

EDGE Product Comparison Guide

2017 DR-Z400S



DR-Z400S

SUZUKI

DR-Z400S



The 2017 DR-Z400S EDGE:

- The DR-Z400S engine is an excellent example of Suzuki's engineering capability. This engine works so well and is so reliable that its architecture is used on several platforms. When riders select a DR-Z400S they can do so knowing that the bike won't let them down and years of trouble-free fun is just starting.
- The DR-Z400S's chassis has nimble handling on or off the road. Unlike the bare bones suspension of the Honda XR650L or CRF250L, or the pretentious components on the Beta 430RS or KTM 350 EXC-F, the DR-Z400S has a quality suspension that just works right. This suspension has long travel front and rear with optimally selected spring rates and damping force settings. The front and rear disc brakes are equally impressive working so well that riders soon develop a confidence in the bike's stopping force.
- Class-low MSRP is a value considering the decades-old technology level of the XR650L and lower performance of the CRF250L or Yamaha XT250. The highly-capable DR-Z400S is priced an astonishing \$3100 less than the 430RS and an astounding \$3400 less than the 350 EXC-F. That's a lot of accessories, or insurance, or gasoline, that riders can buy by choosing a DR-Z400S.

MSRP: \$6,599
Solid Black

Compact 398cc liquid-cooled DOHC single delivers strong, reliable power regardless of the riding mission.

SHOWA suspension front & rear is fully adjustable and perfectly tuned for off-road riding or street use.

The most reliable DualSport available, offering great off-road capability with stellar on-road behavior.

Street and trail brakes, tires and full lighting means the DR-Z400S rider can go anywhere.

A lot of DualSport performance for a trim MSRP. One of the best values in motorcycling. Accessories are abundant.



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DR-Z400S

TOP 10 FEATURES



The compact, 398cc, DOHC, liquid-cooled, dry-sump engine 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.



Suzuki Composite Electrochemical Material (SCEM) coated aluminum cylinder is used for increased durability, weight reduction and superior heat transfer with unmatched reliability. The engine's large 90mm bore helps produce strong torque for effortless performance.



The DR-Z400S is equipped with a convenient electric starter (combined with a automatic decompressor on the camshaft) delivers easy and quick starts. The system is powered by a lightweight and compact low-maintenance battery for convenience on the road or trail while maintaining a light curb weight for superior handling.



A Mikuni™ BSR36 CV-type carburetor fed by 6-liter, easy access airbox to provide 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 comes with a wide-ratio 5-speed transmission and a multi-plate clutch with a precise rack and pinion release mechanism. Power is delivered to the rear wheel through an sealed O-ring drive chain that is strong and reliable for worry-free performance on the road or on rugged trails.



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 sub-frame 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 a lightweight dual-piston caliper that delivers strong braking performance over tough trails or on the road. The front brake is complemented by a 220mm rear disc brake with a lightweight single-piston caliper and a protective disc guard that is mounted to the caliper stay.



The DR-Z400S is a true dual-purpose motorcycle with a full on-road lighting system with bright 60/55 watt halogen headlight and handlebar-mounted brush-guards. All around performance is there with special design tires with an effective on/off-road tread pattern fitted to 21-inch front and 18-inch rear wheels.



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. The instrument set has wheel diameter correction capability to help keep the tripmeter accurate if knobby tires are installed.

MODEL:	2017 Suzuki DR-Z400S	SUZUKI EDGE	2016 Beta 430RS	2016 Honda CRF250L	2016 Honda XR650L	2017 KTM 350 EXC-F	2017 Yamaha XT250
MSRP:	\$6,599	The DR-Z400S is an exceptional value for a 400cc DualSport, and it is arguably the most reliable dual purpose motorcycle available. The DR-Z400S's powerful liquid-cooled 398cc and reasonable curb weight make this Suzuki a better off road performer than larger, heavier bikes like the Honda XR650L, with more power for the road than smaller-engine bikes like the Honda CRF250L and Yamaha XT250. The DR-Z400S is priced \$91 less than the older-tech Honda XR650L, \$3100 less than the Beta 430RS which lacks a proper dealer support network, and \$3400 less than the KTM 350 EXC-F that requires a high level of service attention. When considering the motorcycle's features and ability, the DR-Z400S is a shrewd choice for riders looking for a great all-around motorcycle that can tackle any mission.	\$9,699	\$4,999 <i>Honda has no competitive 350 or 400cc models</i>	\$6,690 <i>Honda has no competitive 350 or 400cc models</i>	\$9,999	\$5,199 <i>Yamaha has no competitive 350 or 400cc models</i>
ENGINE							
Engine:	398cc liquid-cooled, four-stroke, DOHC 4-valve, single cylinder engine	The DR-Z400S features a 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 DR-Z400S's 4-valve engine head helps the engine deliver broad, versatile power while offering exceptional reliability with its shim-under-bucket valve lash adjustment system. Service intervals are widely spaced so riders enjoy mechanical confidence and service-related savings.	431cc liquid-cooled, 4-stroke DOHC	249.6cc liquid-cooled, 4-stroke SOHC	644cc air-cooled, 4-stroke SOHC	349.7cc liquid-cooled, 4-stroke DOHC	249cc air-cooled SOHC 4-stroke single; 2 valves
Bore/Stroke:	90.0mm x 62.6mm	The DR-Z400S features competitive, over-square bore and stroke dimensions that balance torque and horsepower for a maximum combination of ultimate performance on the road or trail. The large, 90mm piston is fit to a Suzuki Composite Electrochemical Material (SCEM)-plated cylinder that is used for durability, weight reduction and superior heat transfer.	95.0mm x 60.8mm	76.0mm x 55.0mm	100.0mm x 82.0mm	88.0mm x 57.5mm	74.0 x 58.0mm
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 Honda CRF250L and XR650L, and the Yamaha XT250. Balancing the compression ratio with the over-square engine design gives the DR-Z400S strong performance and torque with the ability to run well on pump gasoline.	11.95:1	10.7:1	8.3:1	12.3:1	9.5:1
Fuel System:	36mm Mikuni BSR carburetor	A high-quality 36mm Mikuni BSR carburetor provides the DR-Z400S with dependable fuel delivery and exceptional performance without sacrificing fuel economy. Because this is a vacuum-slide style carburetor, there is some compensation when riding the motorcycle at different altitudes. The carburetor's excellent calibration and frugal fuel use combines with the motorcycle's light curb weight to deliver remarkable riding manners.	EFI	EFI	42.5mm vacuum-slide carburetor	EFI	EFI

MODEL:	2017 Suzuki DR-Z400S	SUZUKI EDGE	2016 Beta 430RS	2016 Honda CRF250L	2016 Honda XR650L	2017 KTM 350 EXC-F	2017 Yamaha XT250
Exhaust:	Stainless steel head pipe & muffler body, spark arrestor equipped	The stainless-steel exhaust system is light and corrosion-resistant, and is tuned specifically for strong low and midrange power. The exhaust routing was designed to reduce the possibility of touching a hot part, and the silencer incorporates a guard so help prevent the rider or passenger from touching its surface. The silencer includes an internal spark-arrestor that's legally and morally required for off-road riding.	Steel head pipe & aluminum muffler body.	Steel head pipe & steel muffler body.	Steel head pipe & steel muffler body.	Steel head pipe & aluminum muffler body.	Steel head pipe & steel muffler body.
Lubrication:	Dry sump, oil pump	To keep the engine compact and reduce power-robbing oil windage, the DR-Z400S uses a dry-sump lubrication system. Most of the DR-Z400S's competitors use a wet-sump lubrication so the engine is often larger, even if the displacement is smaller like the Honda CRF450L and Yamaha XT250. The backbone tube, front down tube, and steering head gussets form the oil tank for the DR-Z's dry-sump engine. The oil dipstick is positioned at the top of the frame for easy access so riders can verify the level of the oil (the frame and engine have nearly a 2 quart capacity that ensures adequate lubrication and additional cooling for the engine).	Wet-sump	Wet-sump	Dry sump, oil pump	Wet-sump	Wet-sump
Starting:	Push-button electric start	Starting up the DR-Z400S is easy with the convenient, push-button right on the handlebars. To keep the mass of the motorcycle low, both the starter motor and battery size can be reduced because the automatic decompressor mechanism built into the camshaft makes it easier for the engine to crank over. With less amperage needed for starting, that means there's more energy available after starting for lighting and other electrics.	Electric start	Electric start	Electric start	Electric start	Electric start
Transmission:	5-speed, constant mesh	The DR-Z400S 5-speed wide-ratio transmission allows the rider to select the best gear & power for a wide variety of riding. Using a five-speed is ideal as there's enough ratio spread to work with the bike's robust engine while keeping the transmission gears durable. Riders can easily module take-offs and power delivery through the wet, multi-plate clutch that uses a low-effort, rack and pinion clutch release mechanism.	6-speed	6-speed	5-speed	6-speed	5-speed
Final Drive:	O-ring Chain, RK520KZ0 (112 links)	The DR-Z400S features a quality RK brand 112 link O-ring chain drive for long-lasting reliability and reduced maintenance.	Chain	Chain	Chain	Chain	Chain

MODEL:	2017 Suzuki DR-Z400S	SUZUKI EDGE	2016 Beta 430RS	2016 Honda CRF250L	2016 Honda XR650L	2017 KTM 350 EXC-F	2017 Yamaha XT250
CHASSIS							
Frame:	Steel, double cradle type with integrated oil tank and removable aluminum sub-frame	The DR-Z400S's trim 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 oil tank for the dry-sump engine. The bolt-on aluminum sub-frame reduces weight and simplifies maintenance. Unlike the Beta 430RS or the KTM 350 EXC-F, the Suzuki's sub-frame provides full support to the rear fender and also provides a solid mounting point for the passenger footrests.	Steel tube type	Steel tube type	Steel tube type	Steel tube type	Steel tube type
Weight:	317 lbs. (144kg)	The DR-Z400S is the most complete and balanced DualSport available as it offers abundant performance and great handling from its robust 400cc engine housed in a light weight chassis. Its curb weight is about the same as the Yamaha XT250 and weighs less than the Honda CRF250L – and both of those bike give up 150cc's to the DR-Z400S. While the Beta 430RS and KTM 350 EXC-F claim lower weights, those published weights do not include fuel and oil like the ready-to-ride curb weight of the DR-Z.	244 lbs. <i>*without fuel or oil</i>	320 lbs.	346 lbs.	237 lbs. <i>*without fuel or oil</i>	291 lbs.
Fuel Tank Capacity:	2.6 US gal. (10.0L) 2.5 US gal. (9.5L) CA	At 2.6 gallons, the DR-Z400S has more fuel capacity than the Beta 430RS, the Honda CRF450L and the KTM 350 EXC-F. Considering the fuel-efficient nature of the Suzuki's engine, that means riders have more range between fill-ups. This not only gives a rider peace of mind on the trail, but more useful range when commuting.	2.0 US gal.	2.0 US gal.	2.8 US gal.	2.24 US gal.	2.6 US gal. (2.4 US gal. CA model)
Ground Clearance:	11.8 in. (300mm)	At 11.8 inches of ground clearance the DR-Z400S has more over half-an-inch more clearance than the Yamaha XT250 and nearly two more inches than the Honda CRF250L, providing better handling over tough, rugged terrains. And when things get really challenging off-road, the DR-Z400S is equipped with a standard aluminum skid-pan and a pair of engine case protectors.	12.6 in.	10.0 in.	13.0 in.	14.6 in.	11.2 in.
Overall Length:	90.9 in. (2310 mm)	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. Added benefits of this longer chassis is the ability to carry a passenger with a higher level of comfort and fit a Suzuki Genuine Accessory Cargo Rack.	N/A <i>not published</i>	N/A <i>not published</i>	N/A <i>not published</i>	N/A <i>not published</i>	84.6 in.
Overall Width:	34.4 in. (875mm)	The compact, dry-sump engine and thin chrome-moly steel frame are the foundation for the DR-Z400S's slim chassis and agile handling. Riders will enjoy the athletic nature of this motorcycle slicing through trail obstacles or traffic.	N/A <i>not published</i>	N/A <i>not published</i>	N/A <i>not published</i>	N/A <i>not published</i>	31.7 in.

MODEL:	2017 Suzuki DR-Z400S	SUZUKI EDGE	2016 Beta 430RS	2016 Honda CRF250L	2016 Honda XR650L	2017 KTM 350 EXC-F	2017 Yamaha XT250
Wheelbase:	58.5 in. (1485 mm)	The DR-Z400S's 58.5-inch wheelbase is close to the smaller dual purpose motorcycles in the class so it can be maneuvered off-road with ease. However the wheelbase is also long enough to deliver confidence-inspiring stability on the street.	58.1 in.	56.9 in.	57.3 in.	58.3 in.	58.3 in. (1482 mm)
Seat Height:	36.8 in. (935mm)	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. Only the Honda CRF250L has a shorter seat height so a DR-Z400S rider can still mount and touch the ground easier than the rider on most other dual purpose motorcycles.	36.6 in.	34.7 in.	37.0 in.	37.8 in.	37.8 in.
Front Suspension:	SHOWA 49mm telescopic fork, coil spring, oil damped, Adjustable damping force Travel: 11.3 in. (288mm)	The DR-Z400S features a 49mm cartridge-style telescopic SHOWA fork with adjustable compression/rebound damping and adjustable spring preload for precise and balanced handling on any terrain. This suspension design is ideal of DualSport use and provides the DR-Z400S with an impressive 11.3-inches of front wheel travel which is similar to the expensive, dirt-oriented Beta 430RS and KTM 350 EXC-F. This travel is also 1.9 inches more than the Honda CRF250L and 2.4 inches more than the Yamaha for competent suspension performance over tough trails and terrain.	48mm inverted fork, steel springs, oil-damped, 11.4 in. travel	43mm inverted fork, steel springs, oil-damped, 9.4 in. travel	43mm conventional fork, steel springs, oil-damped, 11.6 in. travel	WP 48mm inverted telescopic fork, coil spring, oil damped, adjustable damping force 11.8 in. travel	35mm conventional fork, steel springs, oil-damped, 8.9 in. travel
Rear Suspension:	Link type, coil spring, oil damped, adjustable preload, adjustable damping force Travel: 11.6 in. (295mm)	The DR-Z400S features aluminum beam-style swingarm, connected via progressive links to a piggy-back reservoir rear shock absorber with high- and low-speed compression damping plus rebound damping force adjustment. Add in a threaded collar that allows precise adjustment of the shock's spring preload and the rider can dial the DR-Z400S in for load and riding conditions. This advanced rear suspension provides the DR-Z400S with 11.6-inches of rear wheel travel – about a quarter inch more than the Beta 430RS, just over half-an-inch more than the Honda XR650L, 2.2 inches more than the Honda CRF250L, and 4.5 inches more than the Yamaha XT250. This long travel delivers a smooth suspension stroke that not only prevents bumps from reaching the rider but helps in stability on the trail.	Single shock; 11.4 in. travel	Single shock; 9.4 in. travel	Single shock; 11.0 in. travel	Single shock; 12.2 in. travel	Single shock; 7.1-in travel
Front Tire:	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.	90/90-21	3.00 x 21 (90/90-21)	3.00 x 21 (90/90-21)	90/90-21	2.75-21

MODEL:	2017 Suzuki DR-Z400S	SUZUKI EDGE	2016 Beta 430RS	2016 Honda CRF250L	2016 Honda XR650L	2017 KTM 350 EXC-F	2017 Yamaha XT250
Rear Tire:	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.	140/80-18	120/80-18	4.60 x 18 (120/90-18)	120/100-18	120/80-18
Front Brakes:	Hydraulic disc brake, single 250mm rotor, twin piston NISSIN caliper.	The DR-Z400S features a 250mm front brake disc and dual-piston caliper for exceptional stopping power and braking performance on the road or trail, providing a larger surface area for maximum braking power. This front brake is well balanced so it can deliver strong braking power for the street with the precise feel required for trail use.	Disc, single 260mm rotor	Disc, single 256mm rotor	Disc, single 255mm rotor	Disc, single 260mm rotor	Disc, single 245mm rotor
Rear Brakes:	Hydraulic disc brake, single 220mm rotor, NISSIN single piston caliper.	The DR-Z400S features a 220mm rear disc brake with a lightweight single-piston caliper for exceptional stopping power and braking performance on the road or trail.	Hydraulic disc, single 240mm rotor	Hydraulic disc, single 220mm rotor	Hydraulic disc, single 220mm rotor	Hydraulic disc, single 220mm rotor	Hydraulic disc, single 203mm rotor
Lighting:	55/60W H4 headlight, brake/tail light, and full turn signals	Powered by a lightweight and compact low-maintenance battery, the DR-Z400S' fully equipped lighting system comes with a bright 60/55W halogen headlight. Bright turn signals with rubber stalks and a combination tail/brake lamp fill out the street-legal lighting package.	55/60W headlight, brake/tail light, and turn signals	55/60W headlight, brake/tail light, and turn signals	55/60W headlight, brake/tail light, and turn signals	55/60W headlight, brake/tail light, and turn signals	55/60W headlight, brake/tail light, and turn signals
Rider Aids:	Digital LCD speedometer/odometer/tripmeter & enduro timer. Lighting & neutral indicator LEDs.	The DR-Z400S's compact digital instrument cluster offers excellent visibility on the trail, and features a speedometer, odometer, and twin-trip meters with addition/subtraction capability, clock, with timer and stopwatch functions. Like an expensive aftermarket enduro-computer, the DR-Z's instrument set has wheel diameter correction capability to help keep the tripmeter accurate if knobby tires are installed.	Digital speedometer with odometer/tripmeter.	Digital speedometer with odometer/tripmeter.	Analog speedometer with odometer/tripmeter.	Digital speedometer with odometer/tripmeter.	Digital speedometer with odometer/tripmeter.
Color:	Solid Black	New for 2017, the solid black body work with contrasting white/blue graphics provide a stunning appearance. Unlike its drab competitors, this motorcycle will look great running down the trail and cutting across town.	Red	Red/White	Red	Orange/White	Blue
Warranty:	Twelve-months, unlimited miles	The Suzuki street motorcycle warranty is twelve months in duration with no limitations on mileage. This warranty period is double that of many dual-purpose competitors. The warranty length and protection benefits can also be expanded through the Suzuki Extended Protection (SEP) program.	Six-months limited warranty	Twelve-months limited warranty	Twelve-months limited warranty	Six-months limited warranty	Twelve-months limited warranty