

High Rewing Threesome



available suspension adjustment is on the rear shock, and that's preload only. All this is gripped to the roads by a 100/80/17 front tyre and a 130/70/17 on the rear.

If I owned one, I'd be tempted to fit a lower profile front tyre, just to help it turn into bends that little bit quicker, but that's just being fussy. I'm tempted to say that it would be a good track day tool as it'll stay on the boil and handles so well, but I'm

not convinced the lack of overall power has enough to stay with bigger bikes. But would that really matter? If you're not riding competitively against more powerful bikes you'd enjoy it anyway.

The Factory Streetfighter - Suzuki Bandit.

Unlike the FZR, the Bandit is about the same size as its 400cc brother. This shows on the road, as it isn't as quick as the little race rep. But it is more rideable at lower engine speeds. There is no definite surge of power towards the top of the rev range; it just seems to pull progressively with more urgency the nearer you get to the 6,000 rpm redline. Ride it hard and it doesn't wallow like its bigger brothers, but then riding it hard still results in speeds of below 100 mph unless you've got it absolutely flat out. It does suffer just as the FZR; if you miss a gear change or misjudge a bend then you will have to wait for the engine to catch up but,

and gearbox, then you can still attack country roads at licence damaging speeds. But you're not going to run into licence losing territory unless you really push it. Misjudge a corner or gear change and you'll be left counting to ten to waiting for the power to come back to song, just like a stroker. The engine is smooth, ticking over cleanly, and will pull to 10,000 rpm without fuss in any gear. Once this point is reached then the bike becomes very rideable. If you're looking for a cheap small capacity bike to do long distance work on, then this isn't it. It is just too extreme and not at all comfortable. Passengers? Forget it. If it's a no compromise first sports bike you want, then this is the bike for you. It will reward you with the thrills of riding a sports bike hard, without getting you into a lot of trouble.

The handling is superb, not the best here, but certainly not the worst. It would be fair to say that the bike is overbraked. I can't fault the brakes at all; both front and rear were excellent. The rear brake is standard Yamaha issue, being a single disc with the same 2-pot caliper that graced the rear of anything from a TZR125 to an FZR600, and is topped with the assistance of a Brembo master cylinder. The front brake is total overkill for a bike of this weight and performance; a twin-floating disc set up with 4-pot calipers. I've not checked the part numbers but they look to be the same as FZR400 items. The frame and swinging arm are both Deltabox alloy items, more high tech than the UK's 600! The only

