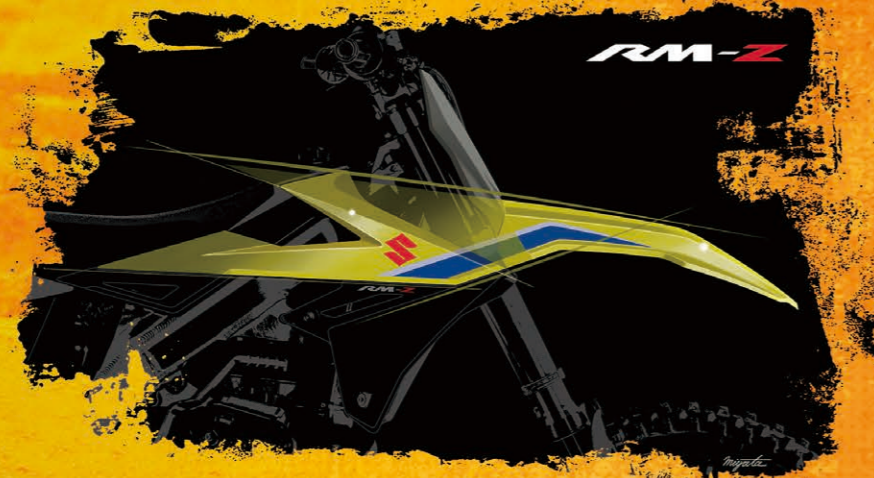


Quicker. Faster. Higher. Harder.

Motocross is a relentless game, and the technology and training needed for bike and rider to excel are too. Suzuki poured more than 40 years of open-class racebike engineering into the 2018 RM-Z450 to make it the hardest-hitting, sharpest-handling, best-balanced and most rider-friendly production motocrosser in company history. Now get out there and own it.

Professional rider in closed conditions



Factory Styling

The 2018 RM-Z450 has a fresh new look that enhances Suzuki's already distinctive design theme. The evolution starts with aggressive "Beak DNA," which projects a dynamic arrow form extending from the front fender through the radiator shrouds. Finished in Suzuki yellow with new team graphics and logos, the most potent RM-Z450 yet is recognizable at a glance. The styling refresh also extends to the seat shape, which makes moving between seated and standing positions easier, as well as shifting weight front or rear. And for racers, easier is always faster!



Champion Yellow No.2 (YU1)

2018 RM-Z450 SPECIFICATIONS

Overall length	2,175 mm (85.6 in)	Compression ratio	12.5 : 1	Rake / Trail	27.8° / 120mm (4.7 in)
Overall width	835 mm (32.9 in)	Fuel system	Fuel injection	Front Brake	Disc
Overall height	1,260 mm (49.6 in)	Starter system	Primary kick	Rear Brake	Disc
Wheelbase	1,480 mm (58.3 in)	Lubrication system	Semi-dry sump	Front Tires Size	80/100-21 51M, tube type
Ground clearance	330 mm (13.0 in)	Transmission	5-speed constant mesh	Rear Tires Size	110/90-19 62M, tube type
Seat height	960 mm (37.8 in)	Primary reduction ratio	2.625 (63 / 24)	Ignition system	Electronic Ignition (CDI)
Curb mass	112 kg (247 lbs)	Final reduction ratio	3.846 (50 / 13)	Fuel tank capacity	6.3 L (1.6/1.4 US/imp gal)
Engine type	4-stroke, liquid-cooled, DOHC	Front Suspension	Inverted telescopic, coil spring, oil damped	Oil capacity (Overhaul)	1.2 L (1.3/1.1 US/imp gal)
Bore x Stroke	96.0 mm x 62.1 mm (3.8 in x 2.4 in)	Rear Suspension	Link type, coil spring, oil damped		
Engine displacement	449 cm ³ (27.4 cu.in)				

RM-Z450- Flagship of Suzuki's Motocross, Dual purpose and off road models.



The RM-Z and RM series motorcycles are for closed-course competition use and related practices only. Always supervise young riders. Professional rider photographed under closed-course conditions. Image contains computer-generated composites. Specifications, appearance, colors (including body color), equipment, materials and other aspects of the "SUZUKI" products shown in this catalogue are subject to change by Suzuki at any time without notice, and they may vary depending on local conditions or requirements. Each model may be discontinued without notice. Please inquire at your local dealer for details of any such changes. The motorcycles shown in this catalogue includes special race bike modified for racing use. The specifications, appearance and colors are different from mass-production model. ■ Always wear a helmet, eye protection and protective clothing. ■ Enjoy riding safely. ■ Read your Owner's Manual carefully. ■ Never ride under the influence of alcohol or other drugs.

PRINTED IN JAPAN RM-Z450 Product Information 99999-A2209-281 Jun '17
SUZUKI MOTOR CORPORATION
 300 Takatsuka-cho, Minami-ku, Hamamatsu City, JAPAN 432-8611 www.globalsuzuki.com



RM-Z450



Suzuki's "Way of Life!" is the heart of our brand - every Suzuki vehicle, motorcycle and outboard motor is built to create excitement so customers can enjoy everyday life.





The Winning Balance

Stripped to its essence, motocross requires a racebike to do three key things: Run, Turn and Stop – all better than the rest. Now in its 14th model year, the 2018 RM-Z450 is fully redesigned with a laser focus on achieving this winning balance. Fortunately, the RM-Z450 already has a heritage of 26 world and national championships to build on, including five AMA 450 Motocross and two AMA 450 Supercross titles. To this winning history now comes fully re-engineered engine, chassis and electronics, plus dramatic new styling. The result? The most potent, balanced and competitive RM-Z450 yet.

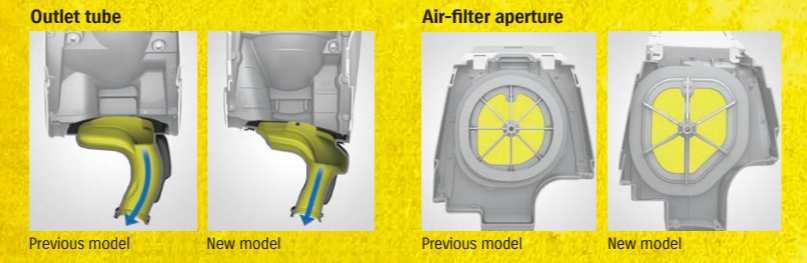
Professional rider in closed conditions

Heist the Holeshoot

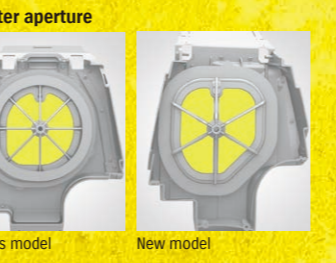
Watch any race-day motocross interview, and you'll invariably hear "get a good start" cited as a must-do proposition. And getting holeshoots is exactly what the latest version of the Suzuki Holeshoot Assist Control (S-HAC) is all about. An integral part of the 2018 RM-Z450's electronics package, the updated 3-stage S-HAC system assesses throttle position and gear selection, and then adjusts ignition timing to optimize engine output for fast launches.

Managing this at lightning speed, with no rider intervention, is nothing short of motocross engineering brilliance. By interpreting throttle and gear positions, S-HAC continuously alters the timing to maximize power delivery during the three critical stages of a start, including: 1) The exact moment of launch; 2) Getting over the gate; and 3) Accelerating up the start straight. Regardless of the rider, the track conditions, or whether the starting pad is dirt, mud or concrete, S-HAC automatically adapts to provide the quickest and strongest possible drive forward. The system returns the ignition timing to normal operation six seconds after launch, when the rider shifts into fifth gear, or when the throttle is closed, giving the rider ample time to bust out of the gate and toward the first turn.

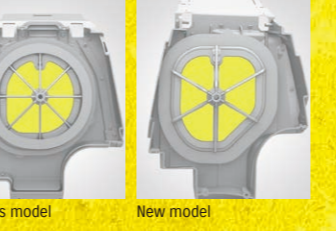
The latest version of S-HAC included on the new RM-Z450 gives riders a choice of three settings which can be quickly selected via a handlebar-mounted switch. The "A" mode is programmed for hard surfaces, such as a concrete starting pad, clay or hard-packed dirt where controlling wheelspin is crucial to good starts. For 2018, the "A" mode algorithms are updated to provide even finer control as the throttle is being opened, giving the rider an even better feel for traction in the crucial initial moments of a launch. The "B" mode is for normal dirt conditions. Riders can also select the "Off" setting to retain standard ignition timing.



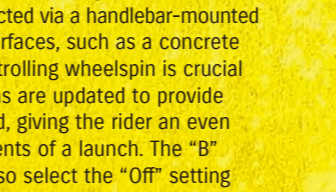
Indicator light



Air-filter aperture



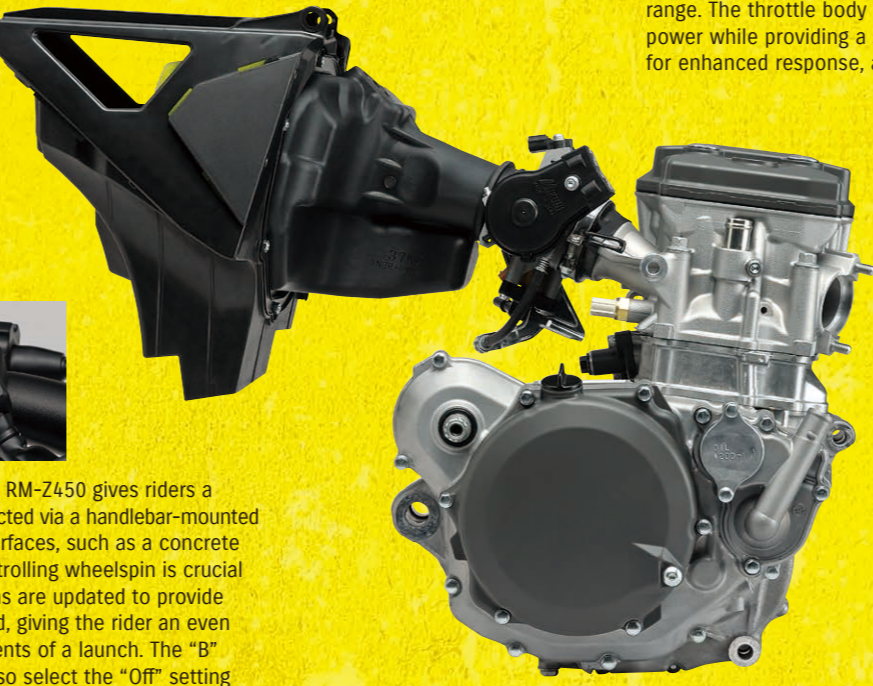
Piston Intake camshaft



Intake port



Throttle body



Power Everywhere

In motocross, you've got to get instantly hooked up – both out of the gate and off the corners – and also blisteringly fast down the straights. To give riders an even stronger winning balance, the redesigned 2018 RM-Z450 engine has more low-end torque, a flatter overall torque curve, faster and yet more controllable throttle response, and more peak power.

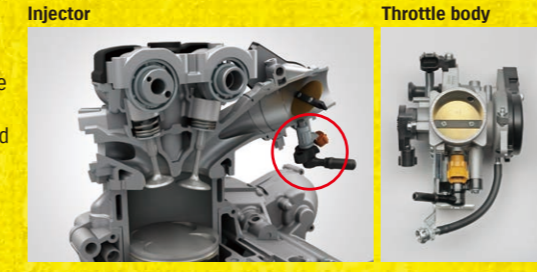
It's all due to a comprehensive suite of intake and fuel-system changes. Inside the airbox, the air-filter aperture is now 30-percent larger for enhanced airflow, and an MXGP-style mudguard helps keep mud and dirt out, contributing to greater engine durability. The outlet tube leading from the airbox to the fuel-injection throttle body is also straighter, reducing intake resistance for increased power across the rev range. The throttle body is likewise revised, providing a more uniform fuel-air mixture to further increase power while providing a smoother throttle feel. Increased fuel-pump pressure strengthens the air-fuel mix for enhanced response, and the elimination of a throttle linkage further improves throttle feel.

The fuel-injector spray path now aims fuel upward to hit the throttle butterfly valve directly for improved atomization. Inside the intake port, the shape is updated for improved tumble flow of the charge as it enters the cylinder, boosting power at all engine speeds. The intake-port shape is matched to a new high-lift intake-cam profile, which further improves intake efficiency and engine output. Inside the combustion chamber, a new piston-rib design adds strength and durability to match the engine's higher output. While an updated muffler conforms to the latest sound-control regulations. *

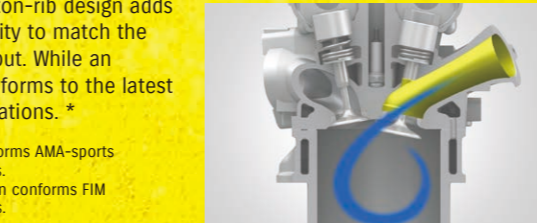
*For US specification conforms AMA-sports sound-control regulations.
For European specification conforms FIM sound-control regulations.

Maximum Traction

The new RM-Z450's electronic systems work seamlessly with the rider to get the power to the ground. To maximize traction for conditions, the engine control module (ECM) automatically adjusts ignition timing and injection based on throttle position, engine speed and gear position. The first RM-Z450 traction management system debuted for 2008, and a revised second-generation system arrived for 2013. Now in the 2018 RM-Z450's third-generation traction management system, a revised ECU has fully 1.6-times faster data processing and 2.5-times more memory capacity than the first-generation system.



Injector Throttle body



Intake port



Piston Intake camshaft

Commanding Cornering

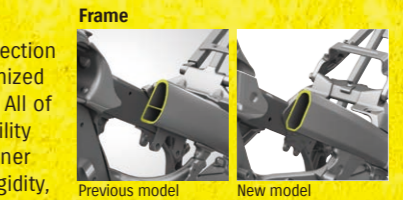
Lighter, more rigid and more agile, the 2018 Suzuki RM-Z450 gives riders sharper handling, better feel and more control than ever. Its all-new lightweight frame, swingarm significantly improve turning performance, whether you're raling a berm or diving into the inside line. The head pipe point is relocated 10mm back, resulting in a shorter, 1,480mm wheelbase while the weight distribution forward for agility and stability.

Frame advancements include a more rectangular cross-section for the main spars, improved fore-aft rigidity and optimized overall rigidity, together with a 700g weight reduction. All of which directly increase cornering, shock-absorbing ability and handling stability. Swingarm upgrades include thinner materials for a 100g weight reduction and optimized rigidity, which translates to increase cornering and stability.

Additional chassis upgrades include new seat rails with hexagonal tubing for slimmer dimensions and better rigidity. The revised seat-rail shape also allows more airbox capacity and easier air-cleaner service access, while allowing room for the RM-Z450's new Showa Balance Free Rear Cushion (BFRC) shock. In the cockpit, a straighter bend for the Renthal Fatbar aluminum handlebar helps riders shift their weight forward for improved cornering. And finally, a lighter chain guide provides more even contact and higher durability, while an engine protector shields the water pump and magneto cover from potential damage.



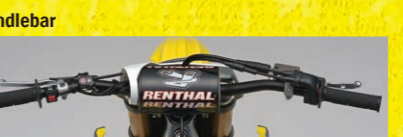
Chain guide



Frame



Seat rail



Handlebar

Advanced Suspension

New Showa front and rear suspension delivers improved responsiveness and terrain following, enhanced ability to absorb forces, better chassis stability, feedback and terrain feel, and improved comfort. The rider payoff is improved control, quicker lap times and less fatigue under hard training or racing conditions.

Up front, an updated Showa coil-spring fork replaces the SFF-Air fork of the previous-generation RM-Z450. It features ease of daily maintenance for wide range of customers. The upper triple-clamp is also lighter with optimized dimensions. While in back, a new Showa Balance Free Rear Cushion (BFRC) shock shares technology with the new 2018 GSX-R1000R sportbike. The design balances pressure above and below the piston to better control the stroke and smooth out reactions to bumps and chop, even under severe braking.



Front forks upper bracket



Rear suspension



Front forks

New Rims and Rubber

Lighter wheel rims and new Bridgestone tires maximize grip for improved agility and control in a wide range of track conditions. Finished in durable black for a factory look, the new rims have an optimized cross section, which maintains strength while also reducing critical rotating mass by 70g total. Tires are Bridgestone's latest Battlcross X30. Developed exclusively for a wide range of conditions, the front 80/100-21 51M and rear 110/90-19 62M knobbies help maximize performance in motocross race track.

