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/ RESTORATION WORK SUZUKI
GT750 SUZUKI GT750 KETTLE
HISTORY

Kawasaki GT750 - Fork Oil Change 1974 Suzuki GT750 Water Buffalo <u>THE 1975</u> Page 5/56

SUZUKI GT750 IS FINISHED! 1972 Suzuki GT 750 Kettle / Water Buffalo / Water Bottle / Water Bucket (#5) Suzuki GT750 Kettle bikes ride out Suzuki GT 750 Tribute Suzuki GT 750 exhaust sound and acceleration compilation Page 6/56

Suzuki GT750 1976 first run GT 750 suzuki gt750 two stroke b.m.r.racing Suzuki GT750 Historic racing with Suzuki GT 750 three cylinder two stroke sound Suzuki GT triple series ! suzuki qt 750 kettle expansion Page 7/56

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SUZUKI GT750 1971 Original -??? GT750 1971?? Vintage Motorcycle CollectionSuzuki GT750 Kettle - The Iconic 'Kettle' 2 Stroke Water Cooled - 4K HD Suzuki GT750 \"Water Buffalo\" Cafe Page 9/56

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North American Model - E3
(USA) Specifically Note:

Page 14/56

Canadian E28 models were much the same, but the 'J' was available in Candy Gold as per the E1 Export model.

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Haynes Workshop Manual For Page 15/56

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Suzuki GT380 GT550 GT750 GT
380 550 750 Technical
Page 17/56

Service Specifications Manual, Suzuki GT380 GT 380 Exploded View Parts List Diagram Schematics. Suzuki GT380 Sebring GT 380 Workshop Maintenance Service Repair Manual. Suzuki GT500 GT 500 Exploded View Parts Page 18/56

List Diagram Schematics.

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Suzuki Manuals - Old Japanese Bikes The Suzuki GT750 was a watercooled three-cylinder two-Page 21/56

stroke motorcycle made by Suzuki from 1971 to 1977. It. was the first Japanese motorcycle with a liquidcooled engine. The Society of Automotive Engineers of Japan (in Japanese), includes the 1971 Suzuki Page 22/56

GT750 as one of their 240 Landmarks of Japanese Automotive Technology.

Suzuki GT750 - Wikipedia Suzuki Gt Motorcycles For Sale: 1 Motorcycles - Find Suzuki Gt Motorcycles on Page 23/56

Cycle Trader. Suzuki Motorcycles. Suzuki is a Japanese manufacturer of both automobiles and motorcycles. Suzuki motorcycles are known to be among the most reliable in the industry. The company Page 24/56

started its cycle history by producing motorized bicycles in 1952.

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SUZUKI GT380 GT550 GT750 GT Page 26/56

CARBURETOR MOTORCYCLE SERVICE ... 1972 Suzuki Gt 750, Currently selling over 75 suzuki two strokes(1963-1977 .qt750,qt550,qt500,titan,t20 ,qt380,qt250,qt185,t6,Hercul es, re5, 1975honda Page 27/56

supersport, benly, bennelli 250 electronica and much much more.some are projects and some are turn key, some are 100% and just need to be brought back to life.some have titles, previous registrations and ... Page 28/56

Suzuki Gt 750 Motorcycles for sale -SmartCycleGuide.com Post Sale Update: After 17 bids on eBay, this Suzuki Water Buffalo sold for \$3,995.. The Suzuki GT750, Page 29/56

also known as the Water Buffalo, was the bike that put Suzuki on the map in the United States, Introduced as competition to the big bikes of the day, like the Honda CB750 and the Triumph Bonneville, this bike was Page 30/56

basically a T500 with an extra cylinder and liquid cooling crafted on.

Unrestored Survivor - 1972 Suzuki Water Buffalo GT750

Suzuki GT750 Le Mans. Years
Page 31/56

```
produced: 1972-1977 Total
production: 71,000 (est.,
1972-77) Claimed power: 70hp
@ 6,500rpm (1976) Top speed:
108mph (est.) Engine type:
Two-stroke, liquid-cooled,
in-line three-cylinder
Weight (dry): 507lbs (1976)
          Page 32/56
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Price then: \$2,195 (1976) Price now: \$1,000-\$5,000 MPG: 27-40 "For every action, there is an equal and opposite reaction."

Suzuki GT750 Le Mans -Classic Japanese Motorcycles Page 33/56

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Farmingdale, New York 11735
on Motorcycles on
Page 39/56

Autotrader.

Whether it be an entry level GT380, or a ground-breaking water-cooled GT750, this step-by-step full restoration guide covers it, from dismantling, sourcing

Page 41/56

parts, spraying and decals, to polishing, safe set-up and general maintenance. Even riding safely and storage are covered, making this a must-have guide for all Suzuki Triple enthusiasts.

Page 42/56

Aside from the odd fourstroke built in their formative years, it wasn't until 1976 that Suzuki manufactured such machines Page 43/56

in significant numbers. Until then, it was twostrokes all the way. These models, many of which were the basis of successful racers, carried names like Titan, Cobra, Sebring, LeMans, Kettle, and Water Page 44/56

Buffalo along with their codes. The author examines these models and others, providing the reader with: -- Extensive specification tables high lighting the variations in seemingly similar models --Page 45/56

Information to help the reader match model and marketing codes, essential when ordering parts or servicing a machine -- A model chart that matches full codes to their exact year, shows the ears in Page 46/56

which models were built, and explains the relationship between similar codes Also included is the RE5 with its rotary engine and unique styling, and Suzuki's minute but complex road racers, which carried as many as 14 Page 47/56

speeds in their gearboxes. Illustrated throughout with black-and-white photographs of the models and their variants.

Everything you need to know to restore or customize your classic Japanese motorcycle. Whether you want to Page 49/56

correctly restore a classic Japanese motorcycle or create a modified, custom build, you need the right information about how to perform the mechanical and cosmetic tasks required to get an old, frequently Page 50/56

neglected, and often longunridden machine back in working order. How to Rebuild and Restore Classic Japanese Motorcycles is your thorough, hands-on manual, covering all the mechanical subsystems that make up a Page 51/56

motorcycle. From finding a bike to planning your project to dealing with each mechanical system, How to Rebuild and Restore Classic Japanese Motorcycles includes everything you need to know to get your classic Page 52/56

back on the road. Japanese motorcycles have been the best-selling bikes in the world since the mid-1960s, driven by the "big four": Honda, Yamaha, Suzuki, and Kawasaki. Of course certain bikes have always had a Page 53/56

following - Honda CB750, 305 Hawk, CB400-4, Benly; Suzuki GT750, Katana, GS1000S; Yamaha XS650, RD400 Daytona, TZ; Kawaski H1, H2, Z1R and these have now become the blue-chip Japanese bikes leading collectors to seek Page 54/56

out more common (and now more affordable) alternatives. This is the perfect book for anyone interested in classic Japanese motorcycles, as well as prepping a bike to build a cafe racer, street Page 55/56

tracker, or other custom build.

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