



RM-Z450

Competition motorcycles like the RM-Z450 can only be ridden on non-public land in California per California Air Resource Board (CARB) regulations.



Champion Yellow No. 2

OVERVIEW

Ken Roczen's 2026 AMA Supercross Championship was inspiring. It will also be remembered as the season the RM-Z450 stunned the sport, reminding the Powersports industry what a Suzuki RM-Z is capable of. Inspired by Suzuki's championship-winning racing heritage, the RM-Z450 brings proven design and engineering to everyday riders.

The RM-Z450's sleek and ergonomically-sound bodywork, strong engine with effective power, and nimble chassis delivering precise handling helps continue Suzuki's race-winning legacy. With a revised air intake system the RM-Z450's controllable engine will captivate you with its strong pull and high peak power. New KYB front and rear suspension plus

new wheels with RK Excel rims helps the RM-Z450's responsive chassis deliver exciting cornering performance, with the bonus of legendary Suzuki reliability and value.

Tuning the electronic fuel injection and ignition systems for maximum performance is easy thanks to Suzuki's smartphone-based MX-Tuner 4.0 or proven fuel-coupler system included with each RM-Z450. Whether you are racing under stadium lights or enjoying a track day with friends and family, the 2027 RM-Z450 will bring serious MX performance in a smart, reliable way.

KEY FEATURES

- Fitted with a new AMA/FIM-compliant exhaust silencer, the RM-Z450's 449cc, liquid-cooled, four-stroke, four-valve, DOHC fuel-injected engine remains a proven powerplant that delivers high peak horsepower with strong torque characteristics.
- With a new outlet-tube shape, which helps improve intake air efficiency, the large-capacity air cleaner helps deliver excellent throttle response through the entire rev range.
- Thanks to Suzuki's outstanding design and production standards, shifting the five-speed transmission is smooth and precise, while the multi-plate, wet clutch uses a lever and cam release mechanism for a light and direct feel.
- The new KYB rear suspension provides plush bump absorption and improved traction complementing the aluminum twin-spar frame and beam-style swingarm which balances lightness with strength to help deliver remarkable handling.
- The new KYB front suspension, new upper fork bracket, and new RK Excel wheel rims help create a compliant chassis feel which helps deliver precise and controllable handling feedback to the rider. Even the sub-frame is revised with thinner alloy rails to add compliance to the chassis, further helping improve handling and comfort.
- Suzuki's MX-Tuner 4.0 is included and provides the ability to adjust the fuel injection and ignition settings through a smartphone application, while the Suzuki Holeshoot Assist Control (S-HAC), and advanced traction management system provides the rider a performance edge.
- The Suzuki beak-inspired styling has sharp front fender and radiator shroud shapes that blend into the frame's side covers and into an upswept tail. This functional styling and trim chassis permit a variety of rider positions that facilitate maneuvering and comfort.
- Suzuki Genuine Accessories include items that can enhance the RM-Z's performance and simplify maintenance. Learn more on Suzuki's industry leading contingency and track-side support programs at www.SuzukiCycles.com/Racing.

ENGINE

- The 449cc, liquid-cooled, four-stroke, four-valve, DOHC engine is the latest incarnation of Suzuki's proven and reliable fuel-injected powerplant.
- The engine has high peak horsepower with strong torque at lower engine speeds for excellent throttle response through the entire rev range.
- The cylinder head intake port shape creates a high amount of tumble flow to the incoming fuel/air to increase power output.
- The intake camshaft profile has more valve lift than the prior generation RM-Z450, helping increase engine power.
- The compact aluminum cylinder is finished with Suzuki Composite Electrochemical Material (SCEM) coating for durability light weight, and efficient heat transfer.
- The piston's casting includes strengthening ribs near the wrist pin bosses to match component reliability to the engine's high horsepower.
- The RM-Z450's throttle body design locates the fuel injector, fed by a high-pressure fuel pump, so the injector sprays fuel directly at the butterfly valve to improve atomization of the fuel/air charge.
- This throttle body design uses a straightforward control linkage, so the rider feels a more direct throttle connection to the engine.
- The air cleaner's large and straight opening creates a more direct air path to the throttle body to increase performance.
- For 2027, a special application of foam surrounds the air cleaner assembly to damp sounds that could affect ambient sound level testing.
- New for 2027, the shape of the air cleaner's outlet tube is changed to help improve the efficiency of the air flowing from the air filter and into the throttle body.
 - This change helps the engine produce more torque and peak power.
 - Using a KYB®-supplied rear shock absorber provided the space required to make this positive change to the intake air efficiency.
- For 2027 a new AMA / FIM sound regulation compliant silencer caps the high-flow durable exhaust system that helps the engine produce a wide range of power.
- Suzuki's advanced fuel-injection system has updated mapping for 2027 that compliments the new air cleaner outlet tube and revised exhaust silencer, so the RM-Z retains its strong power delivery, high fuel efficiency, and superb reliability.
- Engine starting is simple and efficient due to a long kickstart lever, well-matched internal gear ratios, a large air cleaner and breather system, plus an automatic decompression system that works precisely and efficiently, eliminating the need for a heavy and costly electric start system.
- Strong, high-impact plastic engine protectors help guard the coolant pump (on the right) and the stator cover (on the left) from debris and stones.

TRANSMISSION & DRIVELINE

- The well-sorted, five-speed transmission enables accurate gear shift operation. This precise transmission feel is the result of a well-machined shift cam for exact gear selection. Specialized machining processes also increase the precision of the matching gears.
- The multi-plate, wet clutch uses a lever and cam release mechanism for precise feel of the engagement and disengagement points while riding.
- The DID® supplied 520DM2 drive chain smoothly delivers engine power to the rear wheel.
- The lightweight chain guide is shaped to accurately route the drive chain smoothly.

CHASSIS

- The RM-Z450's twin-spar frame and twin-beam swingarm design continues Suzuki's tradition of producing good-handling motocross machines.
 - The short wheelbase and frame head pipe location produces quick and nimble handling characteristics.
 - This aluminum alloy, twin-spar frame combines cast and extruded sections to achieve superior front-and-rear weight distribution while balancing strength and weight.
 - The frame is 1.32 pounds (700 grams) lighter than the prior generation RM-Z450 to help improve shock absorption while delivering agile handling with sharp cornering performance.
- For 2027, the sub-frame's hexagonal aluminum rails have a thinner alloy for light weight, chassis compliance, and a slimmer appearance, plus easier air filter service.
 - The sub-frame rails route inward to slim the bodywork but also route upwards to provide additional space for the large air cleaner and the new KYB®-supplied rear shock absorber.
 - Like the trim sub-frame, the bodywork is slim to enable the RM-Z450 rider to move freely in the cockpit, especially during spirited riding.
- The swingarm is comprised of thin, yet strong, materials to help improve cornering performance.
- Connected to the swingarm by a rising-rate linkage is a new KYB®-supplied reservoir type shock absorber that provides plush bump absorption and improved traction.
 - The shock's spring preload can be easily adjusted using a conventional hook wrench.
 - High- and low-speed damping force adjustment is available for both compression and rebound shock movement.
 - "Low speed" refers to the speed of the shock stroke, not the vehicle speed. The same is true for "high-speed."
 - The high-speed and low-speed compression damping force adjustment screws are located at the top of the shock's fluid and gas reservoir.
 - The high-speed rebound damping force adjuster screw is also located on the shock's fluid and gas reservoir. The low-speed rebound damping force adjuster is located on the shock's lower mounting clevis.
- The new KYB®-supplied coil spring fork has large diameter inner tubes and sturdy internal components for strength, durability, and good damping force control.
- Front suspension tuning and service is the same for each fork leg: a great benefit during frequent riding and maintenance.
 - Each leg has an internal pressure release screw and compression damping force adjuster screw in the cap and a rebound damping force adjuster screw at the bottom of the fork.
- The new, lightweight upper fork bracket, lower bracket and stem were developed to enhance the KYB® coil spring front suspension.
- The strong RENTHALL-supplied aluminum tapered handlebar has a straighter bend compared to prior models to help the rider maneuver the motorcycle.
- The front brake uses a large 270mm, wave-style rotor with a twin piston caliper.
- The trim rear brake master cylinder hugs the frame beam to reduce dirt contamination and the chance of the rider's boot touching it while riding.
- New, lightweight, and strong RK® Excel rims are used on the 2027 RM-Z450 wheel set, contributing to good chassis compliance and feedback to the rider.
- To support the RM-Z450's strong acceleration, stopping, and handling performance, the bike is fitted with racetrack-developed Bridgestone® Battlecross X30 tires.
- Learn about Suzuki's racing contingency and support programs at www.SuzukiCycles.com/Racing.

ADVANCED ELECTRONICS

- Included with the 2027 RM-Z450 is Suzuki's MX-Tuner 4.0, which provides the ability to adjust the fuel injection and ignition system settings for improved performance or the riding conditions.
 - Using a smartphone application that wirelessly connects to the MX-Tuner's compact transceiver, fuel delivery and ignition timing can be quickly changed.
 - The MX-Tuner application can pre-program personalized settings into the ECM that can be activated by plugging in one of the optional fuel couplers (supplied with the motorcycle).
 - Racers and tuners can easily change settings to match performance-related updates.
 - The application can save multiple settings for different tracks or weather conditions, plus settings can be exchanged with other racers.
 - Real-time engine data and run-time information are accessible to help riders stay on top of bike maintenance.
- Suzuki's proven; easy-to-use fuel couplers are included to simplify EFI tuning.
 - For quick fuel adjustments to suit riding conditions, two couplers are provided. One is for a richer-than-stock and another for a leaner-than-stock fuel setting.
 - Riders can change fuel settings in seconds by simply connecting either coupler to the wire harness.
- The RM-Z450 features an evolved and efficient traction management system. The Electronic Control Module (ECM) continually measures throttle opening, engine speed, and gear position and then adjusts the ignition timing and fuel injector duration to fine-tune the engine output to help deliver the best performance for the riding conditions.
 - The RM-Z450's traction management system is different from a street bike traction control system because the needs of a motocrosser are different from a street bike. This system does not measure rear tire spin, but functions with advanced programming and engine data so it offers continual adjustment with the goal of maximizing traction.
- The Suzuki Holeshot Assist Control (S-HAC) is a selectable launch system derived from the factory race bike to help riders quickly takeoff from the starting gate for an early lead or advantageous position in the field. There are three S-HAC launch modes (Mode A, Mode B, and BASE Mode or OFF) so riders can select the best mode for their skill level, and the starting conditions S-HAC helps riders at the initial moment of launch, when crossing the gate and through acceleration to full speed. The S-HAC settings are specially tuned to aid the rider's throttle control during launches.
 - **Mode A: For hard surfaces or slippery conditions at the starting gate.** In this mode, S-HAC alters ignition timing at the start of the launch and during the ride over the gate to reduce wheel slip to deliver a smooth takeoff. It also advances ignition timing during this sequence for stronger acceleration. After six seconds or when you reach fourth gear, the system shuts off and returns to normal ignition timing.
 - Benefit of Mode A: For novice riders, and/or hard and slippery traction conditions, use Mode A for a more controlled launch.
 - **Mode B: When conditions at the starting gate have better traction, and a more aggressive launch is desired.** S-HAC will advance the ignition timing to allow increased throttle response and stronger acceleration off the line. The ignition timing alteration is like Mode A, but with increased overall timing. The system will return the ignition to normal operation in three situations (whichever happens first): After six seconds, or when the bike reaches fourth gear, or when the throttle is closed. The system then shuts off and returns to normal ignition timing.
 - Benefit of Mode B: For skilled riders, and/or good starting conditions, use Mode B for a more aggressive launch.
 - **Base Mode: Standard power launch,** no action required on the S-HAC switch.
- Designed for motocross use, the lightweight, battery-less, electronic fuel injection system is key to the engine's efficient power delivery.

BODY

- Suzuki beak-inspired styling has a sharper front fender and radiator shrouds blending into side covers and an upswept tail, enhancing the impression of speed while reducing weight and easing service.
- The functional styling and the motorcycle trim chassis permit a variety of comfortable rider positions.
- The seat base, inner fenders, and side covers were developed to reduce the amount of moisture and dirt reaching the air cleaner. This helps prevent debris from contaminating the air filter element.
- Made with a special density foam, the seat is well shaped and slim to help the rider maneuver the motorcycle. The seat has a large blue gripper panel that runs nose-to-tail on the cover.
- The Champion Yellow bodywork is enhanced with a graphics package that features distinctive striping and Suzuki logos.
- The plastic fuel tank weighs a half pound less than the prior generation's aluminum tank. Fuel capacity is 1.7 US gallons (6.3 L).

ADDITIONAL INFO

- Suzuki Genuine Accessories include items that can enhance the RM-Z's performance and simplify maintenance.
- See Suzuki's industry leading contingency programs at www.SuzukiCycles.com/Racing.

SPECIFICATIONS

ENGINE

Engine:	449cc, 4-stroke, liquid-cooled, single cylinder, DOHC
Bore x Stroke:	96.0 mm x 62.1 mm (3.78 in. x 2.40 in.)
Compression Ratio:	12.5:1
Fuel System:	Fuel injection, 44mm throttle body
Starter:	Primary kickstarter with automatic decompressor
Lubrication:	Semi-dry sump

DRIVETRAIN

Clutch:	Wet multi-plate
Transmission:	5-speed constant mesh
Final Drive:	Chain, DID® 520DM2, 114 links

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped, adjustable damping force
Suspension, Rear:	Link type, coil spring, oil damped, adjustable spring preload, and damping force
Brake, Front:	Disc brake, single rotor
Brake, Rear:	Disc brake, single rotor
Tire, Front:	80/100-21 M/C 51M, tube type
Tire, Rear:	110/90-19 M/C 62M, tube type
Fuel Tank Capacity:	6.3 L (1.7 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (CDI)
Spark plug:	NGK® DIMR8C10

DIMENSIONS

Overall Length:	2175 mm (85.6 in.)
Overall Width:	835 mm (32.9 in.)
Overall Height:	1260 mm (49.6 in.)
Wheelbase:	1480 mm (58.3 in.)
Ground Clearance:	330 mm (13.0 in.)
Seat Height:	960 mm (37.8 in.)
Curb Weight:	112 kg (247 lb.)

