



**2015 MOTOCROSS**

**RM-Z450**

Photo: RM-Z450 modified for AMA Supercross Championship

# Race Ahead. Ride To Win.

The holeshot can be yours, and that's just the beginning. The 2015 Suzuki RM-Z450 delivers innovative technology and engineering updates designed to launch you to the front of the pack and keep you there.



# 2015 RM-Z450. Developed with factory racers.



Before hitting the assembly line, new technologies and components cross the finish line at top-level Motocross and Supercross races worldwide.

Yes, Suzuki develops new RM-Zs on racetracks in America, Europe and Japan, testing and proving new features on factory race bikes. They're analyzed in competition by factory racers such as multi-time AMA champion James Stewart, Yoshimura Suzuki Factory Racing team, and Clement Desalle, Rockstar Energy Suzuki Racing team racing the FIM MX World Championship series.

By making these competitive assessments throughout 2014, Suzuki has built an RM-Z450 that will deliver better race performance through 2015. Improved suspension. Faster takeoff. Easier starting. More winning. That's the race-tested motivation of the 2015 Suzuki RM-Z450. You ready?

## Suzuki Holeshoot Assist Control



Winning the holeshoot won't guarantee a victory. But it sure improves your chances. Suzuki developed its Suzuki Holeshoot Assist Control (S-HAC) to give you a distinct advantage at the start of each moto. Pulling ahead off the starting line used to require near-perfect mastery of throttle and clutch applied on ideal starting-line conditions. With the new Suzuki Holeshoot Assist Control (S-HAC), the 2015 Suzuki RM-Z450 brings technology to the starting gate, helping every rider launch like a winner, no matter the gate conditions.



## Suzuki Holeshoot Assist Control (S-HAC)



For hard surface or slippery conditions at the starting gate, choose A-Mode. In this setting, Holeshoot Assist Control alters ignition timing to reduce wheel slip and to deliver smooth acceleration to take you into the lead. Then after 1.2 seconds (or when you reach third gear), the system returns to normal ignition timing.

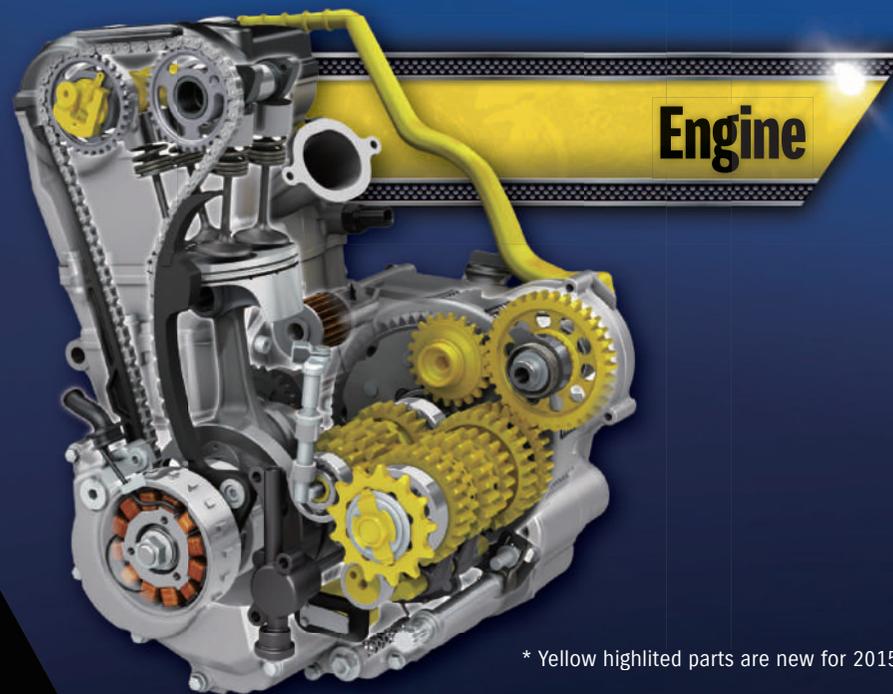
When conditions at the starting gate provide better traction, and a more aggressive launch is needed, choose B-Mode. For these conditions, Holeshoot Assist Control advances ignition timing to allow increased throttle response and stronger acceleration off the line. One of three conditions will then return the ignition to normal operation: after 4.5 seconds has passed since launch; when you shift to fourth gear; or when the throttle is closed (whichever happens first).

You can turn the Holeshoot Assist Control system Off when no holeshoot assistance is desired.

Designed for ease of use and maximum control of power to the ground, the Suzuki Holeshoot Assist Control lets you match the engine's power delivery to the starting conditions - from a slick and hard starting pad to rich and tractable soil. And because holeshoots only last so long, Suzuki built in technology to shut off the system and return to normal operation at the right time, meaning the RM-Z450 will be ready to continue that leading position through the first corner and beyond.

The switch for the new Holeshoot Assist Control, conveniently located on the left side of the handlebar, uses a multi-function indicator light. When used in its primary role to operate the Holeshoot Assist Control, a slow-flashing light indicates A-Mode, and a fast-flashing light signals you've selected B-Mode. It also functions as a self-diagnostic indicator for the fuel-injection system, and it works as engine run time indicator.

\*Read the owner's manual for the details of S-HAC settings.



\* Yellow highlighted parts are new for 2015.

The fuel-injected 450cm<sup>3</sup> four-stroke powering the 2015 Suzuki RM-Z450 packs the right combination of dirt-sliding torque and arm-stretching horsepower. And for today's riders, the engine does even more, thanks to a mix of new technology and proven engineering.

Suzuki made improvements and enhancements to the 2015 RM-Z450 that deliver easier starting, more consistent launch off the line, and a smoother spread of torque and horsepower to make the bike more exciting to ride - and easier to ride to victory.





## Easier Engine Start

You need a bike that kicks over fast and easily, whether firing it up for the day's first moto, or re-starting a hot engine out on the track. By redesigning a number of key components, Suzuki made the new RM-Z450 easier to start, saving you time and energy that should be used for riding.

The RM-Z's new kickstart lever is reshaped and 30mm longer, and syncs with revised kick-gear ratios. Suzuki also added a new breather gear and a modified starter idle gear layout to allow simple and quick starts whenever needed.

Suzuki also updated the engine's de-compression system, with revised mechanicals that produce more precise and efficient de-compression action. Covering all ends of the starting system, engineers also redesigned the exhaust camshaft so it works better in its role to ease starting.



## Better Cooling Performance

Consistent cooling performance means trusted engine performance. With race-tested changes to the RM-Z450's cooling system, Suzuki has equalized water flow between the right and left radiators, and increased cooling flow by 16 percent. An updated water pump cover and revised hose connection deliver cooling-efficiency improvements that will keep your engine solidly in the high-performance zone.

## Revised Exhaust Muffler

A carefully crafted inner pipe inserted into the exhaust muffler helps the 2015 RM-Z450 (U.S. Specification only) meet the AMA's strict 115dB sound level standard.



## Improved Shifting Feel

By engineering gears that mate with more precision, Suzuki has improved the RM-Z's shift feeling.

# Chassis

## Frame Modifications

By making several key revisions to the frame on the 2015 RM-Z450, Suzuki ensures this motocrosser will remain well known as the handling king.

Suzuki redesigned the frame's down tube, and reshaped the main frame. Both updates help optimize and balance the rigidity of the frame. Just as important, these changes account for a 4-percent weight reduction in this component.

Combined with the new SFF-Air Front Fork, the frame revisions give the 2015 Suzuki RM-Z450 better rough-track absorption for a more plush ride overall, while improving the bike's flexibility for more precise cornering.



# SFF-Air Front Fork

What if you could cut nearly 2.5 pounds from your bike's fork, and increase its adjustability? With its new SFF-Air Front Fork, the 2015 Suzuki RM-Z450 does all that, and performs with more progressive feel throughout the stroke.

The new Separate Function Fork (SFF)-Air Front Fork, tested and proven by factory racers, is now standard equipment on the RM-Z450. Eliminating the heavy coil spring from the right side fork, the SFF-Air fork uses air - lightweight and micro-adjustable - to deliver a higher level of performance.

The three-chamber fork uses an Inner Air Chamber that handles the main suspension reaction force, a smaller Balance Air Chamber opposing the main reaction force, and an Outer Air Chamber that supports the main reaction force.

The fork is significantly lighter, and it delivers improved suspension performance with easier adjustability. Riders can adjust the air pressure trackside with a simple hand pump using each chamber's separate and easily accessible air valve - no need for complicated spring changes.



Outer air pressure valve  
Inner air pressure valve

Inner air chamber

Balance air chamber

Damper Piston

Outer air chamber

Balance air pressure valve

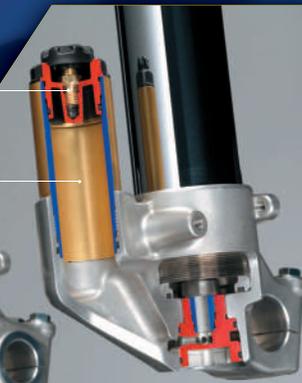
Balance air chamber

Balance air pressure valve

Balance air chamber

Spring side

Damper side



\*Use handy pump in adjusting air pressure of front fork. Read the owner's manual for the details.

# Championship Package



## Renthal FatBar

This braceless tapered aluminum handlebar provides the right amount of strength and flexibility, and it's proven on racetracks everywhere.



## Excel Aluminum Rims

Excel aluminum rims are made specifically to withstand rugged racing environments, including Supercross, outdoor Motocross and off-road conditions. The aluminum-alloy rims are designed and shaped to stay strong and to maintain their good looks.



## Waved Disc Rotors

The wave-shaped brake disc rotors standard on the 2015 Suzuki RM-Z450 are designed to be as light as possible, while staying cool and clean through a day of motos or a grueling race.



## Rich/Lean Couplers

Riders can adjust that performance to suit varied track conditions. By plugging in either of two additional fuel-setting couplers, riders can opt for a richer-than-stock or leaner-than-stock fuel setting to make the most of any riding conditions. Included with the new bike, these couplers can be easily plugged in trackside.

# The Winning Balance



Success on the racetrack requires a powerful start and strong riding performance throughout several laps. A successful race bike is more than just a strong motor, a great chassis and controlled suspension. It takes a motocross bike with the best balance of skills. It takes a Suzuki RM-Z450 and The Winning Balance.

**RM-Z450**



## 2015 RM-Z / RM Specifications



Champion Yellow No.2 / Solid Black (GY8)

Overall length	2,190 mm (86.2 in)
Overall width	830 mm (32.7 in)
Overall height	1,270 mm (50.0 in)
Wheelbase	1,495 mm (58.9 in)
Ground clearance	325 mm (12.8 in)
Seat height	955 mm (37.6 in)
Curb mass	112 kg (247 lbs)
Engine type	4-stroke, liquid-cooled, DOHC
Intake system	-
Bore × Stroke	96.0 mm × 62.1 mm (3.8 in × 2.4 in)
Displacement	449 cm <sup>3</sup> (27.4 cu.in)
Compression ratio	12.5 : 1

Fuel system	Fuel injection
Starter system	Primary kick
Lubrication system	Semi-dry sump
Transmission	5-speed constant mesh
Primary reduction ratio	2.625 (63 / 24)
Gear ratios	low 1.800 (27 / 15)
	2nd 1.470 (25 / 17)
	3rd 1.235 (21 / 17)
	4th 1.050 (21 / 20)
	5th 0.909 (20 / 22)
	6th -
Final reduction ratio	3.846 (50 / 13)

Front suspension	Inverted telescopic, air spring, oil damped
Rear suspension	Link type, coil spring, oil damped
Rake / Trail	28°40' / 125mm (4.9 in)
Front brake	Disc
Rear brake	Disc
Front tire size	80/100-21 51M, tube type
Rear tire size	110/90-19 62M, tube type
Ignition system	Electronic Ignition (CDI)
Fuel tank capacity	6.2 L (1.6/1.4 US/Imp gal)
Oil capacity (Overhaul)	1.2 L (1.3/1.1 US/Imp qt)

The RM-Z and RM series motorcycles are for closed-course competition use and related practices only. Always supervise young riders. Professional rider photographed under closed-course conditions. Image contains computer-generated composites. Specifications, appearance, colors (including body color), equipment, materials and other aspects of the "SUZUKI" products shown in this catalogue are subject to change by Suzuki at any time without notice, and they may vary depending on local conditions or requirements. Each model may be discontinued without notice. Please inquire at your local dealer for details of any such changes.

The motorcycles shown in this catalogue includes special race bike modified for racing use. The specifications, appearance and colors are different from mass-production model. ■ Always wear a helmet, eye protection and protective clothing. ■ Enjoy riding safely. ■ Read your Owner's Manual carefully. ■ Never ride under the influence of alcohol or other drugs.

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