

## 84 Gs1100 Manual

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Suzuki GS 1000 E fastest motorcycle in the world in 1979 open headerGs1100 sidewinder INSPIRATIONAL 75-YEAR OLD SUZUKI GS DRAG BIKE RAGER CHALLENGES YOUNG NITROUS HAYABUSA STREET BIKES! HOW TO ADJUST VALVES SUZUKI GS1100E 1982 part 1 Clymer Manuals Suzuki GS1100 Fours Chain Drives GS1100ET GS1100EX GS1100LT GS1100 Shop Manual Video 1981 Suzuki GS1100 Turbo Charged Motorcycle Dragster Drag Racer **Must Hear Sound of World's Quickest Suzuki GS Street Bike! Wow!** 1983 Suzuki GS1100G Bad Chad explains body work process on 1982 Suzuki GS1100 drag bike concept 1981 Suzuki GS1000G **84 Gs1100 Manual**

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### **Suzuki GS1000G, GS1000GL, GS1100G, GS1100GL, GS1100GK**

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Their stop gap idea was to take the excellent GS1100 and slap the fairing, trunk, and saddlebags on. The GS motor was used in a variety of models, but in this application the engine was tuned for more torque. The 1,074cc four cylinder put out 92 horsepower and 64 pound-feet, which were adequate numbers considering the weight ballooned to 639 pounds with all the bolt ons. In a 1982 review ...

### **1984 Suzuki GS1100GK | Bike-urious**

Page 84 ENGINE 3-54 • Coat SUZUKI Bond No. 1207B lightly to the portion around mating surface between upper and lower crankcases as shown in the Fig. 99104-31140: SUZUKI Bond No. 1207B • Install the dowel pins, a new gasket and clutch cover, and tighten the cover bolts securely.

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Book Excerpt: 1979-1984 Suzuki GS850, GS1000, GS1100 Repair and Service Manual. FRONT SUSPENSION AND STEERING FRONT FORK: REMOVAL/INSTALLATION. Remove front wheel as outlined under Front Wheel Removal. If removal of both fork legs is desired, remove bolts securing the other front brake caliper (Figure 27) and remove caliper. Support caliper from handlebars with a piece of wire. Do not allow ...

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GSX1100ED model was discontinued in March 1984 and a new, revisited GSX1100EE (GS1150EE in the US) was introduced by the Suzuki. The cylinder volyme was increased to 1135 cc and the engine deliver now 124 hp at 8,500 rpm. The model was now called GS1150E at the US market.

### **Suzuki GSX1100E model history**

Source MCN of 1982. SUZUKI'S biggest shaft-drive machine - the GS1100G - is the lazy man's tourer. Like a two-wheeled Cadillac, the big four-pot cruiser demands no more than fuel in the tank in return for a guarantee that it will make the going easy — and the coming back.

### **Suzuki GS1100G - Motorcycle Specifications**

Suzuki GS1100 E/ES Years produced: 1980-1983 Claimed power: 108hp @ 8,500rpm (1983) Top speed: 140mph (1983 test) Engine type: 1,074cc air-cooled DOHC 16-valve inline four Weight: 552lb (w/half-tank fuel) MPG: 35-55mpg Price then/now: \$4,350 (1983)/\$2,000-\$4,000. It's fair to say that the basic design criteria for today's four-pot, racer-on-the-road sportbikes were established in the early ...

### **1980-83 Suzuki GS1100 E/ES - Classic Japanese Motorcycles ...**

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