

SUZUKI

RM80H



cross GP 250
GP 500

75 76 77 78 79 '80 '81 '82 Manufacturer's
Champion of Motocross GP 125
70 71 72 '80 '81 Manufacturer's Champion of Motocross GP 500
71 72 73 75 '76 '82 Manufacturer's

WORLD CHAMPIONS



The New, Rugged High-Performance RM80H for the Stout-Hearted Equipped with a Powerful Water-Cooled Engine

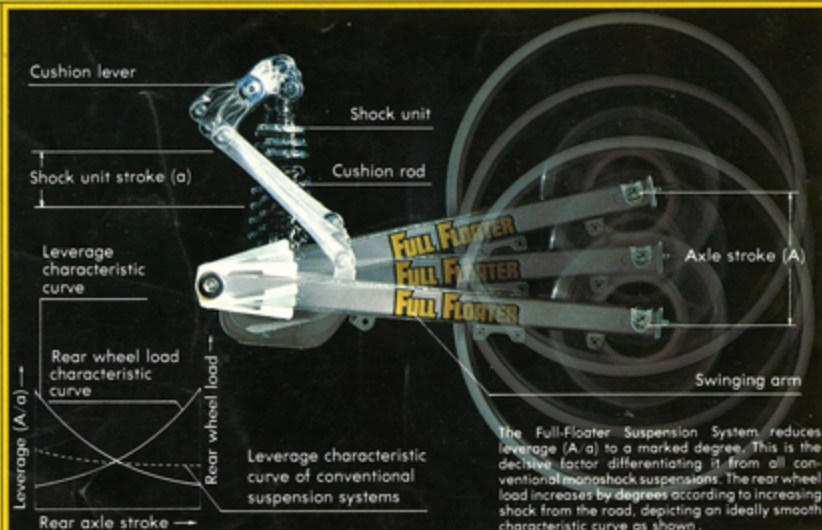


Winning Victories with the Water-Cooled Engine

To sharpen its competitive edge in world motorcycle racing, the RM80H is equipped with a newly developed water-cooled engine designed by Suzuki's ingenious technology. It is a tough, high-performance engine which can maintain its tremendous power until the last moment in the fiercest competition, without any output drop due to heat. Overthrowing the established notion that a water-cooled engine inevitably increases the overall machine weight, Suzuki succeeded in developing the RM80H as a

Winning Victories with the Full-Floater Suspension System

The suspension system is one of the governing factors that assures victory. The RM80H has the Full-Floater Suspension System which Suzuki developed in its persistent pursuit of the ultimate in suspension performance. In the Full-Floater Suspension System, the cushion unit is arranged to cross the lightweight cushion rod. By virtue of this unique design, shocks transmitted from bumps and irregularities by the swinging arm are absorbed near the



gravitational center, thus ensuring easier handling and better rear wheel grip at the time of acceleration. The upgraded 250mm (9.81in) stroke of the rear shock unit provides greater damping effect, the semi-air type front fork has a long stroke of 250mm (9.81in), and the front wheel has an increased diameter of 533mm (21in). All these improvements combined add greatly to the roadability and maneuverability of the RM80H on rugged courses with many gaps where the performance of the suspension counts the most. The Full-Floater Suspension System is a system for the winner.



Winning Victories with the Ingenious Design

- The frame is the light, rigid semi-double cradle type, and ensures unparalleled balance which the rider can enjoy on the RM80H.
- The 6-speed transmission matches nicely with the engine output characteristics.
- The easy-to-operate rack-and-pinion clutch is upgraded to meet the machine's output increase.
- The brakes are given greater rigidity and power, incorporating Suzuki's improved water and dust preventive design.



- The bead-stopper prevents the tyre tube from slipping out of place even while running on rugged roads.
- Straight spoke hubs are used to prevent

- spoke-loosening failure.
- Folding-type brake pedals are newly employed to prevent them from damage.

RM80H SPECIFICATIONS

DIMENSIONS AND DRY MASS

- Overall length 2,045 mm (80.5 in)
- Overall width 825 mm (32.4 in)
- Overall height 1,175 mm (46.1 in)
- Wheelbase 1,370 mm (53.9 in)
- Ground clearance 345 mm (13.6 in)
- Dry mass 71 kg (156 lbs)

ENGINE

- Type Two-stroke, water-cooled
- Intake system Piston and reed valve
- Number of cylinder 1
- Bore 48.0 mm (1.890 in)
- Stroke 44.0 mm (1.732 in)
- Piston displacement 79 cm³ (4.8 cu.in)
- Compression ratio 8.2:1
- Carburetor MIKUNI VM26SS, single
- Air cleaner Polyurethane foam element
- Starter system Primary kick
- Lubrication system Fuel/Oil premixture of 20:1

TRANSMISSION

- Clutch Wet multi-plate type
- Transmission 6-speed constant mesh
- Gearshift pattern 1-down, 5-up

CHASSIS

- Front suspension Telescopic, pneumatic/coil spring, oil damped
- Rear suspension Full-floater suspension system
- Front brake Internal expanding
- Rear brake Internal expanding
- Front tire size 2.75-21 4PR
- Rear tire size 3.50-18 4PR
- Ignition type SUZUKI "PEI"

CAPACITY

- Fuel tank 5.0 L (1.3/1.1 US/Imp gal)

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10,200,-