HAYNES SERVICE & REPAIR MANUAL

SUZUKI

GSX600F, GSX750F & GSX750 '98 to '02

"Haynes Manuals just cannot be beaten"
Motor Cycle News

- Performance data
- Model history
- Wiring diagrams
- Tools and workshop tips

IN FULL COLOUR

Brake fluid levels

Warning: Brake hydraulic fluid can harm your eyes and damage painted surfaces, so use extreme caution when handling and pouring it and cover surrounding surfaces with rag. Do not use fluid that has been standing open for some time, as it is hygroscopic (absorbs moisture from the air) which can cause a dangerous loss of braking effectiveness.

Before you start:

✔ The front master cylinder reservoir is on the right-hand handlebar. The rear master cylinder reservoir is located on the right-hand side of the frame, just below the seat.
✔ Make sure you have the correct hydraulic fluid. DOT 4 is recommended.
✔ Wrap a rag around the reservoir being worked on to ensure that any spillage does not come into contact with painted surfaces.
✔ Support the motorcycle upright using an auxiliary stand so that the reservoir being worked on is level – you may have to turn the handlebars to achieve this when working on the front reservoir.

Bike care:

● The fluid in the front and rear brake master cylinder reservoirs will drop slightly as the brake pads wear down (refer to Chapter 1 to check the amount of wear in the pads if required).
● If either fluid reservoir requires repeated topping-up there could be a leak somewhere in the hydraulic system, which must be investigated immediately.
● Check for signs of hydraulic fluid leakage from the hoses and brake components – if found, rectify immediately (see Chapter 6).
● Check the operation of both brakes before taking the machine on the road; if there is evidence of air in the system (a spongy feel to lever or pedal), the system must be bled (see Chapter 6).

1 The front brake fluid level, visible through the window in the reservoir body, must be above the LOWER level line (arrowed).

2 If the level is below the LOWER line, undo the two reservoir cover screws and remove the cover, diaphragm plate and diaphragm.

3 Top up with new DOT 4 fluid until the level is up to the ridge along the inside of the front wall of the reservoir (arrowed). Do not overfill.

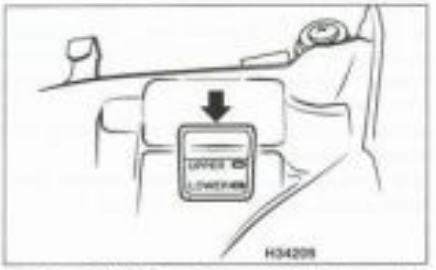
4 Ensure that the diaphragm is correctly seated before installing the plate and cover. Secure the cover with the two screws.

5 On GSX600/750F models, the rear brake fluid level can be viewed via the aperture in the seat panel. The fluid must lie between the UPPER and LOWER level lines (arrowed).

6 If the level is below the LOWER level line, remove the fairing right-hand side panel (see Chapter 7), then unscrew the reservoir cap (arrowed) and remove the diaphragm plate and diaphragm.

7 Top up with new DOT 4 fluid until the level is up to the UPPER level line. Do not overfill.

8 Ensure that the diaphragm is correctly seated before installing the plate and cap.



9 On GSX750 models, remove the seat to view the rear brake fluid level, which must be between the UPPER and LOWER level lines. To access the reservoir cover for topping up, remove the document tray.

16.13a Fit the cover using a new gasket . . .

16.13b . . . and do not forget the sealing washer with the top bolt

17.5a Detach the vacuum hose from its union . . .

on the bolts, and make sure the sealing washer is installed with the top bolt **(see illustrations)**.

17 Carburettors – synchronisation

Warning: Petrol (gasoline) is extremely flammable, so take extra precautions when you work on any part of the fuel system. Don't smoke or allow open flames or bare light bulbs near the work area, and don't work in a garage where a natural gas-type appliance is present. If you spill any fuel on your skin, rinse it off immediately with soap and water. When you perform any kind of work on the fuel system, wear safety glasses and have a fire extinguisher suitable for a Class B type fire (flammable liquids) on hand.

Warning: Take great care not to burn your hand on the hot engine unit when accessing the gauge take-off points on the intake ducts. Do not allow exhaust gases to build up in the work area; either perform the check outside or use an exhaust gas extraction system.

1 Carburettor synchronisation is simply the process of adjusting the carburettors so they pass the same amount of fuel/air mixture to each cylinder. This is achieved by measuring the vacuum produced in each intake duct. Carburettors that are out of synchronisation will result in increased fuel consumption, increased engine temperature, less than ideal throttle response and higher vibration levels.

2 To properly synchronise the carburettors, you will need a set of vacuum gauges or calibrated tubes to indicate engine vacuum. The equipment used should be suitable for a four cylinder engine and come complete with the necessary hoses to fit the take-off points. **Note:** *Because of the nature of the synchronisation procedure and the need for special instruments, most owners leave the task to a Suzuki dealer.*

3 Start the engine and let it run until it reaches normal operating temperature, then set the idle speed to 1750 rpm (see Section 6) and switch off the engine.

4 Remove the fuel tank (see Chapter 3).

5 Detach the fuel tap vacuum hose from the take-off point on either the No. 1 or 4 cylinder carburettor (according to model) **(see illustration)**. Remove the blanking caps from the take-off points on the remaining carburettors **(see illustration)**.

6 Connect the gauge hoses to the vacuum take-off points **(see illustrations)**. Make sure they are a good fit because any air leaks will result in false readings.

7 Arrange a temporary fuel supply, either by using a small temporary tank (see ***Tool Tip***) or by using an extra long fuel hose to the now remote fuel tank. Alternatively, position the tank on a suitable base on the motorcycle, taking care not to scratch any paintwork, and making sure that the tank is safely and securely supported. If using the motorcycle's fuel tank, turn the fuel tap to the PRI position.

8 Start the engine. If using vacuum gauges fitted with damping adjustment, set this so that the needle flutter is just eliminated but so that they can still respond to small changes in pressure.

9 The vacuum readings for the cylinders should be the same, or at least within the maximum difference specified at the beginning

17.5b . . . and remove the blanking caps from the other unions on the carburettors

17.6 Connect the gauge hoses to the unions

An auxiliary fuel tank can be made using an empty gear oil container (or any container of a suitable material that has a nozzle cap to which a hose can be attached). Simply fill it with fuel, attach one end of a suitable hose to the cap nozzle and the other to the fuel hose on the bike, then invert the container and hang or support it so that it is safe.

Alternatively obtain a two-stroke motorcycle oil tank from a breaker and attach a hose between the outlet union on its base and the fuel hose.

1998-2002 Suzuki GSX600F,GSX750F&GSX750 Motocycle Service Repair Workshop Manual

Instant download 1998-2002 Suzuki GSX600F,GSX750F&GSX750 Motocycle Service Repair Workshop Manual.�� This manual content all service, repair, maintenance, troubleshooting procedures for Suzuki Motorcycle Machine.
All major topics are covered step-by-step instruction, diagrams, illustration, wiring schematic, and specifications to repair and troubleshoot. With this factory service repair manual on hand can easily help you with any repairs that you may need for your Suzuki Motorcycle Machine.
Machine model :
GSX600F,GSX750F&GSX750
Manual Covers:
*Living With Your Suzuki
*-Intrduction
*-Daily(pre-ride)checks
*Maintenance
*-Routine maintenance and servicing
*Repairs And Overhaul
*-Engine,tranmissison and associated
*-Chassis components
*-Elctrical System
*-Wiring diagrams
*Reference
*Index
AND MORE���SPECIFICATION:
Pages:288
Format: PDF
Language: English
Compatible: Win/MacAll pages are printable, so run off what you need & take it with you into the garage or workshop.
Save money $$ by doing your own repairs! It make it easy for any skill level with these very easy to follow, step-by-step instructions!
Instant download means no shipping cost or waiting for a CD to arrive in the mail���you will receive this manual today via instant download on completion of payment via our secure payment processor. We accept all major credit/debit cards/paypal.
Instant download! Thank you for visiting!