



2013

RM-Z 250

RM-Z250



MSRP: \$7,599

For 2013, the Championship-caliber Suzuki RM-Z250 is more potent than ever. It features a long list of engine modifications designed to increase the mid- to top-end performance and provide smoother power delivery. The result is performance that lets you blast out of turns and blow by the competition on the straights. The RM-Z250 also features a redesigned chassis and suspension, including an all-new 48mm Separate Function front Fork (SFF) from Showa. It provides crisper, more stable handling so you can carve up the tightest tracks on your way to the top of the podium!

The 2013 RM-Z250 is a complete motocross package that is competitive right out of the crate. It meets a stricter AMA noise limit (94db) while maintaining smooth, powerful engine output. Suzuki engineers also focused on making tuning and maintenance easier on the RM-Z250. Two optional couplers are included with the bike that change the EFI settings (richer and leaner) for easy tuning and adjusting to various riding and track conditions.

New for 2013: The RM-Z250 features updated engine performance, new transmission, 48mm Showa Separate Function front Fork (SFF type-2), the newest version co-developed with Showa.



RM-Z 250

TOP 10 FEATURES



The RM-Z is powered by a compact and lightweight 249cc, liquid-cooled, DOHC, titanium four-valve, semi-dry-sump, four-stroke engine. Its advanced, battery-less Suzuki fuel-injection (FI) system, features a 44mm throttle body with progressive throttle linkage and a 16-bit computer. For 2013 both intake and exhaust camshafts have been redesigned resulting a broader low- & mid-range power and torque.



The RM-Z250's aluminum cylinder is treated with Suzuki Composite Electrochemical Material (SCEM) coating, and was designed for durability, light weight and efficient heat transfer. This high-performance technology is exclusive to the Suzuki, and offers exceptional performance with unmatched reliability.



A sturdy mirror-finished connecting rod permits stunning 13,500-RPM maximum engine speed for impressive acceleration and class-leading performance. Working together with 3% lighter piston and piston than the 2012 model results in faster throttle response and strong mid-range power.



Newly equipped Showa Separate Function front Fork (SFF type-2), the newest version co-developed with Showa. New fork system contributes to reduce friction, increase absorption, and weight reduction. For 2013, the fork diameter has been increased to 48mm and spring preload is now adjustable offering more adjustment and ability to fit a wider range of riders.



The RM-Z250 features a twin-spar aluminum frame and aluminum swing arm developed and refined for a highly optimized balance between rigidity and superb high-speed traction. For 2013, the engine mounting brackets are now made of steel to further improve rigidity balance and feedback to the rider.



The RM-Z250's lightweight aluminum exhaust muffler meets stricter AMA noise limit (94db) while keeping smooth engine output for class-leading performance and power. For 2013, the exhaust pipe was extended by 40mm further improving the mid-range power delivery.



RM-Z250 comes with additional two EFI setting couplers, for quick fuel setting adjustment. Gray coupler increases fuel delivery by 4% than standard setting, and white coupler reduces fuel by 4% than standard setting. Rider can change fuel setting by these couplers without using any tools.



Race-inspired disc rotors offer enhanced cooling performance and efficient mud slinging, working in conjunction with a lightweight (twin-piston) caliper result in exceptional braking performance and consistent feel at the lever. Excel aluminum rims equipped with Dunlop MX51 are also standard equipment.



High-quality Renthal Aluminum Fatbar is standard equipment, featuring a tapered design, are fixed to the rubber mounted triple clamp for comfortable rider positioning. A gripper seat, with projected cross-shaped patterns on the top surface, provide additional grip and rider comfort, allowing better rider positioning than the competition.



New graphics and colors give the RM-Z250 an aggressive updated style.



SUZUKI EDGE

MODEL NAME:	2013 Suzuki RM-Z250	SUZUKI EDGE	2013 Yamaha YZ250F	2013 Honda CRF250R	2013 Kawasaki KX250F	2013 KTM 250 SX-F	2013 KTM 350 SX-F
MSRP:	\$7,599	The RM-Z250 represents an incredible value offering more class-leading performance features like Suzuki fuel injection, Showa front suspension and a Suzuki Composite Electrochemical Material (SCEM) plated cylinder at a competitively-low MSRP which is \$300 lower than the KTM 250 SX-F and \$1,100 less than the KTM 350 SX-F.	\$7,290	\$7,420	\$7,599	\$7,899	\$8,699
ENGINE							
Engine:	249cc liquid-cooled, 4-stroke DOHC	The RM-Z250's compact, lightweight 249cc, DOHC four-stroke engine features a lightweight aluminum cylinder with Suzuki Composite Electrochemical Material (SCEM) coating for durability, light weight and efficient heat transfer.	250cc liquid-cooled, 4-stroke DOHC	249cc liquid-cooled, 4-stroke SOHC	249cc liquid-cooled, 4-stroke DOHC	249.9cc liquid-cooled, 4-stroke DOHC	349cc liquid-cooled, 4-stroke DOHC
Bore Stroke:	77.0mm x 53.6mm	The RM-Z250 features the optimal bore and stroke dimensions for ultimate performance. The cylinder is treated with Suzuki Composite Electrochemical Material (SCEM), Suzuki's own race-proven coating that provides better durability, light weight and help transfer heat to keep the RM-Z250 at optimum temperature.	77.0mm x 53.6mm	76.8mm x 53.8mm	77.0mm x 53.6mm	78.0mm x 52.3mm	88mm x 57.5mm
Compression Ratio:	13.5:1	The RM-Z250 features a competitive compression ratio that is optimal for ultimate performance and reliability. The RM-Z250 has a higher compression ratio than the Honda CRF50R and	13.5:1	13.2:1	13.8:1	13.4:1	13.5:1
Fuel System:	Suzuki fuel injection featuring a 44mm throttle body with progressive throttle linkage and a high processing 16-bit ECM	The RM-Z250 is the first ever 250cc MX bike to come with EFI. Suzuki Fuel Injection is an advanced, battery-less fuel-injection (FI) system, featuring a 44mm throttle body with progressive throttle linkage and a 16-bit computer for efficient ECM delivery, smooth throttle response and better performance than the competition.	Carburetor 39mm	EFI 46mm Throttle body	EFI 43mm Throttle body	EFI 44mm Throttle body	EFI 44mm Throttle body
Lubrication:	Suzuki Advanced Sump System (SASS)	The RM-Z250's compact, lightweight Suzuki Advanced Sump System (SASS) utilizing a separate crankshaft chamber & transmission chamber helping reduces oil drag on the crankshaft and lowers the crankshaft position and center of gravity for superior reliability and better weight distribution.	N/A	N/A	N/A	Pressure lubrication with 2 oil pumps	Pressure lubrication with 2 oil pumps
Transmission:	5-speed constant mesh	The RM-Z250 features a 5-speed transmission that provides increased flexibility, boasting gear ratios suited for various terrains and conditions, with impressive acceleration, especially in 1st gear, to make it first off the line and through the holeshot!	5-speed	5-speed	5-speed	6-speed	5-speed
Final Drive:	Chain, DID520DMA4, 114 links	The RM-Z250 boasts a high-quality D.I.D. brand 114-link chain drive to deliver power from the RM-Z250's robust 249cc 4-stroke, Suzuki fuel-injected engine for unrivaled performance and reliability.	Chain	Chain	Chain	Chain	Chain
CHASSIS							
Brakes Front:	Hydraulic disc brake, single 250mm race-ready wave disc rotors working together with lightweight Nissin caliper.	The RM-Z250 features a class-leading race-inspired hydraulic front disc brake with high quality Nissin caliper and high-performance 250mm wave disc rotor that offers enhanced cooling performance and efficient mud slinging for unrivaled performance on the racetrack.	Disc 250mm	Disc 240mm	Disc 250mm	Disc 260mm	Disc 260mm

SUZUKI EDGE							
MODEL NAME:	2013 Suzuki RM-Z250	SUZUKI EDGE	2013 Yamaha YZ250F	2013 Honda CRF250R	2013 Kawasaki KX250F	2013 KTM 250 SX-F	2013 KTM 350 SX-F
Brakes Rear:	Hydraulic disc brake, single 240mm race-ready wave disc rotors working together with lightweight Nissin caliper.	The RM-Z250 features a class-leading, race-inspired rear disc brake with lightweight Nissin caliper and a 240mm race-inspired disc that provides effective, reliable stopping power and race-winning performance.	Disc 250mm	Disc 240mm	Disc 240mm	Disc 220mm	Disc 220mm
Weight:	235 lbs. (106.5 kg)	The RM-Z250 ultra competitive package boasts high-quality race-developed performance features, including Suzuki fuel injection and Showa SFF front suspension at an impressive power-to-weight ratio that is ready to win.	227 lbs.	227 lbs.	233.8 lbs.	226.6 lbs. without fuel	231 lbs. without fuel
Fuel Tank Capacity:	1.7 US gal. (6.5L)	The RM-Z250 boasts a large aluminum fuel tank that offers more fuel capacity than found on the Honda CRF250R and Yamaha YZF250F and along with the RM-Z250's highly efficient Suzuki fuel injected 249cc engine, means you can ride longer than the competition before filling up the tank.	1.6 US gal.	1.5 US gal.	1.9 US gal	1.9 US gal.	1.9 US gal
Ground Clearance:	13.6 in. (345mm)	The lightweight RM-Z250 features a competitive ground clearance that is over half an inch longer than the Kawasaki KX250F and nearly an inch higher than the Honda CRF250R, and with the RM-Z250's class-leading Showa suspension package, provides a complete motocross package that provides excellent overall handling and ground clearance to take on the toughest tracks.	14.9 in.	12.7 in.	13.0 in.	14.8 in.	14.8 in.
Overall Length:	85.4 in. (2170mm)	The RM-Z250 has an optimal 85.4-inch overall length designed for top performance and unrivaled handling on the track.	85.4 in.	N/A	85.4 in.	N/A	N/A
Overall Width:	32.7 in. (830mm)	The 32.7-inch overall width of the RM-Z250 is carefully designed to allow a competitive balanced package that is maneuverable, yet offers excellent stability and a comfortable riding position.	32.5 in.	N/A	32.3 in.	N/A	N/A
Wheelbase:	58.1 in. (1487mm)	At 58.1-inches, the RM-Z250 features a competitive wheelbase for excellent stability, especially over rough tracks and difficult riding conditions.	58.1 in.	58.6 in.	58.1 in.	58.86 in.	58.86 in.
Seat Height:	37.6 in. (955mm)	The RM-Z250 has a competitively low seat height that is nearly 1.5-inches lower than the Yamaha YZ250F and KTM 250SX-F & 350 SX-F, which, along with the RM-Z250's gripper seat, allow a slim, comfortable riding position to take control of the machine.	39.0 in.	37.4 in.	37.2 in.	39.0 in.	39 in.
Suspension Front:	SHOWA SFF 48mm Telescopic forks, Coil spring, oil-damped, Separate Function front Fork (SFF) design with 12.2-in. travel	The RM-Z250 uses a class-leading, 48mm Showa Separate Function Fork (SFF) front fork design with adjustable spring preload, compression/rebound-damping adjustability producing an emphasis on smooth shock absorption and ample bottoming resistance for unrivaled suspension performance. The RM-Z250's class-leading Showa suspension provides 12.2 inches of wheel travel which is almost half an inch more than what is found on the Yamaha YZ250F and KTM 250 SX-F & 350 SX-F.	Inverted fork; 11.8-in. travel	Inverted fork; 12.2-in. travel	Inverted fork; 12.4-in. travel	Inverted fork; 11.81 in. travel	Inverted fork; 11.81 in. travel

SUZUKI EDGE

MODEL NAME:	2013 Suzuki RM-Z250	SUZUKI EDGE	2013 Yamaha YZ250F	2013 Honda CRF250R	2013 Kawasaki KX250F	2013 KTM 250 SX-F	2013 KTM 350 SX-F
Suspension Rear:	Swingarm, link type, SHOWA piggyback reservoir shock, 12.2-in. travel	The RM-Z250 features a class-leading Showa piggyback-reservoir rear shock with high-speed/low-speed compression damping adjustment and rebound damping with spring preload adjustments. This high-performance shock, working through Suzuki's class-leading rising-rate linkage system, provides 12.2 inches of wheel travel.	Single shock; 12.5-in. travel	Single shock; 12.3-in. travel	Single shock; 12.2-in. travel	Single shock; 12.48 in. travel	Single shock; 12.48 in. travel
Tires Front:	80/100-21 Dunlop MX51F	The RM-Z250 comes standard with a tough Dunlop MX51 21" front tire that provides excellent traction and hook up over tough terrain and tracks.	80/100-21	80/100-21	80/100-21	80/100-21	80/100-21
Tires Rear:	100/90-19 Dunlop M51	The RM-Z450 comes standard with a tough Dunlop M51 19" rear tire that provides excellent traction and hook up.	100/90-19	100/90-19	100/90-19	100/90-19	110/90-19
Color:	Champion Yellow / Solid Black	The RM-Z250 is offered in the iconic Suzuki Champion Yellow color, with a new black rear fender and yellow front number plate and updated graphics package.	White/Red, Blue/White	Red	Green	Orange	Orange