

## FOREWORD

*In this Model GS750, which comes to you with our thanks and best wishes, yours are the fruits of the latest technological achievements of SUZUKI and the latest of traditional SUZUKI quality. The advanced engineering and manufacturing know-how of SUZUKI expresses itself in this new model meant to be a headliner in the exciting world of motorcycles.*

*Although Model GS750 does not discriminate the user, there's no denying that it gives fuller performance and serves with better economy when used the right way. It is for this notion that this Owner's Manual sets forth the minima of care and operating practices to which your machine behooves you to adhere. Get most from your Model GS750 by following the rules and advices, whether you drive it for enjoyment or for utility.*

### **SUZUKI MOTOR CO., LTD.**

This OWNER'S MANUAL applies to two models of the GS750 series:

- Model GS750 . . . . . Single-disc front brake motorcycle
- Model GS750E . . . . . Double-disc front brake motorcycle with casting wheels

- \* Throughout this manual, **WARNING**, **CAUTION** and **NOTE** carry these shades of meaning:

**WARNING** . . . . . Personal safety of the rider is involved. Disregard of the information could result in his injury.

**CAUTION** . . . . . For the protection of the motorcycle, the instruction or rule must be strictly adhered to.

**NOTE** . . . . . Advice calculated to facilitate the use of the motorcycle is given under this heading.

- \* Copying, quoting or reproducing any part of this manual is not permitted without explicit approval by SUZUKI MOTOR CO., LTD.

- \* All information, illustrations, photographs and specifications contained in this manual are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.



**GS750**



**GS750E**

Motorcycle riding is a great fun.

It's all yours on the road, but there is one condition for making it truly yours. The condition: Be always safety-conscious! From this follow a number of vital rules for you to obey. Look up to the rules and enjoy yourself within the bounds of these commandments:

## **WEAR THE HELMET.**

Safe riding starts out with your wearing the helmet. It is a very ingredient of motorcycle riding; you just can't divorce it from your motorcycle.

## **BE CLAD SIMPLE.**

Simple clothes, free of fancy trims and flares, given your limbs and body all the freedom of movement that you need on the saddle. Gloves, boots and other items, plus the vital helmet, speak out what you are and pronounce your presence in the traffic.

## **CHECK BEFORE RIDING OUT.**

Respect the instructions given under "INSPECTION BEFORE RIDING" in this manual. They are imposed on you more for your own safety than for protection of the machine.

## **FAMILIARIZE YOURSELF TO THE MACHINE.**

Your skill and your mechanical ken are the basis of safe riding. Practice in an open non-traffic space and thoroughly familiarize yourself to the machine. Practice makes perfect.

## **KNOW THE LIMIT OF SAFE SPEED.**

How fast is "overspeeding"? That depends, among other things, on ground conditions, your own skill and weather. Know the limit and avoid accidents. Draw a line between thrill of speed and thrill of jeopardy.

## **DOUBLE YOUR SAFETY-CONSCIOUSNESS ON RAINY DAYS.**

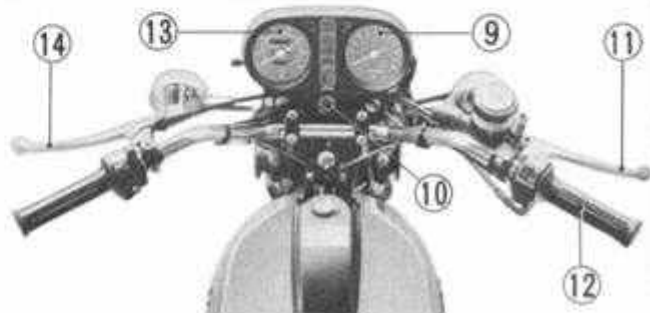
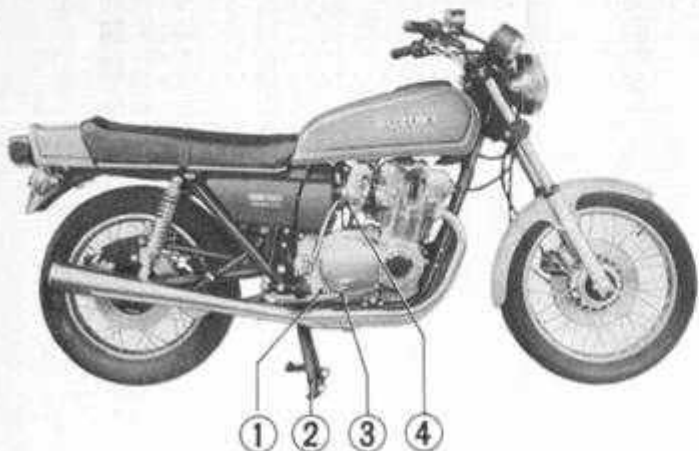
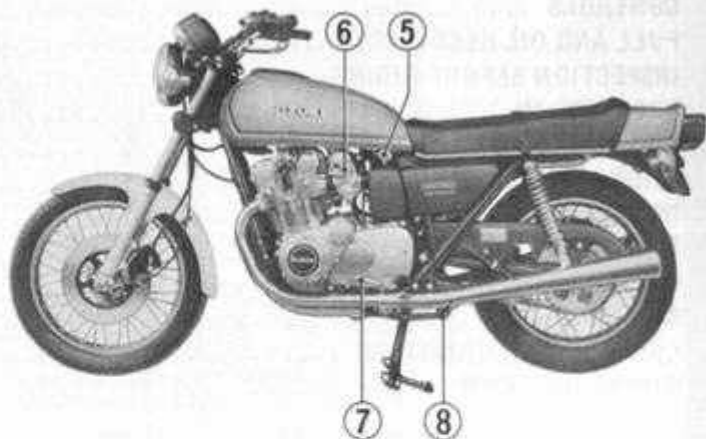
Wet roads spell peril. Avoid "wheel spinning" in picking up speed. Keep a safe distance to the vehicle immediately ahead. Remember, braking distance doubles on a rainy day. Stay off the painted surface marks, manholes and the like, and rails at railway crossings.

# CONTENTS

LOCATION OF PARTS .....	6
CONTROLS .....	7
FUEL AND OIL RECOMMENDATION .....	15
INSPECTION BEFORE RIDING .....	16
BREAKING-IN .....	17
TIPS ON RIDING .....	18
PERIODIC MAINTENANCE CHART .....	22
INSPECTION AND MAINTENANCE .....	25
TROUBLESHOOTING .....	46
SERIAL NUMBER LOCATION .....	47
SPECIFICATIONS .....	48
CONSUMER INFORMATION .....	50
WIRING DIAGRAM .....	52

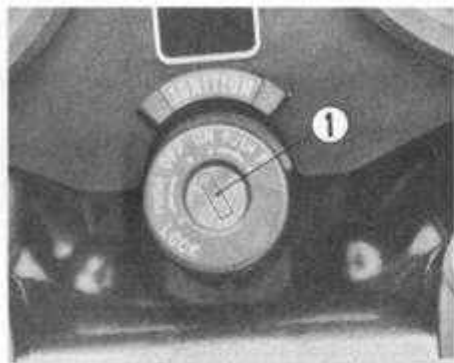
# LOCATION OF PARTS

- |                          |                     |
|--------------------------|---------------------|
| ① Engine oil gauge       | ⑧ Prop stand        |
| ② Center stand           | ⑨ Tachometer        |
| ③ Rear brake pedal       | ⑩ Ignition switch   |
| ④ Kick starter lever     | ⑪ Front brake lever |
| ⑤ Fuel cock              | ⑫ Throttle grip     |
| ⑥ Carburetor choke lever | ⑬ Speedometer       |
| ⑦ Gearshift lever        | ⑭ Clutch lever      |



# CONTROLS

## IGNITION SWITCH



The ignition switch ① has these four positions:

### Off:

All electrical circuits are off.

### On:

Ignition circuit is closed and engine can be started. The headlamp and tail lamp turn on. The key will not come off.

### Parking:

When parking the motorcycle, turn the handlebar all the way to the right or to the left. Push and turn the key to PARKING position and pull off the key; the tail lamp burns and steering is locked.

### Lock:

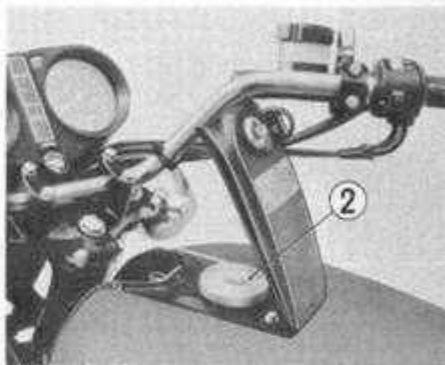
When locking the steering, turn the handlebar all the way to the right or to the left. Push and turn the key to LOCK position and pull off the key.

A pair of keys are provided with the motorcycle. Always keep one as a spare.

**CAUTION:** Start up the engine immediately after turning on the ignition switch. The reason is that headlamp lights up with the turning on of ignition switch.

**WARNING:** Before turning the ignition switch to PARKING or LOCK, shut down the machine and set it in self-supporting condition by its center stand or side stand.

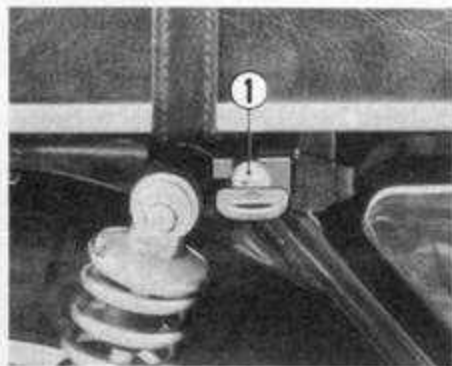
## FUEL TANK CAP



The filler cap ② is under the fuel tank front cover. Access to this cap is had by unlocking the cover with the key and opening it.

**WARNING:** When re-fueling, have the engine shut down and keep away two things: fire and children.

## SEAT LOCK



The seat lock ① is located under the right side of the seat. To open the seat, insert the ignition key into the lock, release the lock by turning the ignition key clockwise and raise the seat by hand. To lock seat, push down the seat into the position; the seat will snap into "Locked" condition.

## HELMET HOLDER



The helmet holder ② is located rearward of the seat. With the seat opened, hang the helmet fastener ring to the helmet holder. The helmet becomes locked when the seat is closed.

**WARNING:** Don't run with the helmet hitched to the helmet holder, or the helmet will get caught in the wheel to invite a disaster, not mention costly damage.

## INDICATOR LAMPS AND INDICATOR



### Neutral indicator lamp ③

Green lamp is on when the gear is in neutral; it goes out when you shift the gear out of neutral.

### High beam indicator lamp ④

Blue lamp is on when headlamp is on and dimmer switch knob is in "H".

### Turn signal pilot lamp ⑤

Orange lamp lights up as you slide turn signal switch knob to the right or left to turn on signal lamps.





#### Oil pressure indicator lamp (6)

Red lamp lights up as you turn on ignition switch; it goes out as the engine fires up and starts.

**CAUTION:** Whenever the oil pressure indicator lamp lights up suddenly while out on the road, stop the motorcycle, check oil level and, as necessary, refill the oil pan to level. This should put out the lamp: if not, have your authorized SUZUKI dealer look into the engine since it is likely that the lamp circuit or the lubrication system is in faulty condition.

#### Gear position indicator (7)

The numeral in this indicator shows the gear position, 1,2,3,4 or 5. The numeral disappears as you shift back to neutral; NEUTRAL INDICATOR LAMP (green) will burn instead.

#### Speedometer (8)

Speedometer indicates road speed in miles per hour or kilometers per hour.

#### Tachometer (9)

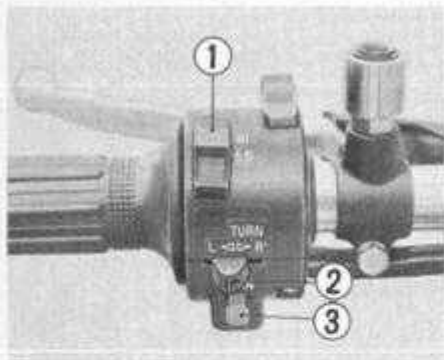
Tachometer indicates engine speed in revolutions per minute.

#### Odometer (10)

Odometer registers the total distance the motorcycle has been driven.

#### Trip meter (11)

Trip meter is provided in the speedometer and indicates distance travelled. The trip reading can be set to zero by turning the knob (12).



### DIMMER SWITCH

When the dimmer switch ① is moved to HI position, the high beam is on. When the dimmer switch is moved to LO position, the low beam is on.

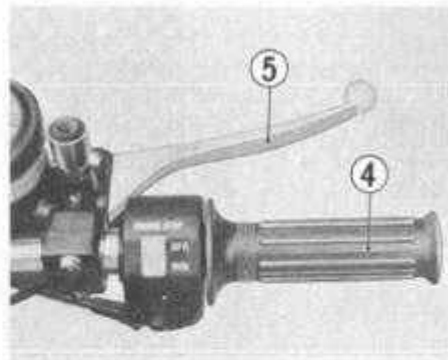
### TURN SIGNAL LAMP SWITCH ②

Slide the switch to "L" position for left turning and to "R" for right turning.

**WARNING:** Be sure to use the turn signal lamps to gesture your intention of changing the lane or making a turn.

### HORN BUTTON ③

Press the button to sound the horn.

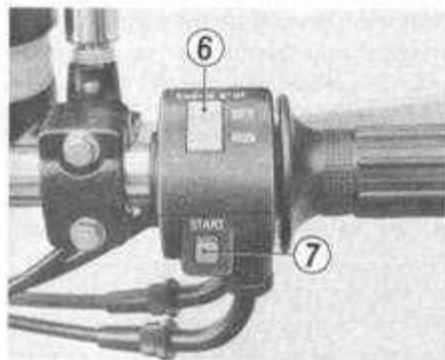


### THROTTLE GRIP

Engine speed is controlled by throttle grip ④. Twist it toward you to pick up speed.

### FRONT BRAKE LEVER

Front brake is applied by squeezing brake lever ⑤.



## ENGINE KILL SWITCH

The engine kill switch (6) is located on the top of the right handle grip switch housing.

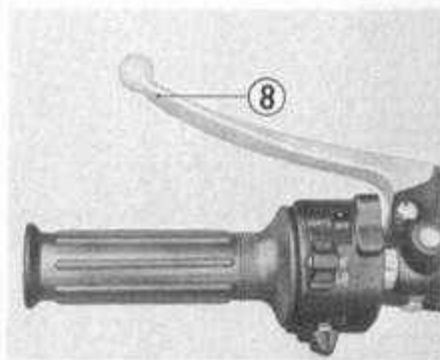
In RUN position, the ignition circuit is on and engine will operate. The switch is intended primarily as safety or emergency switch.

## ELECTRIC STARTER BUTTON

Push the electric starter button (7) to start the engine. This electric starter can start the engine even when the gears are engaged, if the clutch lever is pulled in (clutch is disengaged).

**CAUTION:** Do not push the button for more than five seconds at a time. If the engine does not start, wait at least five to ten seconds before pushing it again. If the engine still does not start after several attempts, check the fuel and ignition systems.

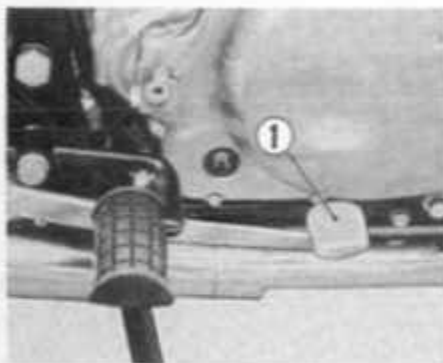
## CLUTCH LEVER



The clutch lever (8) is used to interrupt drive to rear wheel when starting or shifting the transmission.

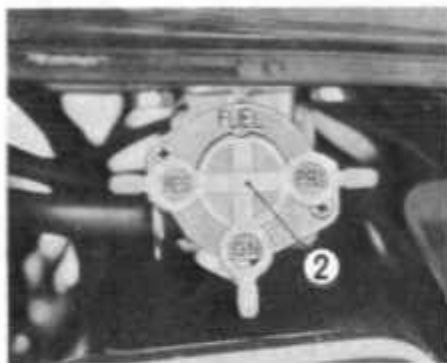
Squeezing the lever disengages the clutch.

## REAR BRAKE PEDAL



Rear brake is applied by depressing brake pedal ①. The brake lamp comes on as this brake is applied.

## FUEL COCK



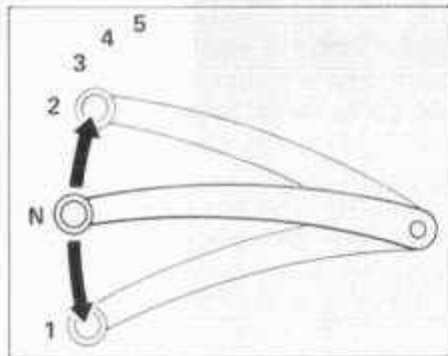
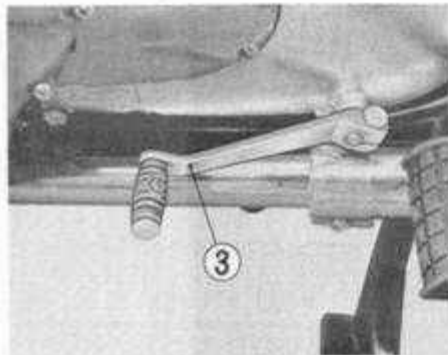
The fuel cock ② on this motorcycle is of diaphragm type and has three positions: ON, RESERVE and PRIMING. Before starting the engine, turn the fuel cock lever to ON position; the fuel flows from the fuel tank into the carburetor as the engine starts up.

If the fuel in the tank is too low, turn the lever to RES position; this taps approximately 4.0 lit (4.2 US qt) of reserve supply.

Only when there is no fuel in the carburetor, turn the lever to PRI position; the fuel then flows directly to the carburetor even when the engine is not running. Upon starting the engine, be sure to return the lever to ON position.

**NOTE:** Be sure to re-fuel at the first gas station you happen to pass by while running on RESERVE. The fuel in RESERVE is just for enabling you to reach that gas station.

## GEARSHIFT LEVER

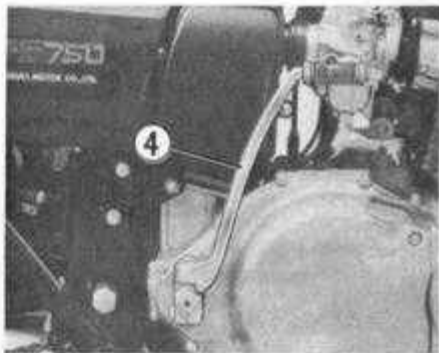


The GS750 is equipped with a 5-speed transmission which operates as shown in the figure.

Neutral is located between low and 2nd gear. Low gear is engaged by fully depressing the lever ③ from the neutral position. Shifting into higher gears is accomplished by pulling up the shiftlever once for each gear. When shifting from low to 2nd gear, neutral is automatically skipped. When neutral is wanted for stopping, depress or raise the lever to a halfway position between low and 2nd gear.

**CAUTION:** Throttle down before shifting.

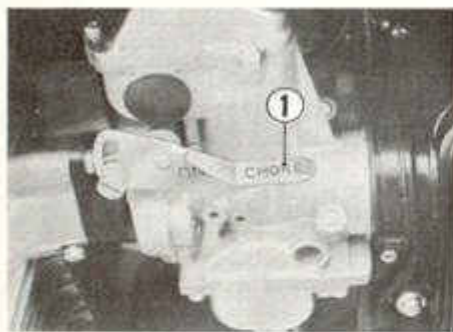
## KICK STARTER LEVER



The engine can be started also by depressing kick starter lever ④

**WARNING:** Upon firing up of the engine, be sure to restore the kick starter lever to its normal position (shown in the photo).

## CARBURETOR CHOKE LEVER

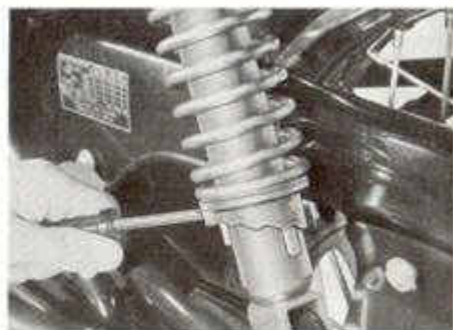


The carburetor starter system gives easy starts even in cold weather by supplying a rich fuel/air mixture. When starting a cold engine, pull up choke lever ① all the way. When engine becomes warm and engine rpm increases, push down the choke lever gradually to hold down engine speed below 2,500 rpm.

After the engine is warmed up, return the choke lever all the way back. Do not open the throttle when this lever

is up: if the throttle grip is turned even a small amount, the engine becomes hard to start. When the engine is already warm, operation of carburetor choke lever is not necessary.

## REAR SHOCK ABSORBERS



The rear shock absorbers ② spring tension should be adjusted to meet road condition and motorcycle speed. Position C is for normal riding.

**WARNING:** Be sure to adjust the springs of the two absorbers equally. Making one spring stiffer than the other disturbs the running stability of the machine.

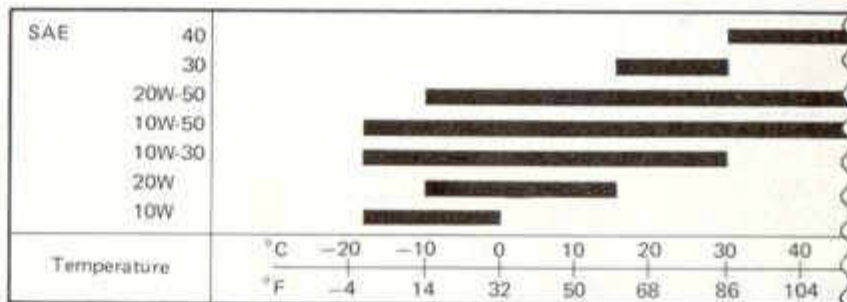
## FUEL AND OIL RECOMMENDATION

### FUEL

Gasoline used should be graded 85 - 95 octane or higher of an unleaded or low-lead gasoline type.

### ENGINE OIL

Be sure that the engine oil you use comes under API classification of SE or SD and that its viscosity rating is SAE 10W-40. If the SAE 10W-40 motor oil is not available, select the oil viscosity according to this chart:



## INSPECTION BEFORE RIDING

Be sure of driving by checking the following items. Play safe and don't underestimate their importance!

WHAT TO CHECK	CHECK TO BE SURE:
Steering	No rattle.
Brake	1) Proper pedal play      2) No "sponginess"      3) No oil leakage
Tires	1) Proper pressure      2) Enough treads      3) No cracks, no ripping
Fuel	Enough fuel for the intended run.
Lighting	All lamps light up – HEADLAMP, TURN SIGNAL LAMPS, BRAKE LAMP, TAIL LAMP. Horn sounds off.
Engine oil	Enough oil
Throttle	1) Proper play      2) Smooth response
Clutch	1) Proper play      2) Smooth action
Drive chain	1) Proper tension      2) Adequate oiling



## BREAKING-IN

In the process of manufacture the best possible materials are used and all machined parts are finished to a very high standard but it is still necessary to allow the moving parts to "BREAK-IN" before subjecting the engine to maximum stresses. The future performance and reliability of the engine depends on the care and restraint exercised during its early life. The general rules are as follows:

1) Keep to these break-in engine speed limits:

Initial 800 km (500 miles)	Below 4,000 rpm
Up to 1,600 km (1,000 miles)	Below 6,000 rpm
Over 1,600 km (1,000 miles)	Below 9,000 rpm

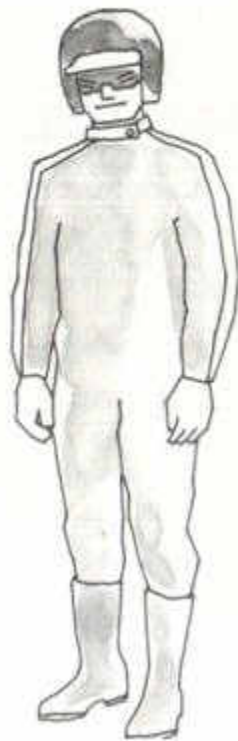
2) Upon reaching an odometer reading of 1,600 km (1,000 miles), you can subject the motorcycle to full throttle operation. However, do not exceed 9,000 rpm at any time.

## TIPS ON RIDING

---

### TWO GOLDEN RULES ON SAFETY

- (1) Respect the instructions given under "INSPECTION BEFORE RIDING" in this manual. They are imposed on you more for your own safety than for protection of the machine.
- (2) Simple clothes, free of fancy trims and flares, give your limbs and body all the freedom of movement that you need on the saddle. Gloves, boots and other items, plus the vital helmet, speak out what you are and pronounce your presence in the traffic.



## STARTING ENGINE

- Assure that the fuel cock lever and engine kill switch are in ON and RUN positions.
- Insert the ignition key into the ignition switch and turn it clockwise one notch to ON position, and the NEUTRAL indicator lamp will light if the gears are in NEUTRAL. (It is a good practice to shift the gear into neutral before starting the engine.)

### When engine is cold:

- Pull the carburetor choke lever. Close the throttle completely.
- Push the electric starter button (or depress the kick starter lever), and the engine will start.
- When engine becomes warm and engine rpm increases, push down the choke lever gradually so that engine speed may be kept below 2,500 rpm.
- Return the choke lever all the way back.

### When engine is already warm:

- Open the throttle 1/8 to 1/4 and push the electric starter button.
- Operation of carburetor choke lever is not necessary.

**WARNING:** Don't run engine indoors with little or no ventilation.

## RIDING THE MOTORCYCLE

- Pull the clutch lever and engage first gear by depressing the gearshift lever.
- Twist the throttle grip inward toward you and at the same time release the clutch lever gently and smoothly; the motorcycle will start forward.
- To shift to a higher gear, accelerate gently, then close the throttle, pull the clutch lever and lift the gearshift lever upward to select the next gear. Release the gearshift lever and the clutch lever and open the throttle.

Select the gears in this manner until top gear is reached.

**WARNING:** If the machine is the very first of its kind for you to ride, practice on a non-public road to thoroughly get the knack of it before riding out for the first time. Before starting off, turn back the prop stand fully to its normal position. Don't shift down in the midst of cornering. Slow down to a safe speed before starting to turn around a corner. One-hand driving is dangerous! Put your both hands firmly to the handlebar, with both feet securely placed on the foot rests.

### High speed riding

- Tire pressure should be increased as described on page 37.
- The rear shock absorbers spring tension should be adjusted to meet road condition and motorcycle speed.

**CAUTION:** Whichever gear position (1st, 2nd, 3rd, 4th or 5th) you use, be sure that the indicating hand of the tachometer will not swing over into the RED zone.

**WARNING:** To ride out for a high-speed cruising, check the following items with special care, making sure that your answer to each question is positive "yes".

WHAT TO CHECK	QUESTION
BRAKE	Is the brake fluid enough? Is there a proper play? Does the brake apply smoothly?
STEERING	Is the steering system free of any rattle?
TIRES	Are the tire treads in good condition? Are the tires free of cracks or rips? Are the tires properly inflated?
SPARK PLUG	Is the plug of a right heat range?
GASOLINE	Is the tank filled up?
ENGINE OIL	Is the oil up to the specified level?
ELECTRICAL EQUIPMENT	Are all electrical devices in good working condition?

### Riding on hills

- If the motorcycle slows down when riding up a hill, shift into a lower gear so that the engine will operate in its power range. Shift the gear rapidly to prevent the motorcycle from losing momentum.
- When riding down a hill, the engine may be used for braking by shifting to a lower gear.  
Be careful, however, not to allow the engine to overspeed!

### Use of the transmission

Use the transmission wisely and keep the engine running smoothly. The gear ratios are carefully chosen to meet the characteristics of the engine. The rider should at all times select the most suitable gear for the prevailing conditions. Do not slip the clutch to control road speed.

### Stopping and parking

- Turn the throttle grip outward away from you to close the throttle completely.
- Apply the front and rear brake evenly at the same time, and the motorcycle will stop smoothly and safely. Using only the front or rear brake is dangerous and can cause skidding and loss of control. Make it a rule to always apply both brakes simultaneously.
- Apply the brakes lightly and with great care on wet highway pavement or other slippery surfaces and at corners. Abrupt braking on slippery roads or corner is particularly dangerous.
- Just before the motorcycle stops, be sure to shift the gear into neutral. Confirm this by observing the neutral indicator lamp.
- Turn the ignition switch key to the off position to stop the engine.

- Remove the ignition key from the switch.
- Lock the steering for security.

**WARNING:** Using only the front or rear brake is dangerous and can cause skidding and loss of control.

## MAINTENANCE SCHEDULE

The chart shows the intervals in kilometers (miles) and months. At the end of each interval, be sure to inspect, check, lubricate and service as instructed. Give these attentions to your machine at shorter intervals if it is habitually used under stringent conditions inclusive of continuous full-throttle run: as to how often you should, consult your SUZUKI dealer. Components related to steering, suspension and wheels are key items of safe riding and, as such, do not tolerate halfhearted or sloppy servicing. For assuring safety, have them looked into and serviced by your SUZUKI dealer.

**CAUTION:** Periodical inspection will reveal one or more parts needing replacement in your SUZUKI motorcycle that has served long. Whenever such a need occurs, be sure to insist on the use of genuine SUZUKI replacement parts: avoid imitation parts to avoid taking chances.

Whether you're expert do-it-yourself mechanic or not, SUZUKI recommends that those jobs of inspection marked with asterisk (\*) be performed by your authorized SUZUKI dealer. Other jobs not so marked are relatively easy and you can do them by referring to the instructions set forth in this manual if you're confident of your competence; if you're not, ask your SUZUKI dealer.

INTERVAL: THIS INTERVAL SHOULD BE JUDGED BY ODOMETER READING OR MONTHS, WHICHEVER COMES FIRST.	miles	600	4,000	8,000	12,000	16,000
	km	1,000	6,000	12,000	18,000	24,000
	months	2	12	24	36	48
* Cylinder head nut & exhaust pipe bolt		T	T	T	T	T
* Fuel line		Replace every two years				
Air cleaner		—	C	C	C	C
Spark plug		—	C	R	C	R
* Tappet clearance		I	I	I	I	I
Engine oil		Change oil at initial 1,000 km (600 miles) and initial 3,000 km (2,000 miles), and thereafter change every 3,000 km (2,000 miles).				
Engine oil filter		R	R	R	R	R
* Contact breaker point		I	I	I	I	I
* Ignition timing		I	I	I	I	I
Carburetor idle rpm		A	A	A	A	A
Clutch		I	I	I	I	I
Battery (Specific gravity of electrolyte)		—	I	I	I	I
* Brake hose		Replace every two years				

NOTE: T = Tighten, A = Adjust, I = Inspect, R = Replace, C = Clean.

