



RM-Z250

ALL NEW 2019

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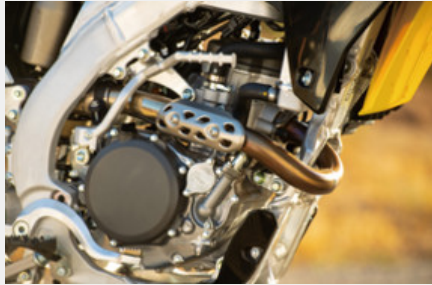
CHAMPION YELLOW NO. 2



RM-Z250 ALL NEW 2019

The 250 class in motocross doesn't forgive the slightest weakness. That's why we've completely redesigned the all-new 2019 RM-Z250 to achieve a higher level of performance in "Acceleration, Turning, and Braking" necessary to win in this ultra-competitive arena. Intensive work by our engineers has once again made the RM-Z250 the leader out of the gate, with a new engine featuring increased power across the board and class-leading electronics, a lighter frame and swingarm plus updated suspension for even better handling, a completely new styling design, and a laundry list of other updates to make it the most potent motocrosser in its class.

KEY FEATURES



A newly designed cylinder head combined with intake and exhaust port tuning and crankcase revisions to achieve an approximate 5% increase in output.



The RM-Z250's fuel injection system now features two injectors. Instead of using a single injector that can compromise low-end fuelling in order to supply enough fuel for top-end power, the primary injector delivers precise low-rpm fuelling while a secondary injector at higher rpm provides the extra fuel needed.



Fuel pressure is increased by 17% over the previous model and promotes the effective mixing of air and fuel, resulting in improved throttle response.



The exhaust pipe was lengthened by 99mm, with the internal diameter tapering from $\varnothing 35\text{mm}$ at the cylinder head to $\varnothing 45\text{mm}$ at the muffler improving output throughout the RPM range, with bottom-end output most notably improved.

KEY FEATURES



- › Changes to the cylinder head and intake & exhaust port shape increases air flow by 7% compared to the previous model.
- › Air filter is 30% larger than the previous model; improving intake efficiency and increased power output.
- › The layout of the intake tube is changed from a curved to a straighter design increasing power output at all engine speeds.
- › The cam chain tensioner and adjuster have been tuned to reduce mechanical loss.
- › Conical machining to the wrist pin hole changes the distribution of load on the hole. This reduces stress on the piston crown, thereby improving durability.
- › The ratio for 2nd gear is changed to a higher gear ratio. In conjunction, the final reduction ratio is changed to 3.846 (50/13).
- › On the new RM-Z250, hexagonal pipe replaces the square pipe used for the seat rail on the previous model.
- › A change to the lever ratio suppresses short stroke movement while demonstrating positive long stroke characteristics.
- › The shape of the rear master cylinder adopts a design that better prevents dirt from getting inside and the rider's boot from catching on it.
- › The new chain guide improves durability and reduces weight by 30g.

SPECIFICATIONS

ENGINE	SINGLE CYLINDER, 4-STROKE, LIQUID COOLED, DOHC
STARTER	PRIMARY KICK
TRANSMISSION	5-SPEED CONSTANT MESH
FRONT SUSPENSION	KYB SPRING FORK, FULL ADJUSTABLE
REAR SUSPENSION	KYB REAR SHOCK, FULLY ADJUSTABLE
FRONT BRAKES	NISSIN TWIN-PISTON CALIPER, 270MM WAVE DISC
REAR BRAKES	NISSIN SINGLE-PISTON CALIPER, 240MM WAVE DISC
FUEL CAPACITY	6.3 LITRES
COLOURS	CHAMPION YELLOW NO. 2
WARRANTY	NIL
SEAT HEIGHT	955 MM
LENGTH	2185 MM
WIDTH	835 MM
HEIGHT	1255 MM
WET WEIGHT	106 KG
WHEELBASE	1485 MM
MODEL CODE	RM-Z250L9

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 SEAT HEIGHT LENGTH WIDTH HEIGHT WET WEIGHT WHEELBASE

ACCESSORIES



GENUINE SUZUKI FRONT BRAKE PADS - RM-Z

Part No: 59301-36810

Price: **\$59.95**

GENUINE SUZUKI OIL FILTER - RM-Z

Part No: 16510-35G00

Price: **\$15.70**

GENUINE SUZUKI REAR BRAKE PADS - RM-Z

Part No: 69100-28820

Price: **\$59.95**

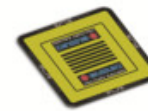
SUZUKI FLOOR MAT

Part No: 990A0-99068

Price: **\$59.95**

SUZUKI PHATTY TIE DOWNS

Part No: 990A0-99071

Price: **\$59.95**

SUZUKI STAND MAT

Part No: 990A0-99065

Price: **\$59.95**

SUZUKI TRUX MAT

Part No: 990A0-99063

Price: **\$151.80**

SUZUKI UTILITY CAN

Part No: 990A0-99069

Price: **\$72.86**

SUZUKI WORX TIE DOWNS

Part No: 990A0-99073

Price: **\$35.49**