

DR-Z4S**OVERVIEW**

Introduced in 2000, Suzuki's DR-Z400S instantly earned high acclaim for delivering precise, nimble handling, easy maneuverability, and ultra-reliable performance. Placing the powerful, torque-rich liquid-cooled DOHC, 398cc 4-stroke engine into a light, agile chassis, the DR-Z400S' performance set the standard for modern dual sport motorcycles.

For years, riders have chosen the DR-Z400S, making this fun-to-ride and economically sound motorcycle a favorite mount for navigating forest trails, long range Adventure tours, or simply riding around town. Fans of DR-Z400S wanted their motorcycle to maintain its character and performance but gain new Suzuki technology and features. Suzuki complied with a new, modern dual sport that tapped into the DR-Z legacy; the **2025 DR-Z4S**.

To ensure a continuing heritage, the development of the DR-Z4S included changes so the motorcycle could comply with worldwide emissions, sound, fuel economy, and brake system regulations. Suzuki's development team accomplished these goals while retaining key features, performance, and the nature of the DR-Z400S.

Another goal was to boost appeal and capability by adding the popular Suzuki Intelligent Ride System (S.I.R.S.) suite of advanced electronic rider assist systems. These include Suzuki Drive Mode Selector (SDMS), the Suzuki Traction Control System* (STCS), and an ABS** (anti-lock braking system) that can be turned off to match the rider's preferences for riding on unpaved roads and dirt.

Champion Yellow No. 2 /
Solid Special White No. 2

Solid Iron Gray

Continued...

OVERVIEW CONT.

To achieve performance-related goals, Suzuki thoroughly revised the engine, designed a new twin-spar frame and swingarm, fitted all new KYB-supplied, fully adjustable long-travel suspension, and studied and revised every component and system to maximize performance, efficiency, and visual appeal. Additionally, the goal of enhancing build quality was accomplished with modern styling, LED lighting all around, and a full LCD instrument panel which still retained rider-favorite features.

On the styling front, Suzuki designers wanted the look of the DR-Z4S to represent performance and convey the impression that the motorcycle possessed strong off-road capabilities. Sharp lines and flush bodywork hugging the chassis tightly create a slim profile that appeals to riders with aggressive flair. It is a thoroughly modern interpretation that indicates the future direction of Suzuki's dual sport motorcycle design.

The DR-Z4S is the stunning result of this careful study and design. The DR-Z4S performs brilliantly and can handle a variety of terrain and conditions, while delivering a solid and comfortable ride, whether blasting down country trails, negotiating dirt roads through a national park, or handle urban commuting. It is the realization of an exciting package of performance, handling ease and fun that rightfully continues the DR-Z400S legacy.

KEY FEATURES

- Fully revised, the DR-Z4S' engine complies with the latest emissions, sound, and fuel consumption regulations, while delivering the same proven, satisfying level of performance. New higher-lift camshafts with reduced overlap press upon new titanium intake valves and advanced-design hollow sodium-filled exhaust valves with higher rate springs to deliver precise valve timing that results in smooth and linear engine performance.
- Now equipped with Electronic Fuel Injection, the DR-Z4S' engine is fed through an electronically controlled (*Ride-by-Wire*) throttle body with a 42 mm bore and a 10-hole injector that maximizes fuel atomization for better combustion efficiency and lower fuel consumption. The DR-Z4S' evolution to fuel injection significantly improves engine response, idle speed control and peak power output, while also contributing to easier starts.
- The new slim exhaust system has large-diameter, stainless steel head- and mid-pipes, plus a double wall silencer design to reduce heat transfer to the rider or passenger. The left side body cover has a quick-release fastener on the new air cleaner box, retaining the popular, easy access to the air filter element.
- New to a Suzuki dual sport, the Suzuki Intelligent Ride System (S.I.R.S.) helps DR-Z4S riders optimize performance characteristics to suit their riding style, their experience level, and the riding conditions. The S.I.R.S. suite includes the three-mode Suzuki Drive Mode Selector (SDMS), the four-mode Suzuki Traction Control System* (STCS) that includes a G (Gravel) mode for unpaved surfaces, the ABS** (Antilock Brake System) with switchable ABS Rear OFF and ABS Front & Rear OFF modes for off-road use, and the Suzuki Easy Start system that automatically starts the engine with a momentary press of a button.
- The DR-Z4S builds upon the reliable chassis reputation of the prior generation DR-Z400S with a new twin-spar frame and KYB-supplied suspension. The engine resides within the spars, furthering chassis rigidity while the direct connection the spars provide from the steering head to the swingarm pivot enhance the DR-Z4S' steering characteristics.
- New, long-travel, adjustable KYB inverted front fork and fully adjustable KYB rear suspension are easy to tune for the conditions while new, deep-block IRC dual purpose tires (21 in. front and 18 in. rear) provide optimum traction both on and off paved roads. Front and rear disc brakes with axial-mounted calipers are connected to a compact, lightweight ABS unit to match stopping force with available traction.
- The DR-Z4S provides the rider an ergonomically sound and relaxed cockpit with new tapered aluminum handlebars with half-waffle grips, wide rider pegs with removable, vibration-damping rubber inserts, and a new seat with shape and foam optimized for comfort. The new compact, light-weight fuel tank retains prior DR-Z400S capacity of 2.3 US gal. (8.7 L).
- The DR-Z4S' new LCD instrument panel features a straightforward, legible display that supplies critical real-time operating information and reminds the rider of the S.I.R.S. systems settings. Popular features like twin trip meters and joined by a new fuel level indicator. All of the DR-Z4S' lighting is low-draw LED type, including the new bifunction LED headlight that incorporates both the high- and low-beam functions into one, bright projector module. The magneto (stator and rotor) have been redesigned to increase output efficiency to ensure adequate power for the fuel injection and electric start systems.
- Minimalistic and sleek, the MX-inspired styling intentionally exposes key components that visually confirm that the DR-Z4S is an extremely off-road capable motorcycle. The bodywork's emphasis on sharp, flat lines visually announce a new era in Suzuki's dual sport bike design. Riders can choose the iconic Champion Yellow No. 2 / Solid Special White No. 2 bodywork or the stealth-like Solid Iron Gray plastics that blend well with the many blacked-out chassis components.

ENGINE

- The DR-Z4S is powered by a thoroughly updated 398cc single-cylinder four-valve DOHC engine that delivers a smooth, controllable spread of torque from low RPM up through peak power.
- The redesigned cylinder head has optimized shapes for the intake port, intake valve boundary, and a smooth, flat combustion chamber that produces better combustion to provide consistent power under low loads with strong power output under heavier loads.
- The DOHC cylinder head contains a pair of lightweight titanium intake valves and a pair of hollow, sodium filled exhaust valves that help maximize combustion efficiency and performance.
- Like a GSX-R, the DR-Z4S' shim-under-bucket valve adjustment system has long service intervals.
- New camshaft profiles have increased intake lift and optimized valve overlap, contributing to both improved engine performance and world-wide emissions compliance.
- The valve spring rates have been increased to match the increased intake valve lift.
- The DR-Z4S cylinder head features Suzuki's Dual Spark Technology, utilizing two iridium spark plugs, for heightened spark strength and longevity. This also improves combustion efficiency at low engine speeds, smoother power delivery, easier engine start-up, and a more consistent idle.
- Optimization of the new piston's ovality and skirt shape has achieved both a reduction in mechanical loss and smoother, quieter engine operation.
- The Suzuki Composite Electrochemical Materials (SCEM) cylinder is durable and lightweight and provides superior heat transfer.
- The combination of new piston and crankcase designs reduces mechanical loss by up to 20%. This contributes to smoother engine operation, increased power output right up to the rev limit, and improved fuel economy.
- Carried over from the DR-Z400S to the DR-Z4S is the dry sump lubrication system, which contributes to a compact engine design that provides ample ground clearance and a low center of gravity.
- The crankcase has been refined to reduce horsepower-robbing pumping loss and oil agitation.
- Changes were made to the engine's crankcase, cylinder head and other components for optimal mounting into the new, twin-spare frame. The engine covers were also redesigned for durability while presenting a modern appearance.
- Now equipped with Electronic Fuel Injection, the engine is fed through an electronically controlled throttle body with a 42 mm bore and a 10-hole injector that maximizes fuel atomization for better combustion efficiency and lower fuel consumption.
- This new *Ride-by-Wire* throttle body system helps achieve a good balance between idle speed control and peak power output, while also contributing to emission standards compliance.
- The new fuel injection system features easier starts, especially when the engine is cold, and continually monitors throttle position/engine speed and adjusts ignition timing to maintain efficient combustion.
- By achieving an ideal fuel-air ratio, the engine provides good response as the rider opens the throttle.
- Another benefit of the precise *Ride-by-Wire* operation is that it helps customize the engine's output through the Suzuki Intelligent Ride System's (S.I.R.S.) Suzuki Drive Mode Selector (SDMS) feature that allows the rider to tune the engine's power delivery characteristics to the conditions and riding style.
- Every aspect of the new air cleaner box design was studied and updated, including its capacity and outlet shape, to improve intake air flow. The length of the inlet tube and the diameter of its mouth were designed to achieve balance between intake air sound and the engine's power delivery to generate sharp throttle response and powerful low-speed torque.
- The left side body cover has a quick-release fastener, and swings open like a door, retaining the popular, easy access to the air filter element.
- The new exhaust system features a double-wall silencer design that helps protect the rider's legs from extreme heat, also contributing to the DR-Z4S' slim body profile.
- The high-flow, large diameter head pipe, mid-section and exhaust silencer are constructed of stainless steel, which enhances style and appearance of quality.
- The use of a PAIR (air supply) system to the exhaust helps the motorcycle achieve emissions compliance without affecting performance.
- Simple electric starting via a lightweight starter motor with an automatic mechanical decompression system.
- A larger, thermostatically controlled cooling fan mounted to the left radiator helps maintain a consistent operating temperature.
- The magneto (stator and rotor) have been redesigned to increase power generation efficiency.

DRIVE LINE

- The revised, compact, five-speed transmission utilizes a cable-operated clutch with a separate outer cover for simplified clutch maintenance.
- Most of the gears and shafts in the transmission were updated to reduce oil windage (drag) and to increase strength.
- Riding on durable steel sprockets, a strong O-ring style drive chain contains lubrication pre-packed between the pins and rollers for quiet, reliable operation.
- The transmission's output is managed by the Suzuki Clutch Assist System (SCAS). This system works like a slipper clutch by allowing a small amount of clutch slip under deceleration for smoother downshifts. The SCAS also works as an assist clutch, increasing plate pressure under acceleration, but always keeps the clutch lever's pull light and precise.
 - This large-diameter, wet, multi-plate clutch uses a precise cable-activated release, providing the rider with a light pull and a superb friction-point feel.

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.)

- New to a Suzuki dual sport, the advanced electronic systems of the Suzuki Intelligent Ride System (S.I.R.S.) help DR-Z4S riders optimize performance characteristics to best suit their riding style, their level of experience, and riding conditions. This helps make the DR-Z4S more predictable, and enjoyable during a spirited run on a paved road, commuting around town, or enjoying a dirt road through the forest. Always ready to support the rider, S.I.R.S. always helps deliver a more exciting, confident, and fun riding experience.
 - The DR-Z4S' S.I.R.S. suite includes the Suzuki Drive Mode Selector (SDMS), the Suzuki Traction Control System* (STCS), the ABS** (Antilock Brake System) with switchable rear OFF, plus front and rear OFF mode, and the Suzuki Easy Start system for accurate and convenient motorcycle operation.
- **Suzuki Drive Mode Selector (SDMS)**
 - Delivering a sense of control and comfort, SDMS provides the DR-Z4S rider with a choice of three different engine power output characteristics (modes). Working in concert with the Traction Control System*, SDMS permits peak power in each mode while changing the nature of the power delivery.
 - These three modes (A, B, and C) provide the rider with a quick and effortless way to alter the DR-ZRS' power delivery characteristics to match his or her riding style or adjust to changing weather, road surface, or other conditions.
 - **Mode A (Active)** provides the sharpest response as the throttle is opened. Tuned to deliver exciting acceleration and fully leverage the engine's power, mode A is well suited for enjoying aggressive runs on good surfaces.
 - **Mode B (Basic)** is for general, all-around riding, as it features a more linear curve with softer throttle response. The aim is to deliver a satisfying balance of settings that make a good fit for a broad range of riding styles and surface conditions, and to help control engine power in everyday riding situations.
 - **Mode C (Comfort)** aims to prioritize comfort by offering the softer throttle response and more gentle torque characteristics. This setting is a good choice when riding on loose or otherwise slippery surfaces. when the rider desires a relaxing, comfortable ride.
 - Using the mode and select switches on the new, left-hand handlebar switch assembly, the rider can change SDMS modes while riding. The mode settings are clearly displayed on the LCD instrument panel.
- **Suzuki Traction Control System (STCS)***
 - The four-mode STCS on the DR-Z4S lets the rider control the throttle with more confidence by limiting rear wheel spin in a variety of riding conditions.
 - STCS continuously monitors front and rear wheel speeds, throttle opening, engine speed, and transmission gear. It quickly reduces engine output when it detects wheel spin by retarding the ignition timing and limiting the throttle opening.
 - The rider can select one of four modes (1, 2, G, and OFF). The three active modes (1, 2, and G) differ in terms of rear wheel spin sensitivity.
 - **Mode 1** is the lowest sensitivity - it allows a certain degree of rear wheel spin and is best suited for good road conditions.
 - **Mode 2** is the highest sensitivity level - the system engages traction control sooner than Mode 1, helping to virtually eliminate wheel spin, and is well-suited for poor or slippery road conditions, like wet and cold surfaces.
 - **G (Gravel)** mode was developed to provide good off-road performance by retarding ignition timing and momentarily reducing the throttle opening while allowing a certain amount of rear wheel slip (when activated when riding on unpaved surfaces).
 - In **G mode** the intervention timing is set slower than the system's two standard modes, and the maximum level of intervention is set lower. This setting provides the right balance between preventing excessive wheel spin on slippery surfaces and minimizing power loss on surfaces with traction.
 - In **G mode** the DR-Z4S is easier to ride on loose surface conditions, with both flat and undulating terrain. More forgiving of the rider's throttle action, G mode instills confidence in riders of all skill levels when riding out of a ravine with limited surface and rear tire traction.
 - **OFF** disengages all traction control features - the rider has sole control of the engine's throttle and any resulting rear wheel spin.
 - The STCS modes are displayed on the LCD instrument panel and can be changed on-the-fly, using the left handlebar switches. When the system is trimming power to prevent wheel spin, the TC icon on the instrument panel will illuminate and flash.

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SUZUKI INTELLIGENT RIDE SYSTEM CONT.

• Antilock Brake System**

- The DR-Z4S is equipped with a compact, yet effective Bosch-supplied ABS control unit that adjusts the brakes' stopping force to match the available traction.
- The DR-Z4S is the first Suzuki production motorcycle with an ABS system with a Front & Rear ABS OFF mode that will deactivate the ABS function for both the front and rear wheels. The DR-Z4S also offers Rear ABS OFF mode, which switches off just the rear wheel ABS.
 - The ABS setting is clearly visible on the LCD instrument panel and can be easily changed using the left handlebar switches.

• Ride-by-Wire Electronic Throttle System

- The electronic throttle system uses the capability of the DR-Z4S' new ECM to convert throttle grip movement and sensor input into instantaneous and precise throttle plate movement in the 42 mm throttle body.
- This system also tunes throttle body action to best match each of the SDMS modes. The result is a controllable, linear power delivery that responds faithfully to the rider's intentions, whether enjoying a sporty ride on a winding road or riding on a forest road.

• The Suzuki Easy Start System

- Used for the first time on an electric start Suzuki dual sport model, the Easy Start system allows the rider to easily start the engine with a single, momentary press of the starter button.
 - There is no need to hold down the starter button until the engine starts.
 - There is no need to pull in the clutch lever when the transmission is in neutral, and the starter motor automatically disengages the instant the engine fires up.

CHASSIS

- The DR-Z4S continues the precise, nimble handling, and easy maneuverability reputation of the prior generation DR-Z400S. It builds upon this reputation with a new twin-spar frame and KYB-supplied suspension.
- The engine resides in the center of the spars benefitting chassis rigidity while the direct connection the spars provide from the steering head to the swingarm pivot greatly enhance the DR-Z4S' handling characteristics.
- The twin-spar frame is formed from steel pipe that makes it rigid, strong, and supple enough to handle rough surfaces. It also absorbs shocks to reduce their effects upon the rider.
- This trim frame combines cast components with thin chrome-moly steel tubes for exceptional torsional rigidity with minimal weight.
 - The frame's front down tube, and steering head gussets form the dry-sump engine's oil tank.
- The new, bolt-on aluminum sub-frame is comprised of cast and square tubing for low weight and excellent strength.
- These essential frame and sub-frame attributes provide the DR-Z4S good weight carrying capability while simplifying maintenance.
- The new frame and sub-frame provide a similar, ergonomically-sound riding position as the outgoing DR-Z400S.
 - To better suit off-road riding, the new large diameter tapered aluminum handlebar is set 1.10 in. (28 mm) higher while the new, wider rider's pegs are set 0.27 in. (7 mm) higher and 0.90 in. (23 mm) farther back, and the seat height is slightly increased from 35.2 in. (895 mm) on the DR-Z400S to 36.8 in. (935 mm) on the DR-Z4S.
- The new seat has an optimized width to improve comfort when riding on rough terrain or trails. The seat comfortably supports the rider through carefully selected foam and an exceptionally durable seat cover.
- Light, strong and flexible to help damp vibration to the rider, the large new diameter tapered aluminum handlebars provide a good grip position.
 - The handlebar grips were changed from a full waffle to a half-waffle design to better distribute pressure across the palms while making and makes the grips easier to hold and control.
- New, wider rider footpegs provide good grip to the rider's boots when negotiating trails, whether standing or sitting.
 - The footpegs vibration damping rubber inserts can be removed for even better grip, which may be helpful in slippery conditions.
- The fuel tank is a new, flush lightweight design where the side covers (radiator shrouds) cover both sides (fuel capacity is 2.3 US gal. (8.7 L)).
- Supplied by KYB, the new long stroke (11.0 in. (280 mm)), inverted cartridge-style fork has adjustable compression and rebound damping force for smooth performance on all types of on- and off-road terrain.
- The new, rear KYB shock absorber has 11.6 in. (296 mm) of rear wheel travel with spring preload plus both compression and rebound damping force adjustments, and connects to a new, lightweight aluminum swingarm through a progressive linkage system.
- The new frame and fork yield rake and trail specifications of 27.5°, 109 mm (4.29 in.), delivering a balance of nimble handling and straight-line performance.

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CHASSIS CONT.

- Spoke-style 21-inch front and 18-inch rear wheels with blacked-out aluminum rims are fitted with IRC GP-410 dual-purpose, tube-type tires.
 - The wheels are sized to accept popular dual sport tires and are set up to accept rim-locks when a more aggressive tread pattern is used.
 - Front wheel 1.60 x 21 in. with an 80/100-21M/C tire.
 - Rear wheel 2.15 x 18 in. with a 120/80-18M/C tire.
- New to a Suzuki dual sport model, the IRC GP-410 dual purpose tires feature an interior structure custom-engineered exclusively for the DR-Z4S. Built to perform optimally, whether negotiating off-road trails or riding on roads, these tires feature large center blocks that help provide a solid grip and contribute to the model's outstanding dirt capability.
- The aluminum under cover is standard equipment that help protects the bottom of the engine and matches the model's rugged, off-road image.
 - Suzuki Genuine Accessories offers a larger, thick aluminum skid plate that offers additional protection for the bottom of the engine and frame when riding on rough terrain.
- The front wheel uses a dual piston, sliding pin, axially mounted caliper that grasps a 270 mm (O.D.) stainless steel brake rotor.
- The rear wheel uses an axially mounted, single piston caliper with a 240 mm brake rotor that is also constructed of stainless steel for good heat dissipation and durability.
 - The DR-Z4S is fitted with axial mounted calipers because of their resistance to vibration when riding over rough terrain.
- New to the DR-Z family of dual sports is an Anti-lock Brake System (ABS) that helps make sure the braking force matches the available traction at the tire.
 - The ABS Control Unit is a compact, lightweight design.

ELECTRICAL

- The DR-Z4S has a newly designed LCD instrument panel that is light and compact, with a straightforward, legible display. This panel not only supplies critical real-time operating status information, but also keeps the rider aware of the settings for the bike's respective systems.
 - The LCD readouts include a speedometer, odometer, dual trip meters, gear position indicator, voltmeter, SDMS mode, Traction Control mode, average and current (instant) fuel consumption readout, fuel level bar, and clock.
 - Around the perimeter of the panel are LED illuminated icons that include a turn signal indicator, MIL (Malfunction Indicator Lamp) indicator, a master warning indicator, a low voltage indicator, coolant temperature warning light, ABS function indicator, neutral indicator light, ABS warning indicator, Traction Control indicator, and high beam indicator.
- The DR-Z4S has new handlebar switch assemblies developed expressly for this model and its capabilities. Designed for an ease of operation and efficiency, this ergonomic switch layout frees the rider to concentrate on the road or trail ahead.
 - The left handlebar switch layout makes selecting modes and changing settings for each of the advanced electronic rider assist systems simple and intuitive. Operating the MODE and UP/DOWN switches, (which recognize long and short presses) makes personalizing the S.I.R.S. settings simple and quick.
 - The right handlebar switch features a new, polyfunctional switch that incorporates the RUN and OFF and momentary press to activate the Suzuki Easy Start system.
- The new bifunction LED headlight is a unique design that incorporates both the high- and low-beam functions into one, bright projector module. Light, compact and durable, this new headlight has low electrical draw and is set into a front cowl with off-road, competitive styling.
- All of the DR-Z4S' lighting is new, low-draw LED type, including the turn signals (white lenses with amber illumination), the tail light, and license plate illumination light.
- The magneto (stator and rotor) have been redesigned to increase power generation efficiency to ensure adequate power for the new fuel injection system and other updated electrical features.
- The proven electric start system provides convenient operation and features a lightweight starter motor and a compact, maintenance-free battery.

STYLING

- The new DR-Z4S marks a significant step forward in dual sport styling, with a new design that emphasizes the model's agile performance and future direction.
 - The bodywork smoothly fits together, creating a "linear connection" from front to rear, through a bold horizontal line that flows from the front fender through to the tail.
 - The MX-inspired styling also conveys the impression that the DR-Z4S is a serious off-road performer.
- The DR-Z4S' new bodywork features Suzuki Champion Yellow No. 2 / Solid Special White No. 2 or Solid Iron Gray bodywork with modern graphics.
 - The "DR-Z" and "4S" decals on each side of the radiator shrouds are modern and subtle.
 - Following the horizontal line along the shrouds, these decals feature a multicolor gradation below the lettering that conveys the DR-Z4S' modern image.
 - A stylized, embossed "Suzuki S" emblem is embossed in the new, numberplate-like front shroud.
- The shape of new mirrors features a parallelogram design that matches the DR-Z4S' styling while improving the rear view for the rider.

ADDITIONAL

- Suzuki Genuine Accessories provide riders a fun and practical way to customize and personalize their DR-Z4S.
 - These accessories include a handlebar-mounted DC power socket, a low-profile seat, a rugged aluminum skid plate, cargo rack, handguard set (knuckle covers), front and rear brake disc guards, and more.
- Suzuki 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

* *The traction control system is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Nor can it prevent the front wheel from losing grip.*

** *Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

SPECIFICATIONS

ENGINE

Engine:	398cc, 4-stroke, liquid-cooled, single cylinder, DOHC
Bore x Stroke:	90.0 mm x 62.6 mm (3.5 in. x 2.5 in.)
Compression Ratio:	11.1:1
Fuel System:	Fuel injection, 42 mm throttle body with 10-hole injector
Starter:	Electric
Lubrication:	Semi-dry sump

DRIVETRAIN

Clutch:	Wet multi-plate, SCAS-equipped
Transmission:	5-speed constant mesh
Final Drive:	Sealed O-ring type chain

CHASSIS

Suspension, Front:	KYB-supplied, inverted, telescopic fork with coil spring, oil damped, and adjustable compression/rebound damping force
Suspension Stroke, Front:	280mm (11.0 in.)
Suspension, Rear:	KYB-supplied, link type, coil spring, oil damped shock absorber, with adjustable spring preload and compression/rebound damping force
Wheel Travel, Rear:	296 mm (11.6 in.)
Brake, Front:	Disc brake, single 270 mm diameter stainless steel rotor
Brake, Rear:	Disc brake, single 240 mm diameter stainless steel rotor
Tire, Front:	80/100-21 M/C (51P), tube type
Tire, Rear:	120/80-18 M/C (62P), tube type
Fuel Tank Capacity:	8.7 L (2.3 US gal.)

ELECTRICAL

Ignition:	Electronic ignition
Spark plug:	Iridium type (x 2)
Headlight:	Bifunction LED
Tail Light:	LED
Turn Signals:	LED

DIMENSIONS

Overall Length:	2270 mm (89.4 in.)
Overall Width:	885 mm (34.8 in.)
Overall Height:	1235 mm (48.6 in.)
Wheelbase:	1495 mm (58.9 in.)
Ground Clearance:	300 mm (11.8 in.)
Seat Height:	920 mm (36.2 in.)
Curb Weight:	151 kg (333 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty <i>Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).</i>
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