

**NEW
FOR '16**

KYB PSF2 fork for a fast & balanced tuning

Factory inspired KYB rear shock with HI/LO compression & HI/LO rebound damping

Suzuki Holeshoot Assist Control (S-HAC): 3 Modes

Revised engine for easier starts, enhanced power, and smoother power delivery



RM-Z250 COLORS



Champion Yellow No. 2 / Solid Black

**NEW
FOR 2016**

For 2016, the Championship-caliber Suzuki RM-Z250 has been extensively modified to improve every aspect of performance, incorporating a variety of designs developed for Suzuki's factory race bikes. Updates include refined Suzuki Holeshot Assist Control (S-HAC) that gives you an even better chance at grabbing the holeshot on a wider variety of track conditions, and a new KYB PSF2 Pneumatic Spring fork that provides both easier adjustability and improved damping to give the RM-Z250 more precise handling than ever.

RM-Z250 FEATURES

- Suzuki Holeshot Assist Control (S-HAC) is a selectable launch mode system derived straight from factory race bike. S-HAC helps the rider's takeoff from the starting gate for an early lead. S-HAC was introduced in 2014 RM-Z450, and now a refined version is on the RM-Z250. There are three modes riders can choose for the best option per their skill level and starting conditions.
 - **A Mode:** For hard surfaces or slippery conditions at the starting gate. In this mode, S-HAC alters ignition timing at the moment of launch and the ride over the gate to reduce wheel slip to deliver a smooth take off. It also advances ignition timing during this sequence for stronger acceleration. The ignition will return to normal operation 6 seconds after the start, or when you shift into fourth gear; or when the throttle is closed (whichever happens first).
 - To select A-Mode, hold down the S-HAC button on the left handlebar for more than 0.7 second, then the indicator light will start to slowly flash. Then release the button, the S-HAC is now set in A-Mode.
 - **B Mode:** When conditions at the starting gate have better traction, and a more aggressive launch is desired. S-HAC will advance the ignition timing to allow increased throttle response and stronger acceleration off the line. The ignition timing alteration is in a similar sequence as Mode A, but with increased overall timing. The ignition will return to normal operation 6 seconds after the start, or when you shift into fourth gear; or when the throttle is closed (whichever happens first).
 - To select B-Mode, hold down the S-HAC button on the left handlebar for more than 1.8 seconds, then the indicator light will start to quickly flash. Then release the button, the S-HAC is now set in B-Mode.
 - **Base Mode:** Standard power launch, no action required on the S-HAC switch.
- The S-HAC light also provides fuel injection self-diagnostic indication plus engine run time codes.



- New design KYB PSF2 Pneumatic Spring front fork uses air chambers in place of steel springs for light weight, easy adjustability, improved damper performance and smooth action from low friction. Riders can adjust both air forks with one balanced air pressure setting from a hand-pump. Compression damping is adjustable while rebound damping force is both high- and low-speed adjustable.
- New design KYB rear shock absorber is connected link style to the swingarm via re-shaped cushion rods and spacers. The nitrogen-charged, piggyback style shock features a new top-mounted integral adjuster system for easy adjustment of the high- and low-speed rebound, and high- and low-speed compression damping force adjusters. Spring preload can be precisely tuned via a threaded collar on the main shock body.



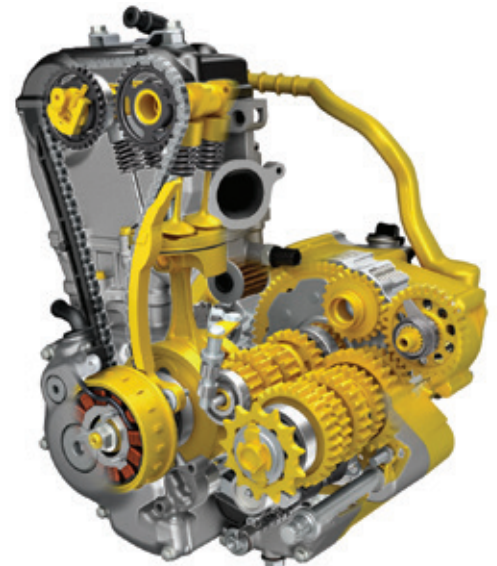
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RM-Z250 FEATURES CONT.

- The RM-Z250s engine has been refined so mid-range power and torque is enhanced while maximum power is maintained. Power delivery is smoother and linear for easier control.
 - New piston, piston pin & piston ring improve durability and ring-sealing.
 - Reduced crankshaft inertia, increased magneto inertia to reduce engine braking losses.
 - Revised EFI throttle valve angle also reduces engine braking losses.
 - Redesigned camshafts and intake valves to widen engine performance.
- Redesigned decompression system for improved starting.
- Redesigned kick drive gear, breather gear & kick idle gear also aids starting.
- The hot-start lever system is not required and is eliminated.
- Redesigned cam chain tensioner and adjuster to reduce valve train friction.
- Redesigned crankcase for increased lubrication.
- New clutch cover with oil level window.
- New, longer head pipe for enhanced low-to-mid range power.
- Revised muffler meets AMA sound standards.



- Redesigned main frame is reduced in weight 2.5% while chassis rigidity has been optimized for improved cornering performance.
- New light weight front brake caliper reduces mass while still providing outstanding stopping force.
- New Dunlop MX52 series tires are used featuring CTCS (Carcass Tension Control System) technology for superb rigidity and high level of grip.
- 249cc 4-stroke liquid-cooled DOHC 4-valve fuel-injected engine delivers remarkably smooth and controlled idle-to-redline performance.
- The compact aluminum cylinder is finished with Suzuki Composite Electrochemical Material (SCEM) coating for durability, light weight and efficient heat transfer.
- The piston pin now has Diamond-Like Carbon (DLC) surface treatment, for less friction and increased durability.
- Designed for motocross-use, the lightweight, battery-less, electronic fuel injection system with progressive throttle linkage delivers efficient power. A 12-hole fuel injector sprays a fine fuel/air mist for efficient combustion.
- For quick fuel adjustments to suit riding conditions, two couplers are provided. One is for rich and another for lean fuel setting compared to stock setting. Riders can change fuel settings in seconds by simply connecting either coupler to the wire harness.
- Cooling performance is efficient with balanced flow between the left and right radiators, and a high capacity coolant pump.
- Well-designed 5-speed transmission enables precise gear shift operation. The gear selection feel and accuracy is the result refined shift cam and shift lever. Specialized machining processes ensure the precision of the matching gears.



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RM-Z250 FEATURES CONT.

- Slim chassis design creates a trim riding position, allowing the rider to actively take control of the machine.
- Aluminum fuel tank provides sound foundation and cooling for the internal EFI fuel pump. Fuel capacity is 6.5L (1.7 US gal.).
- Race-inspired waved disc rotors are mounted to EXCEL aluminum rims with stainless steel spokes.
- The standard Renthal Fatbar is stronger and reduces vibration more than conventional aluminum handlebars.
- Bright Champion Yellow bodywork with race team-inspired graphics package.
- Gripper seat, with projected cross-shaped patterns, aids rider control
- See Suzuki industry leading Amateur Contingency program at www.SuzukiCycles.com/Racing.
- For more details, please visit www.suzukicycles.com.



RM-Z250 SPECIFICATIONS

Engine	249cc, 4-stroke, liquid-cooled, single cylinder, DOHC
Fuel System	Suzuki fuel injection
Ignition	Electronic ignition (CDI)
Starter	Primary kick
Transmission	5-speed constant mesh
Final Drive	Chain, D.I.D. 520DMA4 114 links
Suspension Front	Inverted telescopic, air spring, oil damped
Suspension Rear	Swingarm, link type, coil spring, oil damped
Brakes Front	Disc brake
Brakes Rear	Disc brake

Tires Front	80/100-21 51M, tube type
Tires Rear	100/90-19 57M, tube type
Overall Length	2170 mm (85.4 in)
Overall Width	830 mm (32.7 in)
Wheelbase	1475 mm (58.1 in)
Ground Clearance	345 mm (13.6 in)
Seat Height	955 mm (37.6 in)
Curb Weight	106.5 kg (235 lbs)
Fuel Tank Capacity	6.5 L (1.7 US gal)

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