



Way of Life!

2012 **DR-Z 400S**

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MSRP: \$6,199

The DR-Z400S is a serious dirt bike designed and engineered to excel on everything from rough country roads to tight forest trails. It's also completely street legal, with a counterbalanced engine for smooth performance around town.

The DR-Z400S offers exceptional off-road designed performance, which should come as no surprise; after all, it was designed using advanced Suzuki racing technology. The DR-Z400S has a lightweight, compact design that helps it offer crisp handling everywhere off-road or on the street. The DR-Z400S engine provides strong torque across its powerband and amazing throttle response. And it features remarkably smooth performance, complemented by conveniences such as electric starting and a compact, easy-to-read instrument cluster.

On the trail or on across-town rides, you can't beat the Suzuki DR-Z400S.

For 2012, the DR-Z400S is available in gray.



TOP 10 FEATURES



The DR-Z400S comes with a compact, 398cc, DOHC, liquid-cooled, dry-sump engine that produces strong low-RPM power for versatile performance on the road or trail. Its 4-valve cylinder head features 36mm intake valves and 29mm exhaust valves. The engine's light forged aluminum piston allows high RPMs and receives oil-cooling to the piston through a crankcase oil jet for unrivaled durability and performance.



Suzuki Composite Electrochemical Material (SCEM) cylinder coating provides durability, weight reduction and superior heat transfer.



A Mikuni™ BSR36 CV-type carburetor fed by 6-liter airbox provides smooth throttle response. The left side cover has quick-release fasteners for easy, convenient access to the air filter without the need for hand tools.



The DR-Z400S has electric start with a lightweight starter motor and a compact maintenance free battery for rider convenience.



A compact 5-speed transmission utilizes a cable-operated clutch with separate outer cover for simplified clutch maintenance. Gear ratios in the 5-speed transmission are optimized for strong, versatile performance over a wide variety of roads and trail terrain.



A narrow chrome-moly steel frame is torsionally strong with minimal weight for unrivaled handling over tough trails. The backbone tube, front down tube, and steering head gussets form the dry-sump engine oil tank. A bolt-on aluminum subframe reduces weight and simplifies maintenance.



Long-travel, 49mm cartridge-style forks feature adjustable compression/rebound damping and adjustable spring preload for all types of on/off-road terrain. A fully adjustable progressive linkage rear shock absorber (spring preload/compression damping adjustable) and aluminum swingarm ensures precise rear wheel control.



Impressive stopping power is supplied by a 250mm front disc brake with strong, lightweight dual-piston caliper that delivers strong braking performance over tough trails or on the road.



A class-leading 220mm rear disc brake with a lightweight single-piston caliper and debris cover provides exceptional stopping power and unrivaled braking performance on the road or trail.



Compact digital instrument cluster offers excellent visibility on the trail, and features a speedometer, odometer, twin-trip meters with addition/subtraction capability, clock, timer and stopwatch functions. It has on-road legal lighting with bright 60/55 watt H4 halogen headlight, compact tail/stoplight and lightweight, rubber-mounted turn signals for excellent visibility on the road and unrivaled lighting on the trail.

SUZUKI EDGE

MODEL NAME:	2012 Suzuki DR-Z400S	SUZUKI EDGE	2009 Honda CRF230L	2012 Kawasaki KLX250S	2012 Kawasaki KLR 650	2012 Yamaha WR250R	2012 Honda XR650L
MSRP:	\$6,199	The DR-Z400S is an exceptional value for a 400cc dualsport, offering class-leading performance and handling while priced competitively at an incredible \$491 less than the Yamaha WR250 and boasting a nearly 150cc engine capacity advantage over the Yamaha. The DR-Z400S's powerful liquid-cooled 398cc, 4-stroke, 4-valve powerplant, and light curb weight make the DR-Z400S a better off road performer than larger, heavier bikes like the Kawasaki KLR 650, with more power for the road than smaller-engine bikes like the Kawasaki KLX250S, Honda CRF230L and Yamaha WR250R.	\$4,999	\$4,999	\$6,299	\$6,590	\$6,690

ENGINE

Bore x Stroke:	90.0mm x 62.6mm	The DR-Z400S engine design has an bore x stroke ratio resulting in an engine that produces broad, tractable power and torque. Resulting in more power output than you'll find on the Honda CRF250L, Kawasaki KLX250S and Yamaha WR250 engines.	65.5mm x 66.2mm	72mm x 61.2mm	100.0mm x 83.0mm	77mm x 53.6mm	100.0mm x 82.0mm
Compression Ratio:	11.3:1	The DR-Z400S features a high 11.3:1 compression ratio, optimized for its high-performance 398cc engine, providing unmatched power, reliability and fuel efficiency. The DR-Z400S's compression ratio is higher than the Kawasaki KLR 650, KLX250S and the Honda CRF230L, giving it better performance and torque for impressive on or off road performance.	9.0:1	11.0:1	9.8:1	11.8:1	8.3:1
Engine:	398cc liquid-cooled, 4-stroke, DOHC	The DR-Z400 features a class-leading liquid-cooled 398cc, four-valve, four-stroke engine that is unrivaled in smooth acceleration and torque for strong power delivery on tough trails or on the street. The broad, versatile power from the DR-Z400S's liquid-cooled engine with 4-valve head offers better durability and performance in difficult riding conditions on the road or trail than SOHC, 2-valve air-cooled bikes like the Honda CRF230L.	223cc 4-stroke, 2-valve, air-cooled, SOHC	249cc liquid-cooled, 4-stroke, DOHC	651cc liquid-cooled, 4-stroke, DOHC	250cc liquid-cooled, 4-stroke, DOHC	644cc air-cooled, dry-sump, 4-stroke, SOHC
Fuel System:	36mm Mikuni carburetor	A high-quality 36mm Mikuni carburetor provides the DR-Z400S with optimized fuel delivery, offering a carburetor that is larger than the Kawasaki KLX250S and Honda CRF230L, and is ideally sized for a 400cc engine to maximize performance and fuel efficiency.	30mm carburetor	34mm carburetor	40mm carburetor	EFI	42.5mm carburetor
Final Drive:	Chain RK520KZ0 (112 links)	The DR-Z400S features a high-quality RK-brand 112-link final drive for long-lasting reliability and simplified maintenance.	Chain	Chain	Chain	Chain	Chain
Transmission:	5-speed constant mesh	The DR-Z400S features a 5-speed transmission with optimal gear ratios for uncompromised performance on rough terrain and trails as well as unrivaled performance on the street or trail.	6-speed	6-speed	5-speed	6-speed	5-speed

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Brakes Front:	Single 250mm disc, with lightweight dual-piston caliper	The DR-Z400S features a class-leading front disc brake with large 250mm disc and dual-piston caliper for exceptional stopping power and braking performance on the road or trail. The DR-Z400S's 250mm front brake disc is larger than the Honda CRF230L, providing a larger surface area for maximum braking power.	Single 240mm disc	Single 250mm disc	Single 280mm disc	Single 250mm disc	Single disc
Brakes Rear:	Single 220mm disc, with lightweight single-piston caliper	The DR-Z400S features a class-leading 220mm rear disc brake with a lightweight single-piston caliper for exceptional stopping power and braking performance on the road or trail.	Single 220mm disc	Single 240mm disc	Single 240mm disc	Single 230mm disc	Single disc
Curb Weight:	144kg (317 lbs.)	The DR-Z400 is a complete dualsport package offering better handling and superior performance from its robust 400cc powerplant with a light curb weight competitive with less powerful 250cc bikes like the Kawasaki KLX250S and Yamaha WR250R. The DR-Z400S's light 317-lb curb weight is only 20 lbs more than the Yamaha WR250R, and the DR-Z400S boasts 150cc more engine displacement and a much higher power-to-weight ratio than the Yamaha.	267 lbs	297.7 lbs	432 lbs	298 lbs	346 lbs
Fuel Tank Capacity:	10.0L (2.6 US gal.) 9.5L (2.5 US gal.)-CA	At 2.6 gallons, the DR-Z400S has the largest fuel capacity for an engine of its size – holding more fuel than Kawasaki, KLX250S, Honda CRF230L and Yamaha WR250R, which along with the DR-Z400S's impressive fuel economy, means you can travel much further between fill-ups.	2.3 US gal.	2.0 US gal.	6.1 US gal.	1.9 US gal.	2.8 US gal.
Wheelbase:	1485 (58.5 in.)	The DR-Z400S's long 58.5-inch wheelbase is 2.5 inches longer than the Kawasaki KLX250S and Yamaha WR250R, and over 5.5 inches longer than the Honda CRF230L, offering confidence-inspiring stability on trails and excellent handling on the street.	52.75 in.	56.3 in.	58.3 in.	55.9 in.	57.3 in.
Overall Length:	2310mm (90.9 in.)	At 90.9-inches, the DR-Z400S features the longest overall length in its class, providing improved stability over a variety of tough trails and terrain, while maintaining excellent stability on the road.	N/A	86.6 in.	90.4 in.	85.6 in.	N/A
Ground Clearance:	300mm (11.8 in.)	The 11.8-inch ground clearance of the DR-Z400 is more than the Kawasaki KLX250S, the Kawasaki KLR 650 and over two inches longer than the Honda CRF230L, providing better performance and handling over tough, rugged terrains and rough trails.	9.5 in.	11.2 in.	8.3 in.	11.6 in.	13.0 in.
Overall Width:	875mm (34.4 in.)	Narrow frame combines thin chrome-moly steel tubes for exceptional torsional rigidity with minimum weight, and lightweight aluminum bolt-on rear subframe.	N/A	32.3 in.	37.8 in.	31.9 in.	N/A

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MODEL NAME:	2012 Suzuki DR-Z400S	SUZUKI EDGE	2009 Honda CRF230L	2012 Kawasaki KLX250S	2012 Kawasaki KLR 650	2012 Yamaha WR250R	2012 Honda XR650L
Seat Height:	935mm (36.8 in.)	The DR-Z400S 36.8 inch seat height compliments the long wheelbase and narrow width for a comfortable riding position that inspires confident control over the bike on the highway or city streets.	31.9 in.	35.0 in.	35.0 in.	36.6 in.	37.0 in.
Suspension Front:	49mm telescopic fork, coil spring, oil damped, 11.3 in. of wheel travel	The DR-Z400S features a 49mm cartridge-style telescopic front fork with adjustable compression/rebound damping and adjustable spring preload for unrivaled performance and handling on any terrain. This class-leading suspension design provides the DR-Z400S with an impressive 11.3-inches of front wheel travel, over an inch more than the Kawasaki KLX250S, over 3 inches more than the Kawasaki KLR 650, 1.5 inches more than the Yamaha WR250R and nearly 2.5 inches more than the Honda CRF230L for exceptional performance over tough trails and terrain.	37mm inverted fork; 9.0-in. travel	43mm inverted fork; 10.0 in. travel	41mm telescopic fork; 7.9-in. travel	46mm Inverted fork; 10.6 in. travel	43mm cartridge forks; 11.6 in. of travel
Suspension Rear:	Single shock, link type, coil spring, oil damped, compression damping, adjustable spring preload, 11.6 in of travel	The DR-Z400S features a fully adjustable progressive link rear shock absorber with compression damping and adjustable spring preload for better handling control of the rear wheel. This rear suspension design provides the DR-Z400S with 11.6-inches of rear wheel travel – over 2.5 inches more than the Kawasaki KLX250S, over 4 inches more than the Kawasaki KLR 650, over 1.5 inches more than the Yamaha WR250R, and over 5 inches more wheel travel than the Honda CRF230L for unrivaled off road performance over tough trails and terrain.	Pro-link single shock; 6.3 in. of travel	Uni-Trak single shock; 9.1 in. of travel	Uni-Trak single shock; 7.3-in. of travel	Single Shock; 10.6 in. travel	Pro-link single shock; 11.0 in. of travel
Tires Front:	80/100-21, tube type	The DR-Z400S comes stock with a tough 80/100-21 Bridgestone front tire that provides excellent traction and control on any road or trail.	2.75-21	80/100-21	90/90-21	80/100-21	3.00-21
Tires Rear:	120/90-18, tube type	A tough 120/90-18 Bridgestone rear tire is standard equipment on the DR-Z400S, providing excellent traction and hook up through a variety of terrain.	120/80-18	100/100-18	130/80-17	120/80-18	4.60-18
Warranty	12 month unlimited mileage limited Warranty	The DR-Z400S features a 12 month unlimited mileage limited warranty with extended protection plans available from Suzuki Extended Protection (SEP).	12 month limited warranty	12 month limited warranty	12 month limited warranty	12 month limited warranty	12 month limited warranty