

FOREWORD

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

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

SUZUKI MOTOR CO., LTD.

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

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

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

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

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

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

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



GS750



GS750E

SAFE-RIDING COMMANDMENTS FOR MOTORCYCLE RIDERS

Motorcycle riding is a great fun.

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

WEAR THE HELMET.

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

BE CLAD SIMPLE.

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

CHECK BEFORE RIDING OUT.

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

FAMILIARIZE YOURSELF TO THE MACHINE.

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

KNOW THE LIMIT OF SAFE SPEED.

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

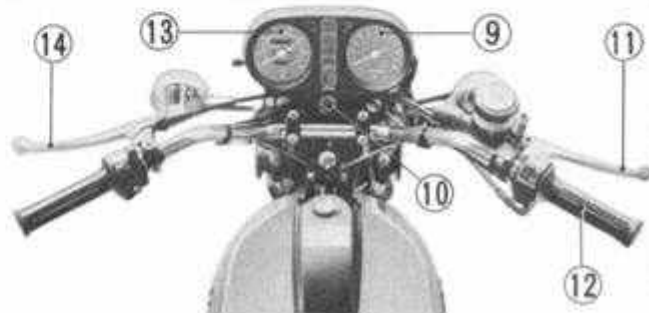
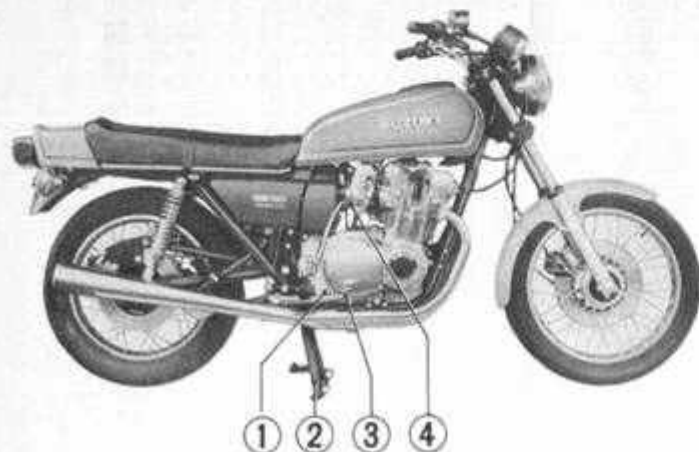
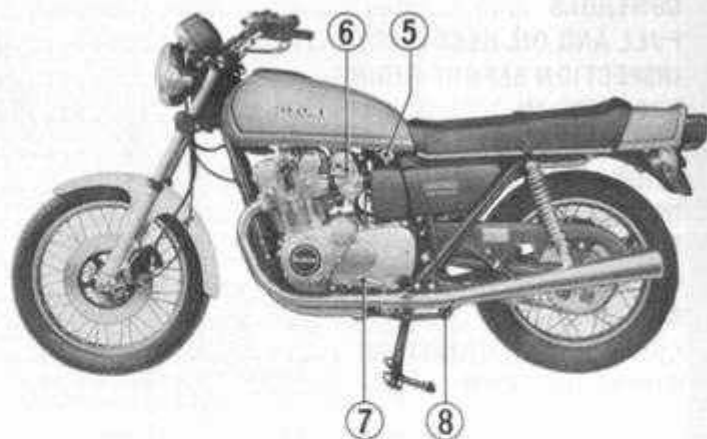
DOUBLE YOUR SAFETY-CONSCIOUSNESS ON RAINY DAYS.

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

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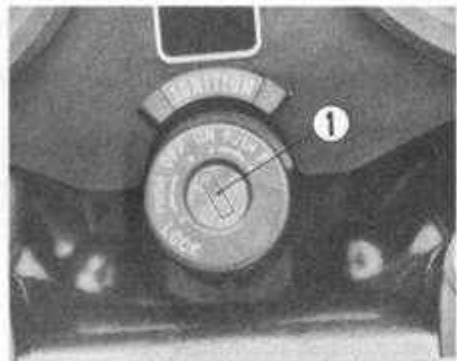
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|--------------------------|---------------------|
| ① Engine oil gauge | ⑧ Prop stand |
| ② Center stand | ⑨ Tachometer |
| ③ Rear brake pedal | ⑩ Ignition switch |
| ④ Kick starter lever | ⑪ Front brake lever |
| ⑤ Fuel cock | ⑫ Throttle grip |
|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



CONTROLS

IGNITION SWITCH



The ignition switch ① has these four positions:

Off:

All electrical circuits are off.

On:

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

Parking:

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

Lock:

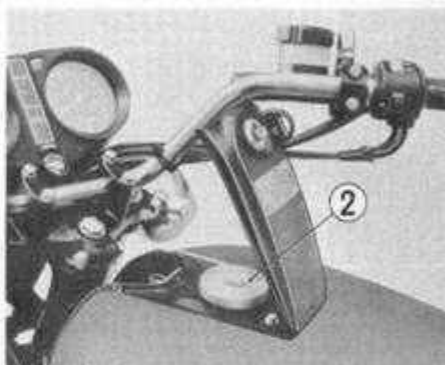
When locking the steering, turn the handlebar all the way to the right or to the left. Push and turn the key to LOCK position and pull off the key.

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

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

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

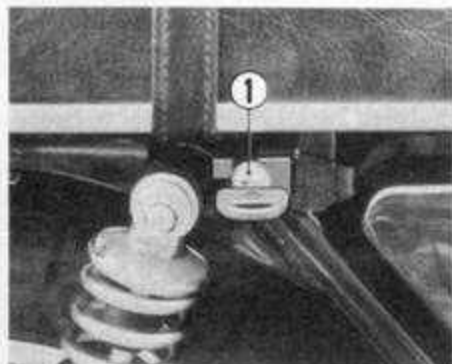
FUEL TANK CAP



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

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

SEAT LOCK



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

HELMET HOLDER



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

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

INDICATOR LAMPS AND INDICATOR



Neutral indicator lamp ③

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

High beam indicator lamp ④

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

Turn signal pilot lamp ⑤

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



Oil pressure indicator lamp ⑥

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

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

Gear position indicator ⑦

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

Speedometer ⑧

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

Tachometer ⑨

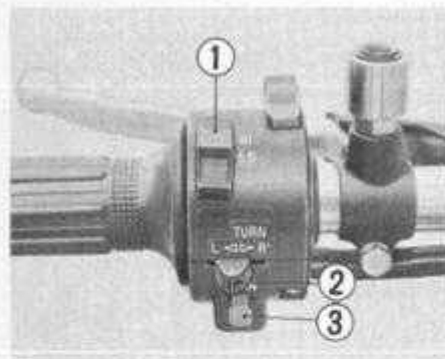
Tachometer indicates engine speed in revolutions per minute.

Odometer ⑩

Odometer registers the total distance the motorcycle has been driven.

Trip meter ⑪

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



DIMMER SWITCH

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

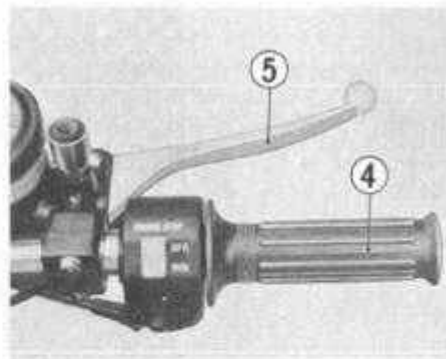
TURN SIGNAL LAMP SWITCH ②

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

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

HORN BUTTON ③

Press the button to sound the horn.

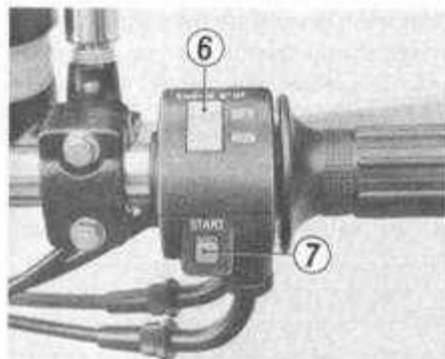


THROTTLE GRIP

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

FRONT BRAKE LEVER

Front brake is applied by squeezing brake lever ⑤.



ENGINE KILL SWITCH

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

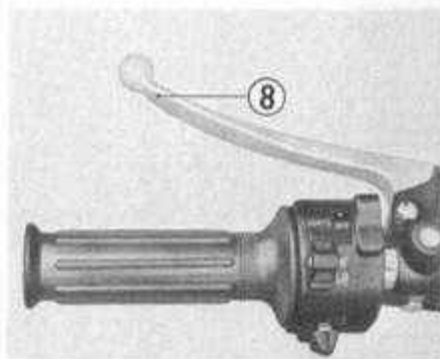
In RUN position, the ignition circuit is on and engine will operate. The switch is intended primarily as safety or emergency switch.

ELECTRIC STARTER BUTTON

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

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

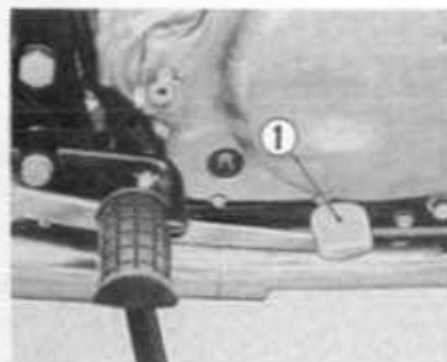
CLUTCH LEVER



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

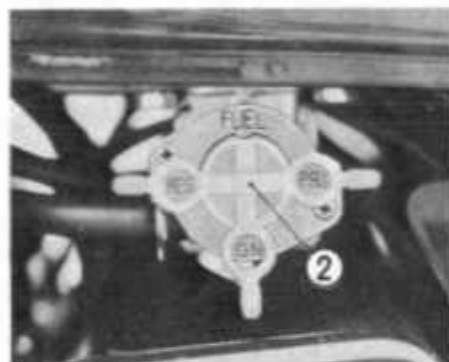
Squeezing the lever disengages the clutch.

REAR BRAKE PEDAL



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

FUEL COCK



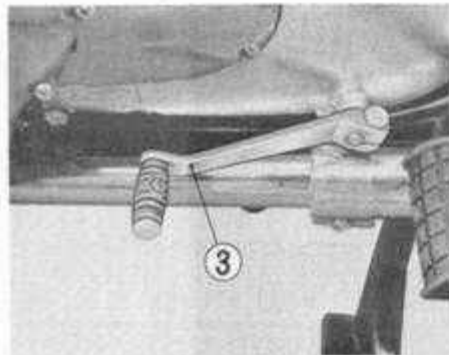
The fuel cock ② on this motorcycle is of diaphragm type and has three positions: ON, RESERVE and PRIMING. Before starting the engine, turn the fuel cock lever to ON position; the fuel flows from the fuel tank into the carburetor as the engine starts up.

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

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

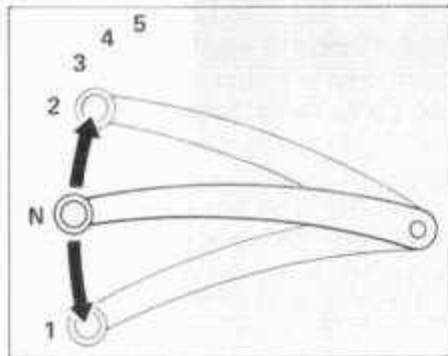
NOTE: Be sure to re-fuel at the first gas station you happen to pass by while running on RESERVE. The fuel in RESERVE is just for enabling you to reach that gas station.

GEARSHIFT LEVER



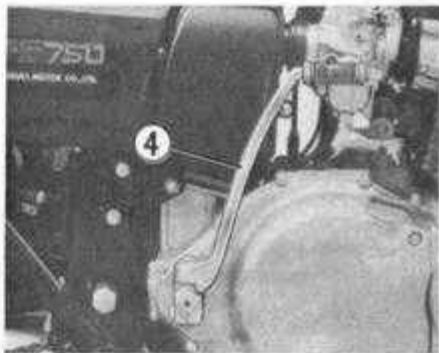
The GS750 is equipped with a 5-speed transmission which operates as shown in the figure.

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



CAUTION: Throttle down before shifting.

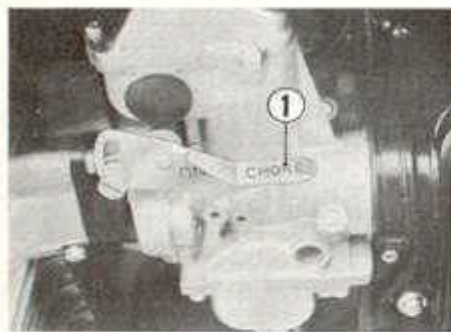
KICK STARTER LEVER



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

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

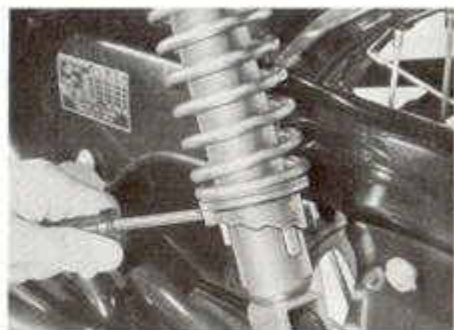
CARBURETOR CHOKE LEVER



The carburetor starter system gives easy starts even in cold weather by supplying a rich fuel/air mixture. When starting a cold engine, pull up choke lever ① all the way. When engine becomes warm and engine rpm increases, push down the choke lever gradually to hold down engine speed below 2,500 rpm. After the engine is warmed up, return the choke lever all the way back. Do not open the throttle when this lever

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

REAR SHOCK ABSORBERS



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

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

INSPECTION BEFORE RIDING

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

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

BREAKING-IN

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

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

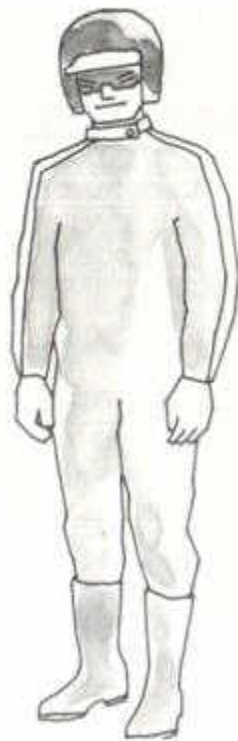
Initial 800 km (500 miles)	Below 4,000 rpm
Up to 1,600 km (1,000 miles)	Below 6,000 rpm
Over 1,600 km (1,000 miles)	Below 9,000 rpm

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

TIPS ON RIDING

TWO GOLDEN RULES ON SAFETY

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



STARTING ENGINE

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

When engine is cold:

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

When engine is already warm:

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

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

RIDING THE MOTORCYCLE

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

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

WARNING: If the machine is the very first of its kind for you to ride, practice on a non-public road to thoroughly get the knack of it before riding out for the first time. Before starting off, turn back the prop stand fully to its normal position.

Don't shift down in the midst of cornering.

Slow down to a safe speed before starting to turn around a corner. One-hand driving is dangerous! Put your both hands firmly to the handlebar, with both feet securely placed on the foot rests.

High speed riding

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

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

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

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

Riding on hills

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

Use of the transmission

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

Stopping and parking

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

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

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

MAINTENANCE SCHEDULE

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

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

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

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

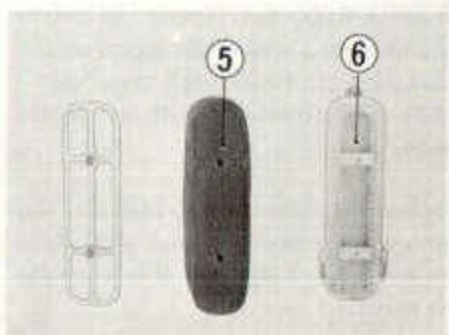
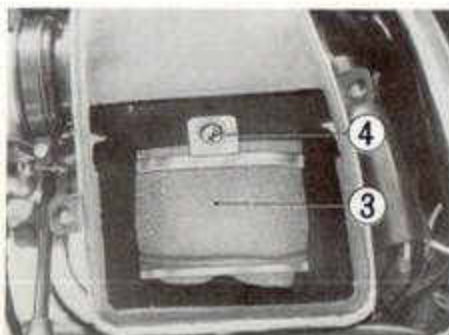
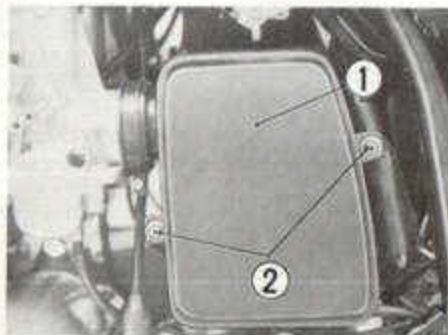
NOTE: T = Tighten, A = Adjust, I = Inspect, R = Replace, C = Clean.

INTERVAL: THIS INTERVAL SHOULD BE JUDGED BY ODOMETER READING OR MONTHS, WHICHEVER COMES FIRST.	miles	600	4,000	8,000	12,000	16,000
	km	1,000	6,000	12,000	18,000	24,000
	months	2	12	24	36	48
* Brake		I	I	I	I	I
Drive chain		I	I	I	I	I
		Clean and lubricate every 1,000 km				
Tires		I	I	I	I	I
* Steering stem		I	I	I	I	I
* Chassis bolt and nut		T	T	T	T	T

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

INSPECTION AND MAINTENANCE

AIR CLEANER



If the air cleaner is clogged with dust, intake resistance will increase with a resultant decrease in output and an increase in fuel consumption. Check and clean the cleaner every 6,000 km (4,000 miles) according to the following procedures.

- 1) Remove the left frame cover by loosening a fitting screw.
- 2) Remove air cleaner case cover ① by unscrewing two fitting screws ②.
- 3) Take out the air cleaner element ③ from the air cleaner case by unscrewing the screw ④.
- 4) Take the polyurethane filter ⑤ out of the element frame ⑥ by unscrew-

ing 2 screws.

- 5) Fill a washing pan of a proper size with non flammable safety or cleaning solvent. Immerse the element in the solvent and wash it clean.
- 6) Squeeze the solvent off the washed element by pressing it between the palms of both hands: do not twist and wring the element or it will develop fissures.
- 7) Immerse the element in a pool of motor oil, and squeeze the oil off the element to make it slightly wet with the oil.

CAUTION: Before and during the cleaning operation, examine the element to see if it has a rupture or fissure.

A ruptured or fissured element must be replaced. If driving under dusty condition, wash the air-cleaner element more frequently. The surest way to wear down the engine quickly is to leave out the element or to use a ruptured element. Be sure that the air-cleaner is in good condition at all times. Life of the engine depends largely on this component!

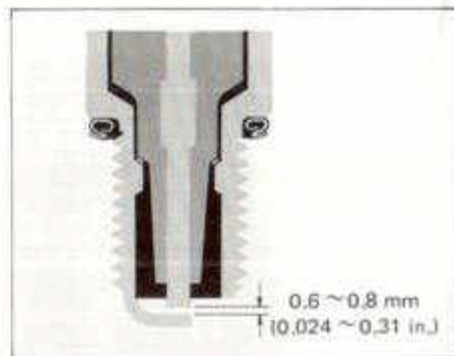
SPARK PLUG

At initial 6,000 Km, remove the carbon deposits with a wire or pin and adjust the spark plug gap to 0.6 - 0.8 mm (0.024 - 0.031 in) by measuring with a thickness gauge.

Replace the plugs every 12,000 Km, and remove the carbon deposits and adjust the gap every 6,000 Km after replacing the plugs.

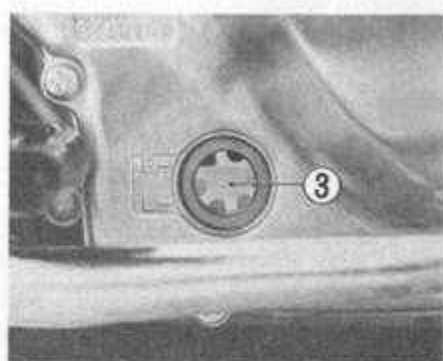
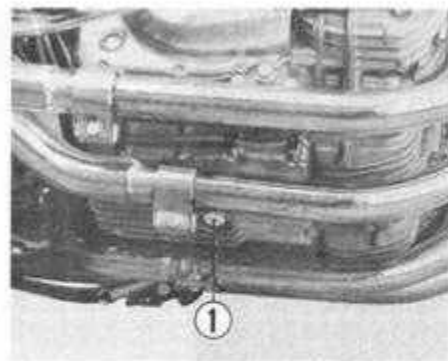
Whenever removing the carbon deposits, be sure to observe the appearance of the plug, noting the color of the carbon deposit. The color observed tells whether the standard plug is suitable for your usage. If the standard plug is apt to get wet, the hotter plug should be used. If the standard plug is apt to overheat, whose porcelain shows whitish appearance, replace with the colder one.

CAUTION: If another brand of spark plug is to be used other than NGK or NIPPON DENSO, consult your authorized SUZUKI dealer.



NGK	NIPPON DENSO	Remarks
B-7ES	W22ES	If the standard plug is apt to get wet, replace with this plug.
B-8ES	W24ES	Standard
B-9ES	W27ES	If the standard plug is apt to overheat, replace with this plug.

ENGINE OIL

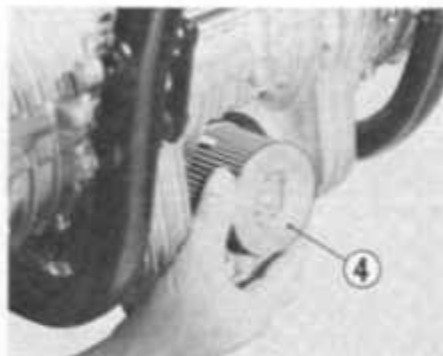
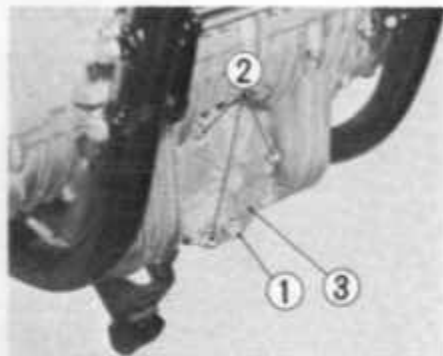


Engine performance as well as engine life depends much on the quality of care the engine receives for its lubrication oil. Daily oil level check and periodical oil change are two important **MUST** items of care.

Engine oil change

The oil should be changed when the engine is hot. The procedure is as follows:

- (1) Keep the motorcycle erect, supporting itself by the center stand.
- (2) Drain out the oil by removing the drain plug ① and filler cap ②.
- (3) Fit the drain plug securely, and add fresh oil through the filler. About 3,400 cc (7.18 US pt) of oil will be needed to fill up the oil pan.
- (4) Start up the engine and allow it to run for several seconds at idling speed.
- (5) Shut down the engine and wait about one minute, then check the oil level in the level gauge ③. Should the level be found below "F" mark, add oil to the level.

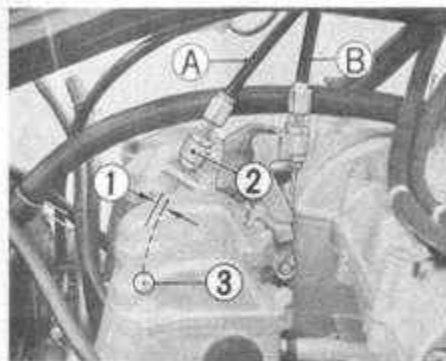


Replacement of oil filter

- (1) Drain engine oil by loosening its plug ①.
- (2) Remove three nuts ② holding down the filter cap ③.
- (3) Take off the cap, pull out the element and put in the replacement element ④.
- (4) Put on the cap and secure it tight.

NOTE: Pour 3,800 cc (8.03 US pt) of engine oil into oil pan only when changing oil and replacing oil filter at the same time.

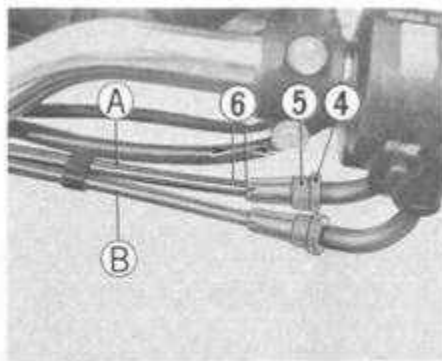
CARBURETOR



Undisturbed carburetion is the basis of the performance you ought to expect of your engine. The carburetor is factory-set for the best carburetion. Do not attempt to alter its setting. There are two items of adjustment, however, under your care: throttle cable play and idling speed.

Throttle cable adjustment

A twin throttle cable system is used in your GS750: One cable (A) is for pulling and the other cable (B) for returning.



Pulling cable play:

The throttle cable should be adjusted to have a slack (1) of 3 - 5 mm (0.12 - 0.20 in) at the middle point between adjusting holder (2) and throttle cable end (3) of the carburetor side.

NOTE: Inspect the cable slack at times, and if necessary, adjust it to the specified value. The cable end could come out when the sag is excessive.

- 1) Loosen lock nut (4).
- 2) Turn adjusting nut (5) to introduce a cable play (6) of 1.0 - 1.5 mm (0.04 - 0.06 in).



3) Tighten lock nut (4).

Returning cable play:

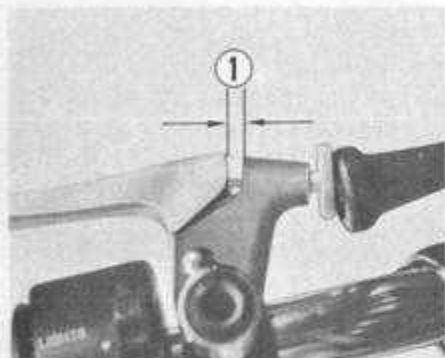
- 1) Reduce the play (6) to zero by turning its adjusting nut, and tighten the lock nut good and hard.

Idling speed adjustment

Set idling adjustment screw (7) to make the engine idle at a speed anywhere between 950 and 1,150 rpm.

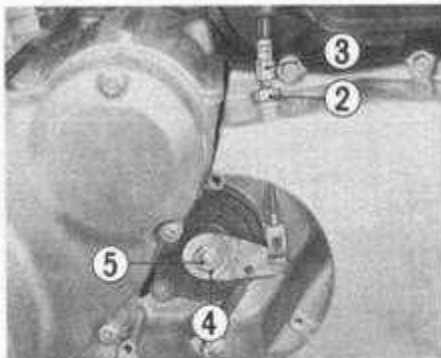
NOTE: Check the carburetor for the above two items at regular intervals and make readjustments as necessary.

CLUTCH



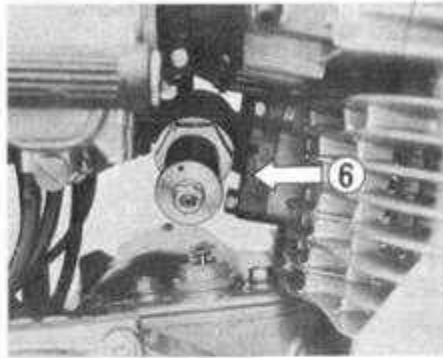
Adjust the clutch by means of clutch cable adjuster and release adjusting screw. The play ① of the clutch should be 4 mm (0.16 in) as measured at the clutch lever holder before the clutch begins to disengage. If you find the play of the clutch incorrect, adjust it in the following way:

- Loosen clutch cable adjuster lock nut ②, screw in the clutch cable adjuster ③ and give sufficient play to the clutch cable.



- Loosen the lock nut ④ temporarily by using open end wrench to turn the release adjusting screw ⑤.
- Run in the release adjusting screw ⑤ all the way then back it out 1/4 - 1/2 turn and secure the lock nut.
- Finally adjust the clutch cable adjuster on the engine left cover until about 4 mm (0.16 in) of play ① is left at the clutch lever holder.

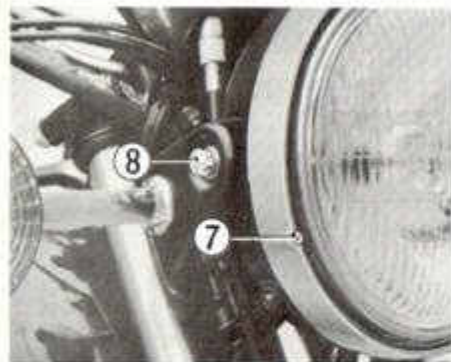
CAMSHAFT CHAIN TENSION



The chain is kept in properly tensioned condition by an automatic tensioner. Thus, the chain itself need not be checked for stretch or elongation.

CAUTION: Never try to turn the tensioner wheel ⑥ in either direction. Turning the wheel could stress the tensioner mechanism unduly to spoil its performance.

HEADLAMP



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

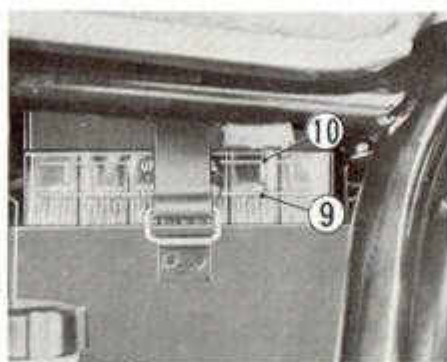
To adjust beam horizontally:

Turn the cross head screw ⑦ located on the left side of the headlamp unit clockwise or counter-clockwise.

To adjust beam vertically:

Loosen the headlamp housing fitting bolt ⑧ and move the headlamp housing up and down as required.

BATTERY



The battery solution must be kept above the lower limit line ⑨ at all times. If the solution level is found below the lower limit line, add the pure distilled water up to the upper limit line ⑩. Do not add diluted sulphuric acid.

NOTE: Check the battery solution level every two weeks by removing right frame cover.

CAUTION: Be careful not to bend the nylon air vent tube nor obstruct the venting.

BRAKES

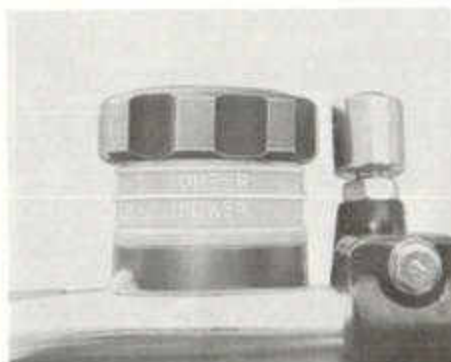
Brakes are the most important equipment for motorcycle safe riding.

Always check the brakes before riding.

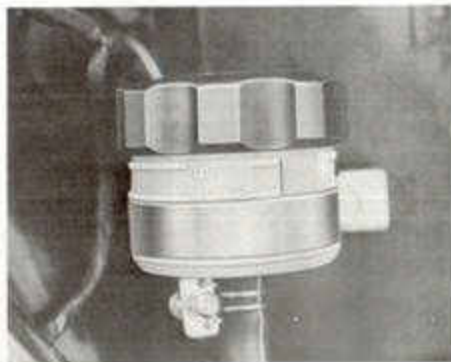
Replenishing brake fluid

Be sure to check the brake fluid level in the reservoir. If the level is found to be lower than the level mark, replenish the reservoir with one of the following motor vehicle brake fluid:

NOTE: The brake system of this motorcycle is filled with a glycol-based brake fluid. Do not use or mix different types of fluid such as silicone-based and petroleum-based fluid for refilling the system, otherwise the serious damage will be caused. Do not use any brake fluid taken from old or used or unsealed containers. Never re-use the brake fluid left over from the last servicing and stored for long periods.



Specification and Classification	DOT 3 DOT 4
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Front brake

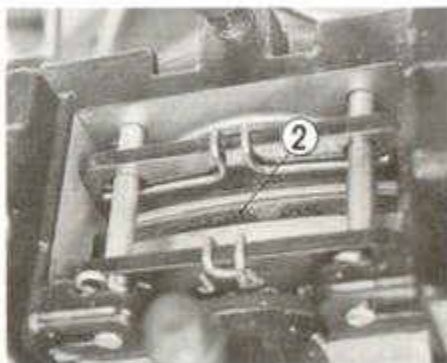
Ask yourself these questions:

- (1) Is the front brake system tight, free of any signs of fluid leakage?
- (2) Is the brake hose in good, sound condition, showing no evidence of deterioration or damage?
- (3) Does the brake lever have a proper stroke, giving no "sponginess" at all?
- (4) Is not each friction pad worn down to the red limit line ① to require replacement?



If a remedying job has to be done, then bring your motorcycle to your authorized SUZUKI dealer and have it performed by the expert. Play safe: it's more economical.

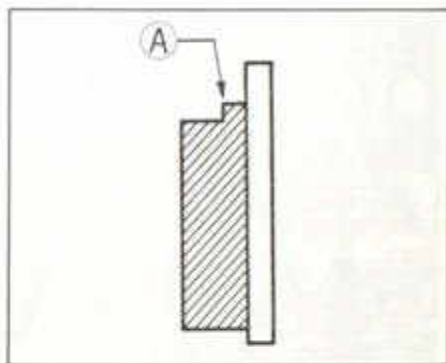
CAUTION: Do not be deceived by the appearance of the brake hose for its integrity. Its appearance could lie. For the sake of safety, replacement of each hose at intervals of 2 years is strongly recommended.



Rear brake

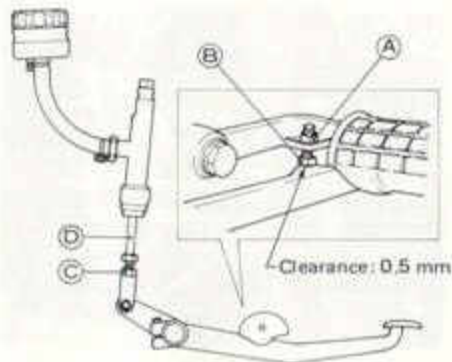
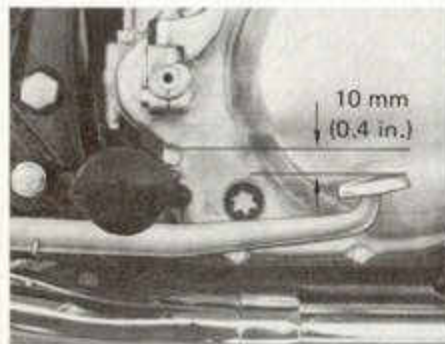
The rear brake system demands the same attention as that pointed out for the front one. Check to be sure that the brake pedal has a proper stroke and free of any sponginess just as in the case of the front brake lever.

To check pads ② for wear, remove the pad inspection cap, and observe the shouldered periphery of each pad. If the shoulder A is gone or nearly gone, the pad needs to be replaced by a new one:



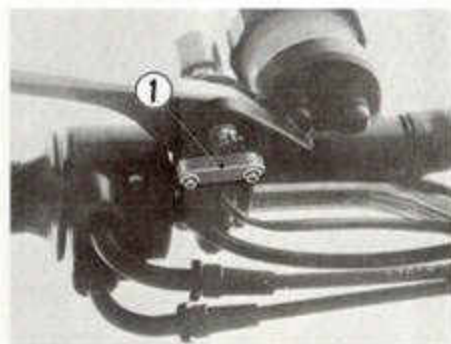
this replacement job should be assigned to your authorized SUZUKI dealer.

REAR BRAKE PEDAL ADJUSTMENT



- (1) Loosen lock nut **A** and move return stopper bolt **B** away from the pedal arm.
- (2) Loosen lock nut **C**, and rotate push rod **D** to locate the pedal at the elevation 10 mm (0.4 in) below the top face of foot rest.
- (3) Tighten lock nut **C** to secure the push rod in the adjusted position.
- (4) Adjust the clearance between the tip of return stopper bolt and the pedal arm to 0.5 mm (0.02 in.), and tighten lock nut **A**.

BRAKE LAMP SWITCH



Front brake lamp switch

The front brake lamp switch **1** is located beneath the front brake lever. Loosen the switch fitting screws and adjust the timing by moving the switch body forward or backward.



Rear brake lamp switch

The rear brake lamp switch ② is located under the right frame cover. Adjust the brake lamp switch with 17 mm wrench; raise or lower the switch so that the brake lamp will come on just before the brake pedal being depressed "feels" a pressure rise.

DRIVE CHAIN

This is a special chain not susceptible to removal by the motorcycle owner. For this reason, we must insist that you take your machine to your authorized SUZUKI dealer when its removal for one reason or another becomes necessary. Be safety-minded and visually check the drive chain for the below-listed possible malconditions just before you ride out for daily use of the machine:

(Set up the machine on its center stand, and turn the rear wheel slowly by hand, with the transmission shifted to NEUTRAL. Examine the full length of the chain.)

- Drive chain:
- 1) Loose PINS
 - 2) Damaged ROLLERS
 - 3) Dry or rusted LINKS
 - 4) Kinked or binding LINKS
 - 5) Excessive wear
 - 6) Improper chain adjustment

Sprockets:

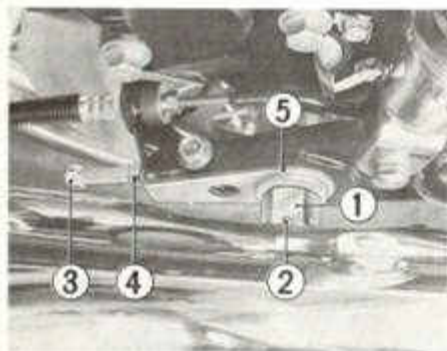
- 1) Excessively worn TEETH
- 2) Broken or damaged TEETH
- 3) Loose SPROCKET NUTS

CHAIN CLEANING AND OILING

At intervals of 1,000 km (600 miles), clean and oil the chain, as follows:

- (1) Cleaning by washing
Wash the chain with kerosene. If the chain tends to rust faster, the interval must be shortened.

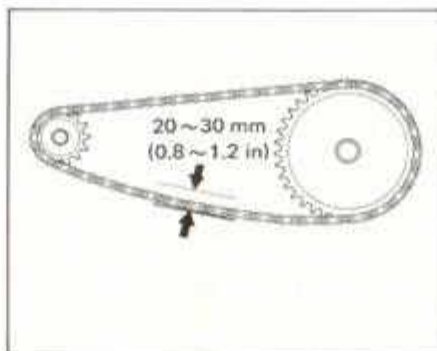
CAUTION: Do not use trichlene, gasoline or any similar fluids: these fluids have a dissolving power too high for this chain and, what is more important, could spoil the "O" rings confining the grease in the bush-to-pin clearance. Remember, high durability comes from the presence of grease in that clearance.



(2) Oiling

After washing and drying the chain, oil it with a heavy-weight motor oil.

CAUTION: Do not use any oil sold commercially as "drive chain oil". Such an oil too could spoil the "O" rings.



Adjusting drive chain

Adjust the drive chain in the following manner until it has 20 - 30 mm (0.8 - 1.2 in) of play at the middle of two sprockets.

- Loosen axle nuts ① after pulling out cotter pin ②.
 - Adjust the drive chain by turning the right and left chain adjuster bolts ③ after loosening lock nut ④.
- Turning adjuster bolt in tightens chain.

- Mark ⑤ on both chain adjusters must indicate the same position to mean that the front and rear wheels are correctly aligned.
- After adjusting the drive chain tighten the axle nut securely and lock it with cotter pin ②.

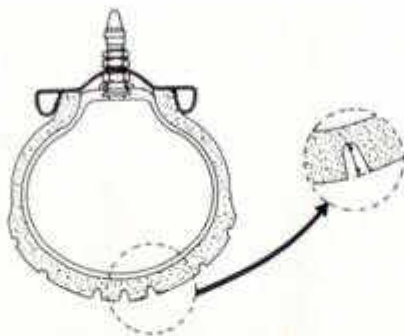
TIRES

Tire pressure

Insufficient air pressure in the tires hastens tire wear and increases road resistance which increases fuel consumption and adversely affects the performance and the running stability of the motorcycle.

Soft tires also make smooth cornering difficult. Overinflated tires decrease the amount of tire in contact with the ground and cause skidding when the brakes are applied, subjecting the tire to excessive stress.

Be sure that tire pressure is correct at all times.



Tire tread condition

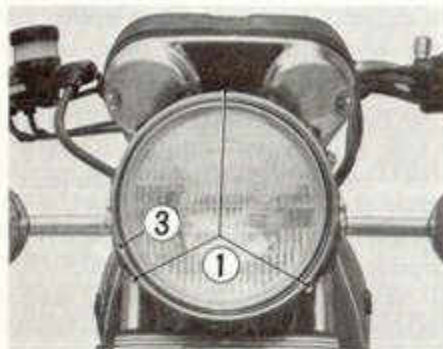
Operating the motorcycle with the excessively worn tires will decrease riding stability and consequently invite a dangerous situation.

It is highly recommended to replace the tire when the remaining depth of tire tread becomes 1.6 mm (0.06 in) in front tire or 2.0 mm (0.08 in) in rear tire.

NOTE: The standard tire on your motorcycle is 3.25H19-4PR for front, 4.00 H18-4PR for rear. The use of a tire other than standard may cause trouble. It is highly recommended to use a SUZUKI Genuine Tire or a well-known brand of the specified size.

COLD INFLATION TIRE PRESSURE	FRONT				REAR			
	SOLO RIDING		DUAL RIDING		SOLO RIDING		DUAL RIDING	
	P.S.I.	KG/CM ²	P.S.I.	KG/CM ²	P.S.I.	KG/CM ²	P.S.I.	KG/CM ²
NORMAL RIDING	25	1.75	25	1.75	28	2.0	32	2.25
CONTINUOUS HIGH SPEED RIDING	28	2.0	28	2.0	32	2.25	36	2.5

BULB REPLACEMENT

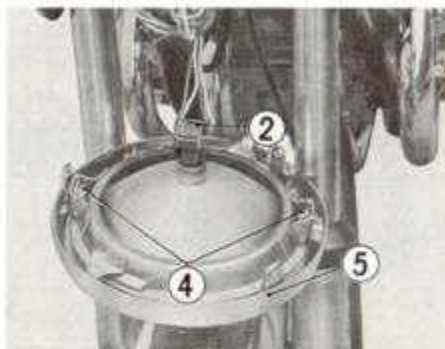


The watt rating of each lamp bulb is specified. Replacing a blown bulb with a similar bulb invites danger. Be sure that the replacement bulb meets the specification. Here's a list-up of bulbs used in your motorcycle:

Headlamp	12V 50/40W
Tail/Brake lamp	12V 8/23W (3/32 cp)
Turn signal lamp	12V 23W (32 cp)

Headlamp

- (1) Remove three screws ①; take off



the headlamp assembly and remove socket ②.

- (2) Remove horizontal screw ③ and securing screws ④, and pick out ring ⑤.
- (3) Remove screws ⑥; headlamp unit will come off.

To re-install the headlamp assembly, reverse the above sequence.

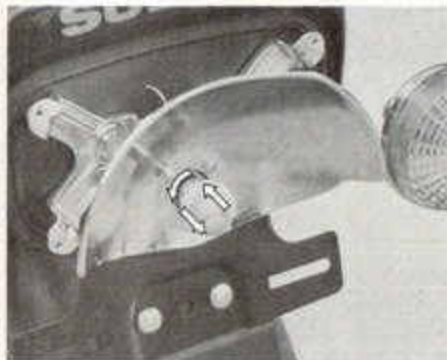
WARNING: After remounting the headlamp assembly, be sure to make a horizontal adjustment.



Tail/Brake lamp

- (1) Remove two screws and take off the lens.
- (2) Push the bulb, twisting it to the left, and pull it off.
- (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 four securing screws lest the lens should break.



Turn signal lamp

- (1) Remove two screws and take off the lens.
- (2) Push the bulb, twisting it to the left, and pull it off.
- (3) To fit the replacement bulb, push it in and twist it to the right while pushing.

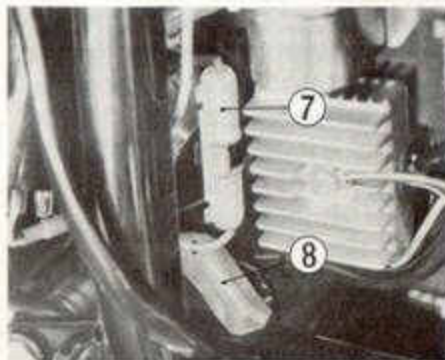
CAUTION: After setting the lens, be careful not to overtighten the two securing screws lest the lens should break.



FUSE

Fuse box is inside the frame cover on the left. A sudden halting of the engine while on the run or any electrical failure is a cause for taking a look at fuse (7). Spare fuse (8) is for replacing a blown fuse.

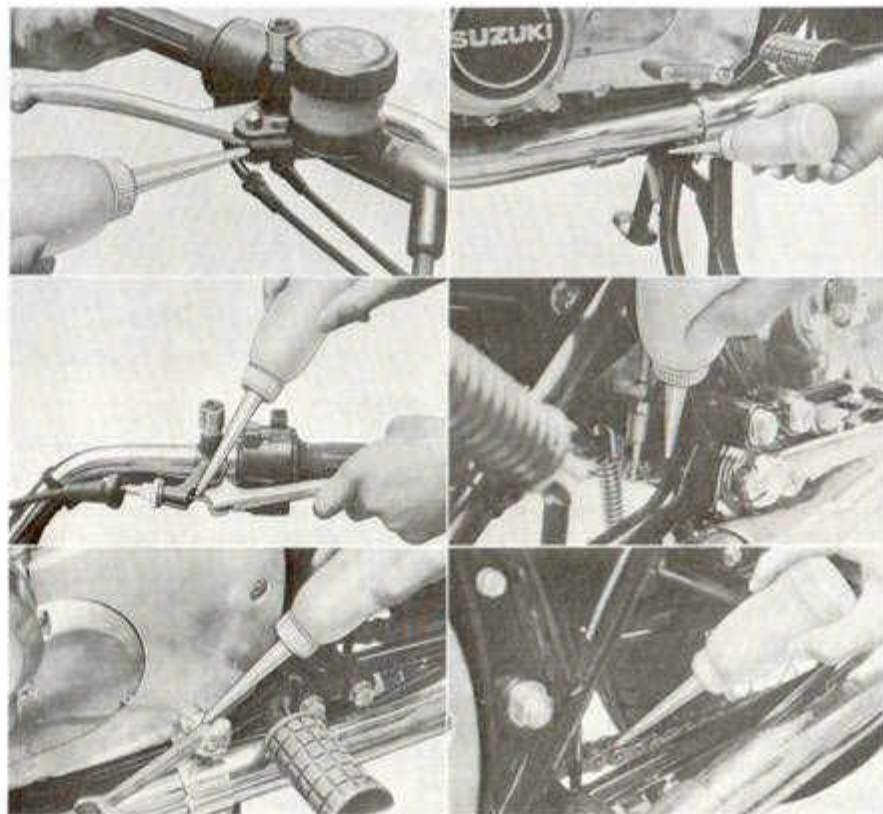
NOTE: Always keep a 15-ampere fuse in the spare fuse case. Do not use a fuse of any other capacity than 15 A.



CAUTION: Never use any substitute—an aluminum foil or wire, for example—for the 15-A fuse. If the spare fuse put in to replace the blown one blows off in no time, it means a major trouble; you should consult your SUZUKI dealer immediately.

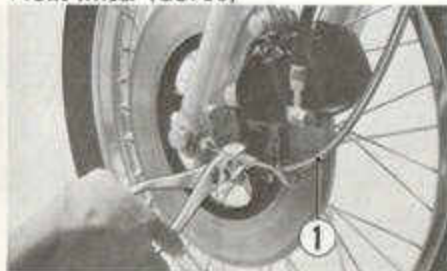
OILING CHART

Timely oiling is important for smooth running of each working part in your motorcycle and also for safe riding. It's a good practice to oil the machine after a long rough riding, after getting wet in the rain and after washing it with water. Major oiling points are indicated in this photo:



WHEEL REMOVAL

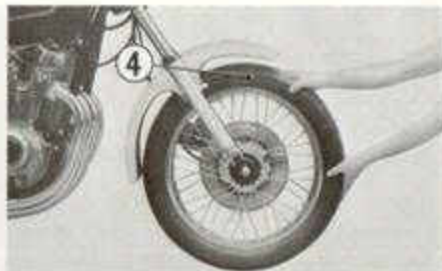
Front wheel (GS750)



- (1) Disconnect speedometer cable ① from the wheel.



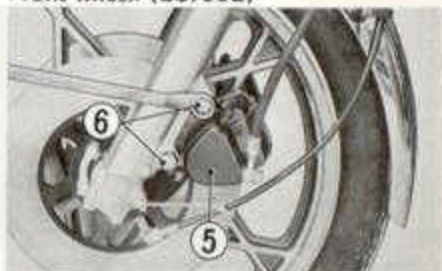
- (2) Remove axle holders ②, right and left unfastening nuts ③.



- (3) Lift the front end, place a jack or a block under the engine, and remove the wheel ④. To remount the wheel, reverse the sequence of removal.

CAUTION: When tightening the axle holders in place, be sure to run down the two nuts equally so that the two gaps, front and rear, will be equal in each axle holder.

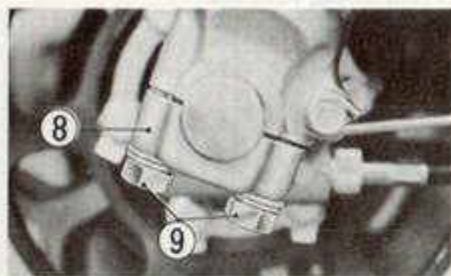
Front wheel: (GS750E)



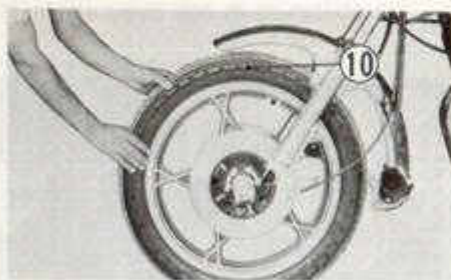
- (1) Remove either one of two calipers ⑤, left or right, from the fork by unfastening its two mounting bolts ⑥.



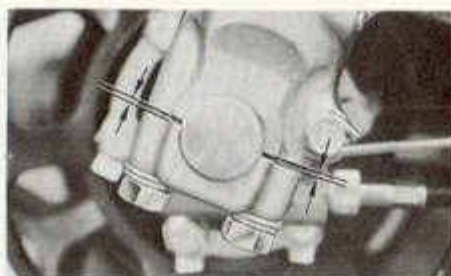
- (2) Disconnect speedometer cable ⑦ from the wheel.



- (3) Remove axle holders ⑧, right and left by unfastening nuts ⑨.

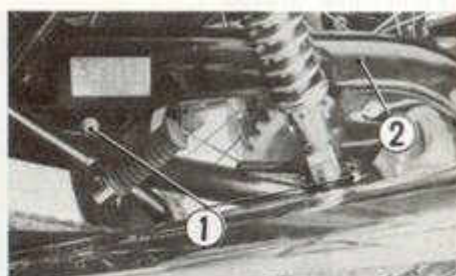


- (4) Lift the front end, place a jack or a block under the engine, and remove the wheel ⑩.
- To remount the wheel, reverse the sequence of removal.



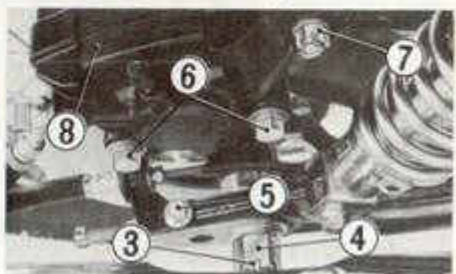
CAUTION: Before tightening the axle holders in place, locate the speedometer drive gear box so that the cast out arrow mark on the gear box comes on top side. To provide optimum tightening pressure to the axle, be sure to run down the two axle holder nuts equally so that the two gaps, front and rear, will be equal in each axle holder.

Never squeeze the front brake lever with the front wheel dismantled or the brake disc will not fit in the caliper when remounting the wheel.



Rear wheel

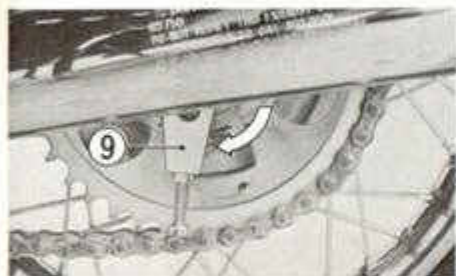
- (1) Remove chain case bolts ① and pull up chain case ②.



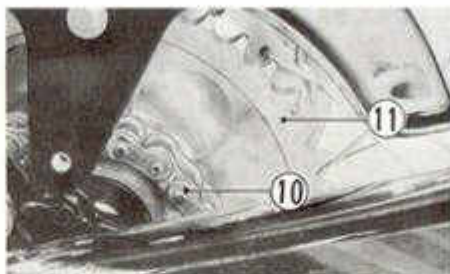
- (2) Pull off cotter pin ③ locking the axle nut, and loosen nut ④.

- (3) Remove support bolts ⑤ from each chain adjuster.

- (4) Remove caliper mounting bolts ⑥ and torque link bolt ⑦. Take down the caliper ⑧.



- (5) Push down two chain adjusters ⑨ to allow the wheel to move forward.



- (6) With the wheel so displaced, disengaged the chain ⑩ from rear sprocket ⑪.



- (7) Pull the wheel assembly rearward, and draw it out of the frame. To remount the wheel, reverse the sequence of removal.

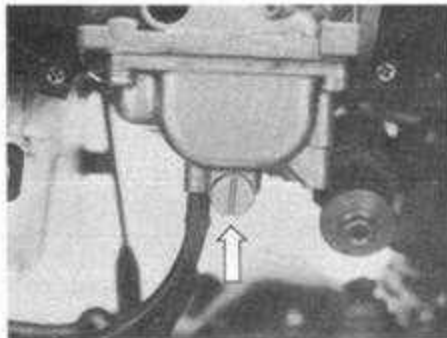
NOTES:

- When tightening the axle nuts after positioning the rear wheel in place, carry out the adjustment as outlined in **DRIVE CHAIN**, page 35, for chain tension. Be sure to tighten these nuts with the chain properly tensioned.
- In removing the caliper of rear brake, the brake hose is liable to touch the muffler. If the muffler is hot, cover it with a wad of wiping cloth to prevent the hose from touching the hot muffler. It is a wise practice to remove the rear caliper when the muffler is cold.
- When reinstalling the rear caliper, be careful not to reconnect the brake hose in twisted condition.

STORAGE

For long term storage of your motorcycle, the following steps must be carried out after the motorcycle is thoroughly cleaned.

1. Run the engine for a few minutes, and drain the engine oil.
2. Empty the fuel tank, and spray oil to the inside of the tank.
3. Drain the gasoline from each carburetor by unscrewing the drain screws.
4. Remove the spark plugs, and feed in several drops of engine oil through each plug hole. Turn over crankshaft slowly a number of times, and re-install the spark plugs.
5. Spray oil to the exposed metal surfaces; be careful not to wet brake parts with oil. Avoid spraying on nonmetal and painted parts.



6. Remove battery, and store it in a dry and cool place (not in a freezing place).
NOTE: During storage, the battery must be recharged slowly once a month.
7. Deflate the tires about 20 - 30%, and block up the engine to keep the tires off the ground.

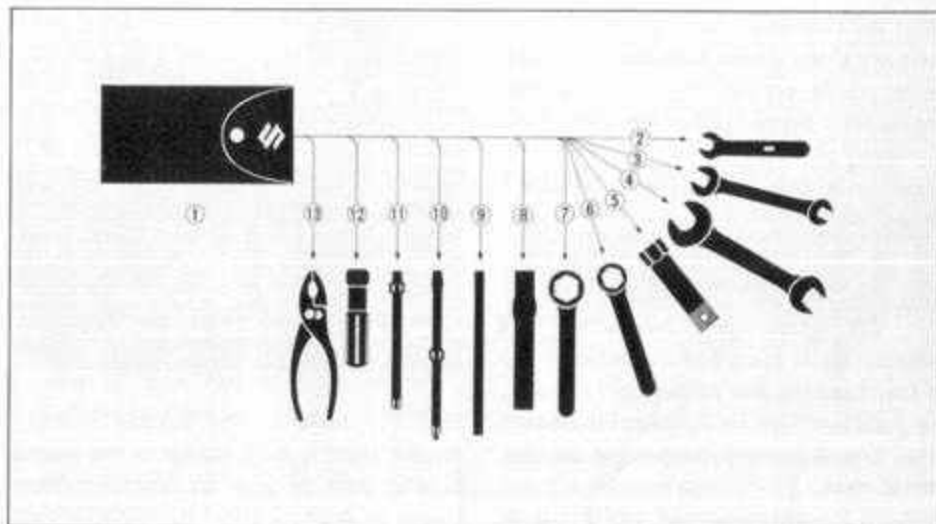
To take the motorcycle out of storage,

- 1) remount the battery,
- 2) pour the engine oil,
- 3) lubricate the parts as instructed in Lubrication section,
- 4) inflate the tires,
- 5) carry out the daily inspections before riding out.

TOOL KIT

The tool kit is mounted under the seat. Minor adjustment and parts replacement can be performed with the tools contained in the kit.

Ref. No.	Item
1	Tool Bag
2	8 mm Open End Wrench
3	10 x 12 mm Open End Wrench
4	14 x 17 mm Open End Wrench
5	21 mm Box Wrench
6	19 mm Ring Wrench
7	24 mm Ring Wrench
8	Ring Wrench handle
9	Box Wrench Handle
10	Combination Screw Driver
11	Cross Head Screw Driver
12	Screw Driver Handle
13	Pliers



What do you do if the engine refuses to start up, if the engine halts unexpectedly while you're out on the road or if the engine loses power? What you should do is prescribed below for each case. If the prescription fails, consult your SUZUKI dealer.

Case 1. Engine refuses to start up.

(1) The cause could be in the fuel system. (a) Is there fuel in the tank? (b) Is fuel reaching the carburetor? If not, see if air vent hole (in tank cap) is clogged. (2) The ignition system must be suspected next.

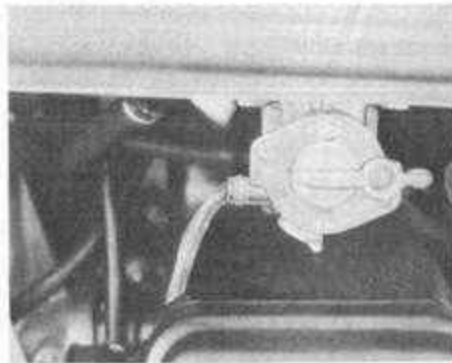
Remove the spark plug and, while putting it hard to the metal of cylinder head, turn on the ignition switch and crank the engine by pushing the starter button or by kicking to see if a spark jumps across the gap; if not, clean the plug, adjust its spark gap or replace it by a new one. This should produce the spark to clear the ignition system; if not, consult your



SUZUKI dealer. The trouble is more serious than it may appear if the engine fails to start up with its ignition system found to produce good sparking; in such a case, bring the machine to your SUZUKI dealer.

Case 2. Unexpected engine stalling.

(1) Clear the fuel system, as in Case 1. Remember, fuel cock may have to be turned to RES position. (2) Clear the ignition system, as in Case 1.



Case 3. Not enough output power.

(1) Make sure the air cleaner is in good condition. Clean its filtering element by washing as necessary. (2) The clutch could be out of adjustment. Check to see if the clutch is set as prescribed under INSPECTION AND MAINTENANCE.

NOTE: "Lack of power" is normally corrected by servicing the air cleaner or readjusting the clutch. If these two remedies do not improve the performance, consult your SUZUKI dealer.

SERIAL NUMBER LOCATION



The frame serial number ① is stamped on the steering head pipe. The engine serial number ② is located on the right side of the crankcase. These numbers are required especially for registering the machine and ordering spare parts.



DIMENSIONS AND WEIGHT

Overall length	2,225 mm (87.6 in)
Overall width	870 mm (34.3 in)
Overall height	1,170 mm (46.1 in)
Wheelbase	1,490 mm (58.7 in)
Ground clearance	150 mm (5.9 in)
Dry weight	223 kg (492 lbs) . . . GS750
	233 kg (514 lbs) . . . GS750E

ENGINE

Type	Four-stroke cycle, air-cooled, DOHC
Number of cylinders	4
Bore	65.0 mm (2.56 in)
Stroke	56.4 mm (2.22 in)
Piston displacement	748 cc (45.6 cu.in)
Compression ratio	8.7 : 1
Carburetor	MIKUNI VM26SS, four
Air cleaner	Polyurethane foam element
Starter system	Electric and kick
Lubrication system	Wet sump

TRANSMISSION

Clutch	Wet multi-plate type
Transmission	5-speed constant mesh
Gearshift pattern	1-down 4-up
Primary reduction	2.152 (99/46)
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	TAKASAGO #630SO, 96 links

CHASSIS

Front suspension	Telescopic, oil dampened
Rear suspension	Swinging arm, oil dampened, spring 5-way adjustable
Steering angle	40° (right & left)
Caster	63°
Trail	107 mm (4.21 in)
Turning radius	2.6 m (8.5 ft)

Front brake	Disc brake, single GS750
	double GS750E
Rear brake	Disc brake
Front tire size	3.25H19-4PR
Rear tire size	4.00H18-4PR

ELECTRICAL

Ignition type	Battery ignition
Ignition timing	17° B.T.D.C. below 1,500 rpm and 37° B.T.D.C. above 2,500 rpm
Spark plug	NGK B-8ES or NIPPON DENSO W24ES
Battery	12V 14AH/10 Hours
Generator	Three-phase A.C. generator
Fuse	15A

Headlamp	12V 50/40W
Tail/Brake lamp	12V 8/23W (3/32 cp)
Turn signal lamp	12V 23W (32 cp)
Speedometer lamp	12V 3.4W
Tachometer lamp	12V 3.4W
Neutral indicator lamp ..	12V 3.4W
High beam indicator lamp	12V 3.4W
Turn signal pilot lamp ...	12V 3.4W
Oil P. indicator lamp	12V 3.4W

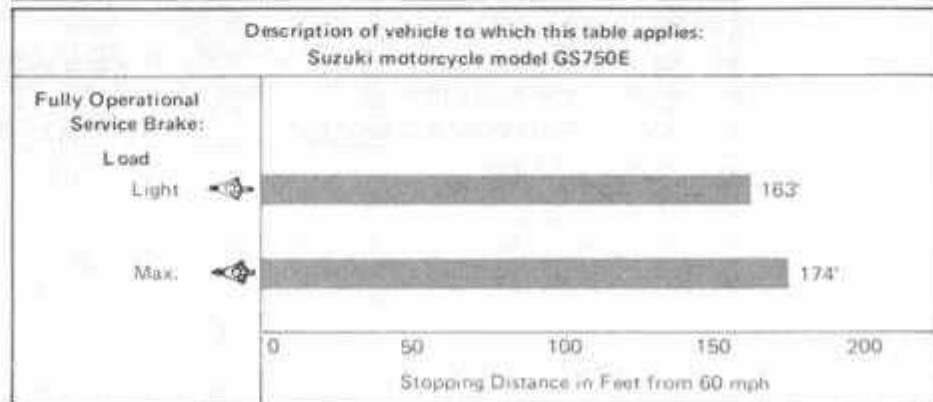
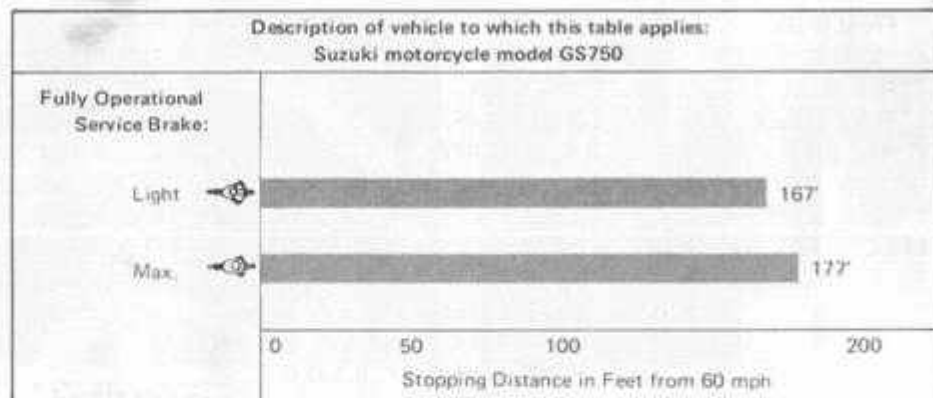
CAPACITIES

Fuel tank including reserve	18 lit (4.8 US gal)
reserve	4.0 lit (4.2 US qt)
Engine oil when changing	3.4 lit (3.6 US qt)
Front fork oil	180 cc (6.08 US oz) in each leg

(1) VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicle to which it applies, without locking the wheels, under different condition of loading and with partial failures of the braking system.

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

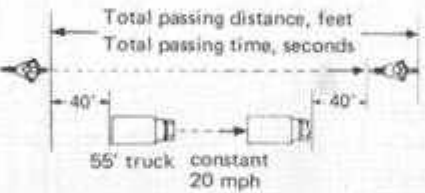
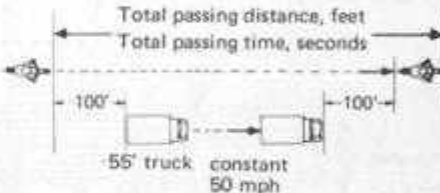


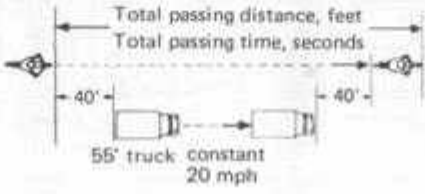
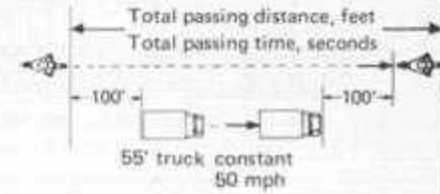
(2) ACCELERATION AND PASSING ABILITY

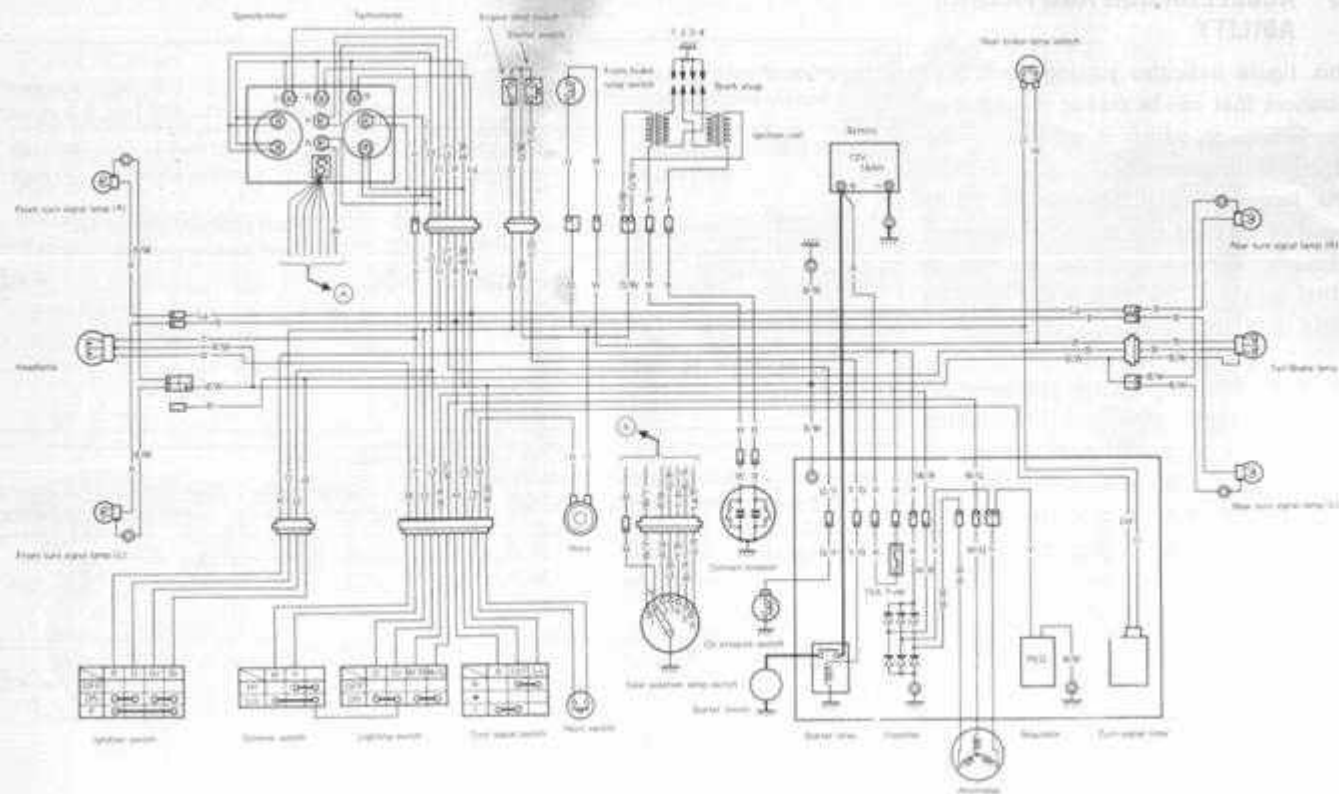
This figure indicates passing times and distances that can be met or exceeded by the vehicle to which it applies, in the situations diagrammed.

The low-speed pass assumes an initial speed of 20 mph and a limiting speed of 35 mph. The high-speed pass assumes an initial speed of 50 mph and a limiting speed of 80 mph.

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

Description of vehicle to which this table applies: Suzuki motorcycle model GS750		Summary Table	
Low-speed: Initial speed: 20 mph Limiting speed: 35 mph		Low-speed pass	346 feet, 7.0 seconds
		High-speed pass	866 feet, 8.3 seconds
			

Description of vehicle to which this table applies: Suzuki motorcycle model GS750E		Summary Table	
Low-speed: Initial speed: 20 mph Limiting speed: 35 mph		Low-speed pass	346 feet, 7.0 seconds
		High-speed pass	866 feet, 8.3 seconds
			



R: Turn signal pilot lamp(R)
 L: Turn signal pilot lamp(L)
 B: High beam indicator lamp
 P: Oil pressure indicator lamp
 N: Neutral indicator lamp

WIRE COLOR

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



Prepared by

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