

# Suzuki GT750 History

## 1972 GT750J

Frame #: GT750-10001

Engine #: GT750-10001

Model Code: 310 Color: Newport Blue, California Burgundy



72-dual leading shoe front brakes, and cooling fan for the radiator, Mikuni VM32SC slide valve carbs, cool "space-age" look conical exhaust pipe tailcones. Exhaust is 3 into 4; left and right cylinders into one pipe each, and middle cylinder into 2 "mini" pipes, 1 under each main; also, pipes are joined by crossovers--this was supposed make the engine "smoother" and is effective to some extent (at the loss of some power). Stock horses are 67, bike weighs 400+.

## 1973 GT750K

Frame #: GT750-31253

Engine #: GT750-31357

Model Code: 310

Color: Royal Red, Royal Blue



73 went to dual disc front brakes. Cooling fan now listed as an option. radiator end caps changed from body color to chrome.

- Crankshaft changed to move thrust washers to small end @ eng # GT750-38060
- SRIS strainers changed from plastic to steel @ eng # GT750-39084
- Disk pads and pistons changed @ frame GT750-38591



## 1974 GT750L

Frame #: GT750-40247

Engine #: GT750-43041

Model Code: 312

Color: Firemist Orange, Firemist Blue In the parts catalog Suzuki named the 1974 colors FLAKE BLUE and FLAKE ORANGE

# The liquid-cooled Suzuki 750. Hot stuff.

Have you ever driven that long blur of ground between the Rockies and the Mississippi?

Or Route 66 across the Texas panhandle. Or down through the Appalachians into cotton country.

Then you know what kind of riding the GT-750 is designed for.

GT-750 is a touring machine. A cruiser. A two-wheeled limousine. But there's an important difference between the GT-750 and other touring machines.

Liquid-cooling.

See that thing that looks like a radiator behind the front wheel?

It's a radiator. Just like a car radiator. Complete with a thermostat and water pump.

Everybody knows a radiator helps an engine keep cool. But on a 2-cycle engine, it also makes it smoother, quieter, and more dependable.

Smoother because piston to cylinder tolerances are closer. (About .002" instead of .015").

Quieter because the water jackets muffle piston noise.

More dependable because water cooling eliminates the need for wide air fins. So both the engine and crankshaft are narrower. With less flex and vibration in the crankshaft.

Of course the GT-750 has a lot more than liquid cooling going for it. Like dual hydraulic front disc brakes. Electric starting. Heavy-duty 5-way adjustable shocks.

A new synchronized linkage keeps all three carburetors locked in tune. An electronic digital gear indicator lights up in the instrument cluster to show what gear you're in.

Of course you get the CCI automatic lubrication system. And a warranty for 12 months or 12,000 miles.\*

But the thing that really separates the Suzuki GT-750 from the rest of the pack is liquid cooling. H<sub>2</sub>O

\*Warranty detail and engine specs on preceding page-



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In Canada, Suzuki Canada, Ltd.,  
Ontario



Suzuki. A man's machine.



BS40 constant velocity carbs, idle now adjusted by single screw instead of at each carb, mileage went from high 30's to mid to high 40's. Oil pump is now controlled by carb linkage rod, instead of cable from throttle. Exhaust tail cones are dropped for more normal "plain end", new sidecovers to belnd with new air filter and airbox, digital gear indicator. Fork gaiters dropped; replaced with chrome oil seal covers. headlamp and mounting ears changed from body color to chrome. Chrome radiator side covers replaced with plastic grill. "Water Cooled" side badges added to barrels.

- Fuel tap change to cure high-speed fuel starvation @ frame GT750-43778
- Cylinder head sleeve nut washers changed to include rubber seal to eliminate water seepage down the barrels studs which results in corrosion and barrels that will not come off @ eng GT750-51822, frame GT750-45213
- Crank oil seal changed to replace C clip with an integral steel locating lip to ensure that the seal does not get displaced @eng # GT750-54212 frame GT750-49805



## 1975 GT750M

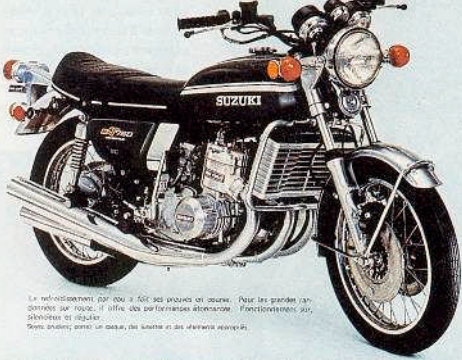
Frame #: GT750-52823

Engine #: GT750-57533

Model Code: 316

Color: Gypsy Red, Jewel Gray, Gold in Europe and other markets.

### GT-750 Le Mans



Year	Model	Price
1975	GT-750	\$1,299
1976	GT-750	\$1,399
1977	GT-750	\$1,499
1978	GT-750	\$1,599
1979	GT-750	\$1,699
1980	GT-750	\$1,799
1981	GT-750	\$1,899
1982	GT-750	\$1,999
1983	GT-750	\$2,099
1984	GT-750	\$2,199
1985	GT-750	\$2,299
1986	GT-750	\$2,399
1987	GT-750	\$2,499
1988	GT-750	\$2,599
1989	GT-750	\$2,699
1990	GT-750	\$2,799
1991	GT-750	\$2,899
1992	GT-750	\$2,999
1993	GT-750	\$3,099
1994	GT-750	\$3,199
1995	GT-750	\$3,299
1996	GT-750	\$3,399
1997	GT-750	\$3,499
1998	GT-750	\$3,599
1999	GT-750	\$3,699
2000	GT-750	\$3,799
2001	GT-750	\$3,899
2002	GT-750	\$3,999
2003	GT-750	\$4,099
2004	GT-750	\$4,199
2005	GT-750	\$4,299
2006	GT-750	\$4,399
2007	GT-750	\$4,499
2008	GT-750	\$4,599
2009	GT-750	\$4,699
2010	GT-750	\$4,799
2011	GT-750	\$4,899
2012	GT-750	\$4,999
2013	GT-750	\$5,099
2014	GT-750	\$5,199
2015	GT-750	\$5,299
2016	GT-750	\$5,399
2017	GT-750	\$5,499
2018	GT-750	\$5,599
2019	GT-750	\$5,699
2020	GT-750	\$5,799
2021	GT-750	\$5,899
2022	GT-750	\$5,999
2023	GT-750	\$6,099
2024	GT-750	\$6,199
2025	GT-750	\$6,299

Le refroidissement par eau assure une température optimale. Pour les grandes vitesses, il offre une performance accrue. Fonctionnement plus silencieux et régulier.

Plus de puissance, disponibilité et disponibilité.

**SUZUKI**

SUZUKI CANADA LTD.  
135 St. Regis  
Creemont, Ontario  
Canada K0L 1Y0



Major performance related changes raised claimed hp from 67 to 70. gearing was raised to pass noise emission test and the new changes led to a loss of bottom end but a slight improvement at the top. All new exhaust and crossovers are eliminated. Exhaust port raised, intake port lowered, 0.2mm off head to raise compression to 6.9:1 Forks changed to eliminate chrome top dust seal cover. Fork springs retained by circlip and fork internals also changed.

- Headlamps on feature added @ frame GT750-61050

## 1976 GT750A

Frame #: GT750-61729

Engine #: GT750-67558

Model Code: 316

Color: Coronado Blue, Ontario orange

Frame Type	Two-stroke, liquid-cooled, 250cc cylinder
Displacement	250cc
Compression Ratio	Three, Mikuni-Elect
Carburetor	3.8:1
Box and frame	250 cc 442cc
Steering System	Locking neck tube
Transmission	4-speed, constant mesh
Suspension	
Front Fork	Telescopic, oil-enclosed
Rear Spring Arm	Over-damped, 5-way adjustment
Ground Clearance	5.5 in.
Seat	Front: 19.0 in. x 14.0 in. Rear: 15.0 in. x 14.0 in.
Fuel Tank Capacity	4.2 gal.
Oil Tank Capacity	2.5 gal.
Length	88.2 in.
Width	34.8 in.
Height	44.7 in.
Weight	375 lb.
Dry Weight	267 lb.
Color	Coronado Blue Ontario Orange

Proven over four years on U.S. highways, this liquid-cooled triple includes special features such as dual front disc brakes, digital gear indicator and electric starter.

Maximum engine speed components for 12 months of 100,000 miles and the right accessories for 10,000 miles of 100,000 miles.

All prices and specifications subject to change without notice.

U.S. Suzuki Motor Corp.  
Beverly Hills, California, CA 90212

**GT-750 La Mans STREET/HIGHWAY TOURER**



**SUZUKI**

AT LEAST 100,000 MILES

70001-100, S.C. - Part No. 9109-0224



New shaped gas tank and radiator filler cover. New gas filler cap and radiator filler cover plate.

- Second and third gears changed and strengthened @ eng. GT750-73059, Frame GT750-66220
- Fuel tap seepage fix @ frame GT750-67962



**1977 GT750B**

Frame #: GT750-75739

Engine #: GT750-82605

Model Code: 316

Color: Red, Black, Blue in other countries



'77 Black side covers, headlamp and headlamp ears. Looks more like a GS750. GS style indicators. New stay-less front fender. Available with low bars for general export and higher bars for the US.

- Revised gear indicator switch and crankcase seal @Frame GT750-74377