

EDGE Product Comparison Guide

2017 RMX450Z



RMX450Z

SUZUKI



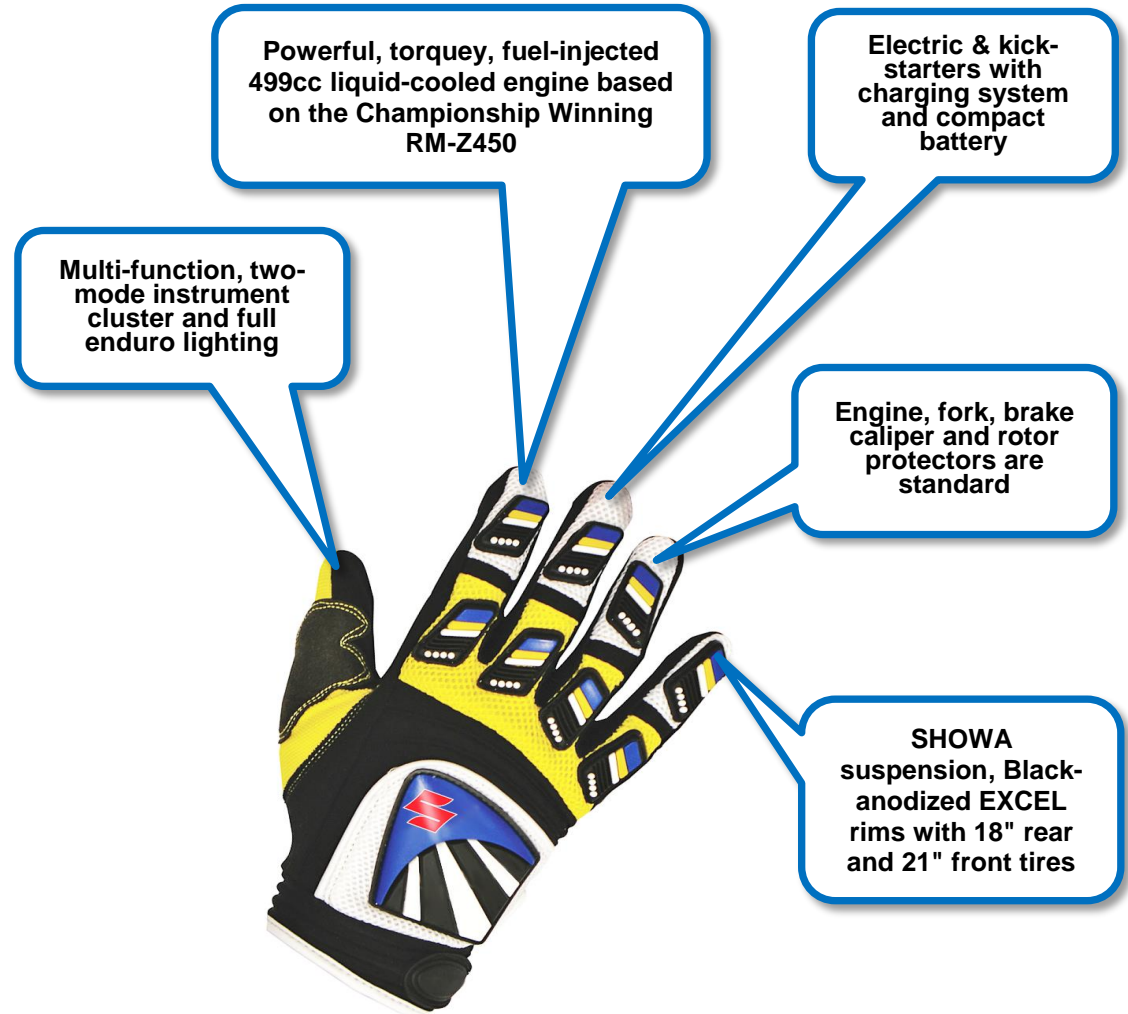
RMX450Z

The 2017 RMX450Z EDGE:

- Fuel-injected engine offers operational advantages over the carbureted engine of the Honda CRF450X.
- Dual Overhead Cam-design engine offers performance advantages over the single-camshaft designs used in the Honda CRF450X, the KTM 450 XC-W and the Husqvarna FE450.
- Aluminum beam-style frame offers several advantages over the steel frames of the KTM 450 XC-W and Husqvarna FE450.
- Multi-function, dual-mode computer and low fuel level indicator offers more usable information and is enduro competition-ready as compared to the basic odometers found on most of the competition.
- The quick-access air filter is easy to service and has more volume than the smaller air boxes found on bikes like the Yamaha WR450.
- Straight forward engine configuration permits easy personalization as compared to the inverse layout of the WR450 which has a complicated intake and exhaust.
- MSRP is a value considering the decade-old technology level of the Honda CRF450X. The RMX is priced an astonishing \$800 less than the KTM 450 XC-W and \$1000 less than the Husqvarna FE450.

MSRP: \$8,999

Championship Yellow & Black



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RM-Z450

TOP 10 FEATURES



The RMX450Z's 449cc 4-stroke, 4-valve, liquid-cooled, fuel-injected DOHC powerplant is based on the high-performance and reliable RM-Z450. A modified inlet tract and revised cam profiles increase low and mid-rpm power.



The RMX450Z features a twin-spar aluminum frame and swing arm developed and refined to achieve balance between rigidity and compliance. A high-performance SHOWA fork and piggyback-reservoir style rear shock have full adjustability.



Push-button electric starter powered by a compact battery (plus kick-start back-up). A larger magneto-generator is fitted to charge the battery and power the lights. The increased mass also aids traction.



The RMX's advanced fuel-injection system makes for extra-smooth power delivery, high fuel efficiency, and superb reliability. Riders can tackle varied conditions with confidence regardless of the weather or altitude.



The airbox features a hinged lid for quick air-filter maintenance and better protection from debris. The coolant reservoir tank has a specially located filler cap for easy access.



A bright 35W headlight is incorporated into the front number plate. A trim, low-draw LED taillight is neatly tucked under the lip of the rear fender. A button is conveniently located on the upper fork clamp to control the main electrical power.



High-impact, black plastic engine and frame protector, extends to keep debris from the engine covers. Fork leg, rear brake rotor and caliper protectors shield these components from trail obstacles.



Enduro ready, full-function instrument cluster includes a low fuel level warning light. 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 keeps gear selection precise and smooth. Rack-and-pinion clutch activation smooths transitions through all the gears.



The 2017 RMX450Z is 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 NISSIN calipers, resulting in exceptional braking performance and consistent feel at the levers.

MODEL:	2017 Suzuki RMX450Z	SUZUKI EDGE	2016 Honda CRF450X	2016 Yamaha WR450F	2016 KTM 450 XC-W	2016 Husqvarna FE450
MSRP:	\$8,999	A refined RMX450Z returns to the US, again offering exceptional off-road performance via RM-Z450 derived features like the Suzuki fuel injection system, a lightweight, yet strong aluminum frame with fully adjustable Showa front and rear suspension, and a full plate of enduro-spec extras at a outstanding MSRP. The RMX450Z's price is a tick above the old-design Honda CRF450X, practically the same as the Yamaha WR450 and is an astonishing \$800 less than the KTM 450 XC-W and \$1000 less than the Husqvarna FE450.	\$8,440	\$8,990	\$9,799	\$9,999
ENGINE						
Engine:	449cc liquid-cooled, 4-stroke DOHC engine	The RMX450Z'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 CRF450X, and the KTM 450 XC-W and the Husqvarna FE450. The shim-under-bucket valve lash adjustment method ensures proper clearance throughout the RPM range and holds its clearance longer than the other designs.	449cc liquid-cooled, 4-stroke SOHC	449cc liquid-cooled, 4-stroke DOHC	449cc liquid-cooled, 4-stroke SOHC	449.9cc liquid-cooled, 4-stroke SOHC
Bore/Stroke:	96.0mm x 62.1mm	The RMX450Z features optimal bore and stroke ratio for stable, sustained 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 62.0mm	97.0mm x 60.8mm	95mm x 63.4mm	95mm x 63.4mm
Compression Ratio:	11.6:1	The RMX450Z features a competitive compression ratio that is optimal for performance and reliability (and does not require exotic fuels for proper performance). The short, slipper-style piston and precision ring set maintain a tight seal on combustion chamber pressure to maximize horsepower.	12.0:1	12.5:1	11.8:1	11.8:1
Fuel System:	Suzuki fuel injection, 41mm throttle body, 16-bit ECM	The RMX450Z is equipped with an advanced Suzuki fuel-injection (EFI) system equipped with a 41mm throttle body with progressive throttle linkage and a 16-bit computerized ECM that provides excellent throttle response and better overall performance in a variety of conditions as compared to the competition. A hinged air cleaner cover seals dust out better and makes access to the large foam filter element easy. The competition, noticeably the reverse intake Yamaha WR450, lacks the air box volume and ease of air filter service that is standard on the RMX.	40mm flat-slide carburetor	EFI 44mm Throttle body	EFI 42mm Throttle body	EFI 42mm Throttle body

MODEL:	2017 Suzuki RMX450Z	SUZUKI EDGE	2016 Honda CRF450X	2016 Yamaha WR450F	2016 KTM 450 XC-W	2016 Husqvarna FE450
Exhaust:	Stainless steel head and mid-pipes, aluminum muffler body, spark arrestor equipped	The stainless steel exhaust system ends in a lightweight, silencer with an aluminum body. The muffler's inner core contains a sound diffuser and spark arrestor which aids in the RMX450Z achieving both Environmental Protection Agency (EPA) and California Air Resource Board (CARB green sticker) compliance.	Stainless steel head pipe, steel muffler body, spark arrestor equipped	Stainless steel head pipe, aluminum muffler, spark arrestor equipped	N/A <i>not published</i>	N/A <i>not published</i>
Lubrication:	Suzuki Advanced Sump System (SASS Semi-dry sump design)	The RMX450Z'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	Dry sump, oil pump	Dry sump, oil pump
Starting:	Push-button electric start with back-up kick-starter	Out in the middle of nowhere is no place for a rider to wear themselves out by kick-starting a bike, so the RMX450Z comes with an electric starter, supplied by a compact battery centrally located to aid the bike's weight distribution and balance. To charge the battery and power the RMX450Z's lights and instrument set, a larger magneto-generator is fitted. And in case something goes amiss, there's still a kick-start lever that can get the bike fired up.	Electric start with back-up kick-starter	Electric start with back-up kick-starter	Electric start with back-up kick-starter	Electric start with back-up kick-starter
Transmission:	5-speed constant mesh	The RMX450Z features a wide-ratio 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, from both a stop and when in motion so riders can power through rough ground. In addition, the RMX's gear shift cam is has been precisely machined for smoother shifting through all the gears. Using a five speed, made possible by the engine's strong performance, also results in a stronger gear box than a six-speed transmission like those used in the KTM 450 XC-W and Husqvarna FE450.	5-speed	5-speed	6-speed	6-speed
Final Drive:	Chain, DID520MXV4, 114 links	The RMX450Z boasts a high-quality D.I.D. brand 114-link chain drive to deliver power from the bike's robust 449cc 4-stroke, Suzuki fuel-injected engine for unrivaled performance and reliability.	Chain	Chain	Chain	Chain

MODEL:	2017 Suzuki RMX450Z	SUZUKI EDGE	2016 Honda CRF450X	2016 Yamaha WR450F	2016 KTM 450 XC-W	2016 Husqvarna FE450
CHASSIS						
Frame:	Aluminum beam style	The aluminum-alloy twin-spar frame of the RMX450Z combines cast and extruded sections to achieve low weight with high rigidity and durability. This is the same design and construction as is used in the RM-Z450. Unlike the steel frames on the KTM 450 XC-W and Husqvarna FE450, the RMX's aluminum frame's geometry plus its blend of strength and compliance delivers the type of handling performance that serious trail riders and enduro racers desire.	Aluminum beam style	Aluminum beam style	Steel tube type	Steel tube type
Weight:	272 lbs. (123.5 kg)	The ultra-versatile RMX450Z boasts race-developed performance features, including Suzuki fuel injection and adjustable SHOWA suspension, plus enduro-ready features like push-button starting, a charging system with battery, and competition-ready computer at an impressive power-to-weight ratio that is ready to dominate. In the segment's sweet spot, under 275 pounds, the RMX450Z's power-to-weight ratio further enhances Suzuki's renowned, nimble handling characteristics. It is also important to note that both KTM and Husqvarna advertise their motorcycle's weight without fuel, indicating a weight advantage that may not exist.	269 lbs.	271 lbs.	245 lbs. without fuel	248 lbs. without fuel
Fuel Tank Capacity:	1.6 US gal. (6.2L)	A 1.6 gallon aluminum fuel tank that offers competitive fuel capacity to supply the highly efficient Suzuki fuel injected 449cc engine. The tank shape helps keep the body and seat joint smooth and the overall width of the bike trim so the rider can maneuver the RMX450Z through varied riding conditions.	1.9 US gal.	2.0 US gal.	2.2 US gal.	2.4 US gal.
Ground Clearance:	12.6 in. (320mm)	The lightweight chassis of the RMX450Z features ample, competitive ground clearance and with Suzuki's class-leading SHOWA suspension package, provides a complete off-road package that provides excellent overall handling and ground clearance to take on the toughest trails.	13.6 in.	12.8 in.	13.5 in.	13.5 in.
Overall Length:	86.0 in. (2185mm)	The RMX450Z has an optimal overall length — less than 87 inches — that is designed for top performance and unrivaled handling on the trail or through the woods.	N/A <i>not published</i>	85.2 in.	N/A <i>not published</i>	N/A <i>not published</i>
Overall Width:	33.1 in. (840mm)	The 33.1-inch overall width of the RMX450Z is carefully derived to allow a competitive balanced package that is maneuverable, yet offers excellent stability and a comfortable riding position. Just a fraction of an inch wider than a motocross RM-Z450, the RMX engine is equipped with a larger generator rotor for the charging system which also aids low-speed traction.	N/A <i>not published</i>	32.5 in.	N/A <i>not published</i>	N/A <i>not published</i>

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Wheelbase:	58.5 in. (1485mm)	At 58.5-inches, the RMX450Z has a class competitive wheelbase for excellent stability, especially over rough terrain and difficult riding conditions. This helps tremendously with the bike's ability to perform in the tight woods or out in high speed areas.	58.3 in.	57.7 in.	58.3 in.	58.5 in.
Seat Height:	37.4 in. (950mm)	The RMX450Z has a seat height is lower than the Honda CRF450X, the Yamaha WR450F, the KTM 450 XC-W and the Husqvarna FE450. This reasonable height, along with the RMX's trim fuel tank and gripper-cover seat, creates a slim, comfortable riding position that provides excellent rider control.	37.9 in.	38.0 in.	38.2 in.	37.8 in.
Front Suspension:	SHOWA 47mm inverted telescopic fork, steel coil spring, oil-damped, compression & rebound damping adjustment, 12.2 in. (310mm) travel	The RMX450Z's 47mm SHOWA front fork features adjustable spring preload and compression/rebound-damping adjustability that emphasizes smooth shock absorption and ample bottoming resistance for incomparable suspension performance. This stellar fork provides 12.2 inches of wheel travel, which is nearly half-an-inch more than that of the KTM 450 XC-W and the Husqvarna TE450. The black-anodized fork clamps match the black EXCEL wheels and highlight the appearance of the fork's gold-anodized outer tubes.	SHOWA 47mm Inverted fork, steel springs, oil-damped, compression & rebound damping adjustment, 12.4 in. travel	KYB 48mm inverted fork, steel springs, oil damped, compression & rebound damping adjustment, 12.2 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
Rear Suspension:	Swingarm, link type, SHOWA shock, 12.2 in. (310 mm) travel	The RMX450Z 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 chassis performance. The rear suspension's linkage geometry combines the RM-Z450's renowned turning-on-rails abilities to optimize handling performance for trail rides. The high-performance, oil and nitrogen-charged shock, working through the rising-rate linkage system, provides 12.2 inches of wheel travel. The aluminum alloy swingarm is derived from RM-Z450. It maintains ideal balance, while the rear suspension linkage benefits from reduced free play.	Single shock; 12.4 in. travel	Single shock; 12.5 in. travel	Single shock; 12.8 in. travel	Single shock; 12.8 in. travel
Front Tire:	80/100-21, 51M tube type	The RMX450Z is equipped with a 21" Dunlop front tire that provides excellent traction over a variety of terrain. This tire is mounted to a strong, black-anodized EXCEL aluminum rim with sturdy, lightweight stainless steel spokes with heavy-duty nipples that stand up to the rigors of off-road competition.	80/100-21	80/100-21	80/100-21	90/90-21

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Rear Tire:	110/100-18 , 64M tube-type	Perfect for off-road use, the RMX450Z uses a durable 18" rear Dunlop tire that provides excellent traction. This tire features a carcass and lug design that holds up well to rocks, ruts and roots and still provide excellent acceleration. The rear tire is mounted to a tough, black-anodized EXCEL aluminum rim with sturdy, lightweight stainless steel spokes with heavy-duty nipples.	110/100-18	120/80-18	110/90-18	120/80-18
Front Brakes:	Hydraulic disc brake, single 250mm race-ready wave disc rotor, Nissin twin piston caliper.	The RMX450Z has a competition-ready hydraulic front disc brake with light weight, high quality, twin piston Nissin caliper and high-performance 240mm wave disc rotor that offers enhanced cooling performance. This brake disc is larger than the rotors used on the KTM 450 XC-W and Husqvarna FE450. 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 240mm	Disc 270mm	Disc 260mm	Disc 260mm
Rear Brakes:	Hydraulic disc brake, single 240mm race-ready wave disc rotor, Nissin single piston caliper.	The rear brake of the RMX450Z is also a wave edge design with a lightweight Nissin caliper and a 240mm disc that provides effective, reliable stopping power and race-winning performance. Like the front, this brake disc is larger than the rotors used on the KTM 450 XC-W and Husqvarna FE450. To ensure strong and progressive stopping performance, even in muddy conditions, a semi-sintered brake pad material is used. The brake disc's design is similar to the RMX'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 220mm	Disc 220mm
Off-road Equipment:	Engine, fork, brake rotor and brake caliper protectors. Sidestand.	The addition of a coolant reservoir tank increases the RMX450Z's on-trail reliability, while a relocated oil filler cap improves access and protection. Because the great outdoors can be a rocky place, a high impact engine and frame protector plate is fitted. Additional off-road protection is there to shield the fork tubes and protect the rear brake rotor and caliper (the KTM 450 XC-W and Husqvarna TE450 are not supplied with rear brake protection). To make sure riders don't need to lean their bike against a tree or have an alloy stand bend, the RMX is equipped with a strong steel side stand.	Fork, brake rotor and brake caliper protectors. Sidestand.	Engine, fork, brake rotor and brake caliper protectors. Sidestand.	Engine and fork tube protectors. Sidestand.	Engine and fork tube protectors. Sidestand.
Lighting:	35W main headlight & LED taillight	The RMX450Z has a bright 35W headlight smoothly incorporated into the front number plate. A trim, low-draw LED taillight is neatly tucked under the lip of the rear fender.	Headlight & LED taillight	Headlight & LED taillight	Headlight & LED taillight	Headlight & LED taillight

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Rider Aids:	Dual Mode, Full-function LCD Enduro Computer & Fuel Level Warning LED	The RMX450Z features a category-leading, full-function, dual mode instrument cluster that is housed in a durable, ultra-compact housing. The instruments can be set for a Standard mode for casual trail riding or Sport mode for serious completion. Standard mode also shows speed, time, two trip lengths and voltage. Sport mode simply shows timer, tripmeter, and average speed (to reduce distracting information during spirited riding or competition). The instrument's integrated tire diameter calculator allows precise fine tuning for different tires to ensure the accuracy of the speed and distance displays. Adjacent to the instruments is a low fuel level warning light to make sure the rider is aware the need for gas.	Mechanical odometer	LCD Race Computer	LCD Race Computer	LCD Race Computer
Color:	Champion Yellow / Solid Black	The 2017 RMX450Z is offered in a Suzuki Champion Yellow and Black bodywork package, complete with yellow fenders and front number plate. Race oriented graphics match the black accent side number plates and radiator shrouds, and complement the back-anodized EXCEL rims.	Red	Blue/White	Orange	White/Blue
Warranty:	Six-months, unlimited miles	The Suzuki Of-road warranty is six months in duration with no limitations on mileage. This warranty period is longer than any of the competitors. The warranty length and protection benefits can also be expanded through the Suzuki Extended Protection (SEP) program.	No warranty	30-day limited warranty	30-day limited warranty	30-day limited warranty