



Left: With DOHC, big valves and a large carb, the 398cc single pumps impressive power for its diminutive size, and its short stroke and forged piston allow it to rev to nearly ten grand for plenty of power under the hp curve.

Right: When was the last time you rode a bike with suspension softer than its seat? The tool kit should include Preparation H. Buy an Air Hawk pad or ride (on the pegs) to the upholstery shop. At least it's not an expensive fix.

Below: Enduro-type instruments are very light and in addition to the big easy-to-read speedo, offer a stop-watch and dual tripmeters (both with subtraction functions) but no tach. Just rev it until it won't go any faster.



Left: The big 310mm disc is very light, and the twin-piston caliper puts plenty of stopping power on the sticky H-rated Dunlop Sportmax D208 tire, but the 10.2"-travel forks have softer-than-necessary springs and dive hard under heavy braking, making the back brake difficult to use during our maximum braking tests, but they're good in normal use.

Right: The rear disc has no room for more holes! Normal rear braking action is strong without worries about inadvertent lock-up, and the rear suspension is the first on the street with both high- and low-speed compression damping. With 10.9" of travel, the ride is excellent on the street and ready for action on rough surfaces. The 17" aluminum rims are black anodized in 3.50" and 4.50" widths, fr.



### TESTERS' LOG

If motorcycles were airplanes, from Cessnas to Lear Jets, the DR-Z400SM would be a powered hang-glider. Just as with an ultralight airplane, you can clearly feel the direction and force of the wind on its direction. Body movements that would be appropriate to control bigger motorcycles are grotesque exaggerations aboard this bike. No need to throw your upper body into the turn, just nod your head. It takes a while to get used to the subtle inputs, but when you do, the feeling of one-ness between rider and machine is extraordinary.

With another nod to Isaac Newton, the SM's distinguishing trait is how little it works the tire's limits: Remember that  $F = M \times A$ , so less mass means a lot less force to be effectively stopped or turned or accelerated. You can drive deep into turns or blast down a steep and dirty road and know that you can still slow as necessary without drama. And in forward motion, like a light-weight GP bike, you learn to pick lines that maintain momentum, and you've got such amazing grip that high cornering speeds feel totally secure, which more than makes up for its modest power.

What a totally fun bike!

—Dave Searle

Buzzing along on Suzuki's Supermoto 400 in pre-rush hour traffic wasn't exactly my idea of having fun. For a middleweight single, there was surprisingly little obnoxious vibration, but at an indicated 80 mph there wasn't much performance left if you needed it, either. For that matter, there isn't a whole lot at 60. Once off the freeway and on the back roads, the SM begins to shine. Light, agile, small (engine capacity) are all reasons that the SM doesn't work real well on the super slab. The long travel suspension, front and rear, soak up even the largest of pot holes and bumps, but is more suited to an off-road setting. A lower seat height would be beneficial on the road. The narrow and firm saddle limits the distance I wanted to ride in a straight line, but isn't bad as soon as you start bending into the corners. The engine is a little rough at parking lot speeds, but that is the only criticism I found of the 36 mm carburetor.

This is probably not the bike for long commutes around metropolitan areas. On the other hand, it would be a perfect choice for windy backroads. Add another set of wheels with off-road tires if you want to expand your horizons even more. —Walt Fulton III

## 2005 Suzuki DRZ400SM

### SPECIFICATIONS AND PERFORMANCE DATA

#### ENGINE

Type: liquid-cooled, four-stroke single  
Valvetrain: .....DOHC, 4 valves per cyl.,  
adjusting shims under buckets  
Size: .....398cc  
Bore/stroke: .....90.0mm x 62.6mm  
Comp. ratio: .....11.3:1  
Carburetion: .....Mikuni BSR 36mm CV  
Exhaust: .....2-1

#### DRIVETRAIN

Transmission: .....5-speed  
Final drive: .....No. 520 O-ring chain,  
RPM @ 65\* mph/redline ..6170/9750  
(\*actual speed, not indicated)

#### DIMENSIONS

Wheelbase: .....57.5"  
Rake/trail .....26.3°/3.7°  
Ground clearance: .....10.5"  
Seat height : .....34.75"  
GVWR: .....750 lbs.  
Wet weight: .....318.5 lbs.  
Carrying capacity: .....431.5 lbs.

#### SUSPENSION

Front: .....47mm cartridge forks,  
adj. comp. and reb. damping,  
10.2" travel  
Rear: .....remote reservoir damper,  
adj. preload, rebound and both high-  
and low-speed compression damping  
10.9" travel

#### BRAKES

Front: .....single 310mm discs,  
two-piston, single-action caliper  
Rear: .....240mm disc,  
single-piston caliper

#### TIRES & WHEELS

Front: .....120/70R17 Dunlop D208  
Sportmax 58H on 3.50" x 17" wheel  
Rear: .....140/70R17 Dunlop D208  
Sportmax 66H on 4.50" x 17" wheel

#### ELECTRICS

Battery: .....12V, 10AH  
Ignition: .....digital-mapped with  
throttle position sensor  
Headlight: .....55/60W

#### FUEL

Tank capacity: .....2.5 gal.  
Octane specified: .....87 (R+M)/2  
High/low/avg. mpg: ....47.7/36.6/44.4



#### PERFORMANCE

Measured top speed .....94.1 mph  
0-1/4 mile .....13.66 sec.  
@88.32 mph  
0-60 mph .....5.45 sec.  
0-100 mph .....n/a sec.  
60-0 mph .....137.4'  
Power to Weight Ratio .....1:9.54  
Speed @ 65 mph indicated ....60.5

#### M/C RATING SYSTEM

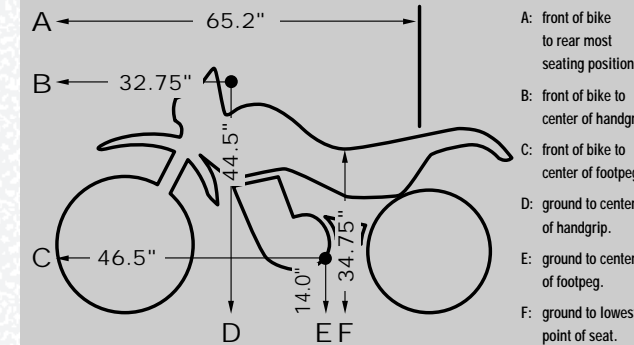
EXCELLENT  
VERY GOOD  
GOOD  
FAIR  
POOR

#### Super-Moto

Engine ●●●●○  
Transmission ●●●●○  
Suspension ●●●●○  
Brakes ●●●●●  
Handling ●●●●●  
Styling ●●●●○  
Riding Impression ●●●●●  
Instruments/Controls ●●●●○  
Attention to Detail ●●●○  
Value ●●●●●  
OVERALL RATING ●●●●●



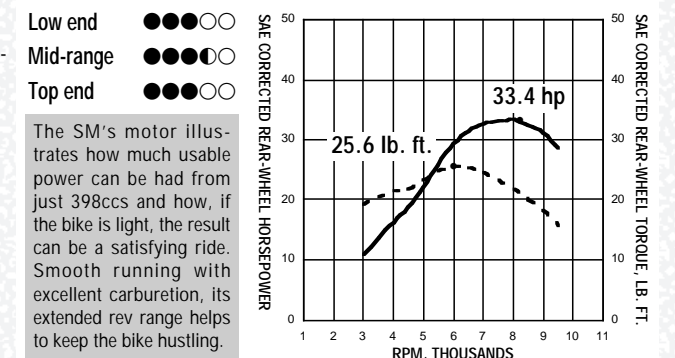
#### ERGONOMICS TEMPLATE



#### MISCELLANEOUS

Instruments: .....digital speedo,  
odometer, 2 tripmeters, clock and stop-  
watch (with subtraction functions on  
the stop watch and tripmeters)  
Indicators: ..... hi-beam, t/s, neutral,  
coolant temp.  
MSRP: .....\$6099  
Routine service interval: .....3500 mi.  
Valve adj. interval: .....14,500 mi.  
Warranty: .....12 mo., unlimited miles.  
Colors: .....Yellow, Black

#### DYNAMOMETER DATA



#### TEST NOTES

##### PICKS

- Plush suspension
- Powerful brakes and sticky tires
- Good power-to-weight ratio = surprising performance

##### PANS

- Very tall and viciously uncomfortable seat
- Softish fork springs
- Short fuel range for exploring

#### STANDARD MAINTENANCE

Item	Time	Parts	Labor
Oil & Filter	0.5	\$11.32 + \$12	\$27.00
Air Filter	0.5	\$25.00	\$27.00
Valve Adjust	3.0		\$162.00
Battery Access	0.25	MF	\$13.50
Final Drive	0.25		\$13.50
R/R Rear Whl.	0.5		\$27.00
Change Plugs	1.0	\$6.40	\$54.00
Adjust carbs	1.0	\$40.00	\$54.00
<b>Totals</b>	<b>7.0</b>	<b>\$94.72</b>	<b>\$297.00</b>