

# >AJS JS 125E (Eco 125)



(needing only one finger to pull it in) and the gearbox selected all of five speeds sweetly enough. The only niggle I had was that with my size 10 motorcycle boots the gear lever was awkward to use, although it would only need the use of a 13mm spanner to adjust it on the splined shaft and overcome this. With some wet patches around the leafy lanes I was watchful of the SBL, tyres but they did their job surprisingly well enough, as did the combination of disc front and drum rear brakes which had plenty of feel to them. The suspension [telescopic at the front and adjustable oil shocks at the rear] coped well with both the bumpy lane leading to and from the AJS HQ and also the sinuous country road which took us away over the nearby downs. The kind of roads which were the perfect environment for the little four-stroke engine: one which by anyone's standards must be the sweetest in its class.

Of course fuel consumption is an important consideration on any commuter bike, but sadly I didn't do enough miles to accurately check this. Early tests by AJS suggest at normal speeds it returns a miserly 100 miles to each gallon of unleaded. A pretty frugal consumption which when allied to the 10 litre [2 gallon] fuel tank gives a decent 200 mile range between fill-ups.

Both the side and centrestands were easy to use and I particularly liked the bungee strap securing loops: these were very useful for carrying my camera bag on the pillion portion of the seat.

With rain threatening, I decided to return to base where I reflected on a thoroughly enjoyable ride on the JS15E: a top quality – value for money – machine which promises to be a good seller in the very competitive 125 marketplace.

Big thanks to Nick Brown for his time and hospitality on my recent visit.

**WORDS AND PHOTOS:** Andy Westlake

## ALTERNATIVE CHOICE: KYMCO PULSAR 125



**Price:** £1499

Another quality little bike made in Taiwan with very good fuel economy and a similar top speed of around 65mph. Doesn't have a balancer shaft like the AJS, so this gives the engine a slightly rougher feel. Has built up a good name for reliability and is priced on the road at £1499. Like the Ajay it is well supported by a good spares and dealership backup and also falls into insurance category four.

## TECHSPEC:

<b>Engine:</b>	DHC single cylinder four-stroke with balance shaft
<b>Capacity:</b>	124cc
<b>Bore/stroke:</b>	54x54mm
<b>Power:</b>	10.06bhp @ 8000rpm
<b>Transmission:</b>	5 speed gearbox chain drive
<b>Starter:</b>	Electric/kick
<b>Clutch:</b>	Wet multi plate
<b>Ignition:</b>	Coil CDI
<b>Battery:</b>	12v
<b>Tyres:</b>	2.75x18 tubeless (front), 90/90x18 tubeless (rear)
<b>Suspension:</b>	Telescopic forks (front), Adjustable oil damped twin shocks (rear)
<b>Brakes:</b>	Disc (front), Drum (rear)
<b>Fuel capacity:</b>	10 litres [2 gallons]
<b>Seat height:</b>	76cm
<b>Wheelbase:</b>	108cm
<b>Dry weight:</b>	114kg
<b>RRP:</b>	£1350 OTR
<b>Contact:</b>	AJS, 01264 711160
<b>Website:</b>	www.ajsmotorcycles.co.uk