



DIRT BIKES 2004

RM-Z450



AVAILABLE LATE 2004

NEXT GENERATION RM-Z250

Suzuki engineers have blended GSX-R superbike technology and MX title-winning know-how to create the MX bike of the future. The RM-Z250, the ultimate Pro-lites weapon. First you'll be confronted by its aggressive styling, then the lightweight construction, and then, its heartbeat – the lightest, most compact, most powerful four-stroke MX engine of its size ever to be put into mass production. Lightweight titanium valves and billet hollow-bore camshafts combine with a lightweight piston for higher rev

capability and a broader powerband. The carburettor features a hot-start system, an automatic decompression system and a throttle position sensor linked to the 3D ignition map. A stepped exhaust system features a titanium header pipe with a dent-resistant stainless-steel secondary pipe and an aluminium muffler. Plus, the innovative Suzuki Advanced Sump System (SASS) allows the crankshaft to be lower for better handling,

without compromising ground clearance. The chassis features a strong, lightweight frame with high-tensile D-shaped mainspars that blend with the super-slim tank, seat and bodywork to aid rider weight transfer. Both the responsive new rear suspension system and the inverted Kayaba forks are fully adjustable for optimum traction. This is the next generation 250cc. It's not only ready to compete, it's ready to dominate.



Engine
249cc, 4-stroke,
single-cylinder, DOHC,
4-valve, liquid-cooled

Starter
Primary kick starter

Transmission
5-speed

Front suspension
Kayaba inverted cartridge,
16-step rebound/16-step
compression damping

Rear suspension
Swingarm type, 16-step
rebound/16-step low
speed compression
damping, adjustable
spring preload

Front brakes
Disc

Rear brakes
Disc

Seat height
960mm

Ground clearance
340mm

Wheelbase
1,475mm

Length
2,170mm

Width
840mm

Height
1,270mm

Dry weight
92.5kg

Fuel capacity
7.5L

Colour
Champion Yellow No. 2



Incredibly compact and powerful 4-stroke powerplant



Semi-floating front disc with kevlar hose

Suzuki brings you the RM250 – class winner in the International Mastercross Comparo. It bursts on to the track with more power and more torque, both delivered more smoothly than ever. Race-tested technology has produced better tractability through a smoother powerband. The new cylinder head and reshaped ports boost low-to mid-range response. Revised transmission components provide smoother shifting. There's an innovative offset crankshaft for better traction, new more responsive forks, even a new braking system. The RM250. It's refined and ready to rip.

READY TO RIP



RM250

Engine	249cc, 2-stroke, single cylinder, liquid-cooled
Starter	Primary kick
Transmission	5-speed
Front suspension	Showa inverted cartridge, 20-step rebound/ 22-step compression damping adjustable
Rear suspension	Showa link type, 19-step rebound/4-turn high/ 16-step low speed compression damping/ preload adjustable
Front brakes	Disc
Rear brakes	Disc
Seat height	950mm
Ground clearance	350mm
Wheelbase	1,470mm
Length	2,175mm
Width	840mm
Height	1,280mm
Dry weight	96kg
Fuel capacity	8.0L
Colour	Champion Yellow No. 2

At Suzuki, when you're on a good thing, you don't stick to it, you make it even better. The 2004 RM125 is a perfect example, refined to rocket you around the racetrack faster than ever. A broader powerband and better throttle response produce significantly more power and torque in the 6000 to 8000rpm range. While the new combustion chamber design, port shapes and lighter flat-top piston improve mid and high end power. It now also has a completely new rear shock linkage system for more progressive action and an upgraded piggyback rear shock. The RM125. Delivering the goods again.

WINNING BALANCE



RM125

Engine	124cc, 2-stroke, single cylinder, liquid-cooled
Starter	Primary kick
Transmission	6-speed
Front suspension	Showa twin chamber cartridge, 20-step rebound/ 22-step compression damping
Rear suspension	Showa link type, 19-step rebound/4-turn high/ 16-step low speed compression damping/ preload adjustable
Front brakes	Disc
Rear brakes	Disc
Seat height	950mm
Ground clearance	350mm
Wheelbase	1,450mm
Length	2,145mm
Width	840mm
Height	1,275mm
Dry weight	87kg
Fuel capacity	8.0L
Colour	Champion Yellow No. 2

This bike fits the description of everything first time motocross racers demand. The high-revving 84.7cc reed valve engine features a dual one-piece oval shaped exhaust port valve for excellent low-rpm power. The Keihin PE28 carburettor is designed for smooth throttle response, while the large capacity radiator from the RM125 adds another potent ingredient to this irresistible recipe. At ground level, inverted Showa cartridge forks use a progressive valve system for precise compression and rebound adjustment. To top it all off you also get the option of the RM85L big wheel, boasting the same engine and frame with 2" larger wheels.

When a kid craves their first taste of mini-motocross, this is the fix. The 64cc liquid-cooled engine has the same kind of power-enhancing features found in larger RM models, tuned to produce the type of mid-range torque and smooth throttle response youngsters appreciate. Its chassis is designed to accommodate a range of rider heights and weights. The seat height can be adjusted in 2mm increments. The 33mm leading-axle forks feature adjustable rebound damping, while the piggy-back reservoir shock has rebound and preload adjustment. RM65: Satisfaction complete.

CLASS POWERHOUSE



BRILLIANT BEGINNING



RM85/L

Engine	84.7cc, 2-stroke, single cylinder, liquid-cooled.
Starter	Primary kick
Transmission	6-speed
Front suspension	Showa inverted, 3-turn rebound/20 step compression damping adjustable
Rear suspension	Showa link type, 2.5-turn rebound/2.5-turn compression damping, preload adjustable
Front brakes	Disc
Rear brakes	Disc
Seat height	RM85: 850mm RM85L: 885mm
Ground clearance	325mm
Wheelbase	RM85: 1,240mm RM85L: 1,280mm
Length	RM85: 1,805mm RM85L: 1,895mm
Width	RM85: 735mm RM85L: 735mm
Height	RM85: 1,100m RM85L: 1,160mm
Dry weight	RM85: 65kg RM85L: 67kg
Fuel capacity	5.0L
Colour	Champion Yellow No. 2

RM65

Engine	64cc, 2-stroke, single cylinder, liquid-cooled
Starter	Primary kick
Transmission	6-speed
Front suspension	Telescopic, 4-step rebound damping adjustable
Rear suspension	Link type, 4-step rebound/preload damping adjustable
Front brakes	Disc
Rear brakes	Disc
Seat height	760mm
Ground clearance	305mm
Wheelbase	1,120mm
Length	1,590mm
Width	760mm
Height	955mm
Dry weight	57kg
Fuel capacity	3.8L
Colour	Champion Yellow No. 2

ONE OUT OF THE BOX DR-Z400E

This is the bike that, unlike any other, fits the description of a dirt-churning weapon. The bike that year after year rocks its rivals, this year comes loaded with high-tech ammunition. The DR-Z's motivation comes from 398cc of displacement, DOHC with four huge valves and liquid cooling. The forged piston is 10% lighter than one conventionally cast, an L-shaped top piston ring reduces blow-by, while copious use of aluminium and magnesium lowers weight and improves heat transfer. Putting this

power into practice you get a thumper producing great wads of power right off the bottom, a strong delivery that builds right through the mid range and enough torque to grunt you up anything. No wider than many 250's, yet just as agile, the seat is comfortably rounded, the steering poised and precise. The frame is thin-wall, chrome-moly steel tubing in a combination of round and rectangular cross-section, delivering

superb rigidity with minimum weight. Toss it around, hammer it through hoops, the compliant, long travel front forks feature large, 49mm stanchion tubes. Rear suspension features a Showa rear shock with both high and low speed compression adjustment. Everything you want, including wide RM-style footpegs and a lightweight headlight unit. The 100% street legal DR-Z400E. Electrifying your adrenaline like no 400 has ever done before.

Engine
398cc, 4-stroke,
single-cylinder, DOHC,
4-valve, liquid-cooled

Starter
Electric with optional
primary kick starter

Transmission
5-speed

Front suspension
Telescopic, 18-step
rebound/14-step
compression damping

Rear suspension
Swingarm, progressive
linkage, 21-step rebound,
3.5 turn high/20-step low
speed compression
damping, adjustable
spring preload

Front brakes
Disc

Rear brakes
Disc

Seat height
945mm

Ground clearance
325mm

Wheelbase
1,475mm

Length
2,235mm

Width
825mm

Height
1,235mm

Dry weight
119kg

Fuel capacity
10.0 L

Colour
Champion Yellow No. 2

Warranty
One-year unlimited
kilometre warranty



Convenient electric starter
with kick-start option



Lightweight design
headlight



A blend of lightweight control and torquey four-stroke performance is the hallmark of this taut, well-mannered missile. At its core, a compact 249cc four-stroke engine featuring dual overhead cams and four-valve Twin-Swirl Combustion Chamber cylinder head for strong torquey performance. A no-holds-barred piece of mechanical mastery, the perfect power-to-weight prescription ensures the movements of the lightweight DR-Z250 are completely at your mercy. Change direction at will, throw it around corners without a hint of complaint. Street legal and streets ahead, this is 2004's filthiest 250.

HOT ON ANY TRAIL



DR-Z250

Engine	249cc, 4-stroke, single-cylinder, DOHC, air/oil-cooled with SACS
Starter	Electric with kick starter and auto decompression
Transmission	6-speed
Front suspension	Telescopic, coil spring, oil damped, rebound/compression damping adjustable
Rear suspension	Link-type, coil spring, gas/oil damped, spring preload/rebound/compression damping adjustable
Front brakes	Disc
Rear brakes	Disc
Seat height	920mm
Ground clearance	300mm
Wheelbase	1,450mm
Length	2,230mm
Width	880mm
Height	1,230mm
Dry weight	118kg
Fuel capacity	10.5L
Colour	Champion Yellow No. 2
Warranty	One-year unlimited kilometre warranty

The DR650SE offers you the versatility of hitting the highways or raising the dust. And without compromise on either surface. A rigid frame and short wheelbase provide off-road manoeuvrability, while loads of tractable horsepower from the big grunty engine translates into effortless high-speed cruising. The engine's SCEM coating keeps it dramatically cooler to reduce friction and wear. And superb comfort comes from a streamlined seat with 40mm variable seat height position and a vibration-reducing balancer system. On the highways or toughing it out in the dirt, this is Suzuki's ultimate Dual Sport Bike.

NO COMPROMISE



DR650SE

Engine	644cc, 4-stroke, single cylinder SOHC, air-cooled with SACS
Starter	Electric
Transmission	5-speed
Front suspension	Telescopic, coil spring, oil damped
Rear suspension	Link-type coil spring, oil damped, spring preload/compression damping adjustable
Front brakes	Disc
Rear brakes	Disc
Seat height	885mm (can be reduced to 845mm, see Suzuki dealer for details)
Ground clearance	265mm (225mm in low seat height mode)
Wheelbase	1,490mm
Length	2,255mm
Width	865mm
Height	1,205mm
Dry weight	147kg
Fuel capacity	13.0L
Colour	Champion Yellow No. 2
Warranty	Two-year unlimited kilometre warranty



QuadSport

Welcome to the world of the QuadSport Z400. A look that screams fun, a performance that delivers again and again. A machine combining an advanced DOHC liquid-cooled engine (based on the proven DR-Z400E powerplant) with a state-of-the-art chassis featuring a lightweight, rigid, high tensile steel-alloy tube frame and subframe. With electric start, five speeds and reverse, and a broad powerband, no machine applies advanced technology to the pursuit of recreation more thoroughly.

*Free safety video with all new Suzuki ATVs.

BORN TO PERFORM



QUADSPORT Z400

Engine	398cc, 4-stroke, single cylinder, DOHC, liquid-cooled
Starter	Electric
Transmission	5-speed with reverse
Front suspension	Independent double wishbone, preload adjustable
Rear suspension	Alloy swingarm, rebound/compression/preload adjustable
Front brakes	Dual discs
Rear brakes	Disc
Seat height	810mm
Ground clearance	262mm
Wheelbase	1,245mm
Length	1,830mm
Width	1,150mm
Height	1,115mm
Dry weight	168kg
Fuel capacity	10.0L
Colour	Champion Yellow No. 2

Sporty enough to be called a 'performance quad', friendly enough to be dubbed a 'recreational ATV.*' This is the all-terrain vehicle set to be the envy of all dirt-churning fiends. The 246cc engine is all about easy-to-use power. The single-cylinder four-stroke starts with the push of a button. Smooth power, through a broad rpm range, comes via the precise valve operation provided by the overhead cam. Designed for high speed stability, the sturdy steel-tube frame is rigid where it needs to be, and flexible for great handling. A sports quad that's rarin' to go? This is it.

*Free safety video with all new Suzuki ATVs.

RARIN' TO GO



QUADSPORT Z250

Engine	246cc, 4-stroke, single cylinder, SOHC, air-cooled
Starter	Electric
Transmission	5-speed with reverse
Front suspension	Independent double wishbone, preload adjustable
Rear suspension	Swingarm, rebound/compression/preload adjustable
Front brakes	Dual discs
Rear brakes	Drum
Seat height	795mm
Ground clearance	220mm
Wheelbase	1,135mm
Length	1,720mm
Width	1,065mm
Height	1,080mm
Dry weight	166kg
Fuel capacity	10.6L
Colour	Champion Yellow No. 2

THE PERFECT START JR50



Engine	Single cylinder, air-cooled, 2-stroke
Starter	Primary kick starter
Transmission	Single speed automatic
Front suspension	Telescopic, coil spring
Rear suspension	Swing arm, coil spring
Brakes	Front/rear drum
Seat height	480mm
Ground clearance	115mm
Dry weight	38kg
Fuel capacity	2.0L
Maximum load capacity	30kg

THE NEXT LEVEL JR80



Engine	Single cylinder, air-cooled, 2-stroke
Starter	Primary kick starter
Transmission	5-speed
Front suspension	Telescopic, coil spring, oil damped
Rear suspension	Link type spring preload, 5-way adjustable
Brakes	Front/rear drum
Seat height	685mm
Ground clearance	195mm
Dry weight	58kg
Fuel capacity	4.1L
Maximum load capacity	50kg

HOT ON THE TRAIL DR-Z125/L



Engine	Single cylinder, air-cooled, 4-stroke
Starter	Primary kick
Transmission	5-speed
Seat height	DR-Z125 770mm DR-Z125L 800mm
Ground clearance	DR-Z125 245mm DR-Z125L 275mm
Dry weight	DR-Z125 80kg DR-Z125L 81kg
Front suspension	Telescopic, coil spring, oil damped
Rear suspension	Link type, coil spring gas/oil damped
Brakes	DR-Z125 Front/rear drum DR-Z125L Front disc Rear drum
Fuel capacity	6.6L
Maximum load capacity	DR-Z125 60kg

JR50 Searching for a beginner's bike? Here it is. Class leading features include fully automatic transmission, selectable neutral, and full-size brakes with a foot pedal for the rear. The JR50 has plenty of room for growth built-in, with height adjustable suspension. It also has an oil level window, motocross style fenders and sidecovers, and full knobby, maximum grip tyres with reliable off-road traction. Plus, at its heart, an oil-injected two-stroke for optimum lubrication and minimum hassles. JR50 – the perfect start.

JR80 This is the perfect second bike. It has a powerful two-stroke engine, with Suzuki's oil injection system that removes the need for premixing fuel, a five-speed transmission putting the power smoothly to the ground, and reliability that's legendary. Its lightweight design makes changing direction a breeze, and the slim, RM-styled seat cushions the ride, as does the single-shock rear suspension with five selectable load settings that can be matched to any terrain. The Suzuki JR80 is the ultimate next level ride.

DR-Z125/L Your first taste of the off-road trail arrives with advanced technology from top to bottom, and a host of high-grade components straight out of Suzuki's motocross machines. At its heart is a four-stroke, 124cc power-pack delivering tractable, accessible power. Stylish fuel tank and frame covers complete this perfectly proportioned off-road package. The DR-Z125L big wheel variant also boasts a front disc brake and 2" larger wheels. The DR-Z125. Let a lifetime of off-road riding begin.

KIDS' STUFF QUADRUNNER 50



Engine	Single cylinder, forced air-cooled, 2-stroke
Starter	Recoil
Transmission	Single-speed automatic
Seat height	470mm
Ground clearance	75mm
Dry weight	48kg
Brakes	Rear drum
Fuel capacity	1.5L
Maximum load capacity	35kg

THE COMPLETE QUAD QUADSPORT 50



Engine	Single cylinder, forced air-cooled, 2-stroke
Starter	Recoil
Transmission	Single-speed automatic
Seat height	535mm
Ground clearance	120mm
Dry weight	71kg
Front suspension	Independent, coil spring, oil damped
Rear suspension	Swingarm, coil spring, oil damped
Brakes	Front/rear drum
Fuel capacity	2.6L
Maximum load capacity	38kg

SPORTY PERFORMANCE QUADSPORT 80



Engine	Single cylinder, forced air-cooled, 2-stroke
Starter	Electric
Transmission	V-belt automatic
Seat height	645mm
Ground clearance	110mm
Dry weight	100kg
Front suspension	Independent, coil spring, oil damped
Rear suspension	Swingarm, coil spring, oil damped
Brakes	Front/rear drum
Fuel capacity	6.0L
Maximum load capacity	60kg

QUADRUNNER 50 The mini quad is designed to deliver maximum fun. A two-stage speed control means that the machine caters to the experience level of the rider. There's a low seat height, fully automatic transmission and light, easy steering. It also has Suzuki oil injection, to do away with fuel premixing. There's a heat shielded muffler and a handlebar pad, as well as a parking brake/starter interlock. Plus, an attachable ignition cut-off tether allows instant ignition cut-off for over-eager riders.

QUADSPORT 50 If kids could design their own bikes, this little beauty would be it. All-terrain, all fun. Control comes courtesy of the independent A-arm front suspension and rear swingarm suspension. On the safe side, an ignition switch with a removable key lets parents decide when the action begins. Front and rear drum brakes respond superbly to orders. And full-size floorboards ensure long days in the saddle are comfortable ones. QuadSport 50. Armed for fun, armed with quality.

QUADSPORT 80 This is the best compact sporting 4-wheeler available. Start-up is at the push of a button and V-belt auto transmission means it suits riders of all abilities. Full four-wheel suspension provides a smooth ride, while excellent stopping power comes from triple drum brakes. There's a variable speed limiter, and separate parking brake/starter interlock. All with the convenience of an oil-injected two-stroke engine. What more could a young gun possibly want?

A SAFE RIDE

For a youngster hopping onto their first Suzuki Fun Bike, safety is unlikely to be a top concern. So we've made it ours. To cushion beginner's bumps, there is extra padding on the seat and forgiving handlebar crossbar pads. For over-eager young riders, the QuadRunner 50 and QuadSport 50 feature an ignition cut-off tether – one quick tug stops the bike in its tracks. Also, all Suzuki Fun ATV four-wheelers have a parking brake/starter interlock that ensures the brake is applied before the engine can be started. Allowing for rider ability, the JR50 and QuadSport 50 feature an adjustable throttle-limiter to keep speed within suitable limits. Of course, while we produce the safest bikes possible, training is just as important – and that's where an accredited junior rider training coach can get riders off to a good start. Contact Motorcycling Australia on (03) 9684 0500 for more information.

***A FREE ATV SAFETY VIDEO**

At Suzuki, we believe that it's important riders understand safe riding practices. This is why we support the motorcycle industry's All Terrain Vehicle safety video "You and Your ATV". This is supplied free by your Suzuki dealer at time of purchase.

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