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FOREWORD

The Suzuki GSX750E/ES has been developed as a companion motorcycle to the GSX models. It features highly advanced design concepts including a forged one piece crankshaft assembly. The GSX750E/ES provides excellent performance, precise control and handling plus outstanding riding comfort.

This service manual has been produced primarily for experienced Suzuki mechanics. Apprentice and do-it-yourself mechanics will also find this manual to be an extremely useful repair guide. This manual contains the most up-to-date information at the time of publication. The rights are reserved to update or make corrections to this manual at any time.

SUZUKI MOTOR CORPORATION
Motorcycle Technical Service Department

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VIEW OF SUZUKI GSX750ES

VIEW OF SUZUKI GSX750E

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GROUP INDEX

GENERAL INFORMATION

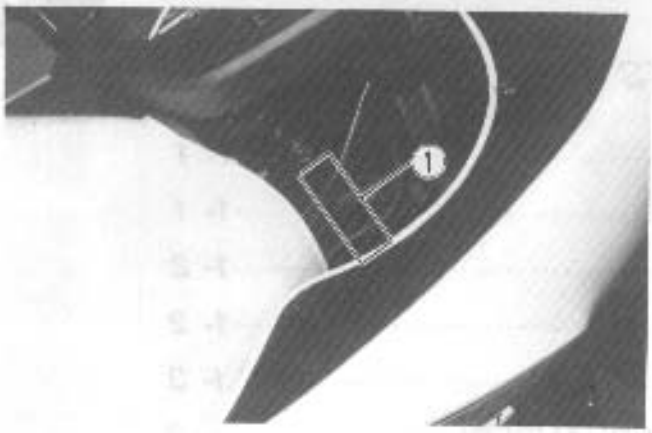
1

CONTENTS

SERIAL NUMBER LOCATIONS

FRAME NUMBER

The frame serial number ① is stamped on the steering head pipe.



ENGINE NUMBER

The engine serial number ② is located on the right side of the crankcase.

FUEL AND OIL RECOMMENDATIONS

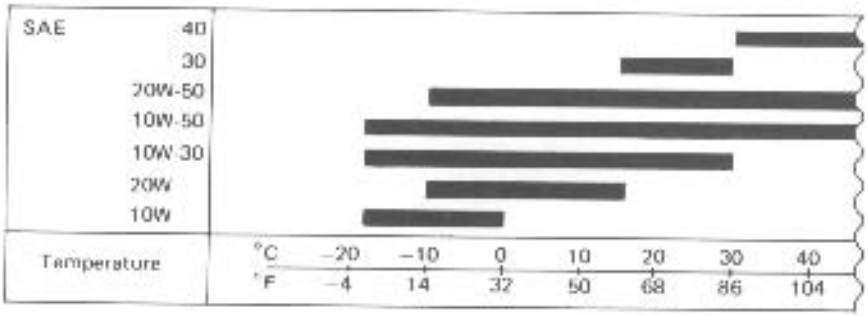
FUEL

Use gasoline with an octane number of 90 or higher (Research Method), preferably unleaded or low-lead.

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

ENGINE OIL

Using a premium quality four stroke motor oil will increase the service life of your motorcycle. Use only oils which are rated SE or SF under the API classification system. The viscosity rating should be SAE 10W-40. If an SAE 10W-40 motor oil is not available, select an alternative according to the chart below.



BRAKE FLUID (for front and rear brakes)

Specification and classification	SAE J1703, DOT3 or DOT4

NOTE:

* Since the brake system of this motorcycle is filled with a glycol-based brake fluid by the manufacturer, do not use or mix different types of fluid such as silicone-based and petroleum-based fluid for refilling the system, otherwise serious damage will result.
* Do not use any brake fluid taken from old or used or unsealed containers.
* Never re-use brake fluid left over from the previous servicing and stored for a long period.

FRONT FORK OIL

Use fork oil #10.

BREAKING-IN PROCEDURES

During manufacture only 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 it early life. The general rules are as follows:

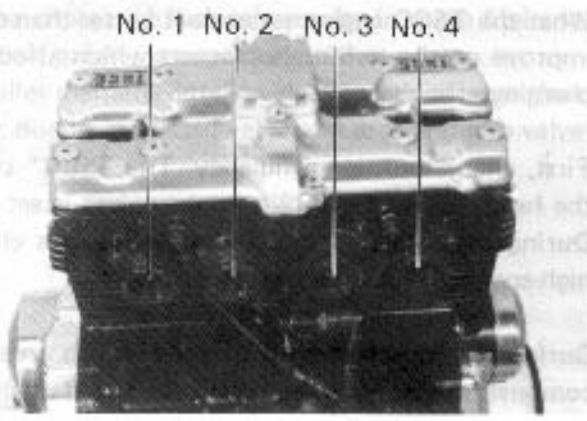
- Keep to these breaking-in engine speed limits:

Initial 800 km	Below 4 000 r.p.m.
Up to 1 600 km	Below 6 000 r.p.m.
Over 1 600 km	Below 10 000 r.p.m.

- Upon reaching an odometer reading of 1 600 km, you can subject the motorcycle to full throttle operation.
  However, do not exceed 10 000 r.p.m. at any time.
- Do not maintain constant engine speed for an extended time period during any portion of the break-in. Try to vary the throttle position.

CYLINDER IDENTIFICATION

The four cylinders of this engine are identified as No. 1, No. 2, No. 3 and No. 4 cylinder, as counted from left to right (as viewed by the rider on the seat).



SPECIAL FEATURES

TSCC (TWIN SWIRL COMBUSTION CHAMBER)

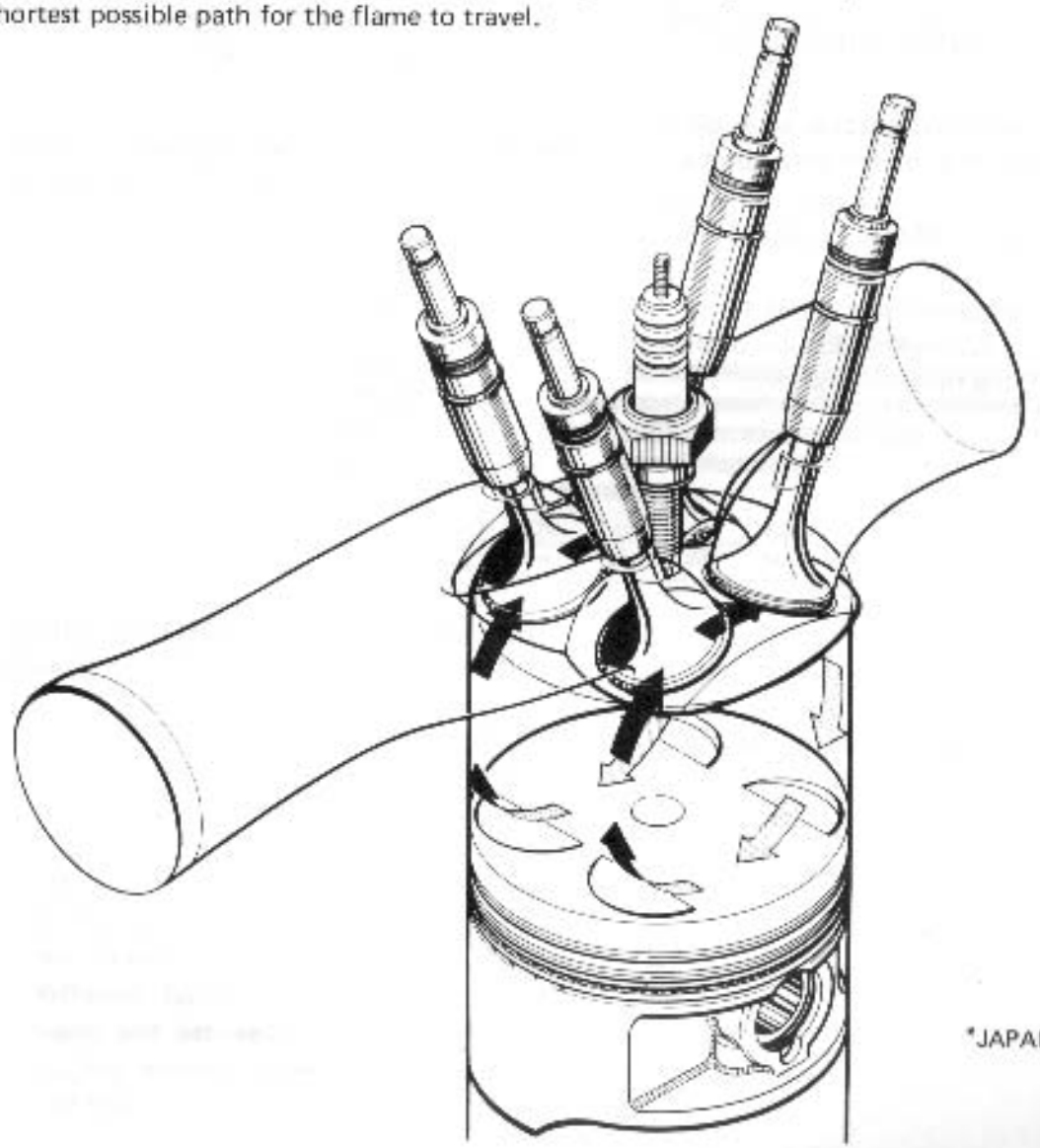
SUZUKI has introduced a new breed of 4-valves-per-cylinder high-performance 4-stroke engines--the TSCC series. TSCC describes the heart of the engine, the Twin Swirl Combustion Chamber.

What the TSCC engine series does better than conventional 4-stroke engines, either 2 valve or 4 valve, is to improve on the two major factors which affect engine performance, charge burning efficiency and intake charging efficiency.

First, charge burning efficiency. The TSCC* system consists of a subtle, yet unique shape machined into the head. Each of the two intake valves is set into adjoining semi-hemispherical depressions in the head. During the intake stroke these depressions channel the incoming fuel/air mixture to form two separate high-speed swirls.

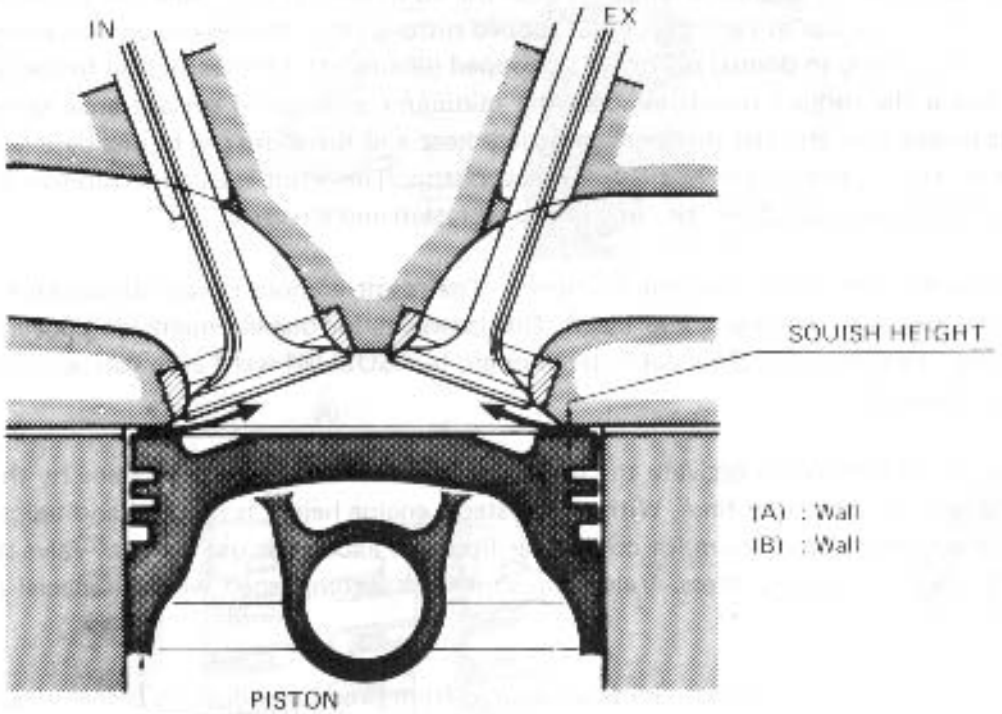
During the compression stroke the squish areas machined in the front and the rear of the cylinder head's combustion chamber accelerate the speed of the swirls. Thus, when the spark plug ignites the mixture, the flame spreads rapidly and completes the combustion more quickly.

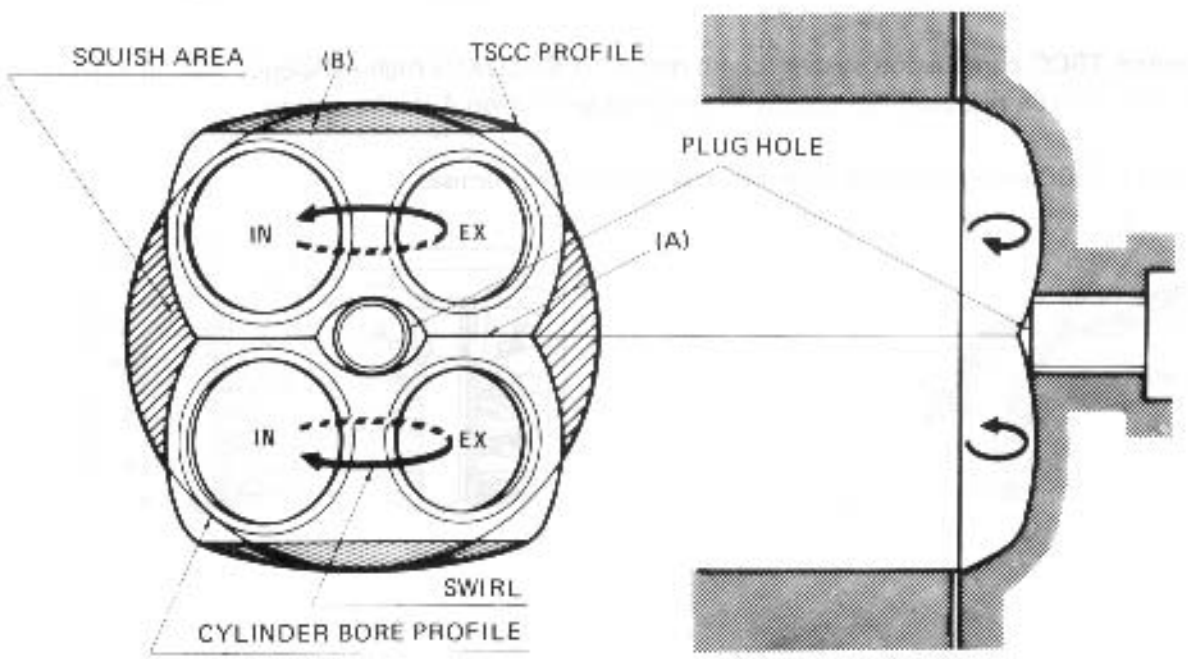
To further aid burning efficiency, the spark plug is centrally located, the ideal location. This results in the shortest possible path for the flame to travel.



*JAPAN PATENT NO. 771502

The quick completion of burning results in more energy being developed while the piston is in position to transmit maximum power to the crankshaft.
High burning efficiency results in more power, improved throttle response at all rpm's, more complete combustion of the air/fuel mixture (cleaner combustion) and less chance of detonation.
Second, charging efficiency. The benefits of increased burning efficiency are further multiplied if intake charging efficiency is also increased. Basically, increasing the charging efficiency results in more fuel and air being drawn into the engine during each intake stroke. Thus, greater energy potential.
To achieve this, the four valve head was adopted. Two smaller diameter intake valves can flow more than one large valve. Additionally, two smaller valves run cooler due to increased valve seat area and two valve guides to increase heat transfer.





*JAPAN PATENT NO. 771502

But, SUZUKI went one step further. The valves are set in at a much shallower angle than other engines. The result is a smoother intake tract with less valve guide protrusion than in conventional cylinder heads. Therefore, increased flow, and smoother, less turbulant flow which contributes to more power and improved throttle response at all engine speeds.

There are several other benefits. This design is more efficient and will flow more air/fuel mixture than a conventional 4 valve head. Therefore, even smaller, lighter valves can be used with no decrease in power. Also, the valves can be shorter due to the placement angle. This allows more precise valve control since shorter, lighter valves are more easily controlled--especially at higher rpm's.

Yet another benefit of valves set at shallower angles is that the volume of the cylinder head combustion area is decreased. This allows the use of racing type flat-topped pistons since the desired compression ratio can be achieved without resorting to domed pistons. Flat topped pistons offer no restriction to the incoming air/fuel mixture and a flat-topped piston exposes the minimum amount of surface area to the hot burning mixture. This means that the flat piston absorbs less heat and therefore has to dissipate less heat through the rings and to the oil than a conventional domed piston. The result is a cooler running engine. Flat-topped pistons can also be made lighter resulting in less vibration and stress.

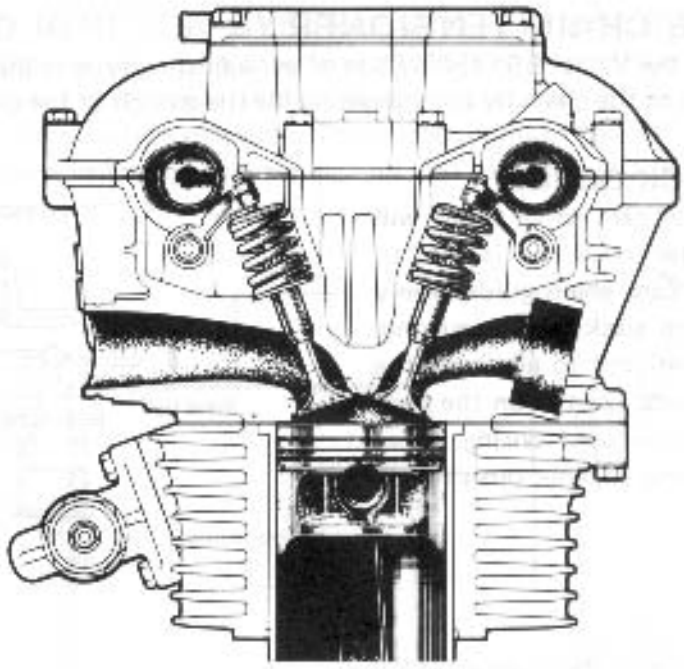
Increased burning efficiency. Increased charging efficiency. The result is more power throughout, from idle to redline. Throttle response is instant and clean. Displacement for displacement, no conventional engine, 2 valve or 4 valve, can compare. This could be enough, but SUZUKI went even further to ensure reliability and ease of maintenance.

A direct acting rocker arm is utilized to activate the valves. Each rocker arm, when depressed by the cam lobe, directly activates two valves at one time. With this system, engine height is reduced and tappets are not necessary. This system allows more room for cooling air flow and allows the use of larger valve springs which increases spring life by reducing stress. Valve adjustment is accomplished without special tools--quickly and easily.

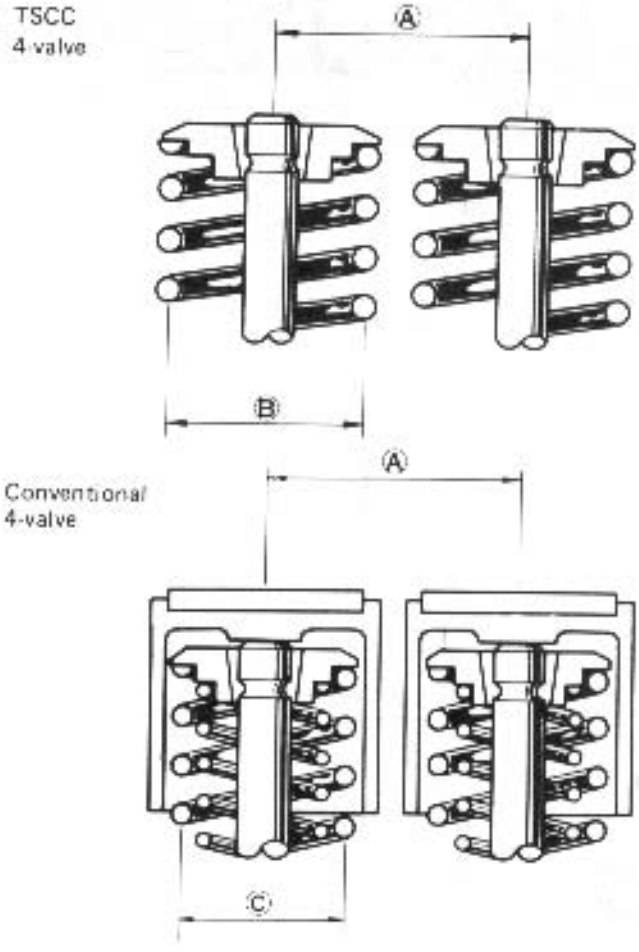
Special sintered steel valve seats are incorporated, manufactured from premium alloys to ensure even more reliability under higher heat loads.

The patented TSCC combustion system combined with SUZUKI's high efficiency charging design results in power and throttle response found only in this new generation 4-stroke engine.

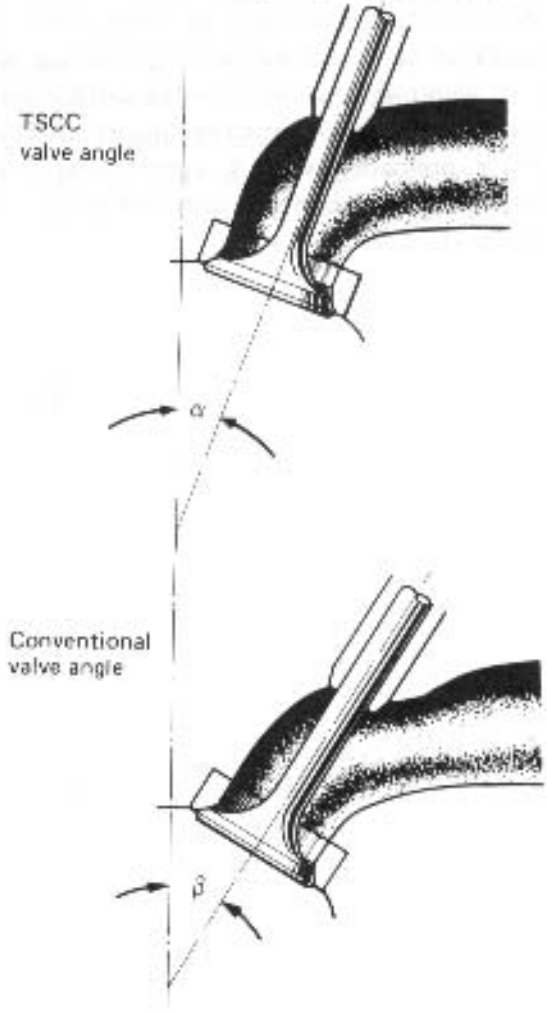
The SUZUKI TSCC engine series--performance without compromise.



If valve pitch Ⓐ is the same, spring diameter Ⓑ is larger than Ⓒ.



TSCC valve angle α is smaller than β.



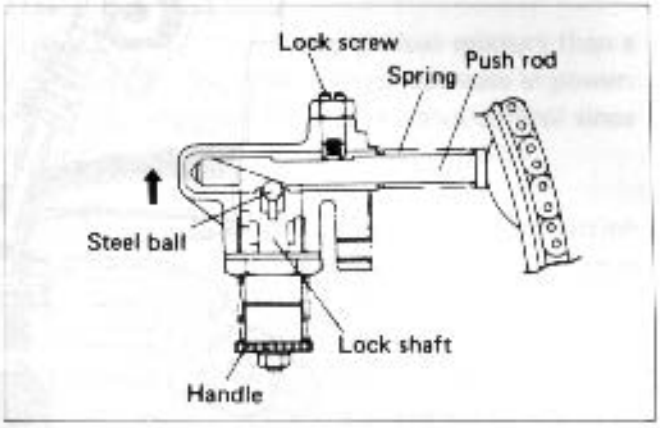
*JAPAN PATENT NO. 771502

CAMSHAFT DRIVE CHAIN TENSIONER

The chain tensioner used in the Model GSX750E/ES is of self-adjusting type in that it adjusts itself to apply a constant tensioning force to the chain by compensating for the stretch of the chain.

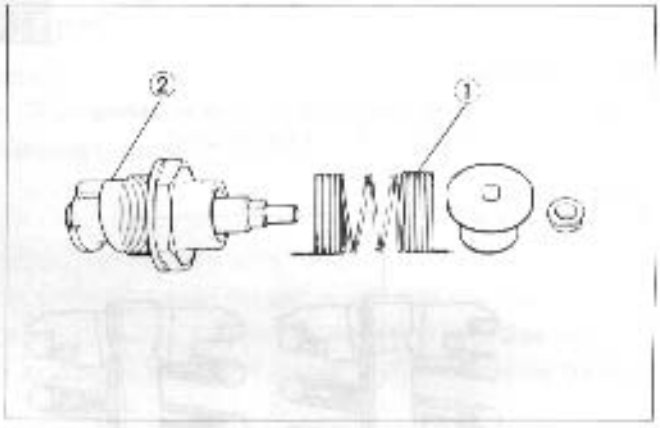
PUSH ROD AND LOCK SCREW

During normal service the cam drive chain will stretch. A spring controlled push rod is used to constantly reposition the cam chain guide firmly against the chain to prevent slack from occurring. A lock screw and nut are utilized to eliminate the constant, high spring pressure exerted on the push rod. The lock screw is only used during either removal or installation of the adjuster push rod to ease the procedures.



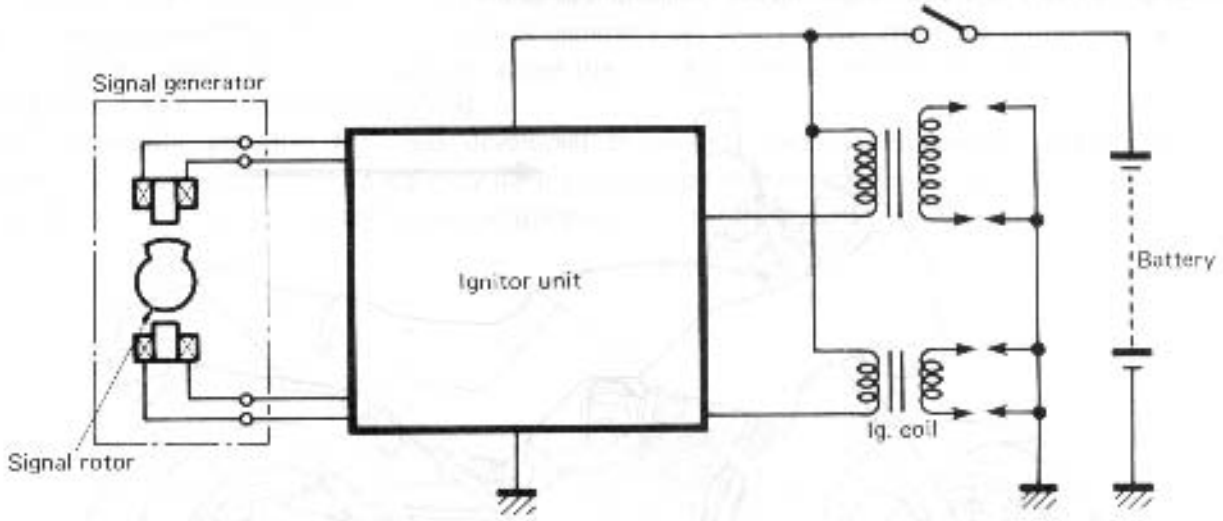
LOCK SHAFT

The cam drive chain tension tries to vary during engine operation. The spring controlled push rod is designed so as to only move in, towards the chain guide preventing slack from occurring if the spring pressure on the push rod were overcome. A steel ball is "jammed" against a angled surface preventing backwards movement of the push rod. The lock shaft is preloaded with a light spring ① which keeps the ball in contact with the push rod and angled surface ② .



TRANSISTORIZED IGNITION SYSTEM WITH ELECTRONIC ADVANCE

On the Model GSX750E/ES, the timing advance characteristics of the ignition timing have been changed from the previously-employed mechanical timing advance system incorporating a centrifugal advance governor to an electronic timing advance system. The introduction of this new electronic timing advance system minimizes fluctuations in the ignition timing and also has improved the timing advance performance during high-speed operations.



When the signal rotor is rotated in the system block diagram above, the signal "A" is generated in the pick-up coil. The thus-generated signal will be converted to the signal waveform "B" at the inside of the ignitor unit. Based on this "B" waveform, control is made by means of the advancing control circuit and the closing angle control circuit. As a result, the timing advance takes place, as shown in Fig. "C".

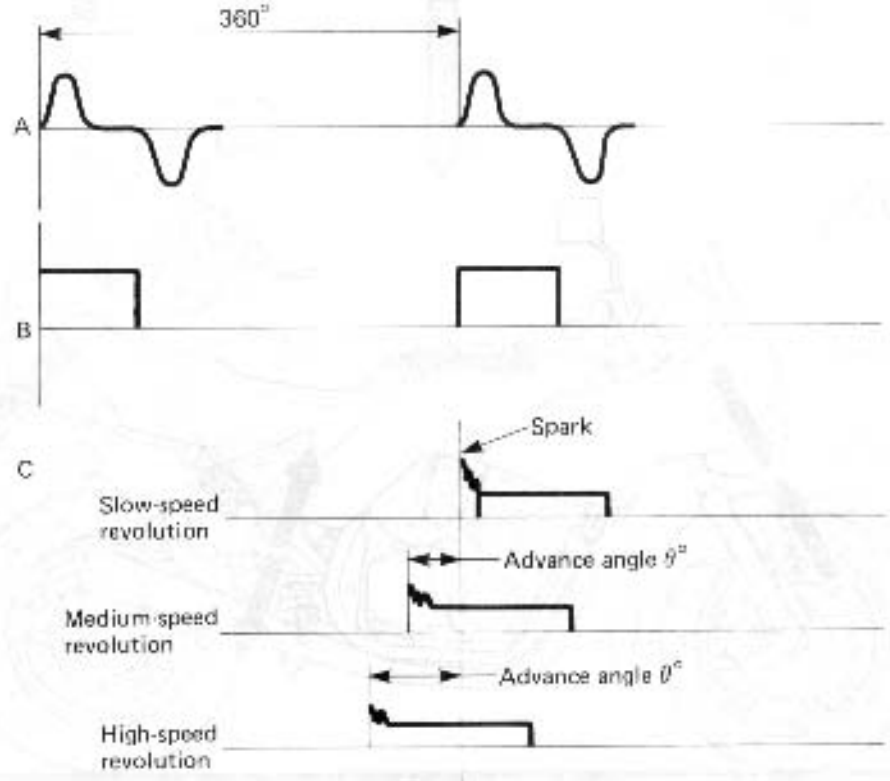
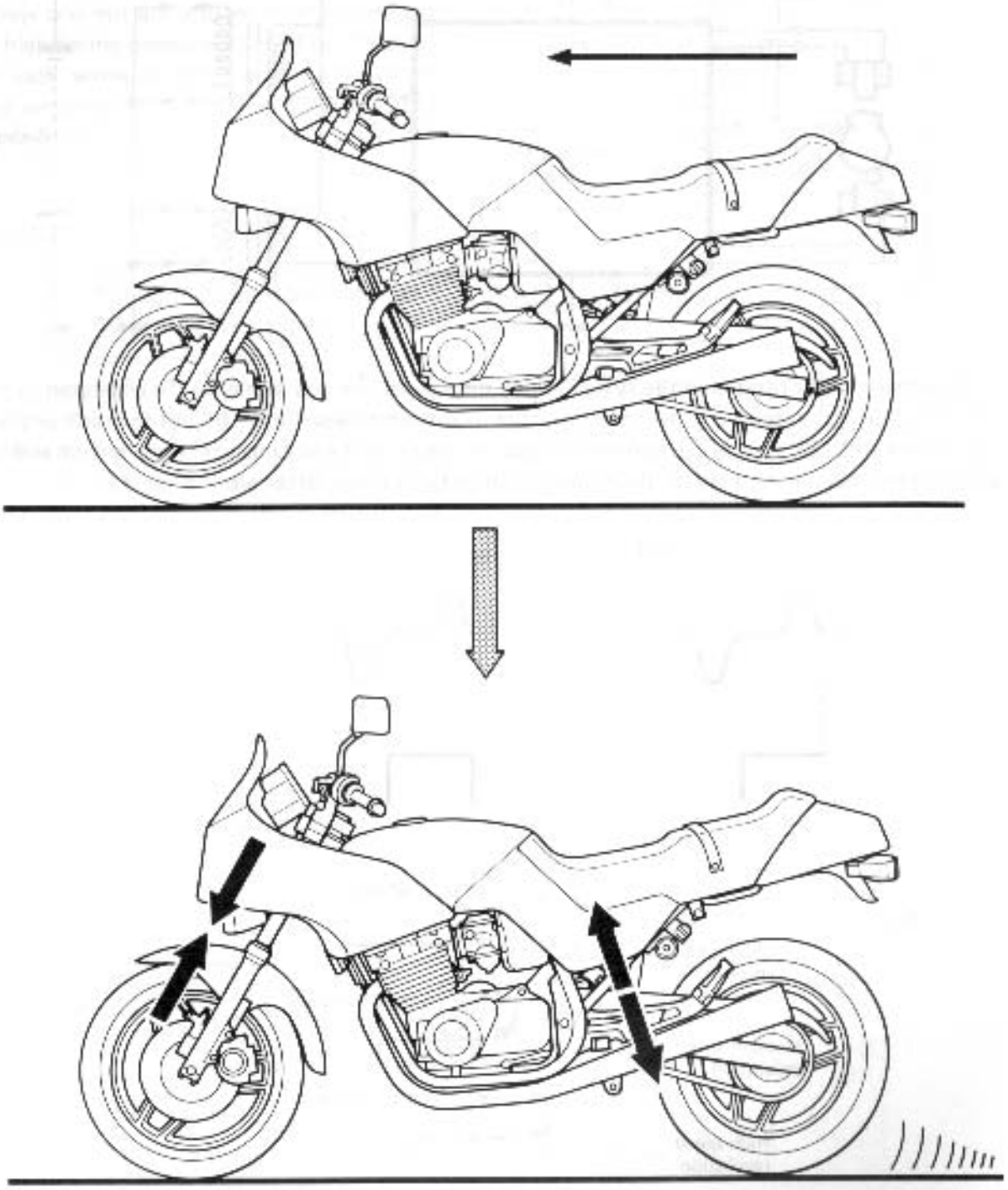


Fig C

ANTI-DIVE FRONT FORK

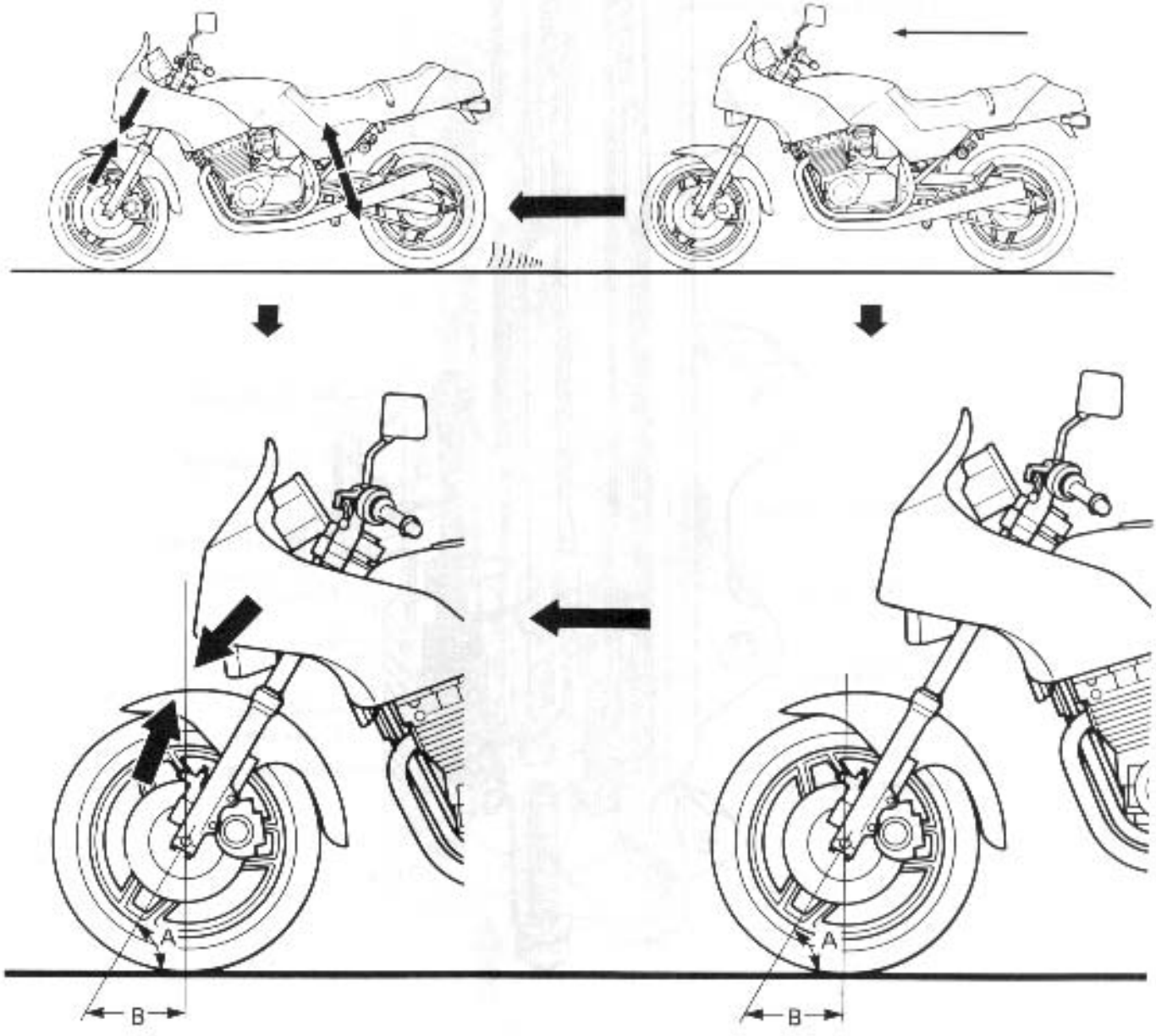
Consider the case of the motorcycle that is stopped suddenly. Excepting the rider, the machine itself cannot automatically counteract the momentum of its center of gravity moving forward to maintain its balance. At the point of "stoppage" the momentum continues its forward motion to exert its weight through the front fork on the point of contact of the front wheel. Simultaneously, the rear wheel tends to lift as the weight on it is reduced proportionately to the forward momentum. This has the effect of compressing the front fork and extending the rear shock absorber.



ANTI-DIVE DEVICE

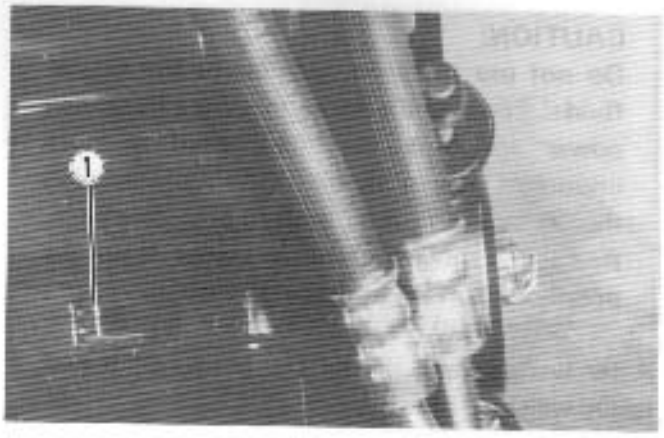
When a speeding motorcycle is stopped, it is impossible to prevent the front fork dive because the momentum of the machine's center of gravity continues forward. The front fork is compressed and extended, as it is braked before cornering and full throttle applied coming out of the corner, which naturally changes its cornering clearance (motorcycle-to-ground clearance) and balance. In order to minimize this change of the front fork length on a racing motorcycle, the spring of the front fork has to be stiffened, while the damping force of the rear shock absorber must be strengthened. However, the suspension system of the street motorcycle is generally set soft for absorbing the bump and shock of the road to ensure riding comfort. However, when the bike's cornering performance requires improvement, the suspension system must be reinforced.

Suzuki's hydraulic anti-dive fork was developed to provide exceptional handling performance and a smooth ride. It ensures the bike's stability during high-speed cornering by preventing the caster angle from being changed during braking and preventing loss of cornering clearance, while assuring riding comfort on the road.



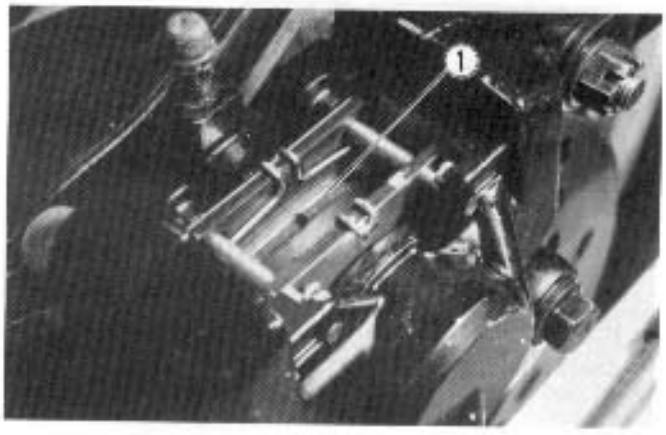
CAUTION:
The brake system of this motorcycle is filled with a glycol-based brake fluid. Do not use or mix different types of fluid such as silicone-based and petroleum-based fluid for refilling the system, otherwise serious damage will be caused. Do not use any brake fluid taken from old or used or unsealed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

WARNING:
Brake fluid, if it leaks, will interfere with safe running and discolor painted surfaces. Check the brake hose for cracks and hose joint for leakage before riding.



BRAKE PADS

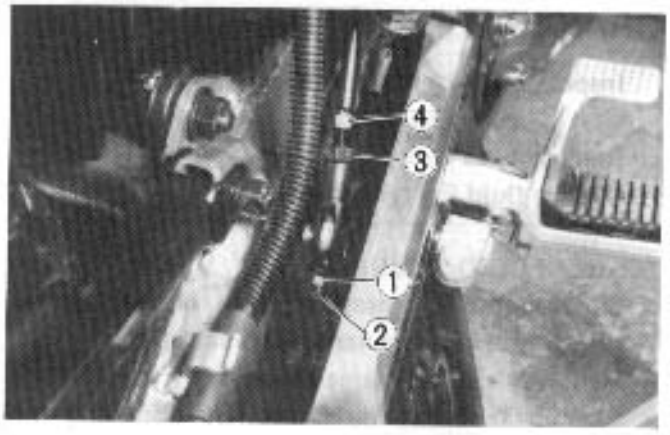
Wearing condition of brake pads can be checked by observing the red limit line ① marked on the each pad. When the wear exceeds the limit line, replace the pads with new ones. (see page 6-25)

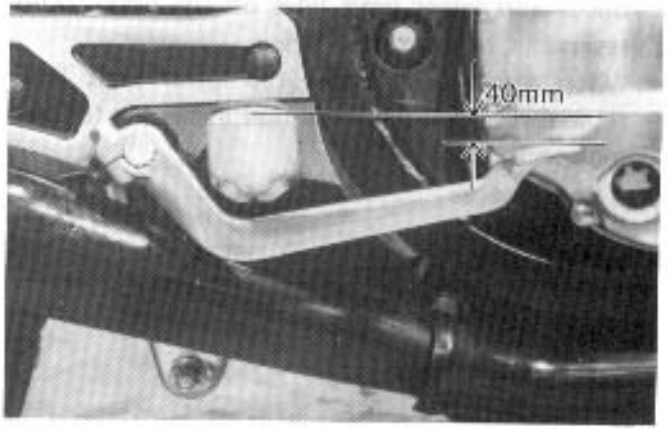


BRAKE PEDAL HEIGHT

- Loosen lock nut ①, and turn stopper bolt ② away from the stopper.
- Loosen lock nut ③, and rotate push rod ④ to locate brake pedal 40 mm below the top face of the footrest.
- Turn the stopper bolt ② in so that the clearance between the stopper bolt and stopper is zero.
- Retighten both lock nuts ① and ③.

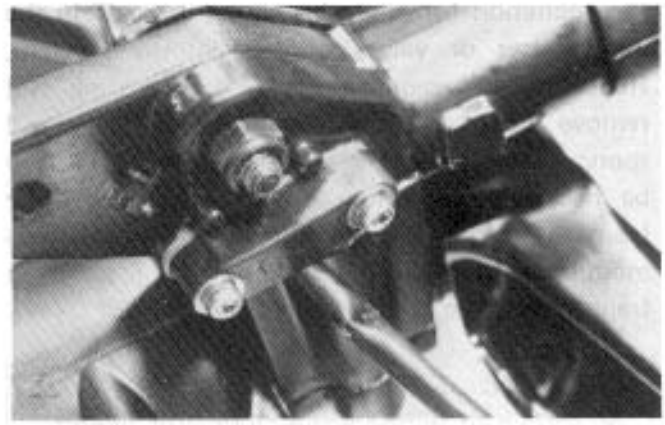
Brake pedal height	40 mm





BRAKE LIGHT SWITCHES

Adjust both brake light switches, front and rear, so that brake light will come on just before a pressure is felt when the brake lever is squeezed, or the brake pedal is depressed.



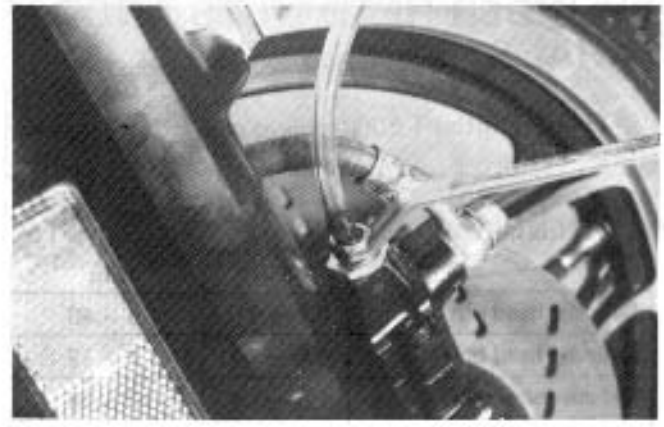
AIR BLEEDING THE BRAKE FLUID CIRCUIT

Air trapped in the fluid circuit acts like a cushion to absorb a large proportion of the pressure developed by the master cylinder and thus interferes with the full braking performance of the caliper brake. The presence of air is indicated by "sponginess" of the brake lever and also by lack of braking force. Considering the damper to which such trapped air exposes the machine and rider, it is essential that, after remounting the brake and restoring the brake system to the normal condition, the brake fluid circuit be purged of air in the following manner:

- Fill up the master cylinder reservoir to the "HIGH" level line. Replace the reservoir cap to prevent entry of dirt.
- Attach a pipe to the bleeder valve, and insert the free end of the pipe into a receptacle.

Bleeder valve tightening torque	0.6 – 0.9 kg-m (6 – 9 N·m)

- Bleed the air as following order. Always start with the left side.
  ① Left anti-dive ⟶ ② Left caliper ⟶
  ③ Right anti-dive ⟶ ④ Right caliper
- Squeeze and release the brake lever several times in rapid succession, and squeeze the lever fully without releasing it. Loosen the bleeder valve by turning it a quarter of a turn or so that the brake fluid runs into the receptacle; this will remove the tension of the brake lever causing it to touch the handlebar grip. Then, close the valve, pump and squeeze the lever, and open the valve. Repeat this process until the fluid flowing into the receptacle no longer contains air bubbles.



It is common for air to become "trapped" in the extra hoses or valves of the anti-dive system. Repeating the sequence of brake bleeding will remove most of this air. If the lever feel is still spongy after several bleeding sequences it may be necessary to remove the anti-dive modulator from the anti-dive assembly. This will allow the modulator to be "tipped" upwards, enabling the trapped air to be purged from the system.

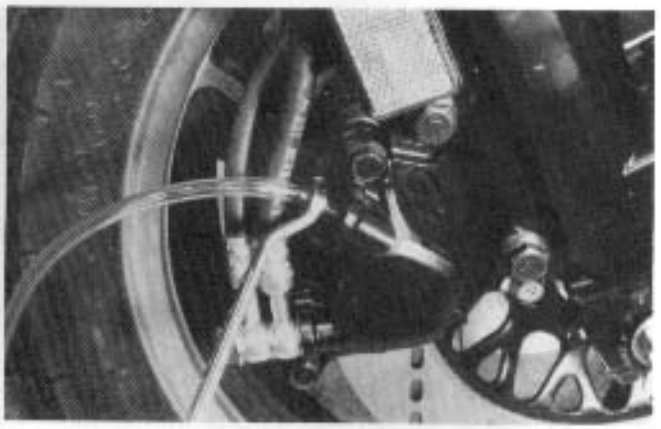
CAUTION:
Be certain to retorque the modulator mounting screws after remounting onto the anti-dive assembly body. Thread lock "1342" (99000-32050) should be used when reinstalling the bolts. (refer to page 6-16)

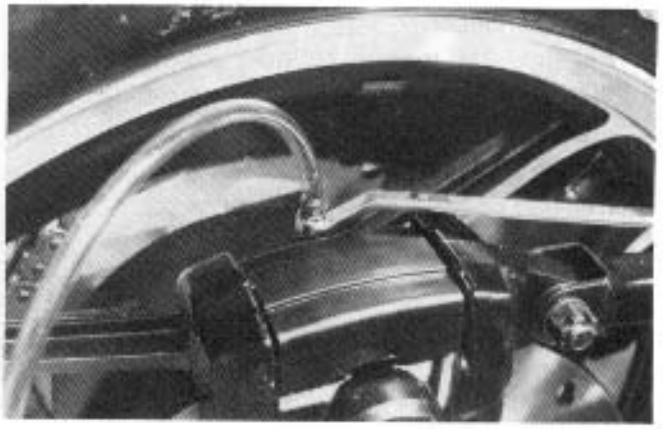
NOTE:
Replenish the brake fluid reservoir as necessary while bleeding the brake system. Make sure that there is always some fluid visible in the reservoir.

- Close the bleeder valve, and disconnect the pipe. Fill the reservoir to the "HIGH" level line.

CAUTION:
Handle the brake fluid with care: the fluid reacts chemically with paint, plastics, rubber materials, etc.

- Differences between front and rear are that the master cylinder is actuated by a pedal.





CYLINDER HEAD NUTS AND EXHAUST PIPE BOLTS

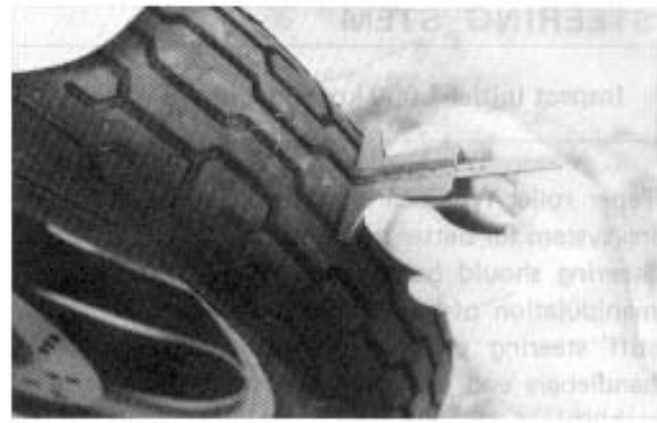
Tighten initial 1 000 km and every 5 000 km

TIGHTENING TORQUE

	kg-m	N·m
Cylinder head nut	3.5 – 4.0	35 – 40
Cylinder head bolt	0.8 – 1.2	8 – 12
Exhaust pipe bolt	1.0 – 1.6	10 – 16
Muttler mounting bolt	2.2 – 3.5	22 – 35

TIRES

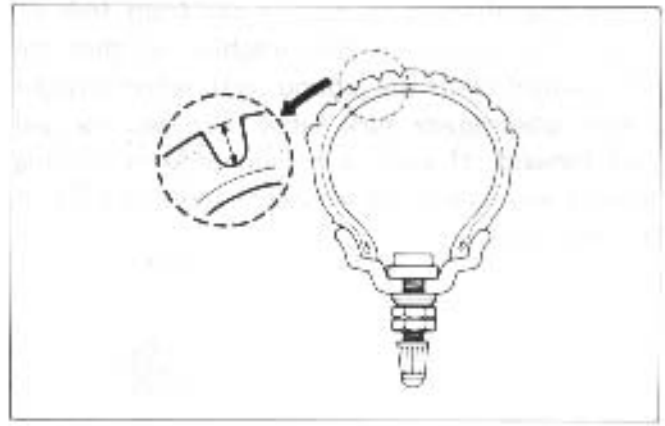
Inspect Initial 1 000 km and Every 5 000 km



TIRE TREAD CONDITION

Operating the motorcycle with 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 reaches the following specifications.

FRONT	REAR
1.6 mm	2.0 mm

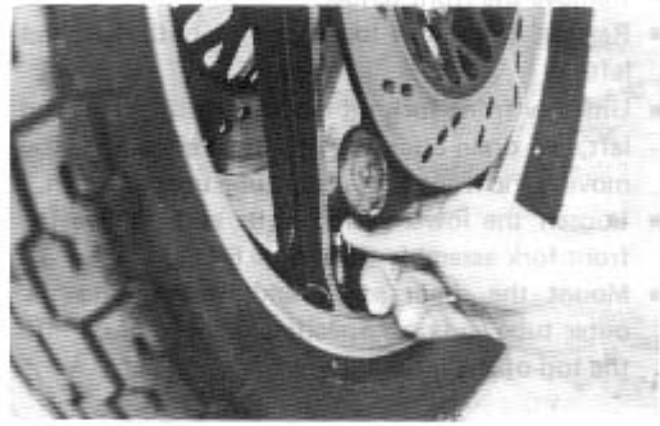


TIRE PRESSURE

If the tire pressure is too high or too low, steering will be adversely affected and tire wear increased. Therefore, maintain the correct tire pressure for good roadability or shorter tire life will result. Cold inflation tire pressure is as follows.

	Normal riding			
	Solo		Dual	
	kg/cm²	kPa	kg/cm²	kPa
FRONT	2.00	200	2.25	225
REAR	2.50	250	2.80	280

CAUTION:
The standard tire fitted on this motorcycle is 100/90-16 54H for front and 120/90-17 64H for rear. The use of a tire other than the standard may cause instability. It is highly recommended to use a SUZUKI Genuine Tire.



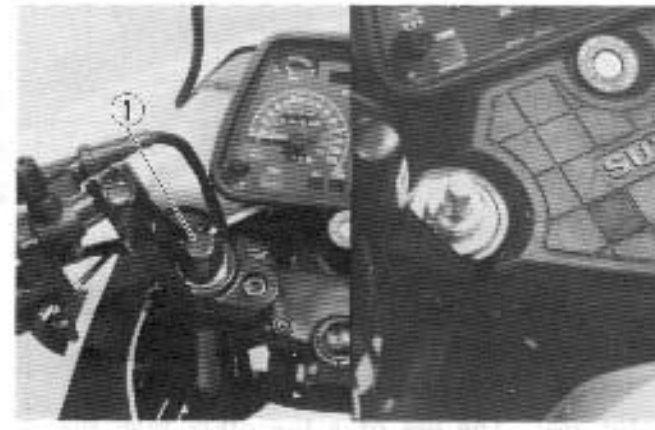
STEERING STEM

Inspect Initial 1 000 km and Every 5 000 km

Taper roller type bearing are applied on the steering system for better handling.
Steering should be adjusted properly for smooth manipulation of handlebars and safe running. Too stiff steering prevents smooth manipulation of handlebars and too loose steering will cause poor stability.
Check that there is no play in the front fork assembly by supporting the machine so that the front wheel is off the ground, with wheel straight ahead, grasp lower fork tubes near the axle and pull forward. If play is found, perform steering bearing adjustment as described in page 6-31 of this manual.

FRONT FORK

Change Initial 1 000 km and Every 10 000 km



FRONT FORK OIL

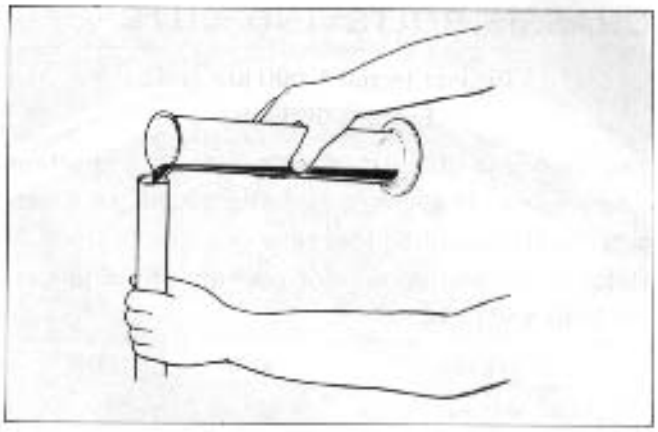
- Place a jack under the engine and lift the front wheel off the floor and remove the front wheel.
- Remove the front tender.
- Remove front fork top caps ① , both right and left.
- Unscrew front fork oil drain bolts ② , right and left, and drain oil in the fork tube completely by moving the front fork outer tube up and down.
- Loosen the lower clamp bolts and remove the front fork assembly. (See page 6-8)
- Mount the drain screw and washer onto the outer tube and pour specified amount of oil into the top of the inner tube.

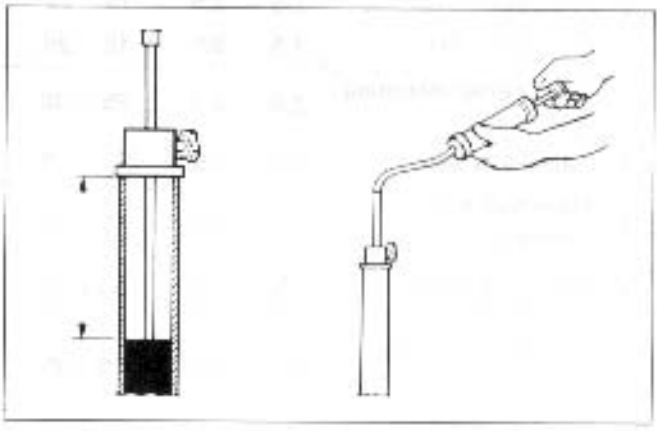
Specified amount (each leg)	293 ml

Specification	Fork oil #10

TIGHTENING TORQUE

Item	kg-m	N·m
Handlebar clamp bolt	1.5 – 2.0	15 – 20
Handlebar mounting bolt	2.5 – 3.5	25 – 35
Upper clamp bolt	1.5 – 2.0	15 – 20
Fork top cap	2.5 – 3.0	25 – 30
Steering stem head bolt	2.0 – 3.0	20 – 30
Steering stem clamp bolt	1.5 – 2.5	15 – 25



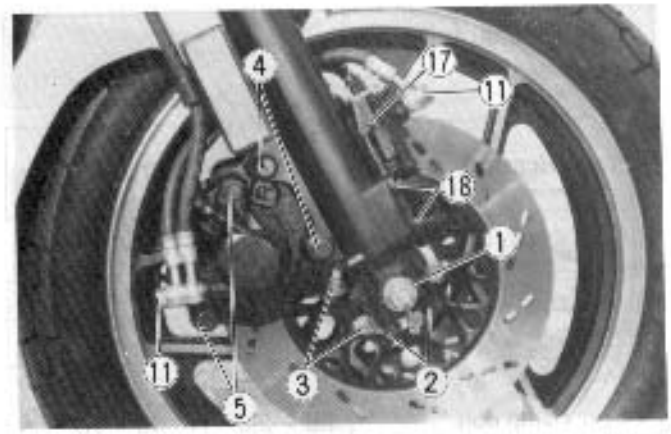


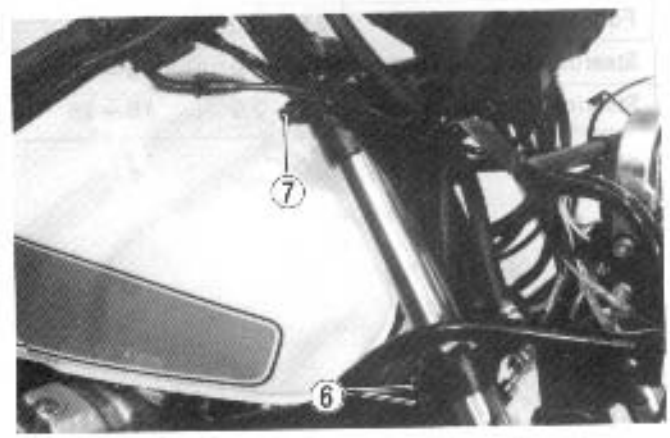
CHASSIS BOLTS AND NUTS

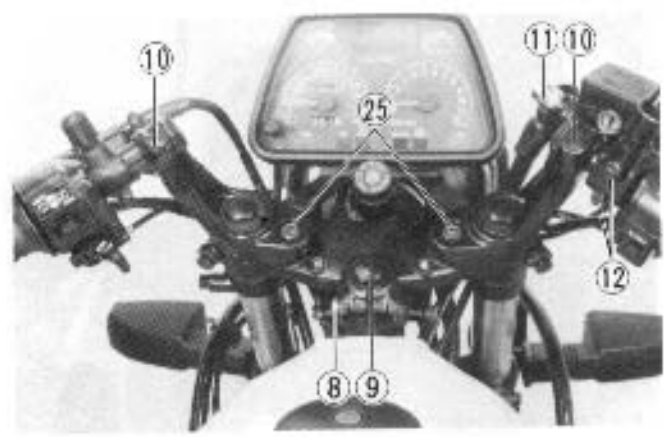
Inspect Initial 1 000 km and Every 5 000 km

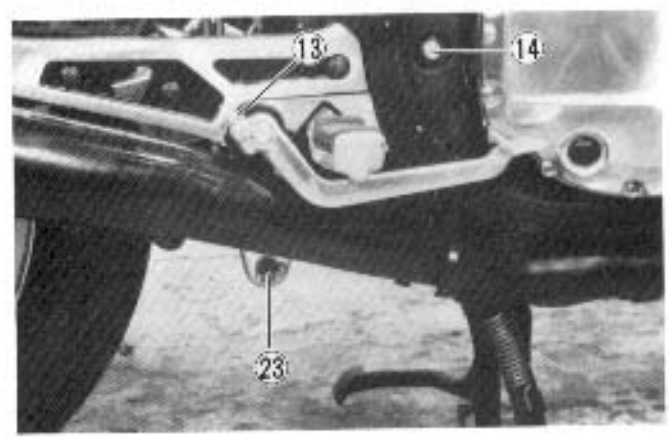
The bolts and nuts listed hereunder are important safety parts. They must be retightened, as necessary, to the specified torque with a torque wrench. Refer to the photograph for position of the following bolts and nuts.

	ITEM		kg-m	N·m
①	Front axle nut		3.6 – 5.2	36 – 52
②	Front axle holder nut		1.5 – 2.5	15 – 25
③	Disc plate bolt		1.5 – 2.5	15 – 25
④	Front caliper mounting bolt		2.5 – 4.0	25 – 40
⑤	Caliper axle bolt		2.5 – 3.5	25 – 35
⑥	Front fork lower clamp bolt		1.5 – 2.5	15 – 25
⑦	Front fork upper clamp bolt		2.0 – 3.0	20 – 30
⑧	Steering stem clamp bolt		1.5 – 2.5	15 – 25
⑨	Steering stem head bolt		2.0 – 3.0	20 – 30
⑩	Handlebar clamp bolt		1.2 – 2.0	12 – 20
⑪	Brake hose union bolt		2.0 – 2.5	20 – 25
⑫	Master cylinder clamp bolt		0.5 – 0.8	5 – 8
⑬	Brake pedal arm bolt		0.6 – 0.7	6 – 7
⑭	Swing arm pivot bolt lock nut		5.0 – 8.0	50 – 80
⑮	Torque link nut		2.0 – 3.0	20 – 30
⑯	Rear axle nut		5.0 – 8.0	50 – 80
⑰	Modulator planger bolt		0.3 – 0.5	3 – 5
⑱	Modulator valve bolt		0.6 – 0.9	6 – 9
⑲	Rear caliper bolt		2.0 – 3.0	20 – 30
⑳	Rear cushion lever bolt		7.0 – 10.0	70 – 100
㉑	Rear cushion rod upper and lower bolts		1.8 – 2.8	18 – 28
㉒	Rear master cylinder mounting bolt		4.0 – 6.0	40 – 60
㉓	Rear shock absorber unit fitting	Lower	4.0 – 6.0	40 – 60
㉔		Upper	4.8 – 7.2	48 – 72
㉕	Handlebar holder mounting bolt		2.5 – 3.5	25 – 35
㉖	Rear caliper mounting bolt		2.5 – 4.0	25 – 40







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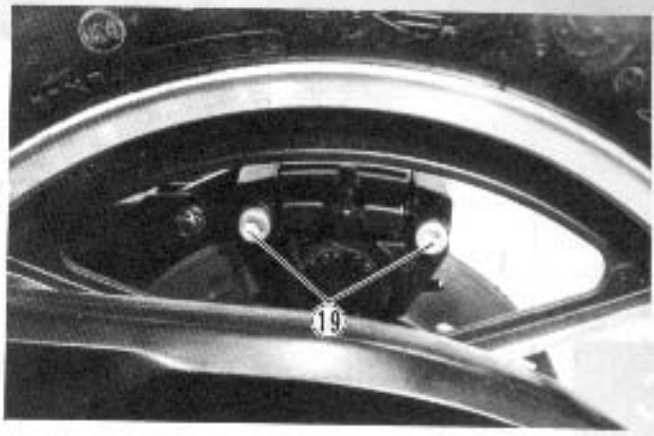
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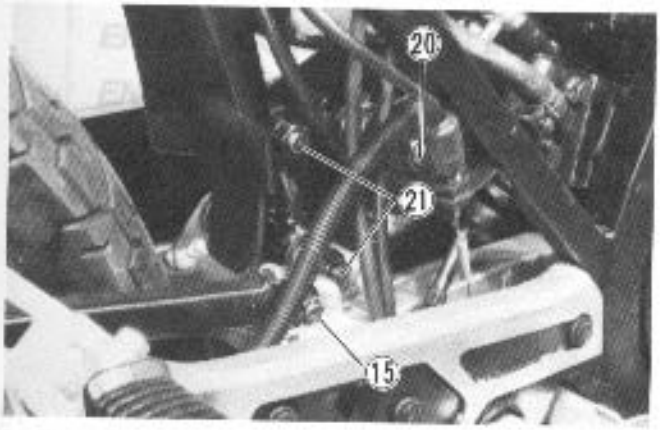
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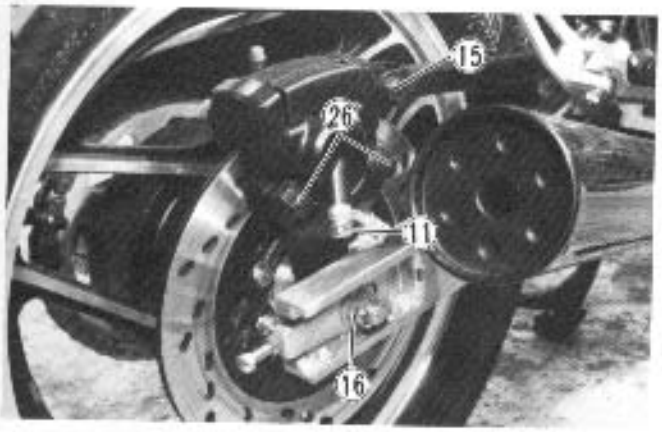
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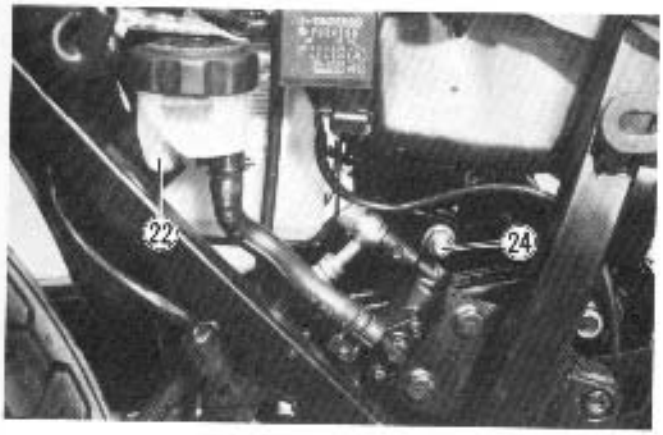
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SERVICING ENGINE

CONTENTS

COMPRESSION CHECK

COMPRESSION

Standard	Limit	Difference
9 – 13 kg/cm² (900-1300 kPa)	7 kg/cm² (700 kPa)	2 kg/cm² (200 kPa)

Low compression can indicate any of the following malconditions:

* Excessively worn cylinder wall
* Worn-down piston or piston rings
* Piston rings stuck in the grooves
* Poor sealing of valves
* Leaking or otherwise defective cylinder head gasket

Overhaul the engine in the following cases:

* Compression pressure in any one of cylinders is less than 7 kg/cm²
* Difference in compression pressure between the two, highest and lowest, is more than 2 kg/cm²
* All compression pressures are below 9 kg/cm² (standard) even when they measure more than 7 kg/cm²

COMPRESSION TEST PROCEDURE

NOTE:

* **Before testing the compression of the engine, make sure that the cylinder head nuts and bolts are torqued to the specified torque value.**
* **Warm up the engine before testing.**

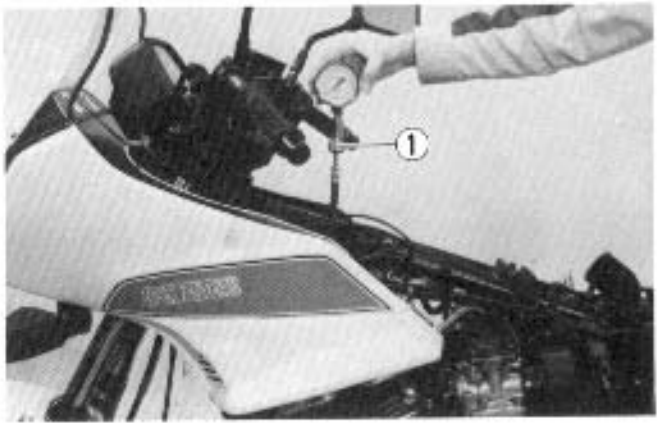
- Remove the fairing cover.
- Unscrewing the fairing retaining screws and take off the fairing.
- Loosen and remove the fairing bracket mounting bolts, and then take off the fairing bracket.
- Remove the seat and frame covers (left and right).
- Remove fuel tank.
- Remove all spark plugs. Ground all plug leads.

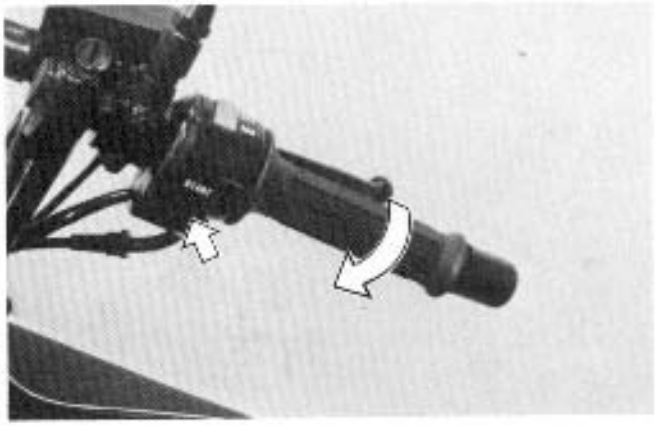
09930-13210	Socket wrench
09930-14530	Universal joint
09914-24510	T handle

- Fit the compression gauge ① to one of the plug holes, taking care that the connection is absolutely tight.

09915-64510	Compression gauge
09915-63210	Compression adapter

- Twist the throttle grip into full-open position.
- Crank the engine a few seconds with the starter, and read the maximum gauge reading as the compression of that cylinder. Repeat this procedure with the other cylinders.





• Parts to be removably mounted without dismounting engine and their operations.

The following sections describe operational contents from top end to carburetor, following the previous sections dealing with engine removal. Parts which can be removably mounted without dismounting the engine are described here. See reference pages with respect to their operations.

ENGINE LEFT SIDE

ENGINE CENTER

• Generator cover and starter motor lead wire should be removed from the starting motor relay side.

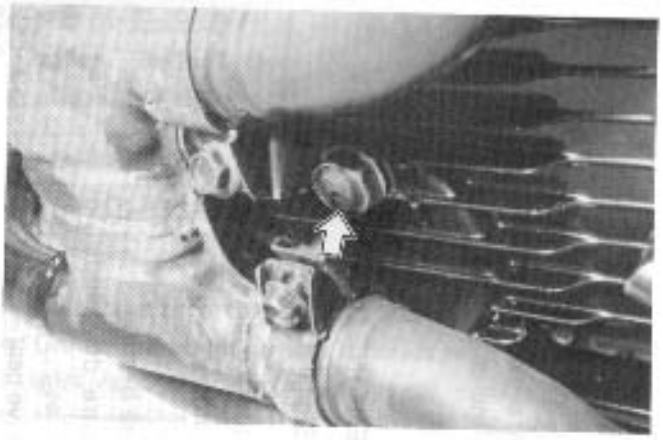
ENGINE RIGHT SIDE

Signal generator

ENGINE REMOVAL AND REINSTALLATION

ENGINE REMOVAL

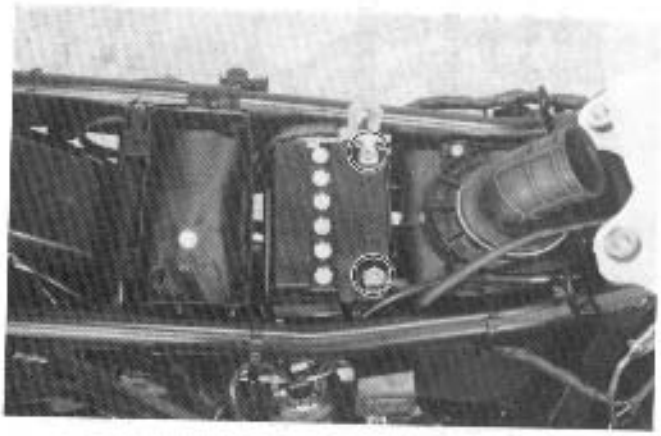
Before taking the engine out of the frame, wash the engine with a steam cleaner and drain engine oil. The procedure of engine removal is sequentially explained in the following steps, and engine installation is effected by reversing the removal procedure.



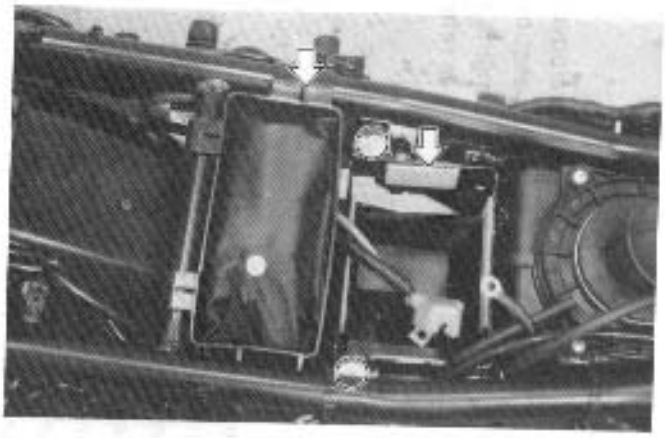
- Place an oil pan under the engine and drain oil by removing oil drain plug.

- Remove the right and left frame covers.
- Remove the seat.

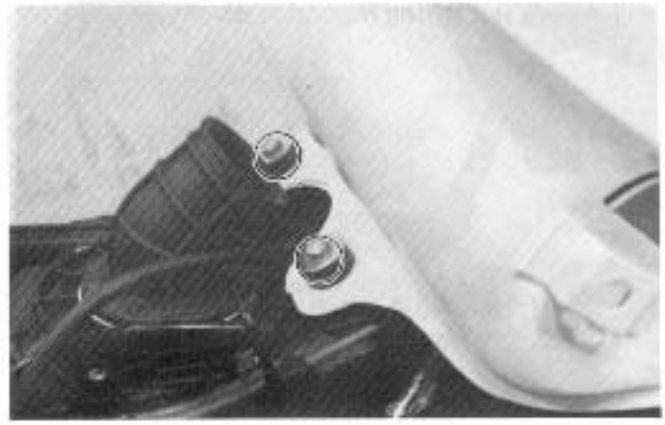
- Disconnect the battery ⊕ and ⊖ cables.
- Remove the battery.



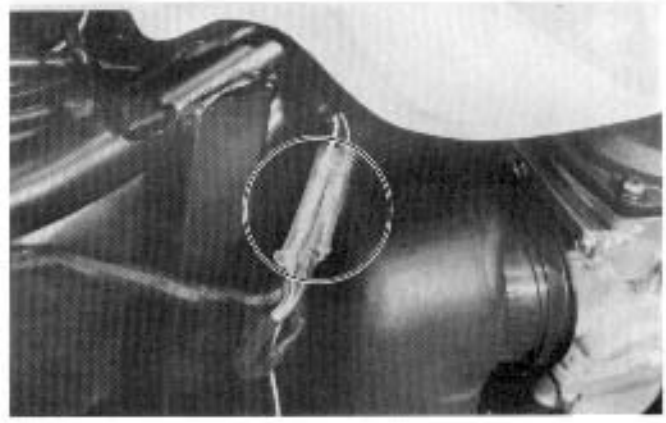
- Take off the tool case and battery holder.



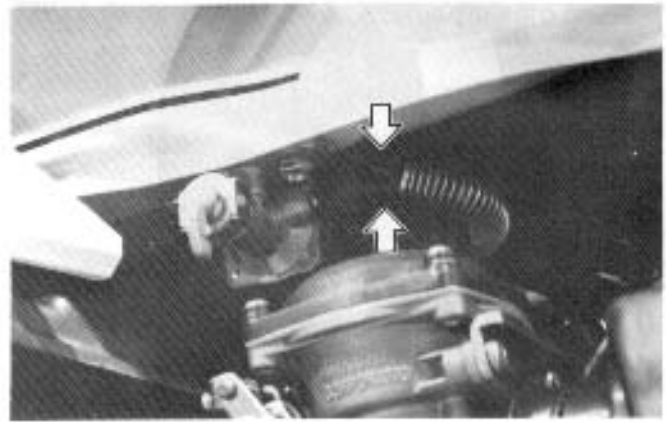
- Loosen the fuel tank mounting bolts.



- Disconnect the fuel gauge lead.

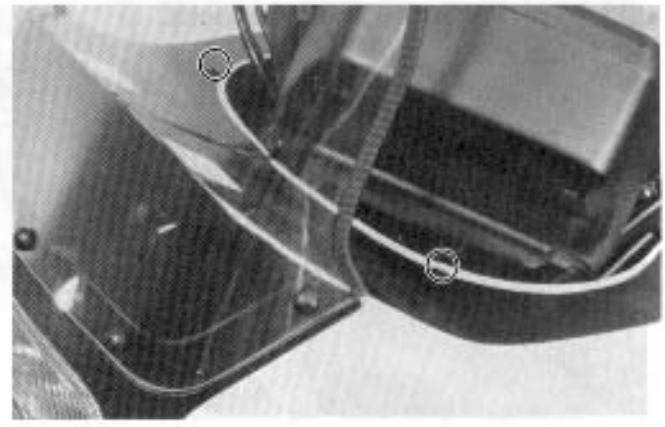


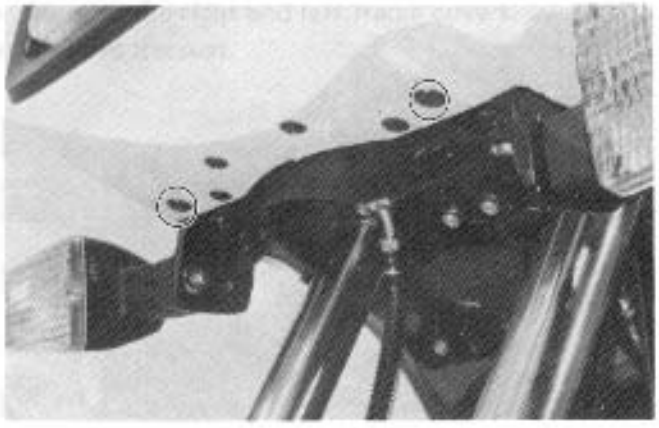
- Turn the fuel cock to "ON" or "RES" positions.
- Disconnect fuel hose and vacuum hose.
- Remove the fuel tank.

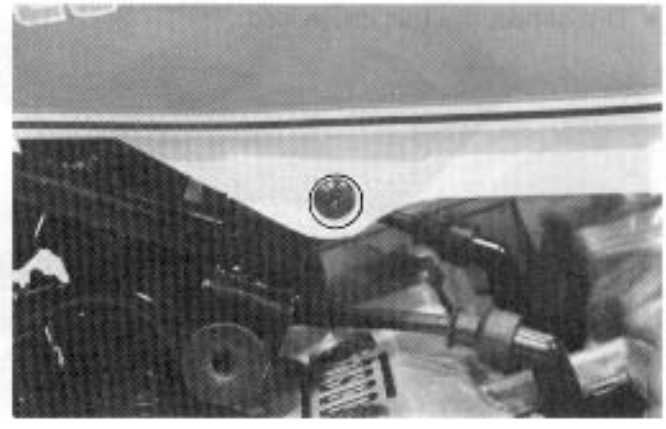


- Take off the fairing cover (right and left).

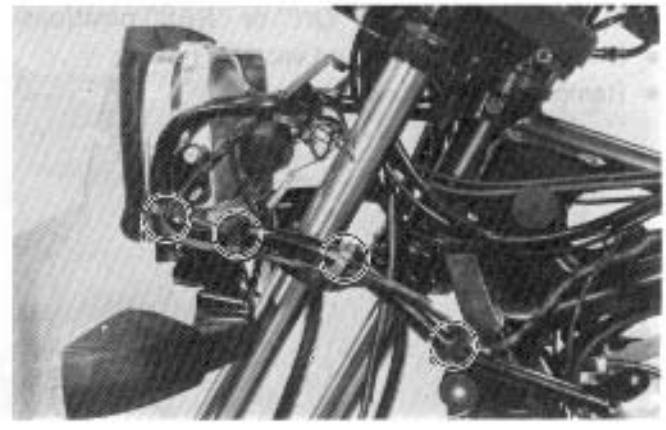
- Remove the fairing mounting screws.



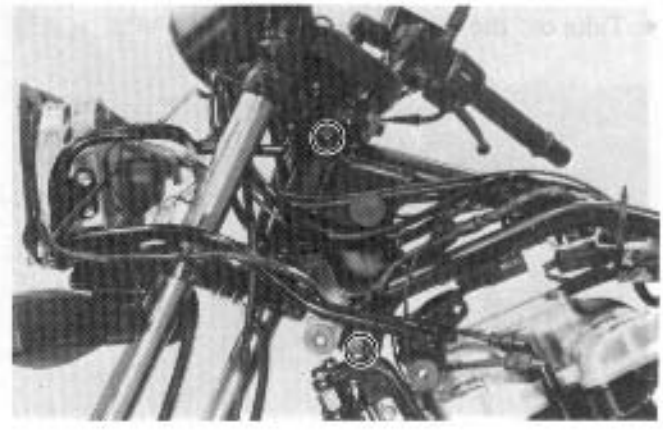




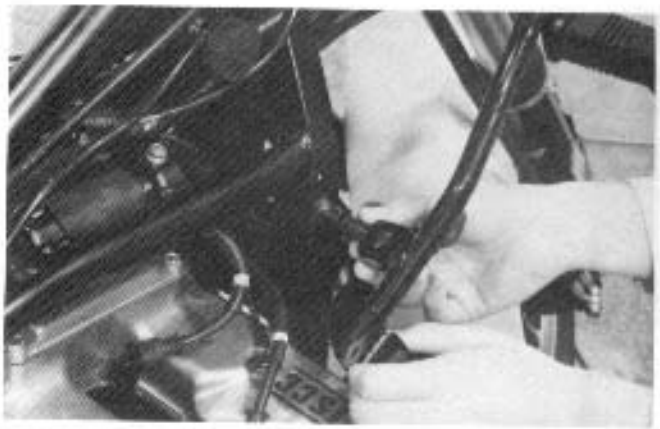
- Take off the harness clamp.



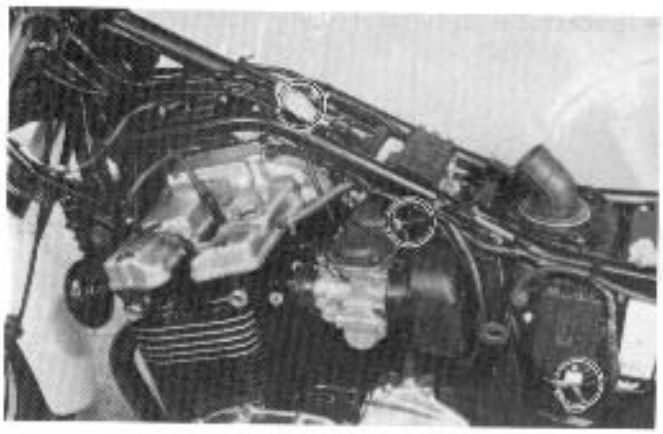
- Loosen the fairing bracket mounting bolts.
- Take off the fairing bracket.



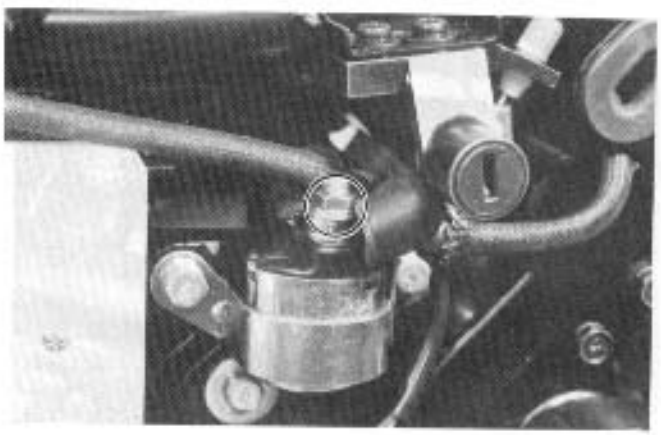
NOTE:
Do not forget the spacer.



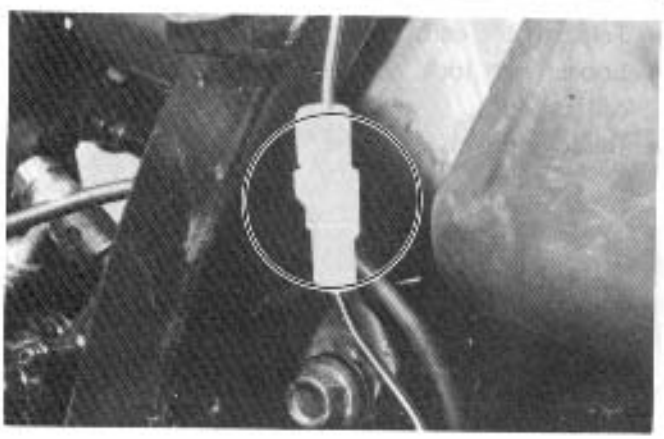
- Disconnect the gear position lead wire, signal generator lead wire and generator lead wire.



- Disconnect the starter lead wire (to starter motor).



- Disconnect the ⊖ lead wire.



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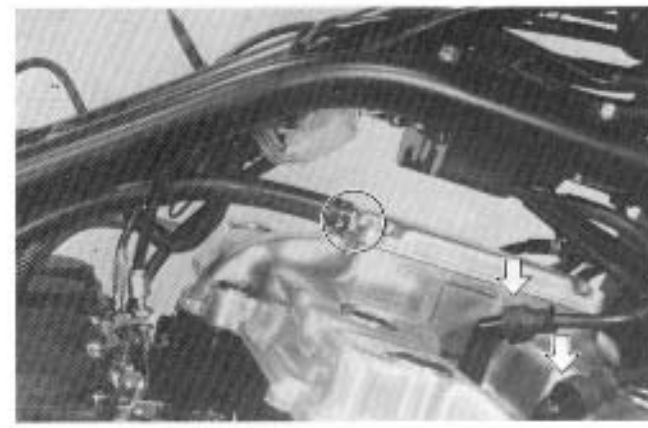
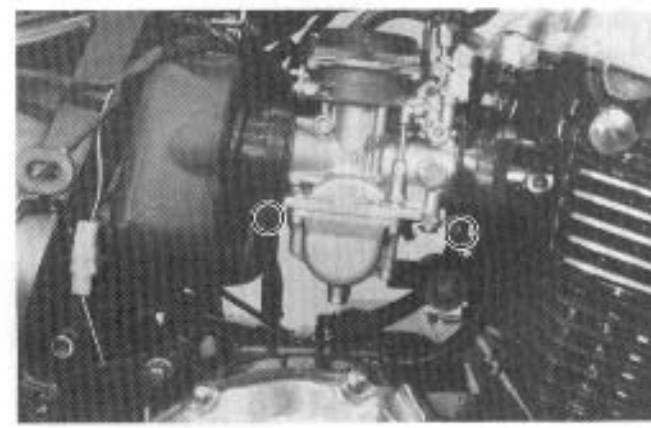
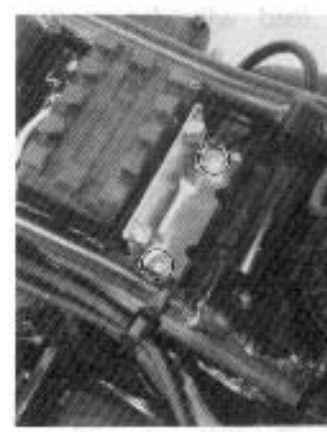
- Disconnect the breather pipe.

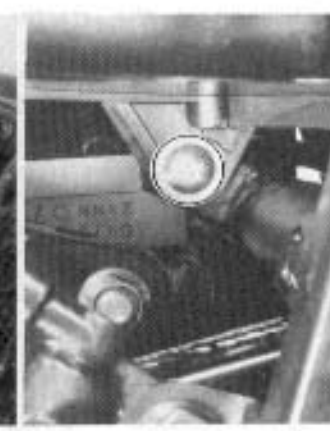


- Loosen the carburetor clamp screws.



- Loosen and remove the air cleaner mounting screws.
- Remove the air cleaner mounting bracket.





- Take off the carburetor.
- Loosen the lock nuts and take off the throttle cable.
- Remove the choke cable.

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