



2015 Suzuki Suspension Specs

| [1997](#) | [1998](#) | [1999](#) | [2000](#) | [2001](#) | [2002](#) | [2003](#) | [2004](#) | [2005](#) | [2006](#) | [2007](#) | [2008](#) | [2009](#) | [2010](#) | [2011](#) | [2012](#) | [2013](#) | [2014](#) | **2015** |

Model	Fork Size	Manufacturer	Fork Rate	Oil Level	Rear Spring	Race Sag	Weight	Suggestions
RM 85	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.
RMZ 250	48mm	Showa SFF	0.96	300cc	5.4kg	100mm	175lbs ±10	Well balanced, forks work well for heavier more aggressive racers. Valving is much more plush on the 250 than the 450. Basically the same fork, with different valving.
RMZ 450	49mm	Showa SFF TAC Piggyback	174 174	Inner Chamber: 100cc Outer Chamber: 250cc Balance Chamber: 10cc Damper Leg: 340cc	5.6kg	105mm	195lbs ±10	All damping is in the left fork leg. The right side fork cap is held on with a snap ring. We do not recommend changing oil heights on the air side of the fork, but in the left damper leg instead. Compression: 8 clicks out. Rebound: 13 clicks out.

2015 Suzuki Suspension Tips

Model	Tips
RMZ 450	Suzuki switched to the SHOWA SFF TAC PIGGYBACK style fork which is air sprung with three air chambers & A piggyback reservoir for 2015. Tech-Care suggests 0 psi in the outer chamber. We know some factory riders who run as much as 20 psi in the outer chamber and we have raced our team bikes with 0 psi and had no major issues. If you blow a fork seal, the fork will not go flat because the main air pressure is held in the inner chamber, not the outer chamber.