SUZUKI

OWNER'S MANUAL

GS750T

IMPORTANT

BREAK-IN INFORMATION FOR YOUR MOTORCYCLE

The first 1 000 miles (1 600 km) are the most important in the life of your motorcycle. Proper break-in operation during this time will help ensure maximum life and performance from your new motorcycle. Suzuki parts are manufactured of high quality materials, and machined parts are finished to close tolerances. Proper break-in operation allows the machined surfaces to polish each other and mate smoothly.
Vehicle reliability and performance depend on special care and restraint excercised during the break-in period. It is especially important that you avoid operating the engine in a manner which could expose the engine parts to excessive heat.
Please refer to the Break-In section (page 12) for specific break-in recommendations.

WARNING / CAUTION / NOTE

Please read this manual and follow its instructions carefully.
To emphasize special information the words WARNING, CAUTION and NOTE carry special meanings and should be carefully reviewed.

WARNING: ..... The personal safety of the rider may be involved. Disregarding this information could result in injury to the rider.

CAUTION ..... These instructions point out special service procedures or precautions that must be followed to avoid damaging the machine.

NOTE ..... This provide special information to make maintenance easier or important instructions clearer.

EMISSION CONTROL WARRANTY

The emission control system of this motorcycle is covered by a separate warranty policy. The conditions and terms of this warranty are explained in the Suzuki Emission Control System Warranty Policy which your dealer will give you at the time of sale.

FOREWORD

THANK YOU for choosing Suzuki. We at Suzuki have designed, tested and produced this motorcycle using the most modern technology available to provide you with many happy, enjoyable, safety riding. Motorcycling is one of man's most exhilarating sports and to insure your riding enjoyment, you should become thoroughly familiar with the information presented in this Owner's Manual before riding the motorcycle.

The proper care and maintenance that your motorcycle requires is outlined in this manual. By following these instructions explicitly you will insure a long trouble free operating life for your motorcycle. This motorcycle also conforms to the U.S. Environmental Protection Agency emission regulations which apply to new motorcycles. The proper adjustment of engine components is necessary for this motorcycle to comply with the EPA regulations. Therefore, please follow the maintenance instructions closely to ensure emission compliance. Your Suzuki dealer has experienced technicians that are trained to provide your machine with the best possible service with the right tools and equipment.

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CONSUMER INFORMATION

ACCESSORY INSTALLATION AND PRECAUTION SAFETY TIPS

There are a great variety of accessories available to Suzuki owners. Suzuki can not have direct control over the quality or suitability of accessories you may wish to purchase. The addition of unsuitable accessories can lead to unsafe operating conditions. It is not possible for Suzuki to test each accessory on the market or combinations of all the available accessories; however, your dealer can assist you in selecting quality accessories and installing them correctly.

Use extreme caution when selecting and installing the accessories for your Suzuki. We have developed some general guidelines which will aid you when deciding whether, and how to equip your motorcycle.

(1) Never exceed the GVWR (Gross Vehicle Weight Rating) of this motorcycle. The GVWR is the combined weight of the machine, accessories, payload and rider. When selecting your accessories, keep in mind the weight of the rider as well as the weight of the accessories. The additional weight of the accessories may not only create an unsafe riding condition but may also affect the steering ease.
GVWR—GS750T: 1010 lbs (458 kg)
at the tire pressure (cold)
Front 28 psi (1.97 kg/cm^2),
Rer 40 psi (2.80 kg/cm^2)

(2) Anytime that additional weight or aerodynamic affecting accessories are installed, they should be mounted as low as possible as close to the motorcycle and as near the center of gravity as is feasible. The mounting brackets and other attachment hardware should be carefully checked to ensure that it provides for a rigid, non-moveable mount. Weak mounts can allow the shifting of the weight and create a dangerous, unstable condition.

(3) Inspect for proper ground clearance and bank angle. An improperly mounted load could critically reduce these two safety factors. Also determine that the "load" does not interfere with the operation of the suspension, steering or other control operations.

(4) Accessories fitted to the handlebars or the front fork area can create serious stability problems. This extra weight will cause the motorcycle to be less responsive to your steering control. The weight may also cause oscillations in the front end and lead to instability problems. Accessories added to the handlebar or front fork of the machine should be as light as possible and kept to a minimum.

(5) Windshields, fairings, backrests, saddlebags, travel trunks, etc., may affect the stability of the motorcycle due to their aerodynamic effects. The motorcycle may be affected by a lifting condition or by an instability in cross winds or when being passed or passing large vehicles. Improperly mounted or poorly designed accessories can result in an unsafe riding condition, therefore caution should be used when selecting and installing all accessories.

(6) Certain accessories displace the rider from his normal riding position. This limits the freedom of movement of the rider and may limit his control ability.

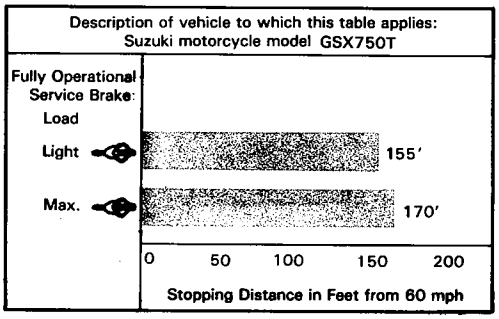
(7) Additional electrical accessories may overload the existing electrical system. Severe overloads may damage the wiring harness or create a dangerous situation due to the loss of electrical power during the operation of the motorcycle.

When carrying a load on the motorcycle, mount it as low as possible and as close as possible to the machine. An improperly mounted load can create a high center of gravity which is very dangerous and makes the motorcycle difficult to handle. The size of the "load" can also affect the aerodynamics and handling of the motorcycle. Balance the load between the left and right side of the motorcycle and fasten it securely.

MODIFICATION

Modification of the motorcycle, or removal of original equipment may render the vehicle unsafe or illegal. Obey all applicable equipment regulations in your area.

VEHICLE STOPPING DISTANCE



This figure indicates braking performance that can be met or exceeded by the vehicle to which it applies under different conditions of loading.

The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

SAFE-RIDING RECOMMENDATION FOR MOTORCYCLE RIDERS

Motorcycle riding is great fun and an exciting sport. Motorcycle riding also requires that some extra precautions be taken to ensure the safety of the rider. These precautions are:

WEAR A HELMET

Motorcycle safety equipment starts with a quality safety helmet. One of the most serious injuries that can happen is a head injury. ALWAYS wear a properly approved helmet. You should also wear suitable eye protection.

RIDING APPAREL

Loose fancy clothing can be uncomfortable and unsafe when riding your motorcycle. Choose good quality motorcycle riding apparel when riding your motorcycle.

INSPECTION BEFORE RIDING

Review thoroughly the instructions in the "INSPECTION BEFORE RIDING" section of this manual. Do not forget to perform an entire safety inspection to ensure the safety of the rider and its passenger.

FAMILIARIZE YOURSELF WITH THE MOTORCYCLE

Your riding skill and your mechanical knowledge form the foundation for safe riding practices. We suggest that you practice riding your motorcycle in a non-traffic situation until you are thoroughly familiar with your machine and its controls. Remember practice makes perfect.

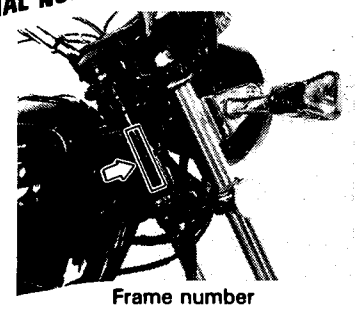
KNOW YOUR LIMITS

Ride within the boundaries of your own skill at all times. Knowing these limits and staying within them will help you to avoid accidents.

BE EXTRA SAFETY CONSCIOUS ON BAD WEATHER DAYS

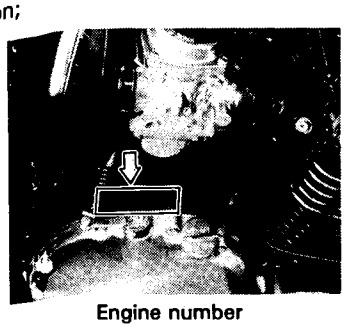
Riding on bad weather days, especially wet ones, requires extra caution. Braking distances double on a rainy day. Stay off of the painted surface marks, manhole covers and greasy appearing areas as they can be especially slippery. Use extreme caution at railway crossings and on metal gratings and bridges. Whenever in doubt about road conditions, slow down!

SERIAL NUMBER LOCATION



Frame number

The frame and/or engine serial numbers are used to register the motorcycle. They are also used to assist your dealer when ordering parts or referring to special service information;



Engine number

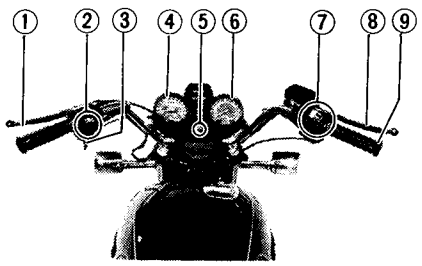
The frame number is stamped on the steering head tube. The engine serial number is stamped on the right side of the crankcase assembly.

Please write down the numbers here for your reference.

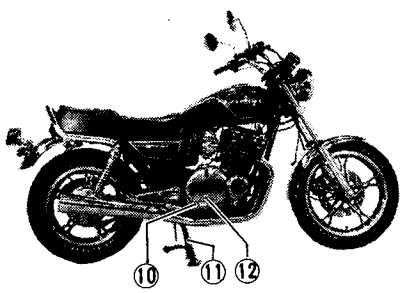
Frame No.: JS1GR73A1D2100551

Engine No.: GS75X-176681

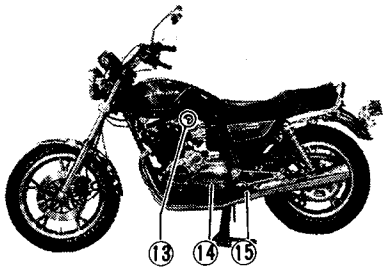
LOCATION OF PARTS



(1) Clutch lever
(2) Left handlebar switch
(3) Carburetor choke lever
(4) Speedometer
(5) Ignition switch
(6) Tachometer
(7) Right handlebar switch
(8) Front brake lever
(9) Throttle grip



(10) Engine oil inspection window
(11) Center stand
(12) Rear brake pedal



(13) Fuelcock
(14) Gearshift lever
(15) Side stand

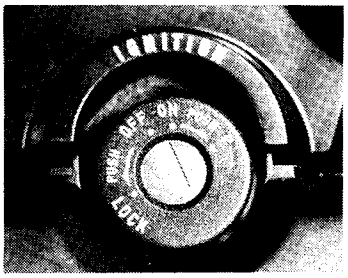
CONTROLS

KEY

This motorcycle comes equipped with a pair of identical ignition keys. Keep the spare key in a safe place.
Your motorcycle igniton keys are stamped with an identifying number. This number is used when making replacement keys. Please write your key number in the box provided for your future reference.

KEY NO.: 406

IGNITION SWITCH



The ignition switch has four positions:

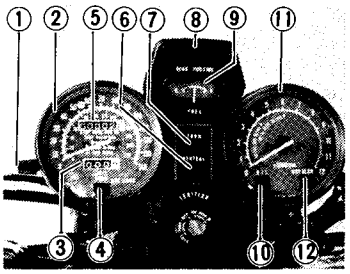
"OFF" POSITION
All electrical circuits are cut off.
"ON" POSITION
The ignition circuit is completed and the engine can now be started. The headlight and taillight will automatically be turned on when the key is in this position. The key cannot be removed from the ignition switch in this position.

CAUTION:
Start the engine promptly after turning the ignition key to the "ON" position. The reason for this is that the headlight and taillight come on at the same time the ignition is turned on and will cause the battery to lose power.

"PARKING" POSITION
When parking the motorcycle, turn the handlebar all the way to the right or to the left. Push down and turn the key to the parking position. The key can now be removed and the taillight will remain lit and the steering will be locked. This position is for night time roadside parking to increase visibility.
"LOCK" POSITION
To lock the steering, turn the handlebar all the way to the right or the left. Push down and turn the key to the "LOCK" position and remove the key. All electrical circuits are cut off.

WARNING:
Before turning the ignition switch to the (P) "PARK" or "LOCK" position, stop the motorcycle and place the motorcycle on either the side stand or the center stand.

INSTRUMENT PANEL



SPEEDOMETER (2)
The speedometer indicates the road speed in miles per hour and kilometers per hour.

TRIP METER (3)
The trip meter is a resettable odometer located in the speedometer assembly. It can be used to indicate the distance traveled on short trips or between fuel stops. Turning the knob (1) counter-clockwise will return the meter to zero.

SIDE STAND CHECK LIGHT (4)
With the ignition switch in the "ON" position but the engine not started, the side stand check light should be lit. As soon as the engine is started and after kicking up the side stand the side stand check light should go out.

ODOMETER (5)
The odometer registers the total distance that the motorcycle has been ridden.

NEUTRAL INDICATOR LIGHT (6)
The green light will come on when the transmission is in neutral. The light will go out when you shift into any gear other than neutral.

TURN SIGNAL INDICATOR LIGHT (7)
When the turn signals are being operated either to the right or left side, the amber indicator light will flash.

GEAR POSITION INDICATOR LIGHT (8)
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 LIGHT (green) will burn instead.

FUEL METER (9)
The fuel meter indicates the amount of gasoline remaining in the fuel tank. The "E" mark indicates the tank is empty or nearly so. The "F" mark indicates the fuel tank is full.

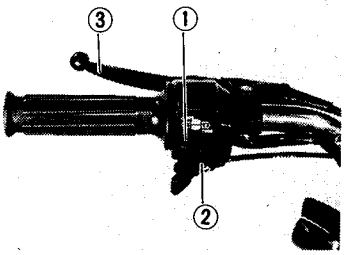
OIL PRESSURE INDICATOR LIGHT (10)
With the ignition switch in the "ON" position but the engine not started, the oil pressure indicator light should be lit. As soon as the engine is started, the light should go out.

CAUTION:
Whenever the oil pressure indicator lights up, indicating no oil pressure, stop the engine immediately. First check the oil level and determine if the proper amount of oil is in the engine. If the oil level is low, refill the engine to the correct level. If the light still does not go out, then have your authorized Suzuki dealer inspect your motorcycle to determine the difficulty. Do not operate the motorcycle when the light is lit as it may cause serious damage to the internal parts of the engine or transmission.

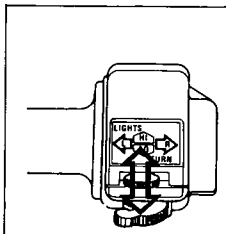
TACHOMETER (11)
The tachometer indicates the engine speed in revolutions per minute r/min.

HIGH BEAM INDICATOR LIGHT (12)
The blue indicator light will be lit when the headlight high beam is turned on.

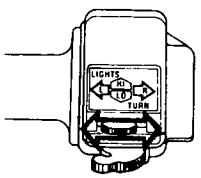
LEFT HANDLEBAR



(1) Lights operating switch
(2) Horn button
(3) Clutch lever



DIMMER OPERATION



TURN SIGNAL OPERATION

LEFT HANDLEBAR

LIGHTS OPERATING SWITCH

Dimmer operation

When the lights operating switch is pushed up to the "HIGH" position, the high beam will be lit. At the same time that the high beam is lit, the high beam indicator will also light in the instrument panel. When the switch is pushed down to the "LO" position, the low beam will be lit.

Turn signal operation

Sliding the lights operating switch to the "L" position will flash the left turn signal. Moving the switch to the "R" position will flash the right turn signal. The indicator light will also flash intermittently.

WARNING:

Always use the turn signal when you intend to change lanes or make a turn. ALWAYS be sure to turn the turn signal switch to the "OFF" position after completing the turn or lane change.

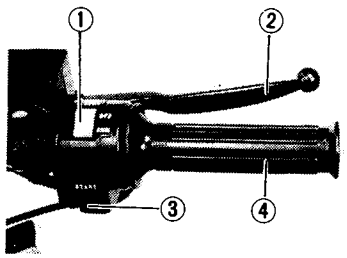
HORN BUTTON

Press the button to operate the horn.

CLUTCH LEVER

The clutch lever is used to disengage the drive to the rear wheel when starting the engine or shifting the transmission gear. Squeezing the lever disengages the clutch.

RIGHT HANDLEBAR



(1) Engine kill switch
(2) Front brake lever
(3) Electric starter button
(4) Throttle grip

ENGINE KILL SWITCH

The engine "kill switch" is located on the top of the right handlebar grip switch housing. This is a "rocker" style switch which pivots in the center.

In the "RUN" position the ignition circuit is on and the engine will operate. The switch is intended primarily as a emergency switch. When the switch is in the "OFF" position neither the starter motor nor the ignition circuit will be energized.

FRONT BRAKE LEVER

The front brake is applied by squeezing the brake lever gently towards the throttle grip. This motorcycle is equipped with disc brakes system and excessive pressure is not required to slow the machine down properly. The brake light will be lit when the lever is squeezed inward.

ELECTRIC STARTER BUTTON

Push the electric starter button in to engage the starter motor.The transmission should be in neutral for safety and the clutch must be disengaged during starting.

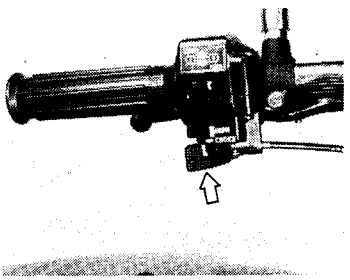
NOTE: The starter interlock switch is equipped on this motorcycle. If the clutch is not disengaged, the starter motor will not rotate.

CAUTION:
Do not engage the starter motor for more than five (5) seconds at a time as it may overheat the wiring harness and starter motor. If the engine does not start after several attempts, check the fuel supply and ignition system. (Refer to the troubleshooting section.)

THROTTLE GRIP

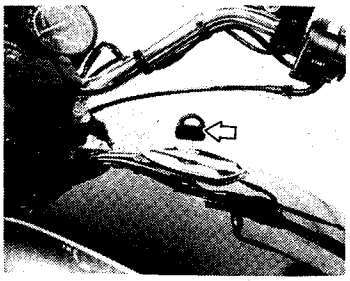
Engine speed is controlled by the position of the throttle grip. Twist it toward you to increase engine speed. Turn it away from you to decrease the engine speed.

CARBURETOR CHOKE LEVER

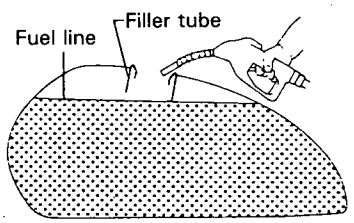


The carburetors of this motorcycle are equipped with a "choke" system to provide easy starting. When starting a cold engine, turn the choke lever all the way left and engage the electric starter. After the engine starts, try to limit the engine speed to approximately 2 000 r/min by varying the choke lever position. The choke system will operate only when the throttle is in the closed position as opening the throttle will bypass the choke system. When the engine is warm, the choke system does not need to be used for starting. Always be certain to return the choke lever back to its normal position after the engine reaches normal operating temperatures.

FUEL TANK CAP



The fuel tank cap is a new low profile style which blends in smoothly with the lines of the fuel tank.
To open the fuel tank cap insert the ignition key and turn the key clockwise. With the key still held in a clockwise position, lift up on the key and remove the filler cap. To install the fuel tank cap, face the arrow mark forward, simply line up the fuel tank cap guide pins and push down until the locking pins click into position. The key must be in the cap lock or turned before installing cap. Remove the ignition key from the cap lock. Turn the key counter-clockwise and remove it.

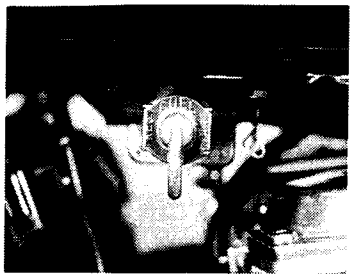


WARNING:
Do not overfill the fuel tank. Avoid spilling fuel on the hot engine. Do not fill the fuel tank above the bottom of the filler tube as shown in the illustration or it may overflow when the fuel heats up later and expands.

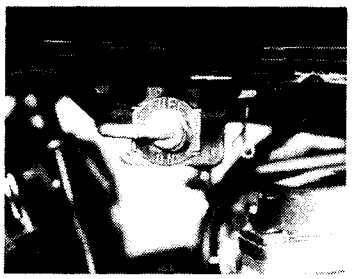
WARNING:
When re-fueling, always shut the engine off and turn the ignition key to the "OFF" position. Never refuel near an open flame.

FUELCOCK

This motorcycle is equipped with an automatic type, diaphragm style fuelcock. There are three positions: "ON", "RESERVE" and "PRIME".

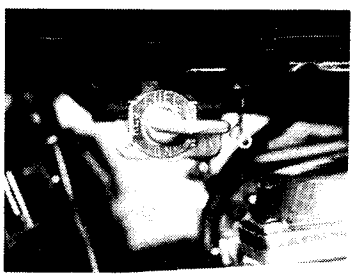


"ON" The normal position for the fuelcock lever is in the "ON" position. In this position, no fuel will flow from the fuelcock to the carburetors unless the engine is running or being started.



"RESERVE"

If the fuel level in the tank is too low, turn the lever to the "RESERVE" position to use the reserve fuel supply. In this position, no fuel will flow from the fuelcock to the carburetors unless the engine is running or being started. RESERVE FUEL SUPPLY: 3.0 L (3.2 US qt.)



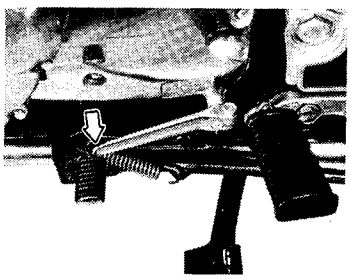
"PRIME"

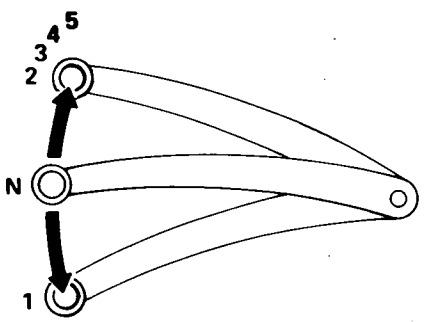
If the motorcycle has run out of fuel or has been stored for an extended period, there may not be any gasoline in the carburetors. In this instance the fuelcock lever should be moved to the "PRIME" position. This will allow the fuel to flow directly into the carburetors even though the engine is not operating. Upon starting the engine, be sure to return the lever to the "ON" position or, if necessary, to the "RESERVE" position.

CAUTION:
Leaving the fuelcock in the "PRIME" position may cause the carburetors to overflow and fuel to run into the engine. It is possible that this may cause severe mechanical damage when the engine is started.

NOTE: After switching the fuelcock lever to the "RESERVE" position, it is advisable that the tank be refilled at the closest gas station. After re-fueling, be sure to move the fuelcock to the "ON" position.

GEARSHIFT LEVER



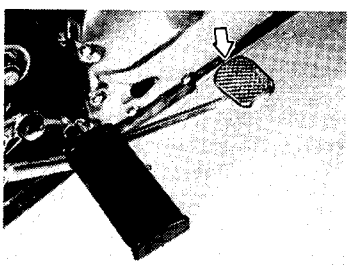


This motorcycle is equipped with a 5 speed constant mesh transmission which operates as shown in the figure. The shift lever is attached to a ratchet type mechanism in the transmission. Each time that a gear is selected, the gear shift lever will return to its normal position ready to select the next gear. Neutral is located between low and 2nd gear. Low gear is engaged by depressing the lever downward from the neutral position. Shifting into the higher gears is accomplished by lifting up on the shift lever once for each gear. It is not possible to up shift or down shift more than one gear at a time due to the ratchet mechanism being used. When shifting from low to 2nd gear or 2nd gear to low, neutral will be automatically skipped. When neutral is desired, depress or lift the lever to a position halfway between low and 2nd gear.

CAUTION:
When the transmission is in neutral the green indicator light on the instrument panel will be lit. However, even though the light is illuminated, cautiously release the clutch lever slowly to determine whether the transmission is positively in neutral.

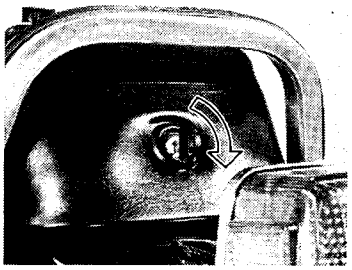
Reduce your road speed before downshifting. When down shifting, the engine speed should be increased before the clutch is engaged. This will prevent unnecessary wear on the drivetrain components and rear tire.

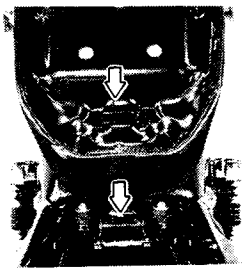
REAR BRAKE PEDAL



Depressing the rear brake pedal will apply the rear brake. The brake light will be illuminated when the rear brake is operated.

SEAT LOCK

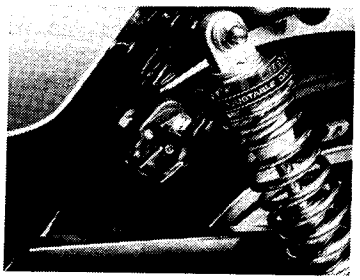




The seat lock is located behind the seat. To remove the seat, insert the ignition key into the lock and turn it clockwise until the lock is released. Raise and slide back the seat by hand and unhook the seat hook from the seat holding hook. To lock the seat, hook the seat hook into the seat holding hook certainly, turn the key counterclockwise while pushing it in until the seat latch snap into the locked position.

WARNING:
When you reinstall the seat, pull up on it firmly to be certain it is securely latched. If the seat is not latched securely, it may come loose and cause loss of rider control.

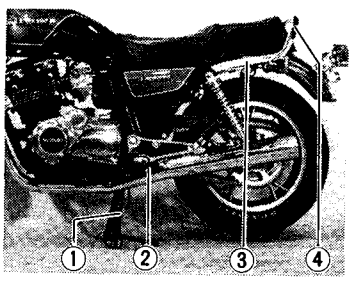
HELMET HOLDER



The helmet holder is located under the left side of the seat. Insert the key, and twist it clockwise to open one of the latches and twist it counterclockwise to open the other side of the latches. Hook your helmet fastener ring to the latch and return back the latch to the closed position to lock the holder.

WARNING:
Do not operate the motorcycle with a helmet fastened to the helmet holder. The helmet may be caught in the wheel causing an accident, or interfere with the safe operation of the motorcycle.

STANDS



(1) Center stand (3) Lift bar
(2) Side stand (4) Passenger hand rail

The motorcycle is equipped with both a center stand and a side stand. To place the motorcycle on the center stand, place your foot firmly on the stand extension and then rock the motorcycle to the rear and upward with the lift bar with your right hand, while steadying the handlebars with your left hand.

CAUTION:
The hand rail is designed to be used as a passenger hand hold only. Attempting to place or remove the motorcycle on or from the center stand using the passenger hand rail will damage it.

WARNING:
Before starting off, check that the side stand is returned to its normal up position and is not hanging down.

FUEL AND OIL RECOMMENDATIONS

FUEL

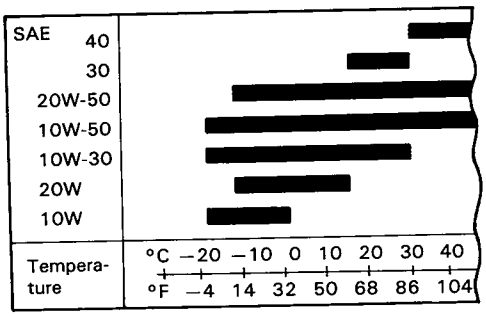
Use only unleaded or low-lead type gasoline of at least 85—95 pump octane ($\frac{R+M}{2}$ method) or 89 octane or higher rated by the Research method. If engine pinging is experienced, substitute another brand as there are differences between brands.

NOTE: Unleaded and low-lead gasoline will extend spark plug life.

ENGINE OIL

SUZUKI recommends the use of **SUZUKI PERFORMANCE 4-MOTOR OIL** or an oil which is rated SE or SF under the API (American Petroleum Institute) classification system. The viscosity rating should SAE 10W-40. If an SAE 10W-40 oil is not available, select an alternate according to the chart below.

This is a very high performance, SAE 10W-40 SF oil with special friction modifer added.



BREAK-IN

The foreword explains how important proper break-in is to achieving maximum life and performance from your new Suzuki. The following guidelines explain proper break-in procedures.

MAXIMUM ENGINE RPM RECOMMENDATIONS

This table shows the maximum recommended engine rpm during the break-in period.

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

VARY THE ENGINE SPEED

The engine speed should be varied and not held at a constant speed. This allows the parts to be "loaded" with pressure, and then unloaded, allowing the parts to cool. This aids the mating process of the parts. It is essential that some stress be placed on the engine components during break-in to ensure this mating process. Do not, though, apply excessive load on the engine.

AVOID CONSTANT LOW SPEED

Operating the engine at constant low speed (light load) can cause parts to glaze and not seat in. Allow the engine to accelerate freely through the gears, without exceeding the recommended maximum limits. Do not, however, use full throttle for the first 1 000 miles (1 600 km).

ALLOW THE ENGINE OIL TO CIRCULATE BEFORE RIDING

Allow sufficient idling time after warm or cold engine start up before applying load or revving the engine. This allows time for the lubricating oil to reach all critical engine components.

OBSERVE YOUR FIRST, AND MOST CRITICAL, SERVICE

The 600 miles (1 000 km) service is the most important service your motorcycle will receive. During break-in all of the engine components will have worn in and all of the other parts will have seated in. All adjustments will be restored, all fasteners will be tightened, and the dirty oil and oil filter will be replaced.

Timely performance of the 600 miles service will ensure optimum service life and performance from the engine.

CAUTION:
The 600 miles service should be performed as outlined in the Maintenance Schedule section of this Owner's Manual. Pay particular attention to the CAUTION and WARNING in that section.

INSPECTION BEFORE RIDING

Before riding the motorcycle, be sure to check the following items. Never underestimate the importance of these checks. Perform all of them before riding the machine.

WHAT TO CHECK	CHECK FOR
Steering	1) Smoothness 2) No restriction of movement 3) No play or looseness
Brakes	1) Corrected pedal and lever play 2) No "sponginess" 3) No fluid leakage
Tires	1) Correct pressure 2) Adequate tread depth 3) No cracks or cuts
Fuel	Enough fuel for the planned distance of operation
Lighting	Operation of all lights—HEADLIGHT, TAILLIGHT, BRAKE LIGHT, INSTRUMENT LIGHTS, TURN SIGNALS
Indicator Lights	Oil pressure, High beam, Neutral, Turn signal, Side stand, Gear position, Fuel
Horn and "Kill Switch"	Correct function
Engine Oil	Correct level
Throttle	1) Correct play in the throttle cable 2) Smooth operation and positive return of the throttle grip to the closed position
Clutch	1) Correct play in the cable 2) Smooth and progressive action
Drive Chain	1) Proper tension or slack 2) Adequate lubrication
Air Forks	1) Smooth movement 2) Recommended air pressure

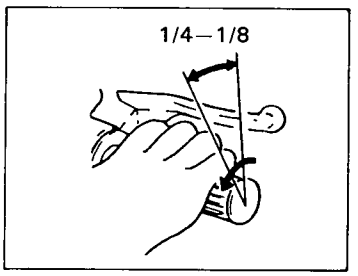
RIDING TIPS

STARTING THE ENGINE

Check that the fuelcock lever is in the "ON" position and that the engine kill switch is in the "RUN" position. Insert the ignition key into the ignition switch and turn it clockwise one notch to the "ON" position. The neutral indicator light will light if the transmission is in neutral.

CAUTION:
Always start the engine with the transmission in neutral, the clutch lever pulled in, and the rider in the normal riding position.

When the engine is cold:
Turn the carburetor choke lever to the engaged position. Close the throttle completely. Push the electric starter button and the engine will start. Immediately after the engine starts, keep the engine revolutions to a maximum of 2 500 r/min by using the choke lever position for throttle control. Return the choke lever all the way back to its normal disengaged position approximately 50 seconds after the engine starts. In extremely cold weather it may be necessary to use the choke longer than 50 seconds.



When the engine is warm:
Open the throttle 1/8th to 1/4th turn and push the electric starter button. Operation of the carburetor choke system is usually

WARNING:
Do not run the engine indoors where there is little or no ventilation available. Carbon monoxide fumes are extremely poisonous. Never leave the engine running while unattended, even for a moment.

STARTING OFF

Pull the clutch lever in and pause momentarily. Engage first gear by depressing the gear shift lever downward. Twist the throttle grip toward you and at the same time release the clutch lever gently and smoothly. As the clutch engages, the motorcycle will start moving forward. To shift to the next higher gear, accelerate gently, then close the throttle and pull the clutch lever in simultaneously. Lift the gear shift lever upward to select the next gear and release the clutch lever and open the throttle again. Select the gears in this manner until top gear is reached.

WARNING:
High speed riding requires special care. Be sure that you review the Inspection Before Riding chart and be sure that your machine is in top condition.

USING THE TRANSMISSION

The transmission is provided to keep the engine operating smoothly in its normal operating rpm range. The gear ratios have been carefully chosen to meet the characteristics of the engine. The rider should always select the most suitable gear for the prevailing conditions. Never slip the clutch to control road speed, but rather downshift to allow the engine to run within its normal operational range. The table below shows the approximate speed range for each gear.

Shifting up schedule:

miles/h	Gear position	km/h
0—12	1st	0—20
12—19	2nd	20—30
19—25	3rd	30—40
25—31	4th	40—50
Over 31	5th	Over 50

Shifting down schedule:

miles/h	Gear position	km/h
19	5th → 4th	30
12	4th → 3rd	20

* Disengage the clutch when speed drops below 15 km/h (9 miles/h)

CAUTION:
Never allow the engine to rev up to red zone in the tachometer in any gear.

RIDING ON HILLS

- When climbing steep hills, the motorcycle may begin to slow down and show lack of power At this point you should shift to a lower gear so that the engine will again be operating in its normal power range. Shift rapidly to prevent the motorcycle from losing momentum.
- When riding down a steep hill, the engine may be used for braking by shifting to a lower gear.
- Be careful, however, not to allow the engine to over rev.

WARNING:
(1) If this is the first time that you have ridden a machine of this type, we suggest that you practice on a non-public road to become thoroughly familiar with the controls and operation of the motorcycle.
(2) Before starting off, always return the side stand to its normal "up" position.
(3) Slow down to a safe speed before negotiating a corner.
(4) Don't down shift in the midst of cornering.
(5) One-hand riding is extremely dangerous. Keep both hands firmly on the handlebars and both feet securely on the foot rests. Under no circumstances should both hands be removed from the handlebars.

STOPPING AND PARKING

- Twist the throttle grip away from yourself to close the throttle completely.
- Apply the front and rear brakes evenly and at the same time.
- Downshift through the gears as road speed decreases.
- Select neutral with the clutch lever squeezed towards the grip (disengaged position) just before the motorcycle stops. Neutral position can be confirmed by observing the neutral indicator light.
- Disengage the clutch when speed drops below 15 km/h (9 miles/h).

NOTE: Inexperienced riders tend to use the rear brake only. This can lead to premature brake wear and excessive stopping distances.

WARNING:
Using only the front or rear brake is dangerous and can cause skidding and loss of control. Apply the brakes lightly and with great care on a wet highway pavement or other slippery surfaces and at all corners. Any abrupt braking on slippery or irregular roads can cause loss of rider control.

- Park the motorcycle on a firm, flat surface.
- If the motorcycle is to be parked on the side stand and on a slight slope, you may wish to leave the motorcycle in 1st gear to prevent it from rolling off the side stand. Return to neutral before starting engine.
- Turn the ignition switch to the "OFF" position to stop the engine.
- Lock the steering for security.
- Remove the ignition key from the switch.

INSPECTION AND MAINTENANCE

NOTICE (to owners in USA)

MAINTENANCE, REPLACEMENT OR REPAIR OF THE EMISSION CONTROL DEVICES AND SYSTEMS MAY BE PERFORMED BY ANY MOTORCYCLE REPAIR ESTABLISHMENT OR INDIVIDUAL USING ANY MOTORCYCLE PART WHICH HAS BEEN CERTIFIED UNDER THE PROVISIONS IN THE CLEAN AIR ACT Sec. 207 (a)(2).

MAINTENANCE SCHEDULE

The chart indicates the intervals between periodic services in miles (kilometers) and months. At the end of each interval, be sure to inspect, check, lubricate and service as instructed. If your motorcycle is used under high stress conditions such as continuous full throttle operation, or is operated in a dusty climate, certain services should be performed more often to insure reliability of the machine as explained in the maintenance section. Your Suzuki dealer can provide you with further guidelines. Steering components, suspension and wheel components are key items and require very special and careful servicing. For maximum safety we suggest that you have these items inspected and serviced by your authorized Suzuki dealer or a qualified service mechanic.

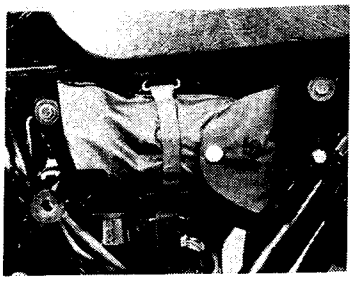
CAUTION:
Periodical inspections may reveal one or more parts that may need replacement. Whenever replacing parts on your motorcycle, it is recommended that you use Genuine Suzuki replacement parts or their equivalent. Whether you are an expert or do-it-yourself mechanic, Suzuki recommends that those items on the Inspection Chart marked with an asterisk (*), be performed by your authorized Suzuki dealer or qualified service mechanic. You may perform the unmarked items easily by referring to the instructions in this section.

WARNING:
Proper break-in maintenance (600 miles or 1 000 km) is a MANDATORY item for making certain that your machine is reliable and gives full performance at all times. Be sure that this periodic maintenance is performed thoroughly and in accordance with the instructions in this manual.

INTERVAL: THIS INTERVAL SHOULD BE JUDGED BY ODOMETER READING OR MONTHS, WHICHEVER COMES FIRST						
	miles	600	4 000	7 500	11 000	15 000
	km	1 000	6 000	12 000	18 000	24 000
	months	2	12	24	36	48
Battery (Specific gravity of electrolyte)		–	I	I	I	I
*Cylinder head nut & exhaust pipe bolt		~~T~~	T	T	T	T
Air cleaner element		Clean every 2 000 miles (3 000 km) and replace every 7 500 miles (12 000 km).				
*Valve clearance		~~I~~	I	I	I	I
Spark plugs		–	C	R	C	R
*Fuel line		~~I~~	I	I	I	I
		Replace every four years.				
Engine oil and oil filter		~~R~~	R	R	R	R
Carburetor idle rpm		~~I~~	I	I	I	I
Clutch		~~I~~	I	I	I	I
Drive chain		~~I~~	I	I	I	I
		Clean and lubricate every 600 miles (1 000 km)				
*Brake hoses		~~I~~	I	I	I	I
		Replace every four years				
Brake fluid		Change every two years				
*Brakes		~~I~~	I	I	I	I
Tires		~~I~~	I	I	I	I
*Steering stem		~~I~~	I	I	I	I
*Chassis bolts and nut		~~T~~	T	T	T	T
Front fork		–	–	I	–	I
		Check air pressure every 6 months				

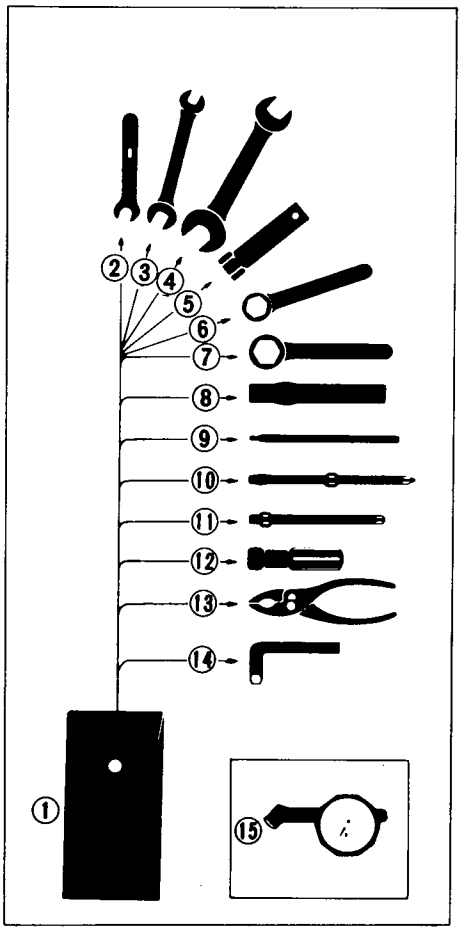
NOTE: T = Tighten, C = Clean, I = Inspect, R = Replace

TOOLS

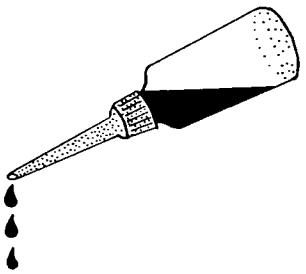


To assist you in the performance of periodic maintenance, a tool kit is supplied and is located inside of the left frame cover. The tool kit consists of the following items.

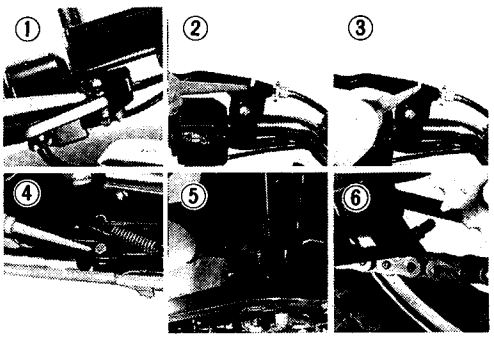
Ref. No.	Item
1.	Tool Bag
2.	8mm Open End Wrench
3.	10 x 12mm Open End Wrench
4.	14 x 17 mm Open End Wrench
5.	Spark Plug Wrench
6.	19 mm Ring Wrench
7.	24mm Ring Wrench
8.	Ring Wrench Handle
9.	Socket Wrench Handle
10.	Combination Screwdriver
11.	Cross Head Screwdriver
12.	Screwdriver Handle
13.	Pliers
14.	6 mm L Type Hexagon Wrench
15.	Front Fork Air Pressure Gauge



OILING POINTS

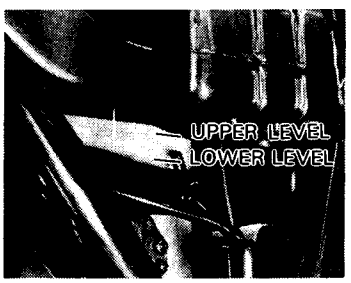


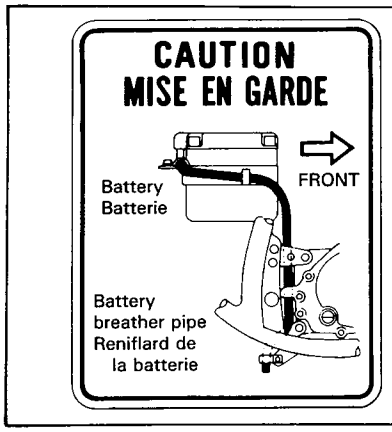
Proper lubrication is important for smooth operation and long life of each working part of your motorcycle and also for safe riding. It is a good practice to oil the machine after a long rough ride and after getting it wet in the rain or after washing it. Major oiling points are indicated below.



(1) Brake lever holder
(2) Clutch lever holder
(3) Clutch cable
(4) Side stand pivot
(5) Rear brake rod link
(6) Drive chain

BATTERY





The battery solution level may be inspected by removing the right frame cover. The solution level must be kept between the upper and lower level lines at all times. If the solution level is below the lower limit line, add ONLY distilled water up to the upper limit line. NEVER use tap water.

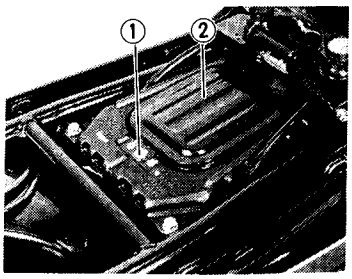
WARNING:
Once the battery has been initially serviced, NEVER add diluted sulphuric acid.

CAUTION:
Do not bend obstruct or change the routing of the air vent tube from the battery. Make certain that the vent tube is attached to the battery vent fitting and that the opposite end is always open. Route the battery vent tube and locate the battery exactly as shown.

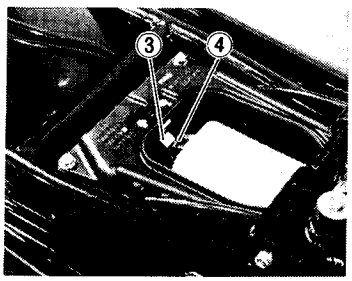
CAUTION:
When attaching the wiring harness battery leads to the battery terminals, observe the correct polarity. The red lead must go to the (+) (positive) terminal and the black (or black with white tracer) lead must go to the (–) (negative) terminal. Reversing these connections will damage the charging system and the battery.

NOTE: Every 4 000 miles (6 000 km have your dealer check the specific gravity of the battery's cells with a battery hydrometer. This will determine the exact condition of each of the six cells.

AIR CLEANER



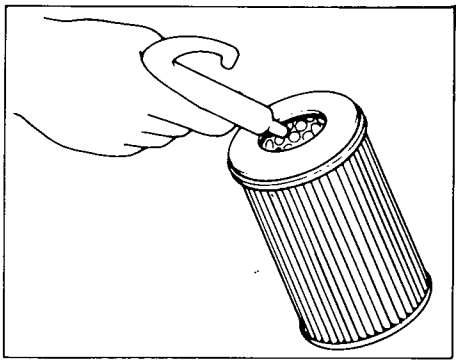
(1) Philips head screw
(2) Air cleaner case cover

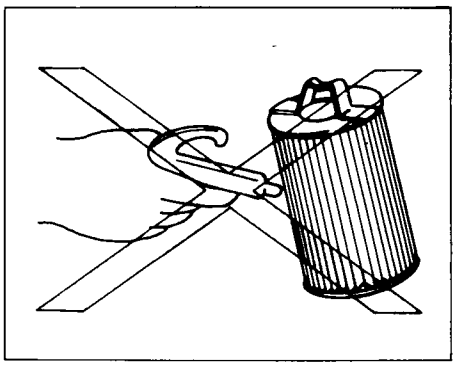


(3) Securing spring
(4) Spring bracket

The air cleaner element used in this motorcycle is a paper type. If the element has become clogged with dust, intake resistance will increase with a resultant decrease in power output and an increase in fuel consumption. Check an clean the air cleaner element every 2 000 miles (3 000 km) according to the following procedure.

1) Open the seat and remove the air cleaner case cover by unscrewing a screw.
2) Remove the air cleaner element by pullng up on the spring retainer bracket.
3) Carefully use an air hose to blow the dust from the air cleaner element.



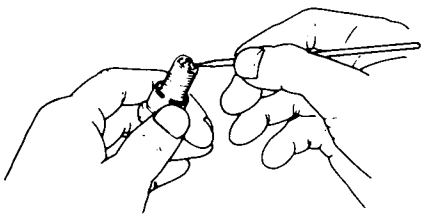


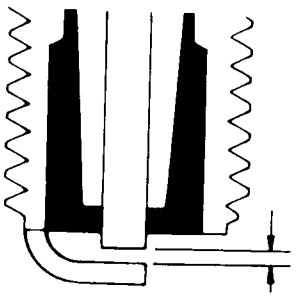
CAUTION:
Always apply air pressure to the inside of the air cleaner element only. If air pressure is used on the outside, dirt will be forced into the pores of the cleaner element restricting the air flow through the cleaner element.

4) Reinstall the cleaned element or new air cleaner element in reverse order of removal, taking care to make sure that the spring bracket is properly engaged with the securing spring. Be absolutely sure that the element is securely in position and is sealing properly. Replace the air cleaner element with a new one every 7 500 miles (12 000 km).

CAUTION:
If driving under dusty conditions, the air cleaner element must be cleaned or replaced more frequently. NEVER OPERATE THE ENGINE WITHOUT THE ELEMENT IN POSITION. Operating the engine without the air cleaner element will increase engine wear. Always be sure that the air cleaner element is in excellent operational condition at all times. The life of the engine depends largely on this single component.

SPARK PLUGS





0.6—0.7 mm
(0.024—0.028 in)

Every 4 000 miles (6 000 km), remove the carbon deposits from the spark plug with piece of hard wire or pin. Readjust the spark plug gap to 0.6-0.7 mm (0.024-0.028 in.) by using a spark plug gap thickness gauge. The spark plugs should be replaced every 7 500 miles (12 000 km).

Whenever removing the carbon deposits, be sure to observe the operational color of each spark plug's porcelain tip. This color tells you whether or not the standard spark plug is suitable for your type of usage. If the standard plug is wet appearing or very dark in color, the hotter spark plug may be more suitable. A normal operating spark plug should be very light gray in color. If the spark plug is very white or glazed appearing, then it has been operating much too hot. This spark plug should be replaced with the colder plug.

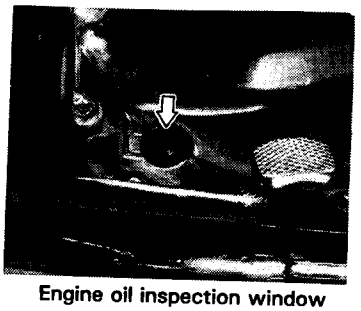
CAUTION:
The standard spark plug for this motorcycle has been carefully selected to meet the vast majority of all operational ranges. If the spark plug color indicates that other than a standard spark plug be used, it is best to consult your Suzuki dealer before selecting an alternate plug or heat range. The selection of an improper spark plug can lead to severe engine damage.

CAUTION:
Do not overtorque or cross thread the spark plugs or the aluminum threads of the cylinder head will be damaged. Do not allow contaminates to enter the engine through the spark plug holes when the plugs are removed.

Plug replacement guide

NGK	NIPPON DENSO	REMARKS
D7EA	X22ES-U	If the standard plug is apt to get wet, replace with this plug.
D8EA	X24ES-U	Standard
D9EA	X27ES-U	If the standard plug is apt to overheat, replace with this plug.

ENGINE OIL



Engine oil inspection window

Superior engine life depends much on the selection of quality oil and the periodic changing of the oil. Daily oil level checks and periodic changes are two of the most important maintenances to be performed.

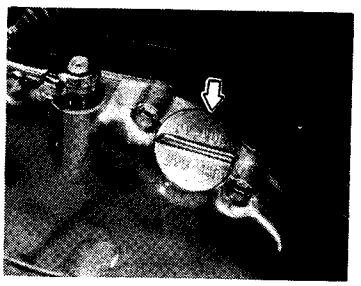
CAUTION:
Never operate the motorcycle if the engine oil level is below the "L" (low) line in the inspection window. Never fill the engine oil level above the "F" (full) line.

ENGINE OIL AND FILTER CHANGE

Change the engine oil and oil filter at the initial 600 miles (1 000 km) and also at the initial 4 000 miles (6 000 km) check up. Thereafter, the oil and oil filter should be changed every 4 000 miles (6 000 km). The oil should always be changed when the engine is hot so that the oil will drain thoroughly from the engine. The procedure is as follows:

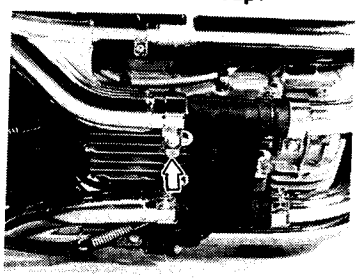
NOTE: About 3 200 ml (3.4 US qt) of oil will be required when changing oil only.

(1) Place the motorcycle on the center stand.



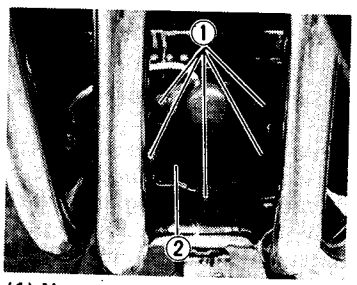
Oil filler cap

(2) Remove the oil filler cap.



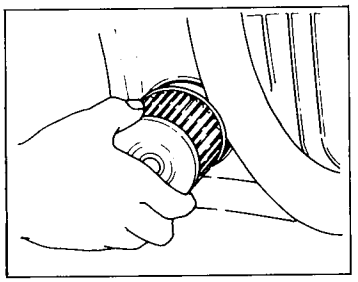
Drain plug

(3) Drain the engine oil by removing the drain plug from the bottom of the engine.



(1) Nut (2) Filter cap

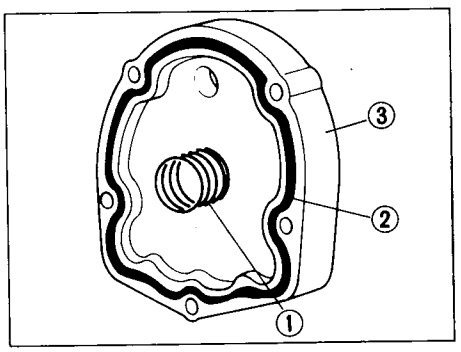
(4) Remove the five nuts holding the filter cap in place.



Oil filter

(5) Remove the filter cap, pull out the element and replace with a new oil filter element.

CAUTION:
Insert the filter with the open end into the engine.



(1) Spring (2) "O" ring (3) Filter cap

(6) Before replacing the oil filter cover, check to be sure that the filter spring and the cap "O" ring are installed correctly. Install a new "O" ring each time the filter element is replaced.
(7) Replace the oil filter cover and tighten the nuts securely but do not overtighten them.
(8) Replace the drain plug and tighten it securely. Add fresh oil through the filler hole approximately 3 800 ml (4.0 US qt.) will be required.
(9) Start the engine and allow it to idle for several seconds..

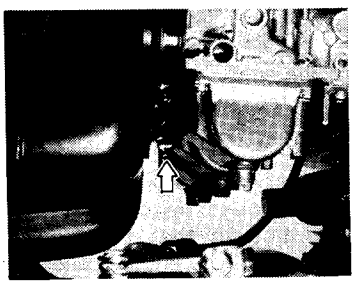
CAUTION:
Check to see that no oil is leaking from the oil filter cover.

(10) Turn the engine off and wait approximately one minute, then recheck the oil level in the engine oil inspection window. The oil level should be at the "F" line. If the oil level is lower than the "F" line, add fresh oil until it reaches the "F" mark.

CAUTION:
Be sure to always use the specified engine oil described in FUEL AND OIL RECOMMENDATION section.

CARBURETOR

Undisturbed carburetion is the basis of the performance you ought to expect of your engine. The carburetor is factoryset for the best carburetion. Do not attempt to alter its setting. There are two items of adjustment however, under your care: carburetor idle rpm and throttle cable play. Adjust the carburetor idle rpm and throttle cable play at initial 600 miles (1 000 km) and every 4 000 miles (6 000 km).



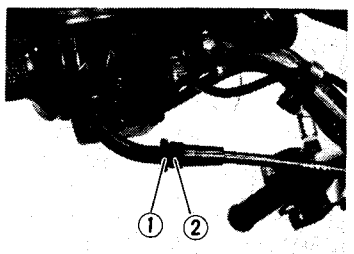
Throttle stop screw

CARBURETOR IDLE RPM ADJUSTMENT

(1) Start up the engine and warm it up by running it at 2 000 r/min for 10 minutes in summer (where ambient temperature is 30°C (86°F) or thereabout) or for 20 minutes in winter (where ambient temperature is down to −5°C (23°F) or thereabout).

(2) After engine warms up, turn the throttle stop screw (1) located on the carburetor in or out so that engine may run at 1 100-1 200 r/min.

CAUTION:
The carburetor idle rpm should be adjusted with the engine fully warm.



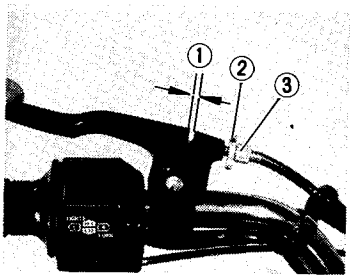
(1) Lock nut (2) Throttle cable adjuster

THROTTLE CABLE ADJUSTMENT

1) Loosen lock nut.
2) Adjust the cable slack by turning adjuster in or out to obtain the correct slack 0.5-1.0 mm (0.02-0.04 in).
3) After adjusting the slack, tighten the lock nut.

WARNING:
After completing throttle cable adjustment, check that handlebar movement does not raise the engine idle speed and that the throttle grip returns smoothly and automatically.

CLUTCH ADJUSTMENT



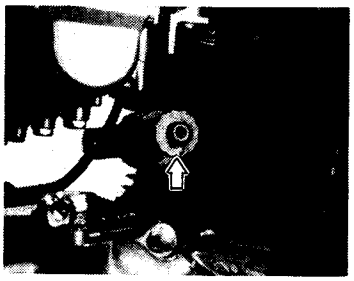
(1) Play (2) Lock nut
(3) Cable adjuster

At initial 600 miles (1 000 km) and every 4 000 miles (6 000 km), adjust the clutch by means of clutch cable adjuster. The play of the cluth should be 2-3 mm (0.08-0.12 in) as measured at the clutch lever holder before the clutch begins to disengage. If you find the play of the clutch incorrect, adjust it in the following way.

(1) Loosen the clutch cable adjuster lock nut.
(2) Turn the clutch cable adjuster to provide the specified play (2-3 mm).
(3) Tighten the lock nut.

NOTE: Lubricate the clutch cable with motor oil.

CAMSHAFT DRIVE CHAIN TENSIONER



The camshaft drive chain is kept in proper adjustment by an AUTOMATIC camshaft drive chain tensioner. This automatic tensioner never needs servicing by the customer and the camshaft drive chain itself need not be checked for stretch or wear.

CAUTION:
Never attempt to turn the tensioner wheel in either direction. Turning the wheel even slightly can jam the mechanism which will prevent it from adjusting the chain properly. An improperly adjusted chain can cause severe engine damage.

DRIVE CHAIN

This motorcycle is equipped with a special drive chain. It is an endless type that does not use a master link. We recommend that you take your motorcycle to your authorized Suzuki dealer to have the drive chain replaced when it becomes worn.
The drive chain is also constructed of special materials and has grease permanently sealed inside it by the use of special sealing "O" rings.

WARNING:
For maximum safety, the drive chain condition and adjustment should be checked prior to operating the motorcycle. Always follow the manufacturer's recommendations for replacement and for proper lubrication.

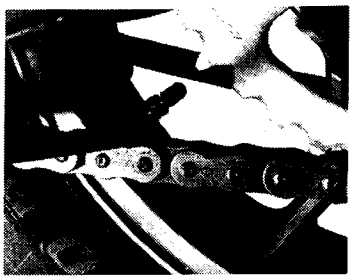
At the periodic inspections, performed at the initial 600 miles (1 000 km) and every 4 000 miles (6 000 km), the drive chain should be inspected for the following conditions.

(1) Loose pins
(2) Damaged rollers
(3) Dry or rusted links
(4) Kinked or binding links
(5) Excessive wear
(6) Improper chain adjustment

If the drive chain has any of these iten wrong with it, then there is a stron possibility that the sprockets will have son damage to them also. Inspect the sprocke for the following:

(1) Excessively worn teeth
(2) Broken or damaged teeth
(3) Loose sprocket mounting nut(s)

DRIVE CHAIN CLEANING AND OILING



Grease is permanently sealed inside the rollers of this motorcycle chain by the use of special "O" rings. At intervals of 600 miles (1 000 km) clean and oil the chain, as follows:

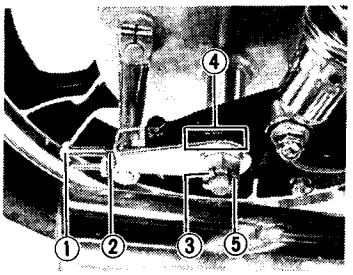
(1) Clean the chain with kerosene. If the chain tends to rust, the interval must be shortened. Kerosene is a petroleum product and will provide some lubrication as well as cleaning action.

CAUTION:
Do not use gasoline, trichlene or other commercial cleaning solvents. These fluids have a strong dissolving power that could damage the "O" rings in the chain. This will allow the grease to run out of the chain and the chain would have to be replaced.

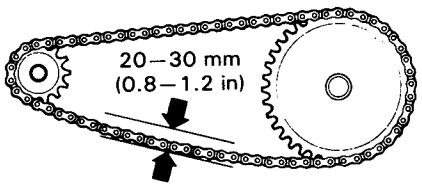
(2) After thoroughly washing the chain and allowing it to dry, oil the links with a heavy weight motor oil of 40 or 50 weight.

CAUTION:
Do not use any oil sold commercially as drive chain oil. These oils contain solvents and additives which could damage the "O" rings in the chain.

ADJUSTING DRIVE CHAIN



(1) Adjusting bolt (2) Lock nut
(3) Cotter pin (4) Reference mark
(5) Axle nut



At the initial 600 miles (1 000 km) and a minimum of every 4 000 miles (6 000 km) adjust the drive chain to the proper specification. The chain may require more frequent adjustments depending upon your riding conditions.

WARNING:
These recommendations are the maximum intervals between the adjustment periods. The drive chain adjustment should be checked every time that the machine is operated. Excessive chain slack could cause the chain to come off the sprockets and result in an accident or serious engine damage. To adjust the drive chain, follow these direction:

(1) Place the machine on the center stand.
(2) Remove the cotter pin and loosen the axle nut.
(3) Loosen the lock nuts.

(4) Adjust the slack in the drive chain by turning the right and left chain adjuster bolts in after loosening the lock nut. At the same time that the chain is being adjusted, the rear sprocket must be kept to perfect alignment with the front sprocket. To assist you in performing this procedure, there are reference marks on the swing arm and each chain adjuster which are to be aligned with each other and to be used as a reference from one side to the other. After aligning and adjusting the slack in the drive chain to 20-30 mm (0.8-1.2 in.), retighten the axle nut securely and replace the cotter pin with a new one. Tighten the chain adjuster lock nuts and perform a final inspection.

CAUTION:
The drive chain for the GS750T is made of a special material. The chain should be replaced with either a DAIDO D.I.D. 630V or a TAKASAGO RK630SO. Use of another chain may lead to premature chain failure.

NOTE: The two sprockets should be inspected for wear when a new chain is installed and replace if necessary.

NOTE: The chain is an endless type chain (no master link) for maximum strength. Chain replacement requires that the swing arm be removed. Trust this work only to a qualified technician. Do not install a master link type chain.

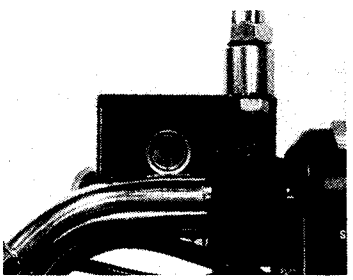
BRAKES

This motorcycle utilizes front disc brake. Properly operating brake systems are vital to safe riding. Be sure to perform the brake inspection requirements as scheduled. The brakes should be inspected at the initial 600 miles (1 000 km) inspection and every 4 000 miles (6 000 km) thereafter, by your authorized Suzuki dealer.

BRAKE FLUID

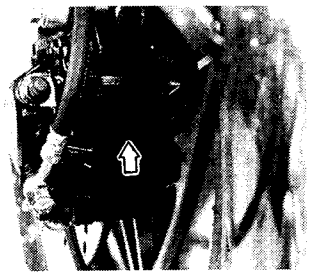
WARNING:
Brake fluid may be harmful if swallowed or if it comes in contact with skin or eyes. Contact your physician immediately. If swallowed induce vomiting. If brake fluid gets into the eyes or incontact with the skin, it should be slushed thoroughly with plenty of water.

WARNING:
This motorcycle uses a glycol-based brake fluid. Do not use or mix different types of brake fluid such as silicone-based or petroleum-based fluid, otherwise serious damage will result to the brake system. Never use any brake fluid that has been stored in a used or unsealed container. Never reuse brake fluid left over from the last servicing and stored for long periods as it absorbs moisture from the air. Use only DOT 3 or DOT 4 brake fluid. Do not spill any brake fluid on painted or plastic surfaces as it will damage the surface severely.

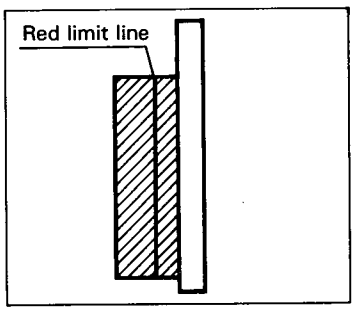


Front reservoir

Be sure to check the brake fluid level in the front reservoir. If the level was found to be lower than the LOWER mark, replenish with the proper brake fluid that meets Suzuki's requirements. As the brake pads wear, the fluid level will drop to compensate for the new position of the brake pads. Replenishing the brake fluid reservoir is considered normal periodic maintenance.



Front brake pads



Inspect the front brake pads by noting whether or not the friction pads are worn down to the red limit line. If a pad is worn to the red limit line it must be replaced with a new one.

WARNING:
If the brake system or pads need to be repaired or serviced we strongly advise you to have your authorized Suzuki dealer perform service. He has the proper tools and proper training to perform the job in a safe.

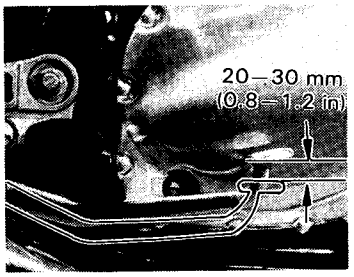
CAUTION:
Disc brake systems operate under extremely high pressures. For safety, the brake hose and brake fluid should be changed at intervals of no longer than those scheduled in MAINTENANCE SCHEDULE section of this manual.

Inspect your brake system for the following items daily.

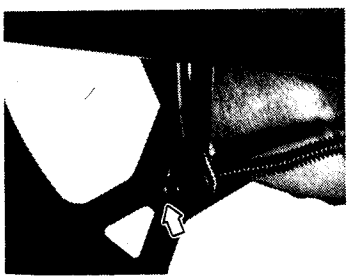
(1) Inspect the front brake system for signs of fluid leakage.
(2) Inspect the brake hose for leakage or a cracked appearance.
(3) The brake lever should have the proper stroke and be firm at all times.
(4) Check the wear of the disc brake pads.

WARNING:
After front disc brake pad replacement, do not ride the motorcycle until the brake lever has been "pumped" several times to extend the pads and restore the proper lever stroke and firm feel.

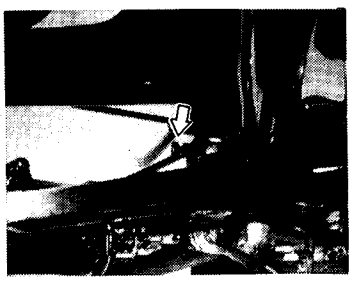
REAR BRAKE ADJUSTMENT



Free travel



Brake adjusting nut



Pedal stopper

When adjusting the travel of brake pedal, first set the pedal at its proper position for comfortable riding by turning the brake pedal stopper, and then adjust the free travel to 20-30 mm (0.8-1.2 in) by screwing in or out the braek adjusting nut.

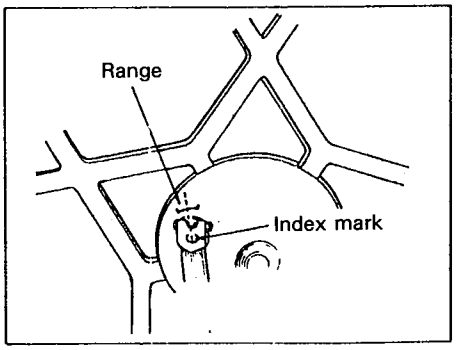


Fig. A The extention line of the index mark is within the range.

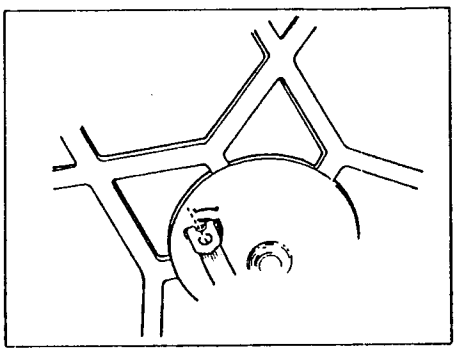
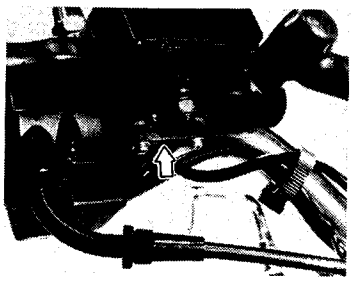


Fig. B The extension line os the index mark is out of the range.

This motorcycle is equipped with the brake lining wear limit indicator on rear brake. To check wear of the brake lining, perform the following:

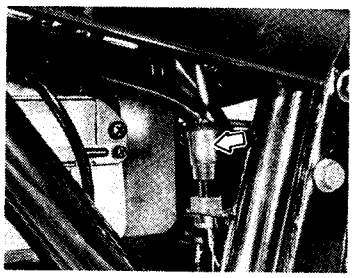
(1) Check if the brake system is properly adjusted.
2) While fully applying the brake, check to see that the extension line of the index mark is within the range on the brake panel as shown in the figure A.
3) If the extension line is beyond the range as shown in the figure B, have the brake shoe assembly replaced by your Suzuki dealer to insure safe operation.

FRONT BRAKE LIGHT SWITCH



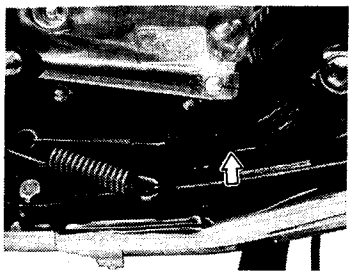
The front brake light switch is located beneath the front brake lever. Loosen the switch fitting screws and adjust the actuating point by moving the switch body to the right or to the left so that the brake light will come on just before a pressure rise is felt at the lever.

REAR BRAKE LIGHT SWITCH



The rear brake light switch is located under the right frame cover. To adjust the brake light switch: raise or lower the switch so that the brake light will come on just before a pressure rise is felt when the brake pedal is depressed.

THE SIDE STAND CHECK LIGHT SWITCH



To adjust the side stand check light switch: move the switch right or left so that the check light in the instrument panel will turn off when the side stand is returned to its normal up position.

WARNING:
Take care not to burn yourself if the mufflers are hot.

TIRES: TUBELESS TYPE

This motorcycle is equipped with tubeless-type tires. These tires have passed rigid factory testing on this motorcycle and their use will ensure handling and high speed stability. Check the tire inflation pressure and tire tread condition at the initial 600 miles (1 000 km) and each 4 000 miles (6 000 km) inspection. For maximum safety and good tire life, the tire pressure should be inspected more often.

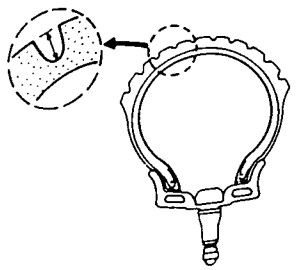
NOTE: Tubeless tires, unlike tube equipped tires, have some self sealing properties. If the tire pressure has dropped, inspect the tire very carefully for punctures, nails or a damaged rim.

TIRE PRESSURE

Insufficient air pressure in the tires not only hastens tire wear but also seriously affects the stability of the motorcycle. Under inflated tires make smooth cornering difficult and overinflated tires decrease the amount of tire in contact with the ground which can lead to skids and loss of control. Be sure that the tire pressure is within the specified limits at all times. Tire pressure should only be adjusted when the tires are cold.

TIRE INFLATION PRESSURE	NORMAL RIDING	
	SOLO RIDING	DUAL RIDING
FRONT	2.00 kg/cm^2 200 kPa 28 P.S.I.	2.00 kg/cm^2 200 kPa 28 P.S.I.
REAR	2.25 kg/cm^2 225 kPa 32 P.S.I.	2.80 kg/cm^2 280 kPa 40 P.S.I.

TIRE TREAD CONDITION



Operating the motorcycle with excessively worn tires will decrease riding stability and can lead to loss of control. It is recommended that the front tire be replaced when the remaining depth of tire tread becomes 1.6 mm (0.06 in) or less. The rear tire should be replaced when the tread becomes 2.0 mm (0.08 in) or less.

WARNING:
The use of a tire other than original equipment can lead to serious stability problems and possible loss of control. Suzuki strongly recommends that you use only the specified (BRIDGESTONE, IRC) 3.50H 19 4PR front tire and 4.50H 17 4PR rear tire due to our familiarity with their performance.

Tubeless type tires require that special precautions be taken when changing tires or repairing flats.

- Tubeless tires depend upon the seal between the tire bead and the wheel rim to retain air. Damage to the tire bead surface or the inner wheel rim surface will result in air leak. For this reason, special care must be taken when removing or installing the tire from the wheel. Special tire irons and rim protectors or a specialized tire mounting machine are required to prevent damage.
- Punctures in tubeless tires should be repaired by dismounting the tire and applying an internal patch.
- The use of tubeless tire plugs (external repair) to repair punctures is not recommended, as the cornering forces generated by a motorcycle may cause them to work loose.
- If the puncture is in the sidewall area or if the hole is greater than 6 mm (0.2 in) in diameter, the tire must be replaced.

After reinstalling a repaired tire, you should not exceed 50mph (80 km/h) for at least 24 hours, because repair failure and tire deflation may result. Never exceed 80mph (130 km/h) with a repaired tire.

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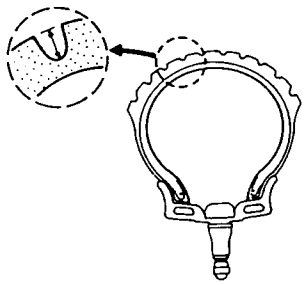

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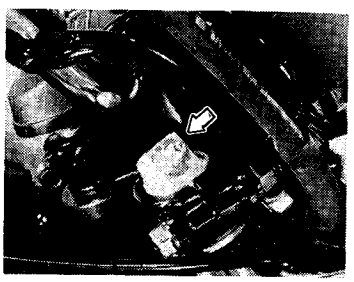
Proper wheel balancing is necessary for safe and stable handling of the motorcycle. You should not remove or change the wheel balance weights. After tire replacement or repair, the wheel must be rebalanced. Trust this work only to someone with the proper tools and equipment. Due to the importance of tire repair and replacement, we recommend that you consult an authorized Suzuki dealer to perform these services. If an authorized Suzuki dealer is not available, go to an authorized tire repair station with tubeless-tire-on-alloy-wheel experience.

WARNING:
Tire inflation pressures and the general tire condition are extremely important to the proper performance and safety of the vehicle. Check your tires frequently for both wear and inflation pressures.

FRONT SUSPENSION

This motorcycle front suspension is pneumatic/coil spring or more commonly referred to as "air" forks. Each fork tube contains compressed air and a light coil spring as well as fork oil.
This motorcycle is serviced at the factory with 0.5 kg/cm^2 (7.1 psi) of air pressure in the front forks.



CHECKING THE AIR PRESSURE

The motorcycle should be placed on its center stand and all weight removed from the front end by jacking up the front of the chassis or engine. Remove the air lock bolts and use the air pressure gauge to check the front fork air pressure. To raise the pressure, use a hand pump to add air to each fork leg. To lower the pressure, bleed the air out from the valve.

CAUTION:
Be sure to tighten the air lock bolts firmly during operating your motorcycle.

CAUTION:
A hand type pump must be used so that no damage will occur to the fork assembly. Never use any air containing inflammable gases. Instead of ordinary air, nitrogen gas may be substituted if available. When pumping air in, never increase the pressure above 2.5 kg/cm^2. This is the maximum permissible pressure to avoid fork oil seal and valve damage.

CAUTION:
Never change the air pressure setting. Be sure to keep the front fork air pressure always at 0.5 kg/cm^2.

NOTE: Fork air pressure, as with tire pressure, should be checked periodically and especially after periods of non-use. When checking the pressure, be sure to apply the pressure gauge squarely to the air valve. After taking a reading, remove the gauge quickly. This must be done as some pressure is lost when removing the gauge. The loss ranges from 0.05 to 0.10 kg/cm^2. Take this loss of air pressure into consideration when adjusting for your final air pressure.

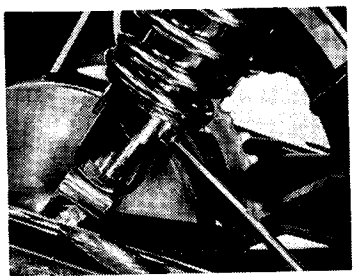
CAUTION:
Fork oil viscosity and level is critical to proper air fork operation. Draining or adding fork oil is best left to your Suzuki dealer as special tools and knowledge are necessary to perform this task.

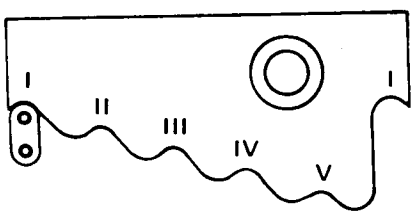
REAR SUSPENSION

The rear shock absorber's spring preload and damping rate are adjustable. Spring preload can be altered to five different settings and the damping rate to four different settings.

These two variables can be adjusted to optimize the handling of the machine and the smoothness of the machine and the smoothness of the ride based on the speed, load, and road conditions.

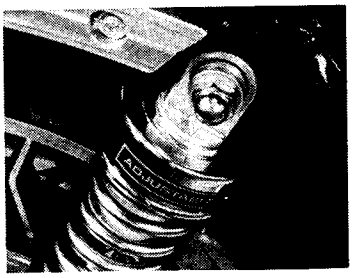
SPRING ADJUSTMENT

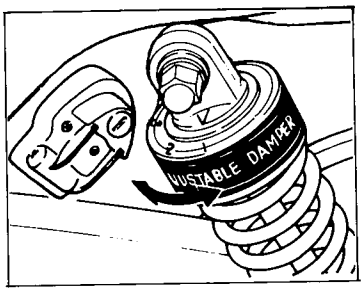




The rear shock absorber spring pre-load is adjustable to compensate for rider, load, riding style and road conditions. The adjustment can be performed in five positions. To change the spring pre-load setting, place the motorcycle on the side or center stand. Using a screw driver or rod, twist the spring tension ring to the desired position. Position (I) provides the softest spring tension and position (V) provides the stiffest.
This motorcycle is delivered from the factory with its adjuster set on the (I) position.

DAMPING ADJUSTMENT





To increase or decrease the damping force, turn this adjusting ring as shown in the photo. Damping adjustments are indicated by the numbers 1 thru 4 engraved on the adjusting ring. As you turn the adjusting ring, you will notice a click as you reach each number position. When changing the damping, always be sure that the adjusting ring stops with the number visible, that a click is noticed and the ring feels as if it were sitting in a detent or a notch. Position I (softest) provides for the smallest amount of damping force, and position 4 (stiffest) for the largest amount. This motorcycle is delivered from the factory with both rear dampers adjusted to the number I position (softest position).

CAUTION:
Do not operate rear damper units in any positions other than the click or detented positions. If positions $2^{1}/_{2}$, $3^{1}/_{2}$, etc, are used, the damping force will automatically have the same damping force as number 4 (stiffest) position.

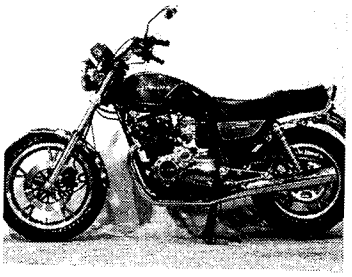
The rear suspension must be made stiffer if two persons are to ride the motorcycle or if accessories have been fitted to the motorcycle. If the machine is to be used for high performance cruising, then the rear suspension should also be stiffened. A list of the recommended combinations is provided and should be followed.

WARNING:
Be sure to adjust the springs and dampers of the two shock absorbers equally. Making one shock absorber harder than the other will severely disturb the running stability of the machine.

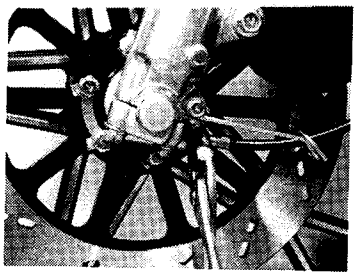
Spring Setting	Damper Setting
I	1 or 2
II	2 or 3
III	2 or 3
IV	3 or 4
V	3 or 4

WARNING:
Any combination other than those listed can be extremely dangerous and lead to loss of control of the motorcycle. For safe riding, be sure to follow the recommendations.

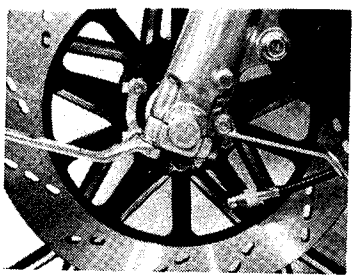
FRONT WHEEL REMOVAL



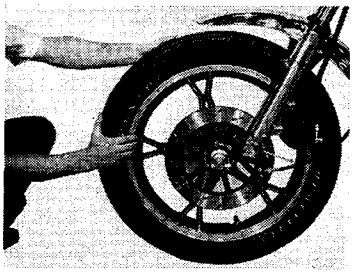
(1) Place the motorcycle on the center stand.



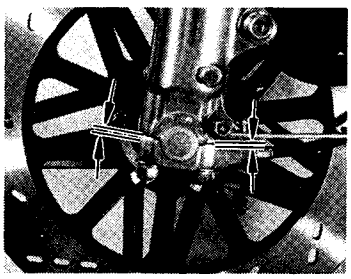
(2) Disconnect the speedometer cable from the front wheel. When the cable is released, prevent the inner drive cable from sliding out of the outer cable housing.



(3) Remove the axle holder nuts from left and right fork legs.



(4) Lift the front end of the motorcycle up and place a jack or a block under the engine or chassis tubes.
(6) Slide the front wheel forward. To reinstall the wheel assembly reverse the sequence as described.

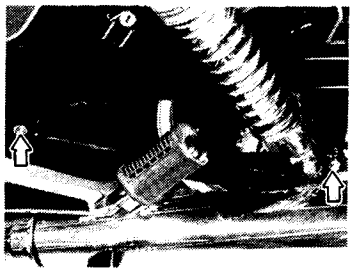


CAUTION:
Before tightening the axle holders in place, locate the speedomiter drive gear box so that the cable is routed smoothly without an excessive bent. This will align the speedometer cable properly when installed. To secure the axle properly, the axle holders should be tightened down so that the gap on each side of the cap is equal.

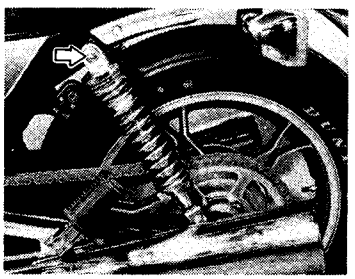
WARNING:
If the front wheel has to be removed, it is very important to have the loosened nuts and bolts torqued to the proper specifications. We suggest that you have this performed by an authorized Suzuki Dealer.

CAUTION:
Never squeeze the front brake lever with the front wheel removed. It is very difficult to force the pads back into the caliper assembly and brake fluid leakage may result.

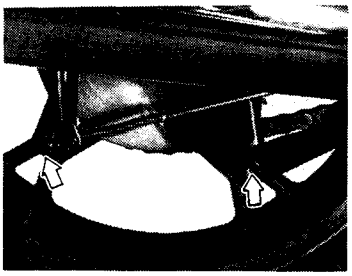
REAR WHEEL REMOVAL



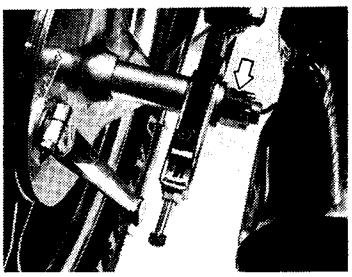
(1) Place the motorcycle on the center stand.
(2) Remove the two chain guard bolts and then remove the chain guard cover.



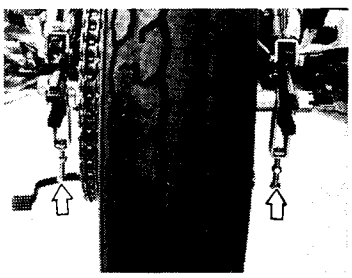
(3) Remove the upper shock absorber nuts and remove both shock absorbers from the mounting lugs.



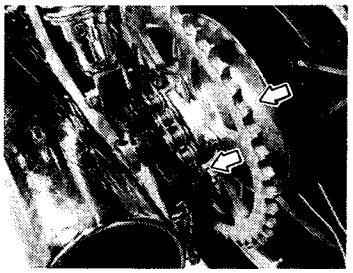
(4) Remove brake adjusting nut, and remove torque link nut after pulling off the clip.



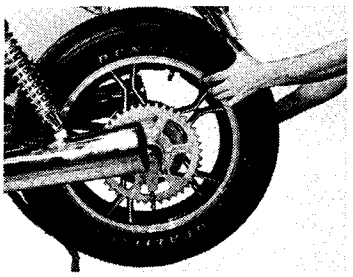
(5) Loosen the axle nut after pulling off the cotter pin.



(6)Pivot both chain adjusters downward, allowing the wheel to be pushed forward. Remove the support bolts from each chain adjuster block and remove the adjuster block from swingingarm.



(7) With the wheel moved forward, remove the chain from the sprocket by slowly rotating the wheel, at the same time pulling the chain to the side.



(8) Pull the wheel assembly rearward and remove it from the swingingarm. Slide the drive chain off from the hub when the wheel is far enough to the rear to provide the clearance required.

(9) To replace the wheel reverse the complete sequence listed.

WARNING:
If you have found it necessary to remove the rear wheel, it is very important that the nuts and bolts be torqued to the proper specification. We strongly recommend that you have these bolts checked and retorqued by your authorized Suzuki Dealer.

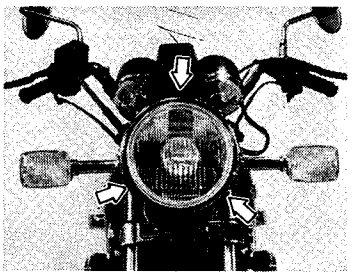
CAUTUON:
When reinstalling the rear wheel, be sure to follow the procedure outlined in the drive chain adjustment section. Double check all nuts, bolts and cotter pins after reinstalling the rear wheel.

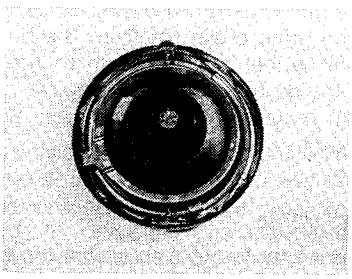
LIGHT BULB REPLACEMENT

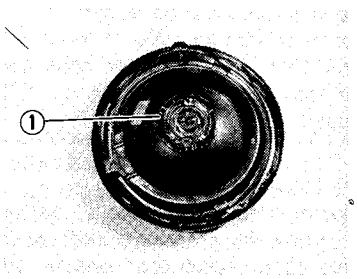
The wattage rating of each bulb is shown on the chart below. When replacing a burned out bulb, always use the exact same wattage rating. Using other than the specified rating can result in overloading the electrical system or premature failure of a bulb.

Headlight	12V 60/55W
Tail/Brake light	12V 8/23W (3/32 cp)
Turn signal light	12V 23W (32 cp)

HEADLIGHT



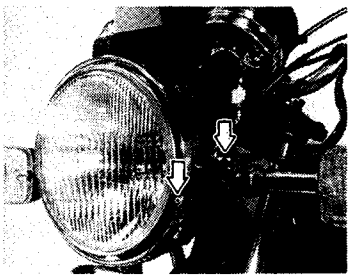




(1) Remove three screws; take off the headlight assembly.
(2) Roll up the rubber cap and turn the bulb holder ring (1) counterclockwise, and you can pull out the bulb.

CAUTION:
This motorcycle uses a halogen headlight bulb. When replacing the headlight bulb, be careful not to touch the bulb, or the life of the bulb glass will be shortened.

HEADLIGHT BEAM ADJUSTMENT

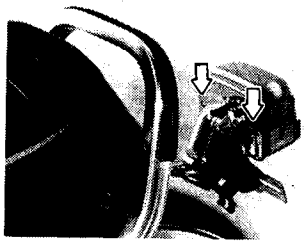


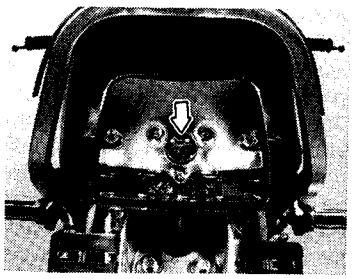
The headlight beam can be adjusted both horizontally and vertically if necessary.

To adjust the beam horizontally:
Turn the cross head screw located on the left side of the headlight unit clockwise or counter-clockwise.

To adjust the beam vertically:
Loosen the headlight housing fitting bolt and move the headlight housing up or down as required.

TAIL/BRAKE LIGHT





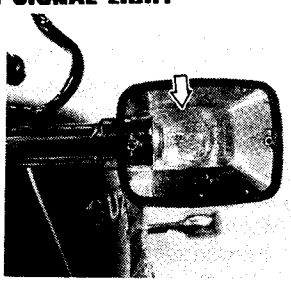
To replace the tail/brakelight bulb, follow these directions:

(1) Remove the two screws and take off the lens.

(2) Push the bulb in, twisting it to the left until the engagement pins are disconnected and remove the bulb. To fit the replacement bulb into position, push the bulb in firmly and twist it to the right while pushing in.

CAUTION:
When replacing the lens, do not overtighten the two securing screws.

TURN SIGNAL LIGHT



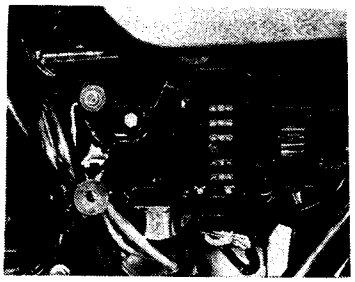
(1) Remove two screws and take off the lens.

(2) Push in on the bulb, twisting it to the left, and pull it out.

(3) To fit the replacement bulb, push it in and twist it to the right while pushing.

CAUTION:
After setting the lens, be careful not to overtighten the two securing screws lest the lens should break.

FUSE BOX/OUTPUT TERMINAL



The fuse box/output terminal is located under the seat. There are five fuses. If the engine suddenly stops while running or any electrical system failure then the fuses must be checked. In case one or more of the fuses blow there are two spare fuses, a 15A and a 10A fuse, located in the fuse box cover.
For attaching electrical accessories, accessory electrical terminals are provided. To attach an electric accessory to this output terminal, first remove terminal cover. Then connect the wires to the terminals being certain to connect the positive wire of the accessory to the positive (+) accessory terminal and the negative wire of the accessory to the negative (−) accessory terminal. After that, replace the terminal cover.

CAUTION
Never use other than specified 10A fuse for the output terminal.

CAUTION:
Always be sure to replace the blown fuse with the correct amperage fuse. Never use a substitute, for example aluminum foil or wire, to replace a blown fuse. If the spare fuse installed blows out in a short period of time it means that you could have a major electrical problem. You should consult your Suzuki dealer immediately.

FUSE LIST

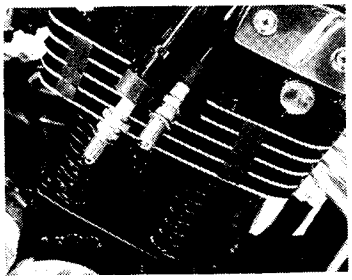
1. 15A MAIN fuse protects all electrical systems.
2. 10A HD LAMP fuse protects headlight, taillight, instrument light and high beam indicator light.
3. 10A SIGNAL fuse protects brake light, turn signal lights, turn signal indicator light and horn.
4. 10A IGNITION fuse protects the ignition system and electrical start system.
5. 10A OUTPUT TERMINAL fuse protects the electric accessories.

TROUBLESHOOTING

If the engine refuses to start, perform the following inspections to determine the cause.

(1) Is there enough fuel in the fuel tank?
(2) Is the fuel reaching the carburetors from the fuelcock?
(3) Disconnect the fuel line from the carburetor, turn the fuelcock to the "PRIME" position and see if gasoline flows from the hose.
(4) Then turn the fuelcock to the "ON" position and crank the engine for a brief moment and see if fuel still flows.
(5) If it has been determined that fuel is reaching the carburetor, the ignition system should be checked next.

WARNING:
Do not allow the fuel to spill. Do not allow any fuel to come in contact with the hot engine or exhaust system. Extinguish any smoking materials before performing this check, and stay away from any other fire or heat source.



(1) Remove a spark plug and re-attach it to the spark plug lead.
(2) While holding the spark plug firmly against the engine, push the starter button with the ignition switch in the "ON" position and the engine "kill" switch in the "RUN" position. If the ignition system is operating properly, a blue spark should jump across the spark plug gap. If there is no spark, consult your Suzuki Dealer for repairs.

WARNING:
Do not hold the spark plug close to the open spark plug hole in the cylinder head as gasoline vapor inside the cylinder could be ignited, creating a fire hazard. To reduce the chance of electrical shock, hold the metal shell of the spark plug against an unpainted metal portion of the engine. Due to the possibility of electrical shock, anyone with a heart condition or pacemaker should avoid this check.

ENGINE STALLING

(1) Check the fuel supply in the fuel tank.
(2) Check the ignition system for intermittent spark.
(3) Check the engine idle speed.

CAUTION:
It is best to consult your Suzuki dealer before attempting to troubleshoot any problem. If the machine is still within the warranty, then the Suzuki dealer should definitely be consulted before any repairs are attempted on the machine by yourself. Tampering with the machine while in warranty may affect warranty consideration.

STORAGE PROCEDURE

PROCEDURE FOR STORAGE

Materials Needed

1. Motor Oil.
2. Commercial Gasoline Stabilizer.
3. Commercial Rust Preventative Fogging Oil. (outboard motor type)
4. Commercial Aerosol Rust Preventative. (moisture displacing lubricant)
5. Commercial Vinyl and Rubber Preservative.
6. Hydrometer for Checking Battery Condition.
7. 1 Amp Battery Charger.

1. Place the motorcycle on its center stand.
2. Thoroughly clean the entire motorcycle. Run the bike until all traces of moisture are gone.
3. Pour the gasoline stabilizer into the fuel tank using the amount of stabilizer recommended by its manufacturer. Unstabilized fuel will form "gum" or "varnish" deposits that will plug the fuelcock and carburetor passageways.

NOTE: Make sure that the fuelcock lever is in the "ON" or "RESERVE" position. If the lever is left in the prime position, fuel may leak into the engine.

NOTE: Steps 4a and 4b are for protecting the top end engine components from rust and corrosion. Step 4b is to be used only if fogging oil is not avilable. Do either 4a or 4b, but DO NOT do both.

4a. Remove the air cleaner element. While the engine is running at idle, spray the rust preventative fogging oil into the air cleaner box. Try to give each cylinder equal amounts of fogging oil. Do this until the engine stalls or emits smoke.

4b. Run the engine for a few minutes to get the stabilized fuel into the carburetors. Then, remove the spark plugs and pour 1 to 2 tablespoons of motor oil into each spark plug hole. Reinstall the spark plugs. DO NOT reinstall the spark plug caps at this time. Turn the engine over a few times with the electric starter. Now reinstall the spark plug caps.

5. Drain the old engine oil and remove the oil filter, but DO NOT replace it at this time. With fresh oil, refill the crankcase all the way up to the filler cap hole. This step is necessary because the old oil contains acid, moisture and other contaminants that will damage the engine while it is stored.
6. Refill the fuel tank as completely as possible to eliminate any air space and to reduce the chances of the fuel becoming contaminated.
7. Remove the battery. Make sure to remove the negative terminal before the positive terminal. This will remove the battery from the circuit and will eliminate the chance of grounding the positive terminal with the screwdriver or wrench. Clean the outside of the battery with a mild baking soda and water solution and dry it carefully. Be sure not to get any solution inside the cells. Remove any corrosion from the terminals and from the wiring harness connections. Store the battery in a room that stays above freezing, off the floor, and preferably on a wooden shelf.
8. Spray all of the vinyl and rubber parts with the rubber preservative.
9. Spray the unpainted surfaces of the motorcycle with the rust preservative.
10. Deflate the tires to approximately 20 PSI and block up the front of the motorcycle so both front and rear tires are off of the ground. This will keep the tires from developing permanent "flat" spots.

During the storage period, be sure to do the following things:

Once A Week

Turn the engine over a few times by removing the spark plugs and putting the transmission in 5th gear and turning the rear wheel. This will keep the piston rings free and top end coated with oil. Reinstall the spark plugs and visually inspect your machine for any other things that would be detrimental to the condition of your motorcycle.

Once A Month

Recharge the battery with the one amp battery charger until it is fully charged. If the battery is not kept fully charged, it may become permanently damaged and will have to be replaced.

SPECIFICATIONS

DIMENSIONS AND DRY MASS

Overall length	2 265 mm (89.2 in)
Overall width	855 mm (33.7 in)
Overall height	1 195 mm (47.0 in)
Wheelbase	1 510 mm (59.4 in)
Ground clearance	160 mm (6.3 in)
Dry mass	226 kg (498 lbs)

ENGINE

Type	Four-stroke, air cooled, DOHC
Valve lash	0.09-0.13 mm (0.0035-0.0051 in)
Number of cylinder	4
Bore	67.0 mm (2.638 in)
Stroke	53.0 mm (2.087)
Piston displacement	747 cm^3 (45.6 cu. in)
Compression ratio	9.4 : 1
Carburetor	MIKUNI BS32SS, four
Air cleaner	Paper element
Starter system	Electric
Lubrication system	Wet sump

TRANSMISSION

Clutch		Wet multi-plate type
Transmission		5-speed constant mesh
Gearshift pattern		1-down, 4-up
Primary reduction		2.162 (93/43)
Final reduction		2.733 (41/15)
Gear ratios,	Low	2.571 (36/14)
	2nd	1.777 (32/18)
	3rd	1.380 (29/21)
	4th	1.125 (27/24)
	Top	0.961 (25/26)
Drive chain		DIADO D.I.D. 630V or TAKASAGO RK630SO, 96 links

CHASSIS

Front suspension	Telescopic, pneumatic/coil spring, oil dampened
Rear suspension	Swinging arm, oil dampened, damper 4-way/spring 5-way adjustable
Steering angle	40° (right & left)
Caster	62°00'
Trail	117 mm (4.61 in)
Turning radius	2.7 m (8.9 ft)
Front brake	Disc brake
Rear brake	Internal expanding
Front tire size	3.50H19 4PR (Tubeless)
Rear tire size	4.50H17 4PR (Tubeless)

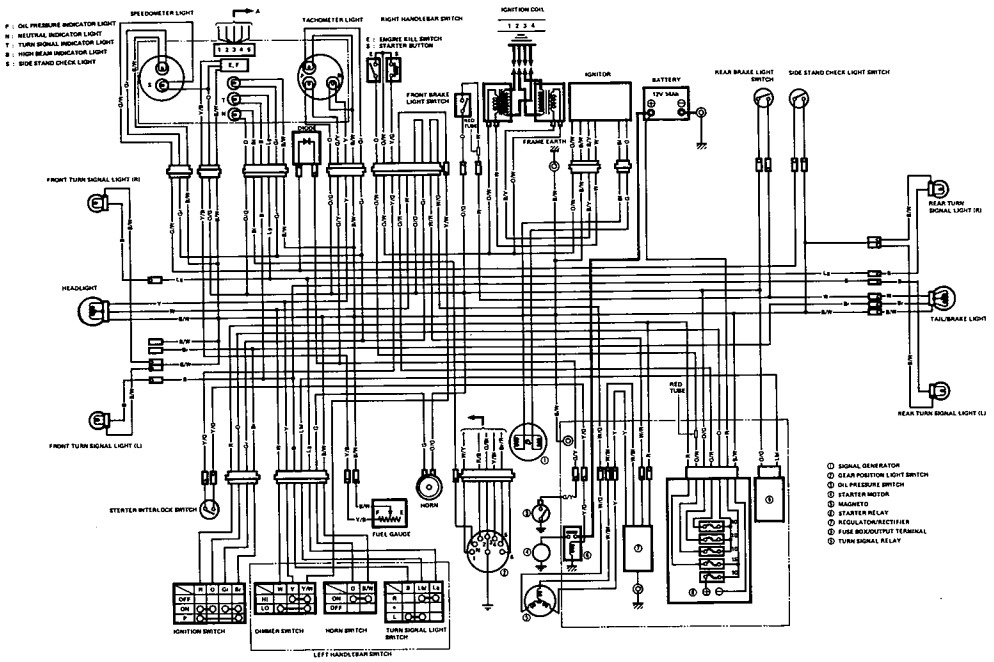
ELECTRICAL

Ignition type	Transistorized
Ignition timing	13° B.T.D.C. below 1 500 r/min and 35° B.T.D.C. above 2 350 rpm
Spark plug	NGK D8EA or NIPPON DENSO X24ES-U
Battery	12V 50.4kC (14Ah)/10HR
Generator	Three-phase A.C. Generator
Fuse	10/10/10/10/15A
Headlight	12V 60/55W
Tail/Brake light	12V 8/23W (3/32 cp)
Turn signal light	12V 23W (32 cp)
Speedometer light	12V 3.4W
Tachometer light	12V 3.4W
Neutral indicator light	12V 3.4W
High beam indicator light	12V 3.4W
Turn signal indicator light	12V 3.4W
Oil pressure indicator light	12V 3.4W
Side stand check light	12V 3.4W
Fuel meter light	12V 1.7W

CAPACITIES

Fuel tank including reserve	16 L (4.2/3.5 US/Imp gal)
reserve	3.0 L (3.2/2.6 US/Imp qt)
Engine oil	3.2 L (3.4/2.8 US/Imp qt)
Front fork oil	209 ml (7.06/7.36 US/Imp oz)

WIRING DIAGRAM



WIRE COLOR

B.....Black
Bl.....Blue
Br.....Brown
G .....Green
Gr .....Gray
Lbl .....Light blue
Lg .....Light green
O .....Orange
R.....Red
W.....White
Y .....Yellow
B/W.....Black with White tracer
B/Y.....Black with Yellow tracer
Br/R.....Brown with Red tracer
G/Bl.....Green with Blue tracer
G/W .....Green with White tracer
G/Y .....Green with Yellow tracer
O/G .....Orange with Green tracer
O/R .....Orange with Red tracer
O/W .....Orange with White tracer
R/B.....Red with Black tracer
W/Bl.....White with Blue tracer
W/G .....White with Green tracer
W/R.....White with Red tracer
W/Y .....White with Yellow tracer
Y/B.....Yellow with Black tracer
Y/Bl.....Yellow with Blue tracer
Y/G .....Yellow with Green tracer
Y/W .....Yellow with White tracer

SUZUKI MOTOR CO.,LTD.

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