



**2.0** Magazines will feature others' restoration stories, technical articles, and the venues and dates for upcoming auto jumbles, classic bike shows, and race meetings.

tech help posts are very good, and the advice will save time and money while your restoring your bike. There are forums and clubs for almost every motorcycle, and, for more common motorcycles, you'll often have the choice of several clubs or forums to better suit your needs.

Some forums and clubs even have parts re-manufactured (those no longer available from the manufacturer). If there's enough demand, someone will find a way to make the part required.

### MAGAZINES

Magazines should not be overlooked. At the time of writing there were at least eight classic bike monthly magazines on sale in the UK, most of which are also sold internationally. They all have a classified advert section at the back, along with lists of classic bike dealers with parts for sale. This remains a good source of parts, and buying specialist magazines also puts you in touch with such experts as engine rebuilders, chrome platers, sprayers, powder coating companies, etc.

### THE AUTO JUMBLE

The auto jumble or swap meet is my favourite way of sourcing parts.

sale up close, and you can haggle with the seller, and you can take the part home with you that day. Often, the seller will be able to advise you on other items that you may need, or other parts that they may have at home that are also for sale.

There'll be whole bikes for sale, too. Some might look like they have just been dragged out of a the local river, but others will be immaculate. Many dealers focus on a particular manufacturer or model, while others will have a mix and match approach to their stalls. Lots of stallholders are traders who sell parts and bikes for a living, whereas others have smaller stalls and may be just selling off parts that they have accumulated over the years. Either way, in my opinion, this is the most enjoyable way to source parts.

I arrange to meet up with my friends, I look out for what they're looking for, and they look out for what I'm looking for. Refreshments are



**2.1** A typical stall at an auto jumble will be full of interesting parts for sale.

Imagine, a market full of stalls selling bikes, parts, and accessories just for classics, with 1000s of other enthusiasts rummaging through boxes looking for the last little item to finish their project.

Although this can be more time-consuming, you can see the parts on

always available, and you can have a good day out enjoying our hobby. At the end of the day I load up the car with all the goodies I've bought, feeling satisfied that I've some extra parts to go toward finishing my latest project. I'm not always lucky finding the items I need, but it's always an enjoyable day.

# Chapter 5

# The engine

This chapter covers the step-by-step dismantling, repair and rebuild of a GT750 engine. This particular engine was unknown to the author prior to writing, so you'll discover along with me the good, the bad, and the ugly. If faults are found (and they norusuallymally are) we'll find out why they occurred and what can be done to rectify them; in a way that will prevent them from recurring. Faults found on this engine are also possible on any Suzuki triple engine, and the stripdown and rebuild processes are very similar.

Rebuilding the engine should be carried out in conjunction with a workshop manual specific to the model. Measurements, adjustments and torque settings will, therefore be correct. Differences between the three models will be highlighted in the text.

Although some tasks may need to be carried out by the motorcycle engineer due to the precision machining required, many are within the capabilities of the enthusiastic amateur. You can save a lot of money if you rebuild the engine yourself, or at least carry out some repairs. The feeling you get when you first start an engine that you've rebuilt and set-up is great. Better still, if you've gone to the trouble



**5.0 A Suzuki GT750 water-cooled 2-stroke triple. Originally introduced in 1971, this is recognized as a milestone in motorcycle history, and is the first water-cooled motorcycle produced in Japan to have basically the same engine fitted to the smaller capacity models (the GT550 and GT380); the smaller engines being air-cooled with the aid of Suzuki's Ram Air system.**

of carrying out your own rebuild and something goes wrong at a later date, you'll have the know-how to be able to solve the problem much more quickly.

## **ENGINE UNIT**

### **What you'll need**

There are certain parts on all engines

that it's advisable to change during a restoration project. Some are service parts; others are mechanical.

1. A gasket set. Always buy a full engine gasket set, even if you don't always strip the whole engine. The spare gaskets and seals will come



## HOW TO RESTORE SUZUKI 2-STROKE TRIPLES



7.23 Loosen the clamps on the carburettor rubber 'manifolds' and pull the carburettors free. Check for splits or perishing. If the rubbers are damaged they will need to be renewed.

Once you've carried out the initial clean, you can dismantle the carburettors and clean them thoroughly individually.



7.24 A set of slide carburettors from a GT550. This set was seized and proved difficult to dismantle.



7.25 Degrease the carburettors, then use plenty of carburettor cleaner to remove as much tar as possible. This will help to free the slides. The yellowing of the slide in the centre carburettor is tar.

7.26 The rubber covers were completely perished on these carburettors.

## CLOCKS & SWITCHES



10.17 The switchgear rebuilt, repainted, and looking like new.



10.18 These GT550 Suzuki clocks are suffering from exposure to the Colorado sun. The Perspex has turned yellow and cloudy, making it difficult to see the dial faces properly.



10.19 Turn over the clocks ...

and cheaply if you're carrying out a general cosmetic overhaul. I'm not going into the workings of the internal mechanisms of your speedometer or tachometer because, if either of these do not work, it is much easier to find a replacement than to repair.

Generally speaking, the clocks and gauges still work okay even after long periods of inactivity, and it's only the dial faces, the paintwork (or plastic), and perhaps the glass that will need attention.

If the dial face has faded you can either live with it or attempt to change it. This will depend on how bad the fading is and how good you would like the overall finish to be.

Dial faces are available for most motorcycles. Fitting these means fully stripping the clocks. They weren't designed to be taken apart, though, and the internal parts were glued on to the plastic housings.

If you do need to dismantle the clock the procedure is set out below.

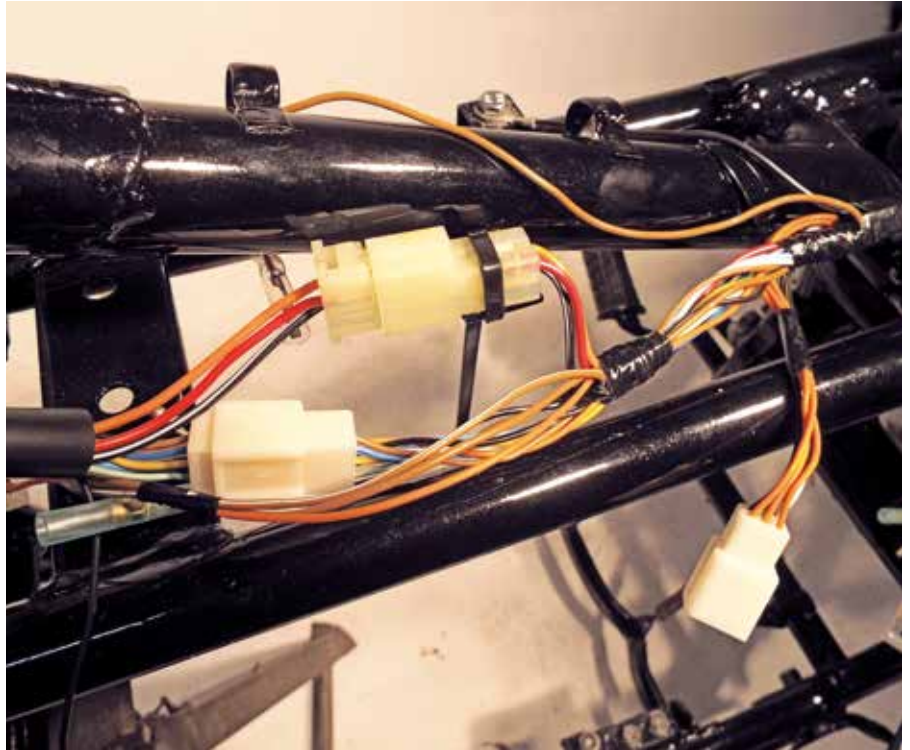


10.20 ... and unscrew the four 10mm nuts to remove the chrome covers.

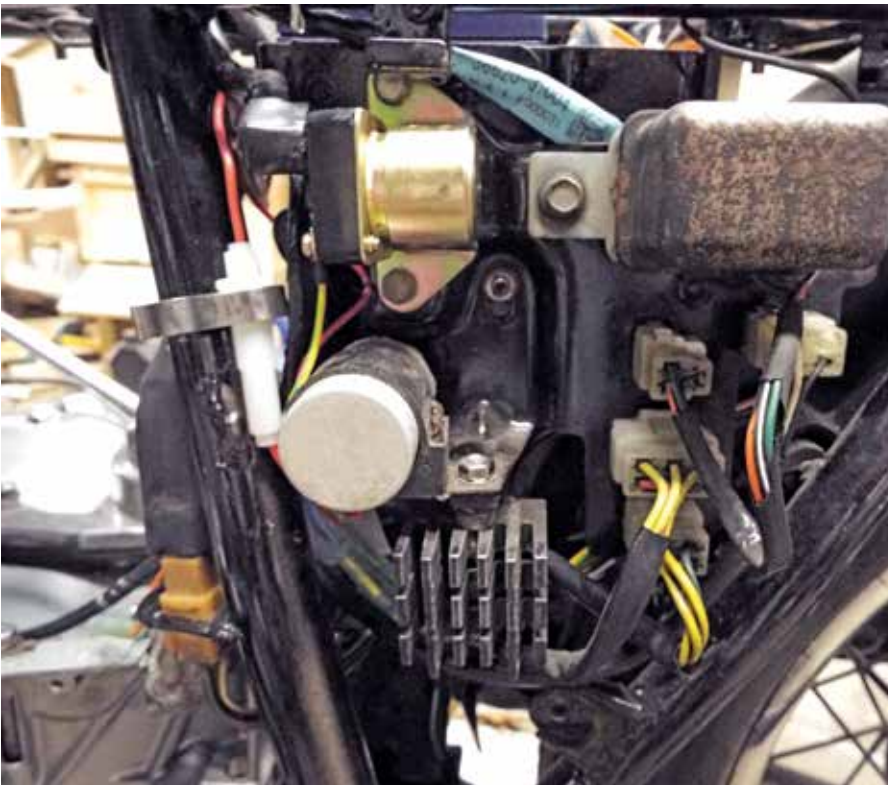




13.15 Some fuel tanks bolt down at the back. On this model an elastic strap is used for quick release.



13.17 When fitting the electrical component panel make sure that it earths properly to the frame, especially on a newly coated frame. If the frame doesn't earth well, it's likely there'll be electrical problems later.



13.16 Fit the wiring loom along the whole length of the frame. If you don't have the original ties, use cable ties and snip off the ends to make them look neater.

### REBUILDING THE FRONT END



13.18 Put plenty of grease on the bearing carriers when fitting the headstock ball bearings, and make sure the bearings are cleaned and greased before putting them in place. The grease lubricates the bearings, and prevents them falling out while you're inserting the fork stem.