



# SUZUKI

## 2-Stroke

# Service Bulletin

Bulletin No. GT-34

Date: Mar. 26, 1976

Read and Initial

Manager \_\_\_\_\_

Parts \_\_\_\_\_

Service AAP

Subject: GT500 SHIFTING CAM GUIDE BOLT LOCATION  
REFERENCE: Service Bulletin #T-5

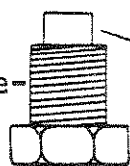
### NOTICE:

We have received occasional reports of GT500 transmission failure immediately after an engine or transmission overhaul. Upon disassembling and inspecting the transmission, it was found that the transmission oil drain plug and the shift cam guide bolt had been mistakenly interchanged during the overhaul.

# REVISED

(7/16/76)

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

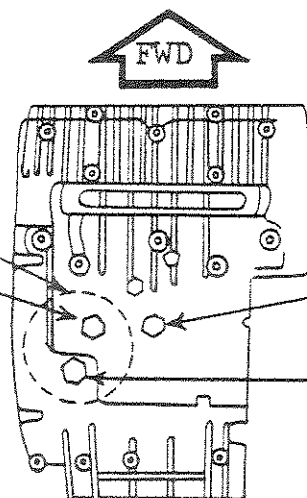


Shift Cam Guide Bolt

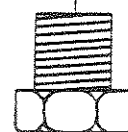
# UPDATED

(7/16/76)

Bottom View of Lower Crankcase Hal



Neutral Detent Bolt



Oil Drain Plug Bolt

The shift cam guide bolt restricts the shift cam drum from sliding from side to side inside the crankcase assembly. When these two bolts are interchanged, the oil drain plug does not extend into the locating groove of the shift cam drum, allowing the drum to slide from side to side. When this happens the shifting forks slide with the shift cam, allowing two sets of gears to become engaged at the same time. This results in severe damage to the gears, and requires their replacement.

Therefore, whenever a GT500 is overhauled, or the transmission oil changed by your service department the final inspection after re-assembly should be the proper placement of the shift cam guide bolt and oil drain plug.





# SUZUKI

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# Service Bulletin

Bulletin No: GT-35  
Date: April 2, 1976  
Read and Initial  
Manager: \_\_\_\_\_  
Parts: \_\_\_\_\_  
Service: ABP

Subject: GT250 CYLINDER HEAD, SPARK PLUG  
AND CARBURETION CHANGES

REFERENCE: Service Bulletin #GT-32  
January 2, 1976

### NOTICE:

For improved engine efficiency at all operating speeds, the carburetion, compression ratio, and spark plug heat range have been changed. These changes are as follows:

#### I. Cylinder Head

The cylinder head has been redesigned to lower the compression ratio from 7.2:1 to 6.8:1.

#### II. Spark Plug

The spark plug heat range has been changed from a B-8ES (NGK) - W24ES (ND) to B-9ES (NGK) - W27ES (ND).

#### III. Carburetion

The right and left main and needle jets have been changed as indicated.

A. The main jet specification has been increased in size from 92.5 to 95.

B. The needle jet specification has been decreased in size from 0-2 to 0-0.

### APPLICABILITY:

The new style parts have been applied to GT250's on and after the engine numbers shown below. These are mid 1976 GT250A production line engine numbers.

NEW TYPE	ENGINE NUMBER
Cylinder Head	87498
Carburetors	87498
Spark Plug	86479

(cont.)

INTERCHANGEABILITY:

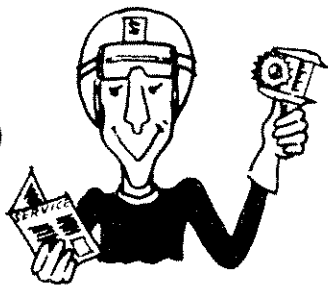
The old and new style parts are interchangeable. However, the use of old style parts in place of the new style parts is not recommended.

PARTS:

DESCRIPTION	OLD PART NUMBER	NEW PART NUMBER
Cylinder Head	11111-18631	11111-18632
Spark Plug	09482-00091 (B8ES)	09482-00066 (B9ES)
Carburetor Assy. (R)	13201-18660	13201-18661
Carburetor Assy. (L)	13202-18660	13202-18661
Main Jet	09491-92001	09491-95003
Needle Jet	09494-00168	09494-00167

Only the new style cylinder head and carburetor assemblies are available from U. S. Suzuki's Parts Department.

NOTE: It is recommended to install a B-9ES spark plug in earlier machines which are primarily intended for high speed use.



# SUZUKI

## 2-Stroke

# Service Bulletin

Subject: GT750 "SURGING"

Bulletin No: GT-36  
Date: March 11, 1977  
Read and Initial  
Manager: \_\_\_\_\_  
Parts: \_\_\_\_\_  
Service: AP

### NOTICE:

Certain GT750's equipped with Constant Velocity (C.V.) carburetors may experience a "surging" or "bucking" problem on deceleration or part throttle cruising conditions.

Extensive carburetion testing has shown that by reducing the pilot air jet size, these characteristics can be minimized or eliminated.

Important: The factors listed below can also contribute to this situation and should be checked carefully before reducing the pilot air jet size:

Carburetion Adjustments/Synchronization  
Gasoline Type/Octane  
Ignition Timing  
Drive Chain and Sprocket Condition

Piston Ring Seat Condition (Compression)  
Spark Plug Type and Condition  
General Engine Condition  
Muffler Baffle Condition

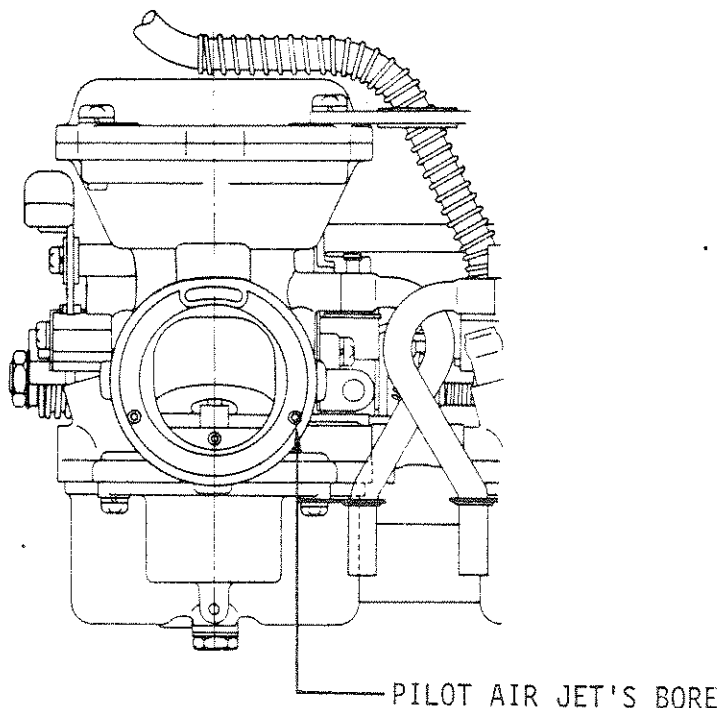
GT750 pilot air jets are pressed into position and cannot be removed. Therefore, an additional reduction air jet must be installed in the pilot air circuit. Reduction air jets are now available and come in the two sizes listed below:

REDUCTION PILOT AIR JET	
#80	0.80 mm DIA.
#90	0.90 mm DIA.

(continued)

March 11, 1977

The #80 reduction jet would normally be used in the 1975M, 1976A, and 1977B models. The #90 reduction jet would normally be used in the 1974L model. These are the suggested applications and depending on geographical area and engine conditions, it may be necessary to select the alternate jet.



The installation of these reduction air jets will richen the idle mixture considerably. On certain machines, it may be necessary to adjust the jet needle position one step leaner to eliminate an "off idle" hesitation. Before the needle position is altered, the pilot air screw's adjustment and carburetor synchronization should be carefully adjusted.

NOTE: The Suzuki vacuum carburetor balancer (09913-13121) should be used to synchronize the carburetors properly.

Unleaded or low-lead gasoline is recommended for the GT750 for maximum spark plug life and proper engine operation. If the unit has been operated on leaded gasoline, 2 or 3 tanks of unleaded or low lead fuel will remove the lead build up in the engine. New spark plugs are recommended after this cleaning action is finished.

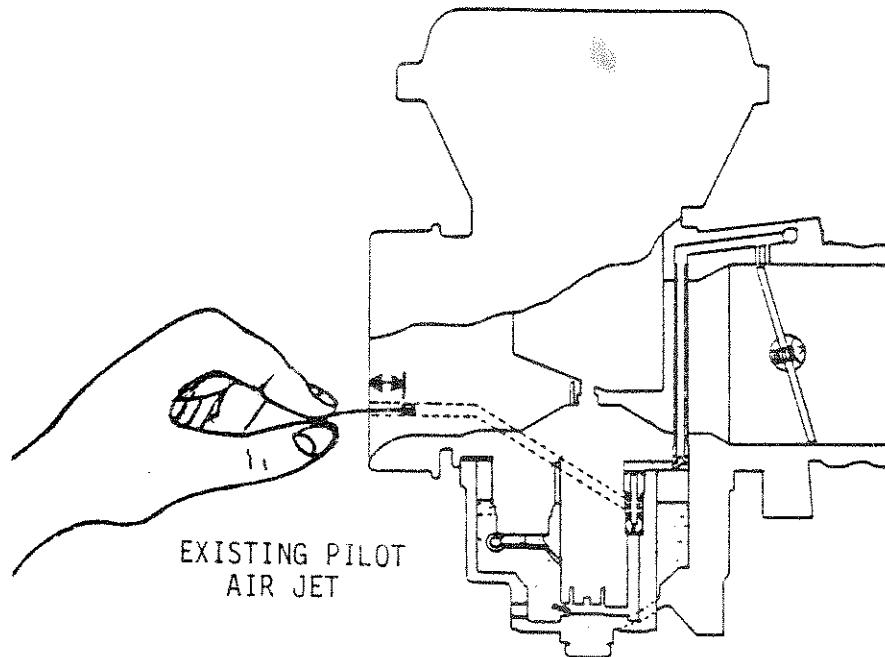
New GT750's should have approximately 1,000 miles of break-in miles on them and all adjustments re-checked before determining whether this jetting modification is required.

If it is determined that a reduction in air jet size is necessary, the following directions and precautions should be carefully studied before installing them.

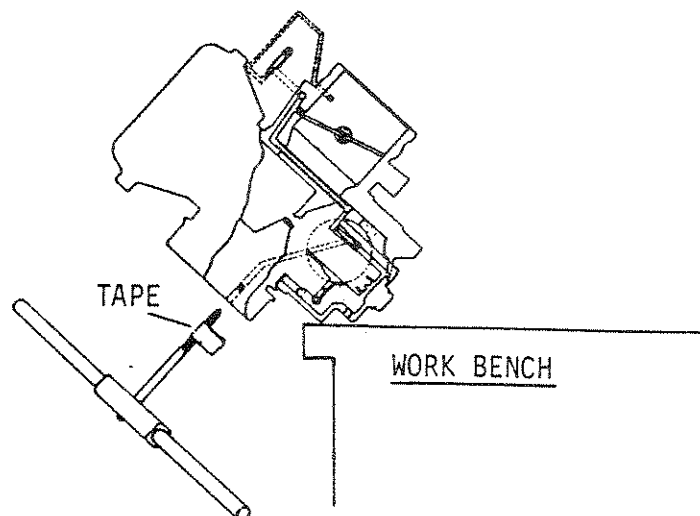
(continued)

### INSTALLATION:

1. Remove the carburetor assembly.
2. Place the carburetor assembly on a clean work surface.
3. Using a fine piece of wire, measure the distance that the existing pilot air jet has been inserted into the pilot air intake tract, as illustrated below:



4. Place a piece of tape (to be used as a reference point) on a 4 x 0.7mm tap, 1mm less than the total distance measured with the piece of wire. This will prevent the tap from damaging the existing air jet.
5. Tilt the carburetor assembly so that the mouth of the venturi is tilted in a downward position. This step must be done to eliminate the possibility of aluminum shavings entering the existing pilot air jet.



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NOTE: Before performing the threading operation, clean the tap of any oil or grease deposits. Any oil or grease deposits left in the air jet bore will prevent the easy removal of the aluminum cuttings from the threading operation. If any aluminum cuttings pass through the existing air jet, the carburetor may have to be replaced due to the difficulty of cleaning this particular circuit.

6. Insert the tap until the tape reaches the flange of the pilot air intake opening. Remove the tap. Lightly knock the carburetor assembly against the work bench to remove all aluminum shavings.
7. Using Suzuki Thread Lock Cement, place one small drop on the threads of the new pilot air jet. Screw the new jet into the pilot air jets' bore until the head of the jet lightly seals against the flange of the bore.
8. Reinstall the carburetor assembly, adjust and synchronize the carburetors.
9. Test ride the machine to determine if the jet needle position must be changed as described earlier.

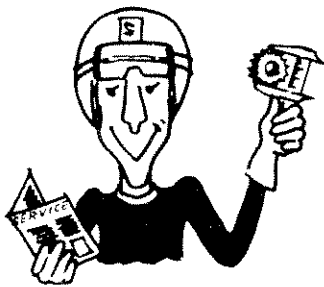
PARTS:

DESCRIPTION	PART NUMBER	DEALER COST	QTY.
Pilot Air Jet - 0.8mm DIA.	09493-31330	\$.92 ea.	3
Pilot Air Jet - 0.9mm DIA.	09493-18001	\$.92 ea.	3

Both pilot reduction air jets are now available from U.S. Suzuki's Parts Department.

U.S. SUZUKI  
TECHNICAL SERVICE DEPARTMENT





# SUZUKI

## (2-Stroke)

# Service Bulletin

Subject: GT380/550/750  
FUEL COCK SEEPAGE

Bulletin No: GT-37

Date: March 11, 1977

Read and Initial

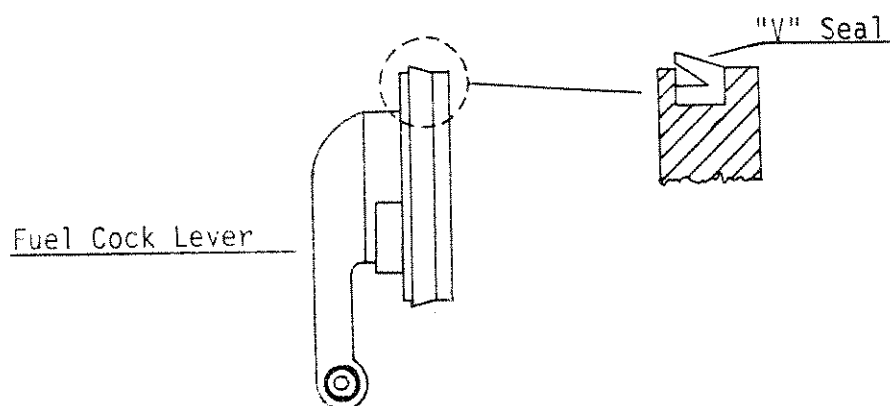
Manager \_\_\_\_\_

Parts \_\_\_\_\_

Service \_\_\_\_\_

### NOTICE:

To prevent fuel cock seepage, a "V" seal has been installed around the fuel cock lever, to seal the lever to the fuel cock body, as illustrated below.



### PARTS AND INTERCHANGEABILITY:

DESCRIPTION	OLD PART NO.	INTERCHANGEABILITY	NEW PART NO.
Fuel Cock "V" Seal	<u>44300-33153</u>	← 0 →	44300-33154 44353-33154

After the existing supply of the old style parts are exhausted, only the new style will be available.

### APPLICABILITY:

GT model motorcycles will have the new style parts installed on and after the Frame Numbers listed below:

GT380-89108

GT550-64337

GT750-67962

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TECHNICAL SERVICE DEPARTMENT

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# SUZUKI (2-Stroke) Service Bulletin

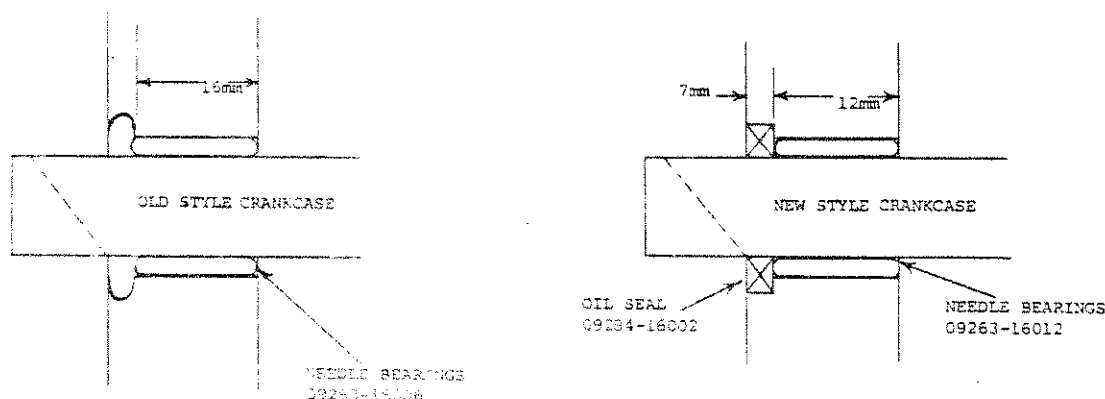
GT380/550/750  
Subject: GEAR SHIFTING SWITCH

Bulletin No: GT-38  
Date: April 29, 1977  
Read and Initial  
Manager: \_\_\_\_\_  
Parts: \_\_\_\_\_  
Service: \_\_\_\_\_

## NOTICE:

To strengthen the GT380/550/750's gear shift indicator switch's body, its material has been changed from phenolic to metal, and its shape changed.

At the same time, the crankcase has been changed to accept an oil seal for the gear shifting camshaft. This will prevent metal particles in the transmission oil from damaging the switches' "O" rings, thus allowing oil to seep past. The crankcase modifications are listed below:



## PARTS AND INTERCHANGEABILITY:

### NEW CRANKCASE AND RELATED COMPONENT'S PART NO.'S.

DESCRIPTION	OLD PART NO.	INTERCHANGEABILITY	NEW PART NO.
GT380 Crankcase	11300-33820	* See Below  ↔ * ↔	11300-33822
GT550 Crankcase	11300-34860		11300-34861
GT750 Crankcase	11300-31850		11300-31852
Oil Seal			09284-16002
Needle Bearings	09263-16006		09263-16012

KEY: C - Interchangeable X - Not Interchangeable

\*Interchangeability between old and new style crankcases is possible, if, when installing a new style crankcase the new style needle bearings and oil seal are used.

\*After the existing stock of the old style crankcases are exhausted, only the new style will be available.

NOTE: When installing the oil seal on a new style crankcase, the lip of the oil seal must face the internal components of the transmission.

(continued)

### SHIFTING SWITCH BODY

DESCRIPTION	OLD PART NO.	INTERCHANGEABILITY	NEW PART NO.
GT750	37710-31211	← 0 →	37710-31212
GT380/550	37710-33111	← 0 →	37710-33112

### FINAL DRIVE COMPONENTS

The GT750 final drive components have been changed to increase the distance between the engine's drive sprocket and switch body to prevent a loose chain from hitting the switch body. The GT380/550 final drive components will remain unchanged.

DESCRIPTION	OLD PART NO.	INTERCHANGEABILITY	NEW PART NO.
Drive Sprocket	27511-31000 16 Teeth	← 0 →	27511-33600 15 Teeth
Driven Sprocket	64511-31700 43 Teeth		64511-31770 40 Teeth
Drive Chain	27600-31014 106 Links		27600-31016 104 Links

\*Interchangeability is possible, only if all three components are replaced as a set.

Both the old and new style final drive components are available from U.S. Suzuki's Parts Department.

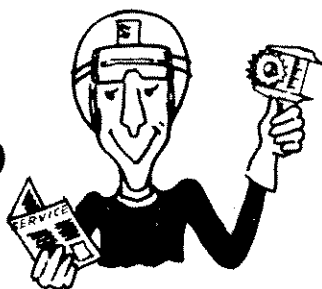
### APPLICABILITY:

These modifications have been made on and after the Engine Numbers listed below:

GT380-99412

GT550-66724

GT750-74377



# SUZUKI

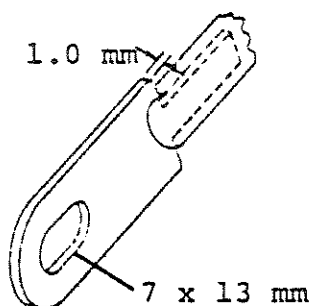
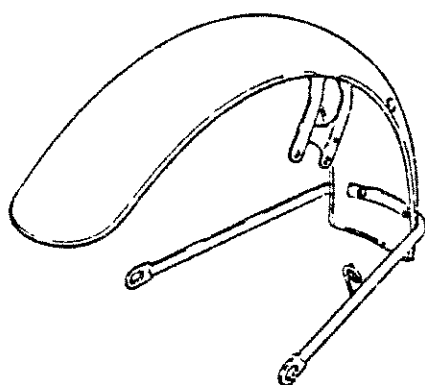
## 2-Stroke

# Service Bulletin

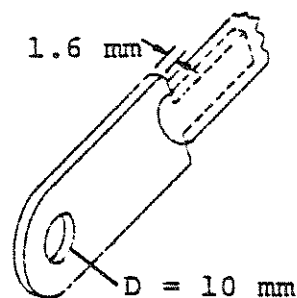
GT500A,B FRONT FENDER  
Subject: MOUNTING METHOD

Bulletin No: **GT-39**  
Date: **December 2, 1977**  
Read and Initial \_\_\_\_\_  
Manager: \_\_\_\_\_  
Parts: \_\_\_\_\_  
Service: \_\_\_\_\_

There are presently three ways to mount the A and B model GT500 front fender brace to the front fork outer tube. To distinguish the different mounting methods from each other, they are labeled the Original method, the Type 1 method, and the Type 2 method. If any original or Type 1 front fender has to be replaced, it must be updated to the Type 2 fender.



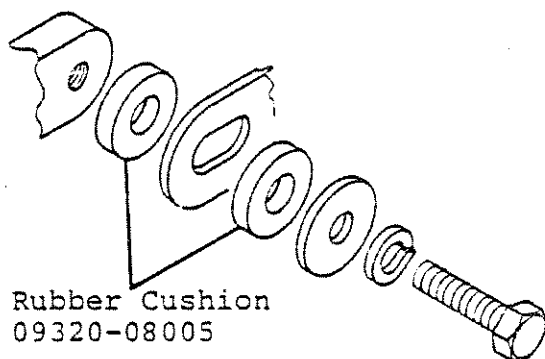
TYPE 1



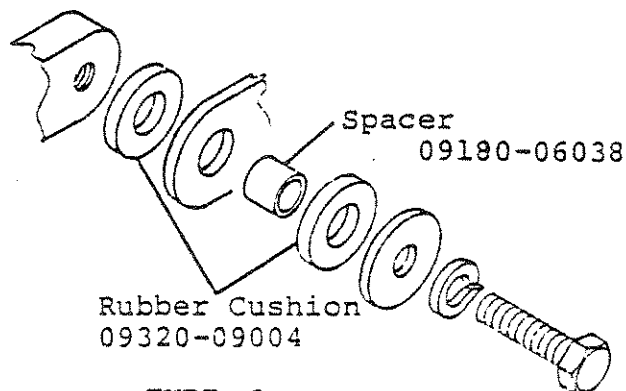
TYPE 2

The Original method is a "rigid" mount with the fender brace bolted directly to the fork tube.

The Type 1 method is a "semi-floating" mount. A rubber cushion is used with the original type fender to provide a small amount of flexibility. With this type of mount, the mounting bolt must be secured with thread lock cement.



TYPE 1



TYPE 2

The Type 2 method is a "floating" mount. The front fender brace has been changed and it is mounted by a rubber cushion and a spacer. This mounting method will provide a secure yet flexible mount for the front fender.

(continued)

INTERCHANGE INFORMATION:

DESCRIPTION	ORIGINAL PART NO.	INTRCHG.	TYPE 1 PART NO.	INTRCHG.	TYPE 2 PART NO.
Front Fender	53100-31703	←YES→	53100-31703	NO	53100-31704
Cushion	—	NO	09320-08005	NO	09320-09004

PARTS AVAILABILITY INFORMATION:

Component parts for Type 1 and Type 2 mounting methods that are available from U. S. SUZUKI'S PARTS DEPARTMENT are:

QTY. NEEDED	DESCRIPTION	TYPE 1 PART NO.	TYPE 2 PART NO.
1	Front Fender	Discontinued	53100-31704
2	Bolt	01107-06208	01107-06208
2	Lockwasher	08321-21068	08321-21068
2	Flatwasher	09160-06020	09160-06020
4	Cushion	09320-08005	09320-09004
2	Spacer	—	09180-06038

APPLICABLE FRAME NUMBERS:

Before and on	F# 106185	-----	Original Type
From	F# 106186 to 106460	-----	Type 1
On and after	F# 106461	-----	Type 2