subject: INCREASED PERFORMANCE OF GT750

Bulletin No: GT-7

Date: May 1, 1975

Read and Initial

Manager \_\_\_\_\_

Parts \_\_\_\_\_

Service MAN

The maximum horsepower and top speed of the 1975 GT750 "Le Mans" has been increased. This bulletin explains the modifications and changes made to achieve the additional output.

### MODIFICATIONS

#### I. Cylinder:

The cylinders intake and exhaust port timing have been changed as indicated.



#### II. Cylinder Head:

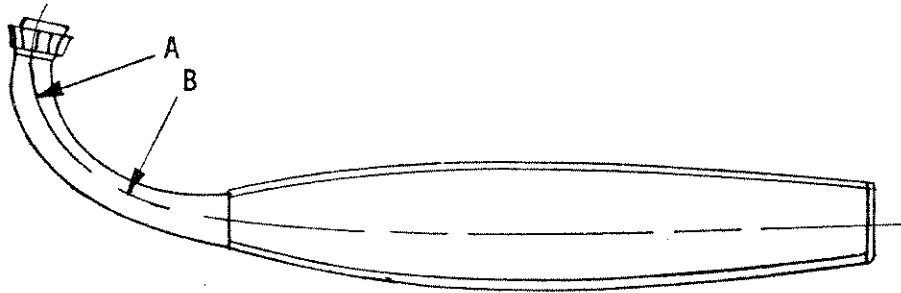
- To decrease the combustion chamber volume from 30.6cc to 29.7cc, 0.2mm has been removed from the cylinder head surface.
- At the same time, the cylinder head gaskets thickness has been decreased from 1.5mm to 0.8mm.

The above changes (a & b) have increased the compression ratio from 6.7 to 6.9:1.

#### III. Exhaust System:

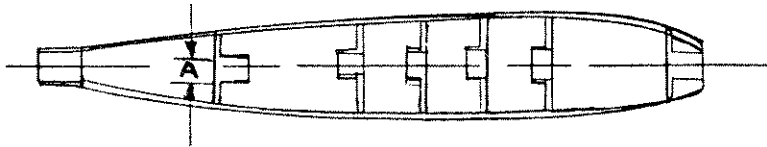
The exhaust coupler tube system has been eliminated and the dimensions of the mufflers has been changed as indicated.

a. Right and Left Outer Mufflers



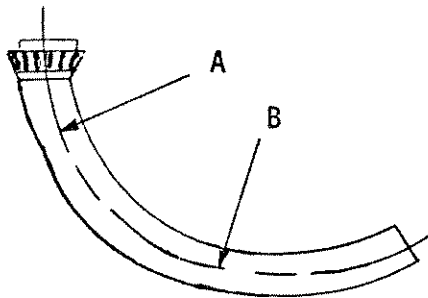
RADIUS A: 100 → 90 mm  
RADIUS B: 140 → 165 mm

b. Right and Left, Center Mufflers



DIAMETER A: 29 → 20 mm

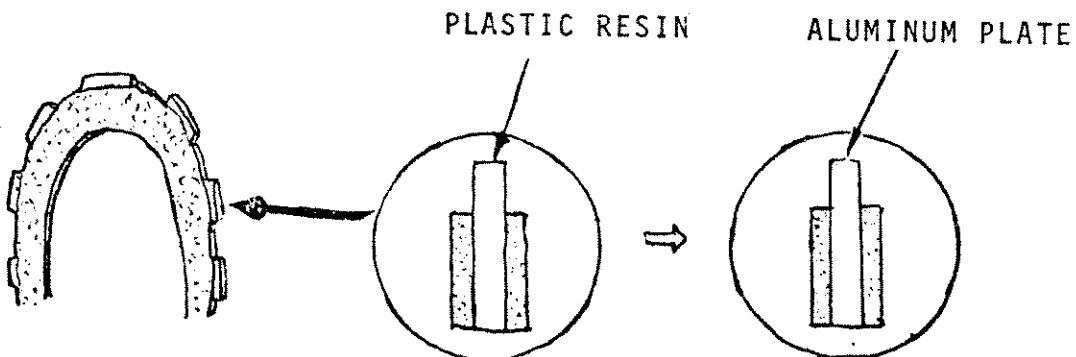
c. Center Exhaust Pipe



RADIUS A: 100 → 90 mm  
RADIUS B: 140 → 165 mm

IV. Clutch Cork Plates:

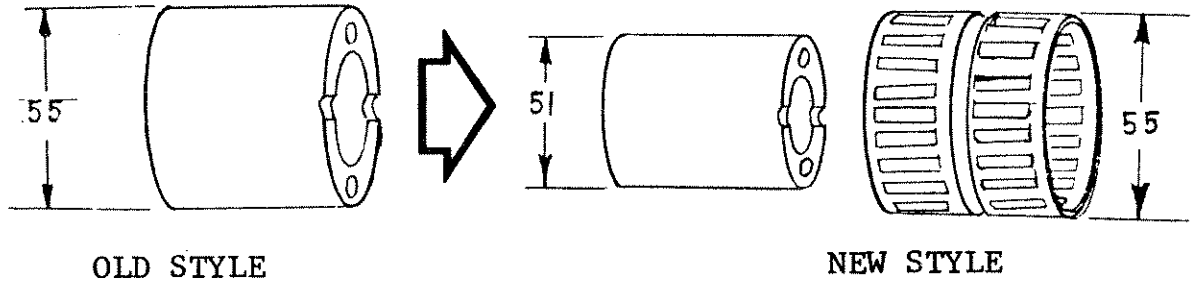
The clutch cork plate's base material has been changed from plastic resin to aluminum.



(cont.)

V. Primary Driven Gear Bushing:

The primary driven gear bushing outer diameter has been reduced from 55mm (2.16in.) to 51mm (2.00 in.) to accompany a new needle bearing now being used.



VI. Carburetion:

The carburetor jetting has been adjusted to accompany the engine and muffler modifications. The changes made are as follows:

<u>DESCRIPTION</u>	<u>PREVIOUS JETTING</u>	<u>NEW JETTING</u>
Throttle Valve:	#120	#110
Pilot Jet:	#47.5	# 45
Pilot Screw:	1/4	3/4
Jet Needle:	4DN18-3	4DN18-4

VII. Spark Plug:

The spark plug heat range has also been changed.

	<u>OLD</u>	<u>NEW</u>
NGK	B6ES	B8ES
Nippon Denso	W20ES	W24ES

VIII. 5th Driven Gear:

The 5th driven gear's number of teeth has been increased from 24 to 25.

This lowers the 5th gear ratio from 0.923 to 0.962:1.

IX. Final Drive:

The final drive ratio has been changed from 3.133 to 2.688:1 by changing the following:

- a. The engine sprocket's number of teeth has been changed from 15 to 16.
- b. The rear drive sprocket's number of teeth has been changed from 47 to 43.

X. Drive Chain:

The number of drive chain links has been decreased from 108 to 106 links.

The 1975 GT750's drive chain strength has been increased and its new designation is: D1D50HDSS.

PART NUMBERS & AVAILABILITY

DESCRIPTION	OLD PART NO.	NEW PART NO.	AVAILABILITY
1. Cylinder head	11111-31001	11111-31003	New only
2. Cylinder	11210-31003	11210-31600	New only
3. Cylinder head gasket	11141-31002	11141-31680	Old & New
4. Right muffler ass'y.	14301-31201	14301-31620	Old & New
5. Left muffler ass'y.	14302-31201	14302-31620	Old & New
6. Center right muffler ass'y.	14303-31200	14303-31620	Old & New
7. Center left muffler ass'y.	14304-31200	14304-31620	Old & New
8. Center exhaust pipe	14170-31000	14170-31620	Old & New
9. Needle bearing	-	09263-51001	Available
10. Primary driven gear bush	21250-31000	21251-31600	Old & New
11. Clutch drive plate	21441-31000	21441-31600	New only
12. Engine sprocket	27511-33600	27511-34000	Old & New
13. Drive chain	27600-31013	27600-31014	Old & New
14. Rear sprocket	64511-31731	64511-31700	Old & New
15. Carburetor ass'y.	13200-31210	13200-31621	Old & New
16. Pilot jet	09492-47005	09492-45012	Old & New
17. Throttle valve	13551-31210	13551-31600	Old & New
18. Right carburetor ass'y.	13201-31210	13201-31621	Old & New
19. Center carburetor ass'y.	13202-31210	13202-31621	Old & New
20. Left carburetor ass'y.	13203-31210	13203-31621	Old & New
21. 5th drive gear	24351-31000	24351-31200	Old & New

INTERCHANGEABILITY

The parts listed as "Old & New" being available are not interchangeable. Those listed as "New only" are interchangeable with the old parts.

Whenever replacing the cylinder, the new cylinder head gasket should also be installed.

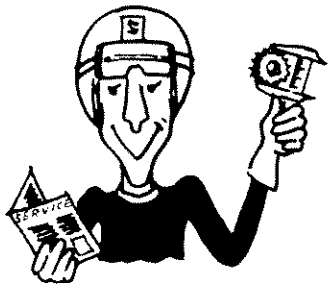
APPLICABILITY

The modifications and changes described in this bulletin were effective at the beginning of 1975 production.

Engine Number: GT750 - 57533

Frame Number: GT750 - 52823





# SUZUKI

## 2-Stroke

# Service Bulletin

Bulletin No: GT-8  
 Date: May 1, 1975  
 Read and Initial \_\_\_\_\_  
 Manager \_\_\_\_\_  
 Parts \_\_\_\_\_  
 Service MP

Subject: GT550J PRIMARY GEAR NOISE

PROBLEM:

We have received reports of certain GT550J's developing a rattle in the right side primary case. This is caused by loosening of the primary drive gear nut.

MODIFICATION:

In order to remove this possibility, a new style lock washer has been employed. The crankshaft woodruff key has been heat treated and the tightening torque of the primary gear nut increased from 29-40 ft/lb to 94-108 ft/lb.

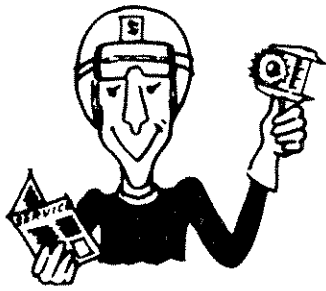
APPLICATION:

The modifications are already incorporated as per the following chart:

ITEM	MODIFICATION	APPLICABILITY
WASHER	 TONGUED → SPRING	From July production engine number: from 24552
TIGHTENING TORQUE	400 - 550 kg-cm(29 - 40 lb-ft)  1,300 - 1,500 kg-cm(94 - 108 lb-ft)	
KEY	 RAW → HARDENED	From July production engine number: from 25054







# SUZUKI

## 2-Stroke

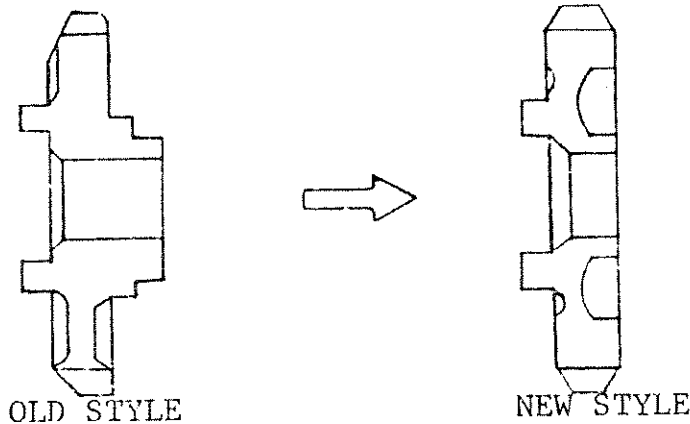
# Service Bulletin

Bulletin No: GT-9  
 Date: May 1, 1975  
 Read and Initial  
 Manager \_\_\_\_\_  
 Parts \_\_\_\_\_  
 Service MP

Subject: GT380 KICK STARTER DRIVE GEAR AND OIL PUMP DRIVEN GEAR MODIFICATION

MODIFICATION:

The GT380 kick starter drive gear has been increased in strength. Its shape also has been changed as shown below.



In accordance with this modification the oil pump driven gear shape has also been changed.

APPLICABILITY:

The modified gears have been installed on and from Frame No. GT380-45336.

PART NUMBERS AND AVAILABILITY:

The old style gears will no longer be available.

The new style gears are now available from the U. S. Suzuki Parts Department, and the part numbers are listed below:

DESCRIPTION	OLD PART NO.	INTER-CHANGE	NEW PART NO.
Kick Starter Drive Gear	26240-33002	X → ← O	26241-33002
Oil Pump Driven Gear	16321-33001	X → ← O	16321-33002

X: NOT INTERCHANGEABLE

O: INTERCHANGEABLE





# SUZUKI

## 2-Stroke

# Service Bulletin

Subject: GT380 INCREASED TRANSMISSION  
OIL CAPACITY

Bulletin No: GT-10

Date: May 1, 1975

Read and Initial

Manager \_\_\_\_\_

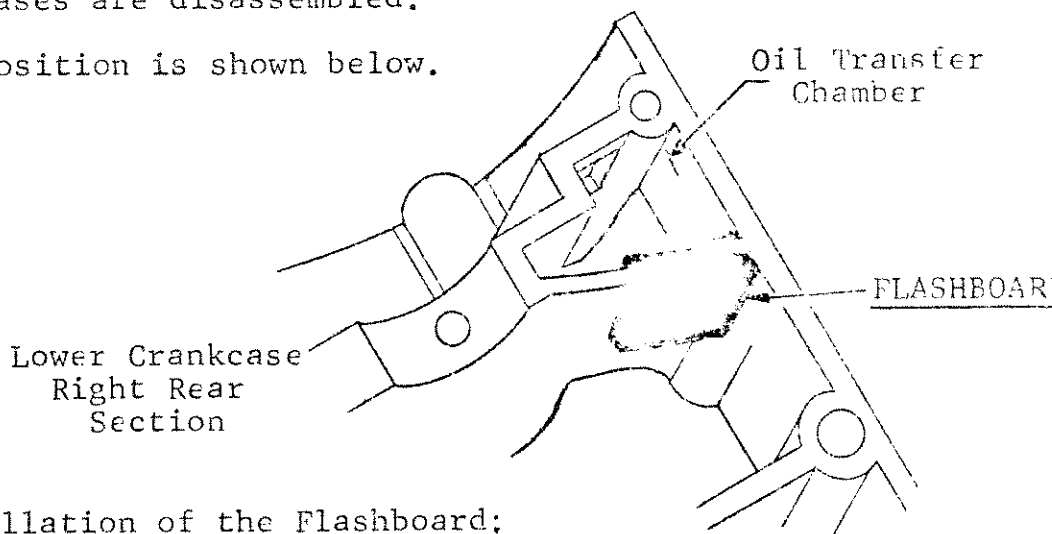
Parts \_\_\_\_\_

Service AW

To effectively increase the durability of the GT380 5th drive gear, the transmission oil capacity has been increased from 1400cc to 1500cc. The increased oil capacity has been applied to the GT380 since the beginning of the 1974 "L" model production.

To increase the transmission oil capacity of GT380's prior to the 1974 "L" model to 1500cc, a rubber flashboard must be applied to the primary oil transfer chamber located near the right rear of the lower crankcase half. The flashboard is now available from U. S. Suzuki's Parts Department and its use is strongly recommended whenever the crankcases are disassembled.

The flashboard in position is shown below.

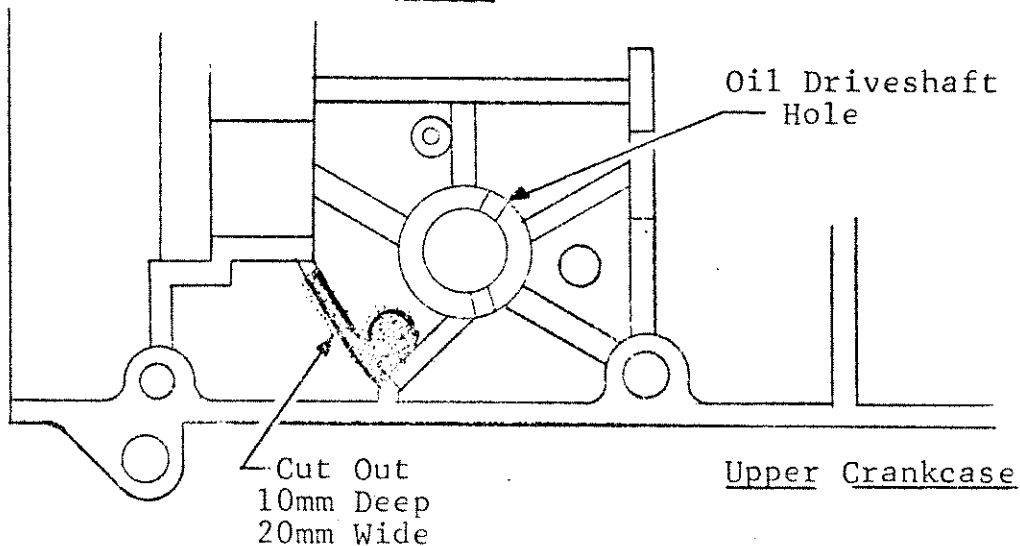


### Procedure for Installation of the Flashboard:

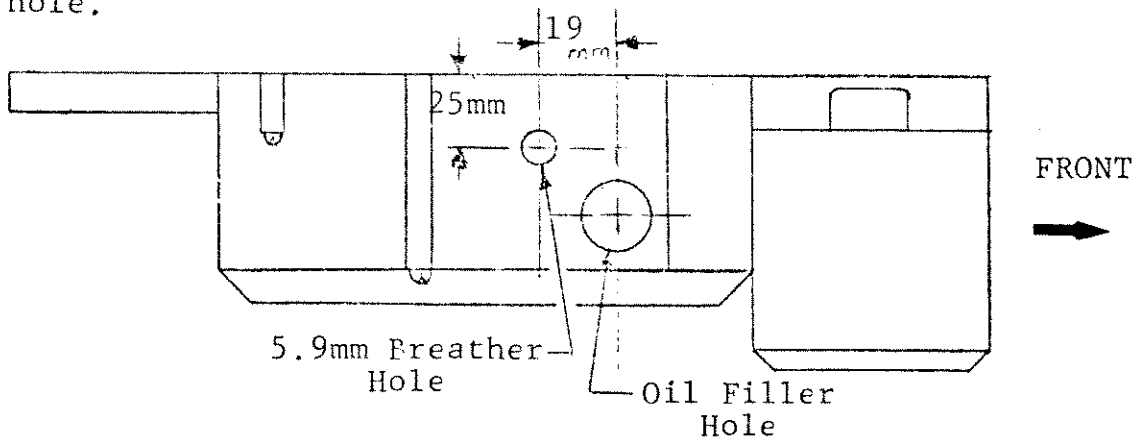
The following parts are required when installing the flashboard and are now available from U. S. Suzuki's Parts Department with the exception of the 7/32" steel ball.

<u>Part Description</u>	<u>Part Number</u>	<u>Qty.</u>
Flashboard	99104-08700	1
Breather Plug (For new breather location)	24821-09000	1
Breather cap (For above)	24822-26000	1
7/32" Steel Ball (For blocking transmission breather hole)	Must be purchased locally.	1

1. Clean the surface on which the flashboard is to be applied.
2. Apply a quick setting adhesive (such as Suzuki Thread Lock, Loctite, etc.) on the mating surfaces of the flashboard and the chamber wall.
3. To assure that oil reaches the primary case you must cut the adjacent rib of the upper crankcase as illustrated below.



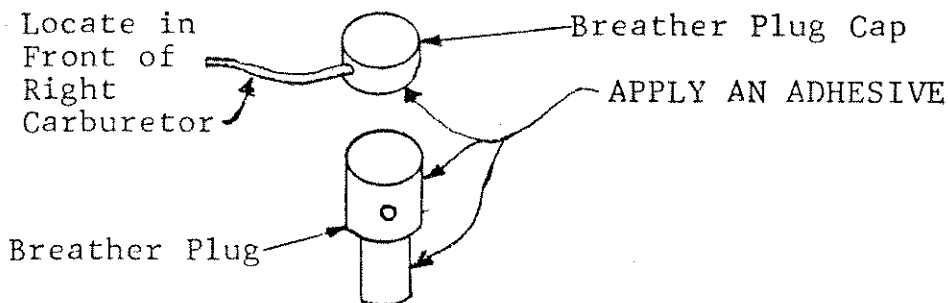
4. Engines prior to Engine Number GT380-37400 must have the transmission breather hole blocked before re-assembling the crankcases. The breather hole is located between the two left drive shaft upper crankcase bearing surfaces. Block the transmission breather by pressing a 7/32 in. steel ball into the hole.
5. Relocate the transmission breather hole by drilling one 5.9mm (.2301 in.) diameter hole on top of the clutch cover in the location shown below. To avoid cracking the clutch cover, care should be used when using a center punch prior to drilling the hole.



CLUTCH COVER

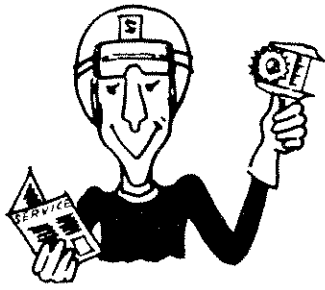
(cont.)

6. Press the breather plug (Part No. 24821-09000) into the hole which was drilled in Step 5, after applying an adhesive.
7. Apply an adhesive to the inside of the breather cap before pressing it onto the breather plug. Take care not to block the hole of the breather plug with the adhesive applied to the breather cap.



8. A metallic adhesive tape with 1500cc printed on it is supplied with the flashboard and should be placed over the embossed 1400cc on the clutch cover.
9. When the crankcase is re-assembled, pour 1500cc of Suzuki Transmission oil or a high quality 20W-40 motor oil into the transmission.





# SUZUKI

## 2-Stroke

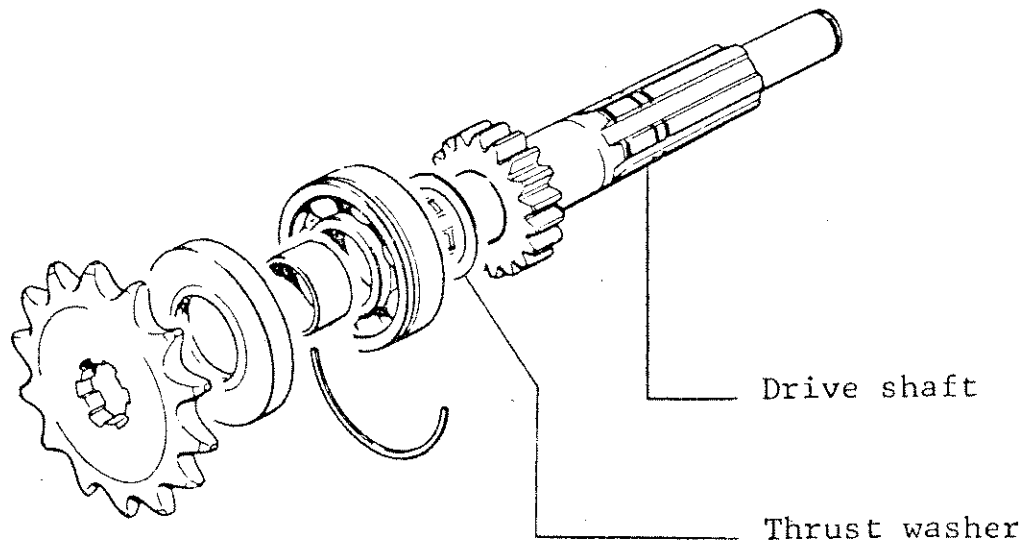
# Service Bulletin

Subject: GT250 DRIVE SHAFT/TOP GEAR

Bulletin No: GT-11  
Date: May 1, 1975  
Read and Initial  
Manager \_\_\_\_\_  
Parts \_\_\_\_\_  
Service *ATV?*

### NOTICE:

Top gear, driven, on the subject models has been increased in thickness and strength.



### INTERCHANGEABILITY:

When using the new style driveshaft #24131-18002 with old style crankcases, the thrust washer #08211-22341 must be eliminated.

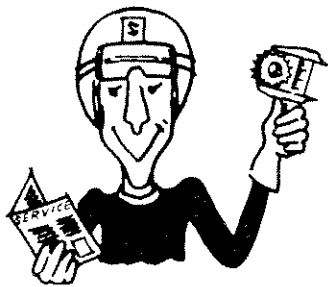
In the event that new cases are fitted and the old driveshaft re-used, washer #08211-22341 must be retained.

### PARTS:

PART DESCRIPTION	OLD PART NO.	NEW PART NO.	QTY
Drive shaft	24131-18001	24131-18002	1
Thrust washer	08211-22341		1







# SUZUKI

## 2-Stroke

# Service Bulletin

Bulletin No:GT-12

Date: May 1, 1975

Read and Initial

Manager \_\_\_\_\_

Parts \_\_\_\_\_

Service *WV*

Subject: DISC BRAKE MANUAL ADDENDUM:

GT185 DISC BRAKE SPECIFICATIONS

### NOTICE:

The GT185 is equipped with a hydraulic front disc brake. The GT185 disc brake will operate similar to the disc brakes equipped on the larger models, and should be serviced according to the GT250, GT380, GT550, and GT750 Disc Brake Service Manual.

Listed below are the GT185 Disc Brake Service Specifications.

	<u>STD</u>	<u>LIMIT</u>
Disc Thickness	5.00mm (.197 in.)	4.00mm (.157 in.)
Disc Runout	Max. 0.1mm (.004 in)	0.3mm (.012 in.)
Disc Outer Diameter	250mm (9.84 in.)	14.05mm (.553 in.)
<u>Master Cylinder Inner Diameter</u>	14.00mm - 14.04mm (.551 - .553 in.)	13.94mm (.549 in.)
Master Cylinder <u>Piston</u> Diameter	13.96mm - 13.98mm (.550 - .551 in.)	38.22mm (1.504 in.)
Caliper Cylinder <u>Inner</u> Diameter	38.18mm - 38.20mm (1.503 - 1.504 in.)	38.10mm (1.500 in.)
Caliper Cylinder <u>Piston</u> Diameter	38.15mm - 38.18mm (1.502 - 1.503 in.)	
Disc Effective Diameter	199mm (7.835 in.)	
Effective Brake Lining Area	19 cm <sup>2</sup> x 2 pcs. (2.95 in. <sup>2</sup> x 2 pcs.)	





# SUZUKI

## 2-Stroke

# Service Bulletin

Bulletin No: GT-13  
Date: May 1, 1975  
Read and Initial \_\_\_\_\_  
Manager \_\_\_\_\_  
Parts \_\_\_\_\_  
Service AM?

Subject: GT550/750 EXHAUST COUPLER SEALANT

**INSTALLATION:** Special attention should be paid to the exhaust coupler pipes on the GT750 and GT550 to assure an airtight seal. For best results, the following procedure should be used when reassembling the exhaust system on these bikes.

1. Thoroughly remove any old muffler seal left on the coupler pipes.
2. Cut four (4) pieces of muffler seal, each piece 5 inches long. Because the seal is too thick in its original form, stretch each piece to 6.3 inches. This will make each piece the correct length and thickness for proper installation.
3. Check the rubber O-rings for nicks or defects.
4. Install the coupler pipes in the center exhaust header, then install the left and right header pipes on the engine and join the coupler pipes.
5. Check the coupler joints to assure that a good seal is obtained.
6. Tighten all muffler nuts and bolts.
7. Run the engine at low rpm for 10 to 15 minutes until the coupler seal melts and seals the connection.

**PARTS:** Exhaust Coupler Seal (Part #99000-31020) is available from the U. S. Suzuki Parts Department. One package contains enough coupler seal for four strips, each five inches long, for ten motorcycles. This makes a total "rope" of seal 200 inches long.

