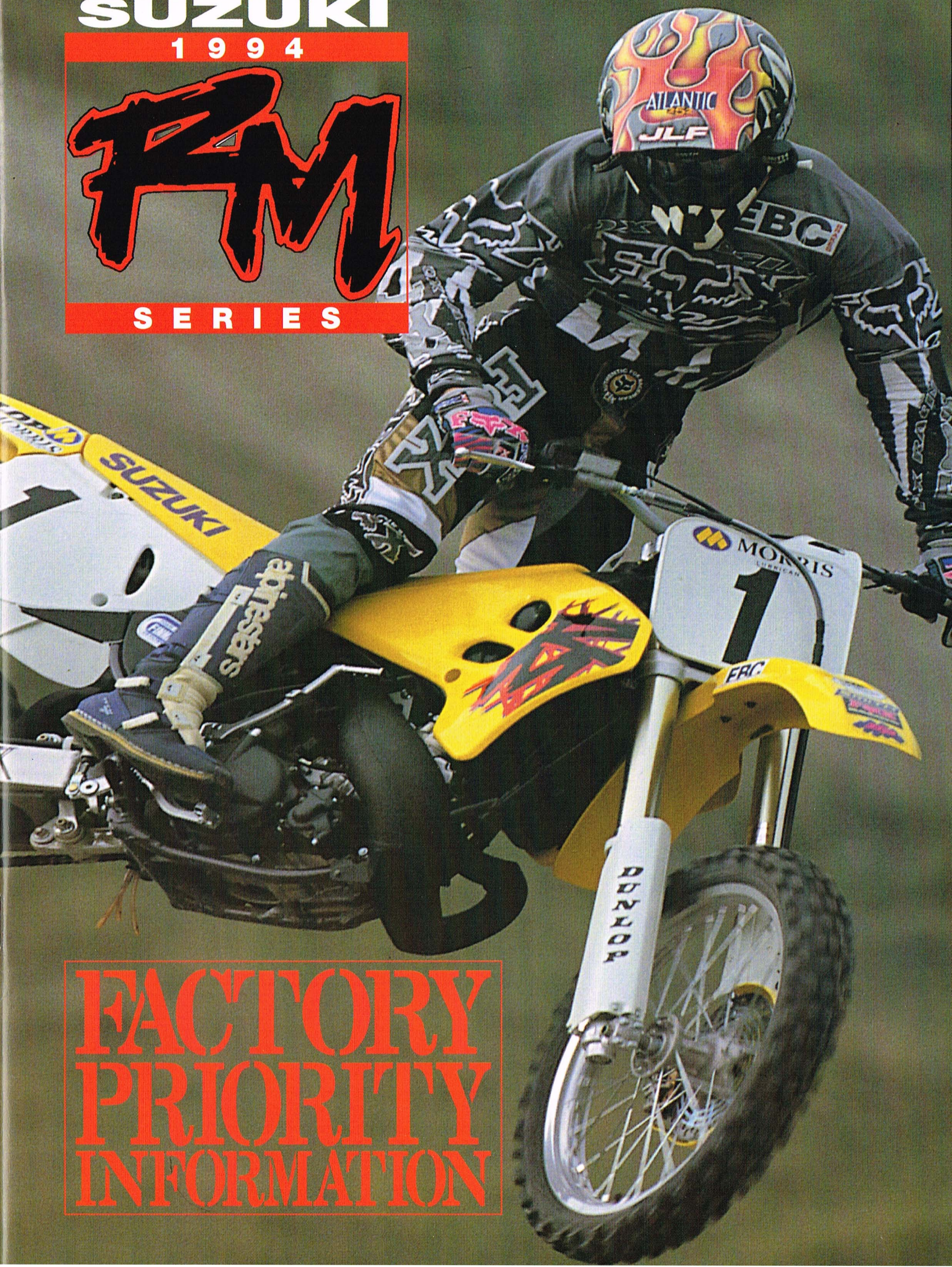


SUZUKI

1994

FAM

SERIES



**FACTORY
PRIORITY
INFORMATION**

1994 RM250/125

The 1994 RM250 and RM125 Put You Ahead of the Pack with Their Total Racing Potential, Thanks to Simultaneous Development with the Newest Factory Machines

The history of the Suzuki RM250 and RM125 is one marked by numerous victories at every level of competition and many world class riders have repeatedly proven themselves and found their paths to glory on the famous yellow Suzuki machines.

Now Suzuki brings you the 1994 RM250 and RM125.

This year the bikes have undergone an especially extensive evolution, with many new developments and detail changes.

Over the years, the Suzuki factory motocrossers have made their mark on the world motocross championships, winning an unprecedented 25 titles and the production RM250 and RM125 machines have always developed from the Suzuki motocross technology reared in those hotly contested battles. Now the 1994 RM250 and RM125, packed with state-of-the-art Suzuki technology, are here with a sweeping new look, closely reflecting the race winning capabilities of the Suzuki factory machine and aimed at reaping as many victories and championships as possible.

First, at the heart of both machines, the engines have undergone an extensive development programme. The 1994 RM250 power plant has been so substantially modified that it could well be considered to be a new engine. Advances include a straightened intake tract, revised exhaust system and new crankcases. The engine is designed to provide improved power, with close attention paid to providing the characteristics required to match the demands of modern motocross circuits.

The 1994 RM125 engine incorporates a new carburettor, revised port timing and altered reed valve design, all aimed at providing the performance edge that grabs the lead.

Extensive chassis revisions on both machines highlights an exciting step forward in suspension and frame performance. A new inverted Twin Chamber Cartridge Fork features a special internal sub-tank design and delivers improved damping performance. The 1994 rear suspension system on both machines features refinements in both the link-system design and the shock absorber, aimed at providing improved damping performance. These improvements allied to Suzuki's widely acclaimed high-rigidity, box tubing, semi-double cradle frame, combine to provide high stability and handling qualities in race conditions.

The evolution of the famous RM series Suzuki motocross machines continues on into 1994 with an ever increasing race-winning potential.



RM
250



RM
125

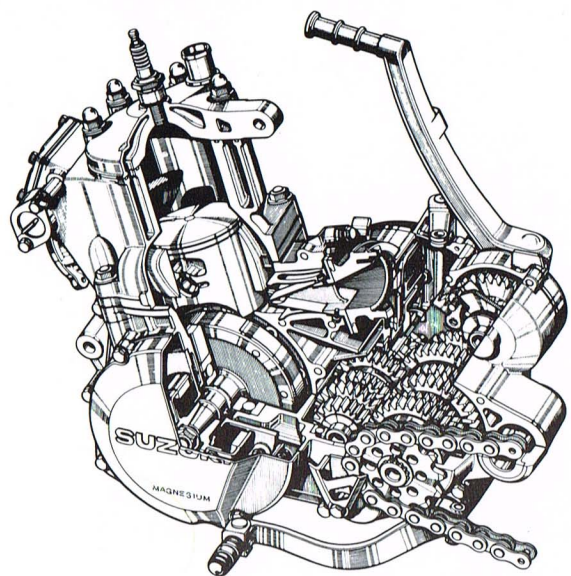


Power Characteristics Designed to Provide the Edge Precisely Where it Counts in the Heat of Battle

Crankcase reed-valve induction system: the well-proven heart of RM engine design

The two-stroke, water-cooled, single-cylinder crankcase reed-valve induction engine format of the RM250 and RM125, thanks to years of refinement and racing feedback, continues to receive high acclaim from race-winning riders. Reed-valve induction directly into the crankcase has advantages of low intake resistance and allows better utilization of inertial flow of the intake. This engine format is utilized as the one best-suited to provide higher torque and power throughout the rpm ranges, which is crucial to motocross performance. In addition, this case-reed induction system needs no intake port. This means less stress on the piston skirt section, enabling the piston to be shaped and built for lighter weight. Such conceptual advantages of case-reed induction, backed up and refined with race-winning factory feedback, result in the acclaim that the RMs' power plant continues to win from riders for its superb power for acceleration, due to its wide powerband and tractable power; and power output characteristics that enable riders to maintain precise rear-wheel traction control.

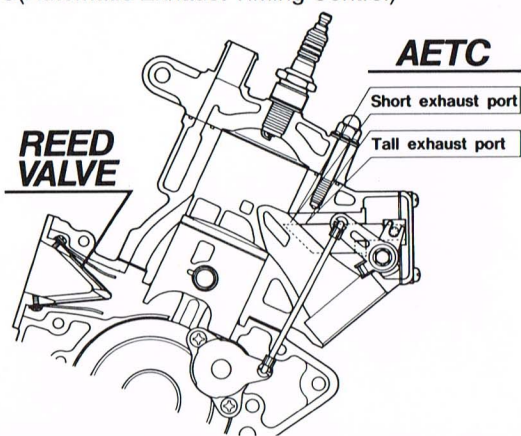
1994 RM250 engine



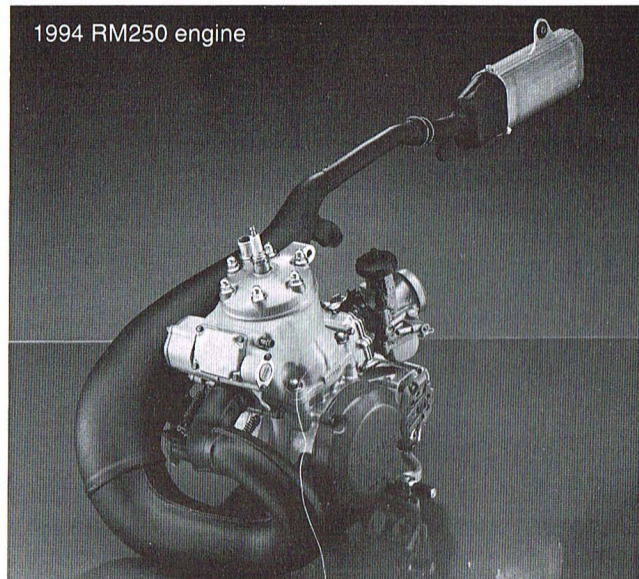
AETC (Automatic Exhaust Timing Control): keeping exhaust efficiency and power high

Installed on the RM250 and RM125 engines, Suzuki's innovative AETC (Automatic Exhaust Timing Control) system varies exhaust timing to match engine rpm. The AETC system has a valve directly behind the exhaust port that blocks the port's top edge at low rpm to delay the exhaust port timing and thereby heighten charging efficiency by preventing the intake mixture from flowing out of the cylinder; then it recedes at higher rpm to keep exhaust efficiency high by maintaining a smooth exhaust flow. The Suzuki AETC system's hallmark is the absence of "dead areas" that can undermine flow in the exhaust passage when the exhaust valve recedes at high rpm. This smooth exhaust flow contributes greatly to higher power and torque. All this more closely translates into an engine that combines sharp-revving, tractable power, excellent throttle response and superb rear wheel traction control.

AETC(Automatic Exhaust Timing Control)



1994 RM250 engine



Totally refined for more race-winning advantages: the 1994 RM250 engine

Under the tough conditions of today's racing, engine developments can't wait. The 1994 RM250 engine, even after its very extensive development for 1993, again this year features a thorough evolution, down to details, of both the intake and exhaust functions. A further straightening of the intake tract — from the open-air type air cleaner to the proven Keihin PJ38 carburetor to the reed valve to the crankcase — achieves still higher intake and combustion efficiency. Efficiency that's reflected in improved engine response in low-to-mid range, higher power and a more linear, controllable and tractable output that responds closely to the riders' demands.

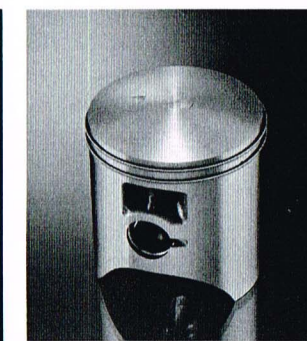
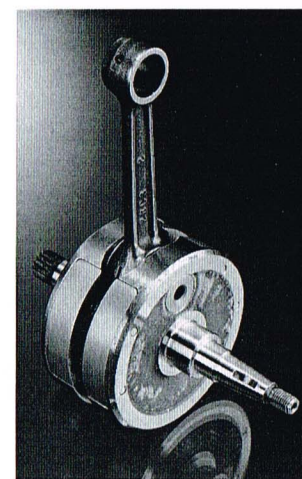
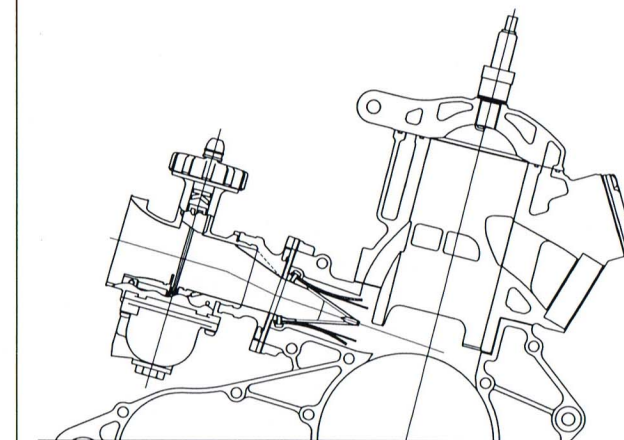
On the cylinder, the scavenging and exhaust port timing has been modified to achieve improved power output characteristics, and in particular a greater reserve of power in the mid-to-high ranges.

The piston features two rings instead of the previous single ring for greater stability of combustion — resulting in much greater durability and toughness for maintaining high power in the heat of battle.

The covering sections of the engine, including the crankcase, clutch cover and magneto cover, have all been replaced with newly designed components to match the redesigned and straightened intake tract. The engine overall has been reviewed for added strength. Greater durability also comes with the larger-size crankshaft main bearing.

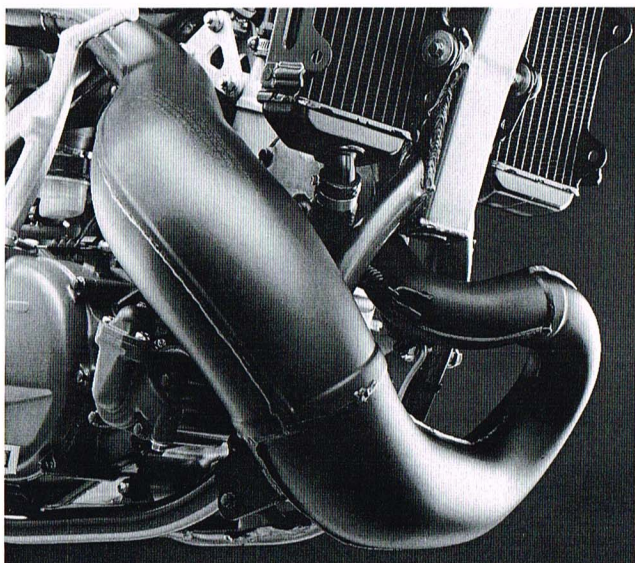
The 1994 RM250 engine thus further advances the proven potential of the Suzuki crankcase reed-valve format for a greater race-winning edge. With extensive refinements based on close inspection of racing feedback, we are confident that its high potential also means abundant power that's easily accessible in the heat of the battle, along with a high level of durability and reliability.

Straightened intake tract

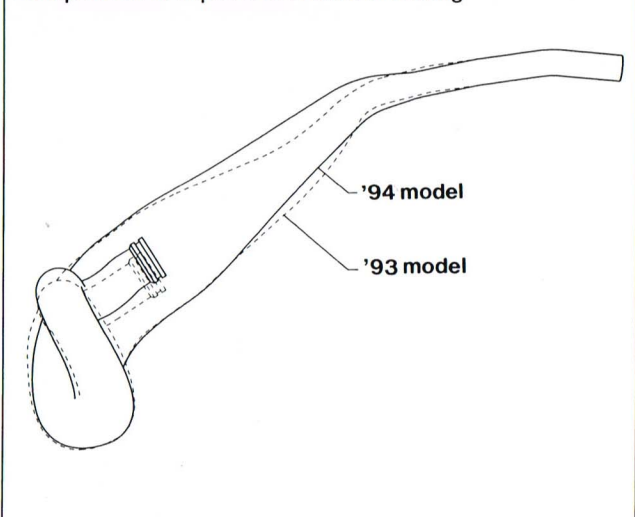


1994 RM250 exhaust system: further straightened design for higher efficiency

Helping to fully utilize the 1994 engine's potential is the redesigned exhaust system. The new expansion chamber features a smoother, more straightened routing that increases exhaust efficiency and helps increase the engine output. The system particularly improves power output characteristics in the low-to-mid ranges, helping provide the low-end push that's vital on Supercross tracks, along with tractable power pick-up. The 1994 RM250's power output characteristics are thus supported by exhaust system design for better low-to-mid range performance, together with intake section and cylinder design, for better mid-to-high range performance. The result is plenty of torque at the ready across the powerband, plus smooth yet strong tractability. The newly designed expansion chamber also has higher strength without added weight.

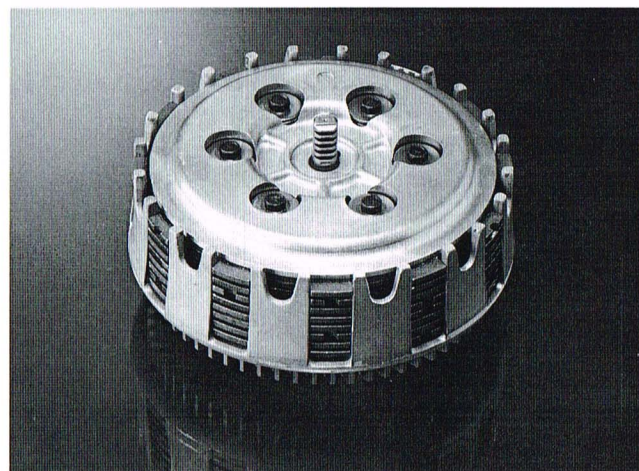


Comparison of expansion chamber routing



Transmission components designed for smooth shifting action plus versatility of choice

The 1994 RM250's transmission system's leading features are its new pressure disc and clutch housing design. The pressure disc is revised from the previous 9 x 8 plate design to an 8 x 7 plate design aimed at providing excellent feedback and a light pull. This assures fast and responsive clutch action, helping the rider make smoother starts off the line and stronger drives off corners. But, keeping in mind different track conditions — muddy and sandy surfaces, especially — and each rider's preference, the new clutch is designed so it can easily take the previous model's 9 x 8 plate pressure disc, which is available as an option. The system also features a diecast clutch housing that's strengthened by a special casting production process.

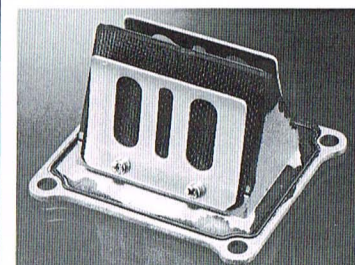
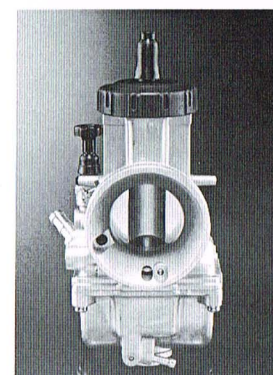
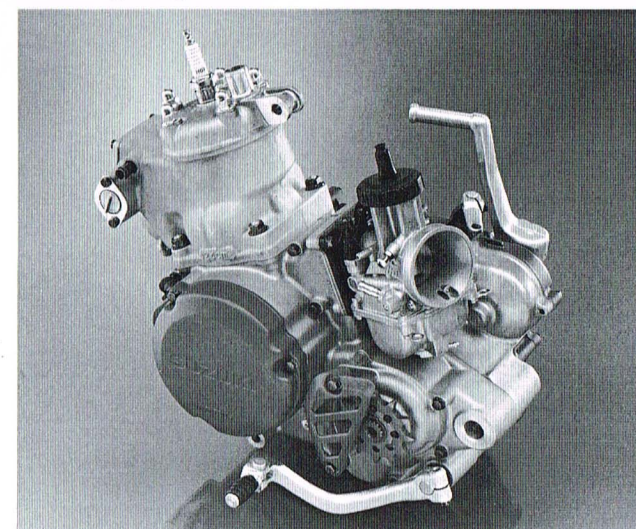


The 1994 RM125 engine: extensive refinements to maintain its leading status

The RM125, well established as an overwhelming high-power machine in its class, comes to the 1994 field with further improvements that refine its cutting edge.

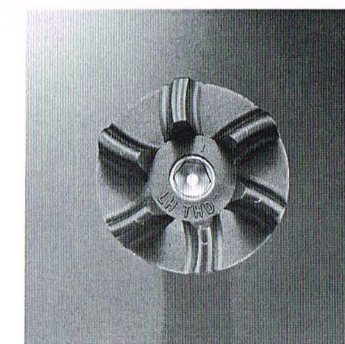
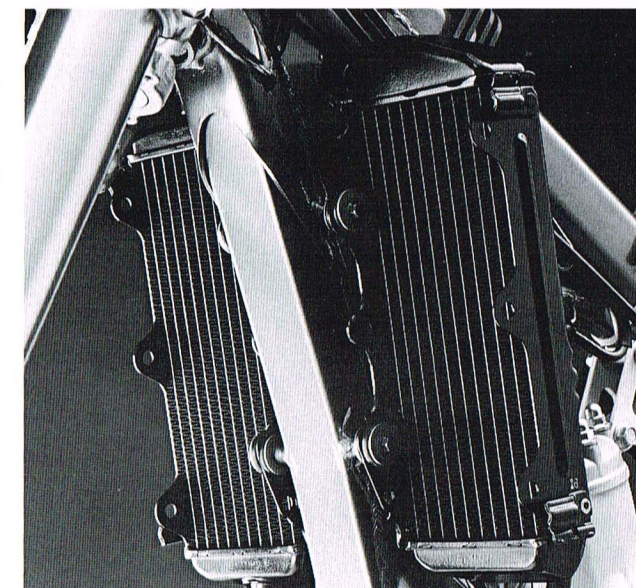
The intake tract combines a new carburettor, the Keihin PWK36, with proven straight and short port shaping to deliver a superb combination of smooth high-range revving and quick response, especially in the low range. In short, a responsive and controllable power delivery across the powerband. The carburettor is also designed for easy adjustment and for the convenience of some riders, the setting parts for the Keihin PJ carburettor on the 1994 RM250 can be utilised on this new carb.

Together with the new carb, the reed valve has been changed, the glass-fibre reed valve on the previous model being replaced with the carbon reed valve that has been well proven on the factory machine. The result is improved responsiveness. This new carbon reed valve is characterised by its lightness and flexibility. It contributes to higher revving performance - particularly in high ranges in the 10,000 rpm area - and a more linear low to mid-range response.



Proven parallel-positioned radiators, with performance supported by redesigned waterpump

On both the RM250 and RM125 the parallel-positioned radiators support the high-powered engines with the high radiating capability provided by their low cooling-airflow resistance and efficient distribution of coolant flow. With an eye to the ever-intensifying 125cc-class racing action, the 1994 RM125 features an improved water pump. Its diameter is enlarged from 28mm to 30mm, and inside is a 6-blade impeller replacing the previous 3-blade design. The result is a 40% increase in flow volume, strongly supporting the 1994 RM125's high power in rigorous racetrack situations.



New digital CDI unit : higher ignition precision

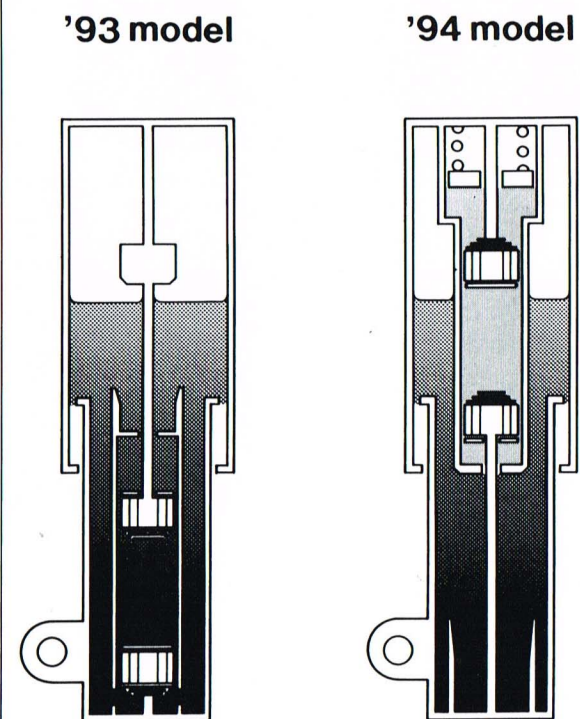
The 1994 RM125's ignition system comes with a new digital CDI unit, contributing to higher ignition precision and easier engine start-ups.

1994 RM250 and RM125 Suspension and Frame – Close Reflection of 1993 Factory Machines' Potential Gives Cutting-edge Advantage in All Racetrack Situations

An exciting new phase of inverted fork design: Twin Chamber Cartridge Fork, developed simultaneously with the 1994 factory machine front fork

The Twin Chamber Cartridge Fork, installed on both the 1994 RM250 and RM125, is an exciting introduction of an innovative front fork design on a production motocross bike. Developed through the combined corporate efforts of Showa and Suzuki, it features a cutting-edge design that was developed simultaneously with the fork for the 1994 factory machine – delivered with our total commitment and enthusiasm to incorporate the best of state-of-the-art factory machine technology to the maximum extent possible and as soon as possible in production motocrossers. The hallmark of the Twin Chamber Cartridge Fork that sets it apart from the preceding inverted front fork is a separate damper, with sub-tank, integrated in an inverted position inside the top section of the fork. The sub-tank in the newly integrated damper includes a free-moving piston that completely seals off the sub-tank's air compartment and oil compartment. The oil compartment is also pressurized with a spring. In short, it is a fork that contains within itself a completely independent "chamber" that acts just like a damper in rear shock absorbers.

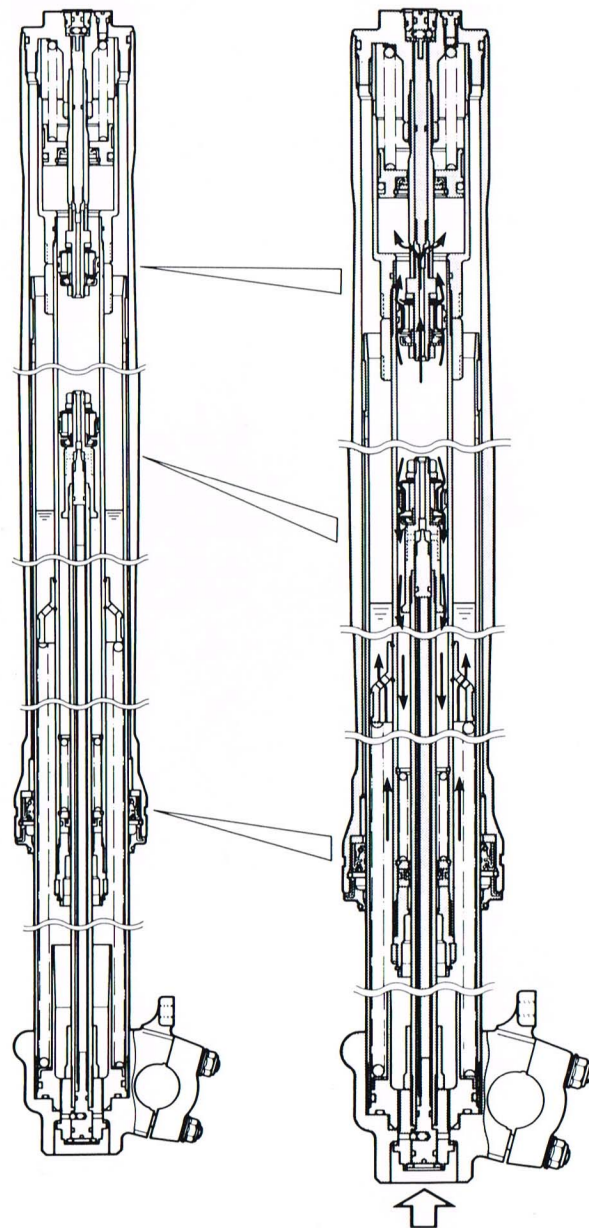
Comparison of front fork design



Unlike conventional fork design, which generates damping force with an emulsified mixture of air and oil, in the Twin Chamber Cartridge Fork the oil and air are completely separated by the free-moving piston. Thus the much better damping force of nearly pure oil can be utilized for better fork performance. The Twin Chamber Cartridge Fork also features an enlarged oil cone at the bottom of the fork. This effectively reduces the foaming of fork oil and greatly increases fork performance at near-bottoming conditions.

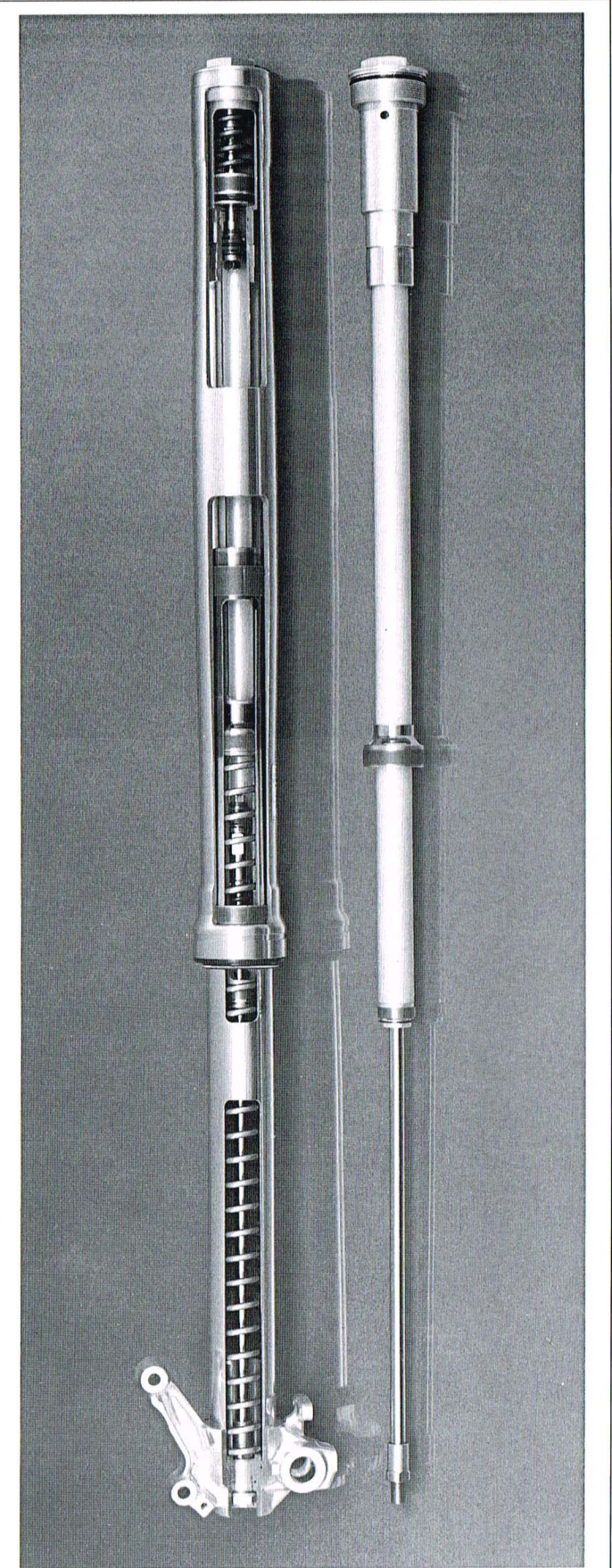
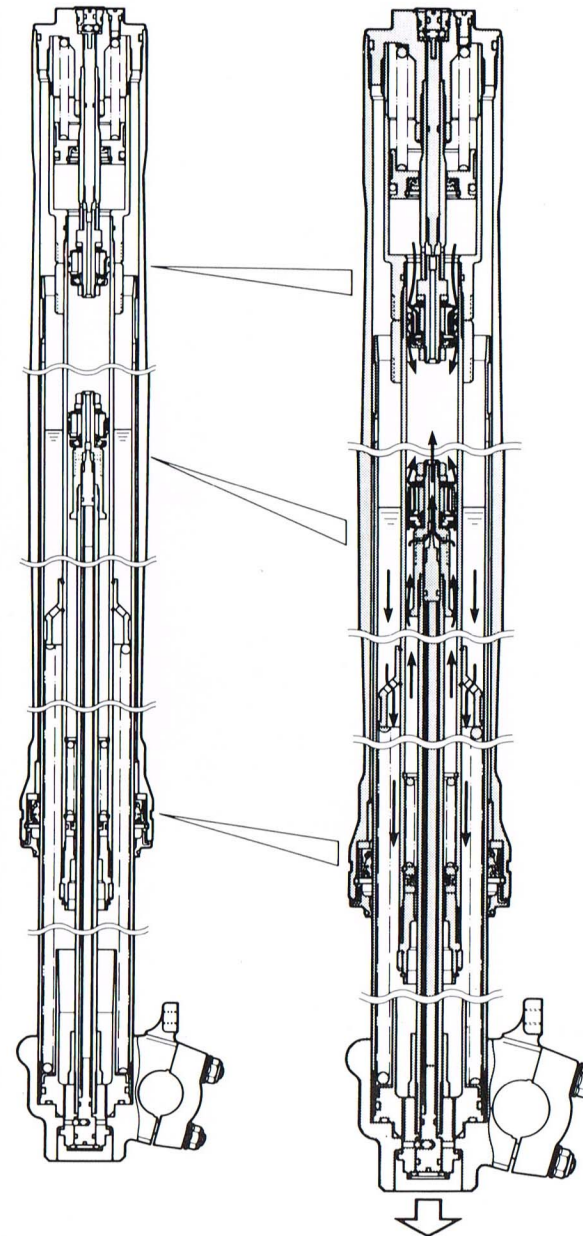
Thus the main advantages of the Twin Chamber Car-

FRONT FORK (COMPRESSION)



tridge Fork are these three points: 1) Greatly improved damping action with added stability of performance; 2) Much improved progressive performance, combining soft response to initial inputs while providing optimum movement throughout the wheelstroke; 3) Greatly heightened shock-absorption capacity at near-bottoming situations. This reduces the shock encountered when the fork bottoms out and helps make it easier for the rider to maintain stability over rough surfaces. In short, the Twin Chamber Cartridge Fork's damping characteristics and precision closely match the levels of the newest Suzuki factory machine.

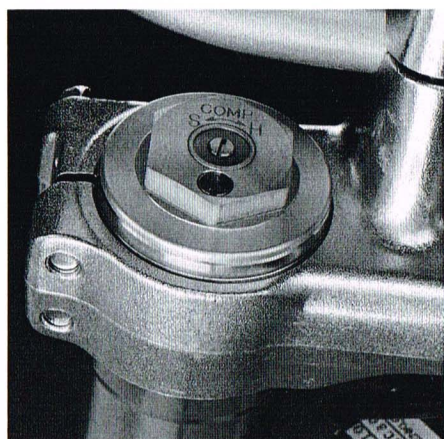
FRONT FORK (REBOUND)



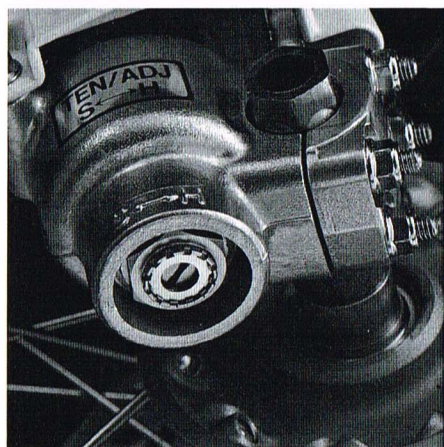
More on the 1994 front fork

Even with the totally revised and updated design, the weight of the 1994 RM250 and RM125's front fork is kept at a similar level to that of its predecessor. And, along with the innovative Twin Chamber Cartridge Fork design, the 1994 fork also features two more refinements. The fork's new double lip seal, replacing the previous single lip type, and the redesigned oil seal, with greater tightness, provide greater durability. The oil seal utilises a low-friction material to maintain optimum smoothness of fork response. And the front fork protector has been reshaped and enlarged for better protection. Extending well around the stanchion tube section, it offers better protection to help prevent or minimise damage from stones and track impacts.

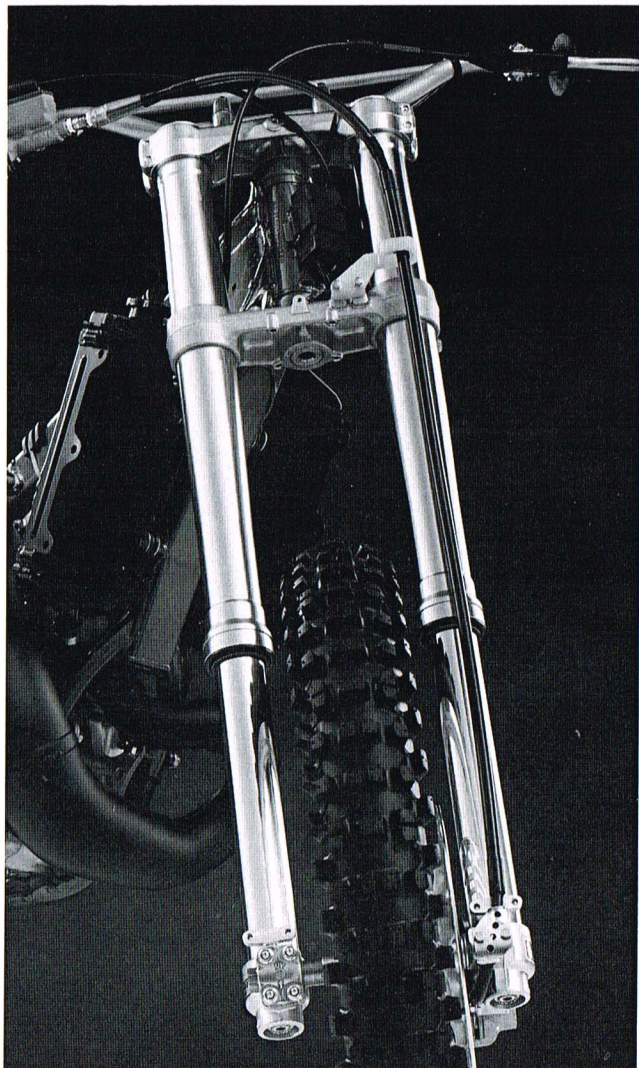
The Twin Chamber Cartridge Fork comes with an 18 stage adjustment for both rebound and compression, providing a wide-ranging choice of fork settings to suit each rider under diverse race track and racing conditions.



Compression damping adjuster



Rebound damping adjuster

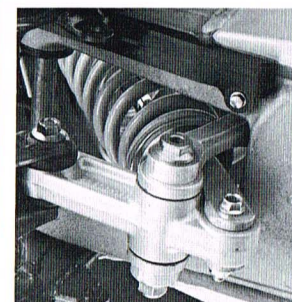
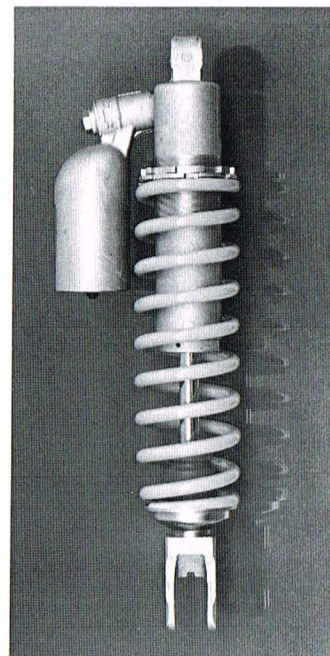


Link-type rear suspension features improved link design and damping characteristics

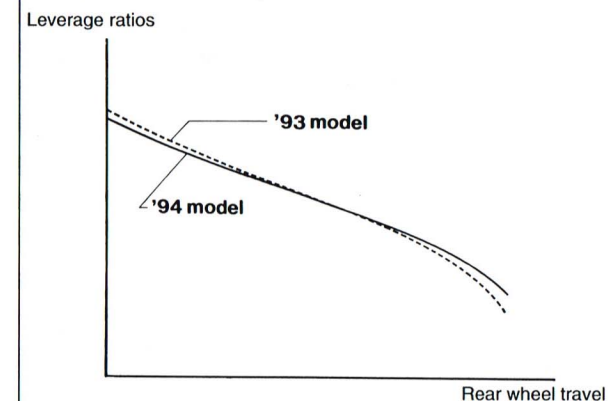
Suzuki's exclusive link-type rear suspension, a well proven system for delivering progressive response to race track conditions, has been extensively refined for 1994 to make a superb combination with the new 1994 front fork. Improvements centre on three points. First, the lever rear cushion in the link system is modified to reduce the rate of leverage ratio variation. Second, the damper has been modified, with revised valve specifications and with a bleed hole added to the main pressure valve on the piston, to create damping characteristics that precisely match the change in the link system. These modifications lead to greater stability of damping power and an increase in effective rear wheel stroke, which translates into more effective absorption of surface input shocks. This means even softer initial response to small loads and smoother progressive performance. Third, the rear shock absorber's main valve tightening section is redesigned for increased precision and rigidity, resulting in improved resistance to heat and more stable damping performance in the heat of battle.

In addition, the rear cushion rod has been slimmed down to reduce weight - an effective reduction of a moving suspension component that contributes to better performance.

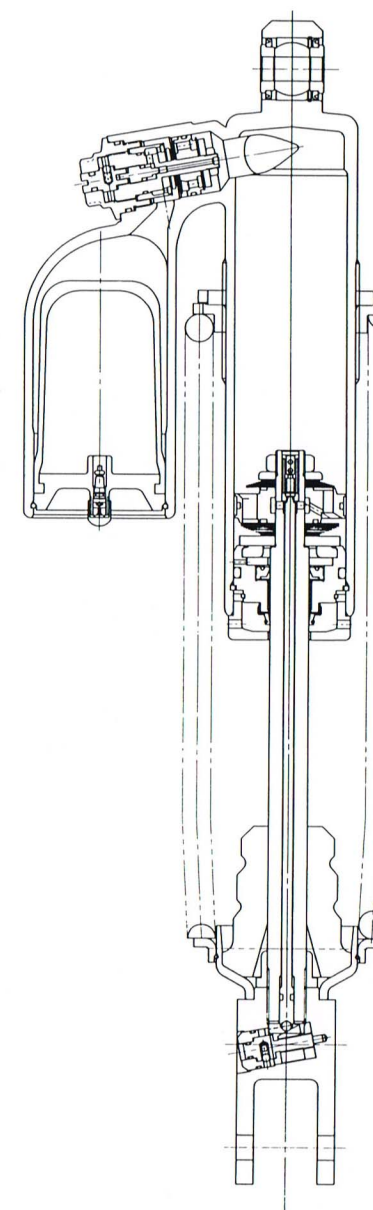
The redesigned link-type rear suspension of the 1994 RM250 and RM125 delivers a full 324mm wheel stroke of winning progressive performance. Whether crossing rough surfaces at high speed or absorbing the impact of jump landings, it closely matches the full potential of the factory Suzuki machine.



Comparison of leverage ratio variation



RM250 and RM125 rear cushion unit

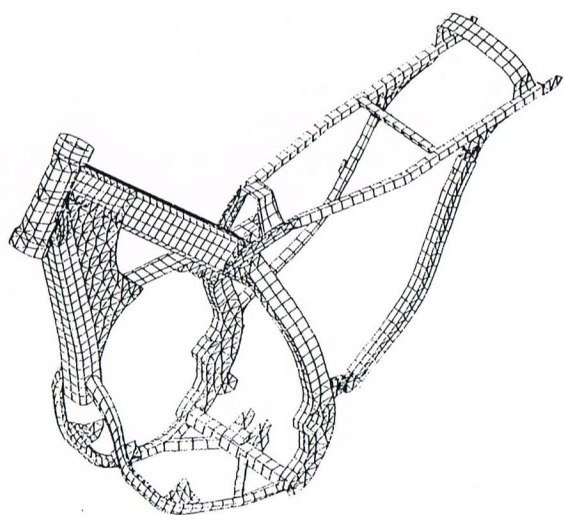


RM250 and RM125 box-tubing semidouble-cradle frame: race-tough rigidity with light weight

The box-tubing semidouble-cradle frame on both the RM250 and RM125 combines ultrahigh rigidity with light weight, thanks to design by FEM (finite element method) computer-assisted analysis to determine the optimum shape and material. The semidouble-cradle format was chosen as the format best-suited for motocross bikes to keep weight low and rigidity high for sharp handling – the kind of handling that's won high acclaim from many successful RM riders. The frame is made primarily of chrome-molybdenum steel box tubing, which is lighter, stronger and more durable than high-tensile strength steel tubing. On both the 1994 RM250 and RM125, the 1.4mm-thick box section tubing comprises large-cross section components: 50 x 45mm downtubes, 50 x 60mm tank rail, and 35 x 25mm body tubes connecting the tank rail with the pivot shaft section. Overall, the frame design features Suzuki's traditional semidouble-cradle frame design approach of keeping the main-loop section compact. The high-rigidity frame, combined with the new, innovative front fork and refined rear suspension, maintains optimum response to various race conditions,

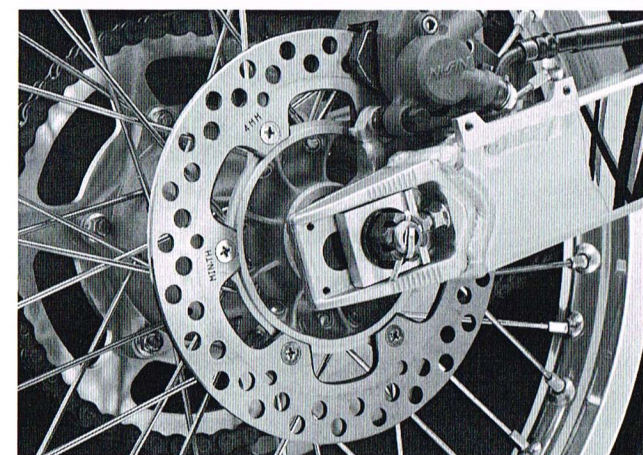
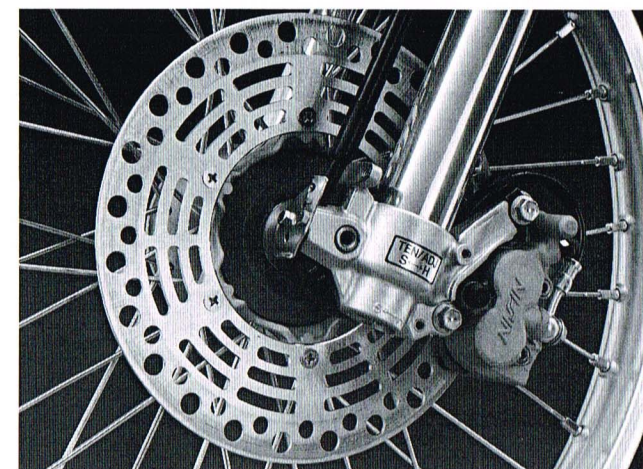
from small track inputs like those encountered when crossing rough surfaces at high speed to large inputs like jump landings. The rider's chosen cornering line can be maintained with extra precision. The 1994 RM250 and RM125 frame is as ready as ever for these machines' 1994 racetrack rivals.

High-strength-frame



Brakes upgraded for better stopping power and feedback

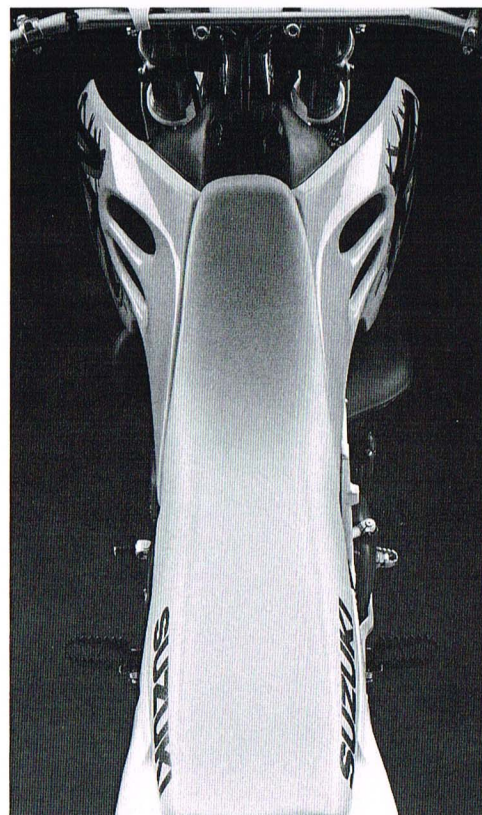
For 1994, both the front and rear brakes are upgraded for better stopping power and feedback. The large 250mm front disc brake with 2-piston caliper features a revised version of the metallic pad that further upgrades braking power, brake feel and feedback, as well as added wear resistance and durability, from those of the 1993 model. The 220mm rear disc brake also features a revised pad material for improved braking power, feedback and durability.



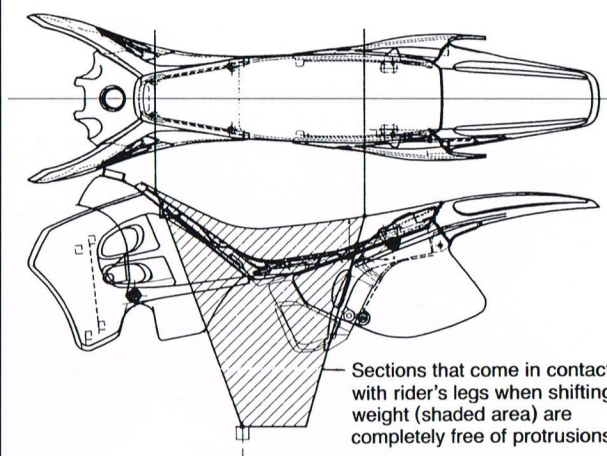
Race-winning Potential Comes from Attention to Details: Close-ups of the 1994 RMs

Flush-surface bodywork further refined with slimmer radiator cover design

Improving on the already widely acclaimed smooth flush-surface RM250 and RM125 bodywork, the 1994 version's radiator covers are designed with a slimmer shape so that the bike's width at the radiator section is smaller (decreased by 20mm), facilitating rider knee grip and weight shifts.



Flush-surface body design



Sections that come in contact with rider's legs when shifting weight (shaded area) are completely free of protrusions.

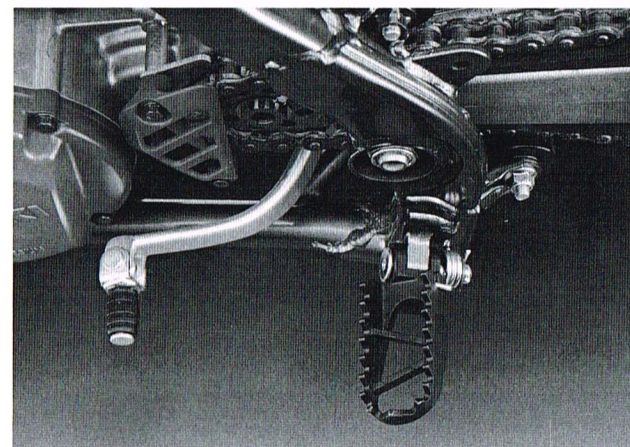
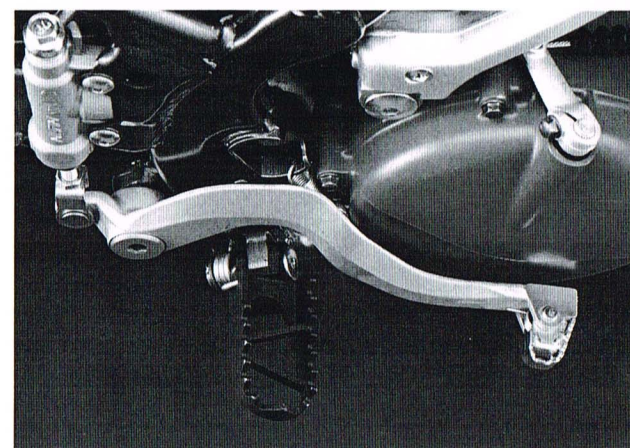
New coloring and graphics

The new 1994 coloring and graphics are designed to capture and highlight the fun and excitement of motocross racing while conveying the 1994 RM models' greatly increased potential. Many of the components are newly color-matched with the Suzuki yellow body color. New decals present a refreshing image: an image that's suited to the winner's circle.



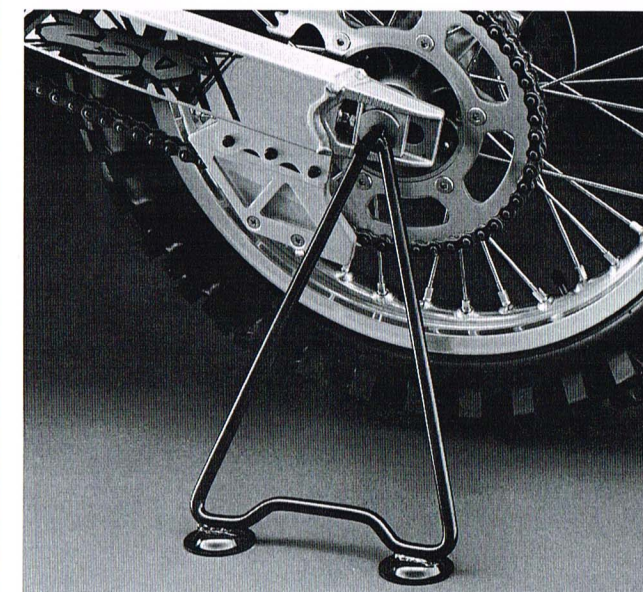
Larger one-piece construction chrome-moly footpegs

The revised chrome-moly footpegs are larger and of one-piece construction to assist the rider's maneuvers and to increase durability.



New triangle stand

The 1994 models eliminate the sidestand, reducing weight substantially. A triangle stand is standard equipment.



Specifications

MODEL	RM250R
DIMENSIONS AND DRY MASS	
Overall length	2,167mm (83.9 in.)
Overall width	815mm (32.1 in.)
Overall height	1,250mm (49.2 in.)
Wheelbase	1,467mm (57.8 in.)
Ground clearance	360mm (14.2 in.)
Seat height	960mm (37.8 in.)
Dry mass	98.0kg (216 lbs.)
ENGINE	
Engine type	2-stroke, water-cooled with AETC
Intake system	Crankcase reed valve
Number of cylinder	1
Bore	67.0mm
Stroke	70.8mm
Piston displacement	249cc
Corrected compression ratio	10.5:1 (Low)
(Low speed/High speed)	8.8:1 (High)
Carburetor	KEIHIN PJ38
Starter system	Primary kick
Lubrication system	Fuel/oil premixture 32:1
TRANSMISSION	
Clutch	Wet multi-plate type
Transmission	5-speed constant mesh
Gearshift pattern	1-down, 4-up
Gear ratios, 1st	2.154 (28/13)
2nd	1.706 (29/17)
3rd	1.412 (24/17)
4th	1.158 (22/19)
5th	1.000 (23/23)
Primary reduction ratio	2.652 (61/23)
Final reduction ratio	3.769 (49/13)
Drive chain	DAIDO DID 520KD, 112 links
CHASSIS	
Front suspension	Inverted, pneumatic/coil spring, compression and rebound damping 18-way adjustable
Rear suspension	Link-type, spring preload fully adjustable, compression and rebound damping 21-way adjustable
Front fork stroke	310mm (12.2 in.)
Rear wheel travel	324mm (12.8 in.)
Caster	62°45'
Trail	108mm (4.3 in.)
Steering angle	45°
Turning radius	2.3m (7.5 ft.)
Front brake	Disc, hydraulically operated
Rear brake	Disc, hydraulically operated
Front tire	80/100-21 51M
Rear tire	110/90-19 62M
ELECTRICAL	
Ignition type	SUZUKI P.E.I.
Spark plug	NGK BR8EV...for Canada NGK R4118S-8...for others
CAPACITIES	
Fuel tank	7.5L (2.0 gal.)
Transmission oil	800ml (0.8 qt.)

* Specifications shown have been achieved by production models under standard operating conditions. Data is intended to describe motorcycles and their performance fairly, but may not apply to every motorcycle. Specifications may change without notice. Illustrated equipment and colours may change without notice.

MODEL	RM125R
DIMENSIONS AND DRY MASS	
Overall length	2,130mm (83.9 in.)
Overall width	815mm (32.1 in.)
Overall height	1,250mm (49.2 in.)
Wheelbase	1,435mm (56.5 in.)
Ground clearance	360mm (14.2 in.)
Seat height	960mm (37.8 in.)
Dry mass	88.0kg (194 lbs.)
ENGINE	
Engine type	2-stroke, water-cooled with AETC
Intake system	Crankcase reed valve
Number of cylinder	1
Bore	54.0mm
Stroke	54.5mm
Piston displacement	124.8cc
Corrected compression ratio	11.1:1 (Low)
(Low speed/High speed)	8.8:1 (High)
Carburetor	KEIHIN PWK36
Starter system	Primary kick
Lubrication system	Fuel/oil premixture 32:1
TRANSMISSION	
Clutch	Wet multi-plate type
Transmission	6-speed constant mesh
Gearshift pattern	1-down, 5-up
Gear ratios, 1st	2.142 (30/14)
2nd	1.750 (28/16)
3rd	1.438 (23/16)
4th	1.200 (24/20)
5th	1.053 (20/19)
6th	0.950 (19/20)
Primary reduction ratio	3.368 (64/19)
Final reduction ratio	4.083 (49/12)
Drive chain	DAIDO DID 520DS5, 112 links
CHASSIS	
Front suspension	Inverted, pneumatic/coil spring, compression and rebound damping 18-way adjustable
Rear suspension	Link-type, spring preload fully adjustable, compression and rebound damping 21-way adjustable
Front fork stroke	310mm (12.2 in.)
Rear wheel travel	324mm (12.8 in.)
Caster	62°15'
Trail	111mm (4.4 in.)
Steering angle	45°
Turning radius	2.3m (7.5 ft.)
Front brake	Disc, hydraulically operated
Rear brake	Disc, hydraulically operated
Front tire	80/100-21 51M
Rear tire	100/90-19 57M
ELECTRICAL	
Ignition type	SUZUKI P.E.I.
Spark plug	NGK BR9EV...for Canada NGK R4118S-9...for others
CAPACITIES	
Fuel tank	7.5L (2.0 gal.)
Transmission oil	750ml (0.8 qt.)

* Specifications shown have been achieved by production models under standard operating conditions. Data is intended to describe motorcycles and their performance fairly, but may not apply to every motorcycle. Specifications may change without notice. Illustrated equipment and colours may change without notice.

RM80: the Winning Choice of Future Champions

The RM80, proudly bearing the same yellow body color and new graphics as its larger-class brothers — the RM250 and RM125 — is the machine of choice of many young riders who are just entering the challenging and exciting world of motocross racing. From its Suzuki AETC-equipped power plant and tough semidouble cradle frame to its progressive front and rear suspensions, the RM80 provides a high level of race readiness. On the Suzuki RM80, the young rider is off to a great start.

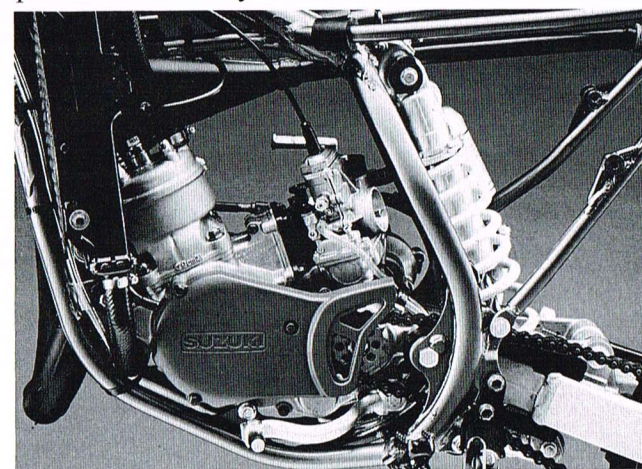
- 2-stroke, water-cooled, single-cylinder crankcase reed-valve induction engine features high power output and easily accessible torque. The piston has a semi-dome head for efficient combustion and a large cut-away section for lighter weight and quicker revving.
- The Mikuni TM flat-valve carburetor keeps intake flow smooth and ensures quick throttle response.
- Suzuki's AETC (Automatic Exhaust Timing Control) system regulates exhaust timing to match the engine rpm range, effectively supporting high output in the low and middle ranges.
- The engine has an O-ring gasket to maintain superb sealing between the cylinder and the cylinder head, helping provide the durability needed for long racing actions.
- The six-speed transmission is designed for smooth operation and precise feedback.
- The semidouble cradle frame combines strength and high rigidity with light weight.

* The highly rigid 35mm stanchion tube front fork with 275mm wheelstroke and the well-proven Suzuki link type rear suspension together provide progressive performance.

* The rear shock absorber comes with stepless rebound and compression damping adjustments, allowing riders to tune the suspension for the conditions of each race.

* Both the front disc brake with semi-metallic pad and the rear disc brake with sintered-metal pad provide strong stopping power and optimum feedback, along with high resistance to heat.

* Like the rest of the 1994 RM80, the chain guide is of strong construction - plastic reinforced with aluminum plate - for durability.



RM
80



Specifications

MODEL	RM80R and RM80XR
DIMENSIONS AND DRY MASS	
Overall length	1,805mm (71.1 in.)
Overall width	735mm (28.9 in.)
Overall height	1,100mm (43.3 in.)
Wheelbase	1,240mm (48.8 in.)
Ground clearance	325mm (12.8 in.)
Seat height	840mm (33.1 in.)
Dry mass	64.0kg (141 lbs.)
ENGINE	
Engine type	2-stroke, water-cooled with AETC
Intake system	Crankcase reed valve
Number of cylinder	1
Bore	47.5mm (RM80R) 46.5mm (RM80XR)
Stroke	46.8mm
Piston displacement	82cc (RM80R) 79cc (RM80XR)
Corrected compression ratio	9.3:1 (Low)
(Low speed/High speed)	10.8:1 (High)
Carburetor	MIKUNI TM28SS, single
Starter system	Primary kick
Lubrication system	Fuel/oil premixture 20:1
TRANSMISSION	
Clutch	Wet multi-plate type
Transmission	6-speed constant mesh
Gearshift pattern	1-down, 5-up
Gear ratios, 1st	2.545 (28/11)
2nd	1.933 (29/15)
3rd	1.571 (22/14)
4th	1.333 (20/15)
5th	1.167 (21/18)
6th	1.045 (23/22)
Primary reduction ratio	3.444 (62/18)
Final reduction ratio	3.428 (48/14)
Drive chain	DAIDO D.I.D. 428G2, 118 links
CHASSIS	
Front suspension	Telescopic, pneumatic/coil spring, oil damped
Rear suspension	Link-type, spring preload fully adjustable, rebound damping fully and compression damping force adjustable
Front fork stroke	275mm (10.8 in.)
Rear wheel travel	277mm (10.9 in.)
Caster	62°
Trail	87mm (3.4 in.)
Steering angle	45°
Turning radius	1.9m (6.2 ft.)
Front brake	Disc brake, hydraulically operated
Rear brake	Disc brake, hydraulically operated
Front tire	70/100-17 40M
Rear tire	90/100-14 49M
ELECTRICAL	
Ignition type	SUZUKI P.E.I.
Spark plug	NGK BR10ES...for Canada NGK B10ES...for others
CAPACITIES	
Fuel tank	4.5L (1.2 gal.)
Transmission oil	650ml (0.7 qt.)

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 **WARNING**

FAILURE TO FOLLOW THE INSTRUCTIONS IN THE OWNERS MANUAL
COULD INCREASE YOUR RISK OF SERIOUS INJURY

- Always wear the correct protective clothing including an approved helmet, eye protectors, hand protection and leg protection.
- Remember whether expert or novice, training improves skills.
- Never ride under the influence of alcohol or other drugs.
- Always ride within your capabilities.
- The actions pictured here took place under controlled conditions with professional and/or experienced riders.

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