

Refined Styling, Great Comfort

The Suzuki 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 1250S ABS refines its styling with a sculpted half-fairing that wraps around the radiator sides and is vented just below the headlight. In addition to sharpening the Bandit's looks, the fairing improves aerodynamics providing riders with great wind protection and riding comfort.

The new Bandit is tailored for your sporty riding on the country roads, and for great comfort on the highway riding. It's a ride you must experience, and a ride you won't forget.



Candy Daring Red (YYG)



Glass Sparkle Black (YVB)



Pearl Glacier White (YWW)

Specifications

Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC	Seat Height	Low / High	805 / 825 mm (31.7 / 32.5 in)
Engine Displacement	1255 cm ³ (76.6 cu. in)	Curb mass		254 kg (560 lbs)
Bore x Stroke	79.0 mm x 64.0 mm	Suspension	Front	Telescopic, coil spring, oil damped
Compression Ratio	10.5 : 1		Rear	Link type, coil spring, oil damped
Transmission	6-speed constant mesh	Brakes	Front	Disc, twin
Overall Length	2130 mm (83.9 in)		Rear	Disc
Overall Width	790 mm (31.1 in)	Tires	Front	120/70ZR17M/C (58W), tubeless
Overall Height	1235 mm (48.6 in)		Rear	180/55ZR17M/C (73W), tubeless
Wheelbase	1485 mm (58.5 in)	Ignition Type		Electronic ignition (Transistorized)
Ground Clearance	135 mm (5.3 in)	Fuel Tank		19.0 L (5.0 US gal)

Accessories



Yoshimura Exhaust

Tank Pad



Fuel Cap Protection

Top Case 47L

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■ Always wear a helmet, eye protection and protective clothing. ■ Enjoy riding safely.
 ■ Read your Owner's Manual carefully. ■ Never ride under the influence of alcohol or other drugs.

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Way of Life

Bandit S
 1250 ABS



Tailored for Sporting Comfort



Extra-smooth Acceleration, Broad Power

1255cm³ of torque and power

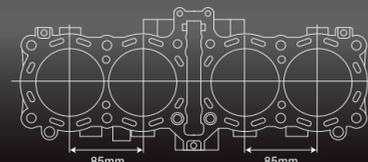
Powering the Bandit 1250S ABS's "sporting comfort" performance is a 1255cm³ liquid-cooled fuel-injected DOHC engine delivering extra-smooth acceleration and a wide spread of power for relaxed highway cruising. With a full 1255cm³ of torque-producing displacement, the powerplant is tailored to wide-ranging sporty enjoyment, generating peak torque from relatively low in the rev range.

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.

A liquid-cooled oil cooler helps keep the engine running cool. Power is transmitted through a 6-speed transmission using gear ratios chosen for impressive accelerations as well as smooth highway cruising.

Cylinder

Suzuki's own race-proven nickel-phosphorous-silicon-carbide plating - known as SCEM (Suzuki Composite Electrochemical Material) - 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.



Secondary balancer shaft

The engine is also engineered for comfortable rides, maintaining smooth operation with an effective secondary balancer shaft.

Secondary balancer shaft



Fuel injection



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.

Each 36mm throttle body contains a primary throttle valve - controlled by the rider with the throttle twist grip - and a secondary throttle valve controlled by the engine management computer, based on engine rpm, gear position and primary-valve position. The secondary valve opens and closes as needed to maintain ideal intake air velocity, resulting in more linear throttle response, enhanced combustion efficiency and increased low-rpm torque.



ECM

The Engine Control Module (ECM) utilizes a 32-bit CPU that monitors and analyzes engine speed, gear selection, throttle position, and data from an O₂ sensor in the exhaust system to calculate the exact amount of fuel for each cylinder for optimum performance.

ISC

Automatic Idle Speed Control (ISC) regulates the amount of air fed into the throttle body idle circuits to improve cold starting, reduce cold-start emissions and stabilize engine idle under varying conditions.

PAIR

Suzuki's proven Pulsed-AIR (PAIR) system injects fresh air from the airbox into the exhaust ports, igniting unburned hydrocarbons and reducing carbon monoxide emissions.

A catalyzer, built into the high-volume exhaust pipe, further cuts down on hydrocarbon, carbon monoxide and nitrogen oxide emissions. The engine management and emissions control systems in combination allow the Bandit 1250S ABS to meet the latest emissions regulations and standards.

Designed And Equipped For Fun And Comfort



Air flow image

Wind protection

Wrapping around the radiator sides and vented just below the headlight, the sculpted half-fairing design is the result of repeated wind-tunnel testing.

This design achieves better aerodynamics and wind protection giving both the rider and passenger great riding comfort.



Adjustable seat

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.



Suspension

The Bandit 1250S ABS has a single rear shock that works with a progressive, rising-rate link system designed to respond smoothly to road irregularities. Rear shock rebound damping and spring preload are adjustable.



Grab bar

The grab bar incorporates hooks on either side of its base that are convenient on long tours.



Center stand

A convenient center stand is standard equipment.



Anti-lock brake system

The Bandit 1250S ABS is equipped with fully floating 310mm-diameter dual front brake discs with 4-piston calipers, and a 240mm-diameter rear disc brake with a single-piston caliper. Digital Anti-lock Brake System, or ABS* 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.



Instrument panel

The analog tachometer on the left incorporates FI and ABS indicators. The LCD panel on the right displays a digital speedometer and odometer, dual trip meters, clock, and a fuel gauge. The tachometer makes a full-scale sweep when switching on the ignition.

* All lights and indicators are illuminated in the photo for illustrative purposes.

