



## DR-Z400E

Electric Cowboy



Some riders look at a twisty, rock-strewn trail or a long, sandy downhill and see nothing but trouble. Others see the ultimate amusement park. If the latter describes you - if challenging trails get your heart pounding - have we got a bike for you.

The Suzuki DR-Z400E is a light, powerful, no-compromise thumper built to let you have fun on the wildest trails. In the two years since we introduced the DR-Z400E, it's established a solid reputation as the hottest middleweight four-stroke on the trail - and for good reason. Like any good dirt bike, the DR-Z400E's exceptional performance begins with its lightweight responsiveness. In fact, you've got to ride the featherweight, 249-pound DR-Z400E to appreciate how easily you can flick it around the trail. And to encourage you even more, its slim, RM-inspired lines and contoured bodywork let you move around the bike with complete freedom.

The DR-Z400E's advanced suspension not only absorbs the trail's punishment, it further contributes to its scalpel-sharp responsiveness. And this year the suspension provides even sharper performance, thanks to an all-new shock that features both high/low-speed compression-damping adjustability and adjustable rebound damping. Up front, large and rigid 49mm cartridge-type forks complement the new rear suspension, letting you adjust compression damping 14 ways and rebound damping 18

ways. The DR-Z400E also has a powerful front disc brake with a twin-piston caliper and a single disc brake in the rear, which really inspire confidence when the trail gets steep or tight and twisty.

When it comes to engine performance, the DR-Z400E will thrill you with motocross-like snap you might not expect from a four-stroke. Its engine has double overhead cams operating four valves, and Suzuki's exclusive Twin Swirl Combustion Chamber (TSCC<sup>®</sup>) head for crisp throttle response across the powerband. Grab a handful of throttle exiting a tight turn and you'll be rewarded with hard-charging acceleration that you'll enjoy through the low-end and mid-range.

And then it's time to hang on, because the DR-Z400E also has a big bore, short-stroke design that gives it impressive high-rpm performance. And no matter how long your trail ride, you'll find the DR-Z400E keeps pulling strong, thanks to its efficient liquid cooling. The DR-Z400 features easy kick starting. The DR-Z400E is identical in every way to the DR-Z400 with the added convenience of electric starting. All this at the low extra weight of just 13 pounds.

The DR-Z400 and DR-Z400E. The hottest middleweight thumpers on the trail -- designed to let you see the trail in a whole new light.

# DR-Z400E



## NEW FEATURES

- Restyled headlight cover and lighter weight plastic headlight lens.
- New rear shock absorber with high/low speed compression damping adjuster.
- Wider RM-type footpegs for improved rider support and comfort.

## KEY FEATURES

### Engine Features

- New 398 cc, DOHC, liquid-cooled, dry-sump engine produces strong low-rpm power.
- 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 (also equipped with manual system).
- 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.
- Quick throttle response is provided by a Keihin FCR39 carburetor fed by 6-liter airbox. The left side cover has quick-release fasteners for easy access to the air filter.
- Compact 5-speed transmission utilizes a cable operated clutch with separate outer cover for simplified clutch maintenance.
- Electric start DR-Z400E features a lightweight starter motor and a compact 6.5 amp maintenance-free battery. (Note: Kickstart system can be added to electric start model, but does not replace electric start system.)
- Off-road lighting includes a bright 55-watt headlight and an innovative LED-type taillight. The compact, bright and durable taillight features bright-red LEDs (light-emitting-diode) implanted in a flexible base.
- Additional weight savings with magnesium valve cover, clutch cover, and mag. cover.

### Chassis Features

- 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.
  - Long travel, 49 mm cartridge-style forks feature rebound damping and adjustable spring preload for all types of off-road terrain.
  - A fully adjustable rear shock absorber connects to a lightweight aluminum swingarm through a progressive linkage system for precise rear wheel control.
  - 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.
- 6 month warranty.

# DR-Z400E

## SPECIFICATIONS

**Engine:** 398cc, four-stroke, single cylinder, DOHC, 4-valve, liquid cooled  
**Bore/Stroke:** 90 x 62.6mm  
**Compression Ratio:** 12.2:1  
**Carburetor:** Keihin FCR39  
**Lubrication:** Dry sump  
**Ignition:** Digital/DC-CDI  
**Starter:** Electric

**Transmission:** 5-speed  
**Final Drive:** #520 chain

**Overall Length:** 2235 mm (88.0 in.)  
**Overall Width:** 825 mm (32.5 in.)  
**Overall Height:** 1245 mm (49.0 in.)  
**Seat Height:** 945mm (37.2 in.)  
**Ground Clearance:** 325mm (12.8 in.)  
**Wheelbase:** 1475 mm (58.0 in.)  
**Dry Weight:** 119 kg (262 lbs.)

### Suspension:

**FRONT:** Telescopic, cartridge-type, oil damped, adjustable preload, 14-way compression damping and 18-way rebound damping

**REAR:** Link-type, fully adjustable spring preload, adjustable high/low compression damping and adjustable rebound damping

### Brakes:

**FRONT:** Single hydraulic disc

**REAR:** Single hydraulic disc

### Tires:

**FRONT:** 80/100-21

**REAR:** 110/100-18

**Fuel Tank Capacity:** 10 liter (2.64 gal.)

**Color:** Yellow



**MSRP\***  
**\$5,449**



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