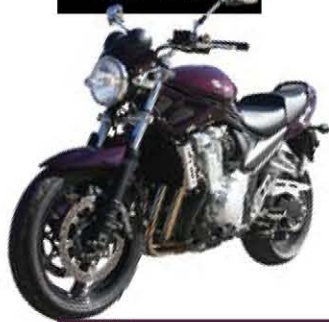


AMCN
SPECIAL

**SUZUKI
BANDIT
GSF1250**



ENGINE

Engine Type Liquid-cooled, 16-valve, DOHC, in-line four-cylinder
Bore x stroke 79 x 64mm
Displacement 1255cc
Compression ratio 10.5:1
Ignition Electronic
Fuel system EFI
Starting system Electric

TRANSMISSION

Type Six-speed
Primary drive Gear
Clutch Wet, multiplate
Final drive Chain

CHASSIS AND RUNNING GEAR

Frame type Tubular-steel double cradle
Head angle 25.2°
Trail 104mm
Wheelbase 1485mm
Suspension
 Front: 43mm USD fork, adjustable preload
 Rear: Monoshock, adjustable preload
Wheels Three-spoke cast aluminum
 Front: 3.5 x 17 Rear: 5.5 x 17
Tyres Dunlop Sportmax D218
 Front: 120/70ZR17
 Rear: 180/55ZR17
Brakes Tokico
 Front: 310mm discs, four-piston calipers
 Rear: 210mm disc, single-piston caliper

DIMENSIONS AND CAPACITIES

Weight 247kg (dry, claimed)
Seat height Adjustable 785/805mm
Fuel capacity 19L

HOWZITGO?

Power 73kW @ 7500rpm (claimed)
Torque 108Nm @ 3750rpm (claimed)

WOTZITCOST?

Testbike Suzuki Australia
Contact www.suzukimotorcycles.com.au
 (03) 9931 0500
Warranty 24 months, unlimited km
Colour options Cherry Red
Price \$11,490 + ORC



AUSTRALIAN
**MOTOR
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■ TEST AND PHOTOGRAPHY **KEN WOOTTON**

HIGHWAY ROBBERY

Suzuki's GSF1250 Bandit is \$599 cheaper than the 12-year-old original

There is no other model on the local market that offers as much motorcycle for the bucks as Suzuki's GSF1250 Bandit. End of story.

When I sampled the half-faired all-new Suzuki GSF1250S Bandit in 2007 I declared then that at \$11,990 it represented amazing value for a big-bore motorcycle. On the bang for your bucks scale, it couldn't be beaten.

In fact, AMCN ad man Iain 'Howdy' Aitken immediately rushed out and bought one. He's still got it, and still loves it. But now there's an even cheaper version, one that comes without the half-fairing of the S. At \$11,490 it's \$500 cheaper, too.

The addition of the naked Bandit takes the range to four – naked GSF1250 and half-faired GSF1250S, with ABS versions of each. ABS adds \$500 to the base \$11,490 and \$11,990 respective price-tags.

Engine- and chassis-wise the two models are identical. But in place of the S's fairing is a single round headlight with a small deflector in front of the instrument binnacle. It gives the Bandit a leaner look – more nakedbike than sports-tourer.

I took the naked version for a day's ride to Phillip Island, and didn't find the lack of a fairing a major disadvantage. The riding position sans fairing was comfortable, and a good compromise between wind blast and weight on wrists. No doubt the fairing would have been welcome if the heavens had opened, but thankfully that didn't eventuate.

I managed an impressive 4.8L/100km on that steady return run to Phillip Island, although 6.25L/100km is a more realistic average with varied usage.

With rake of 25.2 degrees and trail of 104mm, the Bandit offers predictable and stable handling rather than the razor-sharp response of a naked sportsbike. It's no Z1000 or FZ1S. Suspension errs on the side of comfort rather than racetrack firm, with the OEM Dunlop D218s offering good grip and wear.

If you want grunt in your nakedbike, then the Bandit won't disappoint. Not many bikes will sit on 60km/h in top gear, and accelerate smoothly without

a hint of transmission snatch.

The engine is a ripper – vibe-free and grunty, with a progressive build of power all the way to 9000rpm. Redline is 9500rpm, but there's ample pull from 2000rpm, with smooth throttle response from the EFI. It will also accelerate hard at 4000rpm in sixth gear from 120km/h, making for easy and safe overtaking.

The rest of the Bandit is familiar territory – comfortable saddle with 20mm adjustable height, ample luggage-attachment points, and easy-to-read instruments.

So what are the negatives? The GSF1250 hasn't got the same overall quality of finish as its GSX-R1000 brother, as can be witnessed by some of the cheaper fastenings and fittings. But from an engineering viewpoint, at \$11,490 it's hard to fault.

The Bandit represents amazing value for a big-bore motorcycle. In fact, you could say that Suzuki's naked Bandit is a steal! 🍷

UP-SIZE ME...

Don't be fooled by the sub-\$12K retro price tag, Suzuki's 2008 Bandit is far from being a recycled oldie. The 1255cc liquid-cooled 16-valve engine was all-new in 2007 for the GSF1250S half-faired Bandit, up from the 1157cc of the previous model's air/oil-cooled version. As well as the radiator and coolant, the new powerplant scored electronic fuel injection instead of four 36mm carbs.

The liquid-cooled engine is more compact than its predecessor, with the transmission shafts for the six-speed 'box (instead of five) staggered vertically to keep engine length minimised. Additionally, the cylinder head and throttle bodies are 20mm narrower than the carburetted bike, thereby allowing the area at the front of the seat to be thinner for the rider's knees – making 'touch-down' at traffic lights easier, even with a 5mm taller seat height.

While the fuel-injection offers better throttle response and smoother power, the real benefit lies in improved fuel consumption and reduced emissions.

