



# SUZUKI PE175X

A host of minor changes add up to a major improvement

The hot word on this year's PE175 was no word at all. From all of our casual inquiries, we got the same answer: The PE would have a few new details on it, but no major changes in the engine or suspension. If there was anything radically wrong with the 1980 PE, this would have been upsetting news; but, as a matter of fact, we liked last year's bike quite a bit. So, that's great; no major changes; no great excitement. We would wait and then test it later on in the year.

Okay, fine.

Soon, the time came to test the new PE. We really paid very little attention to it because, after all, it was the same bike, right?

Eventually, we took it out for its first ride and gave it the once-over as we unloaded it from the truck. The graphics were different, and, what's this? There's no skid plate this year! Instead, there is a pair of Six Days-type bash bars welded to the lower frame tubes. One of our test riders sidled up, and we asked him for any comments. He said the pipe looked like a bathysphere. Hmmm. He also said the silencer looked like a bathysphere.

Obviously, what we had before us was a test rider with a deep-sea exploration fetish.

References to underwater sports aside, we gassed up and went for a break-in ride. First off, we noticed the bars were weird. They seemed to be pulled back too far and didn't allow the rider to sit as forward as he should. Personal gripe. Some people might like the bars.

We can't think of anyone who'd like the seat, though. It's the same seat as last year and it still has a couple of problems. For one thing, it's shape is too square. When you're sitting down (and you only notice the seat when you're sitting down. Odd, isn't it?), the edges of the seat can be felt pushing on the inside of your thighs.

On a long ride this can become quite uncomfortable. Also, for long-legged riders, the seat is too short. Some of our taller testers suffered tailight bruises on the butt after a trip through the whoopdies. A couple more inches in length and some rounded edges would improve things a bunch.

Neither the shift lever nor the rear brake pedal have folding tips. This should come as no surprise, as we've

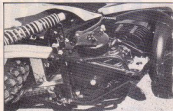
been telling you this for two years. Suzuki must have a warehouse full of those shift levers, and maybe once they use them up, we'll get something new.

We spent a little while tooling around, getting the feel of things and letting the motor loosen up a little; then came back, gassed up, and went for a real ride.

It didn't take long until we started



## SUZUKI PE175X



*Rather than using a skid plate this year, the PE has Six Days type bash bars. The underside of the cases could be better protected.*



*Rear wheel is the same quick-change item as last year's; a nice touch. Shocks are okay, but springing is a little stiff.*



*Front forks were a little harsh when new; tires could be better.*



*The '81 motor is not the same as last year's. Improved porting has resulted in a much better powerband.*

noticing odd things. The power delivery felt good on the PE. Actually, it felt good on last year's bike, but the odd part was that this bike felt better. A whole lot better; and that's unusual for an engine that's supposed to be unchanged. Granted, it'd been a long time since we rode an '80 175, but we were having less trouble on steep hills, and the bike seemed to make more power all the way up to redline. Hmm. More torque and better top end. What's the story here?

Later on, we made a phone call to U.S. Suzuki and found out a number of interesting things. Yes, there were a few changes inside the motor. Most notable were lowering the exhaust port one millimeter and the use of a thicker head gasket to lower the compression ratio a tad. Also, the pipe has been changed internally and the muffler redesigned for better breathing. This allowed the jetting to be leaned out slightly; what we wound up with was a



**THE LOWEST PRICES!!  
THE HIGHEST QUALITY!!  
THE FASTEST SERVICE!!**

**HYLON MX PANTS.** Constructed of heavy weight nylon, these rugged pants feature thick hip pads and reinforced patches at the knees to hold closed-cell foam knee protectors. The seat and inside the legs get extra protection from a heavy vinyl pad sewn to the inners. Other features include a zippered front with a snap closure and belt, and apposed ankle openings. Available in blue, red or black each with yellow trim. Sizes 22-38 **\$4.95**



**MOTOCROSS JERSEYS.** Ride in style with these rugged Motocross Jerseys. Choose your favorite manufacturer's name and team colors. The 50% cotton-50% polyester blend provides the soft comfort of cotton and the durable strength of polyester... more comfortable than vented nylon. The long, jersey-style sleeves mean additional warmth. Buffalo, Can Am, Honda, Husaberg, Kawasaki, KTM, Maico, Ossa, Suzuki, Yamaha. Specify size XS (child's), S, M, L, XL **\$12.95**



**BELL MOTO III.** The new Bell Moto III. Tested and developed by champions. The new Moto III sets new standards for safety and comfort. Features include: lighter fiberglass shell for better balance, contoured to protect nose, mouth and chin (eliminates need for hot masks), static air vents for increased air supply. The first integral dual filter. Fade resistant finish. Five snap visor. Destructive ball graphics. Sizes 6 1/2 thru 7 1/2. Red, Yellow, Blue or White **\$9.95**



**PROLINE BOOTS.** These heavy leather motorcycle boots feature a one-piece injected sole that is bonded and stitched to the uppers. An extra leather pad is sewn over the toe to prevent excessive wear from shifting. High impact shin plate for added protection. They come with smooth sole and Enduro sole. Available in full sizes 6 through 12 **\$9.95**



**Complete Line of Metzeler Tires**



W. 3000 Second Ave. • Spokane, WA  
12004 Aurora Ave. N. • Seattle, WA  
5212 S. Tacoma Way • Tacoma, WA

Order TOLL FREE 1-800-541-5550  
In Washington Call 1-800-672-6690



**CALL FOR OUR  
FREE CATALOG**



## SUZUKI PE175X

come less of a problem once the shocks loosen up some.

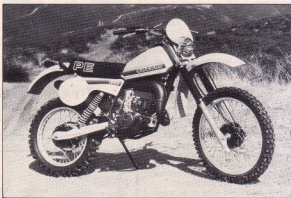
Wheelbase on the PE, at 56.3 inches, is short compared to a KDX, but right about average compared to everyone else. The only place the 56-inch wheelbase becomes noticeable is when climbing hills. The ultra-long KDX can climb up the nastiest slope with zero front-wheel lift; not so with the PE. This bike *likes* to do wheelies, but does so predictably, and not with a lurch like an IT. Just pay attention to it when chugging up a hill and you'll

have no problems.

### Bits and pieces

The shocks are laid down and covered with spiffy side panels, but they still stick out rather far at the top mount. When you stand up on the PE, the bulges hit right at the top of your boot and force your legs apart, making the pegs feel like they're too close together. This, the shape of the seat, and the bend of the handlebars need improvement before the PE can be truly comfortable.

The air box is large, with a lot of



## SUZUKI PE175X

Name and model	Suzuki PE175X
Engine type	Air-cooled, two-stroke
Bore and stroke	62mm x 57mm
Displacement	172cc
Horsepower (claimed)	N/A
Carburetion	34mm Mikuni
Factory recommended jetting:	
Main jet	250
Needle jet	EDF17-3
Jet needle	R3
Pilot jet	25
Slide number	2-5
Recommended gasoline	Premium
Fuel tank capacity	10.6 liters (2.8 gallons)
Fuel tank material	Plastic
Lubrication	Pre-mix
Recommended oil	Suzuki CI
Oil capacity, transmission	900cc (1.96 quart)
Air filtration	Oiled foam
Clutch type	Wet, multi-plate
Transmission	Six-speed
Gearbox ratios:	
1	3.090:1
2	2.714:1
3	1.647:1
4	1.300:1
5	1.046:1
6	0.875:1
Geearing, front/rear	48/12
Ignition	CDI
Primary kick system?	Yes
Recommended spark plug	NGK B10EGV
Silencer/spark arrestor/quality	Yes, yes, very quiet
Exhaust system	Up-pipe, through frame
Frame, type	Single downtube, cradle
Wheelbase	1400mm (56.3 inches)

Ground clearance	320mm (12.6 inches)
Seat height	36.5 inches
Swearing head angle (rake)	29.5 degrees
Trail	128mm (5.04 inches)
Weight with one gallon gas	230 pounds
Rim material	Aluminum alloy
Tire size and type:	
Front	3.00x21 Bridgestone M19
Rear	4.00x18 Bridgestone M20
Suspension, type and travel:	
Front	Air/Oil Kavaba forks, 250mm (9.8 inches)
Rear	Lay-down Kavaba gas shocks, 247mm (9.7 inches)
Intended use	Off-road, enduro
Country of origin	Japan
Retail price, approx.	\$1679
Distributor:	U.S. Suzuki Motor Company, 3251 East Imperial Highway, Brea, California 92621

Parts prices, high-wear items:	
Piston assembly, complete	\$25.24
Rings only	15.26
Cylinder	132.44
Shift lever	4.17
Brake pedal	12.83
Front sprocket	N/A

Overall rating, 100 to 190, various categories, keeping intended use of machine in mind:	
Handling	94
Suspension	92
Power	96
Cost	95
Attention to detail	94
Effectiveness, stone stock	96

