Suzuki gt 380 parts

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Brake Lever Suzuki GT Condenser Suzuki GT Fork Seals Suzuki GT Universal Glas-Pak Insert Tire Valve Stem Tire Valve Stem Caps Tire Fill Valve Rivet Link Clip Link Cam Chain Rivet Link Heated Grips Classic Coke Bottle Grips Grips Amal Barrel Style Grips The names Honda, Yamaha, Kawasaki, Suzuki and any other trade names or symbols belonging to each respective corporation are stated for reference purposes only. The products on this site are after market not OEM replacement parts and accessories only. We have no relationship to the listed companies. First seen in , the Suzuki GT showed much promise, on paper at least. If the other Japanese manufacturers had stood still during the 70s then the GT would have made perfect sense. As machines from the era go, the GT, or Sebring as it is known in the states, is a delight albeit a tad heavy. The air-cooled triple is not at all slow, but never quite as rapid in a straight fistfight with some of the middleweight twins. Touring, rather than street racing, became the natural category for all of the Suzuki triples as they bristled with mod cons and niceties, making them bulky and overweight. There was much advanced thinking behind the design however, the most useful of all being the gear indicator, introduced in 74, situated right in the middle of the instrument cluster. Unusually the exhaust system bucked the modern two-stroke thinking of one tuned exhaust per cylinder, the middle pot vented to the outside world by means of split exhaust arrangement that saw the header Bifurcate, or split into two, before exiting out of each side of the machine. The mildly tuned cc engine is a complex design too, the lubrication system feeding the bottom and top ends of the power plant individually. A notable feature if the triples is the Ram Air cylinder head, reckoned to aid cooling however this was short lived and was not seen on later Suzuki two strokes despite them being more powerful and supposedly in need of extra cooling assistance. The GT saw some minor improvements every year of its production; this was never enough to bring it to the forefront of the capacity class. Suzuki effectively ended the run of its two-stroke models by launching its highly popular GS series. In the GT was considered as an old-fashioned bike from the early 70s while its rivals were not. There was nothing wrong with the bike, the engine was nice and its power band was nearly as wide as the rev range, the clutch was easily controlled and the shifts were quick and precise. The sixth gear was a cruising gear, good for long flat stretches and when the rider needed more power in hands the fifth worked well with not much extra fuel consumption. It was stable and steered well. The problem was that the GT looked and performed like a touring machine. The GT was discontinued in although models could still be found in dealers as late as The actual engine displacement as introduced in the was cc and stayed this way until the end of production. However, for the Italian market only, the GT received a displacement increase to cc starting with the model. This enabled Suzuki to get around an Italian government import ban on bikes less than cc and less than kg. Suzuki simply increased the bore of the GT to 55 mm, thus making the engine capacity now cc. Suzuki also made sure that the data plate riveted to the frame showed a weight of kg. The J model suffered from several anomalies not least the front drum brake that proved to be barely adequate, and was replaced with a disc brake the following year. The fuel tank cap had a lock in it, an unusual feature at the time, as was the rubber lip seals for the spark plugs, keeping moisture from shorting out the system. The cylinders of the GT were cast as three separate units and each piston was fitted with a not-removable cast-in iron liner while the cylinder head was cast in one piece. A heavily revised model was released in April The GTK had a mm brake disc at the front, mounted on the right side of the wheel with the caliper in front of the fork leg. It was a vast improvement compared to the drum brake, but only if the weather was dry. Some changes were made to the frame and exhaust system to provide more ground clearance and reduce vibration. The GTL had different carbs than all the other models. The carburettors were changed to constant velocity type along with a change to the air filter box, which meant that the lost one horsepower. A cooling fan was available as an option for the American market. Final drive sprockets were changed to raise the gearing and a gear indicator was fitted to the instruments. The Ram Air cover has a smoother shape and lost its fins. Headlight brackets and shell were now chromed as was the chain guard and air box. The earlier gunmetal alloy finish of the engine

became natural lacquered alloy. The dummy air scoops were removed from the side panels. The GTM model saw the carburettors revert back to the previous slide type. Otherwise the model remained virtually unchanged, except for a new color scheme. The GT was still selling well but the number of units built had dropped to less than 10, units a year, compared to the 30, units in Only cosmetic changes were made to the GTB. The models between and looked similar with just the black side covers making it easy to identify the last model. October 6, Reviews , Suzuki. Suzuki GT Road Test 3. GT Model history Suzuki year code: J start frame number: GT The J model suffered from several anomalies not least the front drum brake that proved to be barely adequate, and was replaced with a disc brake the following year. Suzuki Classic Bikes. Top 5 classic motorcycles of all time. Related Posts. 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