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1971 GT250 sales brochure from Japan (three pages). Click to enlarge. Yes, it is the first GT250 model. It was sold even in Europe, at least in Great Britain, under the model name TT250. I found these brochure scans at www.t250.co.uk. It appears to be the same Japanese GT250 brochure.

Suzuki GT250 brochure scans

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Suzuki GT250 was an upgraded version of the T250. In fact, the very first models (released in Japan) were exactly the same bike, only the model name was different.

Suzuki GT250 model history

Take the Suzuki GT250 for instance. Developed from the potent and petulant T20 X6 Hustler (also called the Super Six) and the T250 Hustler of 1969-1972, the GT250 matured over its life from a wild child with a penchant for perforating pistons into a mild-mannered sophisticate.

1973-1977 Suzuki GT250 - Classic Japanese Motorcycles ...

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Suzuki GT250 1973 1974 1975 1976 1977 (K) (L) (M) (A) (B) ...

The Suzuki GT250 is a motorcycle produced by Suzuki from 1973 to 1977. Suzuki GT250 was an upgraded version of the T250. In fact, the very first models (released in Japan) were exactly the same bike, only the model name was different.

Suzuki GT250: history, specs, pictures - CycleChaos

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T250 247cc 69 - 73 GT250 247cc 73 - 78 T305 305cc 1968 GT350 315cc 69 - 73

Aside from the odd four-stroke built in their formative years, it wasn't until 1976 that Suzuki manufactured such machines in significant numbers. Until then, it was two-strokes all the way. These models, many of which were the basis of successful racers, carried names like Titan, Cobra, Sebring, LeMans, Kettle, and Water Buffalo along with their codes. The author examines these models and others, providing the reader with: -- Extensive specification tables high lighting the variations in seemingly similar models -- Information to help the reader match model and marketing codes, essential when ordering parts or servicing a machine -- A model chart that matches full codes to their exact year, shows the ears in which models were built, and explains the relationship between similar codes Also included is the RE5 with its rotary engine and unique styling, and Suzuki's minute but complex road racers, which carried as many as 14 speeds in their gearboxes. Illustrated throughout with black-and-white photographs of the models and their variants.

Whether it be an entry level GT380, or a ground-breaking water-cooled GT750, this step-by-step full restoration guide covers it, from dismantling, sourcing parts, spraying and decals, to polishing, safe set-up and general maintenance. Even riding safely and storage are covered, making this a must-have guide for all Suzuki Triple enthusiasts.

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