**Motorcycle Phrases**

1. Four wheels move the body,
	1. Two wheels move the soul
2. Money can’t buy you happiness,
	1. but it can buy me a Suzuki
	2. and that’s the same thing
3. Old standard sportbikes never die
	1. At least not the Suzuki Bandit 1250S
	2. (Once a mainstay in Suzuki's lineup)
4. Major refresh in 2007
	1. 1,255cc liquid-cooled engine and
	2. revised suspension and bodywork
5. Very little has changed with the Bandit 1250S
	1. since that 2007 update
6. The biggest updates:
	1. the half-fairing in 2013
	2. with subtle changes to the styling
	3. along with a different headlight
7. Other than that,
	1. the only other real change is:
	2. an upgrade to Dunlop’s newer OEM-specific D218 tires.
8. The big 1,255cc engine
	1. still pumps out gobs of
	2. low-end torque literally off idle
9. How much?
10. You can take off
	1. from a stop in fourth gear
	2. with just a touch of throttle,
	3. upshift to sixth gear,
	4. and then watch in amazement
	5. as the engine has enough steam at idle
	6. to propel the bike
	7. with no throttle at all.
11. That stump-pulling torque means
	1. easy holeshots of traffic
	2. from a stoplight
	3. and highway passes
	4. that are but a flick of the wrist away
	5. with no downshifting necessary.
12. With so much low-end power on tap,
	1. thankfully the Bandit’s throttle response is butter-smooth,
	2. and there are no hiccups or hesitation
	3. to ruin the linear power delivery
	4. or upset the chassis in midcorner.
13. The freight train continues
	1. up to about 6,000 rpm,
	2. where unfortunately the party starts to tail off,
	3. and the engine’s torque-biased state of tune
	4. becomes readily apparent.
14. Trying to rev the Suzuki’s powerplant
	1. up to anywhere near its 9,500-rpm redline
	2. produces more noise than acceleration,
	3. and you’re better off short-shifting
	4. to take advantage of that torque.

Source: https://www.cycleworld.com/sport-rider/2016-suzuki-bandit-1250s-standard-issue-revisited/