

Suzuki GSX 750 SE /SF/SG. (S3/S4) 1984/85/86

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After the launch of the Katana series designed by Target Design/Suzuki on the public in 1981, Suzuki followed the styling cues through the whole GS range from 1983. To complement this they also released a model for their domestic market. Named "New Katana"

Almost a concept model (following in the idea of the Target design). It featured Katana type aerodynamic body styling, with indicators faired in and a retractable headlamp, 16" front wheel and updated adjustable oil Anti dive as per GP bikes of the day. (PDF). Also fully floater monoshock suspension, with remote reservoir, and manual 3 way front fork adjustments. Brakes twin opposed calliper all round. (As per GSX 550 ES)

The colour scheme also unusual of pearlescent white, Gold frame /Brakes and Black ES engine with Gold cam cover, points cover and alternator cover. A black panel on the front with the logo KATANA in reverse in red. In a nod to the original the seat stayed Grey/Blue. This was designed to make a statement.

The production model differed only in a minor way from the prototype shown at the Tokyo Show in 1983. Only the Front end updated as previously mentioned. (Shown with ANDF as per 750 S 1/ 2)

The first point to raise isIs it a Katana? And if so why no Sword emblem.

The sword was not added, as it wasn't designed by the Target Design outfit but in house Suzuki, using inspirations from the ED2.

As for is it...? Hans Muth (The man behind the Original) was heard to say in answer to the Question, at a lecture in Berlin. "What would you have done different?" " Nothing!"

Praise indeed and acceptance by many.

It is believed that the SE came in to the UK as a result of a mix up because the UK biking public had now warmed to the original Kat but Suzuki had ceased production of the 1100, so the 750 was agreed to instead! As the E in the title suggests these were 1984 models.



Heron Suzuki GB imported limited numbers into the UK; in fact no complete record is available as independent importers also brought some in. What is known is that at least 100 machines, mostly Japanese market SE (Frame no- GR72A-) were brought in in October 1985, these came complete with 80kp/h (50mp/h) warning light but received an overlay fitted to the km/h. Speedo. Which ended at 180 km/h. The indicators were integral and they sported 17" rear wheel.

The independent importers brought in maybe another 50 or so examples in addition to those by Heron, but these were for the only other markets to get the SE. (Frame No- GR71D-). These examples came with the integral indicators blanked out and ES type indicators mounted from sub frames and 18" rear wheels to suit regulations in these markets. Australia, (E24). South Africa, (E6). New Zealand. These were easy to register in the UK, as the headlamp dip was the same. The Speedo's ended at 240km/h. The 18" rear wheel was because experience had shown that in the summer heat in these markets a larger rim and lower profile tyre worn out less quickly.

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The only other market to get the SE was Canada (E28) who received 199, each with a maple leaf and production number painted on the fairing. Number 13 was not included. The front indicators also act as running lights as per legislation there. Suzuki Canada were responsible for sorting out the opposite headlamp beam.

When it went on sale in the UK in mid 1985 it was priced at £2799, and was very favourably tested in the press, after the initial thoughts that it was just a makeover, indeed Performance Bikes December 1985 featured the S3 on the cover under the heading “ Street prowler Suzi’s New Kat Suit “ but after testing the machine titled the article “ Katana Reforged”.

Riding the “Pop -Up” as it affectionately became known is quite an easy affair. The riding position is not stretched as per Target Kats, the clip on bars fall to the hands quite naturally with not too much weight on the wrists meaning town or slow riding comfortable. The rear set foot pegs are more touring than racer in position, the mirrors are fairly well positioned giving a better than usual rearward view as they are fairing mounted. Though not perfect. The fairing gives surprisingly decent protection from the elements, rain is deflected in the main away from the hands and body. The down side of the fairing is cross winds can cause the front end to become light, though not so disconcerting when used to it. This could also be a side effect of the 16” front wheel and the quick turn in associated with it.

Overall length looks long indeed but when sat on it the low seat height and low centre of gravity seems to make it feel more compact.

The hydraulic clutch is light in operation though once the fluid becomes old and weakened the clutch can seem difficult to engage, a simple fluid change and bleeding restores normal performance.

Switchgear is usual 1980’s Suzuki with the all in one Dipped / Main beam indicator, on the left, the Horn switch which also operates the Headlamp Flash bringing up the retractable headlamp momentarily. The retracted headlamp is raised by turning on the light switch on the right bar. This powers the motor until it reaches the top when the power is transferred to the headlamp it self. Turning off ceases the power to light transfers power to motor until it reaches the bottom when power is cut, and the headlamp is parked.

The headlamp can be manually raised or lowered using a knurled knob fitted to the headlamp accessed under the fairing, ensuring the bike can still be used in the event of control unit failure.

Some markets came with out sidelight, though the taillight came on in that position.

50 mpg is an average mpg with a top speed of about 135 mp/h.

The Japanese market models produce 72 BHP come with a Speedo ending at 180 kp/h and incorporated



into the idiot lights (warning lights) on the dash board is a 80 kp/h red warning light as per their legislation of the day. The Australian/ South African models produce 84 BHP + using different cam profile to keep valves open longer and the Speedo ends at 240 kp/h. A side stand warning light replaces the speed light.

Most SE now around are either Japanese grey imports or have been altered with the integrated

indicators

On the S4 (SF/SG) the dash is revamped to include a fuel gauge and idiot lights along the bottom of the



binnacle. This model only arrived in the UK as a grey import usually from Japan from 1992 on.

The SF/SG also came in Dark silver and some pin striping with a lighter silver frame though the gold remained on wheels and brakes. The Engine casings became polished silver as per the ES range.

The SF/G Model was sold as part of the continued Suzuki range in Australia, Canada, and Japan 1985-86

The Italian market received a hybrid version marketed as “Shark”. This was just a GSX 750 ESD with altered body kit and the SE fairing. Below the retracted headlamp a separate daylight running light was added, to comply with Italian regulations. The indicators were also not integrated. It was offered in



Red/white as per the ES of the 1984 catalogue.

The faults that occur are common to S3/S4 models. The usual charging problem as common with 1980's GS/GSX range now easily rectified with replacement Regulator/Rectifier Unit, and if really unlucky an Alternator. Regular Oil changes, using Centre stand when leaving parked for longer periods, and running with lights on all help. While on the subject of lights it is quite common for the headlamp to refuse to stay down (parked) and keep going up and down, when the lights are off, though when the

lights are switched on it will stay up, sometimes locking in the up position this is synonymous with the “black box” control unit located on top of the headlamp inside the fairing failing. This unit is epoxy filled and is sealed, rectification is simple though not cheap, Suzuki still stock this item £146. (Part number 35185-08A00 for Jap market

35185-08A300 for NZ market) It is possible to by pass the control unit by fitting a separate switch and wiring direct to the motor.

The side panels develop a small crack where they pass over the airbox, and it is not unknown for the fairing to crack between the front integrated indicators and mirror mounts. The Mirrors can go sloppy and fold back, though this depends on usage, but also because under the rubber boot the stems are only tack welded to base and vibrate over time.

The original 4-2 black chrome system exhaust is now virtually impossible to source, but aftermarket replacements are quite numerous. Motad do the 4-1 Neta system in black chrome with black or silver sleeve to silencer though they did a Gold sleeve that matched well. Marshall offers the Jama 4-1 chrome system, Harris (now made by Norman Hyde) offers the 4-1-chrome system with stubby silencer, and Predator does A 4-1-chrome system. Prices are usually around £150. -£200.

Tyres are a personal choice with Bridgestone Battleaxe BT 45 a usual fitment. Metzeler ME 33 laser

Front and ME 99 perfecta rear was a common choice though the revamping of the range means stocks of this type are now superseded with ME Lasertec Front and Rear.

Again variations in markets define tyre choices as the Jap market uses the narrower front and smaller rear tyre. The larger diameter rear requires a wider front for the E-24/E06 market.



Excellent condition from a dealers
£1750- £2350

Excellent/ Very good condition in
a private sale

£1250- £1650

Clean condition with MOT/TAX

£ 650 - £ 900

Tatty examples less MOT /TAX
(SPARES /REPAIRS.)

£ 250 - £ 400

The script on the left fairing lower
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reads :

THIS KATANA MODEL IS REBOURN WITH A NOVEL STYLE BASED ON AERODYNAMIC LIGHT-WEIGHT AND IT'S POWERFUL ENGINE . THE FULL FLOATER SUSPENSION MECHANISM AND EXCELLENT STEERING IMPROVED BY VARIOUS GRAND PRIX RACES WILL ASSURE YOU TO ENJOY A HIGH LEVEL OF RIDING TECHNIQUE.

The sticker under the seat in Japanese on the GR72 A model refers to using the special tool in the tool kit to raise the fuel tank. On the GR71 D It is in English and French.

No special tool is listed!

Suzuki GSX 750 SE/SF/SG (S3 / 4)

Spec Sheet.

Overall length	2190 mm
Dry Weight	212 kg
Engine Capacity	747 cc
Bore & stroke	67.0x53.0
BHP	72 . (84. E06 E24)
Valve clearance (inlet & exhaust)	0.09mm -0.013mm
Engine oil capacity (with filter change)	3800ml 10/40w
Fork oil capacity	259ml #15
Brakes (Front /Rear)	FA 63 / FA 36
Tyre size front	100 90 16 H (120 80V16 (E06 E 24)

Tyre size rear	120.90.17H (130 80V 18 (E06 E24))
Tyre pressures front psi	Solo 2.25 bar dual 2.25 bar
Tyre pressures rear psi	Solo 2.50 bar dual 2.90 bar
Sprocket size front / rear /Chain	14 / 43 114 links RK50V
Battery	YB14LA2
Spark plug	DR8 ES (DR8ESL)
Fuel tank capacity	21litres (4L Reserve)
Main jet	#117.5
Pilot jet	#45
Fuel level	5.0+/-0.5
Mixture screw	1.5 t.o (turns out)
Float height	22.4 +/-1.0mm
Air filter	Clean every 1500miles (3000km) in non