

EDGE Product Comparison Guide

2016 Bandit 1250S ABS



Bandit S
1250 ABS

SUZUKI



2016 Bandit 1250S ABS

You can't break the laws of physics, but the 2016 Suzuki Bandit 1250S ABS shows that you sure can bend them. Its Suzuki fuel-injected four-cylinder engine offers thrilling acceleration in every gear, with a rush of high-RPM performance.

For crisp, precise handling on twisty roads, it has balanced suspension systems front and rear. It also features a technically advanced Antilock Braking System (ABS)* that monitors wheel speed, and matches stopping power to available traction.

** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*



Pricing

GSF1250SAL6 **Candy Daring Red** (YYG)

GSF1250SAL6 **Glass Sparkle Black** (YVB)

MSRP \$10,999



Bandit S 1250 ABS

TOP 10 FEATURES



Powering the Bandit 1250 S is a 1,255cc liquid-cooled, fuel-injected, DOHC, four-cylinder engine delivering a wide spread of power for relaxed cruising or sport riding. Engineered for smooth operation, the engine has an effective secondary balancer shaft.



Six-speed transmission transmits power smoothly using gear ratios chosen for impressive acceleration as well as highway use. Clutch operation is low effort and smooth, thanks to a hydraulic actuation system.



Digital closed-loop Electronic Fuel Injection, with 32-bit ECM, is fitted with the state-of-the-art Suzuki Dual Throttle Valve (SDTV) provides easy starts, precise throttle response resulting in impressive fuel economy and lowered emissions.



The refined half-fairing wraps around the radiator sides and is vented just below the halogen headlight. The well placed handlebars and mirrors add efficiency to the motorcycles sporty, yet comfortable ergonomics.



In addition to sharpening the Bandit's looks, the fairing improves aerodynamics providing riders with great wind protection and riding comfort. A high capacity radiator is employed where cooling air is directed to the radiator via the front fender and directed away by the outer fairing shroud.



The Bandit has a full-function set of instruments; the analog tachometer on the left incorporates FI and ABS indicators. The LCD panel on the right side displays a digital speedometer and odometer, dual trip meters, clock, and a fuel gauge.



Stopping power is provide by fully floating 310mm-diameter dual front brake discs with 4 piston calipers and a 240mm diameter rear disc brake with a single piston caliper. The **standard digital ABS** monitors wheel speed, matching stopping power to available traction.



The height of the comfortably contoured seat can be adjusted up or down by 20mm (0.78 in.). Seating is optimally sized and thickly padded for two-up comfort even on long journeys.



The passenger grab bar incorporates cargo cord posts on either side to aid in securing cargo. Bright incandescent tail/brake light with red lens, the front and rear turn signals use amber lenses.



A convenient, easy-to-use, center stand is standard, makes it easy for basic maintenance such as drive chain slack adjustment.

MODEL:	2016 Suzuki Bandit 1250S ABS	SUZUKI EDGE	2016 BMW R1200RS	2013 Honda VFR1200F	2015 Yamaha FZ1
MSRP:	\$9,899	<p>Not only is the Suzuki Bandit 1250S ABS a great motorcycle, it's a great motorcycle without peers. There are few motorcycles with similar capabilities and none that offer this Suzuki's outstanding value (the Bandit is about \$1000 less than the discontinued Yamaha FZ1, \$6,000 less than the discontinued Honda VFR1200F, and over \$5,000 less than the current BMW R1200RS). The Bandit has won the respect and admiration of riders around the globe with its unmatched quality, wide power spread, and exceptional balance of performance, technology, and style. The new Bandit has refined styling with a sculpted half-fairing that wraps around the radiator sides and is vented just below the headlight. In addition to sharpening its looks, the fairing improves aerodynamics providing riders with great wind protection and riding comfort.</p>	\$14,995	<p>\$15,999 Honda does not have a comparable 2016 model</p>	<p>\$10,790 Yamaha does not have a comparable 2016 model</p>
ENGINE					
Engine:	1,255cc liquid-cooled, DOHC, four-cylinder engine	<p>For 2016, the Bandit 1250S ABS boasts the greatest engine displacement in its class. The liquid-cooled, in-line engine produces exceptional torque and performance power making it a versatile ride for the street or highway. Because of four-valve-per-cylinder engine architecture from iconic Suzuki motorcycles such as the GSX-R1000, peak power is never lacking.</p>	1,170cc liquid-cooled, 4-stroke, DOHC boxer-twin	1,237cc liquid-cooled, 4-stroke, SOHC V-four	998cc liquid-cooled, DOHC, four-cylinder engine
Bore & Stroke:	79.0 x 64.0mm (3.11 x 2.52 in.)	<p>The balanced bore to stroke ratio exactly delivers the blend of torque and peak power the Bandit's engine is known for. Suzuki's own race-proven SCEM (Suzuki Composite Electrochemical Material) coating on the aluminum-alloy cylinder bores allows tighter piston-to-cylinder clearance for better oil control and sealing (for more power and less mechanical loss) and better cooling, compared to conventional cast-iron cylinder liners.</p>	101.0 x 73.0mm	81.0 x 60.0mm	77.0 x 53.6mm

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Compression Ratio:	10.5:1	Suzuki engineers set up the Bandit with the most stable compression ratio in its class, resulting in higher torque for better performance, fuel efficiency and reliability. Chrome-nitride coating, applied to each piston's upper compression and oil control rings using a physical vapor deposition (PVD) vacuum chamber system, is harder and smoother than conventional chrome plating, resulting in reduced friction and tighter cylinder sealing.	12.5:1	12.0:1	11.5:1
Fuel System:	Suzuki fuel injection; twin 36mm throttle bodies, SDTV-equipped	The Bandit 1250S ABS features state-of-the-art Suzuki Dual Throttle Valve (SDTV) digital closed-loop fuel injection for superb throttle response feel, extra-smooth power delivery, improved mileage and reduced emissions. The primary throttle valve is controlled by the rider's hand, while the secondary throttle valve is controlled by the engine management computer, opening and closing as needed to maintain ideal intake air velocity, resulting in more linear throttle response, enhanced combustion efficiency and increased low-rpm torque.	Fuel injection	Fuel injection	Fuel injection
Transmission:	Six-speed, constant-mesh transmission with hydraulic clutch	Power is transmitted through a 6-speed transmission using gear ratios chosen for impressive accelerations as well as smooth highway cruising. A wet, multi-plate clutch is hydraulically actuated to keep the lever action light and precise for smooth shift action.	Six-speed transmission	Six-speed transmission	Six-speed transmission
Final Drive:	Drive chain RK GB50GSVZ3, 118 links	The high-quality RK drive chain on the Suzuki Bandit 1250S ABS is straight forward and lightweight, unlike the shaft drive systems on the BMW R1200RS and Honda VFR1200F that add weight, complexity and cost. Chain adjustment is simple and quick, thanks to the center stand that is standard equipment on the Bandit.	Shaft-drive	Shaft-drive	Drive chain

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CHASSIS					
Brakes Front:	Dual 310 mm floating discs, 4-piston calipers (with ABS)	The Bandit 1250S ABS features a high-quality twin disc brake design, with large 310mm rotors and four-piston calipers and a standard Anti-lock Braking System (ABS) for unrivaled stopping power and excellent handling. You won't find an ABS system on the Yamaha FZ1.	320mm hydraulic dual disc brake, floating rotor, 4-piston caliper (with ABS)	320mm hydraulic dual disc brake, floating rotor, 4-piston caliper (with ABS)	320mm hydraulic dual disc brake, floating rotor, 4-piston caliper (not ABS equipped)
Brakes Rear:	Single 240mm disc, single-piston caliper (with ABS)	Complementing the strong front brakes is a high-quality rear disc brake with a 240mm rotor and lightweight caliper that provides class-leading stopping power.	276mm hydraulic solo disc brake, dual piston caliper (with ABS)	276mm hydraulic solo disc brake, dual piston caliper (with ABS)	Single 245mm disc, single-piston caliper (not ABS equipped)
Weight:	560 lbs. (254 kg)	At over 30 pounds less than the discontinued VFR1200F, the Bandit 1250S' competitive curb weight is easily maneuverable thanks to the strong, linear engine and balanced chassis. This results in an excellent power-to-weight ratio which helps smooth handling performance, creating well-poised low & high-speeds operation.	520 lbs.	591.0 lbs.	487.0 lbs.
Fuel Tank:	5.0 US (19.0 L)	The large 5.0-gallon fuel tank, with more capacity than the BMW R1200RS or Yamaha FZ1, along with the efficient Suzuki fuel injection system, offering excellent range for commuting, touring or just plain sport riding.	4.7 US gal.	5.0 US gal.	4.8 US gal.
Overall Length:	83.9 in. (2,130 mm)	The Bandit 1250S ABS' published overall length is the shortest in class, which aids in parking and low speed maneuverability. But the chassis is long enough so the rider and passenger seating is generous for two-up riding comfort.	86.7 in.	Not published	84.3 in.
Wheelbase:	58.5 in. (1,485 mm)	With a wheelbase shorter than any other competitor (and just an inch longer than the discontinued Yamaha FZ1) the Bandit 1250S ABS delivers responsive and superb handling. Conversely, the wheelbase is long enough for the excellent straight line stability at highway speeds that the Bandit is famous for.	60.2 in.	60.8 in.	57.5 in.
Seat Height:	31.7 in. (805mm) LOW 32.5 in. (825mm) HIGH	The Bandit boasts the lowest seat height in its class, expanding rider confidence when stopping and starting. The height of the comfortably contoured seat can be adjusted up or down 20mm by removing, flipping over and re-installing clever mounting spacers between the seat and the frame seat rails. This is a class exclusive feature (the BMW seat height can be adjusted by the purchase of a different accessory seat).	32.3 in. Height adjustment requires different, accessory seat	32.1 in.	32.1 in.

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Ground Clearance:	5.3 in. (135 mm)	With about five inches of ground clearance, the Bandit 1250S ABS can be ridden around normally without fear of clipping road obstacles that motorcycles with lesser clearance could encounter. Even with the lowest seat height in the class, the space above the road surface is appropriate.	Not published	Not published	5.3 in.
Suspension Front:	43mm telescopic, coil spring, oil damped; 5.1 in. (130mm) travel	The Bandit features 43mm telescopic, oil-damped front fork legs that provide ample wheel travel and excellent suspension performance for a comfortable ride over a wide variety of road conditions in town or on the highway. The damping force is well tuned and spring preload can be adjusted easily using adjusted at the top of each leg.	Inverted 45mm telescopic fork, coil spring; 5.5 in. (140mm) travel	43mm telescopic fork, coil spring; 4.3 in. travel	43mm telescopic, coil spring, oil damped; 130mm (5.1 in.) travel
Suspension Rear:	Single shock, coil over oil damper, link-style (SHOWA), Spring preload and rebound damping force, 5.4 in. (136mm) travel	Complementing the good front suspension is a single rear shock that works with a progressive, rising-rate link system and aluminum beam-style swingarm that is designed to respond smoothly to road irregularities. Rear shock rebound damping is adjustable. The shock can also be adjusted for extra weight using a supplied spanner tool.	Swingarm type, coil spring, single shock absorber; 5.5 in. (140mm) travel	Swingarm type, coil spring, single shock absorber; 130mm (5.1 in.) travel	Swingarm type, coil spring, single shock absorber; 130mm (5.1 in.) travel

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Tires Front:	120/70-ZR17 (tubeless radial)	The Bandit 1250S ABS features a high-quality 120/70-ZR17 radial front tire that offers excellent grip and traction in a variety of road and weather conditions. The 17-inch front rim diameter was chosen to deliver excellent stability and braking performance on urban roads or the open highway.	120/70-ZR17	120/70-ZR17	120/70-ZR17
Tires Rear:	180/55-ZR17 tubeless radial	The Bandit is also fitted with a high-quality 180/55-ZR17 radial rear tire that offers excellent grip, motive traction, and longevity. The 17-inch diameter rear rim holds a tire with a carcass that has the proper ratio of height and width for the chassis.	180/55-ZR17	190/55-ZR17	190/50-ZR17
Colors:	Candy Darling Red -or- Glass Sparkle Black	While the Bandit 1250S is offered in a classic, glossy-black scheme, it avoids the dull appearance of it's competitors. And for riders who desire a bit more color to their motorcycle, the Bandit's Candy Darling Red scheme accomplishes the task.	Blue & Gray -or- Matte Grey	Metallic Black	Granite Gray (2015)
Warranty:	12-month unlimited-mileage, limited warranty	The Bandit 1250S ABS features a 12-month unlimited-mileage limited warranty with extended protection plans available from Suzuki Extended Protection (SEP).	36-month or 36,000 mile (whichever comes first) limited warranty	12-month limited warranty	12-month limited warranty