

The SHARK.

Value; Non Runner £150-£250 Nice Example ..£1800-£2500

Lets start with what is The Shark?
Then differences between that and the
“POP UP 750.”



Released to the Italian Market by Suzuki Italia, in 1984 The Shark was not an official Suzuki model but a GSX 750ES/D fitted with a body kit made for them by Resin Coarse an Italian aftermarket fibreglass maker. It was painted to follow the original Suzuki colours of the base model.

Not sold to any other market it is possible some ended up in neighbouring countries like Switzerland or France, though the strict regulations of these countries makes it unlikely.

A few ended in the UK as grey imports in the mid/ late 1990's

So what parts are interchangeable with the pop up or visa versa?.

In short 2, the headlamp control unit aka Black box and the headlamp motornot the whole unit, No not even the fairing frame or headlamp its self. Obviously there are engine parts etc that are interchangeable, but no more so than from an ES to a SE(POP UP)

THE FAIRING.



The fairing is one complete unit (This example has had the indicators fitted customly and the mirrors are from a GSXR) Note the lamp under headlamp, to comply with Italian daytime running lights, so the bike could be used with the headlamp down ... no point otherwise really is there.?

The unit is made from fibreglass and is quite weighty, the anchor points are on the underside, these points are Not reinforced. The actual headlamp is an ES one so larger than the pop up.

The screen is from the 750 ES , this one is an aftermarket tall screen.

The infill on the inside has one pocket made of vinyl.

The sharks frame is a simple one that uses ES Normally the indicators were usual ES stalk ones mounted off a bracket attached to the fairing frame.

In comparison

the Pop up fairing is GRP , in 3 pieces left , right and a centre piece. The screen is specific to the GSX 750 SE . The inside infill is a separate piece with 2 moulded pockets that are removable with separate lids.

The whole fairing is secured at the mirror mounts under the front with a brace bar and on the side at reinforced sunken points.

The indicators are integral, but are separate units.



THE FAIRING FRAME.



Note; the left picture shows the Sharks control box mounted on the side hence only 1 pocket. The bracketing crude compared to the popup on the right, where the control box is neatly underside and the mirror brackets are part of the securing points.



FUEL TANKS...

As you can see from the above photo the Shark is squarer as it is from an ES .

Though the mounting points are the same the profiles will not follow the fairings lines of one another.