



## 2008 Suzuki Suspension Specs

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Model	Fork Size	Manufacturer	Fork Rate	Oil Level	Rear Spring	Race Sag	Weight	Suggestions
<b>RM 85</b>	37mm	Showa	0.28	115mm	4.6kg	95mm	110lbs ±10	A softer rear spring which will help balance the suspension better, but fork springs might be soft for aggressive mini riders. Spring rates and valving is very crucial for the mini racer.
<b>RMZ 250</b>	47mm	Showa Chamber Twin	0.44	370cc	5.4kg	95mm	155lbs ±10	Suspension is well balanced front to rear. Forks may feel harsh for Intermediate and Novice racers under 150 lbs. Suggest fork revalve and respring for heavier racer
<b>RM 250</b>	47mm	Showa Chamber Twin	0.44	350cc	5.3kg	95mm	180lbs ±10	Bike is well balanced, select proper spring rates for racer. Volume chambers work great. Tech-Care will select proper valving
<b>RMZ-450</b>	47mm	Showa Chamber Twin	0.47	350cc	5.5kg	100mm	180lbs ±10	Most 165 lb experts will use a 5.2kg rear spring. Suspension is better balanced for 2008 with a .47kg fork spring. Forks may feel harsh for lighter riders, Tech-Care suggests a revalve. Rear shock is also valved more aggressively for '08, and a revalve is necessary for lighter riders. Set up for the 185lb aggressive racer.
<b>DRZ 400E</b>	49mm	Showa Chamber Twin	0.43	125	5.2kg	100mm	165lbs ±10	Tech-Care valving and stiffer fork and shock springs if you are over 185 lbs

## 2008 Suzuki Suspension Tips

Model	Tips
RMZ-250	New suspension upgrades similar to factory works style suspension. Rear shock has larger compression valving, body, and adjuster for better oil flow. Forks have revised cartridge internals. It is the best handling 250F this season. Forks may feel a little soft for 165 pound expert or intermediate rider. Motor has lots of bottom end, and a little more top end compared to previous years. Honda, Kawasaki, and Yamaha have more overrev, but handling and low end grunt more than make up for it. One of the best 250's out today, right behind the Honda
RMZ-450	First Impressions: All new frame and EFI for 2008. The first battery-less EFI bike. Also new is a fifth gear to the transmission. The EFI models compared to previous carbureted models don't seem much better. The bike still has a flame-out problem and fuel mixture seems a little rich. TPS, Lay down sensor (bike will shut down if laid down for more than 5 seconds), Idle sensor (bike will shut down if idle for more than 20 seconds) are the inputs for the EFI system. The EFI is open-loop, meaning there is no exhaust sensor to monitor the operation of the bike. With time these bugs will hopefully be worked out. As of 2/16/08, only a few pre-production models have been released due to transmission and EFI issues UPDATE: Tech-Care has rode the 2008 Suzuki RMZ-450. The new RMZ-450 is better than expected, and definitely was worth waiting for. It has instant throttle response and overall great operation. Time will tell on dependability. Check out the full review under <a href="#">Bike Tests</a> .



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