

# SHOOTOUT

## HONDA XR200R SUZUKI PE175Z YAMAHA IT175J

### setting the cat among the pigeons

#### INTRODUCTION

Last combined test of the 175s we said that this class was becoming increasingly popular. Time hasn't changed it. The 175s are the most sought after serious off-road bikes on the market.

They combine the light weight of the 125s with a stronger powerband to give them just about the same power to weight ratio as a good 250. Because of their size, they tend not to wear out tyres, chains and sprockets as fast. They're easier to manhandle around in the bush, easy to kick over, cheap to buy and above all, fun to ride.

For that reason both Suzuki and Yamaha put all their development work into their 175s and left the 250s and 400s the same as in 1981.

What we are faced with here are the hot contenders, the PE and the IT. The KDX, being basically a reliable, fine handling, well powered bike, was left essentially the same as in 1981, so we didn't include it. What we did instead was toss in a dark horse, the four-stroke XR200. Technically not in the same class as the other two because of the structure of the 1982 ACU GCR rules, which say the class is "up to 175cc", to most people the XR is still a 175.

But it's a four-stroke, and four-strokes are traditionally different to two-strokes.

This one surprised us.

#### FRAMES AND SUSPENSIONS

We're not even being biased when we say that the PE wins this hands down. Steven Cotterell, of Caloundra Yamaha, is an even bigger bigot than Murray Watt with his Husqvarnas, and if you happen to mention anything negative about Yamahas Steve will send bombs in the mail, secret agents on the plane and ICBMs in the stratosphere. He loves Yamahas.

And, in his own words, at the end of a hard day's ride he was hoping someone else would ride the XR and the IT so he could use the PE. The reason? The suspension is better, particularly at the rear. And not only was it plushier, it handled the demands of serious enduro riding well, too.

The other end of the scale was the XR. Probably the best thing you could say about the Pro-Link shock was that it kept the rear guard up off the wheel. It doesn't do a whole lot more. It sacks out within a few good rides so that you're at least up for a new spring, and the shock can't take the pace for long either.

Up front on the XR, the forks are simply inadequate by comparison. They're only 35mm diameter, and next to both the IT and PE, on the same day, you can definitely notice some vagueness going on. For fear of upsetting Honest Muz and his Little Husky forks, we'll say that they

FEEL like they're flexing, but that we wouldn't really like to commit ourselves. As far as their damping and spring rates are concerned, same thing. Taken in isolation the XR's fork action is pretty good. Right next to either the PE or IT they're bad. We love comparison tests when there are good guys and bad guys.

In between the two lies the IT. In stock set up, the PE is plushier, feels better on V-shaped dips, and generally feels to have more dialled-in suspension both ends that the IT. The same applies even when both are dialled-in perfectly: the IT suffers in a straight comparison to the PE's suspension.

Especially at the rear. It's too bad that the IT hasn't got the same monoshock unit as the YZ. As it is, we can see a lot of serious IT riders going for a YZ unit. Still, the new rising rate design is a big improvement over the previous linear rate which absolutely required that you exchange the stock spring for a dual rate spring, and send the unit to Rob Assink of Gaythorne Yamaha in Brisbane, (07)355 1097, for internal modifications.

As a matter of fact, Team ADB would be perfectly happy with a stock IT rear end once the damping, spring preload and gas pressure was dialled-in. At least now the monoshock reacts to soft bumps **and** hard ones, rather than one or the other. That L-

shaped link system is good, no doubt about that. Pity the shock is still up in the frame.

OK. So much for how the three suspensions compare straight out of the box and after minimal trackside or marginal workshop fiddling.

How do the forks/shocks complement the rest of the bikes?

Let's deal with the Honda first, because all you four-stroke freaks are probably hanging out to hear it's a mind boggler.

Sorry, it's good, but unfortunately it's made for midgets: all our test riders complained of feeling cramped, even with the footpegs located at the lowest point on the frame where they exposed your feet to rocks, logs and ruts. It was an effort to stand, and when you did you were hunched over like Lon Chaney in "The Hunchback Of Notre Dame". In tight riding, taller riders found their knees banging on the bars. It's just made for midgets, we feel.

As well, it's shorter than the other two: on hills, despite the brilliant little 200cc engine's pulling power, the XR was a handful because it kept wanting to wheelie and loop out. You had to concentrate on keeping well forward on any hill.

But it did steer well. Surprisingly well. It tracked well, too, despite the poor suspension. So while the XR didn't have what we'd call a luxury ride, it didn't get you into a lot of strife.

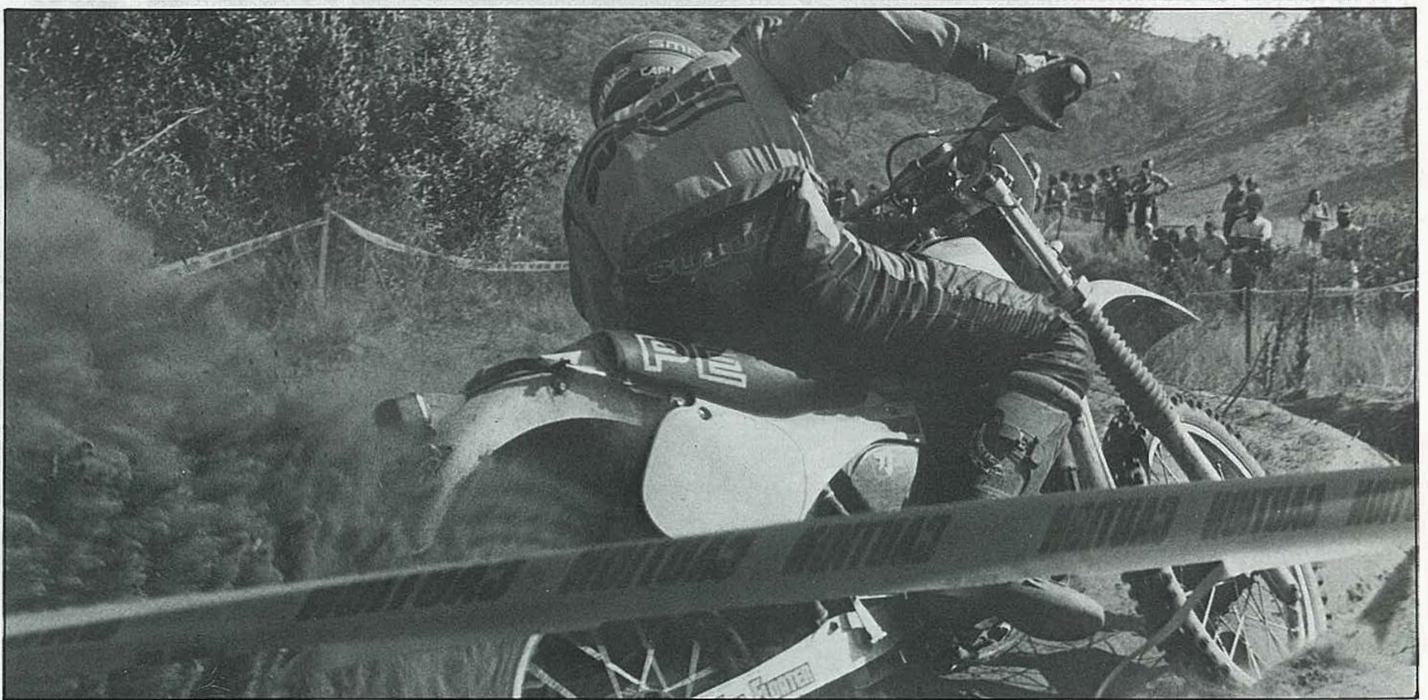
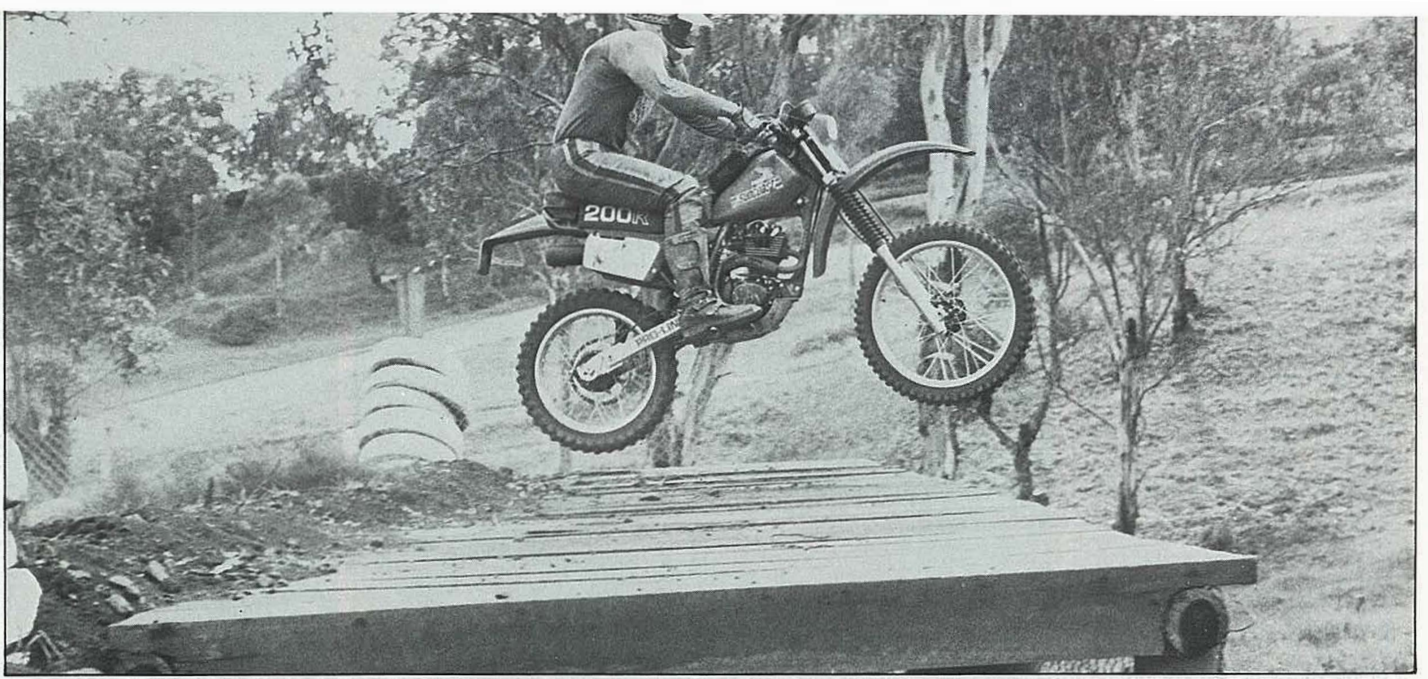
But both the PE and IT had traits which would.

The PE, just like its forefathers,

#### LEFT

Fuel tanks on all three are large enough to please everyone. The XR's is naturally smaller. The IT has a fast remove cap. All have big filler holes. The PE stickers are the best. The IT tank has an uncomfortable bulge at the front which forces your knees apart.





# XR200R PE175Z IT175J

was lousy on rocks. It would be going just fine and would suddenly take a 90° sidestep with no warning. Bang! Just like that you'd shoot of sideways. Uncomfortable feeling.

The IT, in contrast, was excellent over rocks, but try to steer it along a groove and the bike would keep wanting to fall over, climb the walls or wobble everywhere. Distinctly uneasy.

This IT trait was strange considering how stable and predictable the front of the bike felt everywhere else: tyres are quite a lot of the problem (50%) but we traced it mostly to the overall geometry of the Yamaha. Not the fork rake and trail which are identical to the XR, but the weight distribution.

All three bikes would handle high speed disasters without wanting to pitch the bikes sideways or end for end. All could be made to flick in and out of tight going, but the PE required more of a user technique in this area than the other two: steer with the power and sit right forward.

In the end we feel it boils down to suspension, and in that case the PE gets our vote. Both ends are superior to the others, and they're helped by the best set of tyres of the three.

## ENGINES

Two two-strokes and one four-stroke. The two-strokes are going to run away from the XR, right? Wrong.

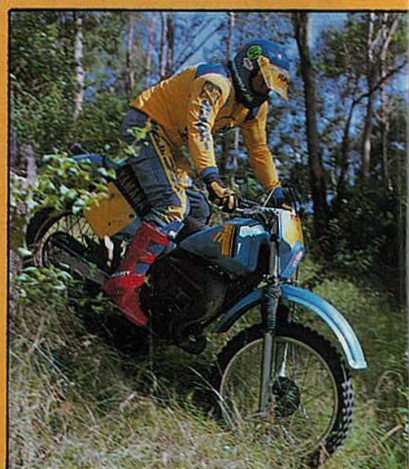
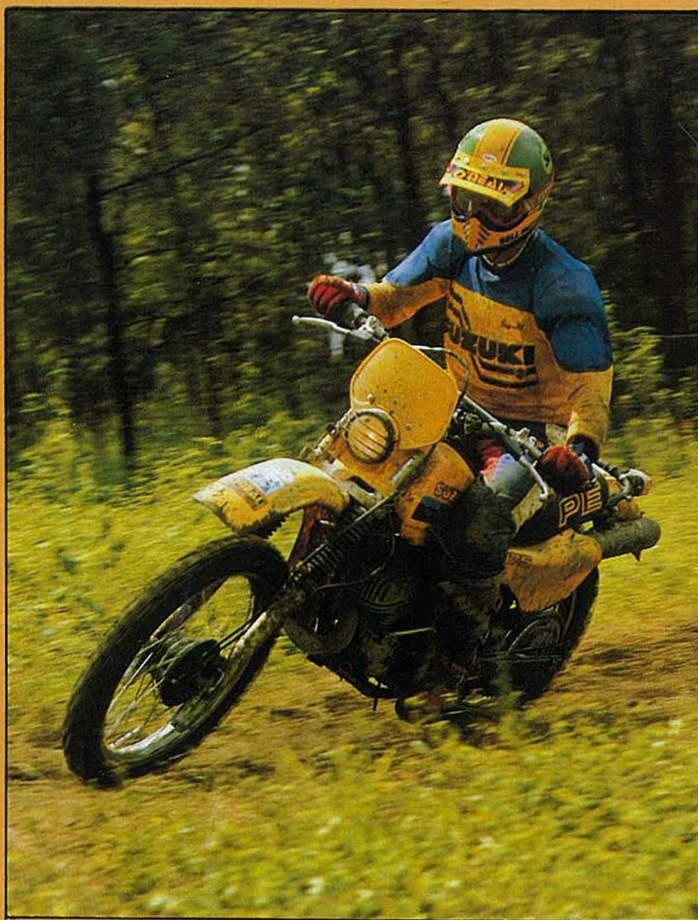
Even taking into account the extra 25cc of the XR, it's still a surprising engine. In a straight line drag it all but keeps up with the other two. On hills it's much better than the PE down low, although the short wheelbase (3½" shorter than the IT for starters) makes it loop too easily.

And in general the damn little thing is **always** right behind you on the trail, even when you wring the neck of the other two and try to leave it. The engine and the geometry allow you to overcome the lousy suspension. Just imagine what a bargain the XR would be with decent suspension.

However, despite how pleasant the XR engine is, the IT is better. It's far better suited to competition in ABD's books, simply because two-strokes are so easy to maintain, so easy to tune in and so easy to modify. Cheap, too.

The IT has the engine 175cc enduro bikes should have. Good, clean, strong power and torque right through the range. It'll beat the PE in a drag by a shade every time.

Not only that, the PE suffers





with a weak midrange and bottom end. We fiddled with the PE and came to the conclusion that stock jetting was too rich: down 10 on the mainjet and lower the needle. Much better, but still weak in the lower rev range, enough to make you really concentrate on hills. It's not that it's too rich on the pilot jet, it's more ignition and pipe.

So we thought for a while about the silencer, which was modified on the first PE we tried, and on the second PE we left it stock (the restrictors were removed and the stinger hole enlarged). Aha! A noticeable difference.

Maybe a little less on top, but better down low. Since you don't use top-end a lot anyway, we figure stock silencer is the way to go.

All the same, the PE still wasn't up to par with either the IT or XR.

There's only one conclusion to be had from all this: the PE is a **serious** man's 175cc enduro bike. Like, you're better if you've just come up to one from a 125. Learn to use the PE and you'll post some rapid rides, that's for sure.

But the IT engine in the PE chassis would be enduro heaven.

Stock jetting in all three was suspect. Even the Yamaha, a brand which is renowned as being right from the factory, came with different jetting to what was written in the owner's manual. We recommend you check your manual against your jetting and put it back to what's in the book and work from there.

So that's how they work when you open the throttle.

Mechanically it's a tale of good and bad. For instance, the IT has a nifty airbox system, but the pipe hangs out in the breeze like the radiator emblem of a Rolls Royce. The PE has a time-consuming airbox arrangement which is super waterproof. The PE has the brilliant cush-drive rear wheel set-up, but the brakes are junk.

It's like that.

Gear ratios on the PE are great, but there are false neutrals; apparently you must be careful when you remove the drain plug in the crankcases, because it locates a spring detente, and you should also not rock the gears while you have the drain plug out. The IT has the YEIS, which does work to improve the smoothness of the low down power, but it's another complication an enduro bike should be without. At least the IT hasn't got one of those tom-fool YPVS things in the exhaust.

All the same, nitpicky little things or not, all three engines are, at the time this was written, stone reliable. Even all the valves and cams and stuff in the Honda.

#### ENDURO EQUIPMENT

All three come standard with plenty of enduro-ready equip-



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ment, which translates to trail-ready equipment for those of you so inclined. And it's really hard to say that one of the three is better than the others in this area. All have good and bad points.

The XR mudguards are rotten; the PE rear guard is the best, while the IT front guard is the best. The XR has no blinkers, light switches, brake light, mirrors or horn — you cannot get it legally registered without a lot of drama. By contrast, the PE is a DMT official's delight, right down to the whopping great taillight, the extended rear guard, the steel insert under the guard, the electric horn and all the rest. The IT is a little harder to register than the PE, but not as woeful as the XR.

All have folding lever tips, dogleg handlebar levers, combination headlight/numberplates for serious racers, big fuel tanks, good plastic, chain guards and guides, the PE and IT have centrestand mounts, the PE has a brilliant throttle assembly and cush drive rear wheel, there is under engine protection on all three, snail cam chain adjusters are on the XR and IT, silencing is excellent on all three, they all have tool provision although the PE's is in the form of an ultra-trick special tool that does nearly everything.

The list goes on. They're good value as far as odds and ends go, all right. Accessory manufacturers are not happy with the current trend of stock bikes. There are no more things to sell to owners.

While a lot of the features on these bikes were meant to satisfy serious enduro riders the casual trailrider can't help but be happy with them too. Let's face it, if you're riding for fun then a bike which is easy to get along with, is easy to work on, has good power and suspension (relative to some of the trail offerings) and which has plenty of specific cross country accessories on it, is the best bike to have. Right?

Right.

Continued on page 22



# HONDA



The odd one out in this test, the Honda uses a traditional four-stroke engine. Traditional for Honda, that is. The XRs have been around for years, but with the first models you couldn't really take them seriously: a fine, fun trailbike they were, an enduro mount they weren't.

Then came Pro-Link, and the XR200 was suddenly something else. For starters, it looked perfect: light and lithe, whopper silver swingarm, Pro-Link shock hidden in the works, nifty tank and sidecovers, and a black engine. The bike oozed sensuality even on dealer floors.

Except that in Australia none of them sat on dealer floors. Honda wouldn't equip them with a Compliance Plate, so we had to watch the Americans enjoying them. Sickening.

Finally, someone at Honda grew generous and the XR200 hit our strikebound shores and amazed millions. Well, maybe a couple of hundred die-hard four-stroke freaks, a few of whom were ready to put down cold, hard cash on an unproven machine.

This model we see here in Australia is actually the second series XR200. It has a few differences to the first one. The shock reservoir is unfinned, they say to cut down weight, it has different internals which use new oil, lighter rebound damping and a disc system of damping in place of the sliding valve. There are white panels on the numberplates in place of the black ones, the chain guide no longer uses those noisy rollers but instead comes with nylon rubbing blocks, and the front guard is different. Oh, yes, the XR sticker is new.

Inside the forks are new damping and spring rates, although outside they look to be the same wimpy thin 35mm units of old. The changes basically soften the ride, yet another testimony to Honda's trailrider oriented attitude. The front guard is useless — it's now tilted way up in front like Hitler's Sieg Heil, and is next to useless in stopping mud fling over the front.

The engine is the same as the first XR200 Pro-Link, which means it's a high revving little wonder which has the ability to

forever change your attitude about four-strokes being slugs. This bike is only just (and we mean only barely, merely, marginally, fractionally just) behind the other two in a street drag race.

To help this magnificent little engine do its work on the trails, the XR is covered in nice enduro type touches. Folding foot levers, nifty toolkit behind the seat, split perch hand brackets, special don't-catch-on-sapling lever blade lumps, snail cam chain adjusters, axle holders for fast removal, big tank cap, combo headlight/numberplate, bashplate (although current philosophy is against these collectors of mud and grunge), large resettable tripmeter and speedo, out-of-the-way rear taillight, superb-o-matic silencing (what else from Honda?) and bundles of other attention to detail.

But the XR has a few strange points, too.

First up, it must have been designed by midgets for midgets. It's SO small you get rider's cramp. Talk about whack your knees on the handlebars, Trev! And the seat, which at first feels so soft and plush, soon cushions down so you can feel the frame rails and the top of the airbox. Ouch! And the rear guard which looks stylish after the manner of all cafe racers soon covers your back in mud. And the wimpy forks genuinely DO flex. And it's time consuming to replace a headlight bulb. And the gear and brake levers are so low because of the low-in-the-frame footpegs that the first low flying log is going to get ripped apart by them.

All that, and you can't get the damn things registered without major hassles. Although there is a Compliance Plate, there are no brake light switches, no horn, no battery, no blinkers, no legal chain guard, no mirrors and the rear guard is too high and the taillight has no clear section and there is no vertical mounting area for the rear numberplate.

Registering these bikes is definitely enough to make you a two-stroke freak.

Still, the XR looks so fine you almost get re-persuaded into being a thumper freak.

# SUZUKI

The PE175 wasn't Suzuki's first attempt at an enduro bike: the PE250B was, way back in 1976. But the 175 has proven to be their most popular model.

For that reason, it was the only one of the three to be updated with a Full-Floater. Not the same unit found on the motocrossers, mind you. It is shorter, has different springing and damping, and has no remote oil reservoir.

A quick look at the rest of the 175Z is almost enough to convince you that not much else is different to the older PE175X. Wrong-o.

It's difficult to find any common parts.

Visually, the tank is the same, but the front guard, sidecovers and headlight/numberplate are all new plastic, and they've deleted the bashplate. On Australian models is a whopping great taillight to meet registration requirements; for serious racing it needs to be replaced by something less obtrusive, like a well-locked PE-X taillight.

Looking closer reveals a frame geometry loosely based on the RM125X, with all the necessary frame tabs to hold the enduro fittings. The wheels, too, have the strong straight pull spokes like the X series RMs: about time, we say. No more spoke problems with a Suzuki (not that there ever were a lot, but it's nice to talk about these things). At the rear is a similar cush drive hub to the X model, with differences to fit the new RM style swingarm.

Inside the engine are enough porting and pipe changes to create a whole new personality. It's a serious powerband this time — not a great deal of bottom end in there at all. Re-jetting is essential on the PE, because it's too rich on the pilot jet and the needle: we went up 20 on the main and lowered the needle one notch. Even so, lower midrange power wasn't as good as you expect with a 175.

The gearbox ratios are the same, but there's something in there which we found creates too many false neutrals. Even other riders on their own bikes complained of it, so it's not just the ultra-sensitive left-footed critical ADB staff being hyper.

The airbox is a straight steal from the RM125X: two flat foam elements on each side, inside an excellent airbox. There were two things we didn't like about this: one, you need to remove four Philips head screws to get at the elements and unless locktited afterwards you run the risk of losing the sidecovers — not good in a dusty two day or the Four Day. And second, the very first time we serviced the filters, we broke the little tang off one side, the

# YAMAHA



tang over which fits the lid, kind of like a simple hinge set-up. Very secondhand. But the filters and airbox are excellent otherwise.

Because the Full-Floater pivots all move so very little, it has been found that you rarely need to disassemble them for maintenance, unlike the others. Mind you, there are no grease nipples like the others, either.

The seat has been redesigned and a new foam is used, making it plush and yet comfortably firm for long rides; although there is still a hint of a sharp edge. There is full provision for a centrestand, and although we haven't seen one yet we figure Suzuki must have one available as an accessory: we'd recommend you get one.

The forks are 38 mm diameter RM125X look-alikes with good spring and damping rates. We run no air in them.

Like the PE175X, this one comes with Suzuki's special combination tool. Using only this and the three tools we were able to fit into the Kelly Enduro card holder (see Buy Products this issue), we were able to do all the maintenance necessary for two full enduros, a two day in Canberra and a one day in Gatton, Qld, Not bad, eh?

Tyres are Bridgestone "rim-savers", which are miles better than the stock rubber on either the IT or the XR. After all, we got away with them. Silencing is excellent, but as delivered some people claim the silencer needs a minor operation: what they do is cut it open from 3/8" from the tip and remove the spiral shaped spark arrester, and also the plug in the end of the perforated core, as you look the other way from the arrester. And the hole in the tip is enlarged. It doesn't increase the noise level, and we've seen such a modified exhaust come in miles under the ACU noise level at an enduro.

Oh, yes. At long last, Suzuki has seen the light and fitted folding foot lever tips and dogleg shaped handlebar lever blades, although their perches are not split.

So there you have it. The new PE175Z. Not bad at all, even though at first glance it looks like an X with a Floater. Suzuki is just so conservative.



Last year Yamaha started coping a lot of flak over their monoshock system. Mainly it was because some of the new generation single shockers — and in particular Suzuki's brilliant Floater — were making it look obsolete.

Some of the reason was because Yamaha's design did have a negative effect on the handling, particularly in corners.

So, back at the drawing boards for the 1982 models, Yamaha's engineers decided that, dammit, they'd bloody well shove everything on to the new range that was humanly possible, and then some. The YZs got everything from YEIS, YPVS, watercooling in the 80, 125 and 250, to an L-shaped rising rate link and a bright red seat which mounted halfway up the tank.

While the IT175J didn't get the red seat, it goes almost as far as the YZs.

A long look will quickly convince you that this model IT has the works. For starters, it has perhaps the biggest complement of enduro items on any enduro bike in the world: big fuel tank (although bulbous at the front), huge one-turn filler cap with a lengthy overflow hose with which you can refuel people who've run dry, thick seat, fast remove airbox covers (rubber band), rear-of-the-seat mounted toolkit, little enduro taillight, folding foot lever tips, full lighting, a YEIS for midrange smoothness, snail cam chain adjusters, fast remove rear wheel, speedo, excellent silencing. The list goes on. If an enduro bike should have it, then the IT has.

And some more besides.

It has the L-shaped rising rate monoshock linkage as on the

YZs, complete with the grease nipples to ease maintenance. It has 38mm diameter forks, it has a fast remove headlight — the best in the business, we reckon. Quick reset tripmeter. All good stuff.

With the new monoshock system is an all new shock absorber mounted slightly lower in the frame, complete with both damping adjustments and spring tension adjustments, a new swingarm which looks like a KX swingarm.

The engine has received minor internal changes, which is fine by us because last year's IT175 ran away with engine performance stakes anyway. This year's engine is different only to make it stronger through the range. Gear ratios are right on and the gears are easy to snick in. Carburetion is by a Mikuni 34mm which has a similar problem to the PE: poor jetting from the factory and even differences from what is supposed to be there according to the comprehensive manual. We've lost a lot of faith in the Japanese and their jetting abilities lately.

And then there's the pipe.

What a pipe! It sticks out in the breeze like an elephant on heat begging for something to knock it off, if you'll excuse the phraseology. The underside of the engine has an array of protective bars against the danger of rocks smashing the sump. This is the latest trend in enduro bikes, after the Japanese convinced us (or was it the American magazines?) that alloy bashplates were the go. It seems that bashplates not only protect engines, they hold tons of heat-building mud. So bashplates are out. The PE uses the same system, although Honda is still in the trailbike world and uses

a bashplate on the XR.

We believe that serious Yamaha riders doctor the spark arrester in the silencer, but it remains an unconfirmed rumour. If the pipe didn't work so well we'd seriously consider throwing it away in favour of a new design. But the stocker produces the best power.

The tyres are Dunlops, which are dreadful and slither around like a snake on a hot tin roof. Even the PE tyres aren't as bad. Front guard is excellent, and if we didn't know better we'd say it was copied from a Preston Petty Tony D design with a few improvements. The rear guard isn't as long as it should be and doesn't keep mud off your back as well as the PE's does.

Frame mounting points are provided for a centrestand: get one, they're great. Caloundra Yamaha, phone (071)91 3905, can tell you where to get one which works.

While the whole bike doesn't seem to need locktiting like the PE, the suspension desperately needs sorting out, because as delivered it's nowhere near as good as a stock PE. Nowhere, no way, no how. It feels rigid by comparison, even though there is 10.63" wheel travel up front and the same in the rear (which is exactly the same as the IT175H — Yamaha obviously believes that enduro riders don't need as much wheel travel as motocrossers).

Overall, the new IT is an even prettier, more technological package than the old model, which last year we didn't think was possible. Yamaha's like that, though. If its new technology, they've dabbled with it before anyone.

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## CONCLUSION: IT'S A PHILOSOPHY DECISION

We figure that there's no clear winner here. That's a surprise to us because we thought the XR would lose no matter what the other two did — four-strokes don't mix it with two-strokes.

But the XR was the biggest surprise. There was this one enduro, a two day round of the NSW titles at Canberra, and the rider on our test PE was followed by Dave McDonnell (a well known NSW 175cc class rider) on an XR200, just one minute behind. And every damn section, there he'd be, right there. Couldn't shake him off. That cursed little XR merrily wound in and out of the scheme of things all weekend, just like the dog you are trying to get to stay at home but who would rather follow you.

So the XR was an outright surprise. Not because it could be ridden so fast with such miserable suspension, but simply because it could be ridden so fast and still be a four-stroke.

The PE was the next surprise: when it was first uncovered in the official ADB lounge room, there it sat. A plain Jane, ordinary, run of the mill still-look-the-same-almost PE175. Oh, sure, it had a Full Floater rear end, which was nice, but otherwise it still looked like your farm variety PE. But it felt so good suspension-wise that it made up for a deficiency in low-end power.

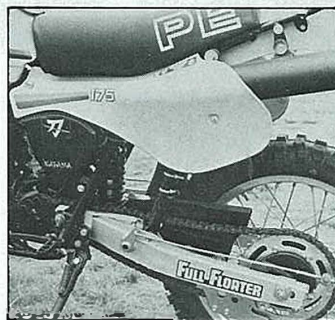
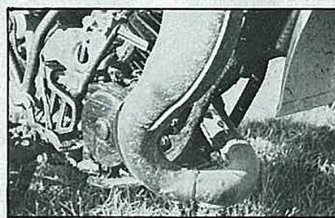
The IT was no surprise at all: Yamaha's new bikes *always* look super trick, and this IT is no exception. More to the point, some of its looks deliver. The L-shaped link system at the rear, the YEIS bottle, the suspension. But it just has the nicest engine. It's hard to fault a bike with such nice power.

Continued ▷



**ABOVE**  
Honda's Pro-Link rear end is right in theory, but the shock they use is lousy. So the rear end is lousy. That means a \$400 fix. It has a remote oil reservoir with revised internals, damping adjustment and spring preload adjustment. Fiddle away. You'll need to.

**BELOW**  
The XR engine is a surprise because it can just about keep up with the other two in an acceleration test. On hills it's excellent and has strong power right from idle. But it's a 200, which means it will often be in the 250cc class. Not that that will concern trailriders.



**ABOVE**  
The Full-Floater PE is magic in its performance, but there is no remote oil reservoir as on the RMs. Plenty of spring preload positions.

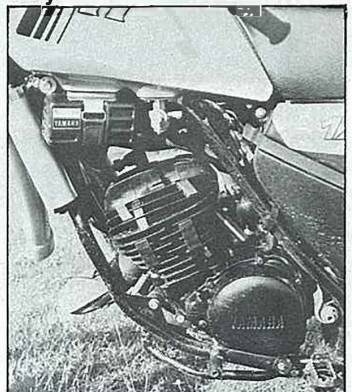
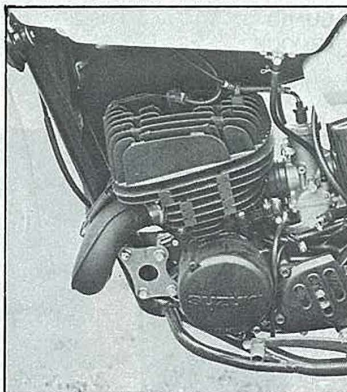
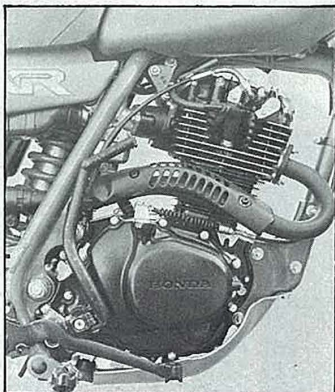
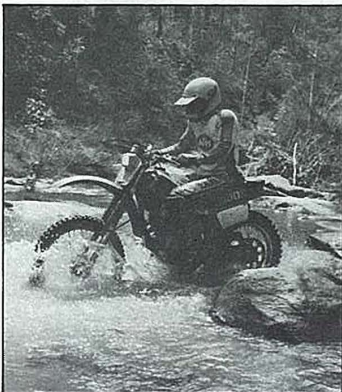
**BELOW**  
The PE engine is a serious racer's engine, because bottom-end isn't all it should be, no matter what you do with the jetting. Sad. Why don't they use the flat slide Mukuni like the RM250Z? We found neutrals in the gearbox, as did several other owners.

**LEFT**  
The IT pipe sticks out like an elephant on heat, as they say. Hell, if it isn't wiped out in a couple of enduros then you're not trying.



**ABOVE**  
The IT has the largest range of Monoshock adjustment. It should do — the system has been around for yonks. The spring preload is a bear to get at, although the 32 click damping adjuster is easy.

**BELOW**  
The IT engine is brilliant: good, clean power right from the bottom, and it can beat the PE in a drag. Gears are well matched and easy to click into. The YEIS bottle undoubtedly helps, but we'd rather not see power fixed that way.

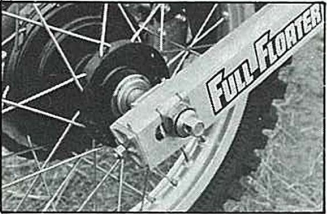


**TOP RIGHT**

Of the seats, the Honda's is the worst, the PE's is the best, the IT's is in the middle. This PE no longer has those sharp seat edges like older PEs, and the foam density is spot on.

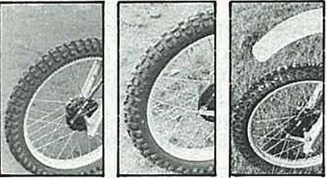
**BELOW**

The PE has straight pull spokes which don't require any attention right from new. It's an RM borrow.



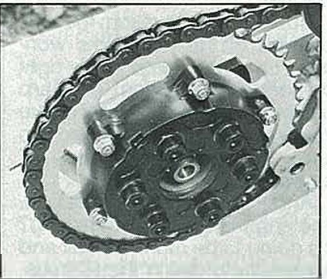
**BELOW**

The IT's tyres are the worst, the PE's the best of the three, but good tyres do wonders for all three, especially on the front.



**BELOW**

The PE rear wheel is both good and bad. The cush drive system is good, the brake shoes are bad. They wear out in a couple of rides. Put new linings on the shoes.



**BELOW**

No blinkers or lights or mirrors or horn or legal taillight or switches on the XR mean it is a nightmare to register, despite the Compliance Plate.



**BELOW**

The headlight/numberplate surround on the IT is great: it pops off in seconds. Speedo and tripmeter are small and don't get in the way.



# HONDA XR200R

**Test Bike:** Billy Bunter, Caloundra, Qld.  
**Retail price:** \$1,550

### SPECIFICATIONS

Engine.....Single cylinder, air-cooled, OHC four-stroke  
Bore x stroke .....65.5 x 57.8mm  
Capacity .....195cc  
Lubrication .....Wet sump  
Carburettor.....Keihin 26 mm  
Air filtration.....Single foam element  
Ignition.....CDI

### TRANSMISSION

Clutch.....Wet multi plate  
Primary drive.....Gear  
Secondary drive.....Chain, 13/50 sprockets  
  
Gear ratios:  
1st.....2.769  
2nd.....1.941  
3rd.....1.450  
4th.....1.130  
5th.....0.923  
6th.....0.785  
Shifting.....LHS, 1-N-2-3-4-5-6  
Starting.....Primary kick

### FRAME AND SUSPENSION

Frame.....Diamond chrome moly tube  
Suspension:  
Front.....Telescopic, hydraulic, air-assisted forks with 9.8" wheel travel  
Rear.....Alloy swingarm with Honda Pro-Link linkage giving 9.7" wheel travel  
Rims and tyres.....Lipless alloy rims with rimlocks, IRC tyres, 3.00 x 21 front, 4.10 x 18 rear  
Brakes.....Single leading shoe, cable operated both ends  
Footpegs.....Folding, spring-loaded cleated steel  
Silencing.....Best of the lot  
Lighting.....Headlight, taillight as delivered. Hi/low beam  
Controls.....Excellent  
Toolkit.....Pouch behind seat, usual Japanese spanner kit  
Mudguards.....Not good enough for muddy rides  
Horn.....No  
Compliance plate.....Yes  
Centrestand.....No provision  
Wheel removal.....Worst of the three  
Headlight removal.....Messy - it's bolted on  
Mirror.....No  
Chainguard.....Basic

### DIMENSIONS

Wheelbase.....1,355 mm (53.3")  
Ground clearance.....340 mm (13.4")  
Seat height.....890 mm (35")  
Fuel capacity.....8 litres  
Weight.....222 lbs



# SUZUKI PE175Z

**Test Bike:** Geoff Udy Suzuki, 307 Ruthven Street, Toowoomba, Qld, 4350  
Phone: (076) 32 5579  
**Retail price:** \$1,600

### SPECIFICATIONS

Engine.....Single cylinder, air-cooled case induction reed valve two stroke  
Bore x stroke .....62 x 57mm  
Capacity.....172cc  
Lubrication.....Premix  
Carburettor.....34mm Mikuni  
Ignition.....CDI  
Air filtration.....Twin oiled foam elements

### TRANSMISSION

Clutch.....Wet, multi-plate  
Primary drive.....Gear  
Secondary drive.....520 DID chain, 12/48 sprockets  
  
Gear ratios:  
1st.....3.090  
2nd.....2.214  
3rd.....1.647  
4th.....1.300  
5th.....1.045  
6th.....0.875  
Shifting.....LHS, 1-N-2-3-4-5-6  
Starting.....Primary kick

### FRAME AND SUSPENSION

Frame.....Single downtube, split cradle chrome moly  
Suspension:  
Front.....Telescopic, hydraulic forks air assisted with 10" wheel travel  
Rear.....Full Floater Suzuki system giving 10.5" wheel travel  
Tyres and rims.....Lipless alloy rims with Bridgestone knobbies, 3.00 x 21 front, 4.10 x 18 rear  
Brakes.....Single leading shoe, cable operated front, rod operated rear  
Footpegs.....Spring loaded, folding cleated steel  
Silencing.....Excellent  
Lighting.....Full ADR and street legal lighting and switches  
Controls.....Excellent to use  
Toolkit.....Suzuki's special combination tool only  
Mudguards.....Poor front guard, great rear guard  
Compliance Plate.....Yes  
Horn.....Yes, electric  
Mirror.....Yes, RHS  
Centrestand.....Full frame provision mounts

### DIMENSIONS

Wheelbase.....1,350mm (53.1")  
Seat height.....925mm (36.5")  
Ground clearance.....305mm (12")  
Fuel capacity.....10.6 litres  
Weight.....104 kg (229 lb)



# YAMAHA IT175J

**Test Bike:** Caloundra Yamaha, Lot 8 Caloundra Rd, Caloundra, Qld.  
Phone: (071) 91 3905

**Retail price:** \$1599

### SPECIFICATIONS

Engine.....Single cylinder, air-cooled reed valve YEIS equipped two-stroke  
Bore x stroke .....66 x 50 mm  
Capacity.....171 cc  
Lubrication.....Premix  
Carburettor.....34 mm Mikuni  
Air filtration.....One fuzzy foam element  
Ignition.....CDI

### TRANSMISSION

Clutch.....Wet multi plate  
Primary drive.....Gear  
Secondary drive.....520 chain, 12/44 sprockets  
  
Gear ratios:  
1st.....2.750  
2nd.....1.857  
3rd.....1.500  
4th.....1.250  
5th.....1.105  
6th.....0.904  
Shifting.....LHS, 1-N-2-3-4-5-6  
Starting.....Primary kick

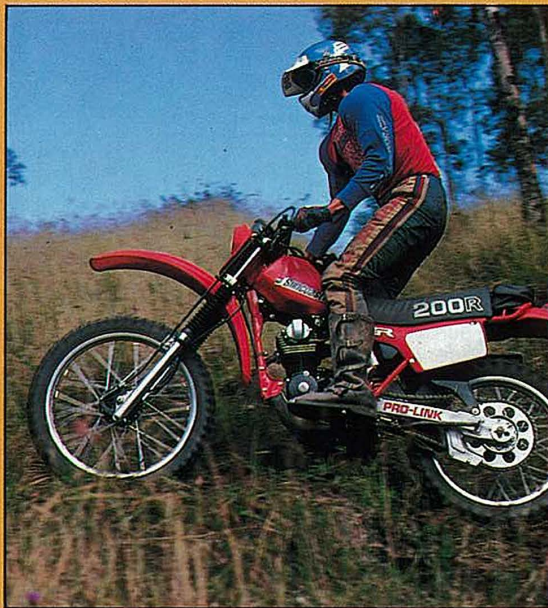
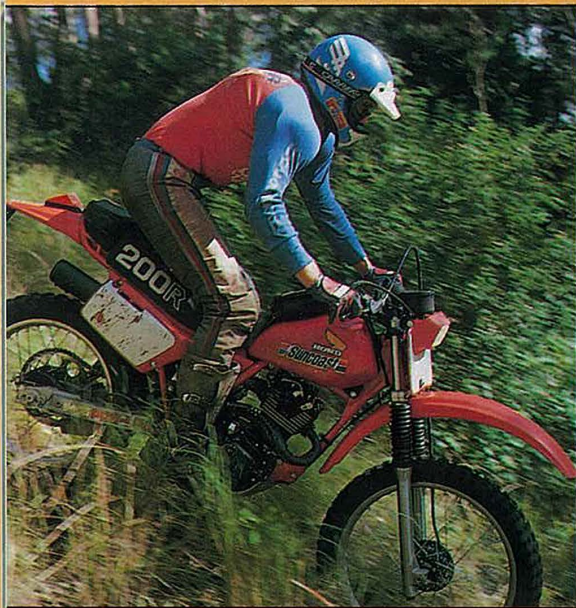
### FRAME AND SUSPENSION

Frame.....Semi double cradle chrome moly  
Suspension:  
Front.....Telescopic, hydraulic, air-assisted forks with 10.63" wheel travel  
Rear.....L-shaped rising rate Link system connected to Monoshock design giving 10.63" wheel travel  
Rims and tyres.....Lipless alloy rims, Dunlop tyres (Japanese), 3000 x 21 front, 4.00 x 18 rear  
Brakes.....Single leading shoe, cable front, rod rear  
Footpegs.....Folding, spring-loaded cleated steel  
Silencing.....Will meet ACU levels  
Lighting.....complete, including blinkers  
Controls.....Excellent  
Toolkit.....Pouch behind seat, usual Japanese tool kit  
Mudguards.....Front is great, rear is a little short  
Horn.....No  
Compliance plate.....Yes  
Centrestand.....Mounting tabs on frame  
Wheel removal.....Good  
Headlight removal.....Instant  
Mirror.....No  
Chainguard.....Good

### DIMENSIONS

Wheelbase.....1,445 mm (56.89")  
Ground clearance.....340 mm (13.04")  
Seat height.....915 mm (36.02")  
Fuel capacity.....11 litres  
Weight.....220 lbs





**HONDA XR200  
VS  
SUZUKI PE175Z  
VS  
YAMAHA IT175J**

Then again, it's hard to fault a bike with such damn fine suspension as our sedate looking PE. Heavens, with suspension as good as that the old backache is going to take a trip.

What's more, it's not hard to like a bike with a happy little nature like the XR. Sure the suspension was lousy, but otherwise the bike was fine. Oh, maybe a little too short in the wheelbase, but it too had a nice engine. And it's a four-stroke, eh! A pleasant sounding little four-stroke destined to frustrate many PE and IT owners as it doggedly follows close behind, come what may.

Maybe, when it all boils down, if you're a trailrider or a thumper freak, the XR is the perfect choice. That is, if you can put up with the higher initial purchase price and the headache of getting it registered. There are always provisos, aren't there? All good fantasies are ruined by provisos.

With the PE and IT, they're better suited to enduro work, although there are absolutely no problems with them on trail rides. Maybe you won't like buzzing a two-stroke along the tar to get to the trails is all. A lot of people are like that.

But in a race situation, the suspension of the PE works wonders. In all but those really tight corners at the bottom of sharp uphill the power is right where you want it — midrange and top end. Just sometimes the PE engine dies.

And that's where the IT reigns. The engine. You want a proviso? It's going to be more difficult and expensive to dial in the IT's suspension. And even then, it won't be as good as the PE.

Then again, you don't have to replace the front guard on the IT. Nor do you have to put a horn and mirror on the PE. You can whip the headlight bulb out of the IT in three seconds. Or the back wheel out of the PE in four. You can store plenty of tools in the IT's tool pouch, or do all you need with the PE's special tool. You can get the IT's airfilter out in seconds, with the PE you never get mud on your back.

Look. Let's face facts. They're both great.

You like engines? Get the IT. You like suspension? Get the PE. You like blue? Get the IT. You like Yellow? Get the PE.

And just keep an eye out over your shoulder for that guy who likes red four-strokes.

