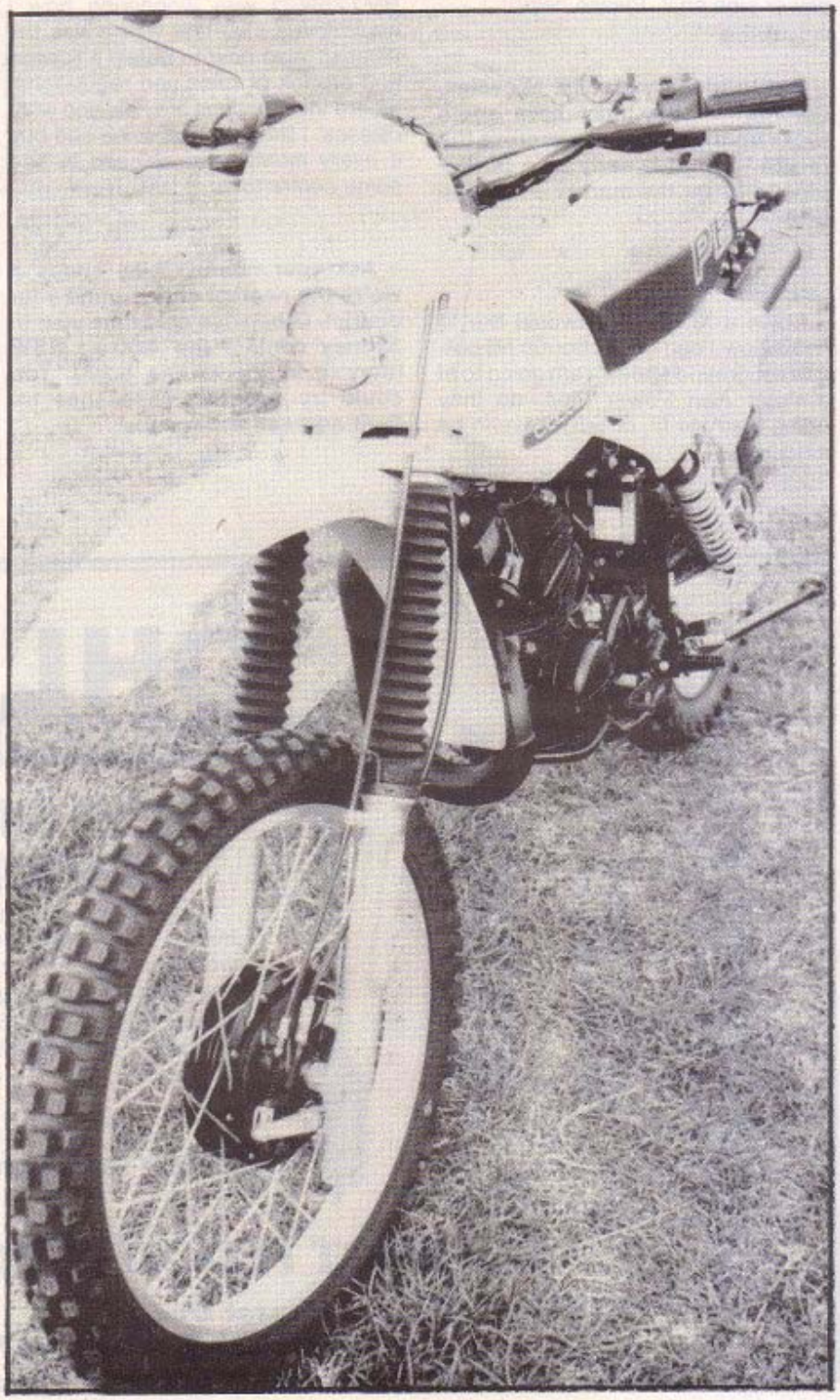
Enduro test: PE250"X" SUZY

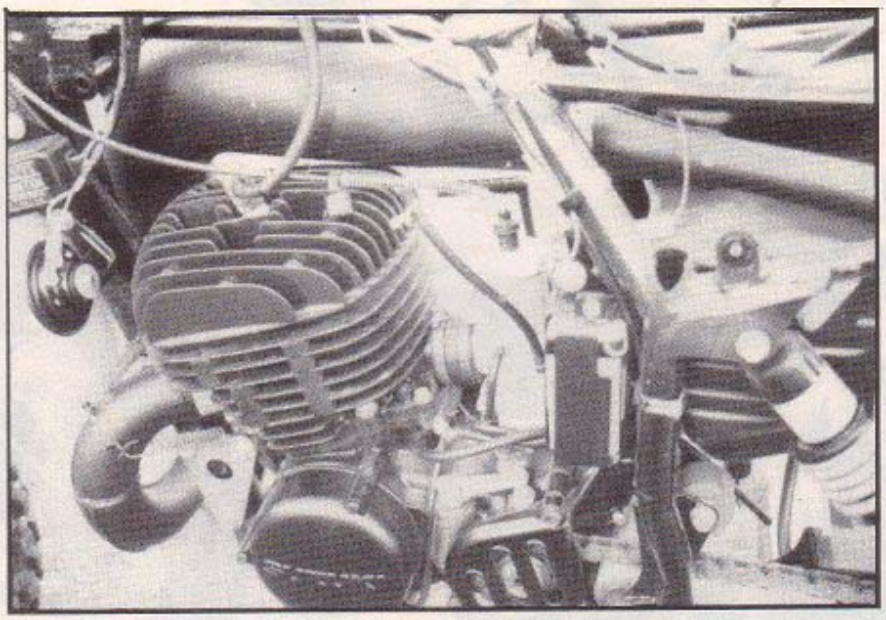
In January of this year I tested a PE175 Suzuki with the conclusion that the bike had potential, but that due to it not being set up correctly, its true ability was not being realised. You may have wondered at some time why a guy with the same bike as you have doesn't seem to have half the trouble that you do, both with riding or maintenance. The secret is in the proper set up of the bike and if you don't really know the bike you are buying it will pay you many times over to go to someone like Murray Tainton at BTX Motorcycles to buy your PE because you can be sure that it will be properly set up for you when you pick it up.

Now what I am going to do is this: the PE250 I test in this article will be pretty well stock, giving you some idea of how the PE's should go in std. trim, and in next month's edition, it will be the same bike worked over by Murray Tainton for this year's 250 capacity Suzuki Enduro Team, giving you a realistic look at the mods needed to make you competitive.

Although "PE" stands for "Pure Enduro", the bike can be made a lot better. Just removing all the unnecessary weight like blinkers, wiring loom, speedo and battery can help. Our test bike had this done and the standard brake and clutch lever assemblies had been replaced with Maguras. Both front and back guards had also been replaced with more efficient "Stillmotor" guards and the sidecovers had been cut to allow mud and corruption to get away easier and also because they tend to flop around a fair bit with the extra number plates.

The basic motor mods necessary to make the bike go best were also carried out and are — 1) Removal of baffles in spark arrester and muffler. 2) Removal of baffle where exhaust exits motor. 3) Removal of one of the two head gaskets. 4) Replacement with appropriate grade fork oil. Rejetting wasn't done at this stage as Murray didn't realise we were going to test the bike on the road as well.





Potent power can be had from the PE250 engine

Suzuki have put quite a lot of thought into this machine and it shows. Working from the ground up, the Takasago rims seem reasonably solid although I have heard of a few complaints and the use of big heavy spokes and nipples, which, once wired, make a strong reliable wheel which should not give any trouble if you keep an eye on the spokes in the early stages.

Common sense has prevailed in the hubs also, where the front hub has been made bigger than normal resulting in shorter spokes and thus less flex, but more importantly allowing the brake shoes to be bigger which in turns results in a much more efficient front brake. One you don't have to have the grip of a giant to pull on! The back hub is a size appropriate to its function and generally the brakes are very good until you drown them, when some quick drying is required if you don't intend to let some other object such as a tree, large rock or embankment pull you up.

Bridgestone tyres (5.10 × 18, 300 × 21) come standard and while being better than no tyres, are not particularly good. A set of Metzlers would be the obvious replacement here.

A top feature of the bike is the quick release back wheel. It takes about five seconds to remove, literally; leaving the chain correctly adjusted. Not only is this a quick means of changing a tyre, for enduro riders but it is also very convenient for the trail rider. An alloy sprocket drags the wheel around, but while being a weight saver, is also quick wearing. Many people are having steel sprockets made in order to get more wear from the sprocket.

The standard chain (520) is certainly not the greatest, apart from being very noisy especially when backing off. No doubt Chain Gang would be a better choice here.

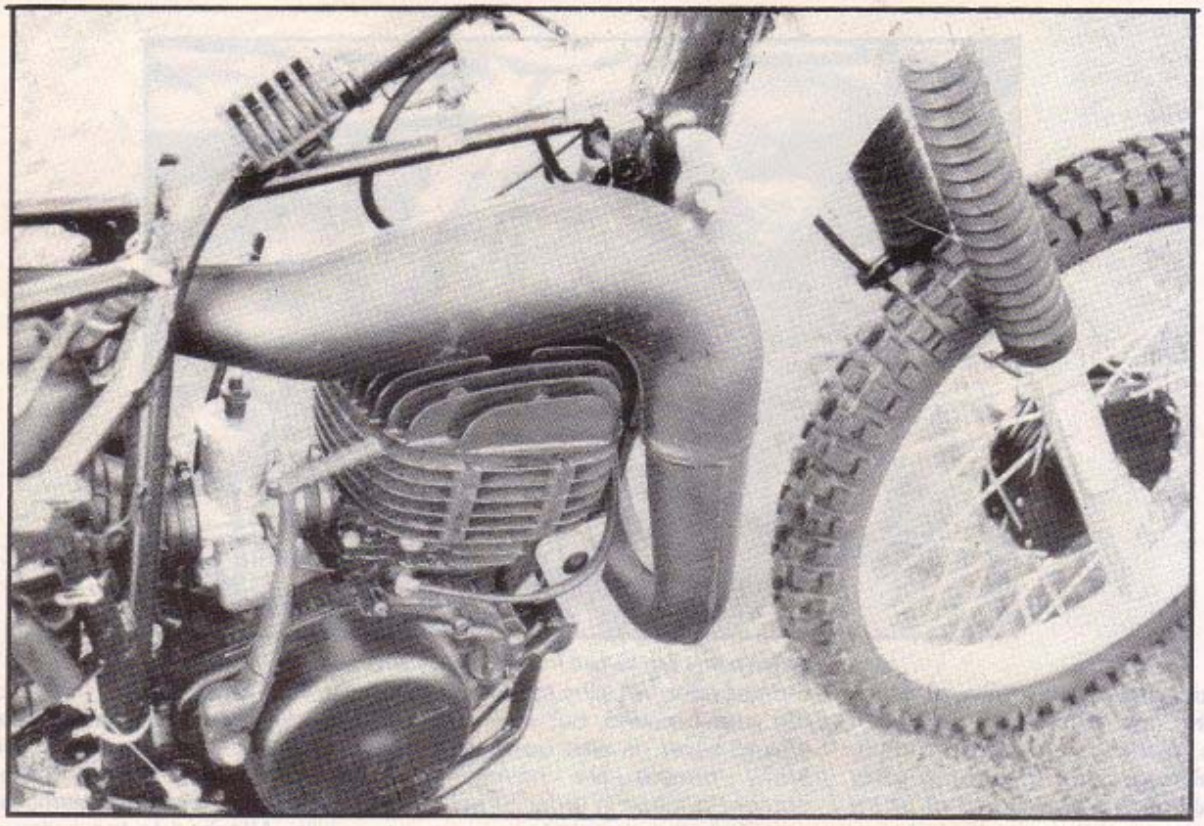
The "pure" standard guard was changed for a Stilmotor

The alloy swing arm certainly works well on this bike and apart from reducing the unsprung weight it seems to be the correct length and doesn't give any problems on steep hills. Attached to the swing arm is a strong plastic chain guard which is effective in keeping the mud off the chain although it could have been a fraction longer for example, extended towards the back sprocket. A top chain guide is also part of the package and with the small nylon buffers on either side of the sprocket makes for an effective and strong guide which is hard to push off line.

Even without the baffles and the dome, on the exhaust, this bike is not excessively noisy. In fact on average bush riding I found it quite pleasant and it wasn't until you got into the high revs before much noise appeared. Obviously this is due in part to the large number of rubber blocks between the engine fins.

Once again there is no bash plate only two extra bars on the side of the frame bottom. Now for the better riders this may not be such a problem, but riders who are prone to a fall or two especially in rocky conditions could easily ventilate the bottom or side of their motors. Even if a rock loosened the drain plug (which is at the bottom of the motor) this could cause you the odd problem. The disadvantage with bash plates is that unless extremely well fitted they can collect a lot of mud.

Another TOP feature of this bike is the side pull throttle which is less



Engine runs reasonably quiet due to rubber blocks in fins

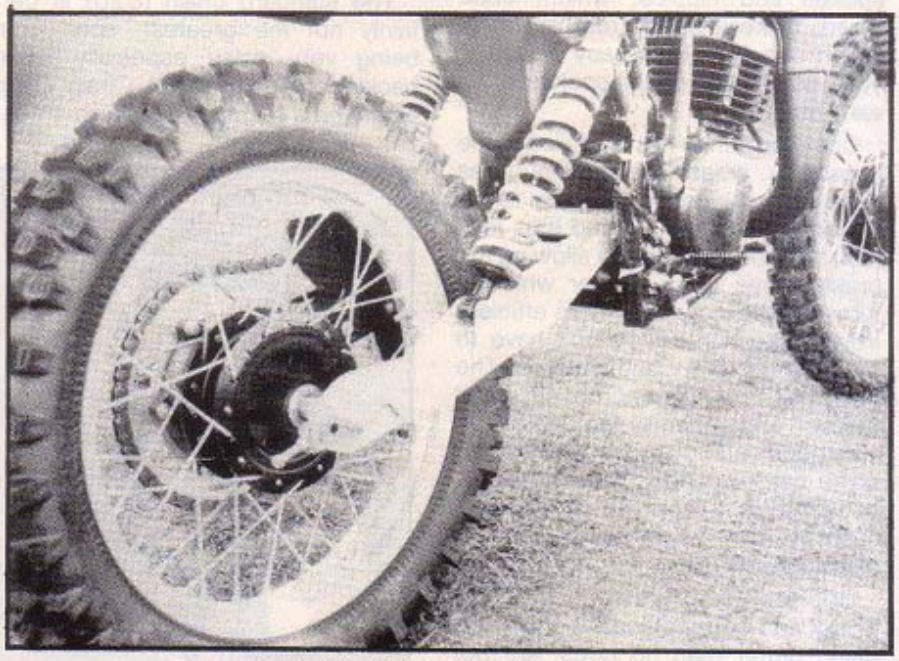
bulky than the Magura and works just as well.

No fold back levers are used on this bike. Nor are there any scrub wires. As the levers hang out quite a bit (especially the gear lever) I found they hooked up everything in sight and caused considerable problems with the brake snagging on and gears changing just when I didn't want to.

While on the subject of gear change let me say the gear box is smooth and precise.

All cables are simply routed and move easily and freely through the big cable guides which are probably the best around. The wiring is simple but can be made even more simple for competition. Nylon buffers and rollers at the front of the swing arm protect the swing arm and keep the chain in line and an iron guide close to the front sprocket make the chain stay with that sprocket and protect the motor in cases of dropped chains.

The large plastic airbox acts as part of the back mudguard saving extra need for material there. The under-seat intake seems reasonably waterproof as does the one way valve in bottom but a greater air intake from standard would give better results for competition.



Rear wheel is of the quick-detachable type.

The 10.6 litre tanks is ample for most enduros with a range of 80-90 miles, but could be bigger for trail-riding. Obviously it is sufficient for the short distance trail rider. This bike seems to have a better range than a lot of other two strokes around. Made of plastic, the tank is well moulded as is the tank cap which features a retainer strap and breather which hooks onto the bars.

The exhaust pipe is reasonably well tucked in although it is vulnerable at the front and rear. The front loop also tends to collect a little mud and the joints leak badly when you use 20/1 mix, although not much with a 30.1 mix.

When modded the standard silencer does wonders for the bike.

areas I felt there could have been more grunt here. However once the motor started to spin over at about three thousand revs the power started to come on. Starting on steep hills was not as easy as the four strokes, and I found you had to slip the clutch to avoid wheel spin. Still, compared with other Japanese two strokes, it was more than favourable in this respect.

from those already mentioned. For example the small iron buffers which protect the nuts from abuse on the right hand foot pegs and on the bottom of the frame to protect the frame tubing; heavy springs on the foot pegs for longer life; a rubber dirt cover on the kick starter; grease nipples on the swing arm so you don't have to pull it off to grease it; fuel tap turned in side

Unit mount is very well braced

When sitting on the bike the first thing you notice is the distance you are off the ground. It's a tippy toe job. However you only really notice this in the slow rough stuff, although it is amazing how you adjust by finding things to put your feet on.

Starting is easy; very easy; the 8-1 ratio proved very popular when I was feeling a bit on the knackered side. Seated on the bike, the bars seem quite comfortable and the riding position generally good. Your legs are not squashed up and standing up from the seated position doesn't require a lot of effort.

There is no doubt about it, this motor comes on hot and strong when you dial it on and is happiest doing just this. However I found it didn't have much outside the power band and died away fairly rapidly on steep hills where one had to sneak around obstacles at a slow pace.

Although there was enough power to get the bike over most problem

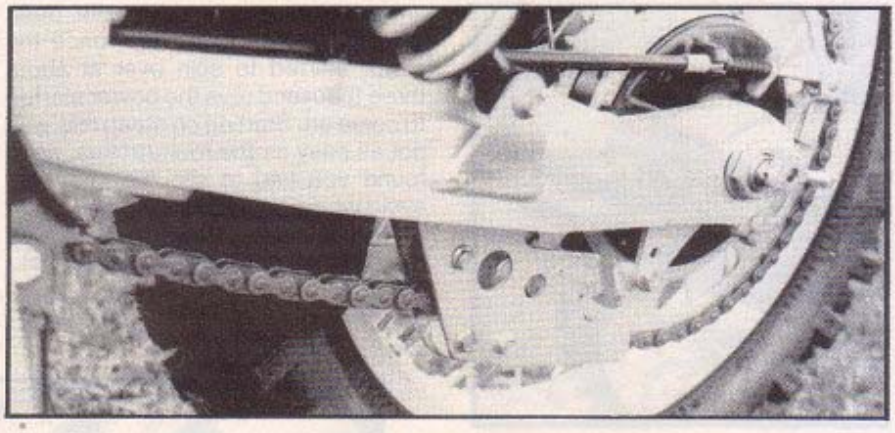
Handling was quite good for a standard bike and I really quite enjoyed riding the bike. It was very manouverable and in the tight stuff a quick flick of the wrist slipped the bike around in any direction.

The PE features many small often unnoticed items of advantage apart

so it is less likely to be hit; slotted seat catches for easy removal; swing arm bolt has split pin set up; to name a few!

Working on the bike is reasonably easy although not the easiest I have seen. For example you have to move the carby (Mikuni vm36ss) to get the main jet out but this only takes a short time with a screwdriver.

Clutch cable mount is solid to say the least



Chain guide is tops

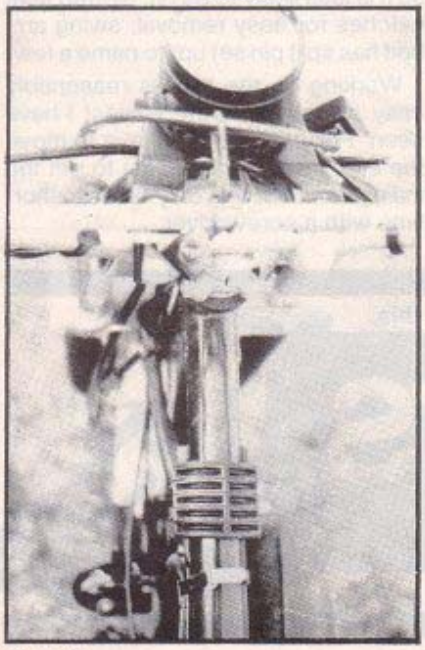
A couple of needed items are wide foot on the side stand and hand grips on the back to lift the bike about.

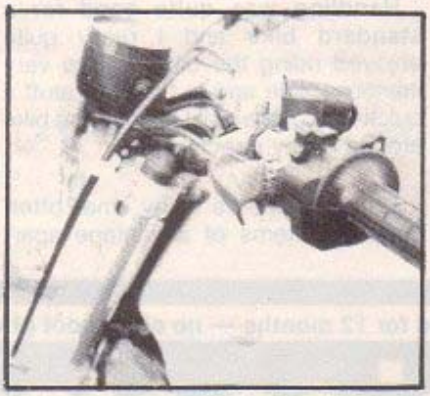
Although the multi tools with the bike are handy you will need more and it helps to standardize the bolt heads. The standard manual although seemingly comprehensive leaves out important information and a workshop manual will be needed for all the info.

Side pull standard

While being o.k. for the casual user, the headlight will need replacing if you are a frequent night rider. A PP 60 watter would be the go.

All that's needed for road rego and Enduro as well

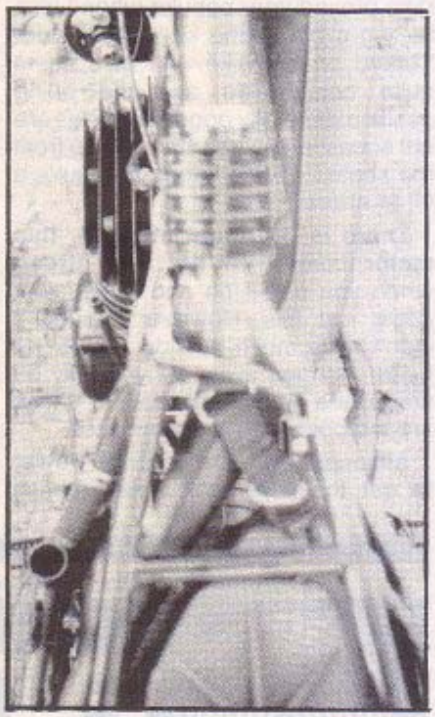




For a standard bike the 250 mm (front), 257 mm (rear) travel worked quite well and an average trail rider would not need to change it, but for competition it certainly could be better.

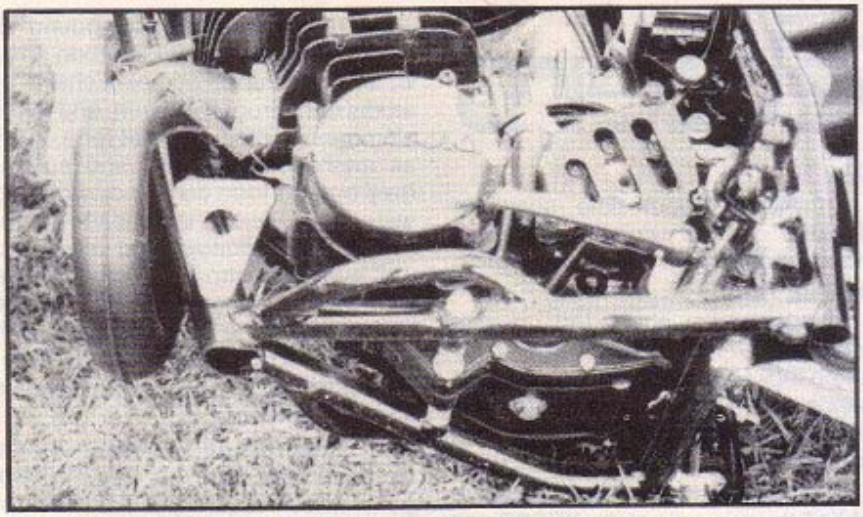
along at a very respectable speed and there seems to be a gear for all occasions except those really slow steep hills. On the road the bike handled extremely well except for a very bad vibration. (See next edition). Unfortunately the bike seized on the road due to having the standard jetting which was no fault of the bike's.

Pipe gains length by slipping thru to other side



Over all this is a good bike for the average rider. However with work it can be a very competitive bike and we will show you what needs to be done next month. You must bear one thing in mind with all bikes. The harder you ride the more wear you must expect

Air cleaner box has top with water deflector



A good bash plate wouldn't go astray

Strong hub and long travel front end "a la RM."

and as you ride competition bikes very hard you need to look after them like babies!

MURRAY CRAWFORD