

Suzuki PE 175 T

A little Yella Terra for the Young at Heart



Just about every part of this new model has been altered to give even better results.

Look across the showroom floor at any Suzuki dealer. Mundane yellow bikes dominate the floor. RM's and PE's - what is it that makes these such popular off-road bikes? They look pretty much alike, certainly not the most attractive machines with their plastic tanks and guards, and nothing which looks bright or shines like the road bikes.

As one younger rider was buying a tyre for his PE175N, I asked him how the PE was going. He looked at me for a moment and hesitated, perhaps contemplating last Sunday's ride.

"Oh, it's just great," he grinned, "I love it." Herein lies the reason for their popularity. I think of a PE Suzuki as a happy bike to ride, particularly the 175 when it breaks into the power and becomes alive. You can't help but enjoy it when the tail wags, and you work lightheartedly to keep it pointed in the right direction.

Suzuki haven't rested on their laurels, for hot on the heels of the successful N-models comes the new T version with a whole host of alterations and trick innovations. The particular PE on test was the very

latest, owned and successfully ridden by Murray Tainton and Brian White in the recent Pony Express at Wonthaggi (see report elsewhere). This pair rode this bike to the utmost for six solid hours, more than you or I could do, harder and faster. Barely having time to clean it off, Murray lent us this machine for a good trailride.

As usual, adjusting the chain was the only maintenance performed before riding it. Even this chore has been lessened by the new rolling device now fitted to new PE's and

European Enduro machinery. Murray came out with us in the morning to check the bike was right, then we headed for the hills.

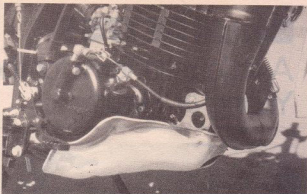
This Suzuki has so many improvements it is like a new bike. Frame is essentially RM, as in MX. A slight modification to tubes allows room for the battery. Steering head is on tapered roller bearings. The box-section swing-arm is alloy and light, looking immensely strong with a great gusset plate along the top. No nylon bushes here, a grease nipple is provided to properly lubricate the roller bearings.

Big and long, the rear suspension units are double sprung, oil and gas, with the chambers at the top and three way adjustment. Front forks, same as RM's, are as long as they come. There is 300mm travel, oil damped, spring and air, or you can put gas in them if you like. A pressure gauge is provided to check them.

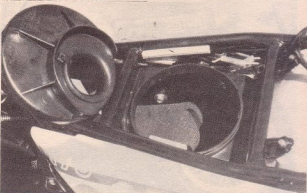
For all this marvellous suspension, there is a price to pay, and it comes as a shock to the uninitiated. Just sit on one, and you can barely touch the ground. Seat height is 94cm. Don't despair, Murray Tainton is not a tall man, he has no complaints and rides it successfully. The clue is simply not to stop.

I found you can become used to a tall bike quickly and with this suspension it's all worth while. Also, you get a ground clearance of 32cm with this height. You will see the snail cam chain adjuster has been left off. It's replaced by a bolt type. Look further - a quick detach rear wheel is now fitted. Just pull the pin, take off the nut and withdraw the spindle. The wheel comes out, leaving the chain and brake undisturbed. A centrestand is one trick the Japanese factories have yet to cotton onto, but most European machines have this device. Murray agrees they are very convenient to use for working on the bike, and will be having a batch made up for those riders who want them.

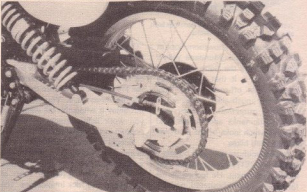
As in the best European tradition, the chain runs over a nylon block on the top run, and a roller at the swing-arm pivot on the lower run. As



Pipe is new, so is plate - both good.



Air cleaner access is easy, airbox is effective.



Swingarm is redesigned, and that quick-release rear wheel set-up is tops.

the swing-arm moves, this acts as a tensioner. Another roller keeps the top slack in control. The alloy guide which channels the chain to the rear sprocket looks like it will outlast the bike. A steel strip guard at the countershaft assures protection for the alloy cases if the chain should fly off or part. Dirt is kept off the chain by a neat plastic guard. Pity the Magura-type levers were missing,

even though the SP400 and others had them fitted. However, a whirlpull throttle grip now keeps the cable in close to the bars.

These bikes have excellent Pointless Electronic Ignition, so starting was never a problem. First thing you notice is how quiet it is, even though the machine had come straight from an Enduro. Larger mufflers are fitted, and the note is

quite acceptable. The cylinder, barrel and head are different, visibly larger.

This modification is to provide more overall go. First of the six speeds is very low. The 175 pulls away and runs very smoothly on small throttle openings. It's a docile machine, engine and exhaust never offend.

Cylinder fins are well plugged with neoprene rubber blocks, to keep down engine resonance. Riding this bike reminds you of John Wayne, Tall In The Saddle.... You never quite forget the feeling of being distant from the ground. This is not all bad. If you are a reasonable rider and want to move along a high seat encourages you to lay it over a bit, there is more room and somewhere to put your leg.

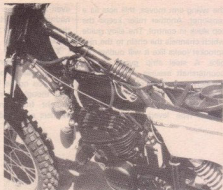
The handlebars are low in relation to the seat, as in motocross. Steering is firm, positive, and you feel you have control of this bike, to go where you point it. It makes most ordinary trailbikes feel like a galloping armchair. You can ride this on half throttle and enjoy the glorious workings of the suspension. It pulls normal for a 175. You can roll over deep furrows and washaways and rocks like never before. I found myself looking for bad patches to try the machine. Deep furrows were purposely ridden in to check the ground clearance. Doing this, it saved being caught with nowhere to foot if you were forced to stop.

Down hills are this bike's forte. I chicken out quite readily when the trail disappears steeply down over washaways and big rocks. Where the clay glistens this PE instils confidence due to fine steering and terrific suspension. An average rider would soon have the feel to fly down hills, being a passer and not a passed. Brakes are smooth and powerful to assist in keeping your heart in the right place.

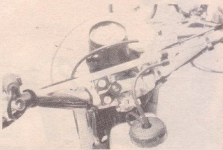
Make no mistake, this must still be termed a peaky motor, but power at high revs comes as an added bonus for what you have down low is most adequate. As revs rise past 5000 it comes on hot and strong for a small



Jack Hunnan, former race-car driver and tuner was very impressed with this PE175T.



Attention to detail and small mods make this the best 175cc Enduro yet from Japan.



engine. It gets more power to ground, traction to go rather than the earlier models which did wheelspin a bit. If you are any sort of a rider, pour it on and enjoy one of the most exhilarating rides you can have on a motorcycle.

In the powerband on a winding trail, and uphill is best for a start, the front hangs on whilst the back hangs out..... If you power in, you are halfway round before the corner starts. On rough hills you can hang on and leap from rock to rock, over bumps and stuff you plonked round the weekend before. If the path gets nasty and narrow and you're forced to pick the way, there is a first gear low enough to ride at 5kph.

Removing two bolts and the seat gains access to the aircleaner. The

foam element is in a plastic box with a well-designed top. Though the induction faces upwards without a cover, a lip surrounds the front to deflect water. Fuel tank is secured at front by a rubber strap, bolt secures the front. There is only the coil under the tank but it may be advisable to loosen off this bolt at home, as in the usual Japanese fashion it's tight, and the front bolt might not come off easily out in the bush with a smaller spanner. Both guards are broader and more efficient. The rear extends halfway down so you are well on the way to being roadworthy. A well designed alloy bashplate is drilled and vented on the underside. Engine mounting plates are alloy.

This is a very legal motorcycle for an Enduro, complying with A.D.R.'s

also. It comes with lights, horn, indicators, speedo and mirror. If you remove the indicators, the brackets remaining will cut your legs if you inadvertently get off this way. Be sure to cut them off. If you want to replace them later you can easily make up a clip.

We know of several clever riders who have fitted engines into RM frames to get what they wanted, what they reckoned to be the ultimate trailbike. Now this is all done for you at the factory. There is a lot of Enduro for the money here, mostly good.



The normal element for this bike - it's right at home.....

SPECIFICATIONS - PE175T

Engine	172cc reed-valve 2-stroke
Bore x stroke	62x57mm
Compression ratio	8:1
Carburettor	Mikuni VM34
Lubrication	pre-mix, 20:1
Starting	primary kick, right-hand side
Gearbox	six-speed
Wheelbase	1430mm
Ground clearance	320mm
Dry weight	100kg
Ignition	Suzuki PEI
Fuel capacity	10.6 litres
Tyres, front	3.00x21
	Bridgestone knobby
Tyre rear	4.00x18
	Bridgestone knobby
Price	\$1299

- 65 - Tests: XR60 Honda YZ25F, Malco 400 Enduro, DT175F. Features: Battery basics, Mark Pitt interview, Two Superstars, Column: Tricks, Holeshot. DNF. ML. New products.
- 66 - Tests: Honda XR500, BMW trialbike, Australian made, RM125N Suzuki K090 Kawa. Features: Trev Wilkins interview, Mike Burrows of AMTRA. Regulars: New products, Holeshot. DNF. Tricks. ML on MX.
- 67 - Tests: Morfy Cota 250, XL250S Honda, YZ80F Yamaha, KX125AS Kawa. Features: K0380 Kawa Works bike, Coli Treganning interview. Regulars: DNF. Letters. Holeshot. New products.
- 68 - Tests: DT48F Yam, PE175 Suz, RM200N Suz. Features: BP Hattah-79 Desert Rally, Keith Stacker interview. Regulars: DNF. Holeshot. Letters. New products.
- 69 - Tests: XL500S Honda trail, DT180F Yam, KTM MX'er, Montesa 40VE MX. Features: Tyre Thoughts, Four-wheel Escapee, Newry Two-Sky Enduro. Regulars: DNF. Letters. Holeshot.
- 70 - Tests: Hagon XT300 Special, T5290 Suz. Features: Gall's MX School, Hole Your Helmet, TY322 Trials, Thoughts on First Aid. Enduro Review. Regulars: DNF. Letters. New products. Holeshot.

- 71 - Tests: Husky WR250 MX, CR126R2 MX. Features: Project Suzuki Pt 1, Spinal Cord Injuries, 2980 Motocrosser Preview, Trials Review. Regulars: DNF. Letters. Holeshot.
- 72 - Tests: Malco MC125 Suz, RM400N Honda CT125 Ag, Six-way 250 MX Review. Features: Project Suzuki Pt 2, Eastern Vic. Enduro Reports. Regulars: DNF. Letters. Holeshot. ML on MX.
- 73 - Tests: Husky 390CR, RM250 Goss Enduro, RM507 Suz. Features: Vic-500 MX Trials, The Conquest - 1000kms on Honda round Aust. by girl. Regulars: DNF. Holeshot. Letters.
- 74 - Tests: RM400N Enduro, RM1251 Suz, T1425V Yam, YZ250G Yam, YZ360 Yam. Features: Project Suzuki, Viozobene Chain lubr, New Models. Regulars: Enduro Review, ML on MX, Stephen Gall. DNF.
- 75 - Tests: Yam YZ125G Suz, T5185ER, RM400T Suz, Bombardier Enduro. Features: Wetbike, Mountain MX, Vic. Enduro Series, Project Suzuki. Regulars: Stephen Gall, Tricks, ML on MX, MX Review. DNF.

No more no's 1, 5, 13,
16, 40 left.

We have ten no. 2's left -
hurry if you want to
complete your collection.



Allow two weeks for postage - issues
mailed beginning and middle of
month.

Name

Address

State Postcode

Post to -
Back issues, c-o Trail and Track, 1a
Station Rd., Cheltenham 3192 Vic.

Send
cheque/postal note/money order.

I enclose for
issues at 70 cents Circle no's required

23 4 6 7 8 9 10 11 12 13 14 15 16 17
 18 19 20 21 22 23 24 25 26 27 28 29 30
 31 32 33 34 35 36 37 38 39 40 41 42 43
 44 45 46 47 48 49 50 51 52 53 54 55 56
 57 58 59 60 61 62 63 64 65 66 67 68 69
 70 71 72 73 74 75 76