



AJP PR4 240

EXTREME

Words: Jock McLauchlan / Photos: Geoff Osborne

Air-cooled trail or enduro machines don't generally sport high quality suspension and braking components. AJP sees things differently and has kitted out the PR4 Extreme with some top-drawer suspension and stoppers. Jock Mc Lauchlan reports.

In the August addition of KR we reported on the AJP PR5 Extreme, an excellent bike that punches well above its weight, especially considering its price point. This month we test its smaller capacity air/oil-cooled brother, the AJP PR4 Extreme which at first glance looks to be another awesome little bike with a high-level specification list, an even cheaper price tag of \$8995.

The chassis and general lay-out are much the same as on the PR5, with a solid aluminium mid-section that includes the swingarm mount and an aluminium swingarm. The tubular steel frame headstock and lower engine cradle is bolted to it. The removable subframe is steel tubing. Fuel is carried behind the engine and under the seat, where the airbox is normally positioned on other bikes. The fuel tank itself is opaque and so the fuel level can easily be seen at a glance. The airbox, a decent sized battery for the electric start and most other electrics are located up around the main frame back-bone behind the steering head, under a plastic cover. This gives the illusion of a conventionally placed fuel tank and is nicely shaped to enhance the ergonomics.

To my eyes the air-cooled PR4 is a handsome looking machine with a host of high spec purple/red anodised components. It definitely looks the part and comes as standard fitted with a 260mm Galfer Wave front disc, a Sachs shock and Marzocchi USD forks. Reikon supplies the oversized handle bars, the clutch assembly and there are bling alloy foot pegs and gear shifter.

I might be stating the obvious, but riding the PR4 is quite a different experience to taking a spin on the PR5. The PR4 produces quite a bit less power from the smaller capacity air-cooled motor, as one might expect. On top of this, the chassis balance is opposite to the PR5. This means the PR4 rides lower from a softer shock at the rear and higher at the front - with what feels like the same forks but on a lighter machine. This all makes great sense to me because the PR4, with the smaller 240 motor, is clearly aimed at younger, lighter and less experienced riders.

The 240's power is modest but in-line with other bikes of a similar size and extremely user friendly with it. The air-cooled lump has a decent amount of torque, is flexible for its capacity and is very linear in its delivery of power and torque. The engine and exhaust note is very quiet, which is something I do like, but the muffler does look small and restrictive... so there may be gains in power to be made in that department, not that I would ever suggest opening it up a little... Anyway, the type of power it has is perfect for learning on, for novice to intermediate level trail riders and is

also ideal for the farming community. Actually, thinking about it, this bike should go down a treat with young hill country farmers, because, unlike the similar sized air-cooled opposition bikes on the market, this one has a decent amount of good ground clearance and plenty of suspension travel to soak up the cattle ruts. And it's in this respect the PR4 Extreme really does stand out from the crowd of other air-cooled machines. While it only has a modestly powerful engine, the chassis is of a high spec and this will allow a young rider to grow his pace substantially and not be limited by the short travel budget suspension on some of the opposition brands. >



“ Overall I'd say the suspension of the PR4 is miles ahead of anything else in its class!

This long travel suspension works really well too. The high-end fully adjustable Marzocchi forks are superbly plush and reasonably bottom resistant; just perfect for the kind of riding this bike might see. For me, the shock feels softer than the forks, but then the PR4 was probably never design to have a tall lump like me hanging off the back of it. I think a 50 to 70kg rider will find the shock extremely good for general trail riding in all terrain conditions. Like the forks, the shock is fully adjustable, which means there's real scope for a young up-and-coming suspension guru to fine tune his, or her, settings exactly how they want. Overall I'd say the suspension of the PR4 is miles ahead of anything else in its class! ➤

SPECIFICATIONS

ENGINE

Type:	233.7cc, air/oil-cooled, 2-valve, four-stroke single
Power (claimed):	14.7kW (20hp) @ 8000rpm
Torque (claimed):	18Nm (13lb-ft) @ 7000rpm
Bore x stroke:	69.0 x 62.5mm
Starting system:	Electric- and kick-start
Fuel system:	30mm carburettor
Clutch:	Wet, multi-plate, cable operated
Transmission:	Five speed, chain drive

Brakes:	Hydraulic 260mm disc front, hydraulic 220mm disc rear
Wheels:	Spoked, aluminium rims
Tyres:	90/90-21in front, 120/80-18in rear

DIMENSIONS

Ground clearance:	330mm
Wheelbase:	1795mm
Seat height:	920mm
Claimed weight:	100kg (dry)
Fuel tank capacity:	7 litres
Price:	\$8995 inc GST
Contact:	See page 108 for your nearest dealer

FRAME

Type:	Cast aluminium semi-cradle
Swingarm:	Aluminium
Suspension:	Marzocchi forks, preload, rebound and compression adjustable front; Sachs preload, rebound and compression adjustable rear



Opaque fuel tank located behind engine for quick and easy fuel level assessment.

Great Marzocchi front and Sachs rear fully adjustable suspension.

Interesting combination alloy/steel frame.

“The high-end fully adjustable Marzocchi forks are superbly plush and reasonably bottom resistant; just perfect for the kind of riding this bike might see.”

Ok, so it's got top-notch suspension but what about the rest of the chassis? Thankfully the PR4 also acquits itself well with a decent chassis. The handling is great with a nice light, confidence-inspiring turn-in. I'm sure the stability will be fine for riders of a size the bike was designed for, but my 100kg frame overwhelmed the rear suspension quite easily at speed. I think lighter riders should have no such problems and be more than happy. Despite weighing in at 100kg without fluids, the whole machine has a light feel to it, This is testament to great weight distribution, good

ergos and a decent chassis.

My understanding is that the PR4 Enduro Pro comes with all the equipment for the bike to be made road legal. However, the PR4 Extreme you see in this test cannot be made road legal although it does come with a good looking headlight and a flash LCD digital ODO/speedo enduro computer.

Overall, the AJP PR4 Extreme is a terrific smaller engine machine. Being air-cooled and a proven design, it should be as reliable as an axe. Handling and suspension, in particular, are so far ahead of the competition there is no

comparison. Add excellent disc brakes, all the bling accessories, quality components and a modern, thoughtful layout and you must have the bike of choice in this class... and that's without even looking at the bargain price tag.

QUICK QUOTE

2014 AJP PR4 240 \$8995

Monthly premium: \$18.08

Excess: \$500

Fire and Theft premium quoted. A range of other cover options are available to suit your needs.



“ *...it should be as reliable as an axe.* ”



- + A bargain. Best suspension in class by a huge margin. Lots of bling... and it looks cool.
- Modest power. A less well-known brand in NZ. That's it!

