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### Suzuki Katana 600 Gsxf Master Service Manual



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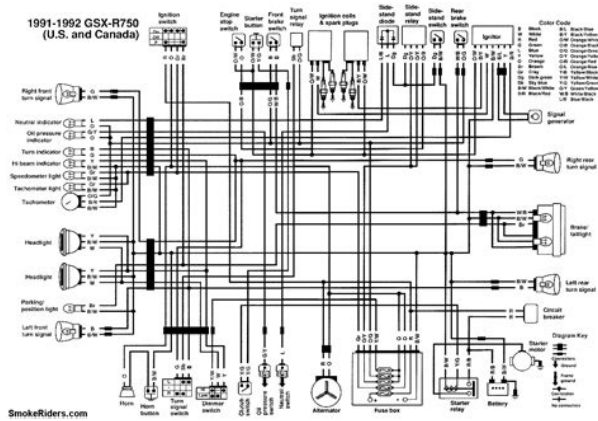
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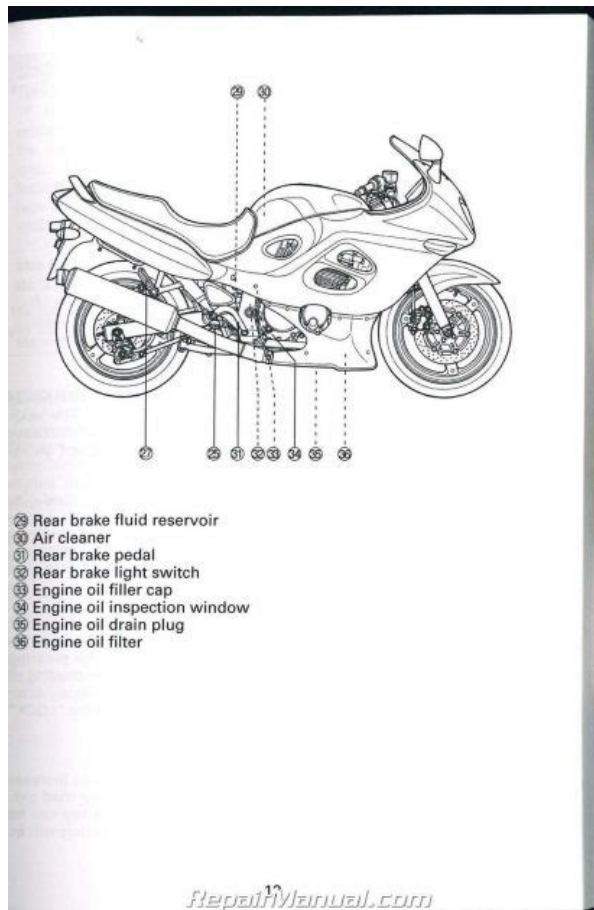


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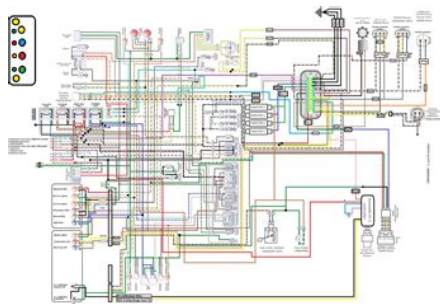
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Suzuki GSXR1100, 1988-1992. Suzuki GSX600F, 1988-1995. Suzuki GSX750F, 1989-1996. Suzuki GSX1100F, 1987-1996. Note this manual DOES NOT include 1992 liquid-cooled GSXR models. Book Excerpt 1985-1996 Suzuki GSX600, GSX750, GSXR750, GSXR1100 Repair Manual ENGINE, CLUTCH AND TRANSMISSION PISTONS RINGS INSTALLATION. Before installing the new pistons and rings, the ring end gaps must be checked. Lay out the pistons and the new ring sets so the rings will be matched with the same piston and cylinder during the end gap measurement procedure and engine assembly. Measure the free end gap of each compression ring see illustration. If any are not within the range listed in this Chapter's Specifications, replace the rings as a set. Insert the top No. 1 ring into the bottom of the first cylinder and square it up with the cylinder walls by pushing it in with the top of the piston see illustration. The ring should be about one inch above the bottom edge of the cylinder. To measure the end gap, slip a feeler gauge between the ends of the ring as shown and compare the measurement to the Specifications. If the gap is larger or smaller than specified, double check to make sure that you have the correct rings before proceeding. 96 Suzuki Katana 600 Service Manual If the gap is too small, it must be enlarged or the ring ends may come in contact with each other during engine operation, which can cause serious damage. The end gap can be increased by filing the ring ends very carefully with a fine file see illustration. Repeat the procedure for each ring that will be installed in the first cylinder and for each ring in the remaining cylinders. Remember to keep the rings, pistons and cylinders matched up. Remove the fairing panels as needed for removal access see Chapter 7. 1986 through 1988 GSXR1100 models Disconnect the electrical connectors for the NEAS units. Remove the front brake calipers and front wheel see Chapter 6. Remove the front fender see Chapter 7. Remove the handlebars see Section 5.

Support them so the cables, wires and brake hose aren't strained or kinked. Remove any wiring harness clamps or straps from the fork tubes. On late GSXR750 and GSXR1100 models, detach the steering damper from the right fork see Section 10. If you are planning to disassemble the forks, loosen the cap bolt at the top of each fork all except Katana 1100 and GSX1100F or press down on the fork cap and remove the retaining ring Katana 1100/GSX1100F. Don't remove the cap bolts yet.

Loosen the fork upper and lower triple clamp bolts see illustration, then twist the fork tubes and slide them downward and out of the triple clamps see illustration. Subject 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996 Suzuki GSXR750, GSXR1100, GSX600, GSX750, GSX1100 Katana service, maintenance, repair. ISBN10 ISBN13 164 Haynes 2055. TABLE of CONTENTS SUZUKI GSX, GSXR MAINTENANCE. Identification numbers. Buying spare parts. Engine oil level. Brake fluid levels. Routine maintenance and servicing. Grandis english manual. Specifications. Lubricants and fluids. Maintenance schedule. Component locations. Maintenance procedures REPAIRS and OVERHAUL. Engine, clutch and transmission. Fuel and exhaust systems. Ignition system. Frame and suspension. Brakes, wheels and final drive. Fairing and bodywork. Electrical system. Wiring diagrams REFERENCE. Tools and workshop tips. Security. Storage. Troubleshooting.. Would you like to try it too Please try again later. Si e verificato un problema. Vedi il carrello per i dettagli. Ulteriori informazioni si apre in una nuova finestra o scheda Limporto e soggetto a modifica fino al momento del pagamento. Per ulteriori informazioni, vedi i termini e le condizioni del Programma di spedizione internazionale si apre in una nuova finestra o scheda Limporto e soggetto a modifica fino al momento del pagamento. Se sei residente in uno stato membro dellUnione Europea eccetto il Regno Unito, non puoi recuperare IVA per questo oggetto.



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**2001-2002**  
**SUZUKI**  
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The user however can disengage the front wheel drive FWD manually at any time under certain operating conditions. When FWD is also engaged, this provides 4WD. This has a positive effect that at least two wheels, where each wheel is on a different axle, have to lose traction in order for the vehicle to lose traction when in 4WD transmission mode. However, the negative effect is that 4WD transmission mode must not be used on any surface which is not rather slippery, especially if having to steer. In other words, 4WD transmission mode should be used only on rather slippery surfaces, like snow, ice, mud, loose gravel, wet grass and sand. Wet asphalt, wet concrete and hard-packed gravel are not considered slippery enough. All this is irrelevant when not using 4WD transmission

mode. The overall transmission gearing ratio is exactly halved when the vehicle is in low range transmission mode. This has the effect of the vehicle moving approximately twice as slow but with double torque at the wheels in any transmission gear. The transmission gearing range is selectable only when the vehicle is in 4WD transmission mode. Therefore, low range can not be used for onroad towing. All four Jimny generations have a transfer case with an attached selection lever protruding in the cabin between the main gear box lever and the hand brake lever. The lever allows the user to select 2WDH, 4WDH or 4WDL transmission modes at will. The only exception are later production years of 3rd generation Jimnys more info in a dedicated chapter, which do not have a selection lever, but instead have servoactuated mechanism which performs the same actions when invoked by the push of certain buttons in the cabin. It used a Mitsubishi 359 cc 21.9 cu in aircooled, twostroke ME24 engine which produced 21 PS 15.4 kW; 20.7 bhp. Brakes were Daihatsu units, the rear axle was sourced from the Mitsubishi Colt 1000, and the wheels were sourced from the Mitsubishi Jeep.

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It was a very basic twoseater vehicle with no doors, but a sturdy fourwheel drive system allowed it to go offroad. The Jimny slotted into a hitherto unfilled gap in the market. When it was introduced in April 1970, it was the first fourwheel drive kei car to enter series production. The grille bars were changed from horizontal to vertical for the LJ20. The introduction of lefthand drive signalled Suzukis worldwide ambitions for the truck. Export Jimnys had the spare tire mounted on the outside, as kei regulations on length did not apply. For the home market, it first appeared in June 1976 as the Jimny 55 and reflected the changing kei car rules and stricter emissions standards. The 539 cc 32.9 cu in threecylinder engine remained a twostroke; while power was reduced to 26 PS 19 kW; 26 bhp, more lowend torque was on offer. The homemarket Jimny 550 received a facelift in 1977, introducing rear wheel arch metal flares and a bigger bonnet or hood with cooling slots above the radiator, while the export LJ50s were instead replaced by the LJ80 same external modifications, but with the new fourstroke, fourcylinder, 800cc engine fitted. While the SJ10 remained in production for the domestic kei category, the new 770 kg 1,698 lb SJ20 boasted a 797 cc 49 cu in fourstroke SOHC fourcylinder F8A engine capable of around 31 kW 42 hp. The additional power and torque of this engine allowed the differential and gearing to be raised for better cruising and offroad performance, and the track was widened by 100 mm 3.9 in. The LJ80V was also assembled in Indonesia, by P.T. Indo Mobil Utama in Jakarta. Metal doors became available for the first time in 1979, and a pickup truck model LJ81 was available by April of that year, as well. In Japan, it was sold as the Suzuki Jimny and was a kei car, produced with both 550 cc and 660 cc 3cylinder engines. Still powered by the LJ50 engine also used in its predecessor, the Jimny 550 was by a sizable margin the last twostroke car engine built in Japan.

Production ended with the withdrawal of type approval in November 1987 in favor of its F5A engined brother, the JA71. The Jimny 1000, sold as the Suzuki SJ410 in most export markets, used the F10A a larger 1 litre version of the LJs 0.8 liter fourcylinder engine. In Japan, the pickup truck was intended as a barebones work vehicle and did not receive fender extensions, and had diagonal tires on blackpainted steel wheels rather than the sportier wheels fitted to the regular Jimny. Some later models of the SJ410 would switch to disk brakes in the front depending on the factory they were made at. The original version was marketed as Jimny, continuing from the previous LJ Jimny. A higherroofed model arrived in 1984 and continued to be built until about 1988. The Katana has an even higher roof than the Jimnys. The Gypsy remains in production for the Indian Subcontinent market. The version still produced in India by Maruti Suzuki is the Maruti Gypsy King, using the sixteen valve, 80 hp 60 kW 1.3 liter G13 engine. The Gypsy King has proved popular with the Indian armed forces and police units. The SJ413 included a larger 1.3 liter fourcylinder engine, 5speed manual transmission and power brakes disc brakes on the front and drum brakes on the rear all



around. The body and interior were also redesigned, with a new dashboard, seats, and grille. The SJ410 remained in production for various other markets with the old specifications. After the 1988 introduction of the Escudo, sales of the Jimny 1300 ended in Japan. The model returned to the Japanese market in May 1993, after a thorough update. As those two car models were relatively susceptible to a rollover, Suzuki introduced a wider edition of SJ413 around 1988, with its track widened by 10 cm. Wider track gave the vehicle more stability. The difference in width is the only major difference between SJ413 and Samurai, apart from some minor cosmetic changes in the interior and the exterior.

That LWB edition still had only two rear seats if fitted at all for two rear passengers, and the rear passenger leg room was the same as in the standard SWB edition. Its lightness makes it a very nimble offroader less prone to sinking in softer ground than heavier vehicles. This revision included softer suspension settings and a larger antiroll bar to reduce body roll. A lower 5th gear .8651 vs the earlier .7951 increased engine rpm and power on the highway, and improved dashboard and seats made the Samurai more comfortable. The rear seat was removed from 1994 and 1995 Samurai models with rear shoulder safety belts becoming mandatory, and the partial roll cage not having the required mounting provisions, unlike the larger Jeep Wrangler. Low sales and pending stricter safety legislation prompted the withdrawal of the Samurai from Canada and the United States markets after 1995. The suit resulted in an inconclusive settlement. Strictly a rearwheeldrive vehicle, it uses the underpinnings of a Mark II Ford Escort. Santana built Samurais did not benefit from the updated coil sprung chassis introduced around 1996, instead receiving a facelift new grille, more rounded bumpers specific to European and neighboring markets. Santana also produced petrol editions alongside the diesel editions. Spanish Samurai production both for petrol and for diesel editions ended in late 2003 or early 2004. In other South American markets Argentina, Bolivia, Brazil, Chile, Peru, Paraguay and Uruguay it was sold as the Suzuki Samurai. Long wheelbase models were not offered in the Mercosur. In Thailand it was called the Suzuki Caribbean. It was the third attempt for the two man team, after encountering weather difficulties on the first attempt and an engine fire in the second. The Chilean team found the sign, blown down by strong winds, and brought it back to civilization as a souvenir. It used the upgraded interior from the Jimny 1300, which was simultaneously introduced to the SJ30.

Power was 42 PS 31 kW; 41 bhp JIS gross, although this was increased to 52 PS 38 kW; 51 bhp JIS Net in a November 1987 facelift by adding an intercooler. The nonintercooled engine continued to be offered in the lowest spec Van version. Claimed power was down to 38 PS 28 kW; 37 bhp as the ratings were switched from gross to net. Now with 657 cc on offer, the otherwise similar F6A engine only came with an intercooler and 55 PS 40 kW; 54 bhp. In June 1991, power was increased to 58 PS 43 kW; 57 bhp and a year later power steering and automatic transmission became available for the first time. This included a coil spring suspension, though both live axles were retained. The new suspension design did not diminish vehicles allterrain capabilities. It was slightly longer and wider than the other two models, due to larger bumpers and fenders. This model also bears the designation SJ80. This was the model seen in most export markets, although abroad it was usually equipped with the eightvalve, 70 hp 52 kW G13BA engine instead. The most notable examples are Suzuki Maruti plant in India still produces the original narrow SJ410 as of year 2020 and Santana plant in Spain continued producing leafsprung Samurais until year 2004. For the domestic market, a 660 cc K6A engined version suited for the Kei Jidosha class is responsible for most Jimny sales. When 4WD is pressed, the front wheels are also engaged in high gear. The 4WDL engages all wheels in a lower gear ratio. Being a parttime 4WD, there is no center differential or viscous coupling to allow for speed differences between the front and rear wheels, so only two wheel drive mode works well on dry pavement. Shifting to low range requires the vehicle to be stopped, but no need to exit the vehicle exists. Newer Jimnys have electronic pushbutton selectable fourwheel drive, which requires the vehicle to be stopped with the clutch depressed and transmission in neutral to select low range.

In the case of the Jimny, the JLX adds roof rails, power steering, power windows, power-adjustable exterior mirrors, and several interior comfort improvements. Both models are available with a five-speed manual or four-speed automatic gearbox. The 2WD option is only available as a five-speed manual. In 2011, Santana Motor went bankrupt. The Souza Ramos Group of Brazil, which used to make Mitsubishi cars under license, will start manufacturing the Suzuki Jimny in 2012 in Brazil to compensate for the loss of production capacity from Santana Motor. Whether the Canvas Top version will be manufactured also in Brazil is not known. For the Indonesian market, the facelifted Jimny was launched at the 25th Gaikindo Indonesia International Auto Show on 10 August 2017, and 88 units were sold exclusively for a limited time only. The AZ in the name refers to Autozam, Mazda's ill-fated small car marque. All other export versions have pronounced fender flares and larger bumpers. LJ20V hardtop version added. Front marker lamp and turn signal lamp separated. 4-seater with spare tire mounted on hood LJ20F added. Export only until 1976.06. Improved hood. All models now 4-seaters. Stronger rear differential. Widened rear fenders due to 100 mm 3.9 in wider track, front and rear. Fuel tank increased from 26 to 40 L. Metal doors available as of 1979. Metal doors available as of 1979, as well as a longer pickup version LJ81. Two-stroke engine is retained, with power increased to 28 PS 21 kW. 4MT. Soft door version discontinued. Deluxe Van receives front disc brakes. Lineup reduced to a full-metal door softtop and a deluxe Van. Wider and with bigger wheels than the Jimny 550, with an LWB pickup model available. Production continues in other countries until 1998. Improved dashboard. Samurai name fully replaced SJ413, although the car is sold under countless other marketing names. Revised suspension to improve on-road manners. Santana produced this model until 2004, well after Suzuki ceased its production.

Curiously, Santana produced this model for almost 5 years alongside the production of JB33 and JB43. Around 1996, Santana changed the front radiator grille and head lamp design to resemble JB32 side turn lamps next to the head lamps and made the front bumpers more round and without the side turn lamps. Upgraded interior. Base-spec van available with non-intercooled 38 PS 28 kW turbo engine. Fog lamps mounted on bumper, ahead of grille. All models receive a new 55 PS 40 kW engine. Suspension modified to improve ride and stability. Power increased to 58 PS 43 kW. Radiator fan coupling changed. Turbo warning lamp removed, replaced with seat belt warning lamp. Cheap grade HA Van discontinued. More upmarket spec than JA51, more comfortable interior. 3AT introduced 93.11. Track also wider, by 110 mm 4.3 in. Beefier suspension and wider track also meant wider fenders than on JB23. 5MT or 4AT. Santana continued producing the JB33 model with G13BB engine for several years after Suzuki stopped the production in 2001. Those were mostly convertible body vehicles. Carryover engine. Basic XA, XL and top XC models all available with 5MT or 4AT. Catalyst relocated. ABS and airbag now standard. Engine modifications. Transfer case ratio increases. Manual head lamp adjustment introduced. The casing of outside mirrors is thicker. Manual adjustment of head lamps introduced. New alloy wheels with a 5-spoke construction. New bumper was designed to accommodate the intercooler in JB53 Jimnys with the new K9K 266 engine, and Suzuki decided to bolt it onto JB43 models as well, with no technical necessity. Minor change in the logic of the 4WD control computer to automatically sequentially shift from 2WDH through 4WDH into 4WDL and vice versa. Bonnet has a fake air intake bulge different design than the fake bonnet bulge on diesel Jimnys. New front bumper model 3rd edition which is shallower than the 2nd edition bumper model, but still deeper than the 1st edition bumper model.

ISOFIX child seat anchors added to the back side of rear seats and to the cabin floor below the rear seats. Rear seat bench now has a center hole cutout to allow both rear seat belt buckles to be easily tucked in when not used, so that they do not stick out from the floor. All seat head rests changed to be non-hollow, and the rear seats head rests can now be folded down over the seats when unused so that the top of the head rest is on almost the same level as the top of the seat. This enables improved visibility through the rear window and easier unloading of cargo from the rear door opening over the rear seats. It also enables the upper part of the rear seats to be folded all the way forward without

having to remove the head rest first. Additional side impact reinforcements in side doors. ESC works only in 2WDH and 4WDH transmission modes it turns OFF automatically in 4WDL mode and essentially works only when braking. It is effective in offroad crossaxle situations for example. Seats cloth upholstery has a new pattern. New type of alloy wheels doublespoked. Vehicles built both by Suzuki in Japan and by Santana Motors in Spain, and both sold primarily in Europe, to satisfy European markets need for diesels. Exterior design, interior design and the 4WD transmission system is the same as in JB43 model from the same time period. The only visual difference between a petrol and a DDiS Jimny is the presence of a prominent fake air intake bulge on the bonnet added to accommodate the top of the K9K engine in the engine bay. Engine and front bumper remained the same until the next change described below. Engines power and lowRPM torque significantly improved by the addition of an intercooler. Engines reliability issues resolved with different components in the fuel injection system and with improved design of the crankshaft mechanisms. Fuel consumption not changed.

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