

Competition Use Only

SUZUKI

GSXR750

HOP-UP KIT MANUAL

*Before performing any servicing, please read thoroughly GSX-R750 service manual and GSX-R750 SUPPLEMENTARY SERVICE MANUAL.

USE THIS MANUAL WITH: GSX-R750 SERVICE MANUAL

PART No. 99500-37053-01E

99500-37053-01F

99500-37054-01G

GSX-R750 SUPPLEMENTARY SERVICE MANUAL

PART No. 99501-37120-01E

99501-37120-01F

99000-69456-01E

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SPECIFICATIONS

ENGINE

Type	Four-stroke, liquid-cooled, DOHC, TSCC
Number of cylinders	4
Bore (Standard)	70.0 mm
(Over size)	70.3 mm
Stroke	48.7 mm
Piston displacement (Standard)	749 cm ³
(Over size)	756 cm ³
Compression ratio	13.0 : 1
Intake valve diam.	27 mm
Exhaust valve diam.	24 mm
Intake valve lift	10.0 mm
Exhaust valve lift	8.2 mm
Lubrication system	Wet sump
Carburetor	MIKUNI BST40SS, four
Spark plug	N.G.K.: R0256B-10, 11, 12 or N.D.: U31, U34, U37ESR-PT

TRANSMISSION

Clutch.....	Dry multi-plate type or Wet multi-plate type	
Transmission	6-speed constant mesh	
Gearshift pattern	1-down, 5-up	
Primary reduction	1.744 (75/43)	
Final reduction	45/14 (3.214)	
	41/15 (2.733)	
	38/16 (2.375)	
	OPTION	OPTION
Gear ratios, Low	2.384 (31/13)	2.266 (34/15)
2nd.....	1.882 (32/17)	1.941 (33/17)
3rd	1.631 (31/19)	1.666 (35/21)
4th	1.450 (29/20)	1.450 (29/20)
5th	1.291 (31/24)	1.315 (25/19)
Top.....	1.200 (24/20)	1.227 (27/22)
Drive chain	TAKASAGO: RK50HFO, GY50XOZ, GY520MXO	

GENERAL INFORMATION

FUEL RECOMMENDATION

Use racing gasoline or high-octane gasoline (More than 98 octane rating in research method)

ENGINE OIL RECOMMENDATION

CASTROL SYNTRON OR FORMURA RS (5W-50)

MOTUL 300V

OLIO FIAT VS CORSE

BREAK-IN PROCEDURE

Keep to these break-in engine speed limits:

Up to 100 km	Below 5000 r/min.
Up to 200 km	Below 6000 r/min.
Up to 300 km	Below 7000 r/min.

NOTE:

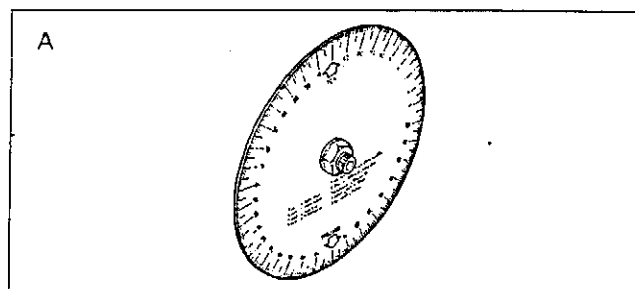
After this initial run, retighten bolts and nuts and listen into the engine for abnormal noise, inspecting the machine for signs of trouble.

SPECIAL TOOL

1. VALVE TIMING WHEEL

This tool is used for checking the valve timing.

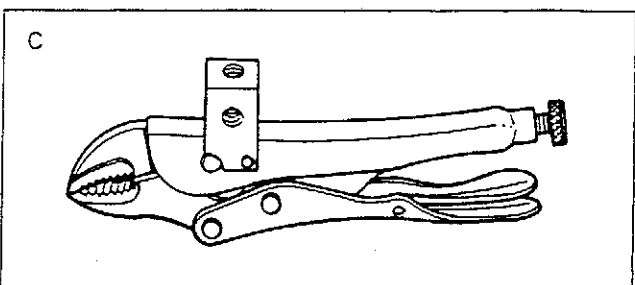
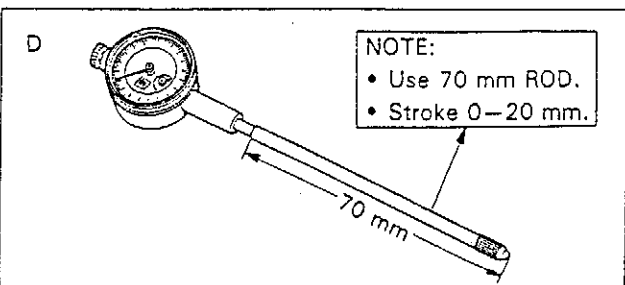
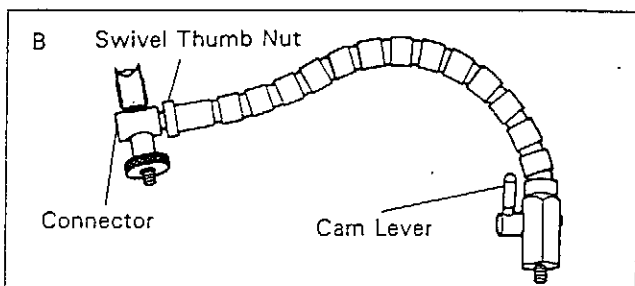
A	09918-62710	Valve timing wheel
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2. VALVE TIMING & PISTON VALVE CLEARANCE GAUGE.

This tool is used for checking the valve timing.

B	09910-01710	Flex Arm
C	09910-01720	Holding pliers
D	NOT AVAILABLE	Dial gauge

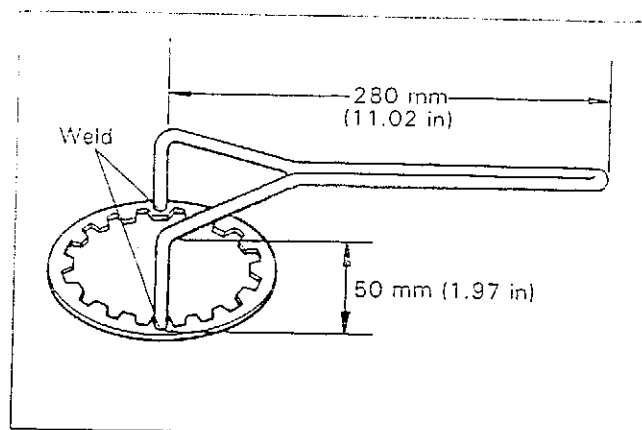


3. CLUTCH SLEEVE HUB HOLDER

(Use for Dry clutch type)

This tool is used for loosening or tightening the clutch sleeve hub nut.

Procure a replacement driven plate, and weld the stay, as shown in the illustration.



HOP-UP KIT INSTALLATION AND SERVICING

* ENGINE REMOVAL AND REINSTALLATION

(Refer to the GSX-R750 Service Manual and Supplementary Service Manual.)

* ENGINE DISASSEMBLY

(Refer to the GSX-R750 Service Manual and Supplementary Service Manual.)

* ENGINE COMPONENTS INSPECTION AND SERVICING

(Refer to the GSX-R750 Service Manual and Supplementary Service Manual.)

* ENGINE REASSEMBLY

(Refer to the GSX-R750 Service Manual and Supplementary Service Manual.)

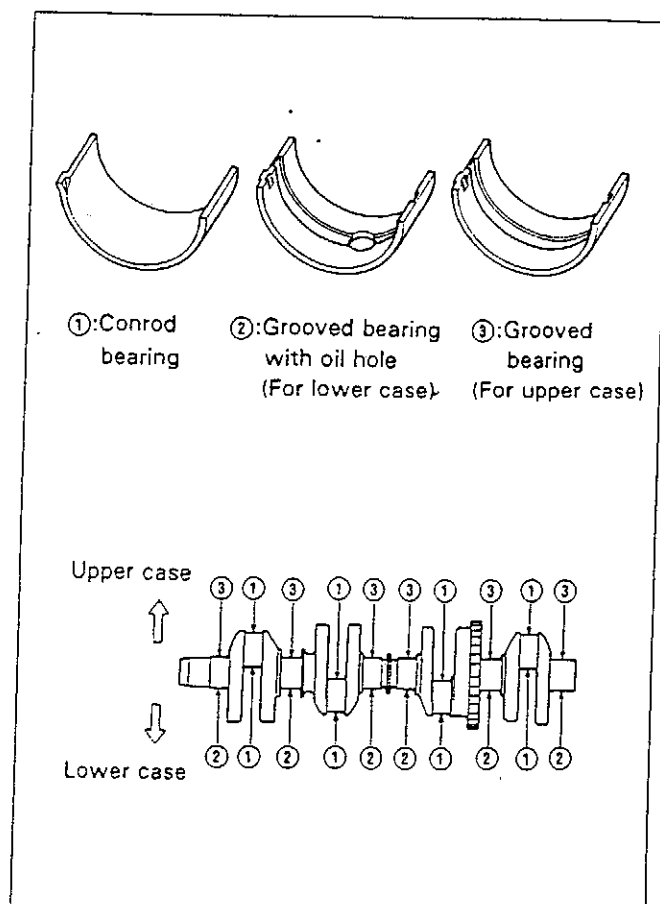
CRANKSHAFT AND CONROD

- Both crank journal and crank pin bearings are able to use the standard bearings.
According to the code numbers on the crankcase, crankshaft and conrod, select the proper size bearings from the selection tables.
- Check the oil clearances with plastigauge.

NOTE:

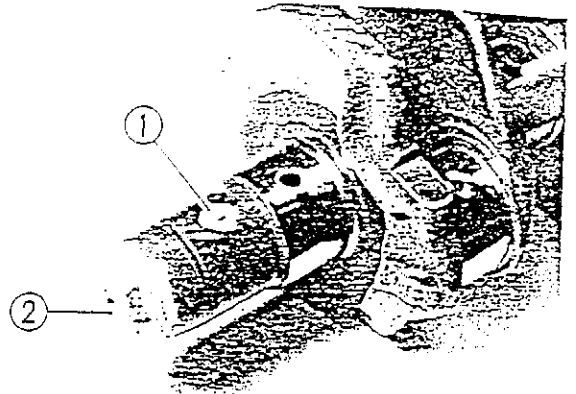
Always keep the standard oil clearance.

(Refer to the GSX-R750 Service Manual and Supplementary Service Manual.)



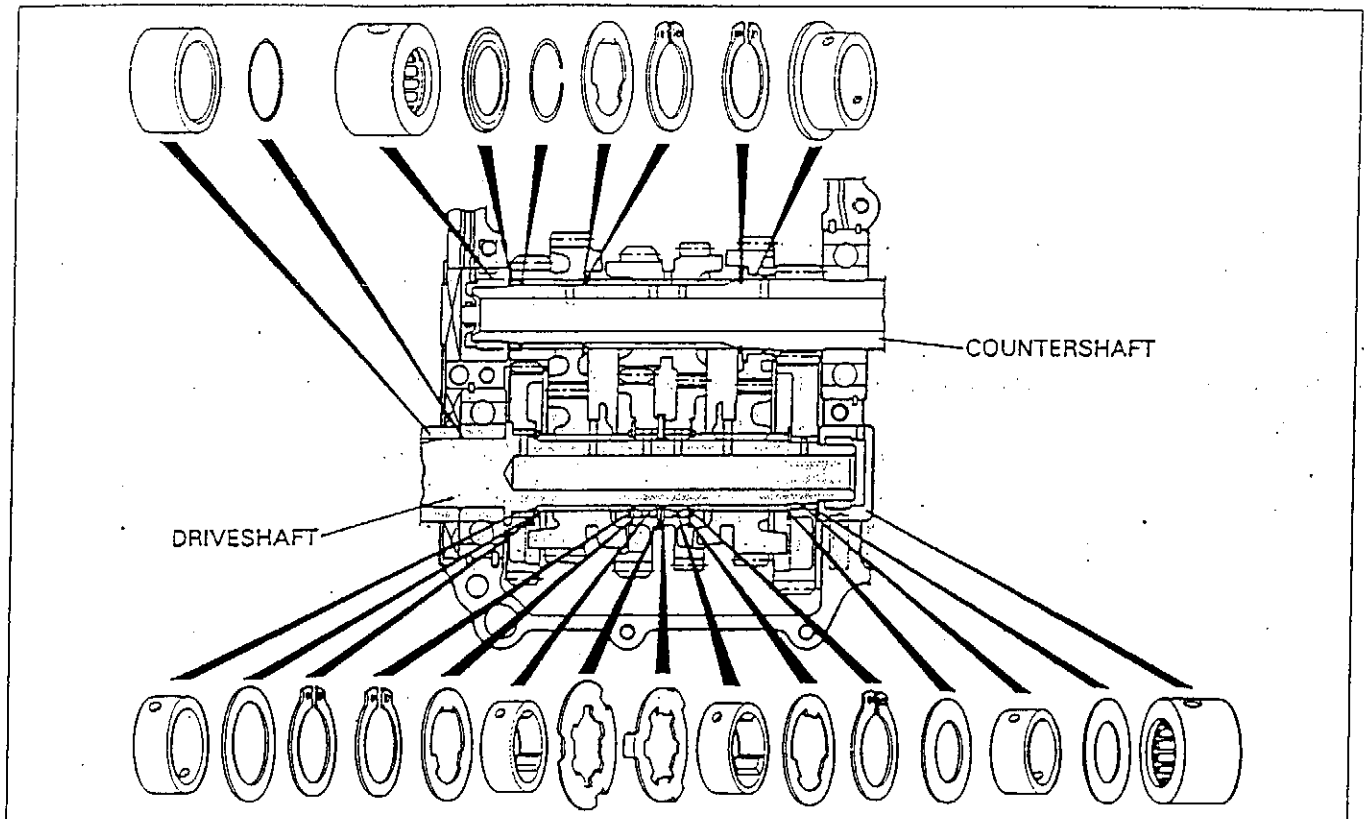
(For Sprint)

- It is unnecessary to install the starter clutch and starter motor when reassembling the engine.
- Press-fit an appropriate plug ① to the oil hole and install the starter clutch mounting bolt ② to the left end of the crankshaft.
- Press-fit the starter motor hole plug to the starter motor hole of the crankcase.



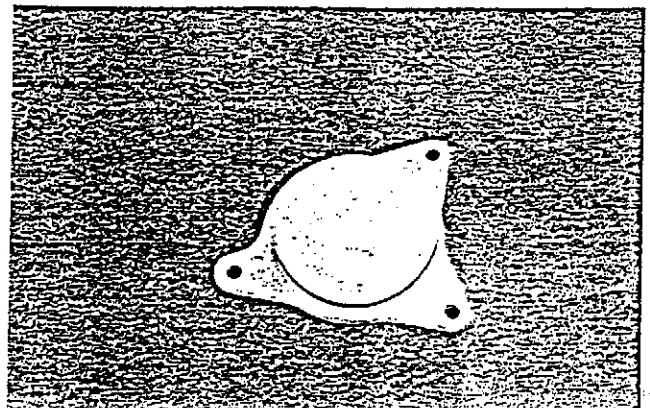
TRANSMISSION AND CLUTCH (Refer to pages through for details)

- Assemble the transmission and clutch, as shown in the following illustrations.



(For Sprint)

- It is unnecessary to install the generator when reassembling the engine.
- Install the generator hole plug with O-ring to the generator hole of the crankcase.



(For Dry clutch type)

* (For Endurance)
Use the generator/oil pump
drive gears of standard.

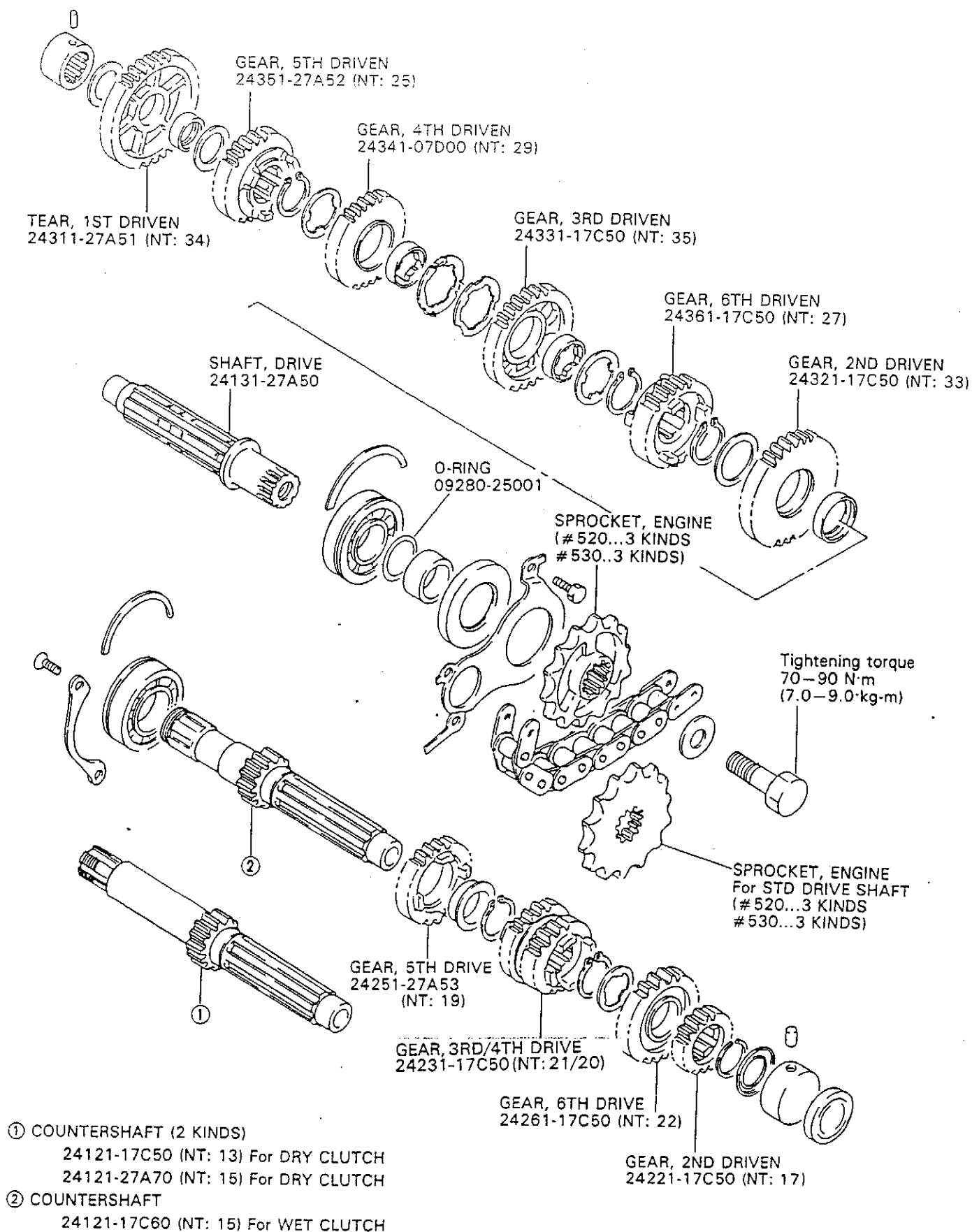
* (For Sprint)
Use the oil pump
drive gear only.

Clutch plates:
Drive plate (6 pcs)
Driven plate (7 pcs)

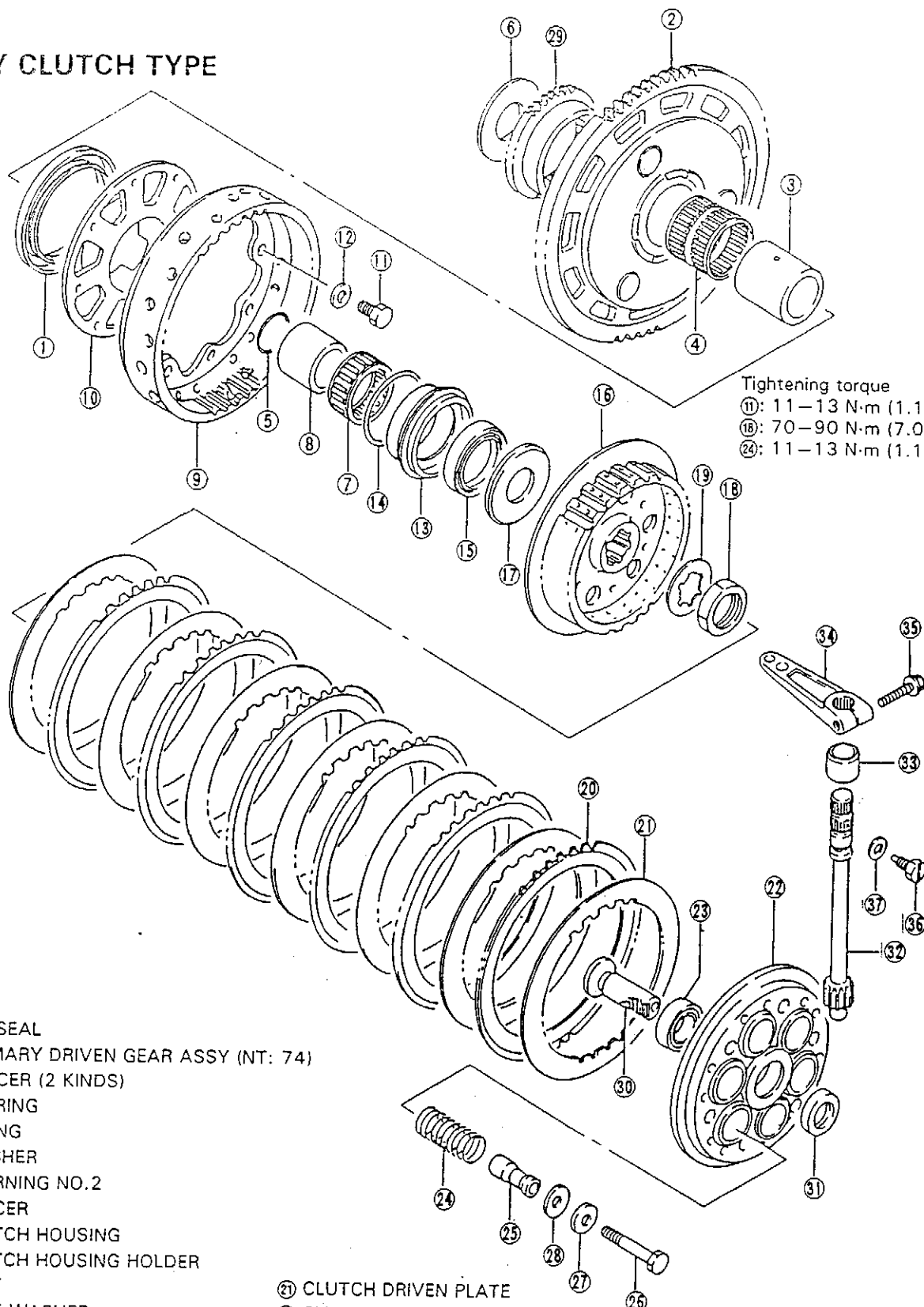
Tightening torque
70—90 N·m
(7.0—9.0 kg·m)

Tightening torque
11—13 N·m
(1.1—1.3 kg·m)

TRANSMISSION (FOR OPT)



DRY CLUTCH TYPE



Tightening torque

⑪: 11-13 N·m (1.1-1.3 kg-n)

⑮: 70-90 N·m (7.0-9.0 kg-n)

⑳: 11-13 N·m (1.1-1.3 kg-n)

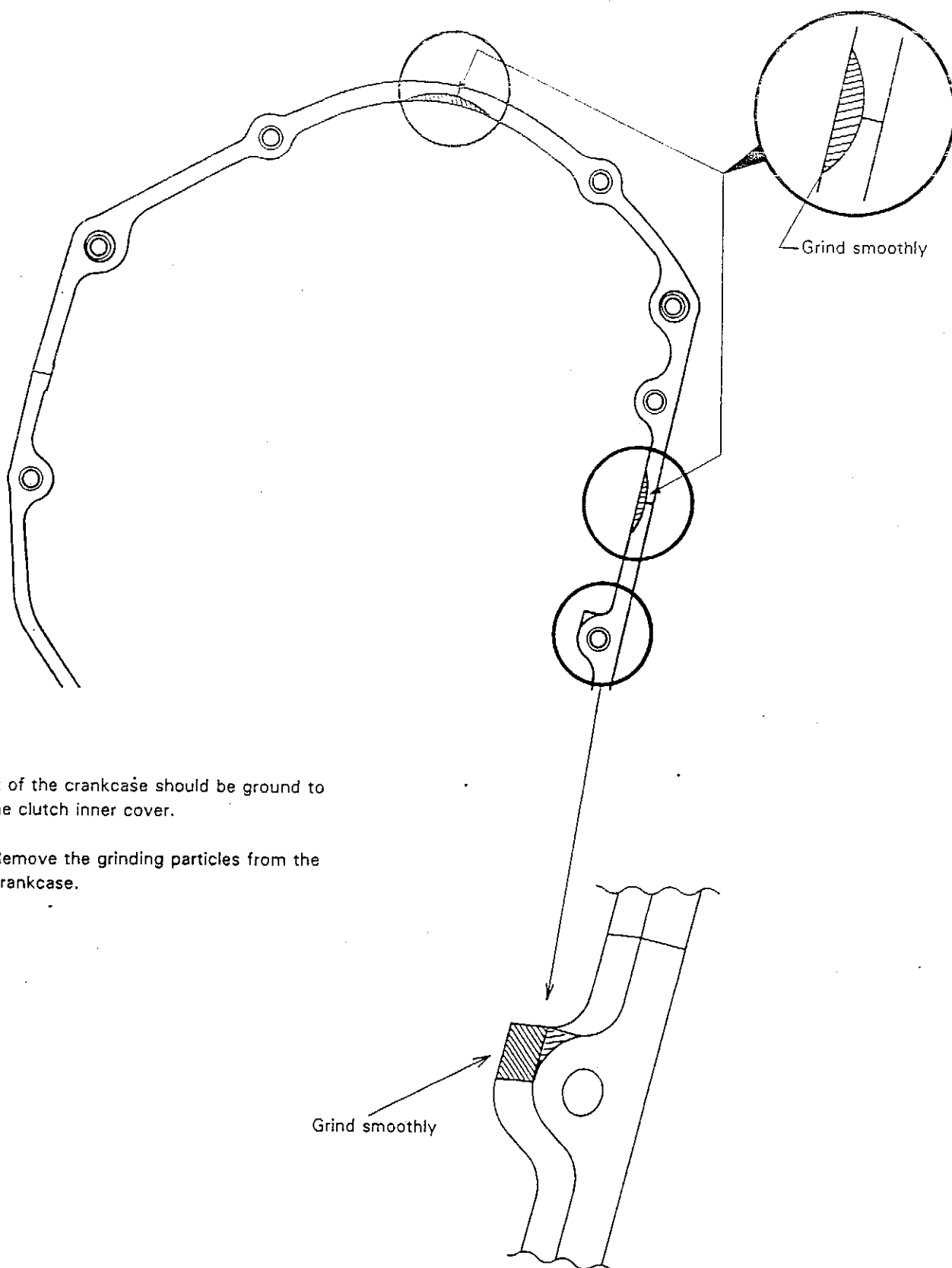
- ① OIL SEAL
- ② PRIMARY DRIVEN GEAR ASSY (NT: 74)
- ③ SPACER (2 KINDS)
- ④ BEARING
- ⑤ O-RING
- ⑥ WASHER
- ⑦ BEARING NO.2
- ⑧ SPACER
- ⑨ CLUTCH HOUSING
- ⑩ CLUTCH HOUSING HOLDER
- ⑪ BOLT
- ⑫ LOCK WASHER
- ⑬ HOLDER COLLAR
- ⑭ O-RING
- ⑮ OIL SEAL
- ⑯ CLUTCH SLEEVE HUB
- ⑰ THRUST WASHER
- ⑱ NUT
- ⑲ LOCK WASHER
- ⑳ CLUTCH DRIVE PLATE

- ㉑ CLUTCH DRIVEN PLATE
- ㉒ CLUTCH PRESSURE DISC
- ㉓ BEARING
- ㉔ CLUTCH SPRING
- ㉕ CLUTCH SPRING SPACER
- ㉖ BOLT
- ㉗ LOCK WASHER
- ㉘ WASHER
- ㉙ OIL PUMP DRIVE GEAR (NT: 37)
- ㉚ CLUTCH RELEASE RACK

- ㉛ OIL SEAL
- ㉜ CLUTCH RELEASE PINION
- ㉝ BUSH
- ㉞ CLUTCH RELEASE ARM
- ㉟ BOLT
- ㊱ PINION BOLT
- ㊲ GASKET

① ~ ㉟ : Included in dry clutch set.

(For Dry clutch type)



The part of the crankcase should be ground to install the clutch inner cover.

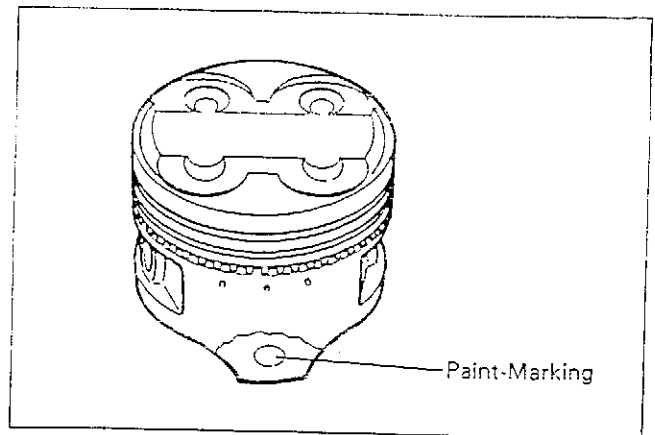
NOTE: Remove the grinding particles from the crankcase.

Fig. 1

PISTON

- The following three sizes of the piston are used. They bear the following identification marks.

PISTON SIZE		COLOR (MARK)	PROPER CYLINDER BORE SIZE
S.T.D.	69.965— 69.970 mm	Red	70.020— 70.025 mm
	69.960— 69.965 mm	Yellow	70.015— 70.020 mm
	69.955— 69.960 mm	Blue	70.010— 70.015 mm
OVER SIZE	70.265— 70.270 mm	Red	70.320— 70.325 mm
	70.260— 70.265 mm	Yellow	70.315— 70.320 mm
	70.255— 70.260 mm	Blue	70.310— 70.315 mm



- The piston size color mark is located on the inner surface of the piston skirt.

CAUTION:

Be sure to keep the Piston/Cylinder clearance.

- Hone the cylinder bores by honing machine in accordance with the piston sizes.

Piston/Cylinder clearance
0.05—0.06 mm

PISTON RING

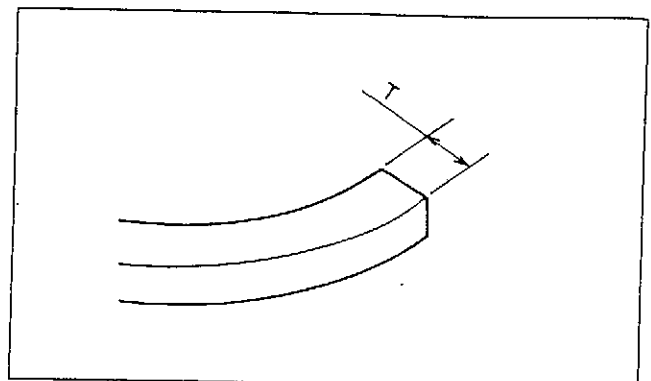
- Shape of the second ring is different from standard.
- The surface is plated by hard chrome.
- Standard and 0.3 mm over size piston rings of hop up kits are available.
- Identification of the First and Second piston rings.

	T	MARK
1st	2.3 mm (0.09 in)	R
2nd	2.9 mm (0.11 in)	—

NOTE:

- No up-side mark available on the second ring recommend to install the same direction before.
- Bring the marked side to top when fitting the first ring to the piston.

(Refer to the GSX-R750 Service Manual and Supplementary service manual.)



CYLINDER HEAD

VALVE SPRING SET LENGTH ADJUSTMENT

- Set the valve to the cylinder head, and measure the length Y_1 , as shown in the Fig.1.
- Set the valve spring retainer and two cotter halves to the valve stem end, and measure the length Y_2 , as shown in the Fig.2.
- Calculate the valve spring set length X , as shown in the Fig.3.

$$X = (Y_1 + Y_2) - (Y_3 + Y_4)$$

X = Set length, $Y_3 = 2.1$ mm, $Y_4 = 1.0$ mm

NOTE:

When measuring the above spring set length, do not install the valve springs.

Valve spring set length (X)	32 ± 0.4 mm
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- If the valve spring set length is not within the specification, adjust it with the spring seat shim.

Spring seat shim size (Two kinds)	0.50 mm
	0.75 mm

Refer to the GSX-R750 Service Manual and Supplementary Manual.

- Replace the retainers with new ones when damage of surface treatment is found.
- If the valve spring set length (X) is shorter than specification, cut the valve seat with valve seat cutter.

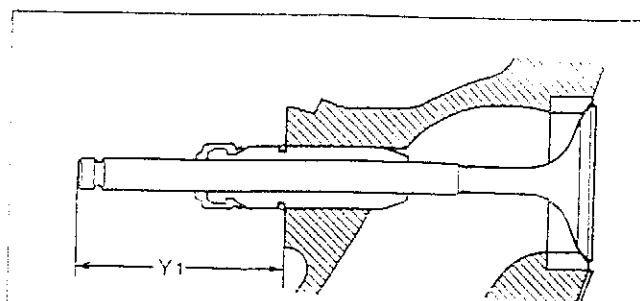


Fig.1

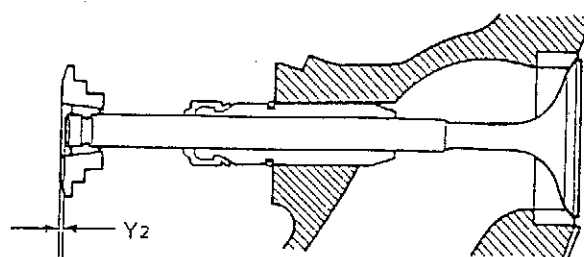


Fig.2

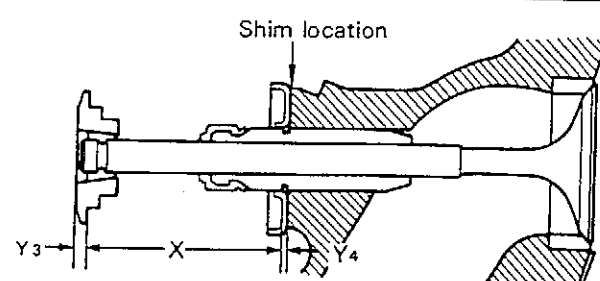
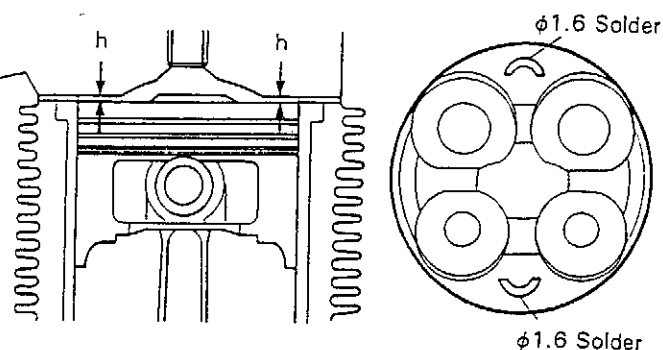


Fig.3

$Y_3 = 2.1$ mm
 $Y_4 = 1.0$ mm
 X = Set length

PISTON-CYLINDER HEAD CLEARANCE (SQUISH HEIGHT) ADJUSTMENT

- Place a piece of 1.6 mm diam. soft solder on each side of the piston top as shown in the illustration.
- Install the cylinder head and tighten the bolts to the specified torque.
- Turn the crankshaft slowly 2—3 rotations.
- Remove the cylinder head and take solder pieces off the piston top face.



- Measure the crashed solder thickness at several places and calculate the average thickness which represents the piston-cylinder head clearance. Adjust the clearance by changing the cylinder head gasket or cylinder base gasket.

Piston-cylinder head clearance (squish height) specification	
h	0.9 – 1.10 mm

- If the piston-cylinder head clearance is not within the specification, adjust the clearance by changing the cylinder head gasket or cylinder base gasket.

NOTE:

When changing the gasket and O-rings, measure the thickness of gasket and O-rings. Using the STD gasket as a guide, adjust the clearance by referring to the chart at right.

VALVE TIMING ADJUSTMENT

Adjust the valve timing in the following manner:

NOTE:

After installing the camshafts, cam chain idler and cam chain tensioner, be sure to adjust the valve clearance.

- *IN. 0.20 – 0.22 mm When engine is
- *EX. 0.22 – 0.25 mm cold state.

- Apply satisfactorily Moly paste to the cams, cam Journals and rocker arms.
- Adjust the valve clearance when both side of the cams are not in the valve lift condition.
- Remove burs of the valve adjuster nut completely, and apply Moly paste to the thread when fitting.

(Refer to the GSX-R750 Service Manual and Supplementary Service manual.)

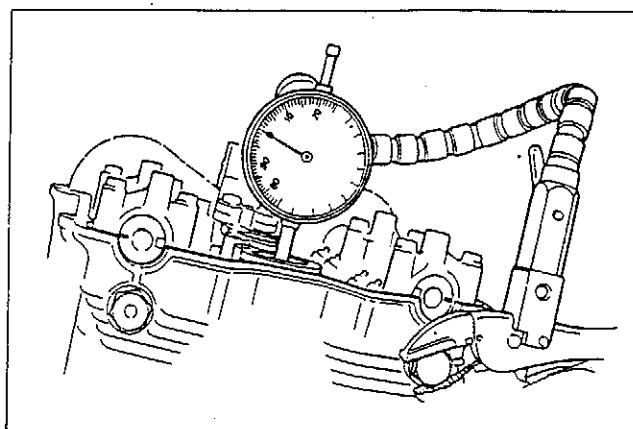
- Set the valve timing wheel to the right end of the crankshaft.

List of gaskets

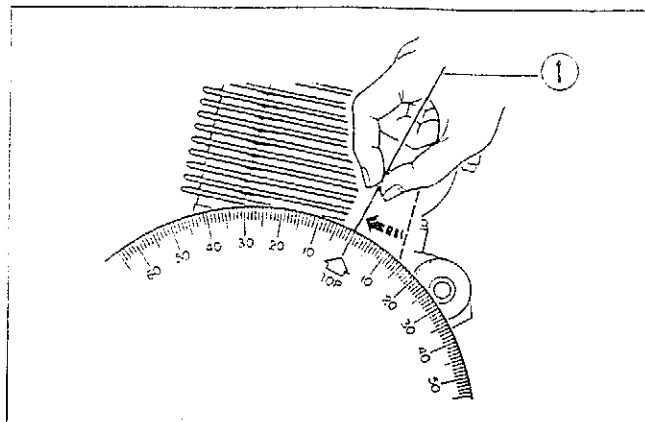
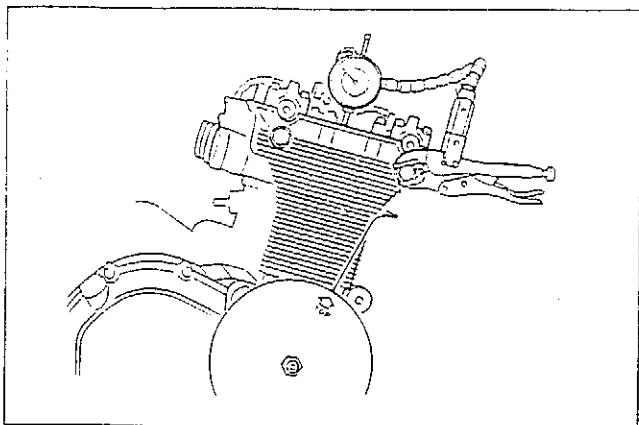
	Part No.	Thickness
Head gasket with O-rings	Standard 11141-07D00 Head gasket 11143-06B00 O-ring	0.6 mm
	11141-07D50	0.3 mm
	11141-07D60	0.4 mm
	11141-07D70	0.5 mm
Base gasket	Standard 11241-27A02	0.3 mm
	11241-17C50	0.2 mm
	11241-27A50	0.4 mm
	11241-17C60	0.5 mm
	11241-27A60	0.6 mm
	*11241-17D50	3.0 mm

- *• The gasket (11241-17D50) is designed for use when the connecting rod Assembly (12160-17D60) is installed.

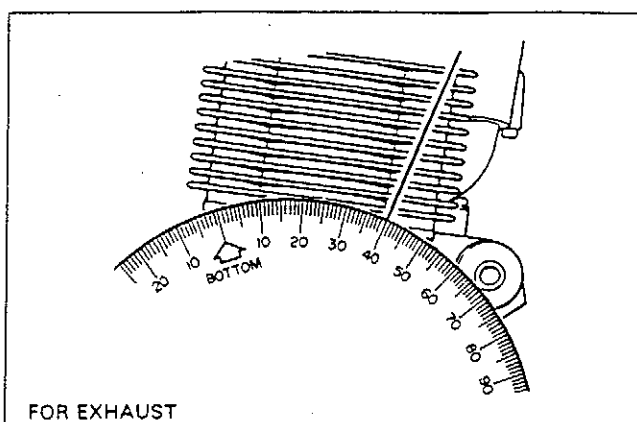
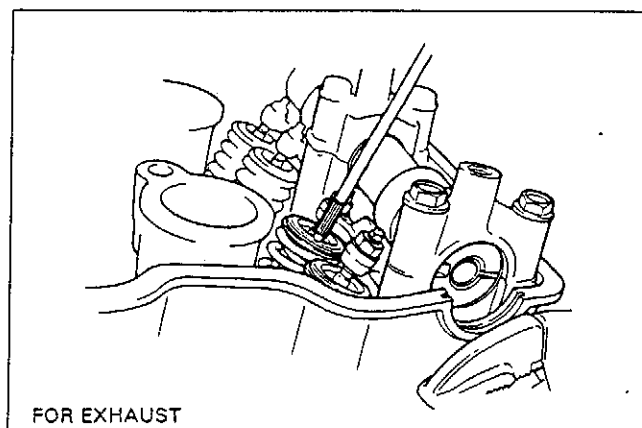
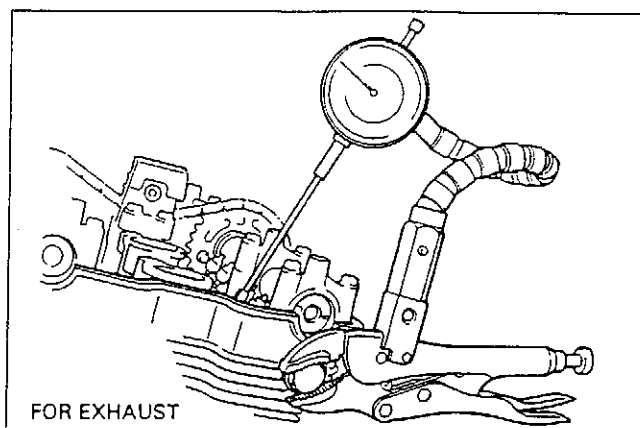
- *• Piston-cylinder head clearance is adjust the cylinder head gasket.



- Set the timing gauge to the NO.4 spark plug hole.
- Bring the NO.4 piston at T.D.C. on the compression stroke, and set the indicator of the timing gauge to "0" mm by turning the dial.



- Under the above conditions, align the "TOP" mark on the valve timing wheel with the appropriate pointer ①, as shown in the illustration.
- Set the timing gauge to the EX. side of the valve spring retainer straightly, as shown in the illustration.
- Gently turn the crankshaft clockwise until the timing gauge is read 1 mm and check the EX. valve opening angle.
- Apply engine oil to the cam surface during valve timing adjustment.
- To check the alignment of timing wheel "Top" mark when the crankshaft is accurately at TDC, first read the angle indication on the timing wheel with the crankshaft turned clockwise to give 1 mm of the dial gauge reading (one complete turn of indicator hand). Similarly, check the timing wheel indication with the crankshaft turned counter clockwise. The two angles, one in clockwise and one in counterclockwise, should be the same reading. If not, readjust the "Top" mark alignment so that the two angles become equal.



- Select the EX. valve opening angle by loosening the cam sprocket bolts and turning the crankshaft in accordance with the following specification.

EX. Valve timing (When valve lift is 1 mm (0.0394 in))

EX. Open
B.B.D.C. $35 \pm 1^\circ$
EX. Close
A.T.D.C. $15 \pm 1^\circ$

EX. Valve lift	8.2 mm (0.323 in)
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- After adjusting the EX. valve opening angle, apply THREAD LOCK SUPER "1303" to the cam sprocket bolts and tighten them to the specified torque.

Tightening torque	24—26 N·m (2.4—2.6 kg·m)
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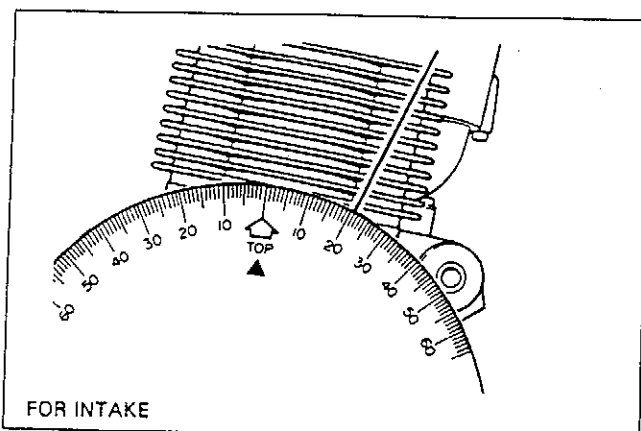
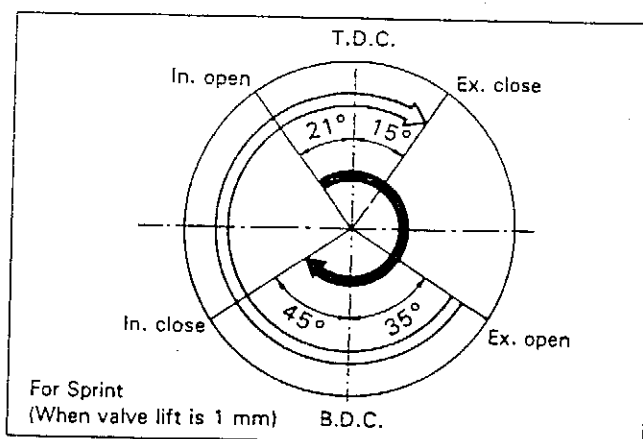
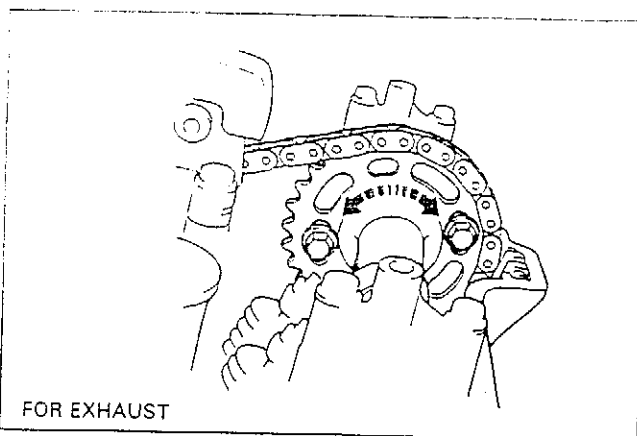
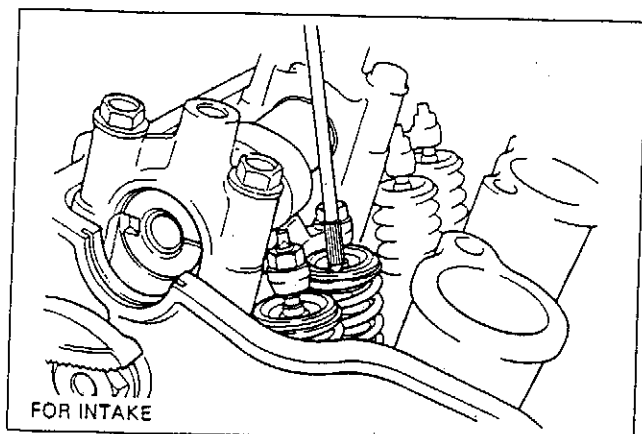
NOTE:

The intake valve opening angle adjustment procedure is the same as that of the exhaust one.

IN. Valve timing (When valve lift is 1 mm (0.0394 in))

IN. Open
B.T.D.C. $21 \pm 1^\circ$
IN. Close
A.B.D.C. $45 \pm 1^\circ$

IN. Valve lift	10.0 mm (0.394 in)
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PISTON-VALVE CLEARANCE MEASUREMENT

NOTE:

After adjusting the IN. and EX. valve timing, measure the IN. and EX. piston-valve clearance.

FOR EXHAUST

- Measure each piston-valve clearance for exhaust with the valve timing wheel, timing gauge and valve lifter (or screw driver).
- Set the piston to B.T.D.C. 10° on the overlap condition, and then push down the EX. valve with the valve lifter or screw driver until the valve touches the piston crown and read the timing gauge.
- If the piston-valve clearance is not within the specification, adjust it by changing the head gasket.

SPECIFICATION FOR EXHAUST

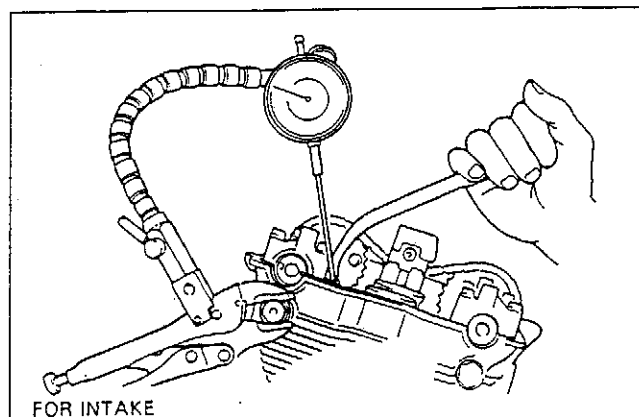
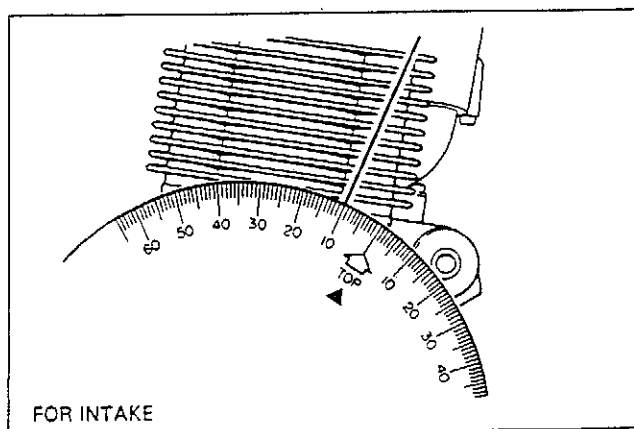
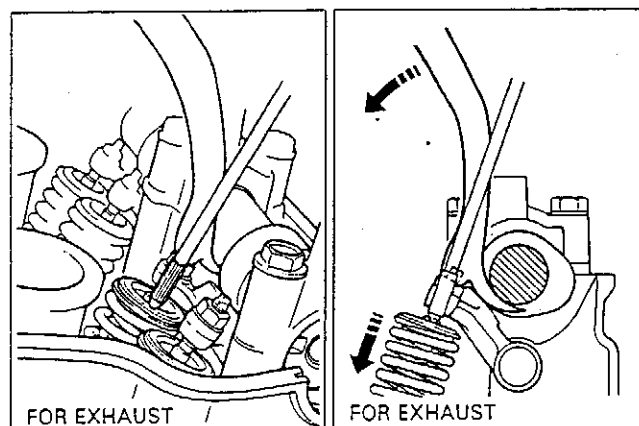
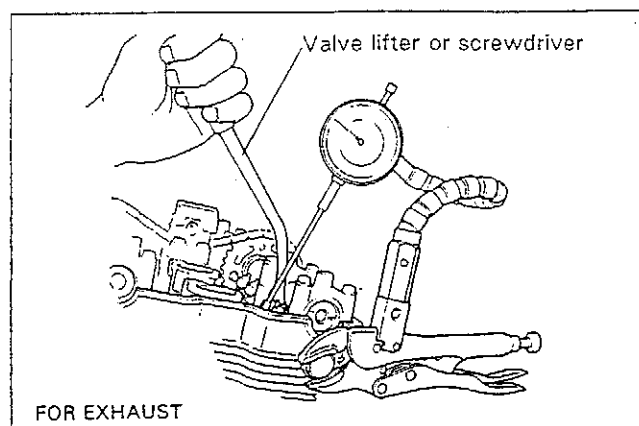
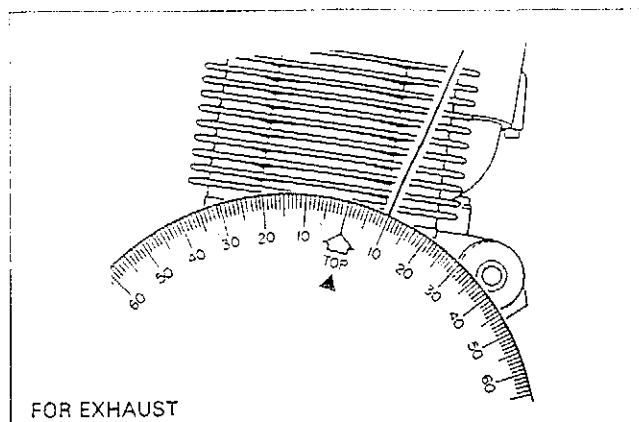
Standard	Limit
1.8—2.2 mm	Less than 1.8 mm

NOTE:

- * The piston-intake valve clearance measurement procedure is the same as that of the exhaust one.
- * For piston-intake valve clearance, the piston must be set at A.T.D.C. 10° on the overlap condition.

SPECIFICATION FOR INTAKE

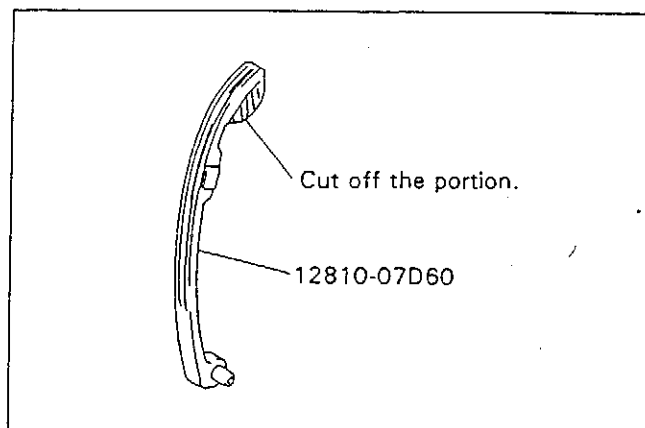
Standard	Limit
0.8—1.2 mm	Less than 0.8 mm



PARTS COMBINATION GUIDE BY MODIFICATION LEVEL

MODIFICATION LEVEL		①	②	③
DESCRIPTION		CAM	CAM & CYLINDER HEAD	CAM, CYLINDER HEAD & CONNECTING ROD
CYLINDER HEAD		(GSXR750L STD) 11100-17D00	NOT AVAILABLE	NOT AVAILABLE
CYLINDER HEAD SET		NOT AVAILABLE	11000-17820	11000-17820
CONNECTING ROD		(GSXR750L STD) 12160-17D00	(GSXR750L STD) 12160-17D00	12160-17D60
SPROCKET, CAM SHAFT		(GSXR750L STD) 12741-27A00	(GSXR750L STD) 12741-27A00	12741-17D50
IDLER, CAM CHAIN		(GSXR750L STD) 12780-27A03	(GSXR750RK STD) 12780-07D00	(GSXR750L STD) 12780-27A03
CAM SHAFT	INTAKE	12711-17D50	12711-07D70	12711-17D50
	EXHAUST	12721-17D50	12721-07D70	12721-17D50

- For valve timing adjusting procedure, refer to GSX-R750 Service Manual and Supplementary Service Manual. For Piston-cylinder head clearance, perform the inspection in the procedures instructed on page 10. If the clearance is not sufficient, secure it by adjusting the thickness of gasket.
- If any parts combination other than ①, ② and ③ above, is to be made, also use the kit cam shaft sprocket *(12741-27A50). To adjust the valve timing, follow the instructions on pages 11 through 14.
- When using connecting rod (12160-17D60), cut off the portion of tensioner. Cam chain (12810-07D60) according to the illustration.



COMPRESSION RATIO

- Set the piston at T.D.C. on the compression stroke and measure each combustion chamber volume with the burette and kerosene. Calculate the compression ratio.

NOTE:

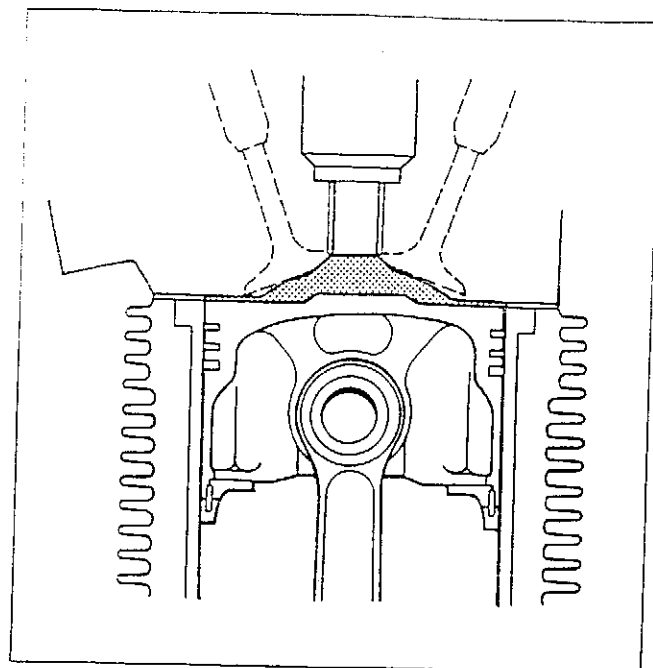
After measuring the combustion chamber volume, be sure to drain out kerosene.

COMBUSTION CHAMBER VOLUME

STANDARD	15.6 cc (0.3 mm O.S. : 15.7 cc)
----------	---------------------------------

COMPRESSION RATIO

STANDARD	13.0 : 1
----------	----------



CALCULATION FORMULA

$$E = \frac{V_c + V_h}{V_c}$$

E : Compression ratio

V_c : Combustion chamber volume

V_h : Piston displacement

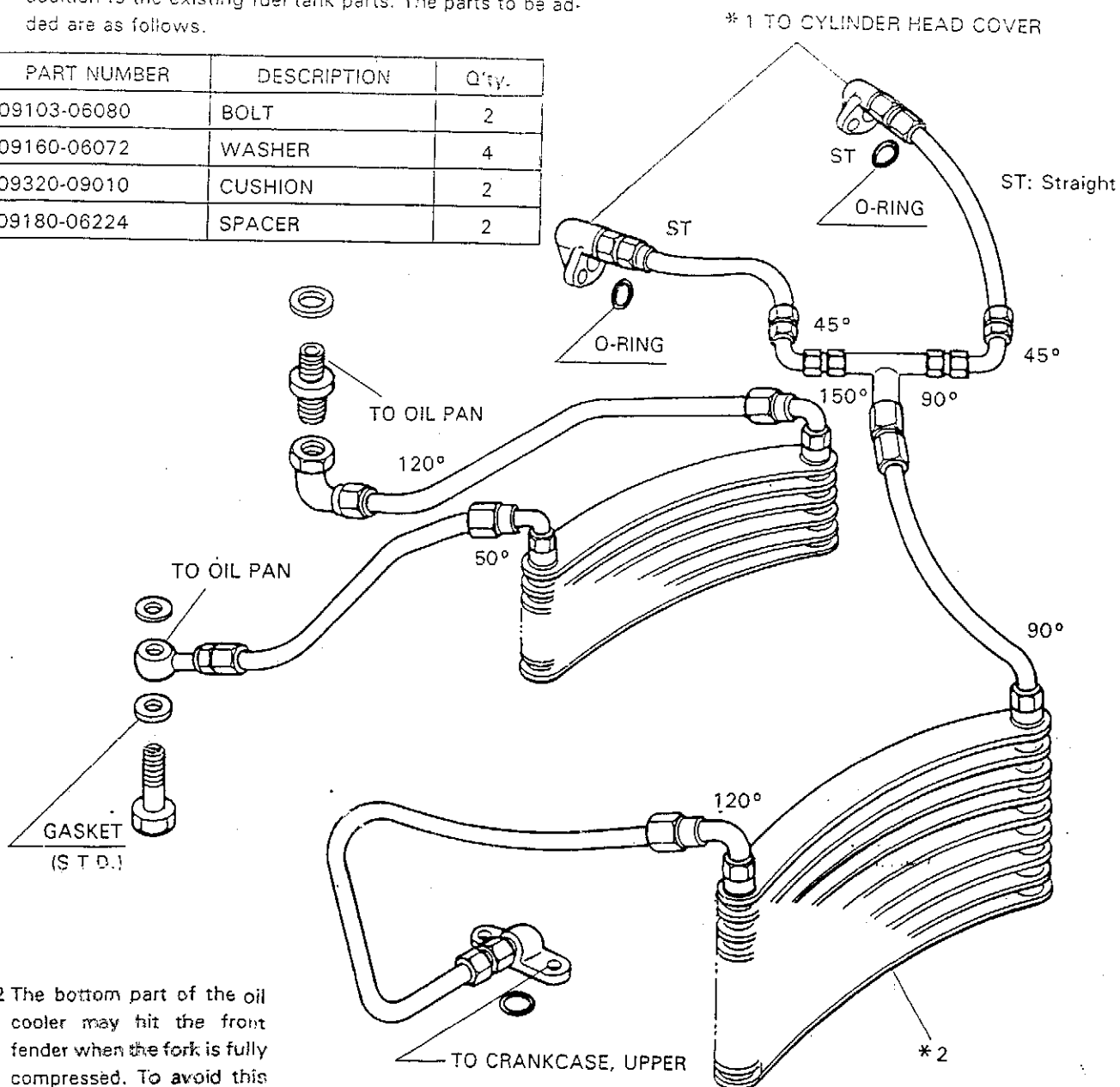
(187.32 CC, O.S 0.3 mm O.S.: 188.93 CC)

COMPRESSION RATIO		COMBUSTION CHAMBER VOLUME	
S.T.D. PISTON	0.3 mm O.S. PISTON	S.T.D. PISTON	0.3 mm O.S. PISTON
13.16 : 1	13.18 : 1	15.4 CC	15.5 CC
13.08 : 1	13.11 : 1	15.5 CC	15.6 CC
13.00 : 1	13.08 : 1	15.6 CC	15.7 CC
12.93 : 1	12.88 : 1	15.7 CC	15.9 CC
12.78 : 1	12.80 : 1	15.9 CC	16.0 CC
12.70 : 1	12.73 : 1	16.0 CC	16.1 CC
12.63 : 1	12.59 : 1	16.1 CC	16.3 CC
12.49 : 1	12.52 : 1	16.3 CC	16.4 CC
12.42 : 1	12.38 : 1	16.4 CC	16.6 CC
12.28 : 1	12.31 : 1	16.6 CC	16.7 CC
12.21 : 1	12.17 : 1	16.7 CC	16.9 CC
12.08 : 1	12.11 : 1	16.9 CC	17.0 CC

OIL COOLER & OIL COOLER HOSE

* 1 To prevent the oil cooler hose LH joint from contacting the fuel cock, replace the fuel cock with one in the kit (44300-17D50). Also, install the fuel tank rear cushions in addition to the existing fuel tank parts. The parts to be added are as follows.

PART NUMBER	DESCRIPTION	Q'ty.
09103-06080	BOLT	2
09160-06072	WASHER	4
09320-09010	CUSHION	2
09180-06224	SPACER	2



* 2 The bottom part of the oil cooler may hit the front fender when the fork is fully compressed. To avoid this problem, cut off the rear part of the front fender.

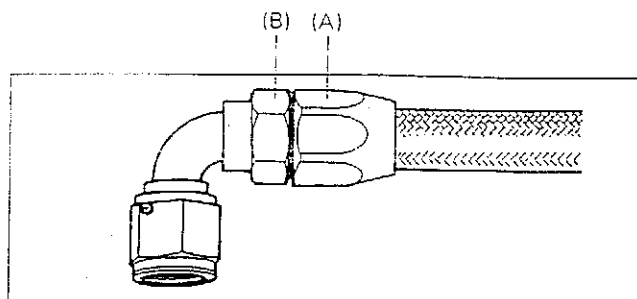
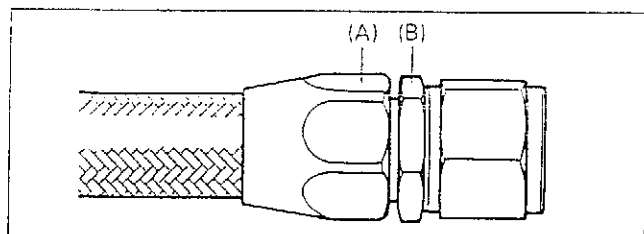
NOTE:

When installing the oil cooler, also perform the following:

09440-09023	SPRING, OIL CONTROL PLUNGER	1	to replace with kit parts.
16440-17D50	VALVE ASSY, OIL RELEASE	1	
16430-27A00	VALVE ASSY, OIL CONTROL	4	to install.
09280-05007	ORING, PISTON OIL CONTROL	4	

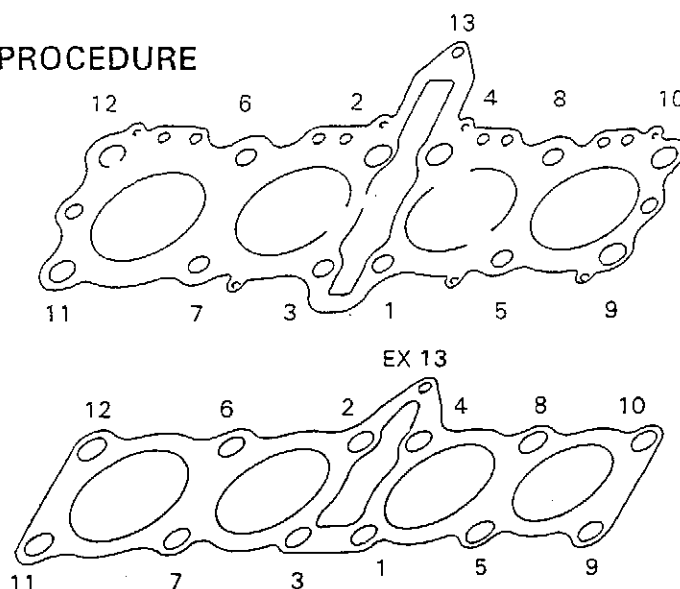
OIL COOLER HOSE

- Never attempt to disassemble or loosen the oil cooler hose fitting parts [to separate (A) from (B)]. If attempted, it can cause oil to spray.



CONNECTING ROD SET INSTALLATION PROCEDURE

- These numbers show the tightening order of cylinder head nuts.
- When using the cylinder gasket (11241-17D50), tighten all the cylinder head nuts to 40 N·m (4.0 Kg·m) in the designated tightening order and then repeat the same tightening cycle another two times (total of five tightening cycles). Apply sufficient engine oil to the cylinder head Nut, washer and stud Bolt.
- Replace the existing stud bolts with those included in the kit if the cylinder gasket (11241-17D50) is used.
- Follow the instructions below for length of stud bolts to be used.

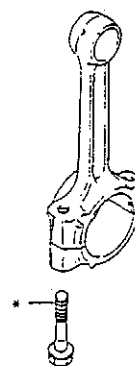


PART NUMBER	BOLT, CYLINDER STUD	STUD BOLT LENGTH
11244-17D50	2, 4	184.5 mm (7.3 inch)
11243-17D50	1, 3, 6, 8, 12, 11, 9, 10	177.5 mm (7.0 inch)
11242-17D50	5, 7	170.5 mm (6.7 inch)
01421-06255	13	

NOTE:

* Connecting rod big end tightening method.

The big end bolt tightness is controlled by its applied tension as measured by its stretch in mm. The specified bolt stretch for designed tightness is 0.140~0.145 mm, being the difference of length when compared with its original length under no tightening load. Therefore, tighten the bolt little by little while measuring the overall length until the designed stretch specification is reached. As a reference data, the approximate corresponding tightening torque is 75 N·m (7.5 Kg·m) with sufficient engine oil applied to the threads and bolt head seating face on big end.



CARBURETOR SETTING

Set the carburetor in accordance with the conditions of the race course temperature, altitude (atmospheric pressure), etc. Various types of setting are possible by various combinations of parts.

CARBURETOR TYPE

MIKUNI BST38SS, FOUR
BORE SIZE: 38 mm

STANDARD SETTING

Main jet (M.J.)	# 135
Main air jet (M.A.J.)	1.2 mm
Jet needle (J.N.)	6ZDK5 #3
Needle jet (N.J.)	# P-3
Pilot jet (P.J.)	# 20
Pilot screw (P.S.)	1/2 turn back
Pilot air jet (P.A.J.)	1.6 mm
Float height	14.7 ± 1.0 mm
Power jet (P.W.R.J)	# 50

SETTING PARTS

M.J. # 132.5 # 135 # 137.5 Leaner ↑ ↓ Richer	
J.N. 1st 5th 6ZDK5 Leaner ↑ ↓ Richer	
M.A.J. 1.1 mm 1.2 mm 1.3 mm Leaner ↑ ↓ Richer	N.J. # P-2 # P-3 # P-4 Leaner ↑ ↓ Richer
P.A.J. 1.5 mm 1.6 mm 1.7 mm Leaner ↑ ↓ Richer	P.J. # 17.5 # 20 # 22.5 Leaner ↑ ↓ Richer

SERVICE DATA

VALVE + GUIDE

Unit: mm

ITEM	STANDARD		LIMIT
Valve diam.	IN.	27.0	—
	EX.	24.0	—
Valve lift	IN.	9.8	—
	EX.	8.0	—
Valve clearance (when cold)	IN.	0.20—0.22	—
	EX.	0.23—0.25	—
Valve guide to valve stem clearance	IN.	0.020—0.047	—
	EX.	0.040—0.067	—
Valve guide I.D.	IN. & EX.	5.000—5.012	—
Valve stem O.D.	IN.	4.965—4.980	—
	EX.	4.945—4.960	—
Valve stem runout	IN. & EX.	—	0.05
Valve seat width	IN. & EX.	0.9—1.1	—
Valve head radial runout	IN. & EX.	—	0.03
Valve spring free length	INNER	35.68 ± 0.2	—
	OUTER	37.69 ± 0.2	—
Valve spring tension	INNER	6.3 ± 0.6 kg at length 30.0 mm	—
	OUTER	11.6 ± 0.8 kg at length 32.0 mm	—

CAMSHAFT + CYLINDER HEAD

Unit: mm

ITEM	STANDARD		LIMIT
Cam height	IN.	34.560—34.580	—
	EX.	33.530—33.550	—
Camshaft journal oil clearance	IN. & EX.	0.032—0.066	—
Camshaft journal holder I.D.	IN. & EX.	22.012—22.025	—
Camshaft journal O.D.	IN. & EX.	21.959—21.980	—
Camshaft runout	IN. & EX.	—	0.10
Cam chain 20-pitch length	—		158.0
Cam chain pin (at arrow "3")	21st pin		—
Rocker arm I.D.	IN. & EX.	12.000—12.018	—
Rocker arm shaft O.D.	IN. & EX.	11.973—11.984	—
Cylinder head distortion	—		0.20

CYLINDER + PISTON + PISTON RING

Unit: mm

ITEM	STANDARD		LIMIT
Compression ratio	13.0 : 1		—
Piston to cylinder clearance	0.05—0.06		—
Cylinder bore	Standard	70.010—70.025	—
	Oversize	70.310—70.325	—

ITEM		STANDARD		LIMIT
Piston diam.	Standard	69.955—69.970 Measure at 15 mm from the skirt end.		—
	Oversize	70.255—70.270 Measure at 15 mm from the skirt end.		—
Cylinder distortion		—		0.20
Piston ring free end gap	1st	Approx.	7.8	—
	2nd	Approx.	7.3	—
Piston ring end gap	1st	0.1—0.3		—
	2nd	0.1—0.3		—
Piston ring to groove clearance	1st	0.02—0.06		—
	2nd	0.02—0.06		—
Piston ring groove width	1st	0.81—0.83		—
	2nd	0.81—0.83		—
	Oil	1.51—1.53		—
Piston ring thickness	1st	0.77—0.79		—
	2nd	0.77—0.79		—
Piston pin bore		18.000—18.006		—
Piston pin O.D.		17.996—18.000		—

CONROD + CRANKSHAFT

Unit: mm

ITEM	STANDARD	LIMIT
Conrod small end I.D.	18.010—18.018	—
Conrod big end side clearance	0.10—0.20	0.30
Conrod big end width	20.95—21.00	—
Crank pin width	21.10—21.15	—
Conrod big end oil clearance	0.032—0.056	0.080
Crank pin O.D.	33.976—34.000	—
Crankshaft journal oil clearance	0.020—0.044	0.080
Crankshaft journal O.D.	31.976—32.000	—
Crankshaft thrust clearance	0.05—0.13	—
Crankshaft journal holder width	23.88—23.96	—
Crankshaft journal width	24.00—24.05	—
Crankshaft runout	—	0.05

OIL PUMP

ITEM	STANDARD	LIMIT
Oil pump reduction ratio	1.898 (75/43 × 37/34)	—
Oil pressure (at 60°C, 140°F)	Above 3.0 kg/cm ² (43 psi) Below 6.0 kg/cm ² (85 psi) at 3 000 r/min.	—

CLUTCH

Unit: mm

ITEM	STANDARD		LIMIT
Drive plate thickness	Dry type	1.4—1.6	—
	Wet type	2.12—2.28	—

ITEM	STANDARD		LIMIT
Driven plate thickness	Dry type	1.14—1.26	———
	Wet type	1.5—1.7	———
Driven plate distortion	Dry type and Wet type	———	0.1
Clutch spring free length	Dry type	40.5	———
	Wet type	40.1	———

TRANSMISSION + DRIVE CHAIN

Unit: mm (Except ratio)

ITEM		SPECIFICATION	
Primary reduction ratio		1.744 (75/43)	
Final reduction ratio		45/14 (3.214)—41/15 (2.733)—38/16 (2.375)	
Gear ratios	OPTION	Low	2.384 (31/13)
		2nd	1.882 (32/17)
		3rd	1.631 (31/19)
		4th	1.450 (29/20)
		5th	1.291 (31/24)
		Top	1.200 (24/20)
	Option	Low	2.266 (34/15)
		2nd	1.941 (33/17)
		3rd	1.666 (35/21)
		4th	1.450 (29/20)
		5th	1.315 (25/19)
		Top	1.227 (27/22)
Shift fork to groove clearance		No.1, No.2 & No.3	0.1—0.3
Shift fork groove width		No.1 & No.3	4.7—4.9
		No.2	5.0—5.1
Shift fork thickness		No.1 & No.3	4.6—4.7
		No.2	4.8—4.9
Drive chain		Type	TAKASAGO RK50HFO GY50XOZ, GY520MXO

CARBURETOR

ITEM		SPECIFICATION
Carburetor type		MIKUNI BST38SS
Bore size		38 mm
Float height		14.7 ± 1.0 mm
Main jet	(M.J.)	#132.5, #135, #137.5
Main air jet	(M.A.J.)	1.1 mm, 1.2 mm, 1.3 mm
Jet needle	(J.N.)	6ZDK5 1st through 5th
Needle jet	(N.J.)	#P-2, #P-3, #P-4
Pilot jet	(P.J.)	#17.5, #20, #22.5
Pilot screw	(P.S.)	1/2 turn back
Pilot air jet	(P.A.J.)	1.5 mm, 1.6 mm, 1.7 mm
Power jet	(P.W.R.J.)	#50

No.	ITEM	Q'ty	TIGHTENING TORQUE
1	DAMPER ASSY. STEERING	1	
2	BALL PILLOW. LOD END SIDE	1	
3	NUT. LOD END SIDE	1	40—60 N·m (4—6 kg-m)
4	BALL PILLOW. BRACKET SIDE	1	
5	BRACKET. STEERING DAMPER SIDE	1	
6	BOLT. STEERING DAMPER SIDE	1	8—12 N·m (0.8—1.2 kg-m)
7	SPACER. PILLOW BALL SIDE	1	
8	NUT. PILLOW BALL SIDE	1	18—28 N·m (1.8—2.8 kg-m)
9	BOLT. PILLOW BALL SIDE	1	
10	BOSS. STEERING DAMPER SIDE	1	
11	BOLT. BOSS STEERING DAMPER SIDE	2	8—12 N·m (0.8—1.2 kg-m)
12	BOLT. STEERING DAMPER SIDE	1	18—28 N·m (1.8—2.8 kg-m)
13	BRACKET. STEERING DAMPER FORK SIDE	1	
14	BOLT. STEERING DAMPER FORK SIDE	1	8—12 N·m (0.8—1.2 kg-m)
15	SHIM. STEERING DAMPER	4	
16	DUST SEAL, PILLOW BALL	4	

DAMPING FORCE ADJUSTMENT

CLICK POSITION	DAMPING FORCE
1—7	STIFFER
8	STANDARD
9—17	SOFTER

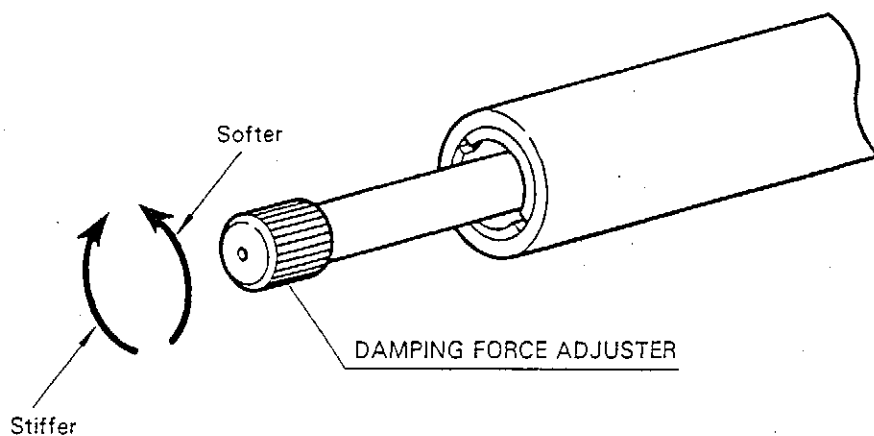
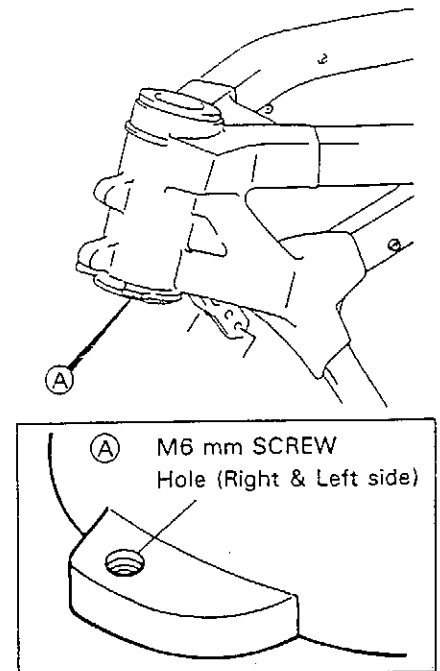
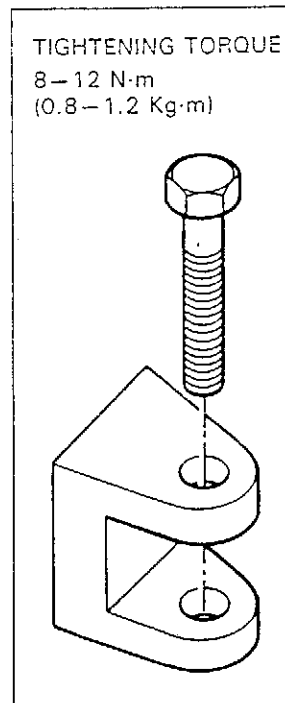


Figure 2

STEERING STOPPER

- Drill a 6 mm hole in the frame stopper boss (A) and tap the drill hole.



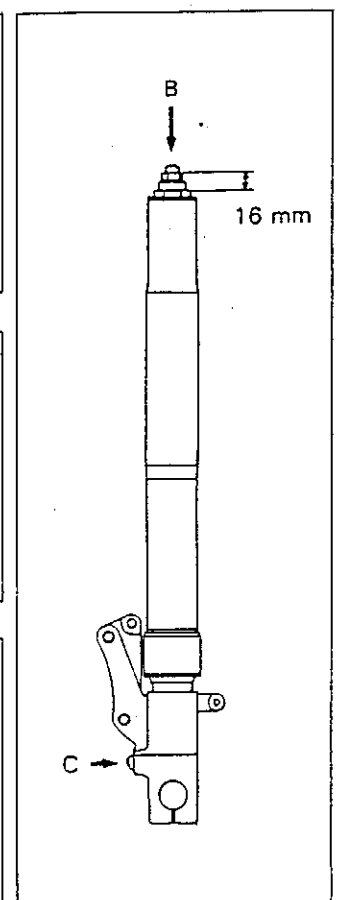
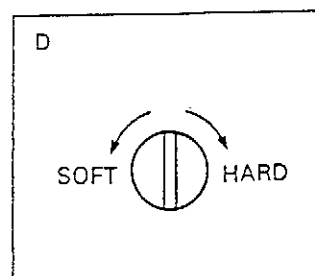
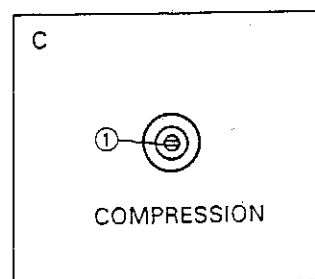
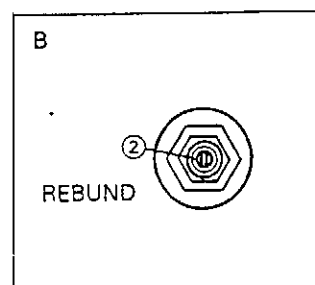
FRONT FORK

STANDARD SETTING

SPRING RATE		0.775 Kg/mm
INITIAL		12 mm
FORK OIL		SS05 (99000-99001-SS5)
OIL LEVEL		107 mm (4.2 inch)
DAMPING FORCE POSITION	COM- PRESSION	7 clicks back from hardest position
	REBOUND	4 clicks back from hardest position

DAMPING FORCE ADJUSTER

- The damping force adjuster has 12–16 click stop positions for both the compression and rebound dampers.
- The dimension of fork top protrusion as shown in the drawing will be 16 mm when the preload is adjusted to 12 mm of compression with the spring of 0.775 Kg/mm installed.



FRONT FORK SPRING

Specification of front fork springs

PART NUMBER	SPRING RATE	SPRING FREE LENGTH	REMARKS
51171-17D60	0.750 Kg/mm	28.06 mm (11.05 inch)	SOFTER
51171-17D50	0.775 Kg/mm	276.7 mm (10.89 inch)	STANDARD
51171-17D70	0.800 Kg/mm	276.9 mm (10.90 inch)	STIFFER

REASSEMBLY AND REMOUNTING

Refer to the GSX-R750 Service Manual and Supplementary Service Manual.

REAR SHOCK ABSORBER AND SPRING

ASSEMBLY

STANDARD SETTING

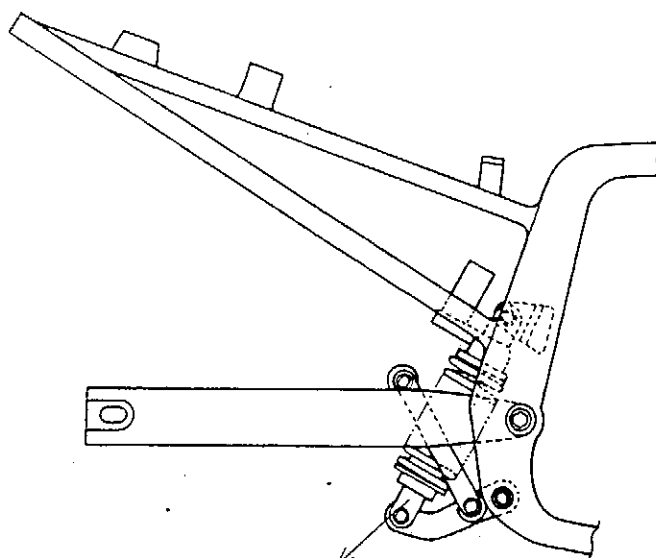
SPRING RATE		6.0 Kg/mm
INITIAL		22.8 mm (0.9 inch)
DAMPING FORCE POSITION	COM- PRESSION	8 clicks back from hardest position
	REBOUND	8 clicks back from hardest position

- The damping force adjuster has 20–28 click stop positions for both the compression and rebound dampers.

When installing the rear shock absorber (62100-17D50), replace the air cleaner box, battery, battery holder and wiring harness with those of the kit.

SPECIFICATION OF SPRING

PART NUMBER	SPRING RATE	REMARKS
62211-17D70	5.50 Kg/mm	SOFTER
62211-17D60	5.75 Kg/mm	
62211-17D50	6.00 Kg/mm	STANDARD
62211-17D80	6.25 Kg/mm	STIFFER
62211-17D90	6.50 Kg/mm	



REAR SHOCK ABSORBER

Figure 3

DAMPING FORCE ADJUSTMENT

This unit has 12 adjustable positions for compression damping force and 4 adjustable positions for rebound damping force.

COMPRESSION

Slowly turn the adjuster clockwise to seat the adjuster, and turn back slowly to find out first click position (Position 1).

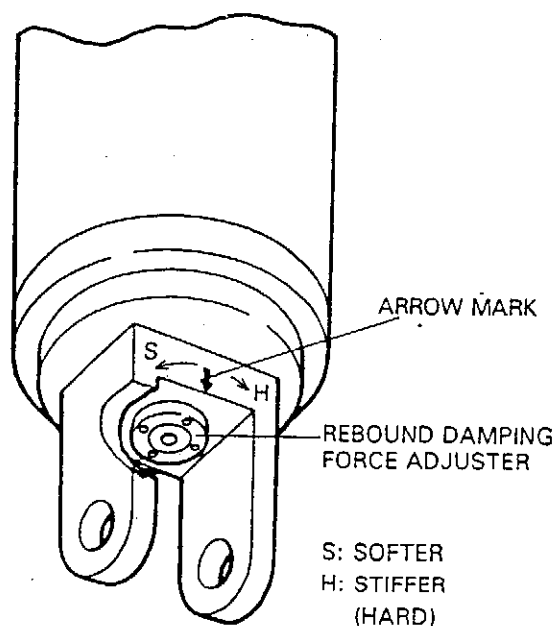
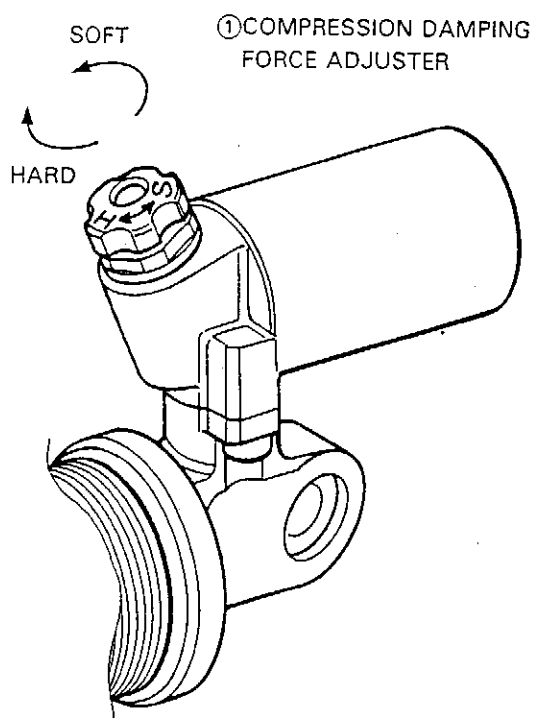
From that position turn the adjuster counterclockwise with counting the clicks and find the specified position as shown.

REBOUND

Adjust the number on the adjuster dial to the arrow mark on the bracket.

DAMPING FORCE POSITION

	COMPRESSION	REBOUND
SOFTER	7-17	1
STANDARD	6	2
STIFFER	1-5	3, 4



HEIGHT ADJUSTER SET

ASSEMBLY

Remove the standard bracket (P No. 41384-17C00) and install the height adjuster set on the frame as shown in the figure 4.

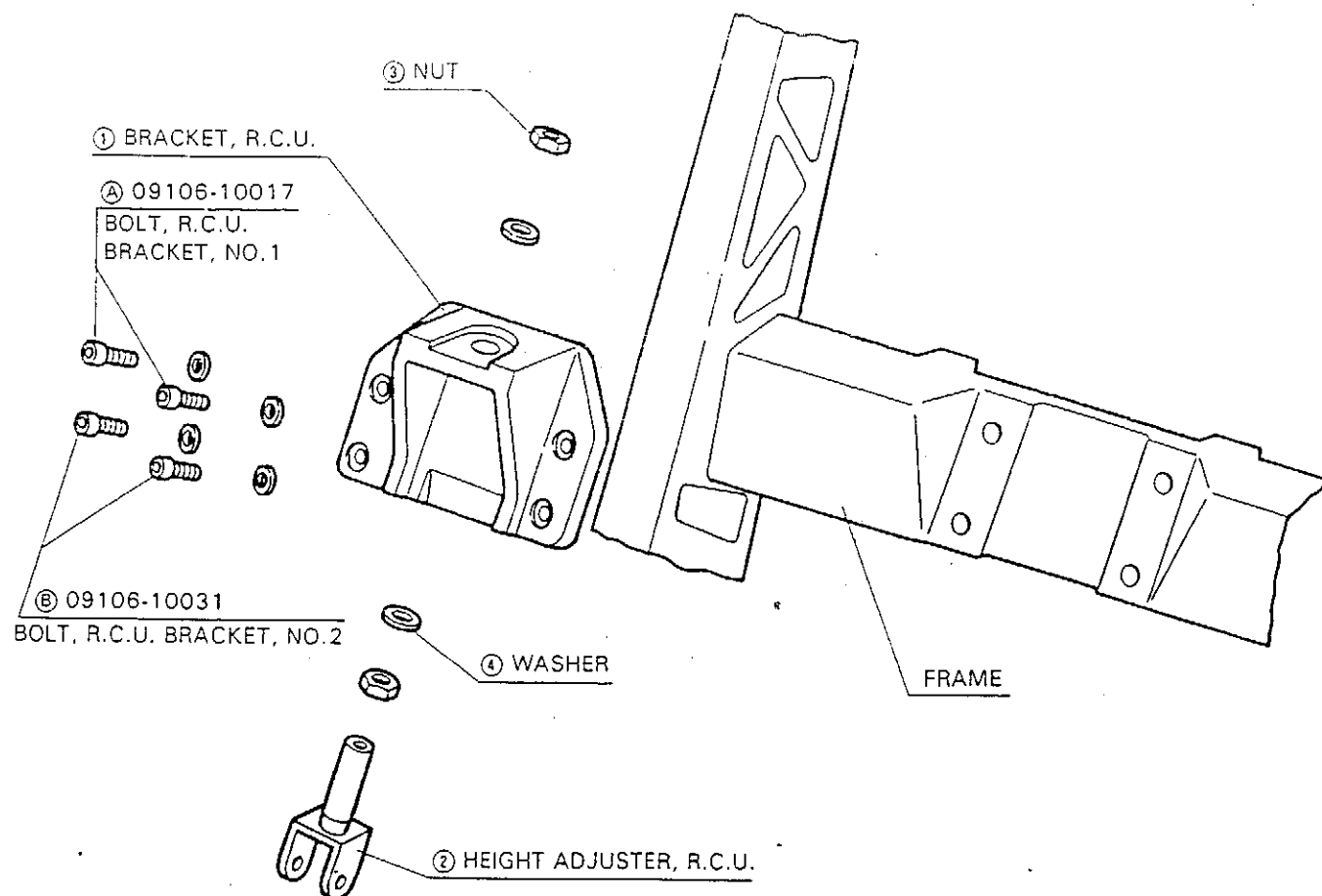


Figure 4

TIGHTENING TORQUE

④, ④	40—60 N·m (4—6 kg-m)
③	85—115 N·m (8.5—11.5 kg-m)

COMPONENTS

No.	ITEM	Q'TY
①	BRACKET, R.C.U.	1
②	HEIGHT ADJUSTER, R.C.U.	1
③	NUT	2
④	WASHER	2

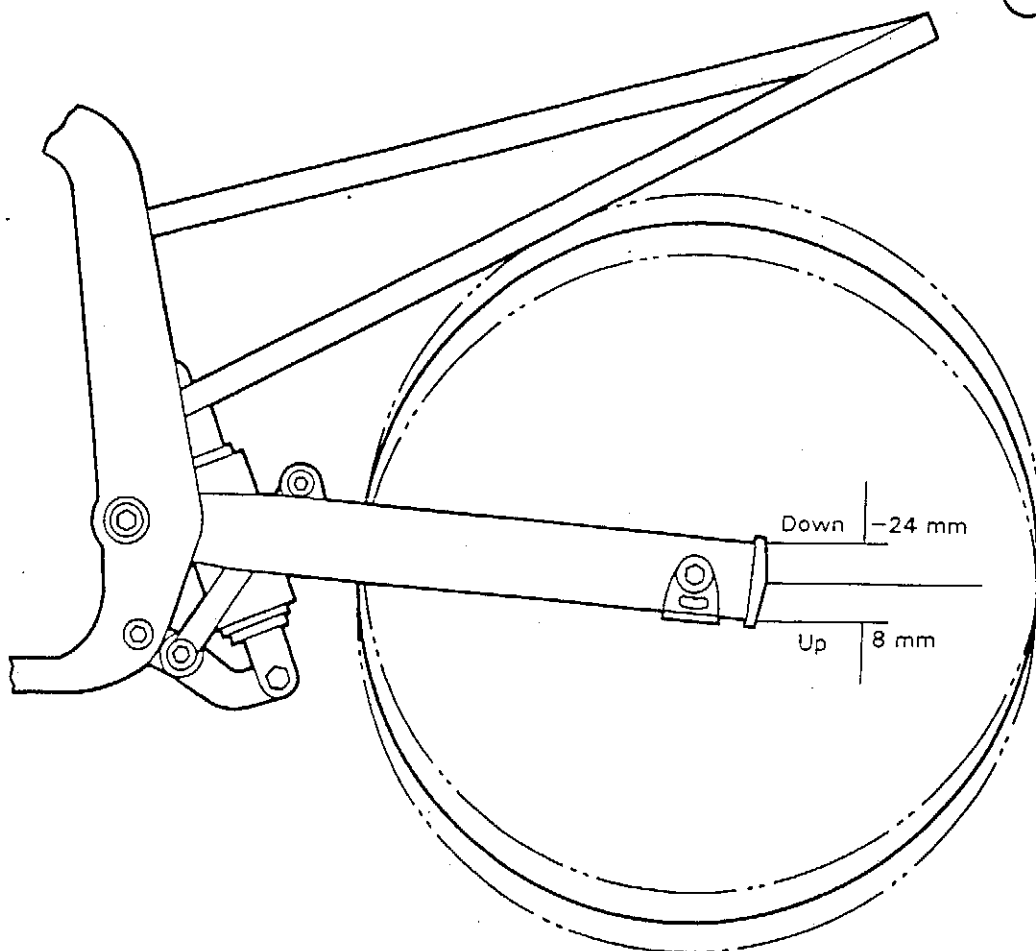
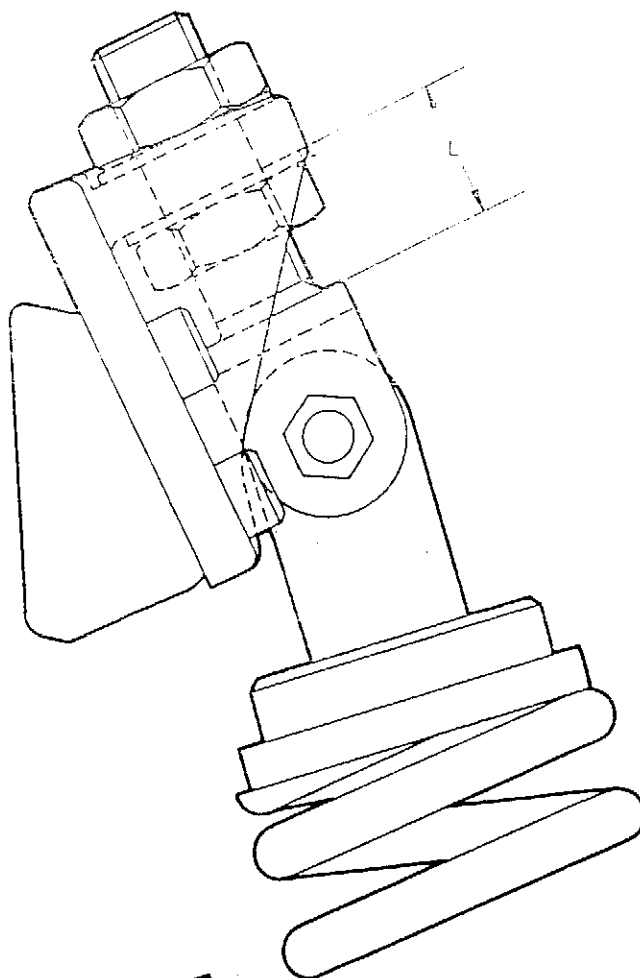
HEIGHT ADJUSTMENT

The table shows the height of the chassis.

	L	CHASSIS HEIGHT
STANDARD	32 mm (1.26 in)	STANDARD
UP	36 mm (1.42 in)	+ 8 mm (0.31 in)
DOWN	20 mm (0.79 in)	- 24 mm (- 0.94 in)

NOTE:

Never adjust the length "L" to more than 36 mm or less than 20 mm.



OIL CATCH TANK and HOSE SET

ASSEMBLY

Refer to figure 5.

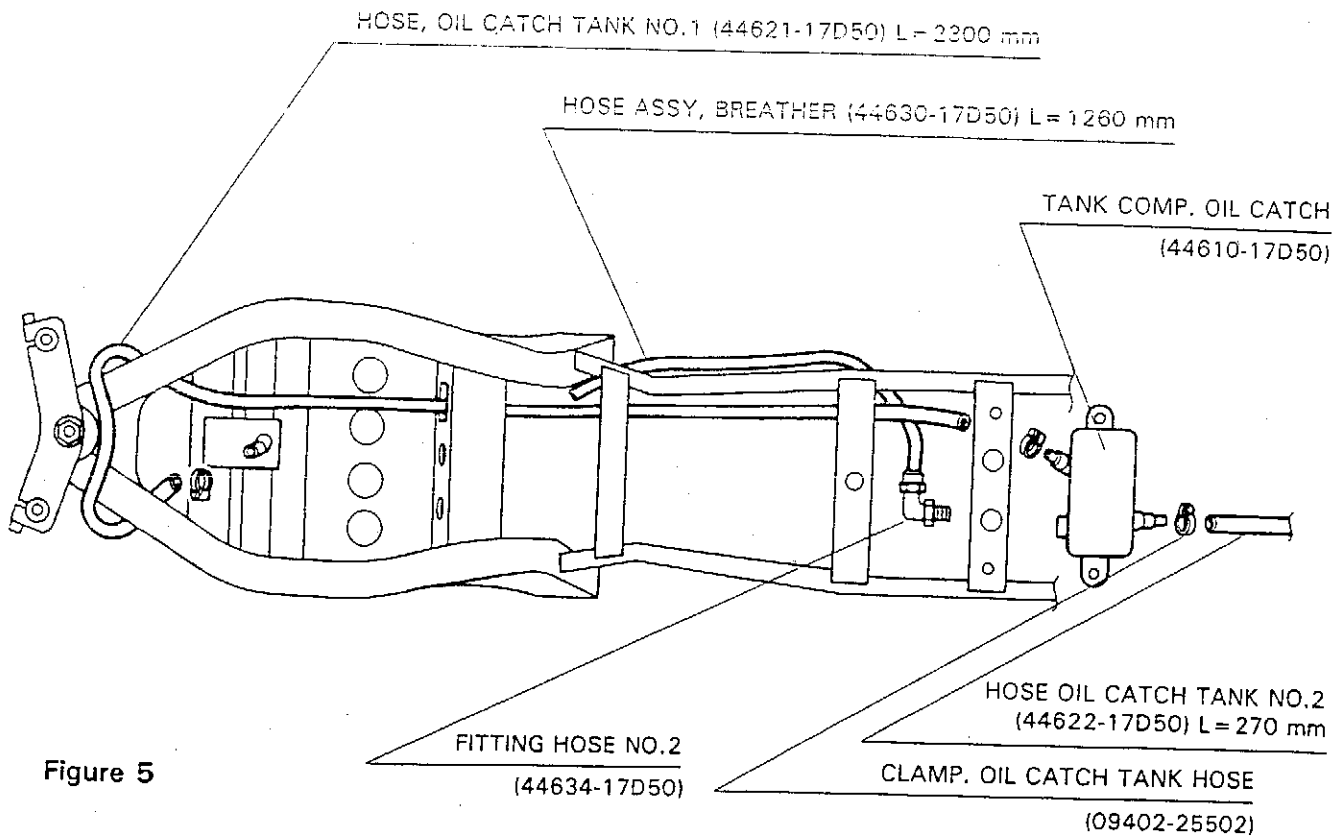


Figure 5

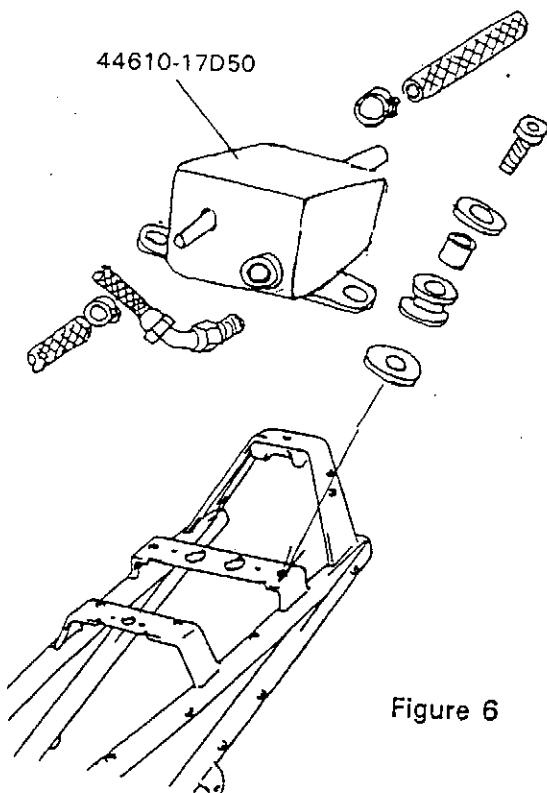


Figure 6

- For mounting location of the oil catch tank, refer to Figure 6.

- * When the hose fitting No.2 (44634-17D50) is not used, blind the opening ① of oil catch tank comp. (44610-17D50)

- Mounting the oil catch tank requires installation of the optional Frame cover. When installing the Frame cover, cut off the bracket (A) of both the right and left frame covers as shown in Figure 7.

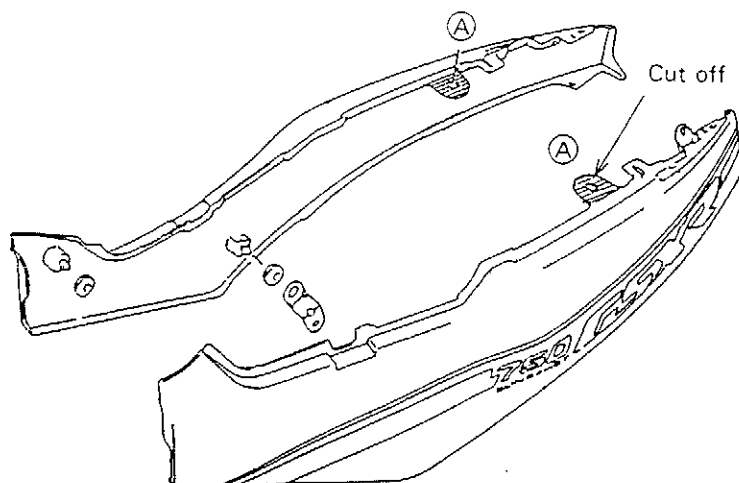


Figure 7

- If the hose, fitting No.2 (44634-17D50) is used, route the hose as shown in Figure 8. When servicing the engine assembly which is dismantled from the chasses, fit the oil pan plug (09246-05001) in place of the hose fitting (44634-17D50).

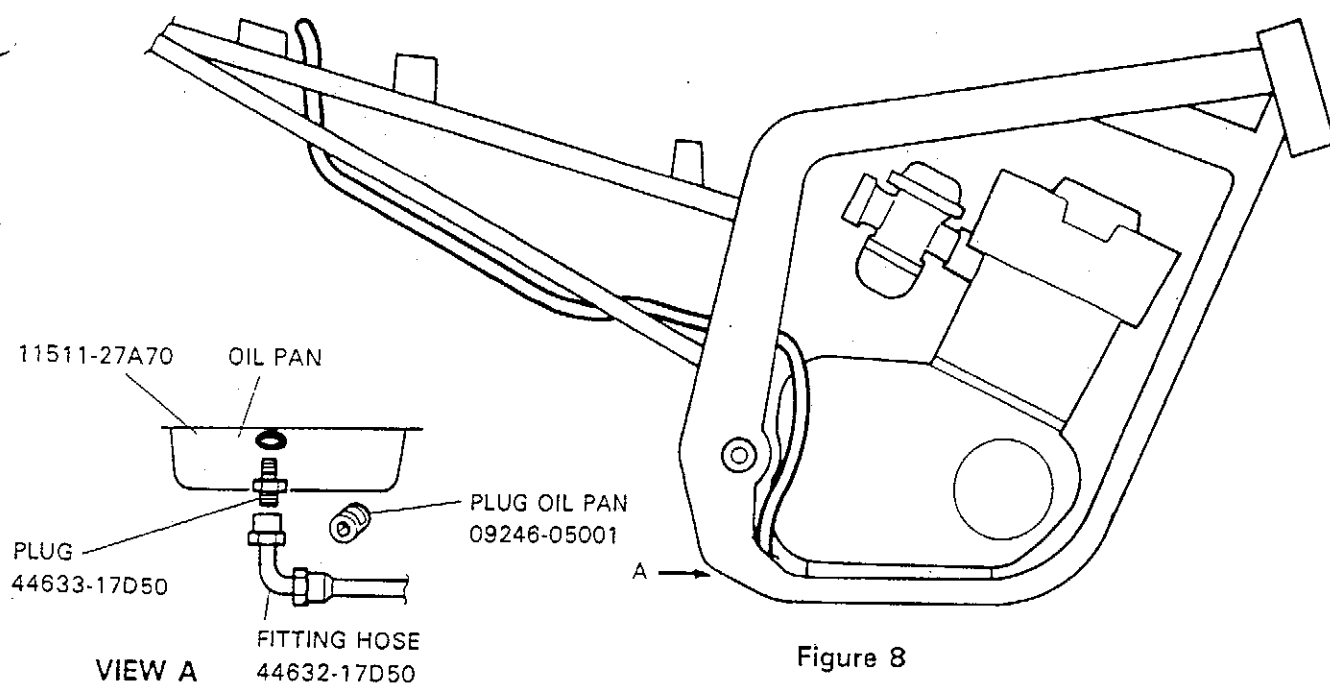
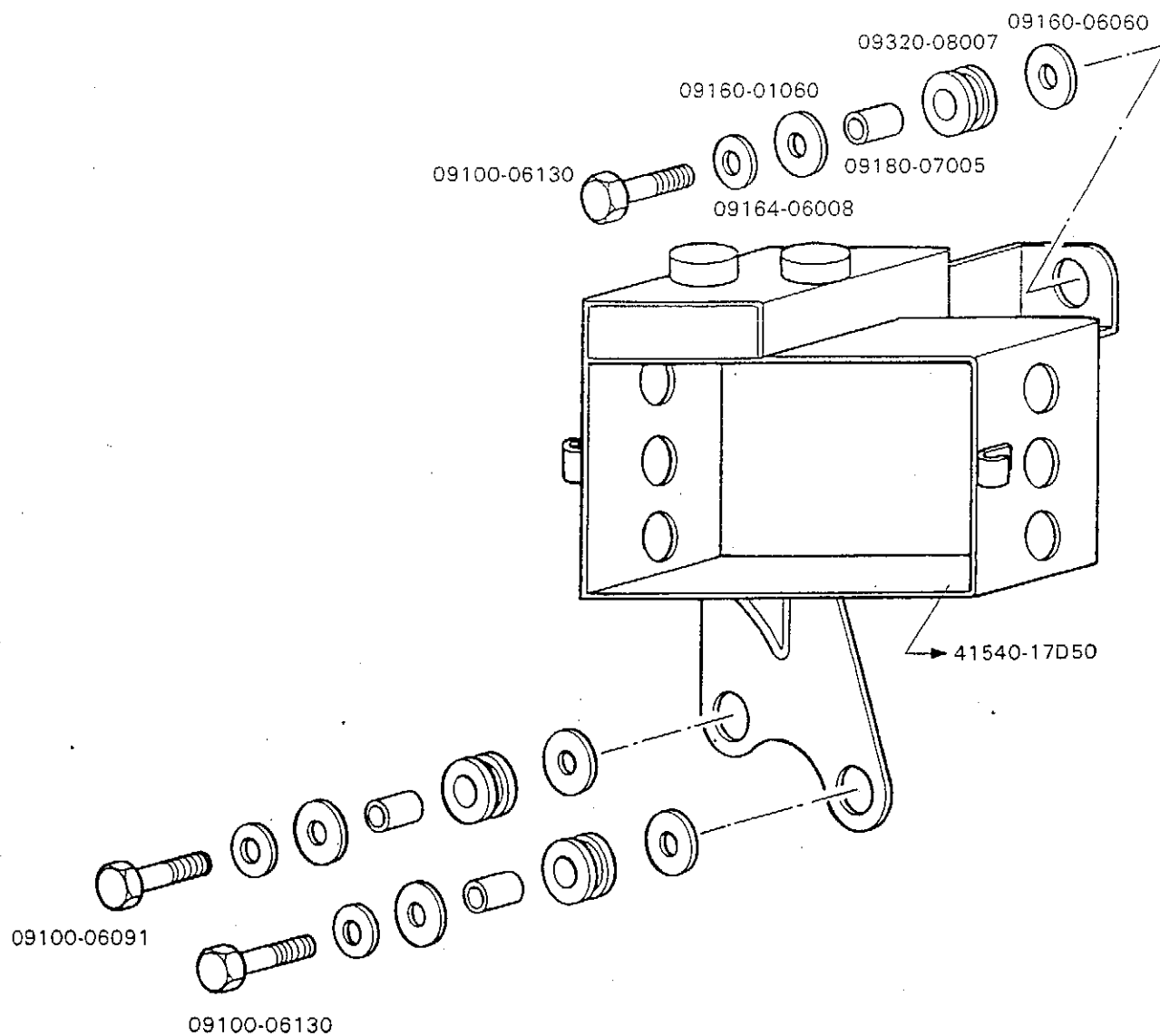


Figure 8

BATTERY HOLDER SET

- Remove the engine sprocket cover, and instead, install the battery holder using the bolts and other mounting hardware provided.

Line the back surface of battery holder with the cushion.

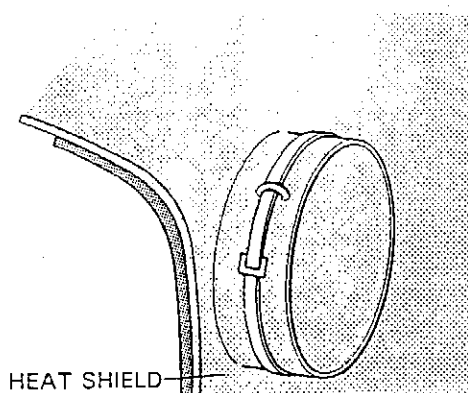
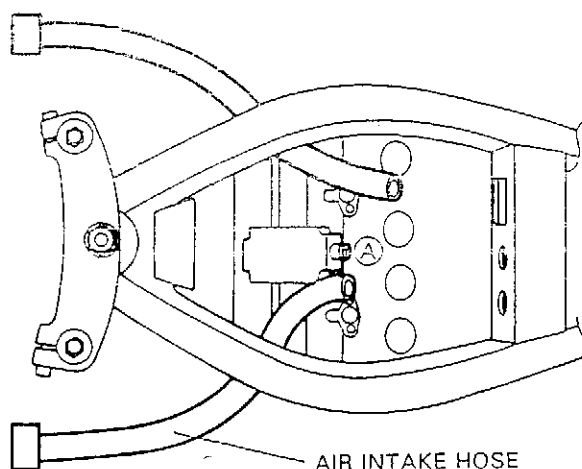


AIR INTAKE HOSE

- Install the air intake hoses, right and left, as shown in the illustration.

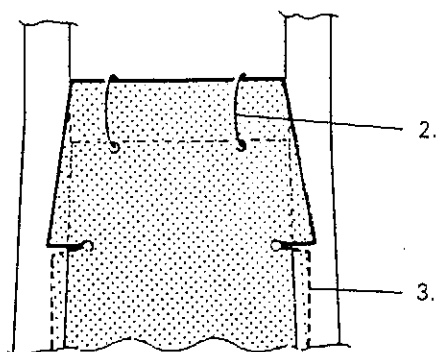
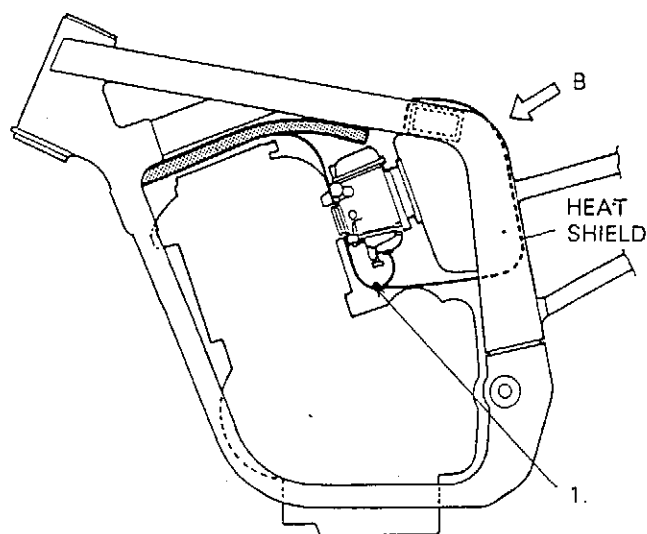
The right hose should be extended to the upper area of the carburetors and the left one through the heat shield.

Fix the left intake hose with its end protruding approximately 5 mm from the heat shield toward rear of the engine and attach a self-locking type nylon tie strap as shown in the illustration to prevent detachment.



VIEW A

HEAT SHIELD



VIEW B

ASSEMBLY

1. Fix the idle screw on the heat shield using a self-locking type nylon tie strap.
2. Fasten with self-locking type nylon tie strap.
3. Bend toward inside of the frame.

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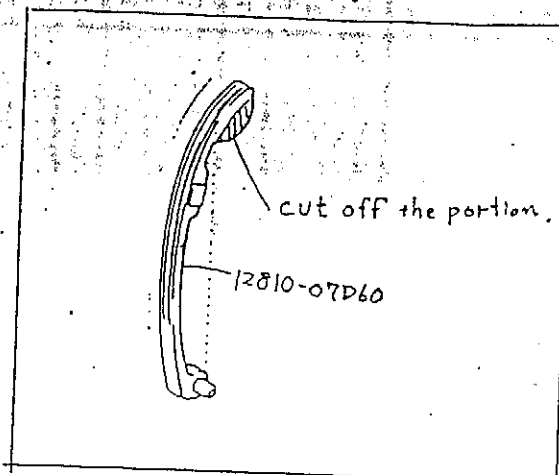
PARTS COMBINATION GUIDE BY MODIFICATION LEVEL.

MODIFICATION LEVEL		①	②	③
DESCRIPTION		CAM	CAM & CYLINDER HEAD	CAM, CYLINDER HEAD & CONNECTING ROD
CYLINDER HEAD		(GSXR750L STD) 11100-17D00	NOT AVAILABLE	NOT AVAILABLE
CYLINDER HEAD SET		NOT AVAILABLE	11000-17820	11000-17820
CONNECTING ROD		(GSXR750L STD) 12160-17D00	(GSXR750L STD) 12160-17D00	12160-17D60
SPROCKET, CAM SHAFT		(GSXR750L STD) 12741-27A00	(GSXR750L STD) 12741-27A00	12741-17D50
IDLER, CAM CHAIN		(GSXR750L STD) 12780-27A03	(GSXR750RK STD) 12780-07D00	(GSXR750L STD) 12780-27A03
CAM SHAFT	INTAKE	12711-17D50	07D70 12711- 17D50	12711-17D50
	EXHAUST	12721-17D50	07D70 12721- 17D50	12721-17D50

- For valve timing adjusting procedure, refer to GSX-R750 Service Manual and Supplementary Service Manual. For piston-cylinder head clearance, perform the inspection in the procedures instructed on page 8. If the clearance is not sufficient, secure it by adjusting the thickness of gasket.
- If any parts combination other than ①, ② and ③ above, is to be made, also use the kit cam shaft sprocket* (12741-27A50). To adjust the valve timing, follow the instructions on pages 9 through 12.
- When using connecting rod (12160-17D60), cut off the portion of tensioner cam chain (12810-07D60) according to the illustration.

* R750R

PART NAME	PART No
CYLINDER HEAD	11100-16R10
CONN ROD	12160-17D60
SPROCKET, CAM SHAFT	12741-27A50
IDLER COMP CAM CHAIN	12780-27A03
CAM SHAFT	IN 12711-17D50-X
	EX 12721-17D50-X



CARBURETOR SETTING

Set the carburetor in accordance with the conditions of the race course temperature, altitude (atmospheric pressure), etc. Various types of setting are possible by various combinations of parts.

ARBURETOR TYPE

MIKUNI BST 40SS FOUR
BORE SIZE: 40mm

TANDARD SETTING

Main jet	(M.J.)	# 132.5
Main air jet	(M.A.J.)	1.3 mm
Jet needle	(J.N.)	6DK1 #2
Needle jet	(N.J.)	# P-4
Pilot jet	(P.J.)	# 22.5
Pilot screw	(P.S.)	1 1/2 - 2 turn back
Pilot air jet	(P.A.J.)	1.4 mm
Float height		14.7 ± 1.0 mm
POWER JET (P.W.R.J.)		# 70 713

SETTING PARTS

M.J.	# 130 # 132.5 ✓ # 135	Leaner ↑ ↓ Richer
J.N.	1st 5th 6DK1 ✓	Leaner ↑ ↓ Richer
N.J.	# P-3 # P-4 ✓ # P-5	Leaner ↑ ↓ Richer
P.J.	# 20 ✓ # 22.5 # 25 ✓	Leaner ↑ ↓ Richer

WN

CYLINDER + PISTON + PISTON RING

Unit: mm

ITEM		STANDARD	LIMIT
Compression ratio		13.0 : 1	—
Piston to cylinder clearance		0.05—0.06	—
Cylinder bore	Standard	70.010 - 70.025	—
	Oversize	70.310 - 70.325	—
Piston diam.	Standard	69.955 - 69.970 Measure at 15 mm from the skirt end.	—
	Oversize	70.255 - 70.270 Measure at 15 mm from the skirt end.	—
Cylinder distortion		—	0.20
Piston ring free end gap	1st	Approx. 7.8	—
	2nd	Approx. 7.3	—
Piston ring end gap	1st	0.1—0.3	—
	2nd	0.1—0.3	—
Piston ring to groove clearance	1st	0.02—0.06	—
	2nd	0.02—0.06	—
Piston ring groove width	1st	0.81—0.83	—
	2nd	0.81—0.83	—
	Oil	1.51—1.53	—
Piston ring thickness	1st	0.77—0.79	—
	2nd	0.77—0.79	—
Piston pin bore		18.000 - 18.006	—
Piston pin O.D.		17.996 - 18.000	—

CONROD + CRANKSHAFT

Unit: mm

ITEM	STANDARD	LIMIT
Conrod small end I.D.	18.010 - 18.018	—
Conrod big end side clearance	0.10—0.20	0.30
Conrod big end width	20.95—21.00	—
Crank pin width	21.10—21.15	—
Conrod big end oil clearance	0.032—0.056	0.080
Crank pin O.D.	33.976 - 34.000	—
Crankshaft journal oil clearance	0.020—0.044	0.080
Crankshaft journal O.D.	31.976 - 32.000	—
Crankshaft thrust clearance	0.05—0.13	—
Crankshaft journal holder width	23.88—23.96	—
Crankshaft journal width	24.00—24.05	—
Crankshaft runout	—	0.05

OIL PUMP

ITEM	STANDARD	LIMIT
Oil pump reduction ratio	2.027 ($\frac{75}{43} \times \frac{43}{37}$)	—
Oil pressure (at 60°C, 140°F)	Above 3.0 kg/cm ² (43 psi) Below 6.0 kg/cm ² (85 psi) at 3 000 r/min.	—

CLUTCH

Unit: mm

ITEM	STANDARD		LIMIT
Drive plate thickness	Dry type	1.4—1.6	—
	Wet type	2.12—2.28	—
Driven plate thickness	Dry type	1.14—1.26	—
	Wet type	1.5—1.7	—
Driven plate distortion	Dry type and Wet type	—	0.1
Clutch spring free length	Dry type	40.5	—
	Wet type	40.1	—

TRANSMISSION + DRIVE CHAIN

Unit: mm (Except ratio)

ITEM		SPECIFICATION			
Primary reduction ratio		1.744 (75/43)			
Final reduction ratio		4 ⁵ / ₁₄ (3.214) — 4 ¹ / ₅ (2.733) — 38 ¹ / ₁₁ (2.375)			
Gear ratios	Low	D.T.S	2.384 (31/13)	OPTION	2.266 (34/15)
	2nd		1.882 (32/17)		1.941 (33/17)
	3rd		1.631 (31/19)		1.666 (35/21)
	4th		1.450 (29/20)		
	5th		1.291 (31/24)		1.315 (25/19)
	Top		1.200 (24/20)		1.227 (27/22)
Shift fork to groove clearance		No.1, No.2 & No.3		0.1—0.3	
Shift fork groove width		No.1 & No.3		4.8—4.9	
		No.2		5.0—5.1	
Shift fork thickness		No.1 & No.3		4.6—4.7	
		No.2		4.8—4.9	
Drive chain		Type	TAKASAGO : RK50 HFO , GY50X0Z : GY520MX0		

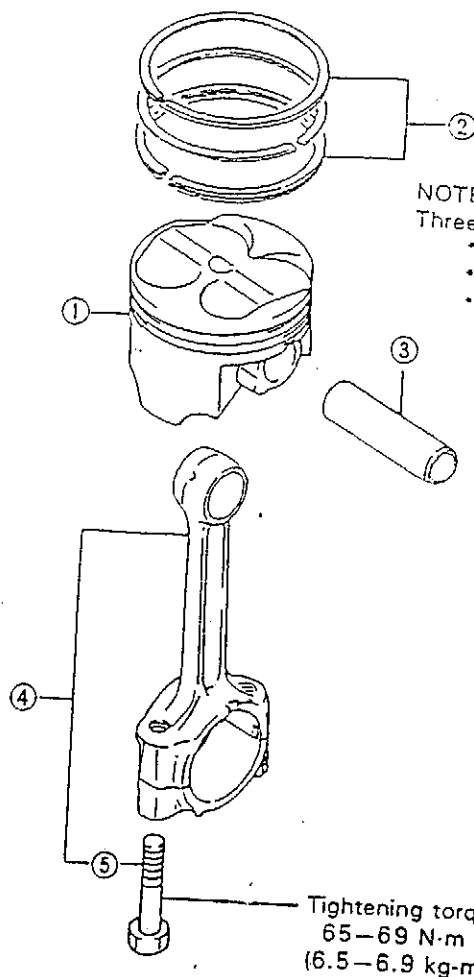
CARBURETOR

ITEM	SPECIFICATION	
Carburetor type	MIKUNI BST40 SS	
Bore size	40mm	
Float height	14.7 ± 1.0 mm	
Main jet (M.J.)	#130, #132.5, #135	
Main air jet (M.A.J.)	1.2 mm, 1.3 mm, 1.4 mm	
Jet needle (J.N.)	6 DK 1 — 1st through 5th	
Needle jet (N.J.)	#P-3, #P-4, #P-5	
Pilot jet (P.J.)	#20, #22.5, #25	
Pilot screw (P.S.)	1 1/2 — 2 turn back.	
Pilot air jet (P.A.J.)	1.3 mm, 1.4 mm, 1.5 mm	
POWER JET (P.W.J.)	#70	

SERVICING INFORMATION

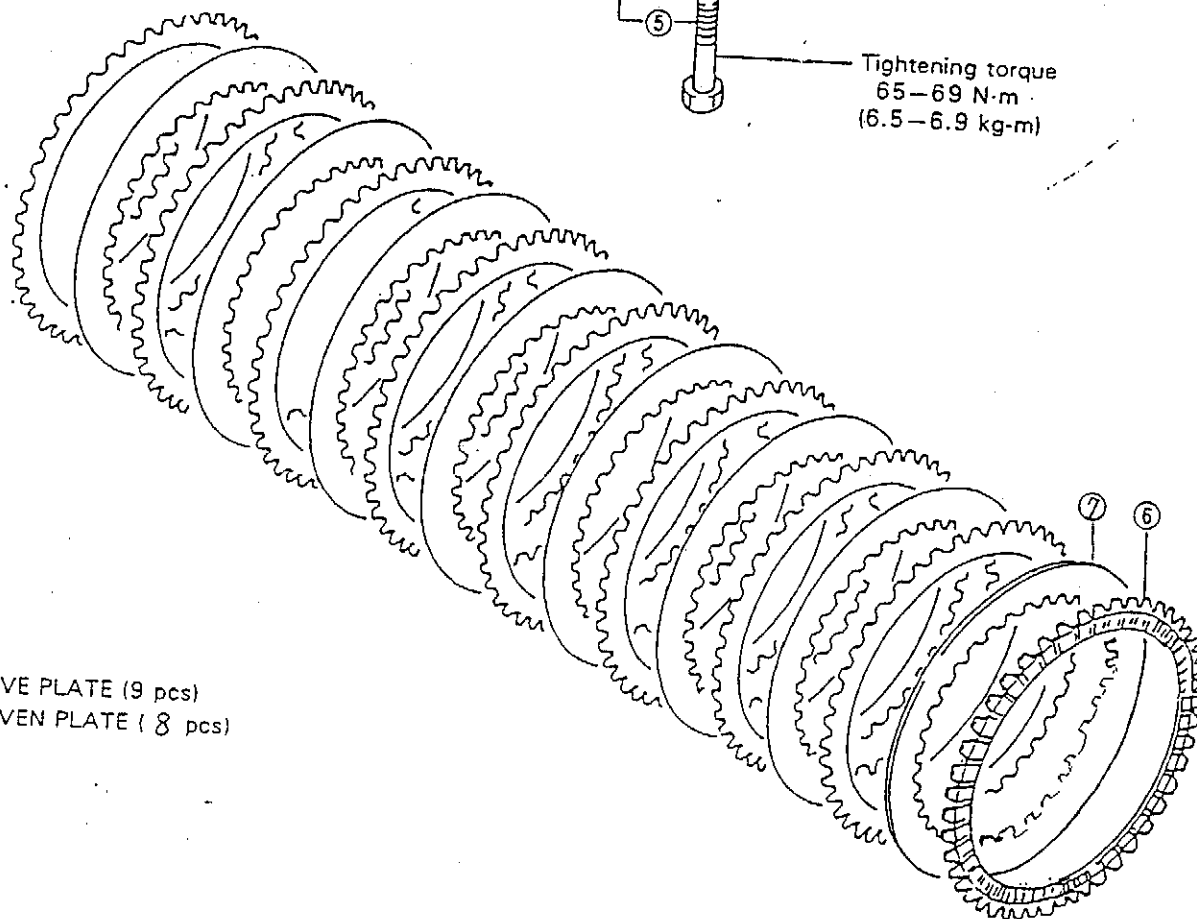
PISTON + PISTON RING SET PISTON PIN + CONROD

- ① PISTON
- ② PISTON RING SET
- ③ PISTON PIN
- ④ CONROD
- ⑤ CONROD BOLT

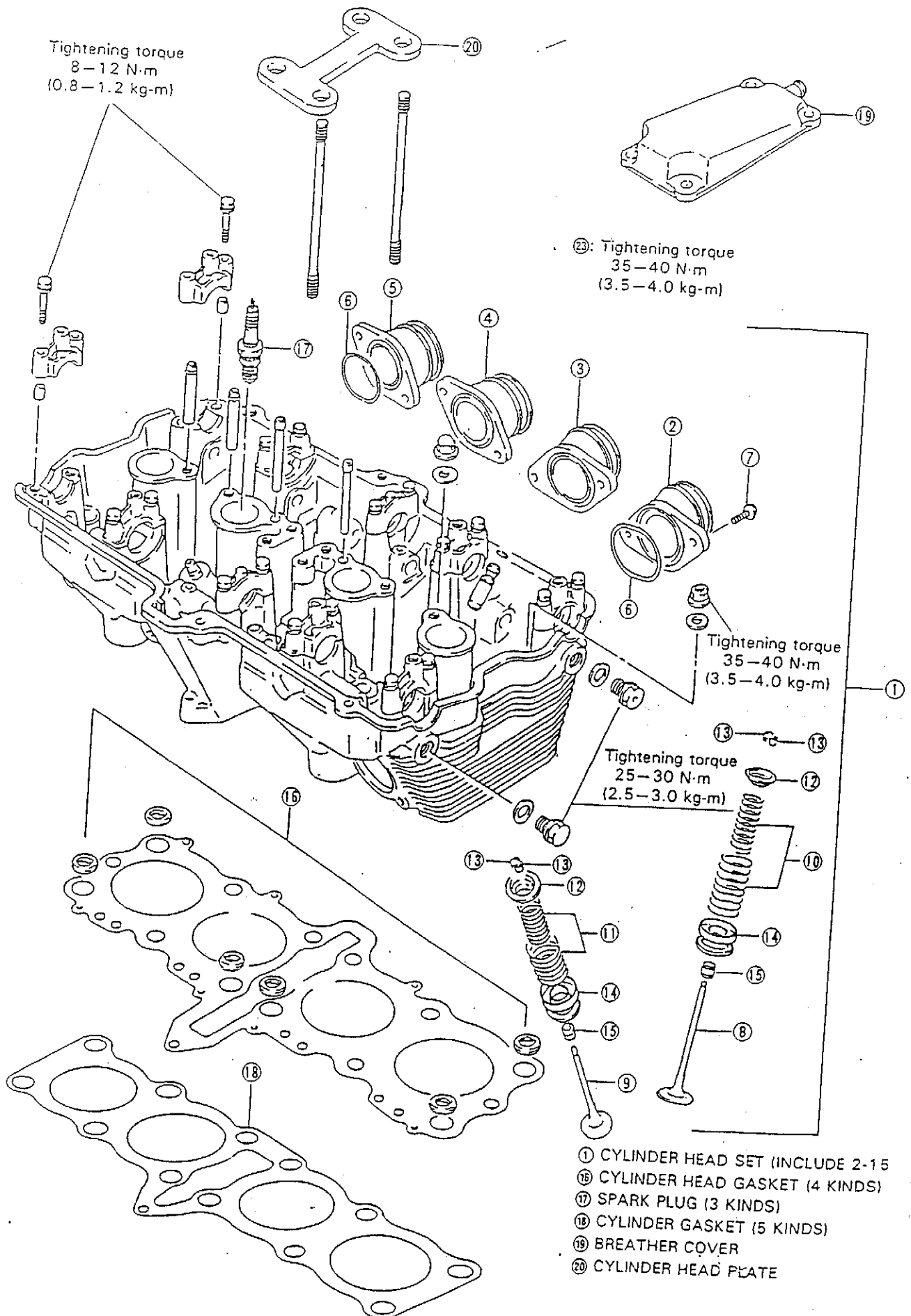


WET CLUTCH TYPE

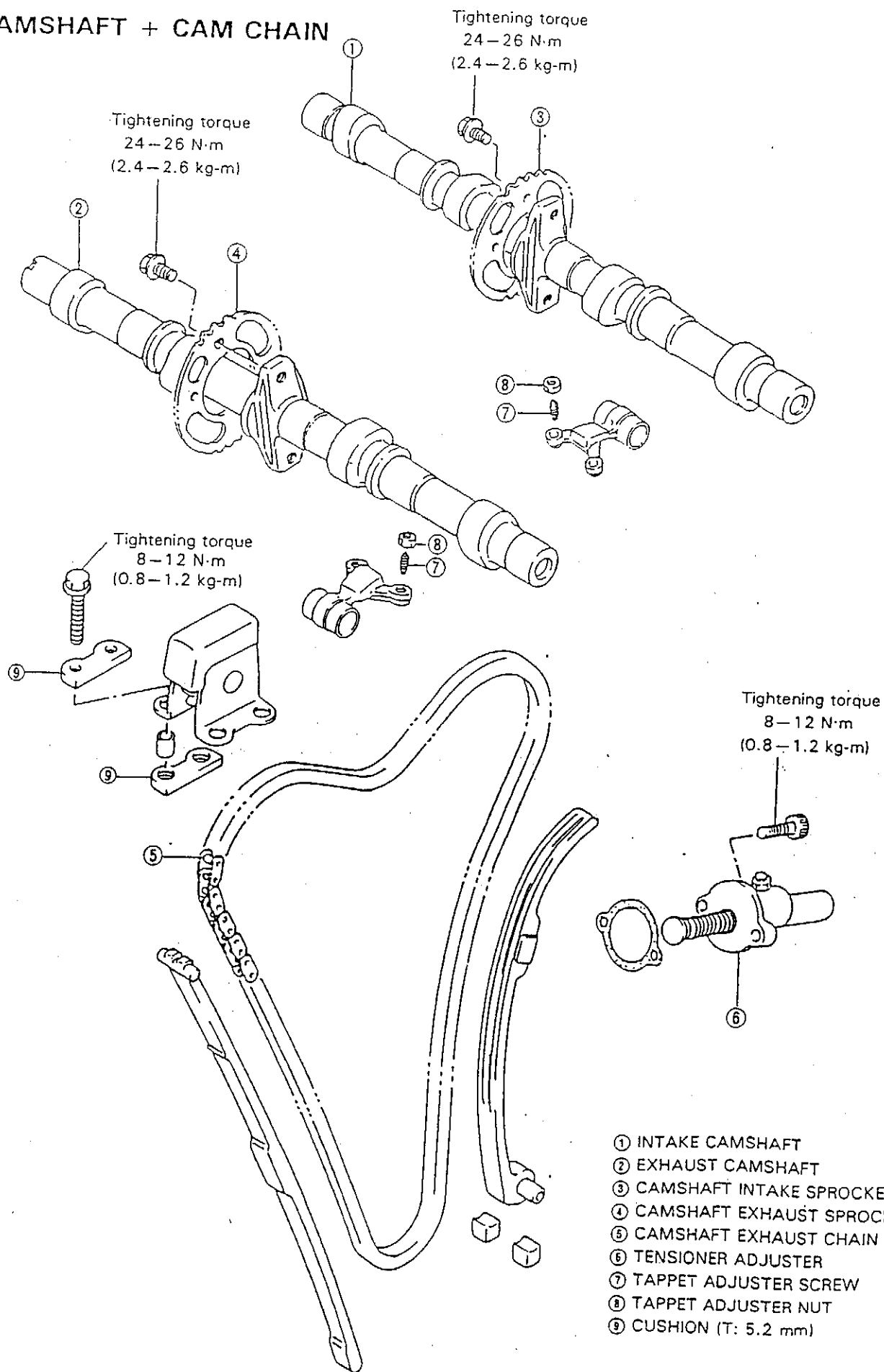
- ⑥ DRIVE PLATE (9 pcs)
- ⑦ DRIVEN PLATE (8 pcs)



CYLINDER HEAD

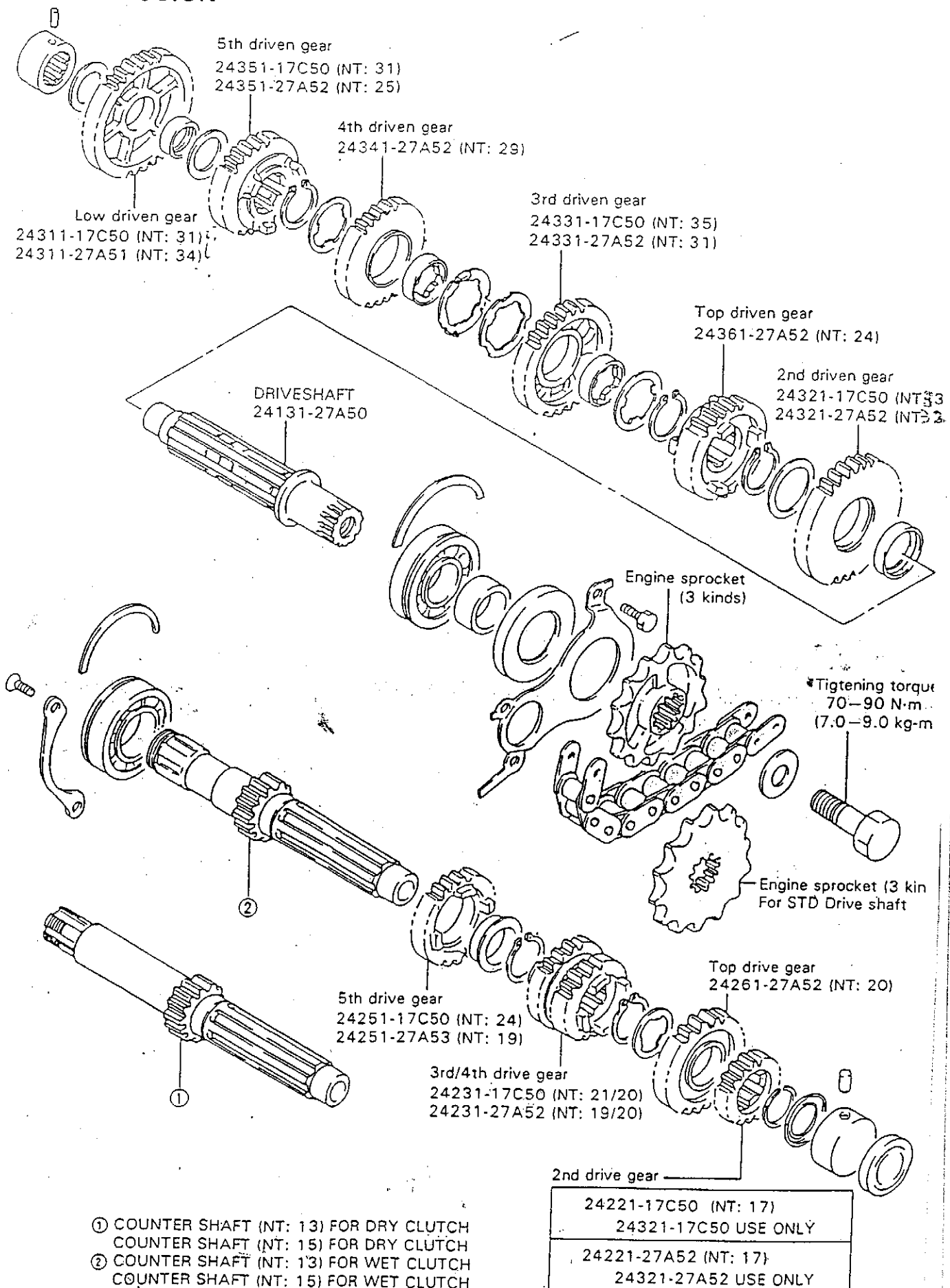


CAMSHAFT + CAM CHAIN

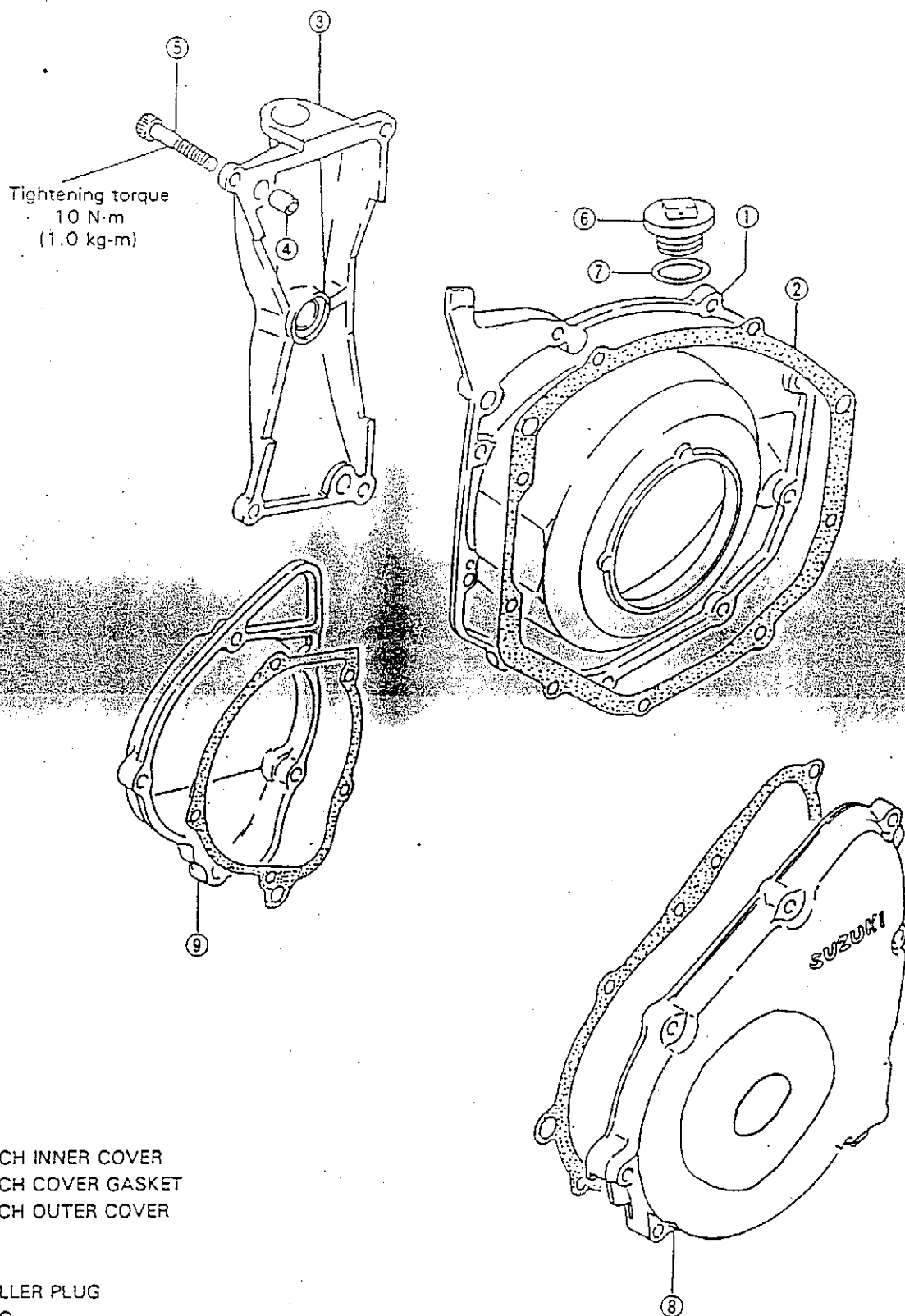


- ① INTAKE CAMSHAFT
- ② EXHAUST CAMSHAFT
- ③ CAMSHAFT INTAKE SPROCKET
- ④ CAMSHAFT EXHAUST SPROCKET
- ⑤ CAMSHAFT EXHAUST CHAIN
- ⑥ TENSIONER ADJUSTER
- ⑦ TAPPET ADJUSTER SCREW
- ⑧ TAPPET ADJUSTER NUT
- ⑨ CUSHION (T: 5.2 mm)

TRANSMISSION

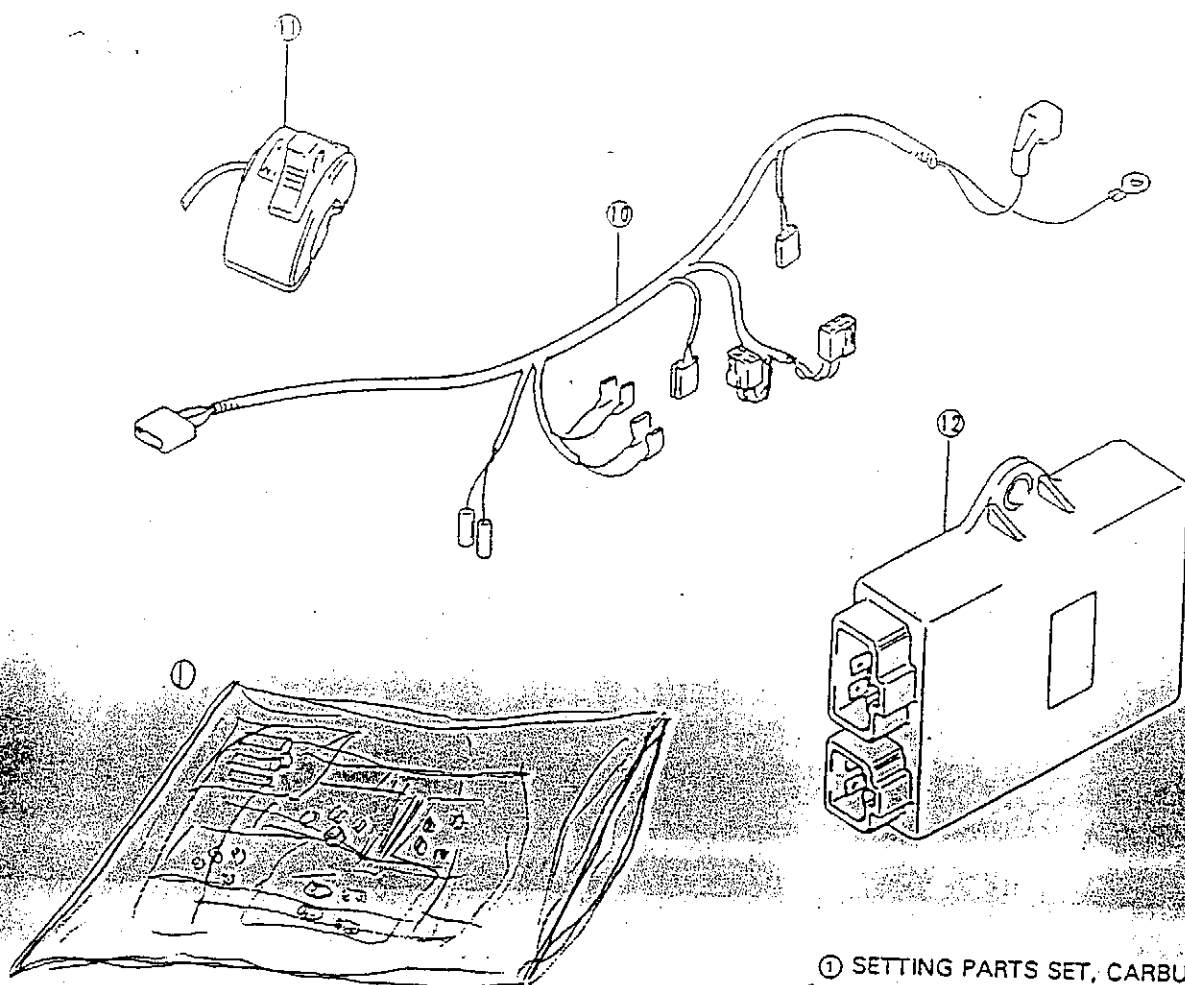


CRANKCASE COVER

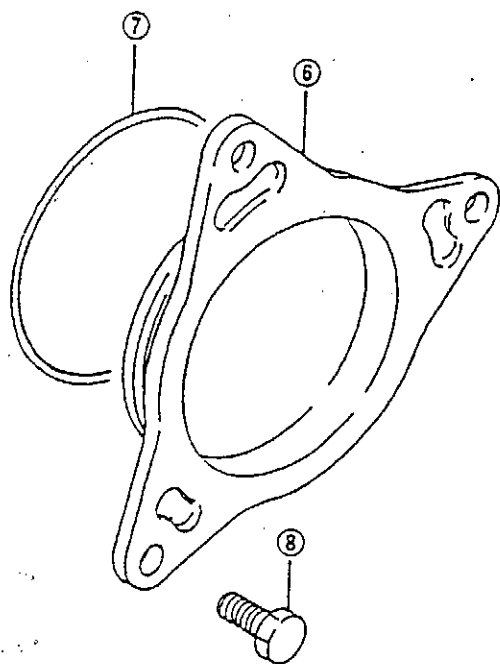


1 - 7 : Included in dry clutch set

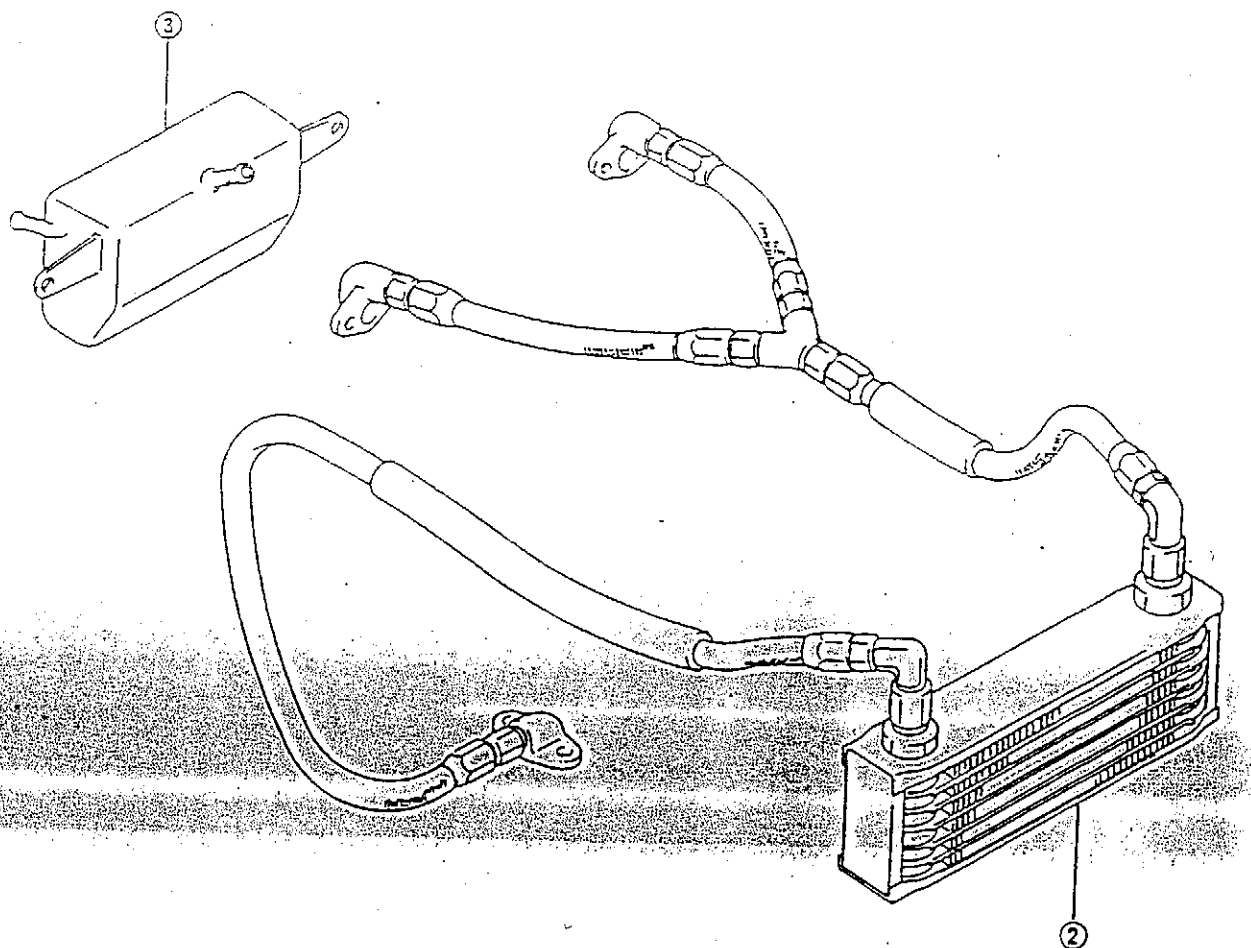
SETTING PARTS SET + IGNITER UNIT



- ① SETTING PARTS SET, CARBURETOR
 - MAIN JET(3 KINDS)
 - PILOT JET(3 KINDS)
 - NEEDLE JET(3 KINDS)
 - JET NEEDLE
- ② PLUG, GENERATOR HOLE
- ③ O-RING, GENERATOR HOLE PLUG
- ④ BOLT 8 × 16
- ⑤ PLUG, STARTER HOLE
- ⑥ HARNESS, WIRING
- ⑦ SWITCH ASSY, ENGINE STOP
- ⑧ IGNITER UNIT



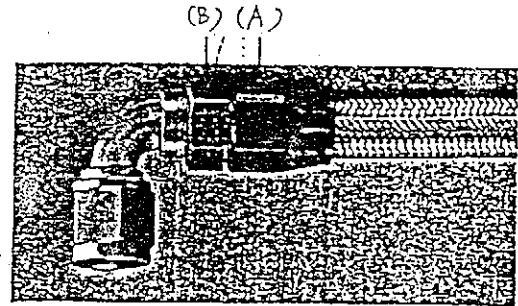
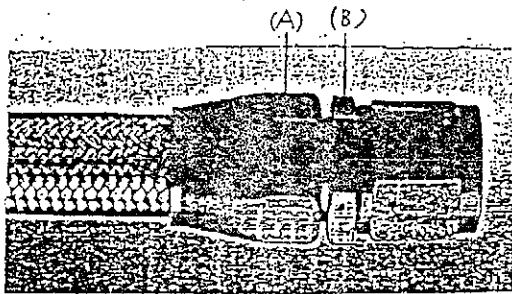
MUFFLER + OIL COOLER



- ① MUFFLER ASSY
- ② COOLER SET, OIL SUB
- ③ TANK, OIL CATCH

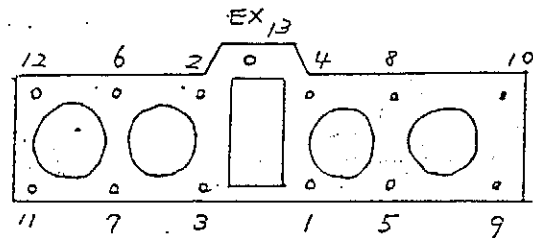
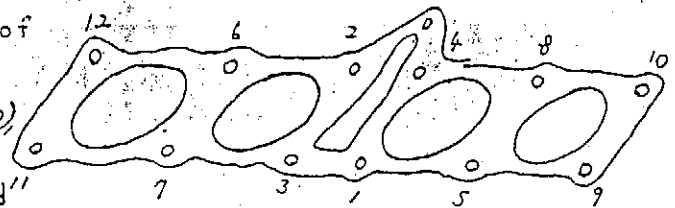
OIL COOLER HOSE

- Never attempt to disassemble or loosen the oil cooler hose fitting parts [to separate (A) from (B)]. If attempted, it can cause oil to spray.



CONNECTING ROD SET INSTALLATION PROCEDURE

- These numbers show the tightening order of cylinder head nuts.
- When using the cylinder gasket (11241-17D50), tighten all the cylinder head nuts to 40 N.m (4.0 Kg-m) in the designated tightening order and then repeat the same tightening cycle another two times (total of five tightening cycles). Apply sufficient engine oil to the cylinder head nut, washer and stud bolt. Replace the existing stud bolts with those included in the kit if the cylinder gasket (11241-17D50) is used.
- Follow the instructions below for length of stud bolts to be used.



R75DR	09108X70710-R1	2, 4, 6, 8	147mm
	09108X70710-R2	1, 3, 5, 7, 9, 10, 11, 12	154mm
	PART NUMBER	BOLT, CYLINDER STUD	STUD BOLT LENGTH
	11244-17D50	2, 4	184.5mm (7.3 inch)
	11243-17D50	1, 3, 6, 8, 12, 11, 9, 10	177.5mm (7.0 inch)
	11242-17D50	5, 7	170.5mm (6.7 inch)
	01421-06255	13	

NOTE:

* Connecting rod big end tightening method.

The big end bolt tightness is controlled by its applied tension as measured by its stretch in mm. The specified bolt stretch for designed tightness is 0.140~0.145mm, being the difference of length when compared with its original length under no tightening load.

Therefore, tighten the bolt little by little while measuring the overall length until the designed stretch specification is reached. As a reference data, the approximate corresponding tightening torque is 75 N.m (7.5 Kg-m) with sufficient oil applied to the threads and bolt head seating face on big end.

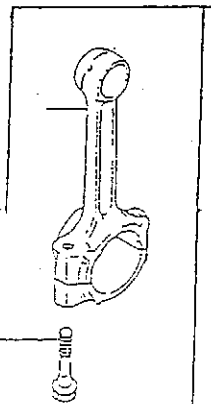


FIG. 7 (B-8) CLUTCH SET (DRY)

FIG. 7

REF. NO.	PART NO.	DESCRIPTION
1	21000-17810	CLUTCH SET (DRY)
2	09282-62001	.OIL SEAL, inner cover
3-1	21200-17C50	.GEAR ASSY, primary drive
3-2	21251-17C50	.SPACER, driven gear (Red)
4	21252-17C50	.SPACER, driven gear (Ye)
5	09263-35017	.BEARING
6	09280-25007	.O RING
7	09160-25062	.WASHER
8	21253-27A50	.BEARING, No. 2
9	09180-25086	.SPACER, outer
10	21221-17C50	.HOUSING, clutch
11	21243-27A50	.HOLDER, clutch housing
12	09103-06107	.BOLT
13	09164-06008	.LOCK WASHER
14	21255-27A51	.COLLAR, holder
15	09280-46003	.O RING
16	09283-35034	.OIL SEAL
17	21411-17C50	.HUB, clutch sleeve
18	21412-27A50	.THRUST WASHER, sleeve hub
19	09140-22005	.NUT
20	09167-22010	.LOCK WASHER
21	21441-27A50	.PLATE, clutch drive
22	21451-27A32	.PLATE, clutch driven
23	21462-27A51	.DISC, clutch pressure
24	21413-17C50	.BEARING, pressure disc
25	22511-15400	.SPRING, clutch
26	22522-15400	.SPACER, clutch spring
27	01107-06405	.BOLT
28	09164-06008	.LOCK WASHER
29	21481-17C50	.WASHER

GSX-R750J OPT

GSX-R750J OPT

