

1974 Suzuki GT750L



The GT750L starting frame number is GT750-40247, and the starting engine number is GT750-43041. The model code was 312.

Etsuo Yokouchi, (who also designed the T250 and T500 as well as the RG500); had visited Europe in the autumn of 1973 to hear what the dealers had to say about his creation. Most would tell him that the big GT did not really appeal to the more sports orientated European tastes. Buyers, he was told; wanted more power and better handling. Suzuki conceded and on his return home, Etsuo set about making revisions that would broaden the bikes appeal. Thus, in the August of 1974, Suzuki unveiled the GT750L. Cosmetically, the bike looked a lot cleaner and a good many features appeared that would continue through to the end of the range; gone were the short-lived chromed radiator sides, to be replaced with the ubiquitous silver vented radiator grill. The L had slimmer side panels that were now badged to just read "GT750"; the "Liquid Cooled" badges now adorned the sides of the cylinder barrels, and the air cleaner housing now had chrome plated sides. Additional chrome appeared in the form of the headlamp shell and 'ears'. The forks lost their gaiters and gained chromed seal caps. In another motorcycling first, the instruments gained a digital gear position indicator. In terms of the engine, a number of minor mechanical alterations were made, though nothing that would enhance the performance to any noticeable degree. About the most significant 'mechanical' change was to the fuel system, in the form of CV type carburettors, increased in size to 40mm. These had a much-simplified cable operating system and were easier to maintain. The air cleaner was now of polyurethane type instead of paper. The exhausts were also re-styled; the reverse cones were gone but the ECTS was retained.