

1 9 8 6



SUZUKI

RM80/125/250



BUILT TO DO JUST ONE THING. WIN.

In motocross, only one thing counts. Results. And Suzuki leads the way with more World Championships than any one else.

RM80 The new, 1986 RM80 is a full-blown, high-tech racer with advanced big-bike features in a smaller package.

Start with a hot, liquid-cooled, Power Reed engine, flat-top piston, a big carburetor and a tough, six-speed transmission. Together, they produce the high torque and sizzling horsepower that can turn you into a first-place contender.

Laying down this power is a new Full Floater rear suspension with eccentric-cam action for better control. And the air-adjustable front suspension matches the rear with a whopping 10.4 inches of travel. Add in the powerful front disc brake and you've got a combination that knows the fast line to the winner's circle.

RM125 Suzuki has claimed ten straight 125 World Motocross Championships. Look at the new 1986 RM125 and see why.

The RM125's unmatched handling starts with a new, incredibly rigid oval-section frame. Now add in Suzuki's proven Full Floater rear suspension with new eccentric-cam action and an incredible 12.4 inches of wheel travel. There's also a new air-adjustable fork with 8 compression damping adjustments and 11.8 inches of travel.

Fire up the engine and discover more torque, acceleration and top end power than ever. The liquid-cooled Power-Reed engine features an automatic exhaust control system to broaden the powerband. Couple this with the RM's flat-top piston design, responsive flat-slide carburetor and six-speed transmission and you've got a combination that'll launch you right to the front of the pack.

RM250 Designed as the ultimate competition machine from Novice to Pro, the exciting new 1986 Suzuki RM250 is guaranteed to make the competition take notice.

Take notice of its power, for example. Power that comes from a new, liquid-cooled, reed-valve engine with flat-top piston design and an automatic exhaust control valve for better power all around.

To handle all this power, there's a brand-new frame with rigid, oval-section tubing. In back, we gave our famed Full Floater suspension 12.4 inches of travel and new, eccentric-cam action for a better ride and even more control. And the 11.8 inch-travel air-adjustable forks

feature 8 compression damping adjustments and a smooth, powerful front disc brake.

From the lightning quick RM80 to the world dominating RM125 to the hard charging RM250, Suzuki builds the fastest, best-handling, most technologically-advanced motocrossers in the world. And we build them to do just one thing. To WIN!



The new RM80 is the hot-performing mini motocrosser with the big-bike features and feel.

1 Powerful liquid-cooled engine features new, automatic exhaust control valve. (125/250)

2 Responsive flat slide carburetor and hot-sparking "PEI" electronic ignition. (80/125/250)

3 New, larger-capacity air cleaner with protective mud guards. (125/250)

4 Multi-stage expansion chamber with extruded aluminum silencer. (80/125/250)

5 New, lighter, long-travel Full Floater rear suspension with eccentric-cam action. (80/125/250)

6 Strong, lightweight box-section aluminum swingarm. (80/125/250)

7 Plush-riding front forks with 8 compression damping adjustments and 11.8-inch travel. (125/250)

8 Powerful hydraulic front disc brake. (80/125/250)



SUZUKI





Box-section aluminum swingarm is lightweight and flex-resistant for great stability.

Larger-capacity air cleaner lets the engine breathe more easily for more power.

Tough, quick-shifting transmission (6-speed on RM125; 5-speed on RM250).

Mikuni flat-slide carburetor responds immediately for great acceleration.

Automatic exhaust control chamber means a wider powerband and less shifting.

With the powerful front disc brake you can dive deeper into corners.

Ultra-plush front forks soak up the rough so you don't have to.

Both the RM125 and RM250 share some significant technological advancements for 1986. First is their oval-section tubing frames which deliver astonishing rigidity in a tough lightweight design.

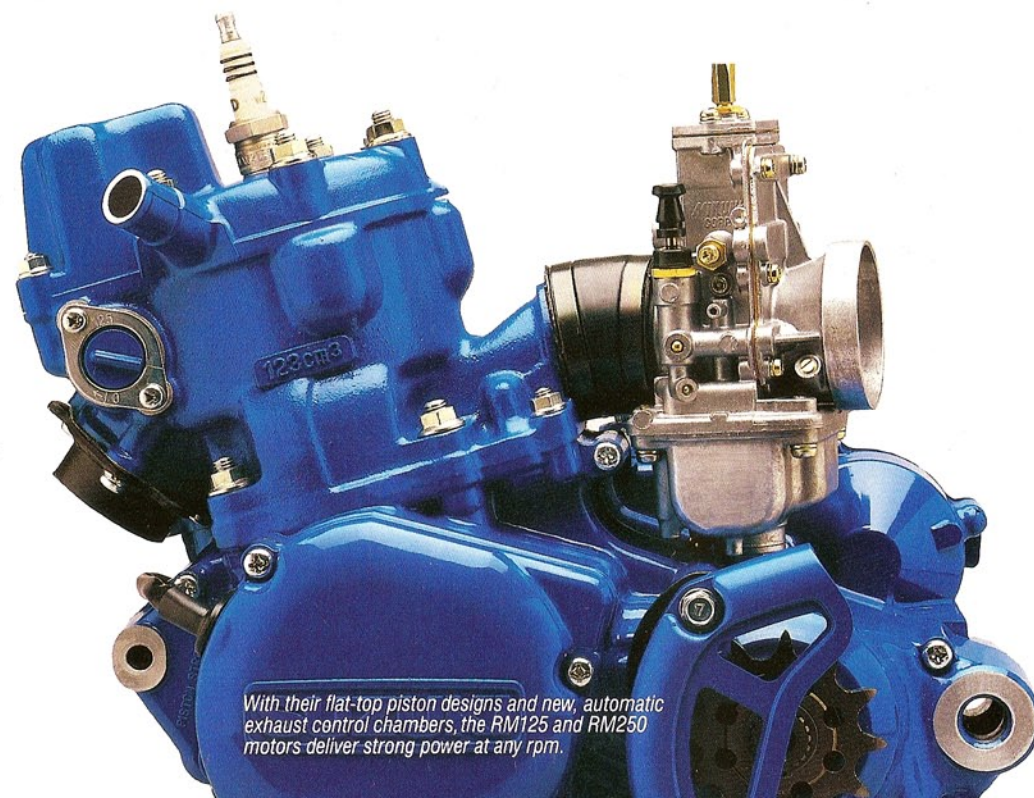
Next comes the new Full Floater rear suspension. This new design has eliminated a number of parts (for lighter weight) and now incorporates an eccentric-cam that delivers smoother, more

progressive action and a better overall ride and control.

Finally, the last major advancement is in the horsepower and powerbands. The new Suzuki engines now come with an automatic exhaust control system which places an exhaust chamber downstream of the exhaust port. The system uses a reliable, mechanically-actuated valve which opens at low and mid rpm to increase negative exhaust pressure for more bottom-end punch and mid-range acceleration. At high rpm the system's valve closes to produce high horsepower. The resulting powerband is incredibly wide and unbelievably potent.



New Full Floater with eccentric-cam action delivers a smooth ride.



With their flat-top piston designs and new, automatic exhaust control chambers, the RM125 and RM250 motors deliver strong power at any rpm.

- Powerful, liquid-cooled Full Reed (250) and Power Reed (80 & 125) engines.
- New, mechanically-actuated automatic exhaust control chamber downstream of the exhaust port helps broaden the powerband. (125 & 250)
- Responsive flat slide Mikuni carburetor.
- Hot-sparking maintenance-free Suzuki "PEI" electronic ignition.
- Multi-stage expansion chamber with extruded aluminum silencer.
- Dual radiator system for high cooling efficiency. (125 & 250)
- Air front forks with proportional pressure-relief valve for compression damping. (125 & 250)
- Front forks feature 8 compression damping adjustments, 11.8 inches of travel, 43mm fork tube diameter and low-friction bushings. (125 & 250)
- Rear shock with proportional valve pressure-relief valve for compression damping. (125 & 250)
- Rebuildable shock features 17 compression and 21 rebound damping adjustments. (125 & 250)
- New shock linkage is simpler, lighter and now features Suzuki's eccentric-cam action for a smooth progressive ride.
- Strong hub design with straight-pull spokes.
- Primary kick starting.
- High-rigidity works-style frame with oval-section tubing for additional strength and narrower width.
- Lower seat height for improved riding stability.
- Rack and pinion clutch makes shifting quick and sure.
- New close ratio 6-speed transmission 80 and 125 (5-speed on 250).

**WORKS LIKE
A SINGLE
MOVING PART.**



S P E C I F I C A T I O N S

	RM80G	RM125G	RM250G
Engine Type:	Two-stroke, liquid-cooled, Power Reed, single-cylinder	Two-stroke, liquid-cooled, Power Reed, single-cylinder	Two-stroke, liquid-cooled, Full Reed, single-cylinder
Displacement:	82cc	123cc	246cc
Bore & Stroke:	47.5 x 46.8mm	54 x 54mm	67 x 70mm
Compression Ratio:	8.1:1	8.9:1	8.3:1
Carburetor:	Mikuni VM28SS, flat slide	Mikuni VM34SS, flat slide	Mikuni VM36SS, flat slide
Lubrication:	Fuel/oil mixture	Fuel/oil mixture	Fuel/oil mixture
Ignition:	Suzuki "PEI"	Suzuki "PEI"	Suzuki "PEI"
Starter:	Primary kick	Primary kick	Primary kick
Transmission:	6-speed	6-speed	5-speed
Final Drive:	#420 chain	#520 chain	#520 chain
Overall Length:	1,800mm (70.9 in.)	2,130mm (83.9 in.)	2,160mm (85.0 in.)
Overall Width:	735mm (28.9 in.)	855mm (33.7 in.)	855mm (33.7 in.)
Overall Height:	1,080mm (42.5 in.)	1,265mm (49.8 in.)	1,265mm (49.8 in.)
Seat Height:	820mm (32.3 in.)	925mm (36.4 in.)	930mm (36.6 in.)
Wheelbase:	1,240mm (48.8 in.)	1,445mm (56.9 in.)	1,460mm (57.5 in.)
Ground Clearance:	310mm (12.2 in.)	340mm (13.4 in.)	355mm (14.0 in.)
Dry Weight:	62kg (137 lbs.)	87kg (192 lbs.)	97kg (213 lbs.)
Suspension: Front:	Air, oil-damped, leading axle, 10.4 in. travel	Air, oil damped, leading axle, 43mm diameter, 8 compression damping adjustments, 11.8 in. travel	Air, oil-damped, leading axle, 43mm diameter, 8 compression damping adjustments, 11.8 in. travel
Rear:	Suzuki "Full Floater," gas/oil shock, fully adjustable spring, box-type swingarm, 10.4 in. wheel travel	Suzuki "Full Floater," gas/oil shock, 17 compression damping adjustments, 21 rebound damping adjustments, fully adjustable spring, aluminum box-type swingarm, 12.4 in. wheel travel	Suzuki "Full Floater" gas/oil shock, 17 compression damping adjustments, 21 rebound damping adjustments, fully adjustable spring, aluminum box-type swingarm, 12.4 in. wheel travel
Brakes: Front:	Disc	Disc	Disc
Rear:	Drum	Drum	Drum
Tires: Front:	70/100-17-40M, full knobby	80/100-21-4PR, full knobby	90/100-21-4PR, full knobby
Rear:	90/100-14-49M, full knobby	100/100-18-4PR, full knobby	110/110-18-4PR, full knobby
Fuel Tank Capacity:	4.5 lit. (1.2 gal.)	7.0 lit. (1.8 gal.)	8.0 lit. (2.1 gal.)
Color:	Yellow	Yellow	Yellow

Suzuki wants every ride to be a safe one. Always wear a helmet, eye protection and protective riding apparel. Ride only where authorized and respect the environment. The 1986 RM80, RM125 and RM250 motorcycles are competition motorcycles and are sold on an "as is" basis and have no express or implied warranty.

U.S. Suzuki Motor Corp. makes every effort to present the most current specifications and product features when printing this literature. Because of our policy of continual improvement, changes may be made in equipment, availability, specifications and features without notice.