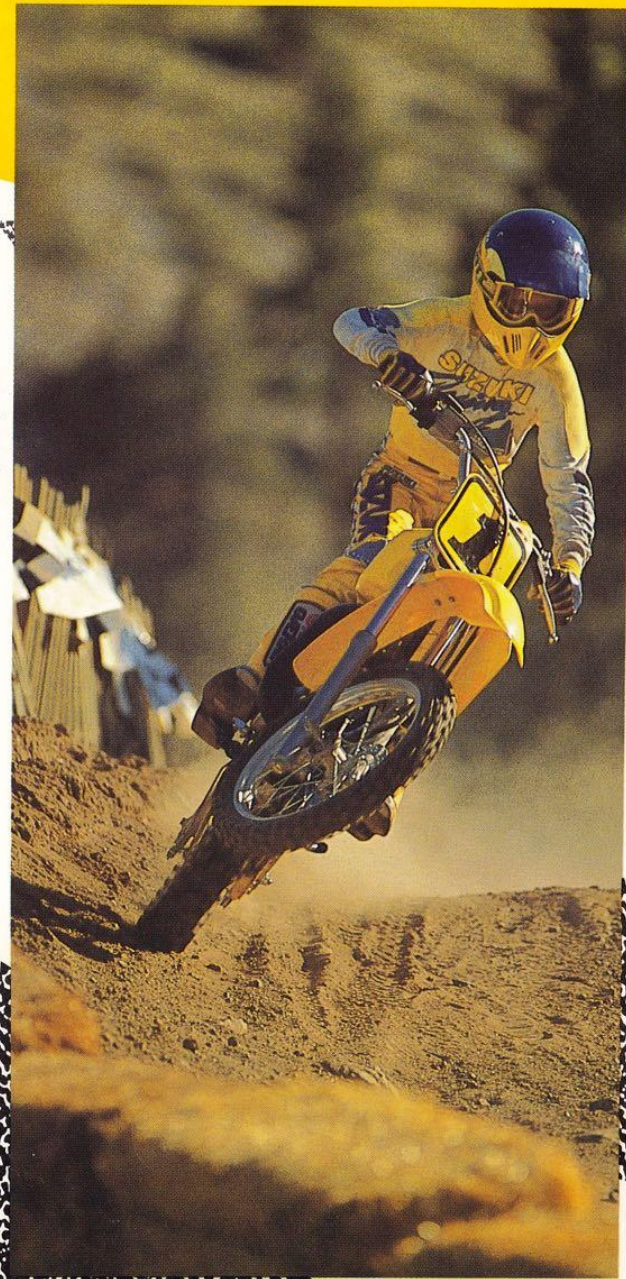


 **SUZUKI**®

RM 80/125/250



The 1989 RMs are the best line of motocross bikes ever produced by Suzuki. These bikes are testimony to the overwhelming technological expertise possessed by Suzuki's engineers and race team. They have employed every skill and resource available, including advanced computer research and countless hours of on-track testing. This compelling drive to create the finest machine has resulted in a line of RMs that is downright awesome.

There is no one more qualified than Suzuki to know what it takes to win races and what it takes to help a rider reach his full potential. Through tireless dedication and an unwavering commitment to excellence, Suzuki has developed a line of RMs that will meet every challenge and obstacle on the track.

Both the RM125 and RM250 feature a narrow, lowered fuel tank, seat and radiator junction to allow for easier rider movement.

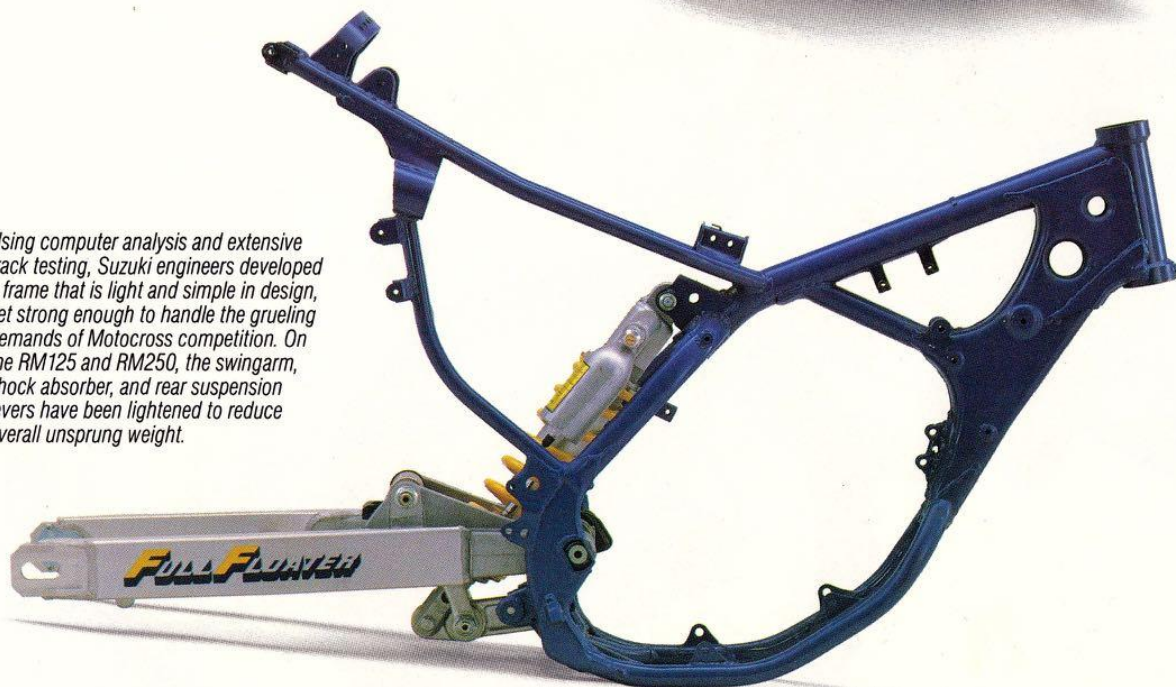


Building machines of this caliber demands constant development. And the Suzuki motocross team pushed every critical component to the limit and then pushed some more. Driven by an obsession for perfection and an absolute passion for winning, they have created a line of new RMs that is destined to begin a new legacy of motocross champions. A legacy that has seen the heights of victory shared by no other manufacturer in the world. It is an unchallenged fact that in modern day racing, Suzuki has won 10 consecutive 125cc motocross world championships. And it is in the spirit of this winning heritage that Suzuki presents a new dynasty of champions, the 1989 RMs.



For 1989, all RM's feature a new two-stroke, water cooled, case reed, racing engine that develops more horsepower than ever from an even more compact design. The engine's case reed induction system routes the fuel air mixture directly into the crankcases for faster, more efficient cylinder charging. This system greatly improves power delivery throughout the RPM range.

Using computer analysis and extensive track testing, Suzuki engineers developed a frame that is light and simple in design, yet strong enough to handle the grueling demands of Motocross competition. On the RM125 and RM250, the swingarm, shock absorber, and rear suspension levers have been lightened to reduce overall unsprung weight.



turbulence and superior sealing of a round-slide. All of these features add up to exceptional power, from low to high RPM, giving the RM125 better drive off corners and improved rideability in wet or slippery conditions.

And the new RM125 has a strong rigid frame, yet is light and simple in design. This new frame geometry, tested on Bob Hannah's 1987 Motocross des Nations winning works bike, makes the RM125 quick-steering in the corners and precise on the straightaways.

A definite hit

The '89 RM125 has a new larger and lighter racing front fork for increased rigidity with smoother, more consistent action. Plus, it delivers a full 12.2 inches of travel.

The '89 RM125 also features a new swingarm. It's super-light and super-strong with new lightweight aluminum alloys to make the entire swingarm assembly 3.5 pounds lighter than last year.

The 1989 RM125 is out of sight... especially for the competition.



The 1989 RM80. Look close and you can see that it has "winner" written all over it. Just like the big guys, the RM250 and RM125, the new RM80 has an all-new liquid-cooled, case reed engine. It prides itself with the new race-proven Suzuki Automatic Exhaust Timing Control (AETC), new Mikuni Slingshot carb and PEI ignition. Plus, the powerful case reed-valve induction provides quicker response at low and middle rpm, as well as increased horsepower at high rpm. The result is an engine like there's never been before in the 80cc class.

The same technology that went into the frames of the larger RMs, give the RM80 a lightweight but stronger, more rigid construction.

This year, the RM80 has more wheel travel at both ends. The new front fork has larger, 35mm stanchion tubes, improving rigidity. A rear shock with adjustable compression and rebound damping was designed to work in unison with the front fork assembly.

And Suzuki's Full-Floater rear suspension system gives the RM80 a progressively stiffer suspension as wheel travel increases. The result is improved wheel control and suspension response over a wide range of surfaces.

The 1989 RM80 has the look, feel and style of a real winner.

Right on target

The '89 RM125. If you're serious about motocross, then check out this serious machine. It has more power, response and

performance than you could imagine in a 125. The new RM125 is about as close to the displacement limit as you can get, thanks this year to the slightly longer stroke.

The all new '89 RM125 features an incredible power-plant which employs case reed-valve induction directly into the crank-case for faster, more efficient cylinder charging. Plus there's the race-proven Suzuki Automatic Exhaust Timing Control (AETC). This year's model features a refined TMX Mikuni Slingshot carb that combines the response of a flat-slide with the reduced

80
125





Here is the finest motocross machine to ever hit the track. It's been refined. Restyled. And it's ready to win.

The all-new RM250 harnesses the power of a champion. Its liquid-cooled, case reed-valve engine features Suzuki's race-proven Automatic Exhaust Timing Control (AETC). A new TMX Mikuni Sling-shot carb combines the best performance features of a flat and round slide design for incredibly quick response. All of this technology gives the RM250 more power, more torque and more performance than could ever be imagined before.

And to prove commitment to performance, Suzuki has incorporated reed-valve induction directly into the crankcase for faster, more efficient cylinder charging. This produces an overall improvement in power and response throughout the rpm range.

The moves of a champion

Just one look at the inverted front forks and you know this year's RM250 means business. Unlike conventional motocross forks, inverted forks have the stanchion tubes on the bottom. And because the upper tubes are larger in diameter, there's more surface

area gripped by the triple clamps, making the whole assembly more rigid. The inverted fork has 21 externally adjustable rebound and compression damping positions, with 12.2 inches of wheel travel. But what's even more amazing, is the 1989 front fork weighs over two pounds less than the conventional forks used last year.

The RM250 has a larger front brake to improve brake response. And there's a new rear brake design that increases friction capability power that will help you dive even deeper into the corners.

Another new feature is the rear swing-arm. It's lighter and stronger than ever. Also, the incorporation of the new lighter alloys reduces the '89 RM250's weight a total of 3.5 pounds from last year.

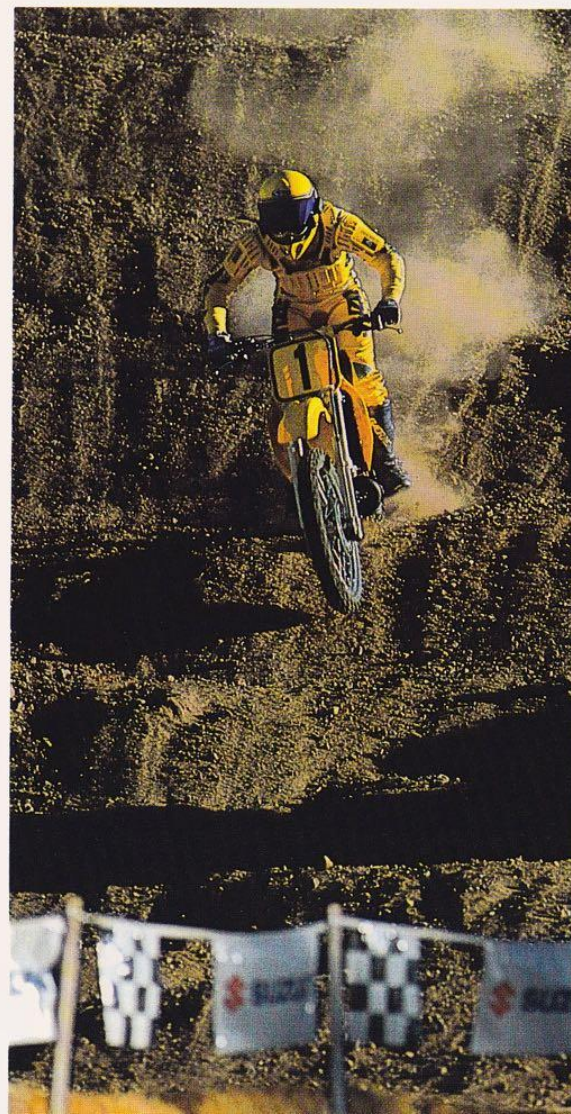
The brains of a champion

Suzuki called on computer technology and hundreds of hours of grueling track testing to develop the frame of the RM250. The result is a frame that is light and simple yet exceptionally strong. The new frame positions the RM250's weight as close to the center of the wheelbase as possible for improved maneuverability and agility.

Suzuki engineers also employed chrome-moly steel tubing to add strength and reduce weight. And they incorporated oblong tubing along each side to reduce the width and make it easier for you to shift your weight while on the track.

The 1989 RM250. What champions are made of.

250



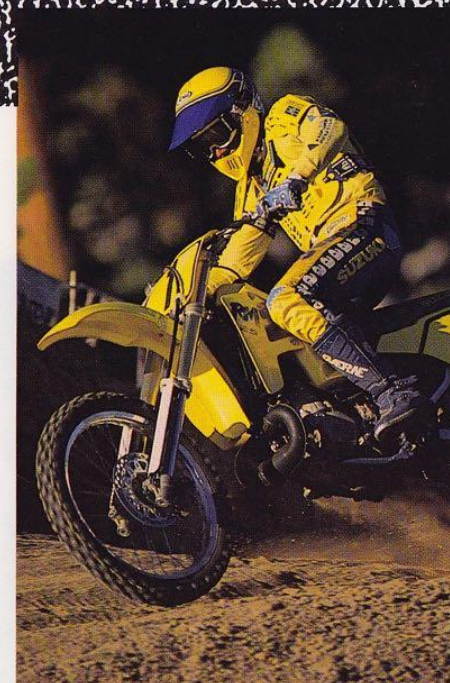


RM 80/125/250

	RM80K
Engine Type	82cc, two stroke, single cylinder, liquid cooled, AETC, crankcase reed
Carburetor	Mikuni VM28SS
Transmission	6 speed
Seat Height	840mm (33.1 in.)
Wheelbase	1240mm (48.8 in.)
Dry Weight	64kg (141 lbs.)
Suspension: Front	Telescopic, air/oil damped, leading axle, 10.8 in. of travel
Rear	Suzuki "Full Floater" suspension, gas/oil shock, adjustable rebound/compression damping and full adjustable spring preload, 10.8 in. of travel
Brakes: Front:	Single hydraulic disc
Back:	Mechanical drum
Fuel Tank Capacity	4.2 lit. (1.1 gal.)

	RM125K
Engine Type	124cc, two-stroke, single cylinder, liquid cooled, AETC, crankcase reed
Carburetor	Mikuni TMX35SS
Transmission	6 speed
Seat Height	960mm (37.8 in.)
Wheelbase	1450mm (57.1 in.)
Dry Weight	87kg (192 lbs.)
Suspension: Front	Telescopic, air/oil damped, 21 compression & rebound settings, 12.2 in. of travel
Rear	Suzuki "Full Floater" suspension, fully adjustable spring preload, 18 compression/21 rebound damping settings, 12.8 in. of travel
Brakes: Front:	Single hydraulic disc
Back:	Single hydraulic disc
Fuel Tank Capacity	7.8 lit. (2.1 gal.)

	RM250K
Engine Type	249cc, two-stroke, single cylinder, liquid-cooled, AETC, crankcase reed
Carburetor	Mikuni TMX38SS
Transmission	5 speed
Seat Height	955mm (37.6 in.)
Wheelbase	1475mm (58.1 in.)
Dry Weight	96.5kg (214 lbs.)
Suspension: Front	Telescopic, oil damped, inverted fork, 21 compression/21 rebound settings, 12.2 in. of travel
Rear	Suzuki "Full Floater" suspension system, fully adjustable spring preload, 18 compression/21 rebound damping settings, 12.8 in. of travel
Brakes: Front:	Single hydraulic disc
Back:	Single hydraulic disc
Fuel Tank Capacity	8.5 lit. (2.2 gal.)



Please ride safely. Ride with care. Read your owner's manual carefully. Always supervise youngsters riding the RM80. Always wear a helmet, eye protection, and protective riding apparel. The RM series motorcycles are for off-road competition use only. Please ride only in sanctioned closed course competition events and related practices. Professional riders pictured in sanctioned closed-course competition.

Ask your participating dealer about the Suzuki Retail Finance Plan. Your dealer can also show you the full line of Suzuki motocross accessories to tailor your RM precisely to your needs. With the Retail Finance Plan and Suzuki Credit Card, it's easy to afford and maintain the machine that's perfect for you.

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