

# SUZUKI RM500



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  
71 '72 '73 '75 '76 '82 Manufacturer's Champion of Motocross GP 500

**WORLD CHAMPIONS**





# The Advent of the RM500, Increased to 492cc and Boasting Its Miraculous Racing Capacity, Is Certain to Make the Suzuki Yellow Dominant in the 1983 Motocross World.

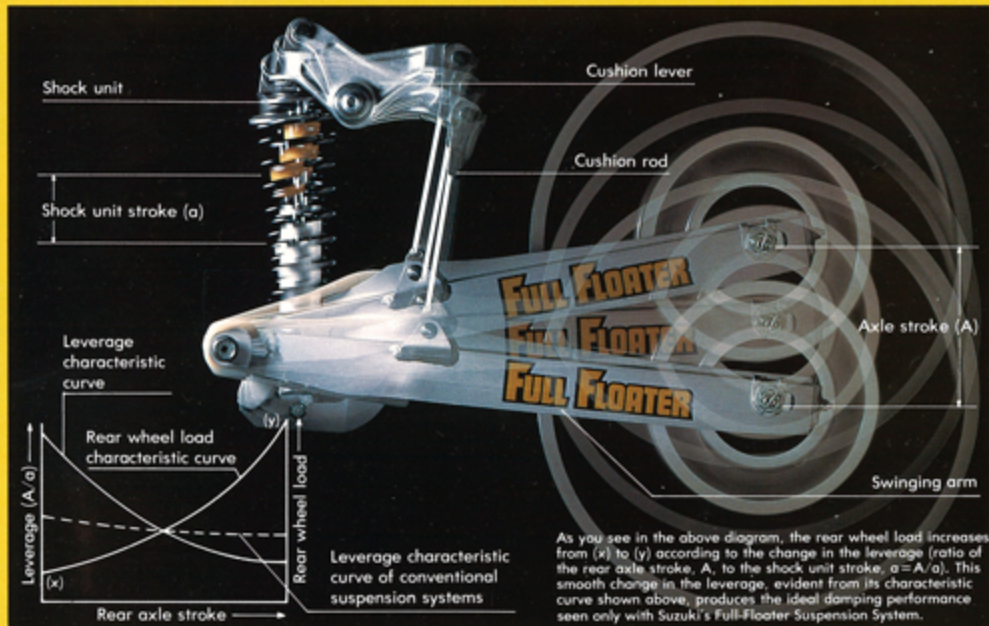


## Winning Victories with The Full-Size 492cc Engine

Suzuki developed the new, full-size 492cc engine to conquer all races in the 500cc class. The torque of this powerful new engine, largely improved especially from low through mid-range speeds, is flat over the entire speed range. It employs a full-reed valve that excels in throttle response, and displays tremendous power and performance under any riding conditions. The transmission gear ratio is changed to accommodate this power upgrading, and the gear durability is also strengthened by the use of more rigid materials. The RM500 will have no equal in any major races, just as Suzuki machines in other classes.

## Winning Victories with The Full-Floater Suspension System

The Full-Floater Suspension System is the essence of Suzuki's motocross machine technology accumulated over many years. Developed after an exhaustive scrutiny of the conventional lay-down system and monoshock system, it exhibits superb performance surpassing all other systems in every respect. Unlike the conventional monoshock suspension systems, its shock unit is linked with the swinging arm at the bottom



and with the cushion lever on the top. This unique design permits increase in stroke of not only the rear axle but also the shock unit itself, thus making it possible to reduce the leverage. As a consequence, the system can soften small shocks and respond powerfully to increasing shocks with greater damping force, and with unparalleled smoothness. It also features other advantages such as the great energy it can absorb, compact, lightweight design of the system itself, and stabilized performance that can be maintained even during hard riding for extended periods. In addition, the new RM500 employs a newly designed shock unit subtank and a damping force adjusting mechanism, which enables the rider to set the suspension as he likes. Suzuki's enormous efforts in lightening system weight is reflected in many parts including the aluminum cushion rod, which undoubtedly adds to the outstanding performance of

the RM500.

## Winning Victories with The Damping Force Adjusting Front Fork

Just as the rear suspension is made adjustable, the leading axle type front fork using both air pressure and a coil spring is improved by employing the new, dial type damping force adjusting mechanism. With this full, front and rear adjustability, the rider can set the suspension freely according to his preference.

## Winning Victories with The Semi-Double Cradle Frame

The capacity increase of the suspension reduces loads imposed on the frame, making it possible to reduce frame weight. The semi-double cradle frame of chrome-molybdenum is very light, yet excels

in strength, rigidity and balance. The new RM500 was thus developed as one of the lightest machines in its class.

## Winning Victories with Ingenious Design of Parts

- Suzuki's exhaustive efforts for lightweight which covers every single screw and nut on the RM500, is crowned with a successful dry weight of only 103kg (227 lbs.), despite the increase of the piston displacement.
- The newly designed front brake is of the two-leading type which exhibits greater braking performance.
- The rear brake panel is also newly designed, with a reinforced water and dust preventive mechanism.



- The folding-type brake pedal is utilized to prevent damage on touching the ground.
- The newly designed rear fender greatly reduces the degree of mud clogging.





Two-Stroke, Full Reed Valve Engine



Damping-Force-Adjusting Front Fork

Full-Floater Suspension System

Folding-Type Brake Pedal

Four-Speed Transmission

Flat-Slide Type Carburetor

Two-Leading Shoe Type Brake



## RM500 SPECIFICATIONS

<b>DIMENSIONS AND DRY MASS</b>	Overall length	2,175 mm (85.6 in)	<b>TRANSMISSION</b>	Clutch	Wet multi-plate type	
	Overall width	845 mm (33.3 in)		Transmission	4-speed constant mesh	
	Overall height	1,265 mm (49.8 in)		Gearshift pattern	1-down, 3-up	
	Wheelbase	1,475 mm (58.1 in)		<b>CHASSIS</b>	Front suspension	Telescopic, pneumatic/coil spring, oil dampened
	Ground clearance	370 mm (14.6 in)			Rear suspension	Full-floater suspension system
	Dry mass	103 kg (227 lbs)			Front brake	Internal expanding
<b>ENGINE</b>	Type	Two-stroke cycle, water-cooled	Rear brake		Internal expanding	
	Intake sytem	Full reed valve	Front tyre size		100/80-21 4PR	
	Number of cylinders	1	Rear tyre size		140/80-18 4PR	
	Bore	88.5 mm (3.484 in)	<b>ELECTRICAL SYSTEM</b>	Ignition type	SUZUKI "PEI"	
	Stroke	80.0 mm (3.150 in)		<b>CAPACITY</b>	Fuel tank including reserve	9.0L (2.4/2.0 US/Imp gal)
	Piston displacement	(30.0 cu. in)	SUZUKI MOTOR CO., LTD. reserves the right to change, without notice, equipment, specifications, colours, materials and other items to apply to local conditions. Each model might be discontinued without notice. Please inquire at your local dealer for details of any such changes. Actual body colours might differ slightly from the colours in this brochure.			
	Compression ratio	6.2 : 1				
	Carburetor	MIKUNI VM38SS, single				
	Air cleaner	Polyurethane foam element				
	Starter system	Primary kick				
	Lubrication system	Fuel/oil premixture of 20 : 1				

# Reliable Suzuki Loved by People in 150 Countries in the World

Since its foundation in 1920, Suzuki has been supplying the world with value-packed products endorsed by numerous achievements and high-level techniques. A wide range of products. Motorcycles with champion's pride and experience obtained in the world's famous, most gruelling GP races. Low fuel consumption and maneuverability-conscious automobiles which will lead the future small-car market. Outboard motors which have won high reputation in durability, lightweight construction,

high performance and easy operation. What is more, Suzuki products extend to generators, general-purpose engines, and a motorized wheelchair for handicapped persons as well. They are all product lineups which deserve the name as an integrated manufacturer of transportation machines. Suzuki will continue to supply products loved and trusted by people in the world, with highly-advanced technology.



## snellingen & smestad

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