



## **DR-Z400S**

Satisfy Your Thirst for Performance



The DR-Z400S is mud-caked proof that the only way to judge a dirt bike is by its performance, even if it's sporting a license plate. Because while the DR-Z400S features the bare minimum required to make it street-legal, it's actually got the heart and soul - and the performance - of a dirt bike.

Take its powerful and gutsy engine. It has a big-bore, short-stroke design for maximum high-rpm performance, the kind of top-end surge that lets you have a ball on wide-open fire roads. It has dual overhead cams operating four valves and Suzuki's exclusive Twin Swirl Combustion Chamber (TSCC<sup>®</sup>) head for strong torque across the powerband and crisp throttle response. It's also liquid-cooled for consistent performance even on long, hot summer trail rides. Put it all together and you've got a bike that pulls hard out of corners, accelerates with a rush, and keeps charging hard through third, fourth and fifth gear.

Engine performance, of course, is only half the story. The DR-Z400S also offers exceptional responsiveness on all kinds of trails. And for 2002 that responsiveness is better than ever. It features all-new suspension front and rear - the same advanced suspension that the incredible DR-Z400 dirt bike uses. Up front, the rigid, cartridge-style forks feature adjustable compression and rebound damping. At the rear, the new shock has both high/low-speed

compression damping adjustability and adjustable rebound damping. That lets you tune the suspension for practically any riding condition. Your favorite trail is filled with whoops? No problem. The DR-Z400S soaks them up and stays right on track. Or maybe you enjoy spending hours zig-zagging on tight forest trails. Again, no problem. The plush suspension combines responsiveness with all-day comfort.

Of course, on those occasions when you need to take the DR-Z400S across town, it's well equipped to make the trip enjoyable. It has an engine counterbalancer to help provide remarkably smooth operation. Electric starting adds a bit of convenience. And no matter how tight the traffic gets, you'll ride with confidence, thanks to a front disc brake with a twin-piston caliper and a rear disc brake that together provide plenty of stopping power.

For 2002, the DR-Z400S also has a range of refinements that enhance your off-road riding. Its headlight cover is restyled and lighter. It has new, tougher rubber-mounted turn signals. And for even more durability, it has a new engine guard and rear disc brake guard.

The DR-Z400S - a first-class bike that's ready for action.

# DR-Z400S



## NEW FEATURES

- Restyled headlight cover and lighter weight headlight bracket.
- New rear shock absorber with high/low speed compression damping adjuster and adjustable rebound damping.
- New front forks with adjustable compression and rebound damping.
- More durable rubber-mounted turnsignals, plus new engine guard and rear brake disc guard.

## 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.
- 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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## 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 compression and rebound damping  
**REAR:** Link-type, fully adjustable spring preload, adjustable compression and rebound 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



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



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