

RM-Z450

Stripped to its essence, motocross requires a racebike to do three key things: Run, Turn and Stop - all better than the rest. In its 17th model year, the RM-Z450 is designed with a laser focus on achieving this winning balance. The RM-Z450 already has a heritage of 29 world and national championships to build on, including five AMA 450 Motocross and two AMA 450 Supercross titles. To this winning history comes well-balanced engine, chassis and electronics, plus dramatic styling. The result? The most potent, balanced and competitive RM-Z450 yet.

The Winning Balance



*Professional rider in closed course.



Factory Styling (1)

The RM-Z450 has a fresh 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!

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 RM-Z450's engine provides more low-end torque, flatter overall torque curve, faster and yet more controllable throttle response, and more peak power.

Advanced Suspension (2)

SHOWA front and rear suspensions provide improved responsiveness, terrain tracking, enhanced ability to absorb forces, better chassis stability, terrain feeling feedback, and improved comfort. The advanced suspensions give riders improved control, quicker lap times, and less fatigue under hard training or racing conditions.



Heist the Holeshot (3)

Watch any raceday motocross interview, and you'll invariably hear "get a good start" cited as a must-do proposition. And getting holeshots is exactly what the latest version of the Suzuki Holeshot Assist Control (S-HAC) is all about. An integral part of the 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.

Maximum Traction

The 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 fuel 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. In the 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.

Rims and Rubber

Lighter wheel rims and 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 rims have an optimized cross section, which maintains strength while also reducing critical rotating mass by 70g total. Tires are Bridgestone's latest Battlécross 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.

MX Tuner 2.0 (4) *Optional part

Standard with every new MY21 RM-Z purchased, the plug and play MX Tuner 2.0 allows users to alter the engine mapping via the intuitive smartphone WiGET app, available on iOS and Android devices.

Commanding Cornering

The Suzuki RM-Z450 designed to be lighter, more rigid, and more agile gives riders sharper handling, better feel, and more control than ever. Its lightweight frame and swingarm significantly improve turning performance even when you're railing a berm or diving into the inside line. The head pipe point is relocated 10 mm back, resulting in a shorter, 1,480 mm wheelbase while the weight is distributed forward for agility and stability.



*Professional rider in closed course.

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 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.



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Colour



Champion Yellow No.2 (YU1)

