### Bandit 1200 (GSF1200) / Bandit 1200S (GSF1200S)

#### Specifications

<table>
<thead>
<tr>
<th>Feature</th>
<th>Bandit 1200 (GSF1200)</th>
<th>Bandit 1200S (GSF1200S)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine type</td>
<td>SB463 Single, 5-valve DOHC, 980cc</td>
<td>SB463 Single, 5-valve DOHC, 980cc</td>
</tr>
<tr>
<td>Bore x stroke</td>
<td>80.0 x 66.5 mm</td>
<td>80.0 x 66.5 mm</td>
</tr>
<tr>
<td>Displacement</td>
<td>980 cc (60.3 cu in)</td>
<td>980 cc (60.3 cu in)</td>
</tr>
<tr>
<td>Compression ratio</td>
<td>11.0:1</td>
<td>11.0:1</td>
</tr>
<tr>
<td>Carburation</td>
<td>38 mm Keihin</td>
<td>38 mm Keihin</td>
</tr>
<tr>
<td>Ignition</td>
<td>CDI</td>
<td>CDI</td>
</tr>
<tr>
<td>Starter system</td>
<td>Electric</td>
<td>Electric</td>
</tr>
<tr>
<td>Transmission</td>
<td>5-speed so-called counterbalance type</td>
<td>5-speed so-called counterbalance type</td>
</tr>
<tr>
<td>Primary drive ratio</td>
<td>1:1 (14/38)</td>
<td>1:1 (14/38)</td>
</tr>
<tr>
<td>Final drive ratio</td>
<td>4.88:1 (41:17)</td>
<td>4.88:1 (41:17)</td>
</tr>
<tr>
<td>Frame type</td>
<td>Double cradle (dual color)</td>
<td>Double cradle (dual color)</td>
</tr>
<tr>
<td>Suspension</td>
<td>Rear shock absorber: adjustable, wheel travel 11.8 in (300 mm)</td>
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</tr>
<tr>
<td>Overall length</td>
<td>59.1 in (1500 mm)</td>
<td>59.1 in (1500 mm)</td>
</tr>
<tr>
<td>Overall width</td>
<td>36.5 in (930 mm)</td>
<td>36.5 in (930 mm)</td>
</tr>
<tr>
<td>Overall height</td>
<td>53.9 in (1370 mm)</td>
<td>53.9 in (1370 mm)</td>
</tr>
<tr>
<td>Dry weight</td>
<td>431 lb (196 kg)</td>
<td>431 lb (196 kg)</td>
</tr>
</tbody>
</table>

#### Features

- Storage compartment (U-lock not included)
- Grab bar and bungee hook
- Center stand
- Engine type
- Bore x stroke
- Displacement
- Compression ratio
- Carburation
- Ignition
- Starter system
- Lubrication system
- Transmission
- Primary drive ratio
- Final drive ratio
- Frame type
- Rake / trail
- Front and rear suspensions
- Front and rear tires
- Fuel tank
- Overall length
- Overall width
- Overall height
- GSF1200
- GSF1200S
- Wheelbase
- Ground clearance
- Seat height

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**SUZUKI MOTOR CORPORATION**

Printed on 100% recycled paper.

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**Specification changes**

Specifications, appearances, equipment, colors, materials and other items of "SUZUKI" products shown on this catalogue are subject to change by manufacturers at any time without notice and they may vary depending on local conditions or requirements. Some models are not available in some territories. Each model might be discontinued without notice. Please inquire at your local dealer for details of any such changes.

Actual body colors might differ from the colors in this catalogue. Photos in this catalogue were shot in closed course.

- Always wear helmet, eye protection, and protective clothing
- Read your owner's manual carefully
- Enjoy riding safely
- Never ride under the influence of alcohol or other drugs

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SUZUKI MOTOR CORPORATION
300 Takatsuka, Hamamatsu, Japan
The Suzuki GSF1200 Bandit and GSF1200S Bandit S became famous for delivering heavyweight performance at a middleweight price.

For 2006, both models are even better. Featuring strong, sporty real-world performance, with or without ABS, bodywork new styling, with a distinctive look and improved comfort.

Call it total balance, improved.

**Total Balance, Improved**

**Broad Torque Delivery, Defined**

The pushrod 1,157cc Bandit engine defines the term. This is an engine that delivers virtually instant, responsive torque across the entire range, from just off idle all the way to redline. It is honed down from one of the most successful, proven engines in history, with a catalog of performance features. Progressive lock and stroke, Trihive’s Bore, Double counterbalanced and a 4.1:1 compression ratio, with Suzuki’s efficient Twin-Start Combustion Chamber (TSCC) cylinder head. Featuring the unique Suzuki Advanced Ignition System (SAI), electronic fueling, and a 5-speed transmission. And it’s designed from the ground up to be smooth, responsive, and capable of delivering enormous amounts of power.

The engine’s efficiency is enhanced by responsive, Throttle Position Sensor (TPS) equipped 36mm MICUNI BSR CV carburetors linked to a digital ignition system. The BSR CV carburetors automatically match fuel flow with engine speed, and the engine control unit optimizes ignition timing for engine power and load. The result is efficient combustion, which produces lower throttle impairment and lower emissions.

Suzuki’s lightweight five-speed transmission shift ratios that enhance fuel efficiency, and continue to deliver precisely controlled gear engagement. Mated to a smooth-acting hydraulic clutch and 5-speed transmission.

To match the improved styling, the 2006 Bandit models have polished cylinder head fins, along with polished ignition, clutch and starter covers and a new muffler end piece. All that broad power is delivered through a smooth-acting hydraulic clutch and 5-speed transmission.

**Broad powerband? The 1,157cc Bandit engine defines the term. This is an engine that delivers smooth, responsive torque across the rpm range, from just off idle all the way to redline. It is honed down from one of the most successful, proven engines in history, with a catalog of performance features. Progressive lock and stroke, Trihive’s Bore, Double counterbalanced and a 4.1:1 compression ratio, with Suzuki’s efficient Twin-Start Combustion Chamber (TSCC) cylinder head. Featuring the unique Suzuki Advanced Ignition System (SAI), electronic fueling, and a 5-speed transmission. And it’s designed from the ground up to be smooth, responsive, and capable of delivering enormous amounts of power.

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Wind Tunnel Developed Bandit 1200S Fairing
The all-new front fairing for the Bandit 1200S was developed in a wind tunnel to enhance wind protection for both the rider and a passenger, despite a more compact size. Specifically, the new fairing is narrower, shorter and lighter with a slightly taller windscreen. The fairing and the windscreen are positioned closer to the rider, and precise shaping of the trailing edges of the fairing reduces turbulence reaching both the rider and passenger.

The fairing carries distinctive, vertically stacked dual headlights, a line-beam 55-watt H7 halogen low beam and a multi-reflector 55-watt H7 halogen high beam.

Sculpted Bandit 1200 Frame Covers
The Bandit 1200 features sculpted frame covers between the steering head and the fuel tank, with a streamlined, sporty cover emphasizing the round multi-reflector 60/55-watt H4 halogen headlight and the instrument cluster. Both Bandit 1200 models feature a distinctive new taillight and clear turn signal lenses, over amber bulbs.

A new, 30mm shorter fuel tank (measuring 580mm versus 610mm in length) reduces the reach from the seat to the handlebars yet holds a class-leading 20 liters for extended touring range. The fuel tank is flatter, narrower and ovoid, frame side panels tucked in; a rally tank and fuel filler opening are adjustable from 760mm to 810mm. The combination of a narrower seat and adjustable seat height enables the rider to find a comfortable riding position for riders of varying leg lengths. The seat is positioned closer to the center of the bike’s weight, thus improving passenger comfort and wind protection.

Comfort And Range For Longer Trips
Enhanced Instrumentation
Both the Bandit 1200 and the Bandit 1200S carry enhanced instrument packages, including an analog tachometer with digital LCD speedometer, colored gauges, diesel injection, fuel gage and clock. LCD indicators for turn signal, neutral, high beam and low fuel are now illuminated white. When the ignition switch is first turned on, the LCD speedometer displays 0 MPH; the Bandit’s model designation, A or AB Bandit, displays above the digital speedometer.

Rider’s seat can be raised by 20mm by re-installing the rubber cushions upside down. An adjustable seat height system is standard.

Fuel tank has been shortened by 30mm for adding more comfort.

A new, 25mm shorter seat (measuring 805mm versus 830mm in length), with height adjustable 20mm, improves passenger comfort and wind protection.
A Chassis With Improved Rigidity Balance, And Suflie Suspension

Both Bandit models feature a high-rigidity tubular steel frame designed to be as narrow as possible where the seat meets the fuel tank, making it easier for the rider to maneuver at slow speed or reach the ground at a stop.

New 43mm front forks feature heavy-duty sliders, a 9mm larger diameter front axle (25mm versus 20mm) and revised brake caliper mounts. Front spring preload is adjustable, and front wheel travel is 130mm.

Rad shock absorber works through a progressive-ratio suspension linkage designed to respond smoothly to small ripples as well as larger imperfections in the road surface.

The shock absorber has adjustable damping and spring preload, and rear wheel travel is 136mm.

A new aluminum-alloy swingarm is 45mm longer for 2006, with larger extruded pentagon-section arms and a cast pivot section featuring a wider cross brace. The rear axle is 8mm larger in diameter (28mm versus 20mm).

Strong Brakes, Available with ABS

The Bandit 1200 and the Bandit 1200S are both available in ABS (Anti-lock Braking System) versions. The ABS system monitors wheel speed, and matches stopping power to available traction.

On all Bandit 1200 and 1200S versions, 4-piston TDKICO front brake calipers work with fully floating dual 270mm discs to deliver strong response and improved feedback to the rider. The single-piston NISSIN rear brake caliper works with a 240mm disc.

*Please note that ABS is a supplemental device for brake operation, not a device for shortening stopping distance. Always remember to reduce speed sufficiently before approaching curves and corners.

Cast Wheels, With DUNLOP Tires

New spiral-three-spoke cast aluminum-alloy wheels measure 17M/C x MT3.50 in the front and 17M/C x MT5.50 in the rear. The 120/70ZR17M/C (58W) front and the 180/55ZR17M/C (73W) rear tires are made by DUNLOP.