

# 1973 Suzuki GT750K

## SUZUKI GT750

-K-

Elektrischer Anlasser  
Starter électrique

Wassergekühlt  
Ref. refroidissement liquide

3 Zyl., 3-Cyl.  
4 Auspuffröhr  
4 Pots d'échappement

Verstellbare Federbeine  
Amortisseurs réglables

Armaturenbrett  
Instruments de bord

**Technische Daten:**

Motor	2-Takt, 3-Zyl., wassergekühlt
Hubraum	738 ccm
Bohrung/Hub	70 x 64 mm
Leistung	67 PS / 5.500 U/min
Schmierung	Suzuki CCI
Preis	3.25-19/4.00-18
Leergewicht	214 kg

**Données techniques:**

Moteur	2-temps, 3-cyl., refroid. à eau
Cylindrée	738 ccm
Alésage/Course	70 x 64 mm
Puissance	67 CV / 5.500 t/min
Grillage	Suzuki CCI
Preis à vide	3.25-19/4.00-18
Poids à vide	214 kg

**SUZUKI MOTOR CO., LTD.**  
300 Takatsuka, Hamamatsu, Japan

Vorwenden Sie SUZUKI CCI-Öl  
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Generaltvertretung:  
Agence générale:

**FRANKONIA AG**  
8048 Zürich

Printed in Japan

The starting frame number was GT750-31253, and the starting engine number was GT750-31357. The model code again was 310.

From a distance the 1972 and 1973 model years are very similar and share a family look in major points which differentiate them from later models. The majority of revisions for the 1973 GT750K were mainly cosmetic, featuring new and somewhat bolder paint schemes, with broad sweeping coloured tank stripes and some additional chrome work, most notable being the radiator end covers. The plastic chain guard was to be replaced with a chrome item, later in the K's production run. The K retained the large, vented side panels, black exhaust cone tips, 32mm Mikuni slide type carburetors, crossover pipes between the exhaust headers, smooth sided cylinder barrels, twin bulb tail lights and crash bars. In an attempt to address criticisms directed at the inadequacies of the brakes, the most significant change introduced on the K, was the twin 295mm front discs and large, single piston callipers. In typical 70's fashion however, whilst these worked quite well in the dry, they were near useless in the wet! The electric radiator cooling fan was retained however, this later became an 'optional extra', as in most circumstances it proved to be relatively redundant. Performance figures remained unchanged from the J.