

2018

RM-Z250



- KYB PSF2 fork for a fast and balanced tuning
- Factory-inspired KYB rear shock with HI/LO compression and HI/LO rebound damping
- Three-mode Suzuki Holeshoot Assist Control (S-HAC)
- Refined engine provides easy starts plus a wide and smooth power delivery



RM-Z250 COLOR



Champion Yellow No. 2

2018

RM-Z250



The championship-caliber 2018 Suzuki RM-Z250 has been carefully developed to deliver a high level of performance by incorporating a variety of features originally created for Suzuki's factory race bikes. The competition-proven Suzuki Holeshoot Assist Control (S-HAC) gives riders the best shot at grabbing the holeshoot on a wide variety of track conditions, and the specialized KYB PSF2 Pneumatic Spring fork provides both easy adjustability and outstanding action to give the RM-Z250 more precise handling than ever. The remarkable KYB rear shock and the well-sorted aluminum twin-spar frame ensure the razor-sharp handling Suzukis are famous for.

Enlist in the RM ARMY and enjoy Suzuki Amateur Racing Support!

Suzuki's RM Army and Amateur Racing Support is top notch, offering over \$3.8 million in contingency, trackside support, and the opportunity to train with Ricky Carmichael at Suzuki's exclusive Camp Carmichael. Want to see why champions choose Suzuki? Visit RaceSuzuki.com for more information on Suzuki's Amateur Support Program and enlist in the RM ARMY!



RM-Z250 FEATURES

NEW FEATURES

- New, competition-inspired body panel colors, graphics and seat color align perfectly with the all-new RM-Z450.

ENGINE FEATURES

- 249cc 4-stroke liquid-cooled DOHC 4-valve fuel-injected engine delivers remarkably smooth and controlled idle-to-redline performance.
- The RM-Z250's engine has heightened mid-range power and torque while maximum power is maintained. Power delivery is smoother and linear for easier control thanks to the following:
 - Crankshaft and magneto mass are balanced to reduce engine braking losses, while the camshafts and intake valves design widens engine performance. Slippery cam chain tensioner and precise adjuster reduce valve train friction.
- Crankcase passages are designed for increased lubrication. The clutch cover with oil level window eases maintenance checks.
- The compact aluminum cylinder is finished with Suzuki Composite Electrochemical Material (SCEM) coating for durability, light weight, and efficient heat transfer. Specially designed piston, piston pin, and rings improve durability and ring sealing.
- Cooling performance is efficient with balanced flow between the left and right radiators, and a high-capacity coolant pump.
- The exhaust's long head pipe enhances low- to mid-range power while the light-weight muffler meets AMA sound standards.
- Specially designed kick drive gear, breather gear, and kick idle gear ratios with an effective decompression system improve starting. Unlike some competitor's motor-cycles, a hot-start lever system is not required.

ADVANCED ELECTRONICS

- 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 while the throttle valve angle also reduces engine braking losses.
- Easy-to-use fuel couplers are included to simplify EFI tuning.
 - For quick fuel adjustments to suit riding conditions, two couplers are provided. One is for a rich and another for a lean fuel setting compared to stock setting. Riders can change fuel settings in seconds by simply connecting either coupler to the wire harness.
- Suzuki Holeshoot Assist Control (S-HAC) is a selectable launch mode system derived straight from Suzuki's factory race bike. S-HAC helps the rider's takeoff from the starting gate for an early lead. 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).
 - **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 alternation is in a similar

sequence as A-Mode, 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).

- **Base Mode:** Standard power launch, no action required on the S-HAC switch.

- There are three stages to **A-Mode** and **B-Mode** of the S-HAC system. This helps riders at the moment of launch, when crossing the gate, and through acceleration to the full speed.

TRANSMISSION FEATURES

- Well-designed 5-speed transmission enables precise gear shift operation. The gear selection feel and accuracy is the result of a refined shift cam and shift lever. Specialized machining processes ensure the precision of the matching gears.

CHASSIS FEATURES

- Compared to the prior generation RM-Z250, the main frame is reduced in weight 2.5 percent while chassis rigidity has been optimized for improved cornering performance.
- Advanced 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.
- Front upper and lower fork clamps are anodized black, complementing the gold fork leg finish.
- Innovative KYB rear shock absorber is connected link style to the swingarm via reshaped 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.
- Lightweight front brake caliper has low mass while still providing outstanding stopping force.
- Dunlop MX52 series tires are used featuring CTCs (Carcass Tension Control System) technology for superb rigidity and high level of grip.
- 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 black-anodized EXCEL aluminum rims with stainless steel spokes.
- The standard Renthal Fatbar is stronger and reduces vibration more than conventional aluminum handlebars.
- Champion Yellow bodywork (including new yellow rear fender) with race team-inspired graphics package.
- New color gripper seat, with projected cross-shaped patterns on the yellow top surface, aids rider control.
- See Suzuki industry-leading Amateur Contingency program at www.SuzukiCycles.com/Racing.
- For more details, please visit www.suzukicycles.com.

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RM-Z 250



RM-Z250 SPECS

Engine:	249cc, 4-stroke, liquid-cooled, single cylinder, DOHC
Bore x Stroke:	77.0 x 53.6 mm (3.0 x 2.1 in.)
Compression Ratio:	13.75: 1
Fuel System:	Fuel injection, 44 mm throttle body
Starter:	Primary kick starter
Lubrication:	Semi-dry sump
Clutch:	Wet multi-plate
Transmission:	5-speed constant mesh
Final Drive:	Chain, DID 520DMA4, 114 links
Suspension, Front:	Inverted telescopic, pneumatic spring, oil damped, adjustable damping force
Suspension, Rear:	Link type, coil spring, oil damped, adjustable spring preload, and damping force
Brake, Front:	Disc brake, single rotor
Brake, Rear:	Disc brake, single rotor

Tire, Front:	80/100-21 M/C 51M, tube type
Tire, Rear:	100/90-19 M/C 57M, tube type
Fuel Tank Capacity:	6.5L (1.7 US gallons)
Ignition:	Electronic ignition (CDI)
Spark Plug:	NGK CR8EIB-10
Overall Length:	2170 mm (85.4 in.)
Overall Width:	830 mm (32.7 in.)
Overall Height:	1270 mm (50.0 in.)
Wheelbase:	1475 mm (58.1 in.)
Ground Clearance:	345 mm (13.6 in.)
Seat Height:	955 mm (37.6 in.)
Curb Weight:	106 kg (234 lbs.)

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