

AUSTRALIAN

TRAIL & TRACK

MAY 1980 \$1

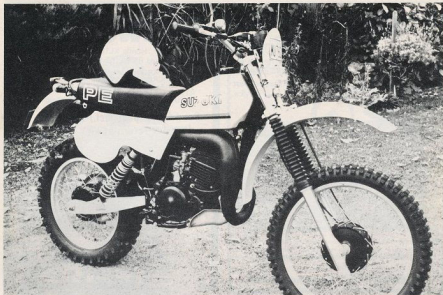


**CESSNOCK
FOUR DAY.**
Australia's own
I.S.D.T.

**HONDA'S NEW
CR125**
Too fast for Aussie Tracks

PE250N.
The Enduro RM

MAICO 440M1 MX
Built to be the Best.



1100kms later, it went as well as it looked - top class.

SUZUKI PE 250T

The Well Proven Enduro Machine...

It's nicely run in, said Murray Tainton. That is, if you call 110kms over the four days of the Cessnock Four Day Enduro running a bike in..... This bike was the property of Peter Falconer, who bought it only a few days before Easter to specifically ride it in this illustrious Four Day Event.

Peter worked hard to win his Gold and take second in the tough 250 class. Almost onto the eve of the event he was working on the bike, getting it adjusted and right where he wanted it, there always seem to be some small bits needing work.

When you first see this bike on the showroom floor it may blow your mind to find the seat about navel

height. Keep cool, this is the agony and the ecstasy - agony of getting up there and ecstasy when you do, and besides, after a few rides it will sag down to something less fearsome. You can't help being enthused after a ride and will agree it's worth all the tippy-toes business to get the amazingly smooth and comfortable ride from this machine, with fine control. Checking this bike out you will find a tremendous amount of new features.

The Suzuki PE250T has an entirely new frame, the same as that used for the RM MXer's. This is near the ultimate for long suspension front and rear as well as being a sturdy

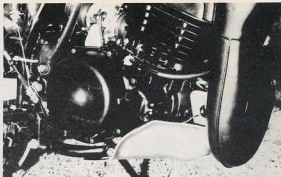
chassis to support the motor. Forks are oil damped with either gas or air assist. They measure 300mm at the rubbers and travel is 250mm, with the rear being 247mm movement. Not only does this give a good ride but when the front is angled over it gives a feeling of tenacity, to hang on even better than earlier models. The box-section aluminium alloy swing-arm helps keep down unsprung weight. It pivots on roller bearings, looks very strong with big gusset plates. Welding is neat. The chain guide is built like a bridge.

On the fork leg is fitted a multi-purpose spanner, plus another smaller one has been added. The clip

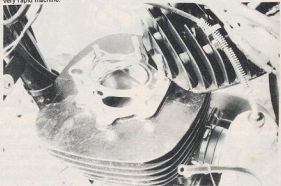
which holds the rubber securing band needs to be closed up a bit, to make the band captive properly. By giving the band four twists before replacing the spanner, you won't lose that either.

The quick-detach rear wheel is the best yet. You can remove the wheel with the bike on the side. Pull the split-pin, and using the multi-purpose spanner loosen the axle nut and withdraw the axle. Out comes the wheel in one bit with the chain and sprocket and brake all remaining in place. A spacer comes out with the wheel. The good thing apart from being quick to get out is that the chain tension is undisturbed, as the adjusters are locked tight on the arm. Replacement is simple, just the spacer and the wheel. Timing this, with the split-pin out already, it took fifteen seconds..... They should all be so good.

A cunningly-contoured alloy bash-plate protects the crankcase but leaves the magnesium alloy sidecover a bit exposed to rocks. The gear lever would be better with a flip-end, it is also a bit exposed. The chain is well guided on it's nylon rollers and block.



When this motor is slightly modified, it becomes a very rapid machine.



Giant finning for even and effective cooling.



Skinny and well thought out, it gets among the bush really quickly.

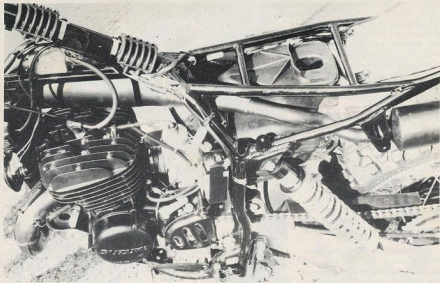
Don't run the chain too tight or damage will result.

Looking at the bike, you'd think there was excessive clearance between the wheel and the guard. There is not really, because on this machine, and on Murray's 175 not only are there marks where the tyre has scrubbed the guard, there are witness marks on the left-side muffler where the chain and sprocket have struck it. It's hard to believe, but it is true. Peter has done some panel beating to avoid this happening again.

The seat is removed by slackening two bolts, for air filter maintenance to the foam element, the top to the air

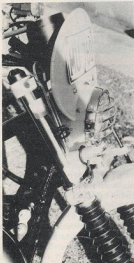
box is partly open, but protected from a gush of water by a deflector. A whistle-type valve under the airbox lets water out but not in. It might be advisable to secure this with a wire clip, as oil overflow from the filter element makes it easy to slip off.

Even though the stock front guard is long and broad it is worthwhile fitting the Suzuki rubber extension to help avoid water in the rider's face. Control cables are worth a good look at, sturdy and double-covered, with dust protectors, and these cables are well guided and routed. The throttle is the sidepull type to keep the cable clear of obstructions.



Almost totally new frame design complements the rest of the bike.

250mm of fine travel and damping.



Some work needs to be done to the PE to get it into shape. In stock form this bike might be a bit disappointing as you ride it home for the first time on the road. The chain seems noisy, there's not a great deal of power, the mid-range is a bit flat, smoke is excessive and so on. Not to worry - after a few kilometers and as you proceed with the modifications, a whole new world opens up.

Murray was one of the very first to get these bikes really going, and like most dealers now advises what is the best methods for mods. There is a plate in the ports, this is removed, and so is one head gasket. The rubber induction to the airbox can be enlarged to 40 square centimetres. The muffler outlet can be opened up a little. Don't take this to extremes, as noise is our collective worst enemy. The main jet may be increased about five per cent. Your dealer will give you all the specific details.

In the Cessnock Four Day, riders were checked for noise - some were

warned to fix their exhausts, replace muffler ends or face exclusion.

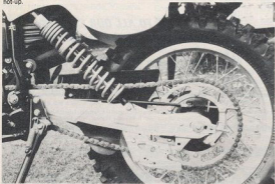
If you remove the rear indicators, cut off the brackets or risk a gashed leg if you happen to get off the rear end, planned or not. The kickstarter is right side, and no hassle to use, as this bike starts so easily, never kicking back. It will start in gear, and neutral is easy to find.

We had no troubles re-starting on a hill, we did this specifically for the purpose. First gear ratio is low, but then again they all seem low when riding on the road, but don't compare this with a road bike or you'll find more shortcomings.

The 250 has a lot more grunt than the 175, particularly in the low and mid ranges of torque. At minimal revs it pulls well on steep climbs over bumps and rocks. Picking a path, you are able to change your mind and track, throttle off, then from this low speed it will pick up revs and pull away without tending to mono or spear off into the bush. The long fork



Air cleaner inlet can be enlarged as part of hot-up.



Quick-detach rear wheel - excellent idea.



247mm rear end travel matches the front right on.

travel helps build confidence, so downhill riding is improved on those hills where you can't see the bottom.

Like all PE's, it has dual character, although this one is not as peaky as the 175 although the motor is aggressive. If you like to ride that way, power comes on hard about 4000rpm. The seating position, with low bars, encourages the rider to pour on power and lift the front. It will, in any gear to fourth, and maybe higher if you are this kind of rider. The secret is the throttle.

Everything works so well you find yourself slipping very quickly over lots of ground. The long suspension not only soaks up the bumps, it kind of encourages you to find rough going to prove to yourself you can handle it. It is easy to ride over rocks and washaways you used to ride around, and still feel good after a day's ride.

The Suzuki PE250T has no bad vices, vibration is just average, it's not heavy. Brakes as usual are good, and the bike is more trail-oriented than road-oriented. It is serious Enduro stuff you're buying here - enjoy it.

Norm Lindsay.

