

Chapter 1 : Suzuki GRX Tempter

Hi, Thanks for the GS owners manual. Just bought one that needs loads of work, so hopefully this will give me a go. Still looking for a service manual.

The big difference was the GR had been cleverly updated with better technology and reliability, including a unique floater single shock suspension. I have yet to see another Tempter in person. These bikes continued to be imported to Canada and other countries until the end of the production run in It is very popular in Europe, especially in the Netherlands. They seem to run for many miles if maintained. My X model has spoke wheels and standard forks, while the regular models included upgraded air forks, an auxiliary running front light, two tone paint and mag wheels. Below is an original ad for my model bike. My bike had just over miles on the odometer, but needed some work to get it road worthy. Yes that is a fuel guage in the tachomter, and it shows what gear your in as well as a neutral light. The bike needed a battery and oil change right away, but then came a big suprise The gas tank had been "creamed" for rust some time prior, and now had big chunks of the stuff coming off and floating in the gas. I removed it all what a mess! The fuel gauge vent needed to be re-assembled, as it was leaking from its vent line. I replaced all the gas lines and in-line fuel filter while I had the tank off the bike too. I checked out the air filter and suprise - it was misssing! An order to BikeBandit and presto, a brand new air filter was installed. When I changed the engine oil and filter, I stripped the oil drain pan threads and the plug doh! Finding parts for these bikes is a real pain, but some parts are shared with the GS models. Otherwise eBay is a great resource for parts. I found an original shop manual for the bike on eBay which has been very useful. A set of highway pegs have been added to the crash bar on my bike - the only aftermarket accessory it came with. This winter I may remove the tank and side covers, smooth out the dings with bondo, sand, prime, and repaint everything a real deep Candy Apple Red. One of the most popular modifications to these bikes is the changing of the rear sprocket so the bike revs lower at high speeds. Someone had done this to my bike, but never put the chain guard back on. I found a guy parting out a Tempter on eBay and bought a used guard from him. PartsBandit had the right screws for that part as well. Then is was just a major cleaning and polish job, inspection and tags and my bike was ready to ride. The key was to adapt the backrest and rack it could bolt into and through the existing grab rail securely. This was done with the use of a hacksaw, some gentle bending, and the drilling of 8 mounting holes. All the screws and bolts used are stainless steel. This gives the backrest just enough forward tilt so my wife was not leaning too far back, but upright and comfortable for cruising. The lockable compartment is a nice feature to hold valuables as well. How can I reduce vibration at highway speeds? Exchange the factory 15 tooth countershaft sprocket with a 16 tooth Suzuki part number That means it is slightly thinner than the original sprocket. My experience has shown no problems with excessive wear when used with the chain. Since the sprocket is thinner than standard, you will need to add a washer between the sprocket and lock washer when installing. At MPH, you will be below the point were engine vibration and valve train noise becomes an issue. You might try sourcing components from Electrex rather than using factory replacements. Keeping the battery on a charger will help the weak charging system.

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