

**Suzuki competition machines.  
For the man who hates to lose.**





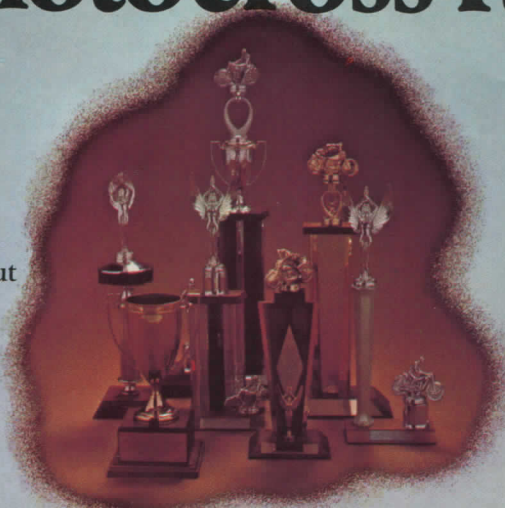
# Five motocross racers that

There's no mercy in a motocross.

If you or your machine have a weak spot, the course will find it. And the competition will use it.

You need a sprinter's speed out of the starting gate. A low center of gravity through the turns. Oil-dampened suspension for the jumps. And a booster rocket for the uphill.

Downhill, you need guts. Capital G. Guts.



If you have all that, you're in the race. But if you want to win, you're going to need more.

You're going to need a machine that's durable, tough, gritty. And then some.

Because if you can't go the distance, you can't win.

And as you know, Suzukis have a reputation for winning.

This year we have five motocross entries, including a quick new TM-100 and a new TM-75 Mini Cross for boys. Of course last year's hot shot, TM-125, is back. Along with the direct descendants of our big World Championship machines, TM-250 and TM-400.

All these machines are set up and ready to compete the day you buy them. No special hop-up kit or fine tuning is required.

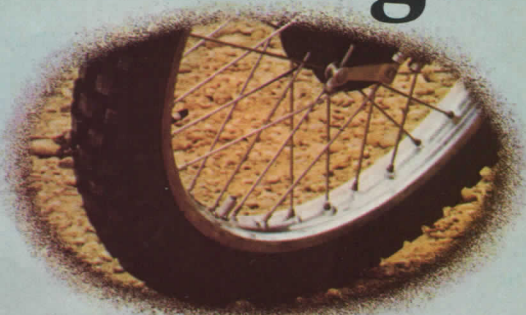
Here are some of the special features you'll find on all our TM's: black anodized-aluminum, single-cylinder, two-stroke engine, primary kick start, tuned expansion chambers, polypropylene fenders,





# give you an unfair advantage.

single leading shoe front brake, and CCI automatic oil lubrication. The 100, 125, 250 and 400 have pointless electronic ignitions,



aluminum alloy rims, bead stoppers and big 21 inch front wheels. The TM-75 Mini Cross has a rotary valve engine with a flywheel magneto ignition.

The specification chart shows size, weight, wheel, transmission and engine outputs.

After you study the differences, you'll have a good idea which TM is best for you.

Then all you'll have to do is get your hands on one before the next race.

	TM 75	TM-100*	TM 125	TM 250	TM 400
Wheelbase	46.9 in.	52.6	52.6 in.	55.9 in.	55.7 in.
Weight	165 lbs.	185 lbs.	189 lbs.	220 lbs.	235 lbs.
Ground Clearance	6.3 in.	7.1 in.	7.9 in.	8.1 in.	6.7 in.
Displacement	72 cc	98 cc	123 cc	246 cc	396 cc
Horsepower (S. A. E. net)	5 hp @ 6,500 rpm	14 hp @ 10,000 rpm	17.5 hp @ 10,000 rpm	27 hp @ 7,500 rpm	35 hp @ 6,500 rpm
Torque	4.19 ft-lb @ 6,000 rpm	7.69 ft-lb @ 8,000 rpm	9.68 ft-lb @ 8,000 rpm	20.9 ft-lb @ 6,000 rpm	31.1 ft-lb @ 5,500 rpm
Bore X Stroke	1.85" x 1.65"	1.97" x 1.97"	2.20" x 1.97"	2.76" x 2.52"	3.23" x 2.95"
Compression Ratio	6.8:1	7.5:1	7.5:1	7.5:1	7.3:1
Carburetor	VM 16SC Mikuni	VM 22SC Mikuni	VM 26SC Mikuni	VM 32SC Mikuni	VM 34SC Mikuni
Transmission	4-speed	5-speed	5-speed	5-speed	5-speed
Suspension Front fork.	4.3 in. travel	5.7 in. travel	5.7 in. travel	7.1 in. travel	7.0 in. travel
Rear shocks.	oil-dampened	3-way adjustable	3-way adjustable	5-way adjustable	5-way adjustable
Tires	2.50-16 front 3.00-14 rear	3.00-21 front 3.50-18 rear	3.00-21 front 3.50-18 rear	3.00-21 front 4.00-18 rear	3.00-21 front 4.00-18 rear

\*TM-100 will be available at your dealer in January, 1974.

