PE250D
FULL FLOATER

Moving Suzuki's R&D centre to downtown Fairfield, NSW.

No. It's not Suzuki's '84 model enduro 250. It's the bike everyone thought should be Suzuki's '84 model enduro 250.

ADB is not in the habit of testing people's one-off motorcycle creations. Experience has taught us that such projects are a whole lot more trouble than they are worth and the finished product (if it ever gets finished) doesn't match up to the performance of stock standard machines which demand much less in the way of time and money.

This PE250 Full Floater is a slightly different story though, because what we had delivered to our doorstep was a complete, registered, ready to ride example of what everyone considers Suzuki should have built, but didn't.

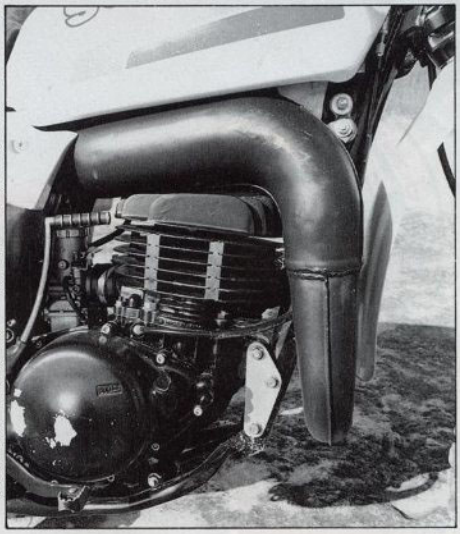
Suzuki have certainly been slack in their enduro bike department. There was a ray of hope a couple of years ago when they introduced a PE175 with Full Floater rear suspension but the rest of the PE range was left with their old twin-boinger rear end. And as if that wasn't enough, Suzuki has decided to stand still again and offer us nothing really new in 1984.

Why? They have everything there just waiting to be bolted together to build the best enduro bike ever. They already have enduro motors, they already have a Full Floater rear suspensioned enduro bike and they have all that motocross winning frame and suspension technology to draw on. But still no new PEs.

Everyone was getting fed up with waiting and Alan Trinder, like a lot of riders we guess, was thinking about building his own PE250. Alan had a bit of an advantage though. He works from a Suzuki shop; they had a new PE175D on the floor, and he had just got the remains of his own PE250 X back after it had been stolen. All that was left of his pride and joy was the motor and the frame.

He casually mentioned his plan to drop the motor into the 175 and was told that it couldn't be done. That did it. Alan set about proving it could be done.

The first and major problem was of course the engine mounts. Suprisingly, the rear mount, which used the swingarm pivot bolt, was relatively straightforward. Where the smaller motor of the 175 has to use an offset mounting plate, the 250 motor is automatically centred



ABOVE
A pretty schmick job is it not? All the welds painted over. Even 250 stickers on the sidepanels. It's difficult to tell the bike is "home-made."

RIGHT
A closer look reveals a few clues however. Here you can see the new front engine mount plates, the slight dent in the downtube, the extra piece welded into the pipe and the old bottom engine mounts.

From the right you can see the trimmed head fins and again the front mounting plates and old lower mounts. Carburettor is even harder to get in and out than on a standard PE250 so we didn't try it.