

MINITEST:

SUZUKI PE 175 N

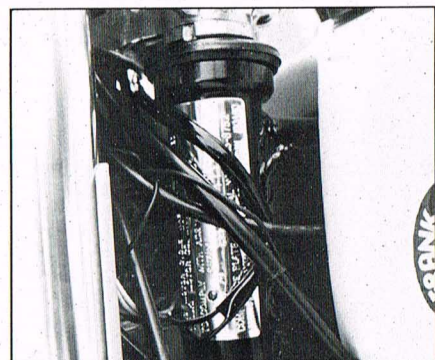


Better despite all the ADR requirements

As is usual with Suzuki's design policy, the PE175N seems to differ little from the C model when looked at on the showroom floor. In fact, most people think there has only ever been one model PE175.

But there is an N model.

Earlier models of the 175N came out prior to the blinker law in NSW, which states that all motorcycles made after



ABOVE: This is what is causing all the trouble. The Compliance Plate, which certifies that the vehicle meets ADR requirements on noise and braking, among other things. NSW, on top of all this, needs all vehicles built after April 1st 1979 to be fitted with working blinkers. What we need is a restricted use registration.

April 1st, 1979 will have to have working blinkers fitted. Yamaha, as indicated in the test of the IT175F, took a long time to react to Australian requirements on ADR compliance, although they did in the end. But Suzuki didn't. The new Ns come with an excellent blinker system, incorporating a battery, rectifier, and all the necessary frame tabs to mount it.

For that reason, the later N model frame numbers are different to the earlier frames. There are no other differences than these brackets.

The blinkers themselves are tiny little units which should have been available on dirt bikes years ago, even if only as an option. They are rubber mounted, and are easily seen, but not easily broken. In fact, there isn't even any need to remove them for serious competition.

Against the IT175F, we found the PE to have far better ground clearance, less top-heavy weight distribution, which made it easier to flick in and out of timber or other tight sections, it had longer suspension although the spring rates are on the soft side (as are the ITs) for serious competition, it started more easily, and it offered pretty much the same response down low in the powerband.

With its enduro-oriented refinements,

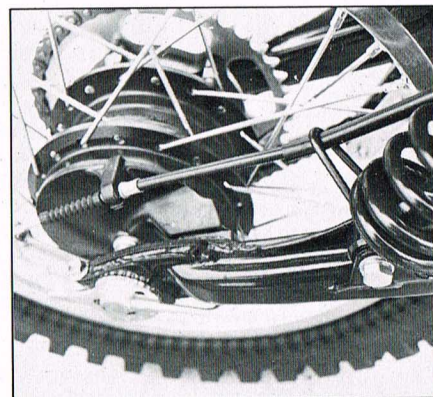
BELOW, TOP: Suzuki's new PE blinkers are what should have been available on trailbikes years ago. Unobstrusive, light, rubber mounted and easily seen. BELOW, BOTTOM: The battery is an obvious afterthought, encased as it is in a metal box and hung way out here in the open. You can see the extra frame tabs necessary to mount all this hardware.



it becomes even more of a match.

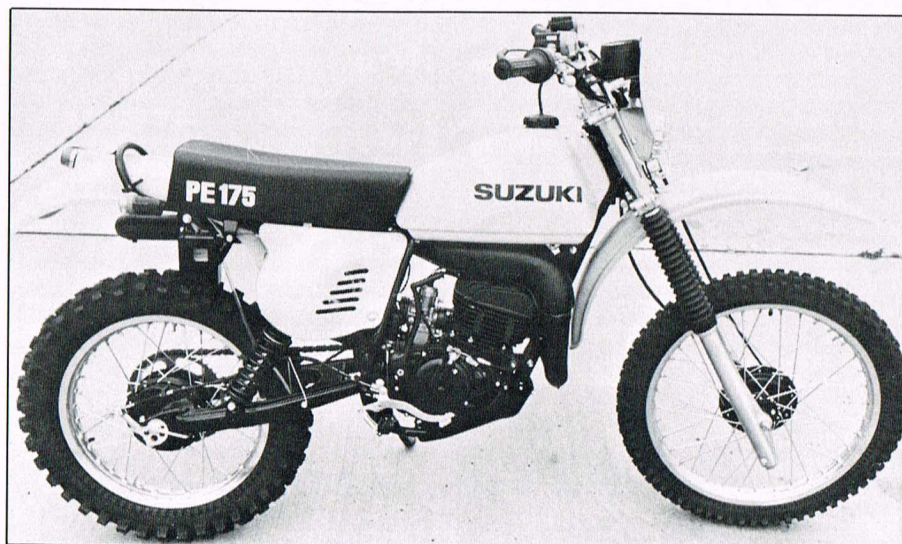
The changes between the C and N model PE175s are as follows:

- New, quick action swingarm: similar to the IT, the new swingarm is open-ended so that the wheel slips straight out after you undo the axle nut a little.
- New backing plate for the rear brake: this has a cast in lug which slots into a matching lug on the swingarm to act as a brake torque arm, saving time in wheel removal.
- Snail cam chain adjusters: at last!
- Remover handles on the ends of both axles.



ABOVE: Plastic on the PE is not quite as good as the IT. Everything else is.

- New special tool, mounted in the same place as before: it no longer needs the axle remover lug, and has been made stronger.
- 34mm carburettor in place of the 32mm carb on the C.
- New exhaust pipe: now without the inbuilt silencing plate halfway down the chamber section, this new pipe is more a chamber than an exhaust pipe off a trailbike. It still has the internal meshing to reduce resonance, and the dimensions are the same as before.
- Silencer has a new mounting bracket and tip: the tip has a larger hole which lets the engine breathe better, and the whole assembly is mounted more securely.



- New airbox lid: held in place by three rubber blocks (as on the old PE250B) instead of the metal prongs on the PE175C, this lid has a rubber breather tube instead of metal. The tubes goes further down into the airbox to reduce the likelihood of water falling on the filter.
- New barrel stud nuts with integral

washers, to reduce the hassles or replacing both nuts and separate washers. Minor point.

- Different porting layout: the transfers have been lifted 1mm, while the exhaust port has been lifted 2mm.

Obviously, Suzuki is bent on getting more power out of the 175: they have succeeded, but at the expense of a little of the bottom-end. Even without the plate in the pipe, and the extra restrictor in the exhaust side of the barrel, the new 175 is no better at hills than the old model was. When the plate is removed from the pipe on the C model and when the restrictor is removed, the old model is just that little bit better on a nasty hill.

But when it comes to flat strap acceleration, the N is just that little bit better there. Not a lot, but enough to help a rider in a two day event. The powerband now is more like the IT175.

As well, with a few other little changes, Suzuki has given owners a bike which is a little more an enduro machine.

Just enough to warrant it being called a new model.

