

SUZUKI



RM/RMX/DR 'M' SERIES
1991

SUZUKI WORLD CHAMPIONS

Of course, winning world motocross championships is nothing new to Suzuki. We have been winning them for twenty years. And we have won far more than anyone else. 23 in fact. But winning World Championships is only part of the Suzuki success story. Over the years we have always used the World Championships to test and develop our ideas. Then, when we are satisfied that our developments work at this, the highest and hardest level of competition, we swiftly incorporate them in our RM series production machines, which have gone on to take countless victories from club race to Grand Prix level.

In 1990 Suzuki entered two world motocross championship classes; the 125cc series and the 250cc series. We walked away with both championships. We then went on to emphasise our lead in off road racing technology by taking the first ever World 250cc Enduro Championship title with our RMX250. Now the developments and new technology used to dominate the sport at the highest level are utilised in the brilliant new 1991 production RM & RMX "M" series machines.

Suzuki's continuing lead in two stroke MX technology is incorporated into the new "M" series with various model changes to porting, inlet manifold, reed cage, pistons, cylinder heads, con rod, crankshaft, exhausts and AETC system, all combining to give not just more power, but more controllable power. Suzuki's world championship proven Automatic Exhaust Timing Control system utilises simple, but effective, sliding valves that vary the height of the exhaust port to match engine rpm and so produce more power from low revs to high. Advantages include better drive out of corners and superior control in wet or slippery conditions. The RM80M, RM125M & RM250M utilise the same 2-stage AETC system, whilst the prime mid-range requirements of the RMX250M dictates the use of a 3-stage AETC system. More power demands stronger transmission components and these too have been incorporated, along with a new, smoother, positive shift system.

Keeping Suzuki at the front in the handling stakes are strong new frame and multi-adjustable suspension components. And needless to say, when the whole machine is made to go faster, it also needs to slow down quicker and here too the Suzuki's boast new brake pads and callipers.

Of course Suzuki don't just set the pace in two-stroke engine design, we also lead the way in four-stroke technology with our GSXR road and racing four-stroke engines. Now the race winning GSXR technology is utilised in the new DR350 which features the Suzuki Advanced Cooling System, (SACS), to cool the compact and lightweight four valve, single cylinder, dry sump engine, plus a vibration reducing balance shaft and six speed gearbox to give a ratio for virtually every situation. Aerospace technology is also used for the first time on a full scale production machine with the swing arm of the new DR utilising bonded mechanical construction of it's lightweight aluminium components.

SUZUKI'S WORLD MX TITLES

125cc	
1975 G Rahier	SUZ
1976 G Rahier	SUZ
1977 G Rahier	SUZ
1978 A Watanabe	SUZ
1979 H Everts	SUZ
1980 H Everts	SUZ
1981 H Everts	SUZ
1982 E Geboers	SUZ
1983 E Geboers	SUZ
1984 M Rinaldi	SUZ
1990 D Schmit	SUZ

250cc	
1970 J Robert	SUZ
1971 J Robert	SUZ
1972 J Robert	SUZ
1980 G Jobe	SUZ
1983 G Jobe	SUZ
1990 A Puzar	SUZ

500cc	
1971 R DeCoster	SUZ
1972 R DeCoster	SUZ
1973 R DeCoster	SUZ
1975 R DeCoster	SUZ
1976 R DeCoster	SUZ
1982 B Lackey	SUZ

On the styling front all the new 'M' series machines boast brand new paint schemes topped off with wild new graphics and seat covers. True, these may well dazzle the opposition, but not as much as the power, handling and performance of the new world championship proven 'M' Series RM, RMX and DR machines from Suzuki.

SUZUKI DEALER HOTLINE

At Suzuki we don't just offer the best machines, we also provide a nationwide network of specialist dealers and spare parts stockists to help you choose the best Suzuki machine to suit your requirements and then keep it in tip top trim for maximum off-road enjoyment and race success. For details of your nearest Suzuki off road dealer call the HERON SUZUKI PLC OFF-ROAD SALES DESK on 0293 518000.



THE HERON SUZUKI MOTOCROSS TEAM USE AND RECOMMEND CASTROL LUBRICANTS



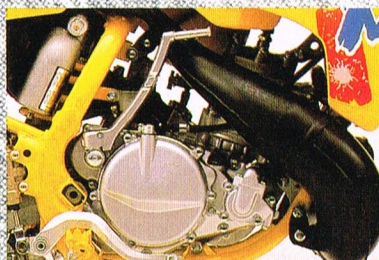
250cc WORLD MOTOCROSS CHAMPION ALEX PUZAR



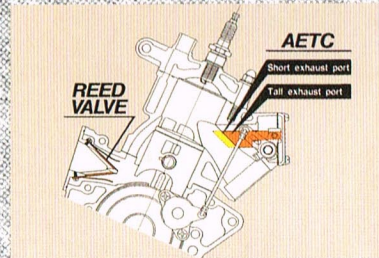
125cc WORLD MOTOCROSS CHAMPION DONNY SCHMIT



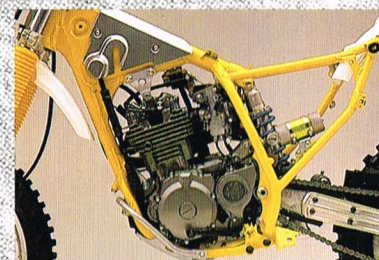
250cc WORLD ENDURO CHAMPION KARI TIAINEN



CASE REED INDUCTION ENGINE



AUTOMATIC EXHAUST TIMING CONTROL SYSTEM



HI-TECH DR350 ENGINE

SUZUKI

RM250M



Take the best machine in its class and improve it. Suzuki dominated the 1990 World Motocross Championship and then set about incorporating the GP proven, world beating ideas and technology into the stunning new 1991 RM250M. These World Championship winning developments have produced improvements to engine, transmission, exhaust, inlet system, frame geometry, suspension, brakes, tyres, ergonomics and styling.

Of course, building the best 250cc motocross machines in the world is easy when you have been doing it longer than anyone else.

- New porting & cylinder design with O-ring gasket to new cylinder head & combustion chamber shape.
- Stronger con rod and 10% higher inertia flywheels.
- New low slung exhaust with lightweight silencer.
- High-flow cooling system with parallel radiators and improved water pump.
- Modified Automatic Exhaust Timing Control system.
- Stronger transmission with new shift plate design.
- Separate clutch cover and rack and pinion clutch release.
- Shorter inlet manifold with new case reed design.
- Smooth bore Slingshot carb.
- Computer-aided frame design.
- New design multi adjustable inverted forks.
- Multi adjustable, progressive rear suspension.
- Stronger, more rigid swing arm design.
- Wild new graphics.



SUZUKI WORLD CHAMPIONS

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RM125M



Suzuki's dominance of the 125cc World Motocross Championship is legendary. Suzuki have won more than double the number of World Titles in the 125 class than all the other manufacturers put together and in the 1990 125cc World Motocross Championship Suzuki dominated the results and took the title once again.

Now the world beating developments that have been tested and proven at the highest level of competition are incorporated into the sensational new RM125M. In the world of 125cc Motocross Suzuki build a better machine. And twice as often.

- New porting & cylinder design with O-ring gasket to new cylinder head & combustion chamber shape.
- Low slung exhaust with new lightweight silencer.
- High-flow cooling system with parallel radiators and improved water pump.
- Modified Automatic Exhaust Timing Control system.
- Stronger transmission with new shift plate design.
- Separate clutch cover and rack and pinion clutch release.
- High flow case reed inlet design.
- Smooth bore Slingshot carb.
- Computer aided frame design.
- New design multi adjustable inverted forks.
- Multi adjustable, progressive rear suspension.
- Stronger, more rigid swing arm design.
- Wild new graphics.



SUZUKI WORLD CHAMPIONS

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RM80M



In both the 1989 & 1990 **Dirt Bike Rider** magazine 80cc motocross shoot out, the Suzuki RM80 came out as the clear winner against all the opposition. The 1991 RM80M is even better with the impressive list of improvements and new developments clearly designed to keep the Suzuki firmly at the top of the highly competitive 80cc class.

The new RM80M will be jumping out of the gate and charging through the roughest terrain ahead of the pack in '91, thanks to Suzuki's world championship winning technology in engine, chassis and suspension design.

The Best gets Better.

- New piston and combustion chamber design provides an increase in power and smoother delivery.
- Increased crank inertia provides more tractable and controlled power delivery.
- AETC exhaust valve. Unique in 80cc class.
- Computer assisted frame design gives higher strength and greater durability.
- New, highly adjustable, single rear shock with remote reservoir.
- Case reed induction.
- High flow flat slide carb.
- Easy shift transmission & rack & pinion clutch release.
- Hydraulic disc brakes front and rear.
- Smooth bodywork for easy rider movement.
- Wild new graphics.



SUZUKI WORLD CHAMPIONS

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RMX250M

In 1990 Suzuki won the first ever 250cc World Enduro Championship. Now the 1991 RMX250M combines all of Suzuki's world championship winning technology and ISDE gold medal experience to provide a top-level 250 class machine. It bristles with state-of-the-art motocross features, derived from the famous RM range and backs those up with all the fine details expected of a top-class, cross country competition motorcycle.

From closed course, club level events, right up to world championship standard, the new Suzuki RMX250M is designed, tested and proven to be the best in it's class.

- Case reed induction and unique 3-stage AETC exhaust valve for smooth, controllable power.
- Large flywheel for smooth low end power and throttle response.
- Wide ratio 5 speed transmission.
- CDI ignition unit and new regulator.
- Positive shift gear selector mechanism and rack & pinion clutch release with separate clutch cover.
- Computer assisted frame design in chrome-moly steel tubing with crankcase guard bars.
- New larger diameter inverted works-style forks.
- New stronger swing arm and rear shock.
- Large fuel tank and low mounted radiator for low centre of gravity.
- Odometer.
- Wild new graphics.

The Suzuki RMX250M is for off-road use only and is not street legal.

SUZUKI WORLD CHAMPIONS



SUZUKI



DR350M

Launched in the USA in 1990 to rave reviews, the DR350M now debuts in the UK for the 1991 season. The lightweight, 4 valve, 4 stroke, single cylinder motor, housed in a high tech, nimble race-bred chassis is aimed squarely at the competitor who demands maximum fun, with minimum fuss.

The DR350M utilises Suzuki's race winning four-stroke technology from the famous GSXR road and race machines along with the World Championship winning chassis designs of the RM series, and mixes in a little advanced aerospace technology. The result is a radical new machine for the serious off-road enthusiast.

- Single cylinder, 4 valve, 4 stroke engine utilising SACS air/oil cooling system, dry sump lubrication and balance shaft.
- Tough six speed transmission with heavy duty clutch.
- Digital transistorised ignition system.
- Flat slide carb with built in accelerator pump.
- Lightweight, low noise, spark arrested exhaust system.
- Adjustable, long-movement cartridge forks.
- Adjustable, single shock rear suspension system.
- Lightweight, bonded construction swing arm.
- QD wheel system.
- Smooth bodywork for easy rider movement.
- Wild new graphics.

The Suzuki DR350M is for off-road use only and is not street legal.

SUZUKI WORLD CHAMPIONS



SPECIFICATIONS	RM250M	RM125M	RM80M	RMX250M	DR350M
Engine	249cc, two-stroke, single-cylinder, liquid cooled, AETC, crankcase reed.	124cc, two-stroke, single-cylinder, liquid cooled, AETC, crankcase reed.	82cc, two-stroke, single-cylinder, liquid cooled, AETC, crankcase reed.	249cc, two-stroke, single-cylinder, liquid cooled, AETC, crankcase reed.	349cc, four-stroke, single-cylinder, SOHC, air/oil cooled.
Bore/Stroke	67 x 70.8mm	54 x 54.5mm	47.5 x 46.8mm	67 x 70.8mm	79 x 71.2mm
Compression Ratio	8.63:1 low rpm to 10.19:1 high rpm	9.1:1 low rpm to 11.16:1 high rpm	9.35:1 low rpm to 10.83:1 high rpm	8.2:1 low rpm, 9.2:1 mid rpm, 9.9:1 high rpm	9.5:1
Carburettor	Mikuni NTM38SS	Mikuni NTM35SS	Mikuni TM28SS	Mikuni TM38SS	Mikuni TM33SS
Ignition	Suzuki PEI	Suzuki PEI	Suzuki PEI	Suzuki PEI	Digital/CDI
Transmission	5 speed	6 speed	6 speed	5 speed	6 speed
Final Drive	520 chain	520 chain	428 chain	520 chain	520 chain
Length	2167mm	2140mm	1805mm	2185mm	2165mm
Width	815mm	815mm	735mm	895mm	885mm
Height	1250mm	1250mm	1100mm	1255mm	1250mm
Seat Height	960mm	960mm	840mm	955mm	920mm
Ground Clearance	360mm	360mm	325mm	360mm	310mm
Wheelbase	1467mm	1445mm	1240mm	1485mm	1440mm
Dry Weight	98kg	88kg	64kg	108kg	113kg
Suspension	Front Telescopic, oil damped, inverted fork, 18 compression & rebound damping settings, 310mm of travel.	Telescopic, oil damped, inverted fork, 18 compression & rebound damping settings, 310mm of travel.	Telescopic, air/oil damped, leading axle, 275mm of travel.	Telescopic, oil damped, inverted fork, 21 compression & rebound damping settings.	Telescopic, leading axle, oil damped, adjustable compression damping and spring preload, 280mm travel.
	Rear Single shock, progressive linkage, spring preload, fully adjustable, 21 compression & rebound damping settings, 324mm of travel.	Single shock, progressive linkage, spring preload, fully adjustable, 21 compression & rebound damping settings, 324mm of travel.	Single shock, progressive linkage, spring preload, adjustable, compression/rebound damping settings, 277mm of travel.	Single shock, progressive linkage, spring preload, fully adjustable, 18 way compression & 21 way rebound damping adjustable.	Single shock, progressive linkage, spring preload, fully adjustable, adjustable compression & rebound damping, 280mm travel.
Brakes	Single hydraulic disc. Front & rear.	Single hydraulic disc. Front & rear.	Single hydraulic disc. Front & rear.	Single hydraulic disc. Front & rear.	Single hydraulic disc. Front & rear.
Tyres	Front 80/100-21-51M	80/100-21-51M	70/100-17-40M	80/100-21-51M	80/100-21
	Rear 110/90-19-62M	100/90-19-57M	90/100-14-49M	110/100-18-64M	110/100-18
Fuel Tank	8.5 litre	7.8 litre	4.5 litre	11 litre	9.5 litre

 **WARNING**

Failure to follow these safety precautions may increase your risk of injury:

- Wear a helmet, eye protection and protective clothing
- Don't ride after consuming alcohol or other drugs
- Slow down on unfamiliar terrain or when visibility is reduced
- Read owner's manual carefully
- The riders seen in this advertisement are experienced professionals. Do not attempt to duplicate any stunts that are beyond your capabilities.

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* The Company reserves the right to change, without notice, equipment, specifications, colours, and materials. Each model may be discontinued without notice. Please enquire at your local dealer for details of any changes. Actual body colours may differ slightly from the colours in this brochure.

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