



DR-Z400S

Bigger, Better



"Best Dual-Purpose Bike" of the Year! - *Cycle World Magazine, July 2000*

For some people, the highway is merely something you cope with on your way to the nearest off-road riding area. Sound familiar? If so, have we got a bike for you!

The 2001 DR-Z400S is an off-road bike with the performance and responsiveness to make it a first-class dirt bike. And, by the way, it's also got the bare minimum required to make it street-legal. The DR-Z400S performs so well off-road, Cycle World magazine named it "Best Dual-Purpose Bike" of the year.

The key to its off-road performance is an unmatched combination of lightweight responsiveness and advanced suspension front and rear. It has large, rigid 49mm forks with 11-way adjustable compression damping and adjustable spring preload, and a single rear shock with 26-way adjustable compression damping and adjustable spring preload. That wide adjustability lets you tune the suspension for practically any riding condition.

Take off down a muddy trail with confidence? or tackle a series of whoops cross-country? it's all the same to the DR-Z400S. As responsive as its suspension is off-road, it's got engine performance to match. It's liquid-cooled for strong, consistent performance even when you're on the trail from dawn to dusk. It has dual overhead cams operating four valves, and features Suzuki's exclusive Twin Swirl Combustion Chamber (TSCC®) head for strong torque and crisp throttle response. And it has a big-bore, short-stroke design for maximum high-rpm performance. The result is a bike that pulls hard in every gear, across the powerband.

When you're on the highway (we know - headed for your favorite trail), you'll appreciate several notable features. An engine counterbalancer provides exceptionally smooth operation. Electric starting adds a bit of convenience. And a single front disc brake with twin-piston calipers and a single rear disc brake provide plenty of stopping power.

The DR-Z400S. The best dual-purpose bike made, with the credentials to prove it.

DR-Z400S



FEATURES

KEY FEATURES

Basic Differences from DR-Z400E

- Compact digital instrument cluster with speedometer, odometer, twin-trip meters with addition/subtraction capability, clock, timer and stopwatch functions.
- Smooth throttle response with a Mikuni BSR36 CV-type carburetor fed by 6-liter airbox. The left side cover has quick-release fasteners for easy access to the air filter.
- Reduced compression ratio (12.2:1 to 11.3:1) for operation with 87-octane fuel.
- On-road legal lighting with bright 60/55 watt halogen headlight, compact tail/stoplight, lightweight turnsignals and horn.
- Thermostatically-controlled cooling fan mounted to the left radiator helps maintain consistent operating temperature in traffic.
- Long travel, 49mm forks feature adjustable compression damping and adjustable spring preload for all types of on/off-road terrain.
- Rear shock absorber features compression damping/preload adjustment and connects to a lightweight aluminum swingarm through a progressive linkage system.
- Dual-sport tires to meet highway-use regulations, (F: 80/100-21, R: 120/90-18).

Engine Features Shared with DR-Z400E

- New 398 cc, DOHC, liquid-cooled dry-sump engine produces strong low-rpm power.
- Electric start with lightweight starter motor and a compact 6.5 amp maintenance-free battery. (Note: Kickstart system can be added, but does not replace electric start system)
- Compact 4-valve cylinder head with 36 mm intake valves, 29 mm exhaust valves, narrow 28° included valve angle and shim-under-bucket valve adjustment system.
- Automatic decompression system for quick/easy engine starts.
- SCEM-plated cylinder (nickel-silicon-phosphorous) is lighter and more durable than an iron liner with excellent heat transfer properties.
- Forged aluminum piston is 10% lighter than a cast piston and receives additional oil-cooling to the piston crown through a crankcase oil jet.
- Compact 5-speed transmission utilizes a cable operated clutch with separate outer cover for simplified clutch maintenance.
- Additional weight savings with magnesium valve cover, clutch cover, and mag. cover.

Chassis Features Shared with DR-Z400E

- Narrow profile with smooth transitions between the tank, seat and bodywork.
- Chrome-moly steel frame is torsionally strong with minimal weight. The backbone tube, front down tube, and steering head gussets form the dry-sump engine oil tank.
- A bolt-on aluminum subframe helps reduce weight and simplify maintenance.
- Sure stopping power is supplied by a 250 mm front disc brake with dual-piston caliper, and a 220 mm rear disc brake with a single-piston caliper.
- Lightweight chrome-moly steel footpegs and aluminum rims and hubs.
- 12 month unlimited mileage warranty.

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MSRP*
\$5449

SPECIFICATIONS

Engine:	398cc, four-stroke, single cylinder, DOHC, 4-valve, liquid cooled
Bore/Stroke:	90 x 62.6mm
Compression Ratio:	11.3:1
Carburetor:	Mikuni BSR36
Lubrication:	Dry sump
Ignition:	Digital/DC-CDI
Starter:	Electric
Transmission:	5-speed
Final Drive:	#520 chain
Overall Length:	2310mm (90.9 in.)
Overall Width:	875mm (34.4 in.)
Overall Height:	1240mm (48.8 in.)
Seat Height:	935mm (36.8 in.)
Ground Clearance:	300mm (11.8 in.)
Wheelbase:	1485mm (58.5 in.)
Dry Weight:	132kg (291.0 lbs.)
Suspension:	FRONT: Telescopic, oil damped, adjustable preload, 11-way compression damping REAR: Link-type, fully adjustable spring preload, 26-way compression damping
Brakes:	FRONT: Single hydraulic disc REAR: Single hydraulic disc
Tires:	FRONT: 80/100-21 REAR: 120/90-18
Fuel Tank Capacity:	10 liter (2.64 gal.)
Color:	Blue/White, Yellow



tread lightly!
LEAVING A GOOD IMPRESSION



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