

# EDGE Product Comparison Guide

## 2017 DR-Z400SM SuperMoto



**DR-Z400SM**

**SUZUKI**

## DR-Z400SM



### The 2017 DR-Z400SM EDGE:

- The DR-Z400SM 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-Z400SM they can do so knowing that the bike won't let them down and years of trouble-free fun is just starting.
- The DR-Z400SM's SuperMoto chassis is renowned for its exceptional handling while its engine is praised for its superb performance and controllable nature. The DR-Z400SM is without true completion as it is the only viable, affordable motorcycle in its class. There are no 250cc to 650cc street going competitors for the DR-Z400SM. The race-only Husqvarna FS450 may seem to be close, until you notice that it may cost \$4300 more than the DR-Z400SM and you can never ride it on the street. The Husqvarna 701 Supermoto and Ducati Hypermotard 939 enjoy larger engines, but at \$4100 and \$5496 more respectively, they are not viable choices when you factor in the scalpel-like handling of the Suzuki and its reasonable cost of ownership. Truly, the DR-Z400SM is a motorcycle that stands alone, ready for wise and capable riders.

**MSRP: \$7,199**  
**Solid Special White**

Compact 398cc liquid-cooled DOHC 4-valve single delivers strong, reliable power through the entire rev-range.

RM-derived, MX-style front & rear SHOWA suspension is fully adjustable and perfectly tuned spirited riding.

Nimble & trim, the DR-Z400SM delivers full-on SuperMoto capability wrapped in Suzuki value & dependability.

Wide, blue-anodized EXCEL spoke-style wheels shod with Dunlop Sportbike tires supply outstanding grip and precise handling.

Large 310mm floating front & 250mm rear disc brakes provide the DR-Z400SM with exceptional stopping capability.



# DR-Z400SM

## TOP 10 FEATURES



**The compact, 398cc, DOHC, liquid-cooled, dry-sump engine produces strong low-RPM power** for controllable performance. 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-Z400SM is equipped with a convenient electric starter** (combined with a automatic decompressor on the camshaft) for easy and quick starts. The system is powered by a lightweight and compact low-maintenance battery for convenience 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-Z400SM 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 wide rear wheel through an sealed O-ring drive chain that is strong and reliable for worry-free performance.



**A narrow chrome-moly steel frame is torsionally strong with minimal weight for unrivaled handling** . 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, SHOWA inverted front fork** features adjustable compression/rebound damping. A fully adjustable rear shock absorber with high/low speed compression damping adjuster and a tapered RM-inspired aluminum swingarm combine for precise rear wheel control.



**Impressive stopping power is supplied by a front disc brake with a large 300mm floating-type rotor** and dual-piston caliper. The front brake is complemented by a 240mm rear disc brake with a lightweight single-piston caliper.



**Wide, blue-anodized RK Excel aluminum rims** with stainless steel spokes are fitted with sporty radial tires. The 120/70-R17 front and 140/70-R17 rear sportbike tires, coupled with the low weight of the DR-Z400SM, provide an exhilarating riding experience.



**Compact digital instrument cluster offers excellent visibility when riding**, and features a speedometer, odometer, twin-trip meters, clock, timer and stopwatch functions. The LED indicator lights are highly visible to ensure rider awareness.

MODEL:	2017 Suzuki DR-Z400SM	SUZUKI EDGE	2016 Ducati Hypermotard 939	2017 Husqvarna FS450	2016 Husqvarna 701 Supermoto	Other Brands
MSRP:	\$7,199	The DR-Z400SM's SuperMoto chassis is renowned for its exceptional handling while its engine is praised for its superb performance and controllable nature. It is also famous for its wallet-friendly price under \$7,200. There are no 250cc to 650cc street going competitors for the DR-Z400SM. The race-only Husqvarna FS450 may seem to be close, until you notice that it may cost \$4300 more than the DR-Z400SM and you can never ride it on the street. The Husqvarna 701 Supermoto and Ducati Hypermotard 939 enjoy larger engines, but at \$4100 and \$5496 more respectively, but they are not viable choices when you factor in the scalpel-like handling of the Suzuki and its reasonable cost of ownership.	\$12,695 <i>Ducati has no competitive 400cc Motard models</i>	\$11,500* * Estimated <i>Husqvarna has no competitive 400cc Motard model that is street-legal</i>	\$11,299 <i>Husqvarna has no competitive 400cc Motard model that is street-legal</i>	<i>Aprilia, Beta, BMW, Honda, Kawasaki, KTM and Yamaha have no competitive SuperMoto-style models</i>
ENGINE						
Engine:	398cc liquid-cooled, four-stroke, DOHC 4-valve, single cylinder engine	The DR-Z400SM features a liquid-cooled 398cc, four-valve, four-stroke engine that is unrivaled in smooth acceleration and torque for strong power delivery. The DR-Z400SM'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.	937cc liquid-cooled, 4-stroke DOHC, V-twin	449.9cc liquid-cooled, 4-stroke SOHC	690cc air-cooled, 4-stroke SOHC	N/A
Bore/Stroke:	90.0mm x 62.6mm	The DR-Z400SM features competitive, over-square bore and stroke dimensions that balance torque and horsepower for a maximum combination of ultimate performance. 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.	94.0mm x 67.5mm	95.0mm x 63.4mm	102.0mm x 84.5mm	N/A
Compression Ratio:	11.3:1	The DR-Z400SM features a high 11.3:1 compression ratio, optimized for its high-performance 398cc engine, providing unmatched power, reliability and fuel efficiency. Balancing the compression ratio with the over-square engine design gives the DR-Z400SM strong performance and torque with the ability to run well on pump gasoline.	13.1:1	12.6:1	12.6:1	N/A
Fuel System:	36mm Mikuni BSR carburetor	A high-quality 36mm Mikuni BSR carburetor provides the DR-Z400SM with dependable fuel delivery and exceptional performance without sacrificing fuel economy. Because it uses a vacuum-slide style carburetor the DR-Z400SM is cleaner emissions-wise. The carburetor's excellent calibration and frugal fuel use combines with the motorcycle's light curb weight to deliver remarkable riding manners.	EFI	EFI	EFI	N/A
Exhaust:	Stainless steel head pipe & muffler body.	The DR-Z400SM's 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.	Stainless steel head pipe & muffler body.	Stainless steel head pipe & aluminum muffler body.	Stainless steel head pipe & muffler body.	N/A



MODEL:	2017 Suzuki DR-Z400SM	SUZUKI EDGE	2016 Ducati Hypermotard 939	2017 Husqvarna FS450	2016 Husqvarna 701 Supermoto	Other Brands
<b>Lubrication:</b>	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 wet-sump or semi-dry sump lubrication so the engine is not as compact as it can be. The frame's backbone tube, front down tube, and steering head gussets form the oil tank for the DR-Z400SM'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	Semi dry-sump	Semi dry-sump	N/A
<b>Starting:</b>	Push-button electric start	Starting up the DR-Z400SM 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
<b>Transmission:</b>	5-speed, constant mesh	The DR-Z400SM'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 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	5-speed	6-speed	N/A
<b>Final Drive:</b>	O-ring Chain, RK520KZ0 (110 links)	The DR-Z400SM features a quality RK brand 110 link O-ring chain drive for long-lasting reliability and reduced maintenance.	Chain	Chain	Chain	N/A

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<b>CHASSIS</b>						
<b>Frame:</b>	Steel, double cradle type with integrated oil tank and removable aluminum sub-frame	The DR-Z400SM's trim chrome-moly steel frame is torsionally strong with minimal weight for unrivaled handling during spirited riding. 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. The 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	N/A
<b>Weight:</b>	311 lbs. (146kg)	The DR-Z400SM is the most complete and balanced SuperMoto available as it offers abundant performance and great handling from its robust 400cc engine housed in a light weight chassis. The DR-Z400SM's weighs 311 pounds "ready-to-ride" so it's well below the 320 pound dry weight of the Husqvarna 701 Supermoto and the 450 wet weight of the Ducati Hypermotard 939. And that light weight can translate into effortless handling and great engine performance.	450 lbs.	244 lbs. <i>*without fuel or oil</i>	320 lbs. <i>*without fuel or oil</i>	N/A
<b>Fuel Tank Capacity:</b>	2.6 US gal. (10.0L) 2.5 US gal. (9.5L) CA	The trim, 2.6 gallon fuel tank of the DR-Z400SM provides good fuel capacity for both sport riding and commuting. Considering the fuel-efficient nature of the Suzuki's engine, this means riders have reasonable range between fill-ups. This helps give the rider peace of mind when commuting.	4.2 US gal.	2.0 US gal.	3.4 US gal.	N/A
<b>Ground Clearance:</b>	10.2 in. (260mm)	The DR-Z400SM is a sibling to the superb DR-Z400S DualSport so one of the benefits is good ground clearance. The sport oriented suspension and wheels of the DR-Z400SM bring the clearance down to just over ten inches so the motorcycle's chassis is well out of the way of obstacles on the street.	N/A <i>not published</i>	11.4 in.	10.6 in.	N/A
<b>Overall Length:</b>	87.6 in. (2225 mm)	At 87.6-inches, the DR-Z400SM features a long overall length that aids 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.	83.5 in.	N/A <i>not published</i>	N/A <i>published</i> <i>not</i>	N/A
<b>Overall Width:</b>	33.7 in. (855mm)	The contact, dry-sump engine and thin chrome-moly steel frame are the foundation for the DR-Z400SM's slim chassis and agile handling. Riders will enjoy the athletic nature of this motorcycle slicing through traffic.	35.2 in.	N/A <i>not published</i>	N/A <i>published</i> <i>not</i>	N/A

MODEL:	2017 Suzuki DR-Z400SM	SUZUKI EDGE	2016 Ducati Hypermotard 939	2017 Husqvarna FS450	2016 Husqvarna 701 Supermoto	Other Brands
Wheelbase:	57.5 in. (1460 mm)	The DR-Z400SM's 57.5-inch wheelbase is shorter than the other motorcycles in the class so it can be maneuvered with ease. However the wheelbase is also long enough to deliver confidence-inspiring stability on the street.	58.8 in.	58.9 in.	58.3 in.	N/A
Seat Height:	35.0 in. (890mm)	The DR-Z400SM's 35.0 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 heavier Ducati Hypermotard 939 has a shorter seat height so a DR-Z400SM rider can still mount and touch the ground easier than the rider on most other SuperMoto motorcycles.	34.2 in.	36.5 in.	35.1 in.	N/A
Front Suspension:	SHOWA 47mm inverted telescopic fork, coil spring, oil damped, Adjustable damping force Travel: 10.2 in. (260mm)	The DR-Z400SM features a 47mm cartridge-style inverted SHOWA fork with adjustable compression/rebound damping and adjustable spring preload for precise and balanced handling. This RM-derived suspension design is ideal for SuperMoto use and provides the DR-Z400SM with an impressive 10.2-inches of front wheel travel which is similar to the expensive, race-only Husqvarna FS450. This travel is also 1.7 inches more than the Husqvarna 701 Supermoto and 3.5 inches more than the Ducati Hypermotard 939 for competent suspension performance.	43mm inverted fork, steel springs, oil-damped, 6.7 in. travel	48mm inverted fork, air spring, oil-damped, 11.2 in. travel	48mm inverted fork, steel springs, oil-damped, 8.5 in. travel	N/A
Rear Suspension:	Link type, coil spring, oil damped, adjustable preload, adjustable damping force Travel: 10.9 in. (275mm)	The DR-Z400SM features a tapered, 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-Z400SM in for load and riding conditions. This advanced off-road style rear suspension provides the DR-Z400SM with 10.9-inches of rear wheel travel – about a half inch more than the race-only Husqvarna FS450, just over an inch more than the Husqvarna 701 Supermoto, and 5.0 inches more than the Ducati Hypermotard 939. This long travel delivers a smooth suspension stroke that not only prevents bumps from reaching the rider but helps in stability on the road.	Single shock; 5.9 in. travel	Single shock; 10.4 in. travel	Single shock; 9.8 in. travel	N/A
Front Tire:	120/70R17 M/C 58H, tube type	The DR-Z400SM comes stock with a 120/70-17 radial front tire mounted to a wide, blue anodized EXCEL spoke-style wheel. The Dunlop sportbike tire delivers excellent grip while helping the chassis absorb the braking force from the strong front brake.	120/70ZR17	125/80-16.5 (racing slick)	120/70ZR17	N/A

MODEL:	2017 Suzuki DR-Z400SM	SUZUKI EDGE	2016 Ducati Hypermotard 939	2017 Husqvarna FS450	2016 Husqvarna 701 Supermoto	Other Brands
Rear Tire:	140/70R17 M/C 66H, tube type	The DR-Z400SM comes stock with a wide 140/70-17 radial Dunlop sportbike tires. The wheels use wide, blue anodized EXCEL rims laced to cast hubs via stainless steel spokes. The rear Dunlop sportbike tire delivers excellent grip while providing excellent traction for transmitting the engine's power to the ground.	180/55ZR17	165/65-17 (racing slick)	160/60ZR17	N/A
Front Brakes:	Hydraulic disc brake, single 300mm floating rotor, twin piston NISSIN caliper.	The DR-Z400SM features a large diameter, 310mm floating front brake disc and dual-piston caliper for exceptional stopping power and braking performance. This front brake is so well balanced to the size of the DR-Z400SM that it delivers strong braking power for the street with precise feel.	Disc, twin 320mm rotors	Disc, single 310mm rotor	Disc, single 320mm rotor	N/A
Rear Brakes:	Hydraulic disc brake, single 240mm rotor, NISSIN single piston caliper.	The DR-Z400SM features a 250mm rear disc brake with a lightweight single-piston caliper for exceptional stopping power and braking performance.	Hydraulic disc, single 245mm rotor	Hydraulic disc, single 220mm rotor	Hydraulic disc, single 250mm 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 DR-Z400SM'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	No lighting (racing only)	55/60W headlight, brake/tail light, and turn signals	N/A
Rider Aids:	Digital LCD speedometer with odometer with dual tripmeters. Lighting & neutral indicator LEDs.	The DR-Z400SM'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.	Digital tachometer plus speedometer with odometer/tripmeter.	No instruments (racing only)	Digital speedometer with odometer/tripmeter.	N/A
Color:	Solid Special White	New for 2017, the solid white body work with contrasting black/blue graphics and bright blue wheels provide a stunning appearance. Unlike its drab competitors, this motorcycle will look great running down your favorite road.	Red	White	White	N/A
Warranty:	Twelve-months, unlimited miles	The Suzuki street motorcycle warranty is twelve months in duration with no limitations on mileage. This warranty has no mileage limits, unlike some competitors. The warranty length and protection benefits can also be expanded through the Suzuki Extended Protection (SEP) program.	Twenty-four months limited warranty	30-days limited warranty	Six-months limited warranty	N/A