

# EDGE Product Comparison Guide

## 2017 RM-Z450



**RM-Z450**

**SUZUKI**

# RM-Z450



## **2017 RM-Z450** **Champion Approved!**

The RM-Z450 continues to deliver a high level of performance while maintaining the great balance that Suzuki motocross motorcycles are renowned for.

The 449cc 4-stroke liquid-cooled DOHC 4-valve fuel-injected engine, along with other refinements straight from the factory, are the reasons why champions choose Suzuki!

The RM-Z450 for 2017 features the Suzuki Hole Shot Assist Control system (S-HAC), so riders can gain an even stronger advantage off the starting line.

Ultra-lightweight and easily tunable SHOWA SFF-AIR Forks return to bring pro-level suspension action to riders of any capability.

Mix in the rugged, yet super responsive chassis, with new black anodized EXCEL rims and fork clamps, and its obvious that the RM-Z450 for 2017 continues to be a winner.

Champions Choose Suzuki...and Suzuki supports future champions! In addition to all the high-tech features and race-winning performance of the 2017 RM-Z models, Suzuki offers the best amateur racing program around!

### **Color**

Champion Yellow / Solid Black with new Race-inspired graphics

### **Pricing**

MSRP \$8,749

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# RM-Z450

## TOP 10 FEATURES



The RM-Z450 is powered by a compact 449cc, liquid-cooled, DOHC, four-valve, semi-dry-sump, 4-stroke engine. Its advanced, battery-less Suzuki fuel-injection system, features a 44mm throttle body with progressive throttle linkage and a 16-bit computer. An ultra-lightweight SCEM-coated cylinder and magnesium covers keep mass low and engine performance high.



The Suzuki Holeshot 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 for their skill level and riding conditions.



The front SFF-Air suspension is an evolution of the SFF system with no coil spring, reduced weight, increased inner tube diameter, and increased damper rod/piston size. The SFF-Air is made of three chambers and riders can easily change the spring rate with an air pump instead of changing the coil springs.



Engine starting is easier with a long kick starter lever for more effective operation. The specially designed kick drive gear, kick idle gear, breather gear and refined camshaft-mounted decompression system function precisely and efficiently to get the engine started quickly with low effort.



Cooling performance for the RM-Z450 is outstanding due to the Y-shaped radiator hose connection that equalizes coolant flow between the left and right radiators. The flow rate is high thanks to a special water pump cover design the permits the water hose to be directly connected to the pump.



The RM-Z450 features a twin-spar aluminum frame and swing arm developed and refined to achieve balance between rigidity and compliance. The main frame has increased rigidity and reduced weight compared to earlier models. A Renthal aluminum alloy Fatbar and gripper seat are standard equipment, which provide better rider positioning than the competition.



A 5-speed transmission provides extra flexibility, offering gear ratios suited for various terrains and conditions. The racing-designed shift cam has improved gear shift feel, so gear selection is precise and smooth. The RM-Z450's link-type shifting system and rack-and-pinion clutch activation provide smooth transitions through all the gears.



The RM-Z450 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 any tools.



The RM-Z450's lightweight aluminum exhaust muffler meets AMA Racing sound limit (94db) while keeping smooth engine output for class-leading performance and power. The air cleaner box's back panel is made of carbon-fiber mixed material for low weight and strength.



The 2017 RM-Z450 is now equipped with black-anodized Excel aluminum rims as standard equipment. Race-inspired wave brake disc rotors offer enhanced cooling performance and efficient self-cleaning. The rotors work in conjunction with a lightweight twin-piston calipers, resulting in exceptional braking performance and consistent feel at the levers.

MODEL:	2017 Suzuki RM-Z450	SUZUKI EDGE	2016 Honda CRF450R	2016 Yamaha YZ450F	2016 Kawasaki KX450F	2016 KTM 350 SX-F	2016 KTM 450 SX-F
<b>MSRP:</b>	\$8,749	The RM-Z450 represents an incredible value, offering more class-leading performance features like Suzuki fuel injection with tunable fuel settings, an improved S-HAC launch control system, Showa SFF AIR front suspension and a Suzuki Composite Electrochemical Material (SCEM) plated cylinder, all at a competitively-low, class-appropriate MSRP. The RM-Z's price is less than the Kawasaki KX450F, and is \$350 less than the smaller-displacement KTM 350 SX-F and \$550 less than the KTM 450 SX-F. Refinements from the previous model, such as the S-HAC and SFF-Air fork, ensure the RM-Z450 stays at the top of the podium in performance and value.	\$8,699	\$8,590 \$8,690 (Anniversary Yellow)	\$8,799	\$9,099	\$9,299
<b>ENGINE</b>							
<b>Engine:</b>	449cc liquid-cooled, 4-stroke DOHC	The RM-Z450's compact 449cc, DOHC four-stroke engine features a lightweight, SCEM-coated aluminum cylinder for durability, reduced weight and efficient heat transfer. The Dual Overhead Camshaft cylinder head (DOHC) offers valve train advantages over the Honda CRF450R, and the KTM 350SX-F and 450SX-F. The RM-Z450 has no difficulty in out-performing the KTM 350 SX-F with 100cc more displacement.	449cc liquid-cooled, 4-stroke SOHC	449cc liquid-cooled, 4-stroke DOHC	449cc liquid-cooled, 4-stroke DOHC	349.7cc liquid-cooled, 4-stroke SOHC	449.9cc liquid-cooled, 4-stroke SOHC
<b>Bore/Stroke:</b>	96.0mm x 62.1mm	The RM-Z450 features optimal bore and stroke ratio for race-winning performance. The over-square ratio is key to high RPM performance, while 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.	96.0mm x 62.1mm	97.0mm x 60.8mm	96.0mm x 62.1mm	88mm x 57.5mm	95mm x 63.4mm
<b>Compression Ratio:</b>	12.5:1	The RM-Z450 features a competitive compression ratio that is optimal for performance and reliability. The short, slipper-style piston and precision ring set maintain a tight seal on combustion chamber pressure to maximize horsepower.	12.5:1	12.5:1	12.8:1	14.0:1	12.75:1
<b>Fuel System:</b>	Suzuki fuel injection, 44mm throttle body, 16-bit ECM with adjustable fuel delivery	The RM-Z450's Suzuki fuel injection is an advanced, battery-less fuel-injection (EFI) system equipped with a 44mm throttle body with progressive throttle linkage and a 16-bit computerized ECM that provides excellent throttle response and better overall performance than the competition. Included with the motorcycle is a coupler set that lets the rider adjust the EFI's fuel delivery setting without tools. (EFI tuning parts are an extra-cost accessory option for the Honda CRF450R, Yamaha YZ450F, KTM 450 SX-F and KTM 350 SX-F.)	EFI 46mm Throttle body	EFI 44mm Throttle body	EFI 43mm Throttle body	EFI 44mm Throttle body	EFI 44mm Throttle body

MODEL:	2016 Suzuki RM-Z450	SUZUKI EDGE	2016 Honda CRF450R	2016 Yamaha YZ450F	2016 Kawasaki KX450F	2016 KTM 350 SX-F	2016 KTM 450 SX-F
<b>Lubrication:</b>	Suzuki Advanced Sump System (SASS)	The RM-Z450'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 low center of gravity, superior reliability and better weight distribution. The dry sump's precision machined, oil 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-Z450 features a 5-speed transmission with refined gear ratios, giving riders the flexibility to select the best gear for the terrain and conditions. This also results in impressive acceleration, especially in 1st gear, for first-off-the-line positioning during competition. In addition, the RM-Z450's gear shift cam is even stronger more precise and smoother shifting through all the gears.	5-speed	5-speed	5-speed	5-speed	5-speed
<b>Final Drive:</b>	Chain, DID520MXV4, 114 links	The RM-Z450 boasts a high-quality D.I.D. brand 114-link chain drive to deliver power from the RM-Z450's robust 449cc 4-stroke, Suzuki fuel-injected engine for unrivaled performance and reliability.	Chain	Chain	Chain	Chain	Chain
<b>Rider Aids:</b>	Suzuki Holeshot Assist Control (S-HAC) Three, rider-controllable modes	<p>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. Riders can choose from three modes to match their skill level and starting conditions. After a successful launch, the system disengages automatically and the RM-Z450's full power is available.</p> <p><b>A Mode:</b> For hard surfaces or less than ideal conditions at the starting gate, hold down the S-HAC button for more than 0.7 second.</p> <p><b>B Mode:</b> When there is better traction and a more aggressive launch is needed, hold down the S-HAC button for more than 1.8 seconds.</p> <p><b>Base Mode:</b> Standard power launch, no action required with the S-HAC button.</p>	No launch control, power-level button only	Launch-control	Launch-control	Launch-control	Launch-control

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<b>CHASSIS</b>							
<b>Front Brakes:</b>	Hydraulic disc brake, single 250mm race-ready wave disc rotor, Nissin caliper.	The RM-Z450 features a competition-ready hydraulic front disc brake with new, light weight, high quality Nissin caliper and high-performance 250mm wave disc rotor that offers enhanced cooling performance. The wave edge design combined with the centrifugal force of the large diameter rotor, keeps mud and other debris from contaminating the brakes and affecting stopping performance.	Disc 260mm	Disc 270mm	Disc 270mm	Disc 260mm	Disc 260mm
<b>Rear Brakes:</b>	Hydraulic disc brake, single 240mm race-ready wave disc rotor, Nissin caliper.	The RM-Z450 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. The brake disc's design is similar to the RM-Z's front brake with a wave-style edge and specially shaped "windows" that keep the brake pads clean and enhances braking in wet conditions.	Disc 240mm	Disc 245mm	Disc 240mm	Disc 220mm	Disc 220mm
<b>Weight:</b>	249 lbs. (113 kg)	The ultra-competitive RM-Z450 boasts high-quality race-developed performance features, including Suzuki fuel injection, Holeshoot Assist launch control and Showa SFF Air front suspension at an impressive power-to-weight ratio that is ready to win. At under 250 pounds, the RM-Z450's power-to-weight ratio further enhances Suzuki's renowned, nimble handling characteristics.	243 lbs.	247 lbs.	239.6 lbs.	223.5 lbs. without fuel	224.7 lbs. without fuel
<b>Fuel Tank Capacity:</b>	1.6 US gal. (6.2L)	The RM-Z450 boasts an aluminum fuel tank that offers competitive fuel capacity to supply the RM-Z450's highly efficient Suzuki fuel injected 449cc engine.	1.7 US gal.	2.0 US gal.	1.66 US gal.	1.84 US gal.	1.9 US gal.
<b>Ground Clearance:</b>	12.8 in. (325mm)	The lightweight RM-Z450 features ample, competitive ground clearance and with Suzuki'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.	13.0 in.	13.0 in.	13.6 in.	14.5 in.	14.6 in.
<b>Overall Length:</b>	86.2 in. (2190mm)	The RM-Z450 has an optimal overall length — less than 87 inches — that is designed for top performance and unrivaled handling on the track.	N/A <i>not published</i>	85.8 in.	86.4 in.	N/A <i>not published</i>	N/A <i>not published</i>

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<b>Overall Width:</b>	32.7 in. (830mm)	The 32.7-inch overall width of the RM-Z450 is carefully designed to allow a competitive balanced package that is maneuverable, yet offers excellent stability and a comfortable riding position.	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>	58.9 in. (1495mm)	At 58.9-inches, the RM-Z450 features a competitive wheelbase for excellent stability, especially over rough tracks and difficult riding conditions.	58.7 in.	58.3 in.	58.9 in.	58.4 in.	58.5 in.
<b>Seat Height:</b>	37.6 in. (955mm)	The RM-Z450 has a lower seat height that is lower than the Yamaha YZ450F, the Kawasaki KX450F, the KTM 350SX-F and 450 SX-F. This reasonable height, along with the RM-Z450's pattern/gripper seat cover, creates a slim, comfortable riding position provides excellent rider control.	37.5 in.	38.0 in.	37.8 in.	37.8 in.	37.8 in.
<b>Front Suspension:</b>	SHOWA SFF AIR 48mm inverted telescopic forks, air spring, oil-damped, compression & rebound damping adjustment, 12.2 in. travel	The RM-Z450's industry leading 48mm Showa Separate Function Fork AIR (SFF-Air) front fork features infinitely adjustable air-pressure preload and compression/rebound-damping adjustability that emphasizes smooth shock absorption and ample bottoming resistance for incomparable suspension performance. A trio of air chambers replace conventional steel, coil springs to reduce weight and provide suspension tuning that takes only minutes using a Suzuki air pump and a simple screwdriver. The RM-Z450's class-leading Showa suspension provides 12.2 inches of wheel travel, which is nearly half-an-inch more than that of the KTM 350 SX-F and 450 SX-F. The RM-Z's air fork also provides a weight and tuning advantage over the KTM 350 SX-F and 450 SX-F, and the Yamaha YZ450F as those models use steel, coil springs. New for 2017 is a set of black-anodized fork clamps that match the new black wheel rims and graphics of the motorcycle.	KYB PSF Air 48mm Inverted fork, air spring, oil-damped, compression & rebound damping adjustment, 12.2 in. travel	KYB SSS 48mm inverted fork, steel springs, oil damped, compression & rebound damping adjustment, 12.2 in. travel	SHOWA SFF AIR 48mm inverted forks, air spring, oil-damped, compression & rebound damping adjustment, 12.4 in. travel	WP 48mm inverted fork, steel springs, oil damped, compression & rebound damping adjustment, 11.8 in. travel	WP 48mm inverted fork, steel springs, oil damped, compression & rebound damping adjustment, 11.8 in. travel
<b>Rear Suspension:</b>	Swingarm, link type, SHOWA shock, 12.2 in. travel	The RM-Z450 features a class-leading Showa piggy-back reservoir rear shock with high-speed/low-speed compression damping adjustment and rebound damping with spring preload adjustments. The damping force adjusters are easy to access for suspension fine-tuning to maximize race performance. The high-performance, oil and nitrogen-charged shock, working through Suzuki's rising-rate linkage system, provides 12.2 inches of wheel travel. The RM-Z450's Showa shock has almost half an inch more effective travel than the KTM 350 SX-F and 450 SX-F.	Single shock; 12.4 in. travel	Single shock; 12.4 in. travel	Single shock; 12.4 in. travel	Single shock; 11.8 in. travel	Single shock; 11.8 in. travel

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<b>Front Tire:</b>	80/100-21 Bridgestone M403	The RM-Z450 is equipped with a resilient Bridgestone 21" front tire that provides excellent traction over tough terrain. 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.	80/100-21	80/100-21	80/100-21	80/100-21	80/100-21
<b>Rear Tire:</b>	110/90-19 Bridgestone M404	The RM-Z450 comes with a durable Bridgestone 19" rear tire that provides excellent traction. This tire features a carcass and lug design that holds up well to launches and aggressive acceleration. The rear tire is mounted to a tough EXCEL aluminum rim with sturdy, lightweight stainless steel spokes with heavy-duty nipples.	120/80-19	120/80-19	120/80-19	110/90-19	120/90-19
<b>Color:</b>	Champion Yellow / Solid Black	The 2017 RM-Z450 is offered in new Suzuki Champion Yellow and Black bodywork package, complete with yellow fenders and front number plate. Updated graphics match the new black accent side number plates and radiator shrouds, and complement the new back-anodized EXCEL rims.	Red	Blue/White, Yellow	Green	Orange	Orange