

# 2016 EDGE Product Comparison Guide



Way of Life!



**RM-Z 250**



**RM-Z250**

## 2016 RM-Z250

### *Elevating the Winning Balance!*

To deliver a high level of performance, the RM-Z250 continues to evolve for 2016 and beyond, while maintaining the excellent balance of the current model.

The main engineering target for the 2016 RM-Z250 is to deliver new performance components developed from the factory race bike:

- New Suzuki Holeshoot Assist Control (S-HAC) gets riders out of the starting gate fast.
- New KYB PSF2 Pneumatic Spring front fork greatly improves front suspension action, is lower weight and is easy to tune.

#### Goals related to engine performance:

- Wider range of power is achieved by changing in the engine's internal mass.
- Reduced engine braking from improved oil and air pressure management in the crankcase.
- Improved engine starting from changes to the kick gears and the automatic decompressor.
- Increased durability and reliability by careful refinement of engine and transmission components.
- Compliance with AMA sound level standards without sacrificing power through careful redesign of the exhaust and other components.

#### Goals related to chassis performance:

- Increase cornering performance through reduced weight and increased rigidity in the main frame.
- Maintain nimble handling with new KYB suspension technology exclusive to Suzuki.
- Reduce the overall weight through weight reductions in engine and suspension components.

**Champions Choose Suzuki...and Suzuki supports future champions! In addition to all the high-tech features and race-winning performance of the 2016 RM-Z models, Suzuki offers the best amateur racing program around!**

#### Color

Champion Yellow / Solid Black

#### Pricing

MSRP \$7,699



# RM-Z250

## TOP 10 FEATURES



The RM-Z250 is powered by a compact 249cc, liquid-cooled, DOHC, four-valve, semi-dry-sump, 4-stroke engine. To improve engine performance and starting, more than 80 internal parts were redesigned for the 2016 model. Its battery-less EFI system features a 44mm throttle body with a revised throttle valve that helps to manage engine braking.



New for 2016, the Suzuki Holeshoot Assist Control (S-HAC) is a selectable launch mode system derived straight from the factory race bike to help riders gain an early lead from the starting gate. A simple-to-use handlebar-mounted button lets the rider choose one of three modes to match their skill level and riding conditions.



The new class-exclusive KYB PSF2 Pneumatic Spring Fork has no coil springs, reduces weight, and has a wide range of damping force adjustment. Spring pressure is ultra-easy to set by balancing just one setting on each fork leg. A new KYB rear shock has unique integral damping force adjusters all positioned at the top of the damper for easy tuning.



Engine starting is improved for 2016 with a number of internal modifications. The engine starts quickly with low effort because of the specially designed kick drive gear, kick idle gear, breather gear and refined camshaft-mounted decompression system.



Cooling performance for the 2016 RM-Z250 is outstanding due to the Y-shaped radiator hose connection that equalizes coolant flow between the left and right radiators. The coolant flow rate is high thanks to a special pump cover design that permits the coolant hose to be directly connected to the pump.



The 2016 RM-Z250 features a redesigned twin-spar aluminum frame and swing arm developed to achieve balance between rigidity and compliance. The frame's rigidity has increased with 2.5 % lower weight. A Renthal aluminum alloy Fatbar and gripper seat are standard allowing, which provides better rider positioning than the competition.



A 5-speed transmission provides extra flexibility and gear ratios suited for a variety and terrain riding conditions. The racing-designed shift cam improves gear shift feel so gear selection is precise and smooth. The RM-Z250's link-type shifting system, along with rack-and-pinion clutch activation, offers smooth transitions through all the gears.



The RM-Z250 comes with two additional EFI setting couplers, for quick fuel setting adjustment. The gray coupler increases fuel delivery by 4% over standard, while the white coupler reduces fuel by 4% below standard. The convenient coupler location allows the rider to change fuel settings without tools.



The RM-Z250's lightweight aluminum exhaust muffler meets the AMA Racing sound limit (94db), while smoothing engine output for class-leading performance and power. The header pipe has been lengthened to improve mid-range power and the air cleaner box's back panel is made of a carbon-fiber mixed material for low weight and high strength.



Racing-inspired wave brake disc rotors offer enhanced cooling performance and efficient self-cleaning while a new, lightweight, twin-piston front brake caliper reduces unsprung weight. Together, these components provide exceptional braking performance and consistent feel at the lever. The RM-Z250's strong EXCEL aluminum rims are standard equipment.

MODEL:	2016 Suzuki RM-Z250	SUZUKI EDGE	2016 Honda CRF250R	2016 Yamaha YZ250F	2016 Kawasaki KX250F	2016 KTM 250 SX-F	2016 KTM 350 SX-F
MSRP:	\$7,699	Fully refined for 2016, the RM-Z250 represents an incredible value, offering more class-leading performance features like Suzuki fuel injection with tunable fuel settings and the new S-HAC launch control system. The new and class-exclusive KYB PSF2 Pneumatic front suspension and the equally advanced KYB integrated damping adjuster rear shock complement a number of frame and chassis improvements that further entrench the RM-Z250 as the best handling motocross bike you can get. Additional changes strengthen and balance the engine's power delivery. These modifications, and other established technologies, such as the Suzuki Composite Electrochemical Material (SCEM) plated cylinder are available at a class-appropriate MSRP, and \$700 less than the KTM 250 SX-F and \$1400 less than the KTM 350 SX-F.	\$7,599	\$7,590 \$7,690 (Anniversary Yellow)	\$7,599	\$8,399	\$9,099
<b>ENGINE</b>							
Engine:	249cc liquid-cooled, 4-stroke DOHC	The 2016 RM-Z250 has received a number of engineering changes to advance engine performance, starting and handling, and to comply with AMA sound requirements. These changes successfully enhance the motorcycle without damaging the excellent balance the RM-Z250 is renowned for. The bike's compact 249cc, Dual-Overhead Camshaft cylinder head (DOHC) four-stroke engine features a lightweight, SCEM-coated aluminum cylinder for durability, reduced weight and efficient heat transfer. The DOHC cylinder head offers distinct valve train advantages over the SOHC type used in the Honda CRF250R, and the KTM 250SX-F and 350SX-F. Also refined for 2016, the cam chain tensioner blades are Teflon-coated for reduced friction, while the tension adjuster provides more precise control.	249cc liquid-cooled, 4-stroke SOHC	250cc liquid-cooled, 4-stroke DOHC	249cc liquid-cooled, 4-stroke DOHC	249.9cc liquid-cooled, 4-stroke. SOHC	349.7cc liquid-cooled, 4-stroke. SOHC
Bore Stroke:	77.0mm x 53.6mm	The RM-Z250 features an optimal bore and stroke ratio for race-winning performance. The over-square ratio is key to high RPM performance, but other attributes maintain the engine's strong torque curve. In addition to the SCEM-coated cylinder, the piston pin has Diamond-Like Carbon (DLC) surface treatment for less friction and increased durability. The piston's surface is now shot-peened for greater durability, while the L-shaped top ring increases sealing performance to reduce losses from excessive blow-by gas that affect other motorcycles.	76.8mm x 53.8mm	77.0mm x 53.6mm	77.0mm x 53.6mm	78mm x 52.3mm	88mm x 57.5mm

MODEL:	2016 Suzuki RM-Z250	SUZUKI EDGE	2016 Honda CRF250R	2016 Yamaha YZ250F	2016 Kawasaki KX250F	2016 KTM 250 SX-F	2016 KTM 350 SX-F
<b>Compression Ratio:</b>	13.75:1	The RM-Z250's engine compression ratio has been increased so it is optimal for performance and reliability. This well-balanced ratio with the newly design slipper-style piston and precision ring set permits strong running on readily available fuels. Other brands have excessively high ratios, which can require very specialized fuels that may affect reliability and performance in extreme conditions.	13.5:1	13.5:1	13.8:1	14.4:1	14.0:1
<b>Fuel System:</b>	Suzuki fuel injection, 44mm throttle body, 16-bit ECM with adjustable fuel delivery	The RM-Z250's Suzuki fuel injection is an advanced, battery-less fuel-injection (EFI) system equipped with a 44mm throttle body, progressive throttle linkage and a 16-bit computerized ECM that creates excellent throttle response and better overall performance than the competition. The angle of the throttle body's throttle valve is revised for 2016 to help smooth engine braking, which helps to reduce lap times. For example the transition from corner entry to exit drive is smoother and quicker. Included with the motorcycle is a coupler set that lets the rider adjust the EFI's fuel delivery setting without tools. (EFI tuning parts or tuning boxes are an extra-cost accessory option on most of the RM-Z's competitors).	EFI 46mm Throttle body	EFI 44mm Throttle body	EFI 43mm Throttle body	EFI 44mm Throttle body	EFI 44mm Throttle body
<b>Lubrication:</b>	Suzuki Advanced Sump System (SASS)	The RM-Z250's compact, lightweight Suzuki Advanced Sump System (SASS) utilizes a separate crankshaft chamber and transmission chamber to reduce oil drag on the crankshaft. It also lowers the crankshaft position for a lower center of gravity for superior reliability and better weight distribution. For 2016, the lower portion of the right crankcase is redesigned to increase oil flow. The reed valve that balances oil flow and pressure between the chambers is also revised to aid reduced engine brake force. To ensure all of these improvements provide maximum lubrication, the dry sump's precision machined pump rotors spin freely to keep mechanical loss practically imperceptible.	Dry sump, oil pump	Dry sump, oil pump	Semi-dry sump, oil pump	Semi-dry sump, 2 oil pumps	Semi-dry sump, 2 oil pumps
<b>Transmission:</b>	5-speed constant mesh	The RM-Z250 features a 5-speed transmission with refined gear ratios, giving riders the flexibility to select the best gear for the terrain and conditions. This results in impressive acceleration, especially in 1st gear for first-off-the-line positioning during competition. Additionally, the shifting system has been fully refined and includes a stronger gear shift cam for a more precise and smooth shift operation through all the gears. Also new for 2016, the clutch cover features an oil level window — positioned in a safe location — to provide a quick review of the engine's oil level.	5-speed	5-speed	5-speed	5-speed	5-speed

MODEL:	2016 Suzuki RM-Z250	SUZUKI EDGE	2016 Honda CRF250R	2016 Yamaha YZ250F	2016 Kawasaki KX250F	2016 KTM 250 SX-F	2016 KTM 350 SX-F
<b>Final Drive:</b>	Chain, DID520MXV4, 114 links	The RM-Z250 boasts a high-quality D.I.D. brand 114-link chain drive to deliver power from the strong 249cc 4-stroke, fuel-injected engine for unrivaled performance and reliability. It also provides low rolling resistance.	Chain	Chain	Chain	Chain	Chain
<b>Rider Aids:</b>	Suzuki Holeshot Assist Control (S-HAC). <i>Three, rider-controllable modes</i>	<p>New for 2016, the Suzuki Holeshot Assist Control (S-HAC) is a selectable launch system derived from the factory race bike to help riders' takeoff from the starting gate for an early lead. The rider can choose from three modes to match their skill level and starting conditions. After launch (and when certain conditions are met), S-HAC disengages so the RM-Z250's full power is available. Suzuki's racing experience is unique, so the launch control on competitive models may not effectively disengage, causing those riders to be at a disadvantage to a racer on a RM-Z250.</p> <p><b>A Mode:</b> <i>For hard surfaces or less than ideal conditions at the starting gate, hold down the S-HAC button for more than 0.7 second.</i></p> <p><b>B Mode:</b> <i>When there is better traction and a more aggressive launch is needed, hold down the S-HAC button for more than 1.8 seconds.</i></p> <p><b>Base Mode:</b> <i>Standard power launch, no action required with the S-HAC button.</i></p>	No launch-control, power-level button only	None	Launch-control	Launch-control	Launch-control



MODEL:	2016 Suzuki RM-Z250	SUZUKI EDGE	2016 Honda CRF250R	2016 Yamaha YZ250F	2016 Kawasaki KX250F	2016 KTM 250 SX-F	2016 KTM 350 SX-F
<b>CHASSIS</b>							
<b>Front Brake:</b>	Hydraulic disc brake, single 250mm race-ready wave disc rotor, Nissin caliper.	The RM-Z250 features a competition-ready hydraulic front disc brake with new light-weight, high-quality Nissin caliper and high-performance 250mm wave disc rotor that provides enhanced cooling performance. Combined with the centrifugal force of a larger diameter rotor, the wave edge designed prevents mud and debris from contaminating the brakes and affecting breaking performance.	Disc 260mm	Disc 270mm	Disc 270mm	Disc 260mm	Disc 260mm
<b>Rear Brake:</b>	Hydraulic disc brake, single 240mm race-ready wave disc rotor, Nissin caliper.	The RM-Z250 features a wave edge design combined-ready hydraulic rear disc brake with lightweight Nissin caliper and a 240mm disc that provides effective, reliable stopping power and race-winning performance. To ensure strong and progressive stopping performance, a semi-sintered brake pad material is used. Similar to the RM-Z's front brake, the wave-style edge and specially shaped "windows" keep the brake pads clean and enhance braking performance in wet conditions.	Disc 240mm	Disc 245mm	Disc 240mm	Disc 220mm	Disc 220mm
<b>Weight:</b>	243 lbs. (106 kg)	The RM-Z250's ultra-competitive package boasts high-quality race-developed performance features, including Suzuki fuel injection, Holeshoot Assist launch control, plus the new KYB front and suspension, all at an impressive power-to-weight ratio that is ready to win. The 2016 chassis benefits directly from changes in the main aluminum-alloy frame, which optimize rigidity while reducing weight by 2.5%. Strength was not compromised, nor was the Suzuki's renowned, nimble handling characteristics. At under 245 pounds, the power-to-weight ratio remains favorable, especially when matched with Suzuki reliability.	231 lbs.	231 lbs.	233.6 lbs.	220.2 lbs. without fuel	223.5 lbs. without fuel
<b>Fuel Tank Capacity:</b>	1.7 US gal. (6.5L)	The RM-Z250 boasts an aluminum fuel tank that offers competitive fuel capacity to supply the highly efficient Suzuki fuel injected 249cc engine.	1.7 US gal.	2.0 US gal.	1.61 US gal.	1.84 US gal.	1.84 US gal.
<b>Ground Clearance:</b>	13.6 in. (345mm)	The lightweight RM-Z250 features ample, competitive ground clearance, and with Suzuki's class-exclusive KYB PSF2 suspension package, it makes for a complete motocross package that provides excellent overall handling and ground clearance to take on the toughest tracks.	12.7 in.	12.8 in.	13.0 in.	14.5 in.	14.5 in.

MODEL:	2016 Suzuki RM-Z250	SUZUKI EDGE	2016 Honda CRF250R	2016 Yamaha YZ250F	2016 Kawasaki KX250F	2016 KTM 250 SX-F	2016 KTM 350 SX-F
<b>Overall Length:</b>	85.4 in. (2170mm)	The RM-Z250 has an optimal overall length — less than 86 inches — that is designed for top performance and unrivaled handling on the track.	N/A <i>not published</i>	85.2 in.	85.4 in.	N/A <i>not published</i>	N/A <i>not published</i>
<b>Overall Width:</b>	32.7 in. (830mm)	The 32.7-inch overall width of the RM-Z250 is carefully designed for a competitively balanced package that is maneuverable, yet offers excellent stability and a comfortable riding position. The standard Renthal Fatbar handlebars give the RM-Z250 pilot an excellent leverage over the svelte chassis.	N/A <i>not published</i>	32.5 in.	32.3 in.	N/A <i>not published</i>	N/A <i>not published</i>
<b>Wheelbase:</b>	58.1 in. (1475mm)	At 58.1-inches, the RM-Z250 features a wheelbase that is at the front of the pack. This balanced wheelbase is highly maneuverable, but also stable over rough tracks and difficult riding conditions. 2016 RM-Z250 riders can further exploit that advantage with the assistance of the new KYB suspension and chassis updates.	58.6 in.	58.1 in.	58.1 in.	58.4 in.	58.4 in.
<b>Seat Height:</b>	37.6 in. (955mm)	The RM-Z250 has a competitively low seat height that is lower than the Yamaha YZ250F, the CRF250R, the KTM 250SX-F and 350 SX-F. This reasonable height, along with the RM-Z250's pattern/gripper seat cover, creates a slim, comfortable riding position that gives the rider superb machine control.	37.4 in.	38.0 in.	37.2 in.	37.8 in.	37.8 in.
<b>Front Suspension:</b>	KYB PSF2 Pneumatic Spring, 48mm inverted telescopic forks, air spring, oil-damped, 12.2-in. travel	The 2016 RM-Z250 is equipped with the industry leading 48mm KYB PSF2 Pneumatic Spring Fork. This fork features infinitely adjustable air-pressure for spring preload and compression damping adjustment, plus advanced high- and low-speed rebound damping adjustment. The extra weight and difficulty of tuning with steel coil springs is replaced with one simple air pressure setting, and suspension tuning takes only moments using a Suzuki air pump and a simple screwdriver. This new, class-exclusive KYB suspension provides 12.2 inches of wheel travel, which is nearly half-an-inch more than that of the KTM 250 SX-F and 350 SX-F, and it matches the class competitors.	49mm, inverted fork; 12.2 in. travel	Inverted fork; 12.2 in. travel	Inverted fork; 12.4 in. travel	Inverted fork; 11.8 in. travel	Inverted fork; 11.8 in. travel



MODEL:	2016 Suzuki RM-Z250	SUZUKI EDGE	2016 Honda CRF250R	2016 Yamaha YZ250F	2016 Kawasaki KX250F	2016 KTM 250 SX-F	2016 KTM 350 SX-F
<b>Rear Suspension:</b>	Swingarm, link type, KYB shock, 12.2 in. travel	The RM-Z250 features a new, class-exclusive KYB piggy-back reservoir rear shock with high- and low-speed compression damping adjustment, high- and low-speed rebound damping, plus infinitely adjusted spring preload adjustment. The damping force adjusters are all positioned at the top of the shock for ultra-easy access, making suspension fine-tuning quick and easy. This high-performance, oil and nitrogen-charged shock, working through Suzuki's rising-rate linkage system, provides 12.2 inches of wheel travel. The RM-Z250's KYB shock provides nearly half-an-inch more effective travel than the KTM 250 SX-F and 350 SX-F, and it matches or exceeds the other motorcycles in the class.	Single shock; 12.3 in. travel	Single shock; 12.4 in. travel	Single shock; 12.2 in. travel	Single shock; 11.8 in. travel	Single shock; 11.8 in. travel
<b>Front Tire:</b>	80/100-21 Dunlop MX52	The RM-Z250 is now equipped with a high-tech Dunlop MX52 21" front tire that provides excellent stopping and turning over tough terrain. The MX52 tire series was designed using new CTCS (Carcass Tension Control System) technology for a great balance between rigidity and grip. This tire is mounted on a tough EXCEL aluminum rim with sturdy, lightweight stainless steel spokes and heavy-duty nipples that stand up to the rigors of racing.	80/100-21	80/100-21	80/100-21	80/100-21	80/100-21
<b>Rear Tire:</b>	110/90-19 Dunlop MX52	The RM-Z250 is now equipped with a high-tech Dunlop MX52 21" rear tire that provides excellent traction over tough terrain. The MX52 tire series was designed using new CTCS (Carcass Tension Control System) technology for a great balance between rigidity and grip. This tire features a carcass and lug design that holds up well to launches and aggressive acceleration (special design emphasis was applied to grip to maximize acceleration). This tire is mounted to a tough EXCEL aluminum rim with sturdy, lightweight stainless steel spokes with heavy-duty nipples that stand up to the rigors of racing.	100/80-19	100/80-19	100/80-19	110/90-19	110/90-19
<b>Color:</b>	Champion Yellow / Solid Black	The RM-Z250 is offered in iconic Suzuki Champion Yellow with a black rear fender, yellow front number plate and updated graphics.	Red	Blue/White, Yellow	Green	Orange	Orange