

MOTOCROSS DOMINATION: AT SUZUKI IT'S A FINE ART

Suzuki motocross machines: They've been revolutionizing the sport for years. But it should come as no surprise, when you consider that Suzuki is a company that over a decade ago made a firm commitment to become a major force in MX racing... a commitment to win more World Class motocross races than any other maker.

Suzuki's aim to dominate World Class racing came in the mid-sixties, when the MX circuit was ruled by the European factories (who had a ten year head start in motocross). But that was before Suzuki's best engineers began the task of designing a new breed of race machines... <u>unbeatable</u> race machines. The reign of Team Suzuki had begun.

By the early seventies, Suzuki was dominating World Class motocross as no factory had done before ... with five 250cc World Championships and five Open Class World Championships. A new era in design and technology was being ushered in by the factory, and Team Suzuki riders were fast becoming the first "Superstars" motocross had ever known.

When the 125cc class was initiated for World Class competition, Suzuki not only won the first title, but went on to capture every 125 title since.

Today, with the advent of such Suzuki breakthroughs as the Full Floater suspension system, the legend is being carried forth more brilliantly than ever. For example, in 1981 alone...

- Suzuki swept an amazing seven straight Supercross wins...
- Mark Barnett captured the overall Supercross title ...
- Barnett also won every 125-class race he entered (an incredible fourteen National motos in a row)...
- Kent Howerton charged confidently to the top of his class as the 250cc National Champion.

The same kind of drive and determination that went into making Suzuki <u>the</u> dominant force in racing goes into every competition machine Suzuki makes. Which is why, from Full Floater suspensions to advanced engine designs, Suzuki's entire line of RM motorcycles comprises the most sought-after group of race machines ever built.





RM80

An all-new motocross winner for 1982, Suzuki's RM-80 is lighter, faster, better handling and more finely tuned to the demands of today's Junior Expert mini motocrosser. Already known as the hottest bike in the competitive 80cc class, this RM's sophisticated new Full Floater suspension, broad power output and unmatched responsiveness put it far ahead of everything on the track.

SPECIFICATIONS

Engine Type Displacement Bore & Stroke Compression Ratio Carburetion Lubrication Ignition	Two-stroke, Power Reed [™] , single cylinder 82.97cc 49mm x 44mm 8.2:1 Mikuni VM26SS Fuel/oil mixture Suzuki "PEI"	1		270mm (10.6 in) 59 kg (130 lbs) Air, oil damped, leading axle, 8.3 in, travel Suzuki "Full Floater," gas/ail shock, fully adjust- able spring, box- type twingarm, 8.3 in, wheel travel
Starter	Primary kick	Brakes	FRONT	102 CONTRACTOR (100 CONTRACTOR)
Transmission	6-speed			Drum
Final Drive Length Width	#428 chain 1,780mm (70.1 in) 770mm (30.3 in)	Tires	2012/0	2,75-17-4PR, full knobby 4,10-14-4PR, full knobby
Height Seat Height	1,030mm (40.6 in) 770mm (30.3 in)	Fuel Tank Capacity		5.6 lit (1.5 gal)
Wheelbase	1,220mm (48.0 in)	Color		Yellow

"Suzuki's dry weight specification excludes fuel and transmission oil.

FEATURES

- Suzuki "Full Floater" suspension
- Gas/oil rear shock with remote reservoir
- Power Reed[™] engine with improved performance
- · Leading axle air forks
- Lower overall weight
- . Lightweight straight-pull hubs
- Box-type swingarm
- RM-80 FULL FLOATER SUSPENSION

- Lightweight plastic fuel tank
- Folding gear shift lever
- AMA-type number plates
- Primary kick starting
- PEI ignition
- Aluminum alloy wheel rims
- Needle bearing suspended swingarm
- Works-type chain guide system



The RM-80 now has Suzuki's Full Floater rear suspension system for unmatched stability and a wide range of adjustability. A remote reservoir gas/oil shock is used, mounted low to keep the bike's center of gravity close to the ground. This lightweight system makes the RM-80's overall handling and control the best in its class.





Truly the state of the art in 125-class motocross racing, this high-tech MX machine is more advanced, more powerful, better balanced and more responsive than any other 125 around. For 1982 Suzuki combines its legendary Full Floater suspension with an even stronger water-cooled Full Reed engine, lighter overall weight and other professional refinements to make this the hottest 125 ever built.

SPECIFICATIONS

Engine Type	Two-stroke, water- cooled, Full Reed,	Dry Weight*	87 kg (192 lbs)
D' I	single cylinder	Suspension	Air, oil damped,
Displacement	123cc	1.000	leading axle,
Bore & Stroke	54mm x 54mm		11.2 in. travel
Compression Ratio	8.7.1	REAR	Suzuki "Full Floater," gas/oil shock, 4 damping
Carburetion	Mikuni VM32SS		adjustments, fully
Lubrication	Fuel/oil mixture	10-12-2	adjustable spring, aluminum box-type
Ignition	Suzuki "PEI"		swingarm, 12.3 in.
Starter	Primary kick	Brakes FRONT	wheel travel Drum
Transmission	6-speed	REAR	Drum, full floating
Final Drive	#520 chain	Tires FRONT	3.00-21-4PR, full
Length	2,125mm (83.7 in)		knobby
Width	845mm (33.3 in)	REAR	4.10-18-4PR, full knobby
Height	1,250mm (49.2 in)	Fuel Tank	KNODDY
Seat Height	935mm (36.8 in)	Capacity	6.5 lit (1.7 gol)
Wheelbase	1,440mm (56.7 in)	Color	Yellow
Ground Clearance	345mm (13.6 in)	0.224.04	

"Suzuki's dry weight specification excludes fuel, transmission oil and coolant. The RM-1252 meets 1982 AMA professional weight requirements with transmission ail and coolant included.

FEATURES

- New Full Reed engine design with increased performance
- Water cooling system with lightweight aluminum alloy radiator
- Lighter overall weight
- Suzuki "Full Floater" suspension
- Adjustable damping, refillable, gas/oil shock with remote reservoir and fully adjustable spring
- Extruded aluminum box-type swingarm
- 6-speed transmission
- Folding gear shift lever
- Long-travel leading axle air forks with low friction bushings
- Aluminum alloy wheel rims

RM-125 FULL FLOATER SUSPENSION



Suzuki's Full Floater suspension system helps give the RM-125 the best handling and control of any machine in its class. The large gas/oil shock, mounted vertically near the center of gravity, is compressed from each "floating" end by the swingarm. The shock features a remote reservoir for consistent performance, as well as four damping adjustments and infinitely variable spring preload to help put more power to the ground in any racing situation.

- Straight-pull hubs
- PEI ignition
- Full floating rear brake
- #520 drive chain
- Primary kick starting
- Lightweight aluminum rear sprocket
- Tapered roller steering head bearings
- Works-type chain guide system
- Needle bearing suspended swingarm
- AMA-approved front and side number plates





Suzuki's totally new 250 class MX entry has been designed from the ground up to be the strongest, fastest and best handling water-cooled competition machine around... and that's exactly what it is. With major advances in engine and suspension design, this agressive RM is out to continue Suzuki's amazing string of victories by dominating the 250cc class.

SPECIFICATIONS

Engine Type Displacement Bore & Stroke Compression Ratio Carburction	Two-stroke, water- cooled, Full Reed, single cylinder 246cc 70mm x 64mm 8.4:1 Mikuni VM3855,	Ground Clearance Dry Weight* Suspension FRONT REAR	370mm (14.6 in) 97 kg (214 lbs) Air, oil damped, leading axle, 11.2 in, travel Suzuki "Ful Floater," gas/oil shock, 4 damping
Lubrication Ignition Starter	Flat Slide type Fuel/ail mixture Suzuki "PEI" Primary kick		adjustments, fully adjustable spring, aluminum box-type swingarm, 12.7 in. wheel travel
Transmission	5-speed	Brakes FRONT	Drum
Final Drive Length Width Height	#520 chain 2,160mm (85.0 in) 845mm (33.3 in) 1,250mm (49.2 in)	REAR Tires FRONT REAR	3.00-21-4PR, full knobby
Seat Height Wheelbase	960mm (37.8 in) 1,460mm (57.5 in)	Fuel Tank Capacity Color	7.8 lit (2.1 gal) Yellow

*Suzuki's dry weight specification excludes fuel, transmission oil and coolant. The RM-2502 meets 1982 AMA professional weight requirements with transmission oil and coolant included.

FEATURES

- Water-cooled Full Reed engine with dual radiators
- Lighter overall weight
- Suzuki "Full Floater" rear suspension
- Adjustable damping refillable gas/oil shock with remote reservoir
- Extruded aluminum box-type swingarm
- New, more responsive "Flat Slide" carburetor
- Redesigned frame (lighter weight, higher strength)
- Lighter, long-travel leading axle air forks with low friction bushings

DUAL RADIATOR WATER COOLING SYSTEM



The RM-250 is fitted with a new water cooling system that uses dual radiators and lightweight plastic air foils to maintain consistent temperatures under demanding race conditions. The efficient cooling system allows the RM-250 to produce more power with great dependability.

- Redesigned plastic fuel tank
- Folding gear shift lever
- 5-speed transmission
- PEI ignition
- Primary kick starting
- Aluminum alloy wheel rims
- Straight-pull hubs
- Full floating rear brake
- Works-type chain guide system
- Tapered roller steering head bearings
- Needle bearing suspended swingarm



RM465

From its acclaimed Full Floater suspension system to its new Flat Slide carb and works-type 4-speed transmission, Suzuki's mighty RM-465 is the best handling, most powerful open-class MXer ever built. Every component that goes into this big-bore race machine is designed with one thing in mind: winning. For 1982, the RM-465 has all the credentials of a world-class champion... and then some!

SPECIFICATIONS

Engine Type Displacement Bore & Stroke Compression	Two-stroke, Full Reed, single cylinder 464cc 86mm x 80mm	Ground Clearance Dry Weight* Suspension room		370mm (14.6 in) 102 kg (225 lbs) Air, oil damped, leading axle, 11.2 in. travel
Ratio	6.1.1	REAR		
Carburetion	Mikuni VM38SS, Flat Slide type			Floater," gas/ail shock, 4 damping adjustments, fully
Lubrication	Fuel/oil mixture	1.00		adjustable spring,
Ignition	Suzuki "PEI"	1000		aluminum box-type swingarm, 12.7 in.
Starter	Primary kick			wheel travel
Transmission	4-speed	Brakes	FRONT	Drum
Final Drive	#520 chain	-	REAR	Drum, full floating
Length	2,160mm (85.0 in)	Tires	FRONT	3.00-21-4PR, full knobby
Width	845mm (33.3 in)		REAR	
Height	1,250mm (49.2 in)	P	0	knobby
Seat Height	965mm (38.0 in)	Fuel Tank	11	
Wheelbase	1,460mm (57.5 in)	Capacity	2	9.0 lit (2.4 gal)
	1	Color	100	Yellow

"Suzuki's dry weight specification excludes fuel and oil.

FEATURES

- Full Reed engine with new, more responsive "Flat Slide" carburetor
- Works-type 4-speed transmission
- Lighter, long-travel leading axle air forks with low friction bushings
- Suzuki "Full Floater" suspension
- Adjustable damping, refillable gas/oil shock with remote reservoir and fully adjustable spring
- Extruded aluminum box-type swingarm

FULL REED INTAKE SYSTEM

- PEI ignition
 - Aluminum alloy wheel rims
 - Straight-pull hubs
 - Full floating rear brake
 - · Works-type chain guide system
 - Tapered roller steering head bearings
- Needle bearing suspended swingarm
- AMA-approved front and side number plates



The RM-465 benefits from a Full Reed intake system that is designed to boost power in the mid and upper rpm ranges. The system reduces intake turbulence by using a large, 8-petal reed valve for smoother flow of the incoming fuel/air mixture. Also, two additional passageways from the reed valve to the crankcase further improve crankcase charging and mid-range performance.