SUZUKI

Way of Life!

Suzuki's "Way of Life!" is the heart of our brand - every Suzuki vehicle, motorcycle and outboard motor is built to create excitement so customers can enjoy everyday life.

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SUZUKI

2016 MOTOCROSS

RM-Z450 | 250

SUZUKI

Way of Life!

Professional rider in closed conditions

Professional rider in closed conditions

Race Ahead.

RM-Z450|250

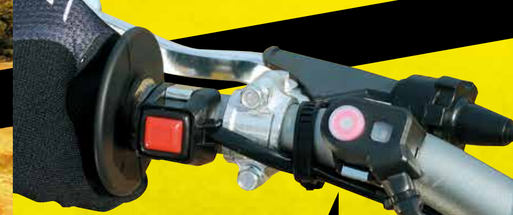
Suzuki Holeshot Assist Control (S-HAC)

Upgraded

The holeshot can be yours, and that's just the beginning.
The 2016 Suzuki RM-Z450 and 250 deliver innovative technology and engineering updates desgined to launch you to the front of the pack and lead you to the checkered flag.

Ride to Win.

Professional rider in closed conditions



S-HAC switch and indicator light (located on the left handlebar)

Suzuki Holeshot Assist Control (S-HAC) is a selectable launch mode system derived straight from factory race bike. S-HAC helps rider in launching from starting gate for an early lead. It was introduced in 2014 with RM-Z450, now it is standard equipment on RM-Z250 with more advanced, detailed control. The basic idea of Suzuki Holeshot Assist Control (S-HAC) is as follows;

1. It changes ignition map for quicker launch. (Only in launch sequence)
2. It is selectable from two different modes to suit to different conditions.
3. New three-stage control for more detailed control.

In the moment of launch, ride over the starting gate, and acceleration, each sequence is different; which requires different engine characteristic for quicker launch. Therefore, we set different maps for each sequence.

- S-HAC has two selectable modes so riders can choose the best option for the starting conditions.
- For hard surfaces or slippery conditions at the starting gate, choose A-Mode. In this setting, Holeshot Assist Control alters ignition timing in moment of launch and ride over the gate to reduce wheel slip and to deliver smooth launch, and it advances ignition in the acceleration sequence for stronger acceleration. Then one of three conditions will return the ignition to normal operation: after 6 seconds from start; when you shift to fourth gear; or when the throttle is closed (whichever happens first).
- When conditions at the starting gate provide better traction, and a more aggressive launch is needed, choose B-Mode. For these conditions, Holeshot Assist Control advances ignition timing to allow increased throttle response and stronger acceleration off the line. But level of ignition advance is optimized for each three sequence. The system returns the normal ignition map by same conditions of A-mode.

RM-Z250

PSF2 front fork

PSF2

2016 RM-Z250 comes with PSF2 front fork, the latest version of KYB's Pneumatic Spring Fork. It weighs less than a conventional spring fork, and adjusting the spring rate is as easy with pumping air. Thanks to no-coil spring design, damper cylinder is enlarged. It results in greater damper response and more stable damper performance. Its high/low-speed compression and rebound-damping adjustments let you dial it in any track with ease.

Air pump is sold separately.

Professional rider in closed conditions

RM-Z250

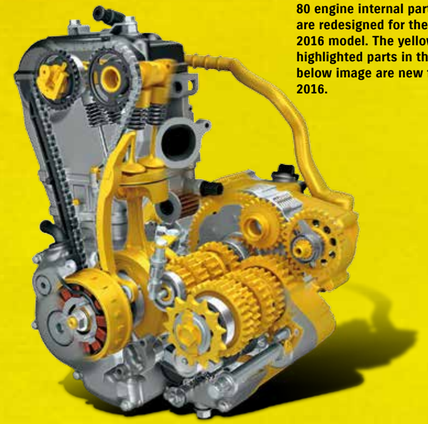
New KYB rear shock

New KYB rear shock features integral adjuster system. That provides easy access to adjusters, rebound damping and compression damping High & Low speed are adjustable with the integral adjuster.
In accordance with the suspension change, cushion rod spacers are reshaped for better absorption feeling.

RM-Z250

Engine performance upgrade

To upgrade engine performance, more than 80 engine internal parts are redesigned for the 2016 model. The yellow highlighted parts in the below image are new for 2016.



*Yellow highlighted parts are new for 2016.

Piston, piston pin and piston ring

Piston is now shot-peening surface treatment for greater durability. Piston shape and materials are unchanged. Piston pin is now DLC (Diamond Like Carbon) coating, for less friction and greater durability. Piston ring now uses L-shaped type ring. It increases sealing performance and reduces blow-by gas. These changes contribute to increase durability and wider range of power.

Redesigned camshafts, intake valves

Both intake and exhaust camshafts are changed for wider range of engine performance. Intake valves are redesigned to increase compression ratio and increase intake efficiency. Compression ratio is increased from 13.5:1 to 13.75:1. These changes contribute to wider range of power and smoother power delivery.

Redesigned Cam chain tensioner/adjuster

Cam chain tensioner is now teflon-coated to reduce friction and increase durability.New tensioner adjuster provides more adjustability.

Crankshaft and magneto

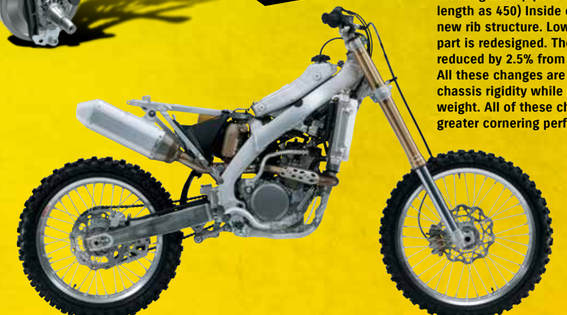
Crankshaft inertia weight is reduced (crank web diameter is reduced by 0.5mm) to reduce friction from oil agitation.
Magneto rotor inertia weight is increased to hold balance from reduced crank weight.
These changes contribute to reduced engine braking force and to more free engine running as well.

RM-Z250

Chassis

Redesigned main frame

Steering head pipe is redesigned. (Same length as 450) Inside of pivot parts has new rib structure. Lower connection part is redesigned. The frame weight is reduced by 2.5% from previous model. All these changes are to optimize the chassis rigidity while reducing the weight. All of these changes result in greater cornering performance.



RM-Z450/250

Other features

Renthal Fatbar®

Renthal Aluminum Fatbar® is standard equipment. It has more strength and less vibration than aluminum straight handlebars.

Rich/Lean couplers

For quick fuel adjustment setting to suit riding condition, two couplers are enclosed. One is for rich and another for lean fuel setting compared to stock setting. Customer can change fuel setting to best suit the riding conditions by just connecting either coupler.

New front brake caliper

Front brake caliper is redesigned to reduced weight.
New caliper is 10% lighter than the previous one.

EXCEL aluminum rims

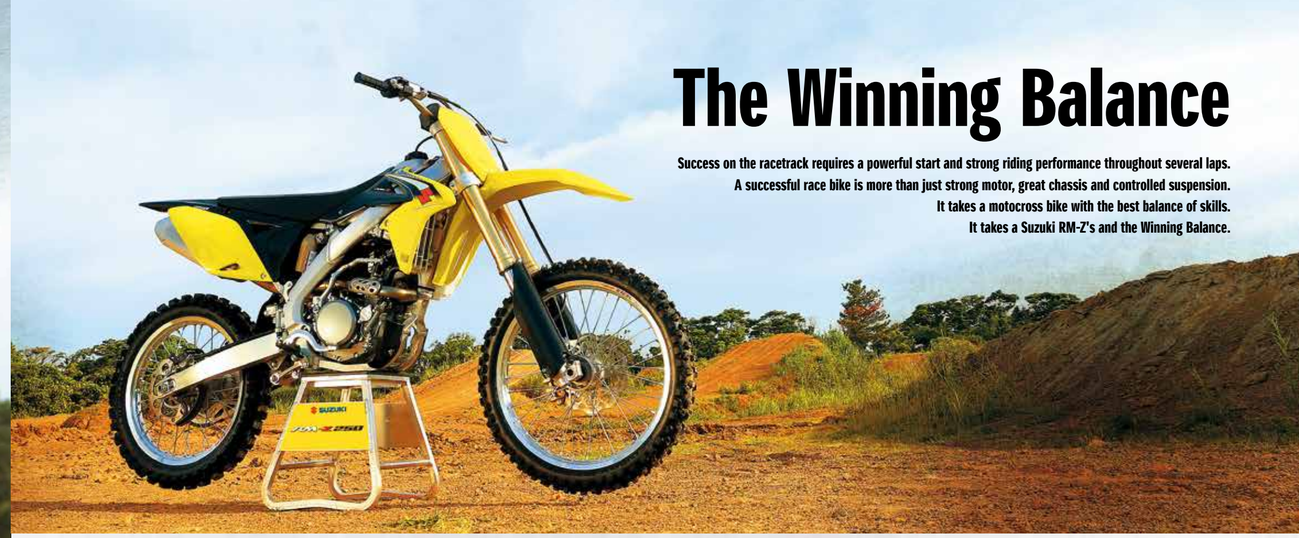
Excel aluminum rims are made specifically to withstand rugged racing environments, including Supercross, Motocross and off-road conditions.

Tires are changed from Dunlop MX 51 to the latest MX52 series. MX52 series are designed with CTCS (Carcass Tension Control System) technology for optimized tire rigidity. For the rear tire, softer compound are used for side walls to achieve better absorption feel.

RM-Z250

New Dunlop tires

Professional rider in closed conditions



The Winning Balance

Success on the racetrack requires a powerful start and strong riding performance throughout several laps.
A successful race bike is more than just strong motor, great chassis and controlled suspension.
It takes a motocross bike with the best balance of skills.
It takes a Suzuki RM-Z's and the Winning Balance.

2016 RM-Z250

2016 RM-Z450

SPECIFICATIONS

	RM-Z250	RM-Z450
Overall length	2,170 mm (85.4 in)	2,190 mm (86.2 in)
Overall width	830 mm (32.7 in)	830 mm (32.7 in)
Overall height	1,270 mm (50.0 in)	1,270 mm (50.0 in)
Wheelbase	1,475 mm (58.1 in)	1,495 mm (58.9 in)
Ground clearance	345 mm (13.6 in)	325 mm (12.8 in)
Seat height	955 mm (37.6 in)	955 mm (37.6 in)
Curb mass	106 kg (234 lbs)	112 kg (247 lbs)
Engine type	4-stroke, liquid-cooled, DOHC	4-stroke, liquid-cooled, DOHC
Bore × Stroke	77.0 mm × 53.6 mm (3.0 in × 2.1 in)	96.0 mm × 62.1 mm (3.8 in × 2.4 in)
Displacement	249 cm³ (15.2 cu.in)	449 cm³ (27.4 cu.in)
Compression ratio	13.75 : 1	12.5 : 1
Fuel system	Fuel injection	Fuel injection
Starter system	Primary kick	Primary kick
Lubrication system	Semi-dry sump	Semi-dry sump
Transmission	5-speed constant mesh	5-speed constant mesh
Primary reduction ratio	3.315 (63 / 19)	2.625 (63 / 24)

		RM-Z250	RM-Z450
Gear ratios	low	2.153 (28/13)	1.800 (27 / 15)
	2nd	1.764 (30/17)	1.470 (25 / 17)
	3rd	1.470 (25/17)	1.235 (21 / 17)
	4th	1.238 (26/21)	1.050 (21 / 20)
	5th	1.090 (24/22)	0.909 (20 / 22)
Final reduction ratio		3.769 (49 / 13)	3.846 (50 / 13)
Front suspension		Inverted telescopic, air spring, oil damped	Inverted telescopic, air spring, oil damped
Rear suspension		Link type, coil spring, oil damped	Link type, coil spring, oil damped
Rake / Trail		29°20' / 130 mm (5.1 in)	28°40' / 125 mm (4.9 in)
Front brake		Disc	Disc
Rear brake		Disc	Disc
Front tire size		80/100-21 51M, tube type	80/100-21 51M, tube type
Rear tire size		100/90-19 57M Tube type	110/90-19 62M, tube type
Ignition system		Electronic Ignition (CDI)	Electronic Ignition (CDI)
Fuel tank capacity		6.5 L (1.7/1.4 US/Imp gal)	6.2 L (1.6/1.4 US/Imp gal)
Oil capacity (Overhaul)		1.0 L (0.24/0.22 US/Imp qt)	1.2 L (1.3/1.1 US/Imp qt)