

# 1975 Suzuki GT750M



Production started with frame number GT750-52823 and engine number GT750-57533. The Model code was 316.

1975 was a seminal year and Suzuki finally succumbed to market forces. As the US markets interest in 2 strokes began to wane, the Europeans interests became more of an influence and so Suzuki made more of an effort to address the issues of both performance and handling, than it had done on the previous model.

With the introduction of the 'M' model, Suzuki addressed the ground clearance issue by scraping the ETCS and re-designing the exhaust system and centre stand to allow greater angles of lean to be achieved. In order to increase power, Etsuo increased the compression ratio from 6.7 to 6.9:1 and revised the porting. The BS40 type carburettors remained, but certain subtle changes were made to spec. The net result was an extra 3 BHP at 6500 RPM and although with the removal of ETCS, there was a small trade off of low-end torque; the peak torque figure was strengthened and the additional power and altered gearing placed the top speed closer to a very competitive 120 mph. Cosmetically, it retained all of the revisions introduced on the L.