

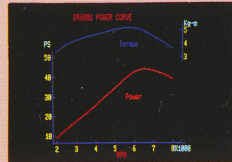
SUZUKI DR600S

THE
HEARTY
SINGLE



The Road, The Dune, The Suzuki DR600S..... "THE B"

The DR600S features the largest engine displacement in the DR Series, already reputed as dual-purpose machines with superior performance and high durability. The 10,000km Paris-Dakar Rally, known as the most demanding motorcycle race in the world, includes the scorching Sahara desert. To survive this rally, riders must maintain high-speed cruising through the blazing hot desert and must endure sandstorms. The motorcycle must not exhibit any abnormal operating signs to give the rider reason for concern, maintaining a normal exhaust sound. The suspension should not only protect the rider from shocks, but also make the wheels grip sandy surface. Racing in the desert is not only an exciting experience, but also a demanding challenge for the machine and rider. The DR600S is designed to have ample performance to win the "demanding race."

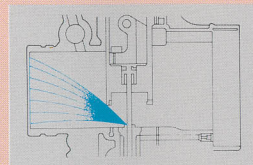


Measuring DR600S's Power and Torque

85mm. It provides a maximum output of 44 ps/6,500 rpm and a maximum torque of 5.04kg-m/5,000 rpm, with a compression ratio of 8.5:1. The most prominent engine feature is Suzuki's original Twin Swirl Combustion Chamber: two domes located at the cylinder head generate perfect swirls to enhance combustion efficiency, in cooperation with the squish occurring in the compression stroke. The engine's another special feature is a twin-spark-plug system. The system provides a spark plug for each dome for better combustion efficiency and, thus, for improved starting and stable idling, which could not be achieved by a conventional big single-cylinder engine.

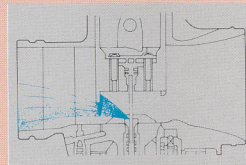
Dual-Exhaust System for Excellent Exhaust Efficiency

The dual-exhaust system of the DR600S offers high exhaust efficiency. The shorter passage to the exhaust port enhances cooling effect and prevents the cylinder head from being affected by the heat. The straight construction of the exhaust pipe allows the exhaust gas to be smoothly expelled. The compact arrangement of the pipe also adds to better styling. This effective exhaust system complements the great combustion efficiency and well-balanced capabilities of the twin-spark-plug TSCC.



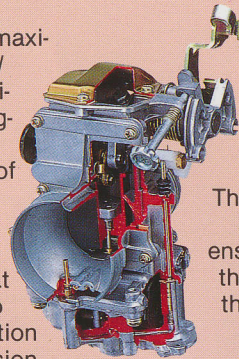
Flat-Slide Carburettor of the DR600S

An even air-fuel mixture is smoothly and directly supplied to the intake port.



Conventional Round-Shaped Carburettor

The air-fuel mixture does not flow smoothly and is uneven.



The First Flat-Slide Carburettor with Accelerator Pump

The DR600S incorporates a flat-slide carburettor, one of the key mechanisms of Suzuki's motocross GP champion machines. The plate-type throttle valve allows a large, speedy intake of air and ensures even, quick vaporization of the air-fuel mixture. Consequently, there is less fluctuation of the air-fuel mixture when the throttle is operated. This results in quick response at all rpms. Additionally, an accelerator pump makes transitional responses

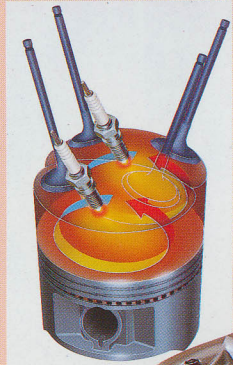
— from low rpm to high rpm — outstandingly smooth.

Oil Cooler Equipped To Increase Durability

The durable TSCC engine with twin spark plugs has additional reliability due to an oil cooler. A high-cooling effect generated by it keeps oil temperature stable. Thus, the oil cooler provides extra durability to enable extended, high-speed cruising even in the hottest deserts.

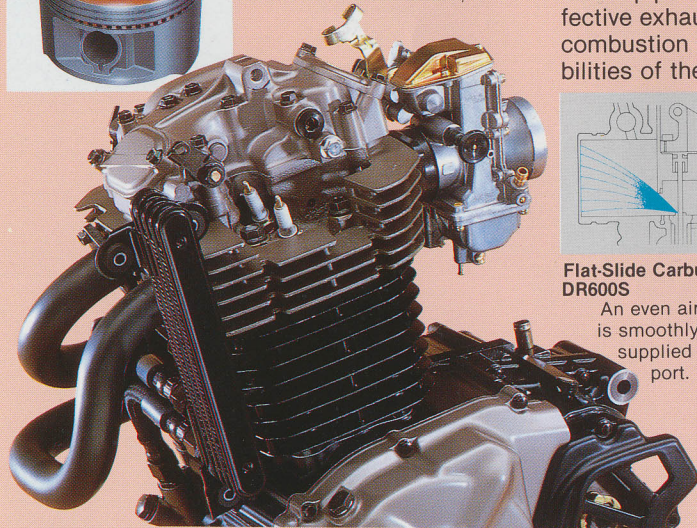
Original Double-Axle Balancer Silences the Big Single

The DR600S is powerful, yet "quiet" with less engine vibration owing to Suzuki's original double-axle balancer. This balancer greatly reduces vibration at all rpms to add ample comfort to long-distance cruising.



SOHC, Four-Valve, Twin Spark Plugs, TSCC Engine Provides Powerful Torque at All RPMs

The DR600S's single-cylinder engine has a displacement of 589cc and bore and stroke of $\phi 94 \times$



PERFORMANCE ENDURO™

Automatic/Manual Compression-Release System Allowing Assured, Easy Starting

The automatic compression-release mechanism interlocked to the kick starter enhances accurate starting.

Additionally, a

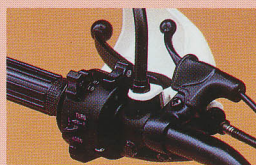
manual compression-release mechanism informs the rider of the optimum kick position by a sound when the lever is returned. With assured sparks of the twin-spark-plug system, the compression-release system ensures excellent starting.

Lightweight, Aluminium Engine Guard

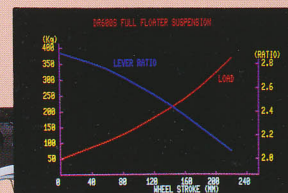
A lightweight, aluminium guard covers the engine to protect it from rocks, stones, and other foreign objects during off-road riding.

Suzuki's Original Full Floater Suspension with a 222mm Stroke

The DR600S employs the Suzuki Full Floater rear suspension. Its advanced and proven performance has been evidenced at the world's championship motorcross and road GPs.

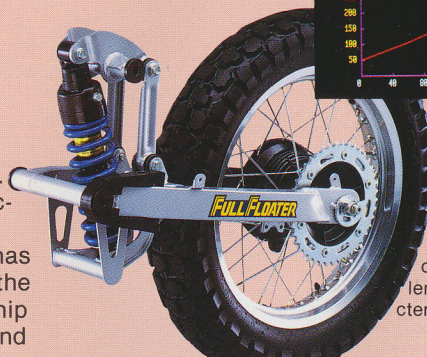


The suspension uses an innovative "floating" construction, in which both ends of the cushion unit are not fixed directly to the frame. The unique linkage mechanism provides progressive cushioning characteristics, resulting in steady riding comfort both on and off the road. Having a long stroke of 222mm and a spring adjustable in five steps, the suspension assuredly provides the rider with superior handling stability and riding performance for straightaways and cornering on any terrain.



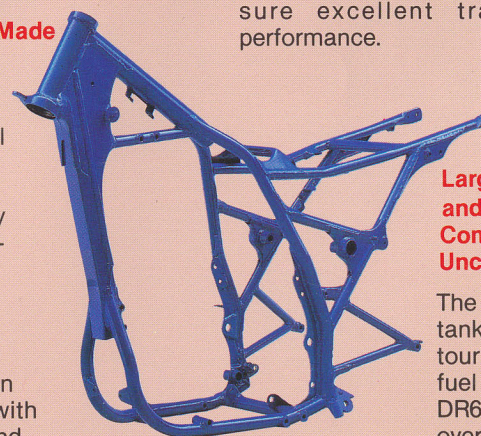
Measuring DR600S Full Floater Suspension

Smooth leverage curve according to load changes on the rear wheel: the curve assures excellent cushioning characteristics unique to the Full Floater system.



Semi Double-Cradle Frame Made of High-Tension Steel

The semi double-cradle type frame uses lightweight, highly-rigid high-tension steel pipes as well as box-section pipe for the down tube for additional rigidity. The sturdy frame provides improved maneuverability and durability.

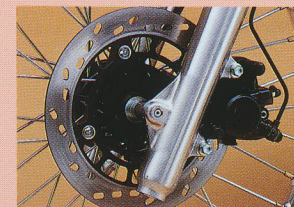


The 240mm-Stroke Front Suspension

The front suspension uses an air-assisted telescopic fork with 39mm-diameter inner tube and suspension stroke of 240mm. Together with the Full Floater rear suspension, the front fork enhances riding performance and stable handling.

Lightweight, Hydraulic Disc Brake in the Front

The front brake is a hydraulic-disc type with powerful braking force. The disc plate has an effective diameter of 240mm. It provides steady, reliable braking performance for both on-and off-road riding.



Highly-Rigid, Dependable Lightweight Aluminium Rims Even During Demanding Off-Road Riding

Both front and rear wheels are equipped with highly-rigid aluminium rims. They are light in weight, and contribute to reducing unsprung weight.

Low-Profile Tires Offer Superb Traction on All Surfaces

The low-profile type tires, a 100/80-21 tire in the front and a 130/80-17 tire in the rear, have large contact areas with road and high resistance against deformation to ensure excellent traction performance.



Large 21-Litre Fuel Tank and Extended Seat Design, Components of Unconventional Design

The capacious 21-litre fuel tank enables long-distance touring combination with the fuel efficient features of the DR600S. The seat rises up over the fuel tank to allow the rider to assume flexible riding positions.

Large Knuckle Guards

The knuckle guards provide protection against rain, wind, and stones, while the rider's challenging the most demanding environmental conditions.



Square Halogen Headlight United with Instrument Visor

The headlight is a bright 60W/55W square-shaped halogen lamp. It is constructed with a visor to protect the instrument panel against mud or sand.

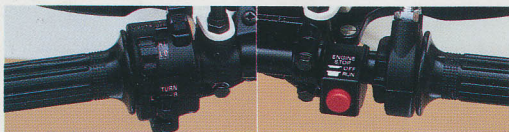
Instrumentation in Off-Road Rally Machine's Image

The instrument panel includes a speedometer, an odometer, and a trip meter in a functional-oriented layout to enhance readability for off-road riding.



Functional Layout of Switches

Operation switch arrangement on the bridge-type handlebar is functional. For example, only the engine stop switch is located near the right grip so the rider can concentrate on the throttle operation.



Folding-Type Footrests and Pedals

The footrests, brake pedal, and gearshift lever are folding types for additional safety and durability. The rear footrests, for the passenger's riding comfort, are suspended from the frame and can be removed.

Rear Carrier

A convenient, sturdy carrier is provided on the rear. It is very useful especially for long-distance touring.



DR600S SPECIFICATIONS

DIMENSIONS AND DRY MASS

- Overall length 2,215mm (87.2 in)
- Overall width 875mm (34.4 in)
- Overall height 1,235mm (48.6 in)
- Wheelbase 1,465mm (57.7 in)
- Ground clearance 275mm (10.8 in)
- Seat height 890mm (35.0 in)
- Dry mass 136kg (299.8 lbs)

PERFORMANCE

- Maximum horsepower 32.0KW (44 PS) at 6,500 r/min (DIN)
- Maximum torque 49.5 Nm (5.04kg-m, 36.5 lb. ft) at 5,000 r/min

ENGINE

- Type Four-stroke, air-cooled, OHC, TSCC
- Number of cylinder 1
- Bore 94.0mm (3.700 in)
- Stroke 85.0mm (3.346 in)
- Piston displacement 589cm³ (35.9 cu. in.)
- Compression ratio 8.5 : 1
- Carburettor MIKUNI VM38SS, 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 108 links, O-ring sealed

CHASSIS

- Front suspension Telescopic pneumatics/coil spring oil damped
- Rear suspension Full-floating adjustment system, spring 5-way adjustable, gas/oil damped
- Front fork stroke 240mm (9.4 in)
- Rear wheel travel 222mm (8.7 in)
- Front brake Disc brake, hydraulically operated
- Rear brake Internal expanding
- Front tyre size 100/80—21 56S
- Rear tyre size 130/80—17 65S

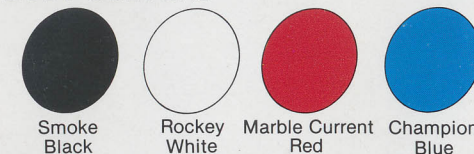
ELECTRICAL

- Ignition SUZUKI "PEI"
- Battery 12V 18 KC (5 Ah)/10HR
- Headlight 12V 60/55W

CAPACITIES

- Fuel tank (including reserve) 21.0L (5.5/4.6 US/Imp. gal)
- Engine oil tank 2.3L (2.4/2.0 US/Imp. qt)

BODY COLOURS



SUZUKI MOTOR CO., LTD. reserves the right to change, without notice, equipment, specifications, colours, materials and other items to apply to local conditions. Each model might be discontinued without notice. Please inquire at your local dealer for details of any such changes. Actual body colours might differ slightly from the colours in this brochure.



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300 Takatsuka, Hamamatsu, Japan

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