



2014

AJP PR5

Woods Riding Made Easy

While the AJP PR5 shares many of the characteristics as the PR4 we reviewed last month, it is a bit more contemporary in its design. As the flagship model in the AJP line up, the PR5 is equipped with a fuel injected and water-cooled, 250 cc four-stroke engine that sets it apart from the other models in the AJP lineup. Like the other AJP models, the PR5 features a hand welded frame that is fitted with fully adjustable Sachs front and rear suspension. In addition, the PR5 comes with a skid plate, odometer and enduro lighting. The



The PR5 has all of the amenities of a modern 4-stroke but with a motor that makes more torque than anything in its class.

translucent fuel tank is unconventionally located under the rider's seat; nonetheless, the ride feels surprisingly "normal." The seat height and wheel base are significantly shorter than the typical 250f, making it easy to put your feet on the ground and maneuver the bike. Our first impression of the PR5 was of its tractability. The six-speed motor makes more torque than any other modern 250 four-stroke. With its uncanny ability to keep the wheel from spinning, the PR5 excels in terrain where traction does not come easy. This bike will allow you to chug up the steepest hills with minimal clutch work, if any at

all. While the PR5 makes plenty of power, it's the delivery of that power that set this bike apart; it's smooth, almost electric, but with a softer style that's reminiscent of the old Honda XR line. The PR5 isn't designed to win a corner to corner race—remember that it's a recreational bike—but you can still go fast aboard the PR5, especially if your style is more about carrying momentum. The motor also has a heavy flywheel feel to it. I never stalled the PR5, and it's easy to carry an extra gear or two. I felt like I could ride everywhere in third gear. The PR5 isn't going to loft the front wheel in third or fourth or gear,

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<p>ENGINE / COOLING: 249 cc, 1 cylinder, 4 stroke, 4 valve, OHC, liquid cooled</p> <p>POWER / TORQUE: 27 hp @ 8000 rpm / 17 ft/lbs @ 7000 rpm</p> <p>CARBURETOR: Delphi fuel injection system</p> <p>ENGINE START / GEARBOX: Electric / 6 speed</p> <p>FRONT SUSPENSION: ZF Sachs USD 48mm - 11 inch travel - multi adjustable</p> <p>REAR SUSPENSION: ZF Sachs - 11.8 inch travel - multi ad-</p>	<p>justable</p> <p>FRONT / REAR TIRES: 90/90 - 21" / 120/80 - 18"</p> <p>FRONT / REAR BRAKE: Disc Ø 260mm / Disc Ø 220mm</p> <p>WHEELBASE: 56.7 inches</p> <p>GROUND CLEARANCE: 11.8 inches</p> <p>SEAT HEIGHT: 37.4 inches</p> <p>DRY WEIGH: 249 lbs</p> <p>FUEL TANK / RANGE: 2 US gallons / 80 miles approx.</p> <p>WARRANTY: Limited - 2 years parts / 6 months labor</p>
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but that's a good thing as its targeted audience isn't likely to require that of this bike. The transmission ratios feel tightly spaced, at least from first to third gear. The stock gearing is 12/50 and we really would have liked to try a 13/50.

The Sachs suspension worked well; it's plush with a smooth transition through the travel. I didn't notice any mid-stroke harshness when riding at a variety of speeds. The bike feels stable, enhancing one's confidence to tackle the terrain without checking up on the gas. The PR5 isn't a lightweight on the scale, but it doesn't feel cumbersome, either. The short wheelbase and seat height make the PR5 feel nimble and enable it to slide through tight trees with ease. Yes, it will get tiring if you have to pick the bike up all day, but the AJP is so rider-friendly and easy to control that that's not likely to happen.

Given that we've mainly expounded the recreational virtues of the AJP's, you might think that the PR5 isn't a

race-worthy machine. Again, if your style is such that you prefer momentum over corner to corner speed, you will do just fine on the AJP. As a bottom-dwelling AA rider, I felt like I set a good pace on the PR5 and I was certainly more comfortable going fast on the PR5 than I was on the PR4.

Overall the PR5 is a great little machine. There is nothing cheap or "foo-foo" about it. The motor may be from China but by all accounts (historic reviews) it appears to be bombproof. AJP has been around since 1986 and has a nice little niche carved out in the recreational market that aims squarely at the rider that doesn't want to struggle with a race bike. It's a machine that's built to make off-road riding easy, fun and affordable. I would consider the PR5 for a beginner like my wife or for myself when I reach a point where I just want to throw a leg over the easiest bike to ride. With an MSRP of \$5,995, you really can't go wrong.

Check them out at www.motoajp.com



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