

IMPROVING THE PE175 "X"

In the January edition of Trail & Track I brought to you a test on a most disappointing PE175 "X" on which lack of proper preparation over shadowed some great features and the best I could say was the bike had potential.

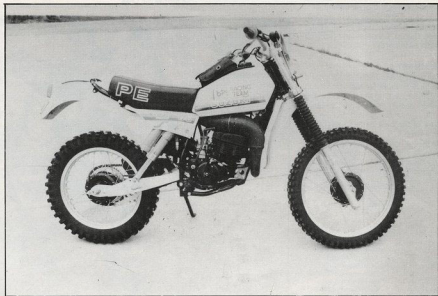
Murray Tainton who not only sells Suzuki, but races Suzuki also, is probably the most experienced Suzuki "modifier" around. Like all bikes, you have to modify Suzuki machines, if you want them to perform well and stand the rigors of competition, let alone win; and Murray does plenty of both i.e. modifying and

winning. This year after over whelming demand he is offering specially modified bikes of any standard up to an exact replica of the bikes he rides and wins on, in the BTX enduro team.

This month I tested his enduro race prepared PE175 "X" and found it vastly improved over the STD bike. Beginning with the motor mods which really produce the most noticeable and usable feature of the improved bike he gives it a good port and polish to open the motor up a bit and the thick head gasket is replaced with a thin one which effectively raises the compression

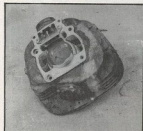
For those that want even more top end some piston mods can make for cleaner running although this can result in less bottom end so as with all these mods it all depends on what style of riding you do, to what stage of tune you want. Murray was using a 250 "X" PE C.D.I. which helps to let the motor rev out better, while a Boyeson's reed valve, itself also modded, gives better low and mid range pulling. A swish bord radial fin head will be available in the near future.

All the bolts on the motor are replaced with unbreakable Allen

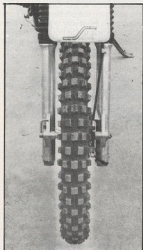


Race prepared and ready to take on the rest.

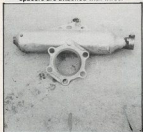
headed bolts to minimise the tools required and allowing faster motor strip downs.



Barrell is ported by BTX personally.



Metzlers naturally, note Stillmotor guard, spacers are attached with wires.



Alloy muffler and thinner head gasket.

The carby is rejetted up to 260 on the main, 1½ to 2 turns on the idle, while the needle is raised also, so the bike will run on 30-1 mix. This doesn't only make the motor run cleaner thus eliminating the dribbling from the exhaust joints but it produces more power.

To help make more efficient breathing and more protection to the motor, the air filter is replaced with a twin oil foam unfilter and the top of the airbox is enlarged considerably.

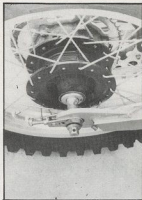
On the exhaust end, the baffles in the spark arrester and rear the manifold have been removed along with the wire mesh inside the chamber, thus allowing the motor to rev out cleaner. A light muffler replaces the STD one if required, however this doesn't add much in the way of power but only decreases the weight a little.

An "O" ring chain replaces the STD one and this is kept in line both top and bottom by KLX rollers instead of the STD poor quality ones. To combat mud build up and lack of brakes the drive sprocket cover is removed and the brake linings grooved for quick water dispersion while the quick wearing alloy sprocket is replaced by a steel one. To keep tension on the front brake arm a rubber is hooked onto it. This ensures that the brake always releases when required to do so.

Metzler tyres and tubes replace the STD ones and these are held in place by three rim screws in the front and four in the back. Australian sealed bearings replace the STD unsealed ones in both front and back hubs thus giving good life in this area, while to help quick wheel changes, the spacers on both the front and back axles are safety wired to the bike which effectively stops them from getting lost or falling in the mud.

Apart from being wider and superior to the STD guards they replace, Stillmotor guards having a 12 month unbreakable guarantee. The plastic side covers tend to flap around causing the retaining screws to come loose so to eliminate this problem and allow easier access to the back wheel, they are cut down and hook securely with a plastic tab.

To minimise damage to levers, a ¼" is cut off the gear lever while the foot tab on the brake lever is completely cut off and a smaller tab rewelded on, after which Serup wires are added.



Axle spacer has tether wire.

A major problem with the PE's is the fact that the shockers are laid too far forward. In order to combat this the bottom shocker mounts are moved 1½" forward on the swingarm. Another problem few people know exists, occurs when you tighten the swingarm on the 175; it locks up due to lack of spacers, consequently two 2mm spacers have to be added to prevent this happening. Wiring is heavy and often a pain to check for a fault, often resulting in loss of valuable time. For this reason the wiring is completely stripped and the bike is rewired simply and efficiently. Of course the blinkers, speedo and switches are also removed, where a PE250 "N" On/Off switch is all that is used to accompany the kill button.

Both axle, steering stem and swingarm bearings are washed out completely and repacked with Belray water proof grease. Constant attention to greasing with this greasing has meant the bearings in the swingarm can last up to 12 months before they are required to be replaced.

As the washer on the kickstarter lever often fractures when the bolt is tightened, a finer washer is placed behind the STD one which seems to rectify the problem.

Being a little lacking in steering lock, about 1/8" is filed off the steering lock stoppers.

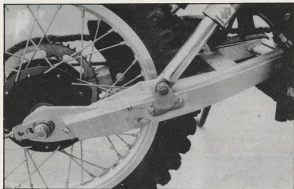
To further reduce weight, all unnecessary brackets are cut off.

thus together with all other mods this bike exits some 20lb lighter than standard.

The best feel is achieved in the forks by using 290cc of 5 weight Belray fork oil together with 12lbs of air pressure (good for 10 stone rider). 375mm Sachs shock transform the back end but for those riders wanting to spend less money, Ohlins or Konis may be installed. A centre stand can be supplied if required at extra cost.



Brake lever is modded also.



Shock mount is re-positioned an inch.

These few items alone total some \$1900 and so the rest of them cost you nothing. Not a bad deal. If that's not value I don't know what is.

How after all these mods how does the bike perform? Well, firstly, the top end is vastly improved and comes on very strong, however this can make starting on steep hills a problem. The bottom and mid range are also much stronger and pulls much clearer from the bottom than the std. bike but is still lacking slightly in bottom end which is noticeable on steep hills also.

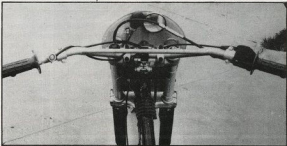
However as most current enduros are basically long fast motocross events with few steep hills, this lack of bottom end will not worry you. This bike is set up for these type of enduros and as such is perfect.

However for the trail rider who wants to tackle steep hills or for those who, having the bike not being able to pull away once it got down low, would be a pain in the butt, then by changing the state of tune one can cut down

slightly on the top end and get better bottom end response.

Generally the handling was good and the front was simple to lift for log hopping. However it also was a little unstable in the front end at speed and wobbled from side to side. This didn't seem to affect the sliding ability or stability of the bike and power slides at speed were easy to achieve.

The bare essentials.



Despite so many mods the bike started easily and idled well but although the brakes were good, the back one tended to lock up easily especially on steep hills. The chattering would not have helped this.

A bash plate which is not fitted to this bike, would be fitted if requested and personally, especially for trail riders. I think this would be a good move, to protect, if nothing else, the vulnerable sump plug at the bottom of the motor.

And how does it compare with the KDX175? A steep hill that the KDX walked up, the PE only just made it the KDX has better low end power, better suspension and better overall handling than the PE. BUT the PE has MUCH MORE mid to top end power. It all depends on what you want. The modded Suzie has by far the fastest motor even though the poorer suspension restricts your speed in certain rough sections and therefore tends to cancel some of this advantage. The better handling and more flexible KDX makes this an easier bike to ride for the rider of lesser ability while an expert would better handle the power of the PE. When the floaters arrive on the PE this will make a real difference as at present they are a little behind the eight ball.

A BTX tank bag is provided for tools completing the list of mods.

This completes a massive amount of modifications involving not only considerable time and expertise but also many parts. If you were to bring your bike into have these mods done you could expect the damage to be pretty heavy.

However to buy a new bike from Murray and allow him to set it up as above with all the mods I have mentioned, is by far much cheaper.

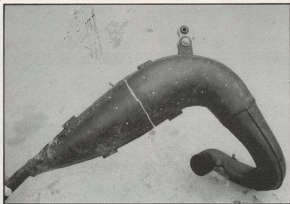
For instance:—

a new PE175"X"
on the road is only \$1899.

a new PE175"T"
on the road is only \$1799.

a new PE250"X"
on the road is only \$2399.

When you consider that the S.T.D. 175PE will cost you normally \$1399, Sachs retail at about \$380, BTX tank bag around \$45, 'O' ring chain about \$60, wheel bearings both front and rear around \$16.



Chamber is cut (white line) and baffles removed by breaking spot welds (white dots).

The big advantage with this bike is it is beautifully "prepared to last" in competition such as our current enduros it is perfect and "ready to race" and due to the fact that you will never get hills in an enduro as steep as I tested it on, then the bottom end would not be missed. For the trail ride

a lower state of tune and you would be very satisfied.

Whatever you ride, there is one clear conclusion this bike represents, value for money.

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