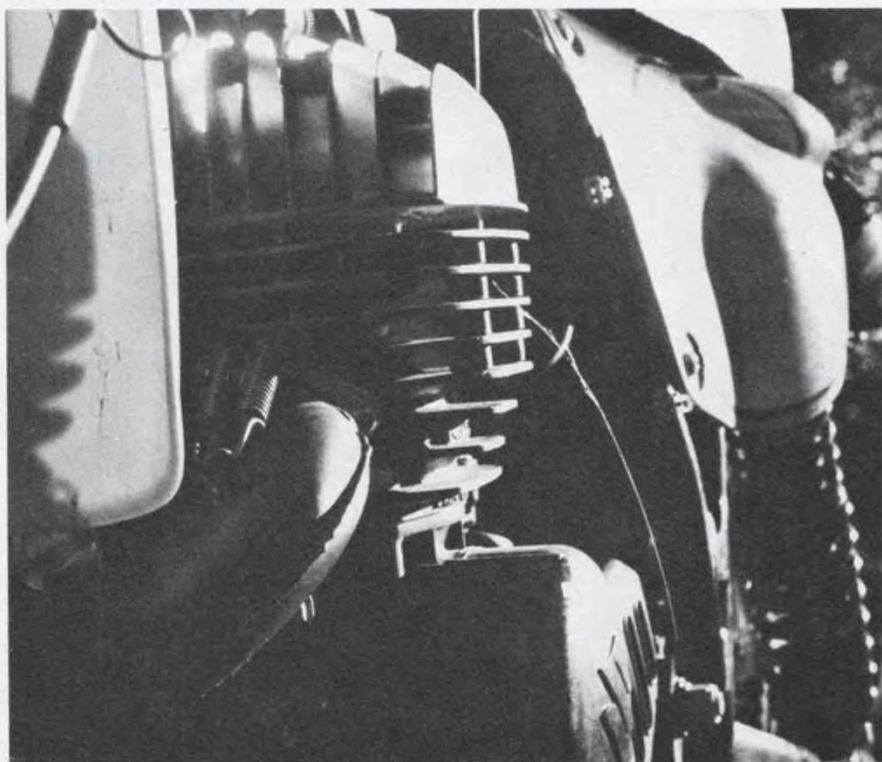




NEW STANDARD TIME

SUZUKI PE 250

A Competitive Fun Bike



Editor Paul has a new love. It took him awhile to get over his former affair with the Husky Automatic, but now he's hooked again. We warn him about becoming too involved with our test subjects. You know how uncertain intimate relationships can be in these hectic days. It will undoubtedly end like all the others. One day the bike will just up and leave, and, shocked, Paul will moan and mope about for weeks, pining his callouses away. But he doesn't listen.

It's not really that he falls for every good looking bike that comes along and gives him a good ride. He maintains that there has to be a good link, clear and open communication between him and the bike. Or as he says, he has to be "synched" with it. We personally think he's ready for the

funny farm. But we'll let him carry on for awhile if it humors him.

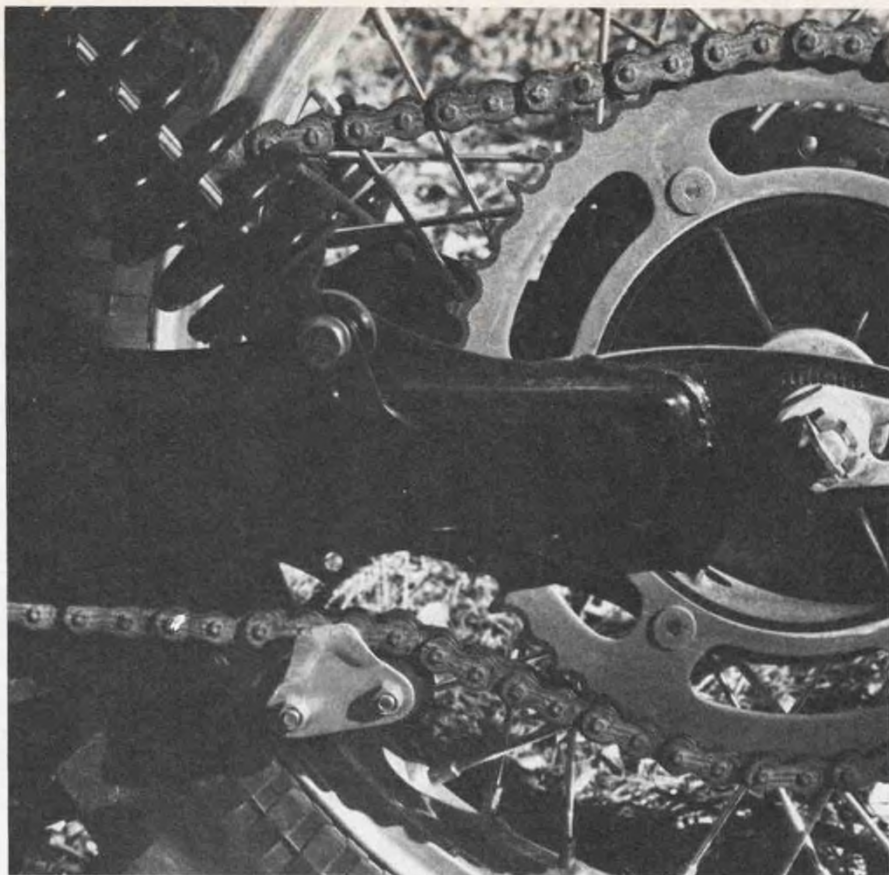
But to be courteous I guess we ought to introduce you to his new amour, and tell you a bit about her, er, it. Its name is Pure Enduro 250. But its friends just call it PE.

We have to admit though that it's a fitting name. Even if it does look like an RM with lights. It seems that while DR was in the middle of attempting to make a good enduro bike out of an RM, Suzuki was also engaged in a similar project and was having considerably more success.

Their end result is a bike that rates as high in its respective field as an RM does in its. Let us amend that. Higher. It is by far the finest serious enduro bike to come out of Japan yet, and stands tall and proud amidst







The swingarm is curved right at the shock mount, thus lowering the overall height a bit.

the ranks of Penton, Husqvarna, and Bultaco.

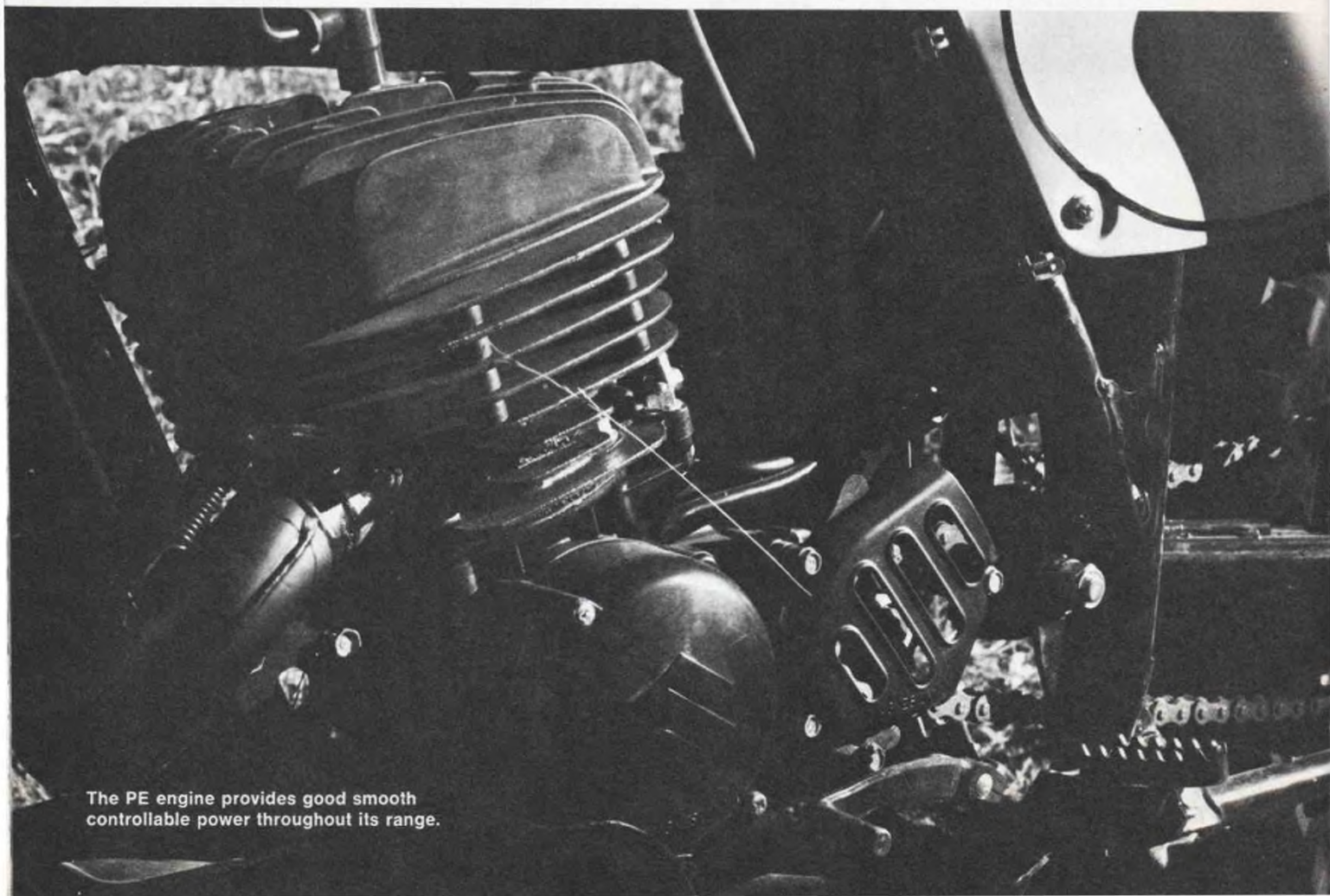
Exactly where in these ranks it stands, as usual, will be a matter of personal opinion, because, as with the others, the PE maintains an identity distinctly its own.

It's characterized by its ability to get the job done smoothly and efficiently with minimum fuss, or bravado.

Its power delivery is a good example of this. Its 247cc's, complemented by the reed induction system opening into the crankcase, provides not an overabundance of power, or any explosive surges, but a strong, controllable climb through the range. There are bikes that will plow a field or pull stumps better, and there are those that can imitate lightning better, but usually one that will do one won't do the other. And few others come to mind that are so easily managed and yet strong enough at any given point to get easily through most situations.

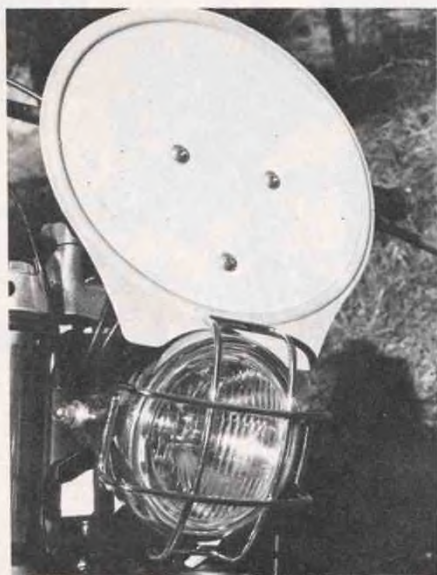
The excellent gear spacing adds to the overall controllability and usefulness. Running with the stock sprocket ratio of 13:50 the PE will mosey comfortably around at idle, for those tight walking speed situations, or will carry on down a fireroad to the limit of most nads. It just as easily manages anything in between.

If you asked Paul he would tell you



The PE engine provides good smooth controllable power throughout its range.

The headlight/number plate combo is light and provides good speedo protection.



that the essence of the PE is that it provides a natural extension of the rider. By that we think he means the rider can react to situations by concentrating on and dealing with the situation instead of the bike. The bike will obediently respond to the rider's commands without him having to threaten to enforce them. It is a very nimble handler, responding to even the finest body english.

A large part of the PE's ability to respond like this is its frame geometry. It utilizes a slightly modified RM 250 frame. The modification has been to the rake to let the PE steer a bit quicker. This it does, and without any noticeable sacrifice in high speed stability.

One point that we came out undecided on was the height. Initially it seems just a tad too tall for the average rider in a feet-down situation, but after taking it out for a couple sixty-mile enduros, not only did the feeling of tallness rarely come to the rider's attention, but we'd be reluctant to give up any of that long, plush travel that gives the bike its feeling of tallness in the first place. There were too many instances when all that travel came in handy.

The Kayaba forks, which give 7½" of travel to the front, worked well throughout all our outings with the bike.

The Kayaba gas/oil shocks, with their 6½" of travel, however, in the stock setup were on the soft side, even for our lighter riders. Playing with the pre-load and a change of springs, especially the softer one, to tune it into individual body weights will bring it to a satisfactory level. We don't recommend springing for another pair of shocks until the stock units are thoroughly thrashed, as their overall performance seems quite acceptable.



The PE's nimble handling allows it to inch along in tight sections.



Cruising at idle and feet up tight turns are a couple of the PE's low end features.

The PE's pipe is a high, through the frame deal, and is well out of the rider's way. The silencer doesn't do quite the job we'd like it to, though. It's not that it's loud, but that it's not quiet either. It's one of the few things in the package we would work on.

The lights are light units and mounted out of the way. The number plate, mounted over top of the headlight, serves as a good mud and water screen for the speedometer.

The air box is of the RM variety, which, is easy to get to and mounted high enough to frustrate most water crossings. Our only gripe with this is that the top opening is too narrow and while reinstalling a newly oiled and greased element, one leaves a good portion of the grease on the top while sliding it in.

The tank is made of aluminum and holds 3.2 gallons. It is sufficiently narrow so that it doesn't hinder a rider's body english.

The PE sports a good chain tensioner mounted close to the rear sprocket. This is definitely a necessity with the long travel suspension.

The tires that adorn the alloy rims are surprisingly good for coming stock on a Japanese bike. They are of a soft compound that wears rather rapidly, but while they last they work quite well on all kinds of ground.

The hubs are larger than their RM counterparts, designed to provide more braking area. This they succeed in as the PE's brakes are strong progressive units.

But Paul says that he's not interested in dissecting it into its components. He's interested in the overall personality. Why it's so fun to be with. It's not one of the fastest bikes around. Indeed those used to Pentons and KTMs might say that the PE is a bit underpowered. But it is certainly the most manageable.

In a way it follows in the tradition of the TS series. Although definitely faster than the TS, the PE retains that kind of easy power. It's not the kind of bike you have to worry about getting into trouble with. And in addition, the superb handling is something that can get you out of trouble, or just keep you out in the first place. Without a second thought we will say that it is one of the best, if not *the* best, handling enduro bike available.

This handling, coupled with its strong, wide, yet controllable power makes the PE not only one of the more serious competition bikes of the off-road world, but also a fun and relaxing bike for casual trail-riding. In fact this weekend I just may try to tap Paul on the shoulder and cut in on this enduro. I can't let him get too serious. It's for his own good, you understand.

Name and model	Suzuki PE 250
Engine type	Two-stroke, piston port reed
Bore and stroke	67x70mm
Displacement (cc)	247cc
Compression ratio	7.0:1
Carburetion	Mikuni VM36SS, single
Factory-recommended standard jettings:	
Main jet	260
Needle jet	Q-O
Pilot (low-speed) jet	40
Idle-air screw	
(number of turns)	1½ turns back
Recommended gasoline	
(from factory)	Premium
Fuel tank capacity	3.2 gal.
Fuel tank material	Aluminum
Recomm. gas/oil ratio	20:1
Lubrication	Pre-mix
Air filtration	Polyurethane foam
Clutch	Wet multi-plate
Transmission	5-speed constant mesh
Gear shifting	1 down, 4 up
Gear shifting:	
1.	2.666 to 1
2.	1.750 to 1
3.	1.250 to 1
4.	0.913 to 1
5.	0.692 to 1
Primary drive	Straight cut gears
Countershaft sprockets	13
Primary reduction ratio	2.727:1
Final drive	Chain
Rear wheel sprockets	50

Final ratio	3.846:1
Ignition	Pointless electronic
Starter (type)	Primary kick
Recomm. spark plugs	NGK B8EV
Recomm. plug gaps	0.5-0.6mm
Frame (type)	Chromoly
Overall length	84.3"
Wheelbase	56.7"
Ground clearance	10.2"
Seat height	34.5"
Overall width	33.7"
Steering head angle	50°
Turning radius	7.2 ft.
Trail	126mm
Weight, dry	240 lbs.
Rims	Alloy
Tire sizes:	
Front	3.00x21—4 PR
Rear	4.50x18—4 PR
Suspension:	
Front	Telescopic, oil damped
Fork/shock travel	7.5"/6.5"
Rear	Swingarm, gas/oil damped, spring 3-way adjustable
Fender material	Plastic
Color	Yellow
Intended use (fact.)	Off-road
Warranty, if any	None
Where made	Japan
Price	\$1450

Distributor:
 U.S. Suzuki Motor Corp.
 13767 Freeway Dr.
 Santa Fe Springs, CA 90670



The forks are the RM units with a comfortable seven and a half inches of travel.