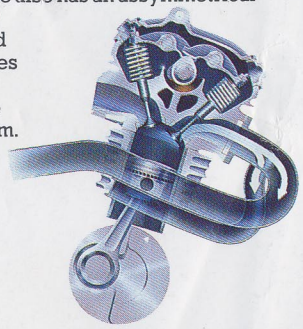
DR200

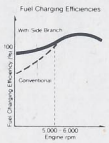
SUZUKI

DR200 Suzuki

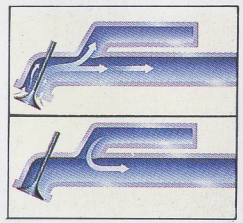
ENDURO — THE CLUBMAN'S DREAM BECOMES REALITY

Engine
The DR200 is powered by a four-stroke single-cylinder OHC engine with a displacement of 199cc. It provides a maximum output of 21PS at 8,500rpm and a maximum torque of 1.9 kg-m at 7,000 rpm, with a compression ratio of 9.4:1. The prominent features of the power unit include a new flat-slide carburettor (described later) and a hemispherical combustion chamber having a minimal surface area, when compared with the conventional types of the same capacity. These two mechanisms greatly improve combustion efficiency to generate increased power. The engine also has an assymmetrical cam shaft to allow rapid opening and slow closing valves as well as the maintenance-free PEI ignition system.





Side-Branch Exhaust Pipe
This new exhaust system combines a main exhaust pipe with a side branch to improve torque at mid rpm range. The pulsation pressure generated in the exhaust pipe has generally adversely affected exhaust efficiency. In the new exhaust system, the exhaust gas expelled from the exhaust port is initially forced into the side branch, and when the exhaust valve is closed, the gas in the side branch is released through the main exhaust pipe. Consequently there is no drawback effect of the exhaust gas caused by the fluctuating pressure, and smooth and efficient exhaust is ensured.



Flat-Slide Carburettor
The flat-slide carburettor has a plate-type throttle valve to ensure an instant, measured supply of air-fuel mixture into the combustion chamber. The valve thickness is designed small to reduce air-intake resistance, which results in quick response at all rpms.

Full Floater Rear Suspension
The newly developed Full Floater suspension feature ideal shock-absorbing characteristics according to axle stroke length. Its key mechanism is the free-rolling "eccentric cam" located at the rear cushion lever. The cam links the swinging arm with the cushion lever at a position set off the cam's centre. When the swinging arm moves up and down, the eccentric cam rotates while changing its rotational direction. In this way, the lever ratio of the suspension varies to provide improved traction and riding comfort. The wheel travel is 220 mm.

Aluminium Swinging Arm
The aluminium swinging arm is lightweight yet sturdy enough to support the sophisticated operation of the rear suspension.

High-Tension Steel Diamond Frame
The diamond frame incorporates the engine as part of the frame to ensure frame rigidity. The frame itself is made of a high-tension steel that reduces overall machine weight.

Front Forks
Front suspension uses telescopic front forks. The stroke is 240mm, an optimum length to maximise both handling ease and shock-absorbing capabilities.

Front Disc Brake
A hydraulic disc brake is used on the front wheel for powerful and responsive braking response.

Full-Knobbly Tyre
The tyres have full-knobbly treads for riding on any type of terrain.

Aluminium Rims
Lightweight aluminium rims help maintain optimum machine performance, especially at high speeds.

Instrumentation
All instruments are arranged for maximum readability to enhance riding safety.

Headlight
The 25W/25W headlight incorporates square and compact design.

More of the DR200:

- Shielded chain to protect ring rollers against mud and water.
- Extended seat for versatile riding positions.
- Lightweight, compact 13-litre fuel tank.
- Folding-type pedals to prevent damage during demanding off-road riding.
- Functionally arranged switches.
- Rigid engine guard plate.

PLEASE NOTE THE DR-200 IS DESIGNED & SOLD FOR OFF-ROAD USE ONLY, AND SHOULD THEREFORE NOT BE USED ON THE ROAD

DR-200 SPECIFICATIONS

DIMENSIONS AND DRY MASS	
Overall length	2,095mm (82.5 in)
Overall width	825mm (32.5 in)
Overall height	1,195mm (47.0 in)
Wheelbase	1,415mm (55.7 in)
Ground clearance	285mm (11.2 in)
Seat height	845mm (33.3 in)
Dry mass	95kg (209 lbs)
PERFORMANCE	
Maximum power	15.5kW (21PS) at 8,500 r/min (DIN)
Maximum torque	18.6N.m (1.9kg.m, 13.7 lb-ft) at 7,000 r/min.
ENGINE	
Type	4-stroke, air-cooled, OHC
Number of cylinders	1
Bore	60.0mm (2.598 in)
Stroke	58.2mm (2,291 in)
Piston displacement	199cm³ (12.1 cu.in)
Compression ratio	9.4:1
Carburettor	MIKUNI TM28SS, single
Starter system	Primary kick
Lubrication system	Wet sump
TRANSMISSION	
Clutch	Wet multi-plate type
Transmission	5-speed constant mesh
Gearshift pattern	1-down, 4-up
Final drive	#520 chain 112 links
CHASSIS	
Front suspension	Telescopic, coil spring, oil-damped
Rear suspension	Full-floating suspension system gas/oil-damped
Front brake	Disc brake, hydraulically operated
Rear brake	Internal expanding
Front tyre size	70/100-21 44M
Rear tyre size	100/100-18 59M
ELECTRICAL SYSTEM	
Ignition	SUZUKI "PEI"
Headlight	6V 25W/25W
CAPACITIES	
Fuel tank (including reserve)	13.0 L (3.4/2.9 US/Imp gal)
BODY COLOUR	
	MARBLE SCIENCE YELLOW

IMPORTANT NOTICE: Every effort is made to ensure that at the time of going to press specifications contained in this brochure are accurate for each model in the range. Particular machines may however have specifications which vary subject to change without notice and major changes may be made. You must therefore consult your local Suzuki dealer to obtain accurate information as to specifications of any particular machine or model.

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