

EDGE Product Comparison Guide

2017 DR650S



DR650S

SUZUKI

DR 650S



The 2017 DR650S EDGE:

- The 644cc 4-stroke engine produces smooth acceleration, loads of power and superior reliability due to the simplicity of its lightweight, air/oil-cooled design. The complexity and weight of liquid cooling as used on the G650GS and KLR650 is not required.
- Straight forward engine and chassis permits easy service as compared to the complicated KLR650 or G650GS.
- The height-adjustable chassis has nimble handling on or off the road. The seat height can be lowered 40mm (1.6 in) with simple suspension modifications while maintaining the bike's class-leading handling and comfort. Both the Honda XR650L and Kawasaki KLR 650 lack this ability, and the BMW G650GS only has elemental seat-only height adjustment.
- Class-low MSRP is a value considering the decades-old technology level of the XR650L and lower build quality of the KLR650. The all-around capable DR650S is priced an astonishing \$1496 less than the G650GS.

MSRP: \$6,499

Solid Black

Powerful and torquey 644cc single uses SACS air/oil cooling for strong performance under all riding conditions.

Chassis height lowering feature engineered into the motorcycle, drops the seat height nearly two inches.

The only proper DualSport in its class, offering more off-road competence with superior on-road manners.

Street/trail ready suspension, tires and full lighting means the DR650S rider can go anywhere.

Lightweight 290mm front floating-disc brake and 240mm rear disc brake provide reliable stopping power.



ai v3 06/21/2016

DR 650S

TOP 10 FEATURES



The 644cc, SOHC, counterbalanced, single-cylinder engine is equipped with Suzuki Advanced Cooling System (SACS), which distributes cooling oil throughout the top end for reliable performance. The engine is tuned for powerful performance and low-to-mid rpm range that makes the DR650S a versatile choice for outstanding performance on the road or trail.



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 100mm bore helps produce strong torque for effortless performance.



The DR650S 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.



The DR650S 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.



The DR650S uses a lightweight, compact, rigid semi-double cradle frame that is built to provide excellent riding on or off the road. Use of thin-walled, large-diameter tubing reduces weight while increasing frame rigidity for uncompromised performance on any terrain.



The front fork supplies smooth and progressive action on a variety of road or trail riding surfaces. Large diameter, thin-walled tubes reduce unsprung weight while maintaining high rigidity with minimal below-axle extension. Link-type rear suspension with piggyback-style shock and adjustable compression damping provides stable performance over any terrain.



The DR650S has a lightweight 290mm (11.4-inch) front floating-disc brake with dual-piston caliper and the 240mm (9.4-inch) rear disc brake with two-piston caliper together provide reliable stopping power with excellent feel at the lever.



The DR650S 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 17-inch rear wheels.



The DR650S's seat height-adjustable chassis has a short wheelbase that provides nimble performance on or off the road. The seat height can be lowered 40mm (1.6 in) with simple suspension modifications performed by a dealer, to suit a wide variety of riders while maintaining the bike's class-leading handling and comfort.



Several Suzuki Genuine Accessories were specially developed for the DR650S. A short sidestand kit includes the instructions on how lower the chassis' seat height by 40mm (1.6 in.), and a low-profile GEL-seat drops the height even more, plus a cargo rack and skid-pan add protection and versatility.

MODEL:	2017 Suzuki DR650S	SUZUKI EDGE	2016 BMW G650GS	2016 Honda XR650L	2016 Kawasaki KLR650	Other Brands
MSRP:	\$6,499	The DR650S is the only proper dual purpose motorcycle in its class. This Suzuki offers more off-road competence than the BMW G650GS or the Kawasaki KLR650, and superior on-road manners as compared to the Honda XR650L. The DR650S also represents the most outstanding value in its class – offering the most complete package of performance, handling and versatility at an MSRP \$100 lower than the Kawasaki KLR650, \$191 lower than the Honda XR650L, and \$1,496 less than the BMW G650GS. With a higher build and component quality level than the Kawasaki or Honda, the DR650S is truly the best choice in the 650cc DualSport class.	\$7,995	\$6,690	\$6,599 (\$6,899 Camo)	<i>KTM and Yamaha have no competitive models</i>
ENGINE						
Engine:	644cc, air/oil-cooled, 4-stroke, 4 valve, SOHC, single cylinder engine	The DR650S features a powerful 644cc 4-stroke engine that produces smooth acceleration, loads of power and superior reliability due to the simplicity of its lightweight, air/oil-cooled design. Using the Suzuki Advanced Cooling System (SACS) first pioneered on the GSX-R750, a portion of the engine oil routes through a separate pump and large cooler to deliver lower temperature oil to the combustion chamber portion of the cylinder head. This reduces the engine temperature without the complexity and weight of a liquid cooling system as used on the BMW G650GS and Kawasaki KLR650. A gear-driven balancer shaft that never needs adjustment is built-in to minimize engine vibration for smoother ride.	652cc liquid-cooled, 4-stroke DOHC	644cc air-cooled, 4-stroke SOHC	651cc liquid-cooled, 4-stroke DOHC	N/A
Bore/Stroke:	100.0mm x 82.0mm	The DR650SE features competitive bore and stroke dimensions that balance torque and horsepower for a maximum combination of ultimate performance on the road or trail. The large, 100mm piston is fit to a Suzuki Composite Electrochemical Material (SCEM)-plated cylinder that is used for durability, weight reduction and superior heat transfer.	100.0mm x 83.0mm	100.0mm x 82.0mm	100.0mm x 83.0mm	N/A
Compression Ratio:	9.5:1	The DR650S's competitive 9.5:1 compression ratio is 1.2 higher than the Honda XR650L for strong engine performance and efficiency on the road or trail. This compression ratio is 2.0 points lower than the BMW G650GS so DR650S riders can fill their motorcycles with unleaded, regular gasoline.	11.5:1	8.3:1	9.8:1	N/A
Fuel System:	40mm Mikuni BST carburetor	A high-quality 40mm Mikuni carburetor provides the DR650S with reliable fuel delivery and exceptional performance without sacrificing fuel economy because this motorcycle boasts a light curb weight with an exceptional power-to-weight ratio.	EFI	42.5mm vacuum-slide carburetor	40mm vacuum-slide carburetor	N/A

MODEL:	2017 Suzuki DR650S	SUZUKI EDGE	2016 BMW G650GS	2016 Honda XR650L	2016 Kawasaki KLR650	Other Brands
Exhaust:	Stainless steel head and mid-pipes, aluminum 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 silencer includes spark-arresting capability so riding in nature-sensitive areas is acceptable.	Steel head pipe & steel muffler body.	Steel head pipe & steel muffler body.	Steel head pipe & steel muffler body.	N/A
Lubrication:	Wet-sump	Unlike the dry-sump systems used on the BMW G650GS and Honda XR650L, the wet-sump system of the DR650S is straight forward in design and make oil service easier. Rather than draining oil from the engine and the frame as required with the Honda or BMW, a single drain bolt on the Suzuki's engine get the oil out of the crankcase. The oil filter is conveniently located on the right side of the engine, as is the oil level window so riders can verify the level with a glance (unlike the dip-sticks use on the competitors). Having the oil maintained in the engine also works well with the SACS cooling system mentioned earlier.	Dry sump, oil pump	Dry sump, oil pump	Wet-sump	N/A
Starting:	Push-button electric start	Starting up the DR650S 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	N/A
Transmission:	5-speed, constant mesh	The DR650S's 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 DR650S'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.	5-speed	5-speed	5-speed	N/A
Final Drive:	Chain, D.I.D. 525 O-ring (110 links)	The DR650S features a quality D.I.D. brand 110 link O-ring chain drive for long-lasting reliability and reduced maintenance.	Chain	Chain	Chain	N/A

MODEL:	2017 Suzuki DR650S	SUZUKI EDGE	2016 BMW G650GS	2016 Honda XR650L	2016 Kawasaki KLR650	Other Brands
CHASSIS						
Frame:	Steel, double cradle type	A lightweight, compact, rigid semi-double cradle frame provides agile handling on and off road. Compared to the rudimentary, quick-manufacturing type of frame used on the Kawasaki KLR650, the Suzuki's frame is advanced in its component parts and engineering quality. The DR650S's wet-sump engine aids in keeping the frame simple and strong as oil hose fittings and other design concessions are not required as is the case with the Honda XR650L oil tank/frame.	Steel tube type	Steel tube type	Steel tube type	N/A
Weight:	366 lbs. (166 kg.)	At a competitively-light curb weight of 366 pounds, the DR650S is 64 pounds lighter than the BMW G650GS and 66 pounds lighter than the Kawasaki KLR650. This lighter weight aids in realizing the engine's performance while increasing the motorcycle's maneuverability and agility on the street or the trail.	430 lbs.	346 lbs.	432 lbs.	N/A
Fuel Tank Capacity:	3.4 US gal. (13.0L) 3.2 US gal. (12.0L) CA	The DR650S's 3.4-gallon fuel tank is over half a gallon larger than the Honda XR650L's and is ergonomically designed to be the optimal size for rider comfort and to maximize trip mileage while keeping the bike lightweight and responsive.	3.7 US gal.	2.8 US gal.	6.1 US gal.	N/A
Ground Clearance:	10.4 in. (265mm) 8.9 in. (225mm) with <i>optional lowering kit installed</i>	The DR650S has exceptional ground clearance that is about a quarter inch more than the BMW G650GS and more than 2 inches higher than the Kawasaki KLR650. In fact, the DR650S has more than a half-inch more ground clearance than the KLR650 even with the optional lowering kit installed. Having this clearance lets the rider travel over tough terrains and rough trails with greater peace of mind.	10.2 in.	13.0 in.	8.3 in.	N/A
Overall Length:	88.8 in. (2255 mm)	The DR650S features a competitive overall length for outstanding off-road performance and pavement stability. Having the proper length chassis is also important so the rider has adequate space for accessories, cargo or a passenger.	85.0 in.	N/A <i>not published</i>	90.4 in.	N/A
Overall Width:	34.1 in. (865mm)	The DR650S's overall width is over 3.7 inches narrower than the Kawasaki KLR650 and 2 inches narrower than the BMW G650GS (Honda does not publish the width for the XR650L). The Suzuki also has a narrower fuel tank for increased maneuverability, allowing DR650S riders to get through tight spots more easily on difficult trails, or while navigating condensed urban traffic.	36.0 in.	N/A <i>not published</i>	37.8 in.	N/A

MODEL:	2017 Suzuki DR650S	SUZUKI EDGE	2016 BMW G650GS	2016 Honda XR650L	2016 Kawasaki KLR650	Other Brands
Wheelbase:	58.7 in. (1490 mm)	The DR650S has the longest wheelbase in its class, over an inch longer than the competition, offering increased stability on the road while offering uncompromised performance and handling off-road.	58.2 in.	57.3 in.	58.3 in.	N/A
Seat Height:	34.8 in. (885mm) 33.0 in. (845mm) with optional lowering kit installed	The DR650S features an optimal 34.8 inch seat height, one of the lowest in its class that's about a quarter inch lower than the Kawasaki KLR650 and over two inches lower than the Honda XR650L. When fitted with the Suzuki Accessory Lowering Kit (see the Suzuki Genuine Accessory catalog and Service Bulletin 4-stroke #DR18) the seat height can be further lowered 40mm (1.6 in), convenient feature not found on the Kawasaki KLR650 or Honda XR650L. With the lowering kit installed the DR650S's seat height drops to 33.0 inches which is then is 2.0 inches shorter than the KLR650 and 4.0 inches shorter than the XR650L. Standard height or lowered, the reasonable seat height of the DR650S is perhaps the best feature available to riders in the 650cc DualSport class.	31.5 in. (variable)	37.0 in.	35.0 in.	N/A
Front Suspension:	SHOWA 43mm telescopic fork, coil spring, oil damped, 10.2 in. (260mm) travel 8.7 in. (220mm) with optional lowering kit installed	The conventional-style front fork has large diameter, thin-walled tubes to reduce unsprung weight while maintaining high rigidity with minimal below-axle extension. This gives the DR650S's front end smooth progressive action for superb handling over a bumpy trail and still afford excellent comfort on the road. The DR650S' 10.2-in wheel travel is 2.3 inches longer than the Kawasaki KLR 650 and 3.5 inches longer than the BMW G650GS to offer better handling and suspension compliance. The fork was engineered to be shortened (along with the shock via a Suzuki accessory kit) that results in a seat height that's nearly two inches lower. Even with the lowering kit installed the DR650S' reduced fork travel of 8.7 inches is still 0.8 inches longer than the KLR650's fork and 2.0 inches longer than the G650Gs' fork.	41mm conventional fork, steel springs, oil-damped, 6.7 in. travel	43mm conventional fork, steel springs, oil-damped, 11.6 in. travel	41mm conventional fork, steel springs, oil-damped, 7.9 in. travel	N/A

MODEL:	2017 Suzuki DR650S	SUZUKI EDGE	2016 BMW G650GS	2016 Honda XR650L	2016 Kawasaki KLR650	Other Brands
Rear Suspension:	Link type, coil spring, oil damped, adjustable preload, 10.2 in. (260mm) travel 8.7 in. (220mm) <i>with optional lowering kit installed</i>	With 10.2 inches for rear wheel travel, the DR650S's link-type suspension with, piggyback-style rear shock absorber features adjustable compression damping (unlike the un-adjustable Kawasaki KLR 650 shock which has 2.5-inches less rear wheel travel) for stable and smooth handling over any terrain. The BMW G650GS also gives up 3.7 inches of travel to the Suzuki. Even with the accessory lowering kit installed the DR650S' reduced rear wheel travel of 8.7 inches is still 0.8 inches longer than the KLR650 and 2.2 inches longer than the G650GS's rear wheel travel.	Single shock; 6.5 in. travel	Single shock; 11.0 in. travel	Single shock; 7.9 in. travel	N/A
Front Tire:	90/90-21, tube type	The DR650S's aggressive 90/90-21 front tire is designed with a on/off tread pattern that provides excellent traction and control on any road or trail.	2.50 x 19 (110/80-19)	3.00 x 21 (90/90-21)	90/90-21	N/A
Rear Tire:	120/90-17, tube type	Carefully designed 120/90-17 rear tire on the DR650S with on/off road tread pattern provides excellent traction and hooks up through a variety of terrain.	3.50 x 17 (140/80-17)	4.60 x 18 (120/90-18)	130/80-17	N/A
Front Brakes:	Hydraulic disc brake, single 290mm rotor, twin piston NISSIN caliper.	Larger than the front brakes on the Honda XR650L or Kawasaki KLR650, the DR650S's lightweight 290mm (11.4-inch) front floating disc brake with two-piston caliper provides reliable stopping 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 300mm rotor	Disc, single 255mm rotor	Disc, single 254mm rotor	N/A
Rear Brakes:	Hydraulic disc brake, single 240mm rotor, NISSIN single piston caliper.	With the largest rear brake rotor in its class, the 240mm (9.4-inch) rear disc with two-piston caliper affords the DR650S with brake performance lets the rider navigate any terrain without stopping concerns.	Hydraulic disc, single 240mm rotor	Hydraulic disc, single 220mm rotor	Hydraulic disc, single 212mm rotor	N/A
Lighting:	55/60W H4 headlight, brake/tail light, and full turn signals	Powered by a lightweight and compact low-maintenance battery, the DR650S's 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	N/A

MODEL:	2017 Suzuki DR650S	SUZUKI EDGE	2016 BMW G650GS	2016 Honda XR650L	2016 Kawasaki KLR650	Other Brands
Rider Aids:	Analog speedometer with odometer/tripmeter. Lighting & neutral indicator LEDs.	The large face, analog-style speedometer provides road speed and other information at a glance. Bright indicator lamps alert the rider to other functions (neutral, turn signals, etc.).	Analog tachometer and speedometer with odometer/tripmeter.	Analog speedometer with odometer/tripmeter.	Analog tachometer and speedometer with odometer/tripmeter.	N/A
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.	Black or White	Red	Green or Camo (<i>Camo is \$300 extra</i>)	N/A
Warranty:	Twelve-months, unlimited miles	The Suzuki street motorcycle warranty is twelve months in duration with no limitations on mileage. This warranty period is longer than many dual-purpose competitors. The warranty length and protection benefits can also be expanded through the Suzuki Extended Protection (SEP) program.	36-months, or 36,000 miles, limited warranty	Twelve-months limited warranty	Twelve-months limited warranty	N/A