

High and Mighty.

When it comes to all-around performance, nobody outperforms Suzuki.

Case in point:
The RM-125, 250 and 400.

Completely Re-worked.

If you thought the RMs were hot before, wait 'til you ride these new screamers. From conical front hub to the full floating rear brake, these bikes have been entirely re-designed. They're taller, lighter and quicker than ever. In fact, except for the exotic metals used in G.P. machines, the new RMs are almost identical to the works bikes.

Team Suzuki Look.

First thing you notice about these machines is the G.P. styling. For instance, note the new works-styled tank which allows the rider to shift his weight farther forward for better control.

More Travel.

All three bikes boast more than 11 inches of travel—front and rear! And each of these long-legged power-houses can be dialed in for any track. Front air forks are infinitely adjustable. In back, the improved box-type aluminum swing arm uses forward mounted gas/oil reservoir shocks which offer 2-position adjustable damping and 3-way adjustable spring load settings.

Wider Power Band. This year's Power Reed™ mill delivers more 'oomph' throughout the

total speed range. RM-125 uses a 6-speed gearbox while the 250 and 400 come with a 5-speed.

The Works. Everywhere you look on these machines, you'll find works equipment. Witness: Heavy duty chain tensioner. Magnesium brake panels and engine side covers. Aluminum alloy rims. G.P. number plate and cable guide. And so it goes.

If all this sounds like Suzuki is out to dominate the MX wars with these weapons, well, you're hearing right.

Now you know why the RMs are the leading performers on the world's MX stages.



Ride with care: wear protective apparel and help protect the environment. Member Motorcycle Safety Foundation.



Suzuki. The performer.

