

## FOREWORD

The SUZUKI DR750S was designed to offer superior performance through lightweight design, four stroke-power, engine counter-balancers, Suzuki Advanced Cooling System (SACS) and full-floating suspension.

This service manual has been produced primarily for experienced mechanics whose job is to inspect, adjust, repair and service Suzuki Motorcycles. Apprentice mechanics and do-it-yourself mechanics, will also find this manual an extremely useful repair guide. This manual contains 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 Service Department

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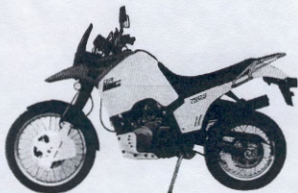
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# GENERAL INFORMATION

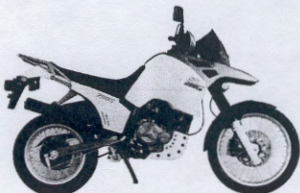
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## VIEW OF SUZUKI DR750SJ ('88-MODEL)



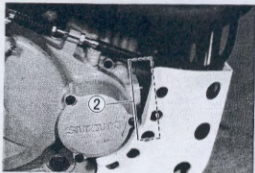
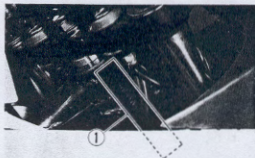
LEFT SIDE



RIGHT SIDE

### SERIAL NUMBER LOCATIONS

The frame serial number or V.I.N. (Vehicle Identification Number) ① is stamped on the steering head pipe. The engine serial number ② is located on the crankcase. These numbers are required especially for registering the machine and ordering spare parts.



## FUEL AND OIL RECOMMENDATIONS

### FUEL

(For Canadian model)

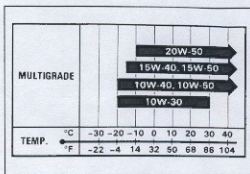
Use only unleaded or low-lead type gasoline of at least 85 – 95 pump octane ( $\frac{R+M}{2}$ ) method or 89 octane or higher rated by the Research Method.

(For the Other models)

Gasoline used should be graded 85 – 95 octane (Research Method) or higher. An unleaded or low-lead type gasoline is recommended.

## ENGINE OIL

Be sure that the engine oil you use comes under API classification of SE or SF and that its viscosity rating is SAE 10W-40. If SAE 10W-40 motor oil is not available, select the oil viscosity according to the chart at right.



## FRONT FORK OIL

Use fork oil # 10. (99000-99044-10G)

## BRAKE FLUID

Specification and classification: SAE J1703, DOT3 or DOT4

### WARNING:

- \* 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.

## BREAK-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 its early life. The general rules are as follows:

1. Keep to this break-in throttle position.

Up to 1 600 km (1 000 miles): Below 4/5 throttle

2. After the engine has been operated for 1 600 km (1 000 miles) the motorcycle can be subjected to full throttle operation for short periods of time.