

What Suzuki learned in winning the World Motocross Championship you can ride right out of the crate.

Competition has had a lot of time to study the back of Joel Robert and his conquering Suzuki. You see, we've won the 250cc class World Motocross Championship for the last three years in a row. And they've lost.

For the last two years Roger DeCoster has also helped us win the 500cc class World Motocross Championship. Those were our first with our 400. Not bad. Except for the competition.

What we learned in winning five World Motocross Championships you can find in our Suzuki TM production racers.

The TM400 Cyclone twists out 36hp at 6000rpm and 32ft-lbs of torque at 5500rpm. All this is stretched out over a quick handling 55.7" wheelbase, and weighs only 235 pounds. It's a lot of racer. You'd better be a lot of rider.

The TM250 Champion earned its name. (What else would you call a three time winner?) It's winning combination is 28hp at 7000rpm, 21.6 ft-lbs of torque at 6000rpm, and 220 pounds on a responsive 55.9" wheelbase. If you're good, it'll make you a winner too.



Our smallest racer is the TM125 Challenger. But it's no baby. 18hp and 10ft-lbs of torque make this 189 pound Suzuki the contender for the 125 crown. Like to try it?

These racers have all the trick goodies you need to win. Pointless electronic ignition to reduce plug fouling and ignition maintenance. 21" alloy front wheel. Automatic CCI lubrication to end pre-mixing and prolong engine life. Tucked-in, competition-tuned expansion chamber with silencer. Primary kick starting to let you start in any gear. High-impact, weight saving plastic fenders. Race calibrated suspension. 5-speed gear box. And number plates.

The Suzuki TM series. Everything you need to win, you can ride right out of the crate.

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MIC Suzuki: built to take on the country.

