



JH125L ALTERNATIVE COLOUR



THE LATEST RANGE FOR

1996

Easy Rider (Europe) Ltd

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Me old CHINA

It's a weel bargain, me ol' mate. Look, I'll frow in some 'igh quality engineering and the lowest price tag yer've ever seen. Now yer can't say more than that, can yer? Olly Duke browses amongst a new range of Chinese bikes and finds some real bargains.

Cheap, well-made, reliable transport. Or just a joke. While Chinese-made bikes may raise a titter from hardened motorcyclists, to one man they are the future.

With the exchange rates forcing the Japanese Yen through the roof, machines from the Land of the Rising Sun are becoming less and less affordable to yer average British biker.

Which is where Cyril Chell of Easy Rider Ltd. steps in. He is importing a range of motorcycles which reflects the new China and its mushrooming industry, rather than the paddyfields-

and-boiled rice image of the past.

"I've had my eye on this market for some time now," explains Chell "Without cheap and reliable machines being available, motorcycling will continue to go downhill. there has been a dramatic improvement in the quality of Chinese-made bikes in the last couple of years, which means they offer great value for money."

His range of machines seems almost ridiculously cheap ranging from just £399 for a scooter to £1,499 for a 125cc trailie. He points to his comparison chart "You see," he enthuses, "the last time a similar trail bike sold for that price was in 1990. And my CJ50K scooter's price goes back to 1985."

He then marches throught the workshop and instructs his mechanic to show me engine parts. "Look at the workmanship on the barrel and cylinder head - they're equal to anything Japanese. And the valve gear - it's beautifully made."

He's right. There's not a fault to be found. These

bikes may look like something out the '80s, but they certainly seem to offer value for money.

The learner-legal JH125L Trail Blazer, for instance, isn't going to blaze pasty anything. With 11bhp on tap and a top speed of around 65mph, it is a bit of a slug, but who can argue with its price tag of £1,499?

The welding is a bit messy, but overall this trailie looks smart and the build quality is otherwise up to Japanese standards. It features 12 volt electrics, a tin bash plate, an easy-access tool box, lacquered fork legs and a decent paint job. Easy rider graphics are added on in Britain to brighten it up.

The four- stroke engine with CDI ignition, is a carbon copy of the old Honda XL125 unit. Japanese-made items on this bike include suspension, switchgear, locking filler cap and generator, while the drive chain comes from DID. Manufacturer Jialing is so switched on that it now even supplies pistons to the Japanese.

There's a familiar '80s feel to the JH125L, with twin rear shocks, drum brakes front and rear, and kick start only. But it bursts into life easily, and in town and off-road it is particularly pleasant to ride. The air-cooled motor is a bit of a damp squib. Even if you rev to the 10,500 red line it feels gutless and overtaking with traffic moving more than 40mph can be entertaining, if not a little frightening. But it competes well enough in the hustle and bustle of urban life and it will just about smoke a Metro.

The five-speed gearbox is surprising slick, while the clutch lever action is light. First and second gears are short, just perfect for green laning, which is where the JH125L is happiest. At 242lbs and with wide bars, the Trail Blazer is effortless to control, and the tallish seat gives you a clear view of the queue of traffic you'll fight to get past.



The tyres are semi-knobbly and Chinese-made, but not the disaster you might expect. The compound is soft enough to give decent grip, even in the wet.

The seat is wide, soft and comfortable, but pillions' legs will shudder at every pothole as the footpegs are fixed to the swingarm. There is no centre stand and the old-style Honda tacho and speedo are easy to read. The JH125L comes in two versions: the normal twin seat, or an optional single seat with carrier.

For pure townies, Chell offers the JH90. If you want to tazz round for under a grand, this is the bike for you. It's almost quaintly period, with an engine that is lifted from the Honda Cub and styling that's almost classic.

The mudguards are pressed-steel, the fuel tank is rounded and sleek, brakes

are drum, the chain is fully-enclosed and there's kickstart only.

It looks belie its ability, for the JH90 is nippy and fast enough to get away from the pursuing hoard of four wheelers. At 180lbs, it makes the ideal urban transport for anyone with a styling black spot.

The air-cooled, four-stroke engine is extremely smooth, even when revved., and although it only produces 6bhp and has a top speed of just 50mph, it still feels lively.

The rotary gearbox is dead confusing to use, because the heel-and-toe gear lever takes you straight from fourth into first - not a good idea! Chell's workshop can convert the box to a conventional one within half an hour - well worth the wait.

The forks and shocks are made in China, and are crude compared to Japanese

items, but they are perfectly adequate for two-up riding around town.

Electrics are 12-volt with a CDI Ignition and the brakes are strong enough to lock up the wheels. The riding position is comfortable, but again the pillion pegs are attached to the swingarm.

Both the JH125L and the JH90 are competent transport. Spares are readily available and the engines are simple enough to be serviced by even the most mechanically inhibited.

If neither of these two bikes takes your fancy, Easy Rider has a wide range available, from the CJ50K scooter at £399 to the miniscule QM50 scooter at £699, to the JH70 at £961.

And even if you buy one and you end up as the butt of joke or three, remember that us Brits were laughing at all that 'Jap crap' stuff just 20 years ago...?



CJ50F

This basic moped features

- Automatic Clutch
- C/D Ignition System
- Locking Fuel Cap
- Kickstart
- Supplied with rear view mirror

*MOPED LICENCE

Easy Rider



LX50

Stylish and conventional featuring:

- Electric Start and Kickstart
- Automatic Clutch
- C/D Ignition
- 12" wheels
- Supplied with two rear view mirrors
- Rear rack
- Compartment under seat

*MOPED LICENCE



QM50



Stylish lightweight 50 cc Scooter featuring:

- Automatic Clutch Kickstart
- Oil Ignition
- C/D Ignition
- Supplied with mirror, front basket and rear rack

*MOPED LICENCE

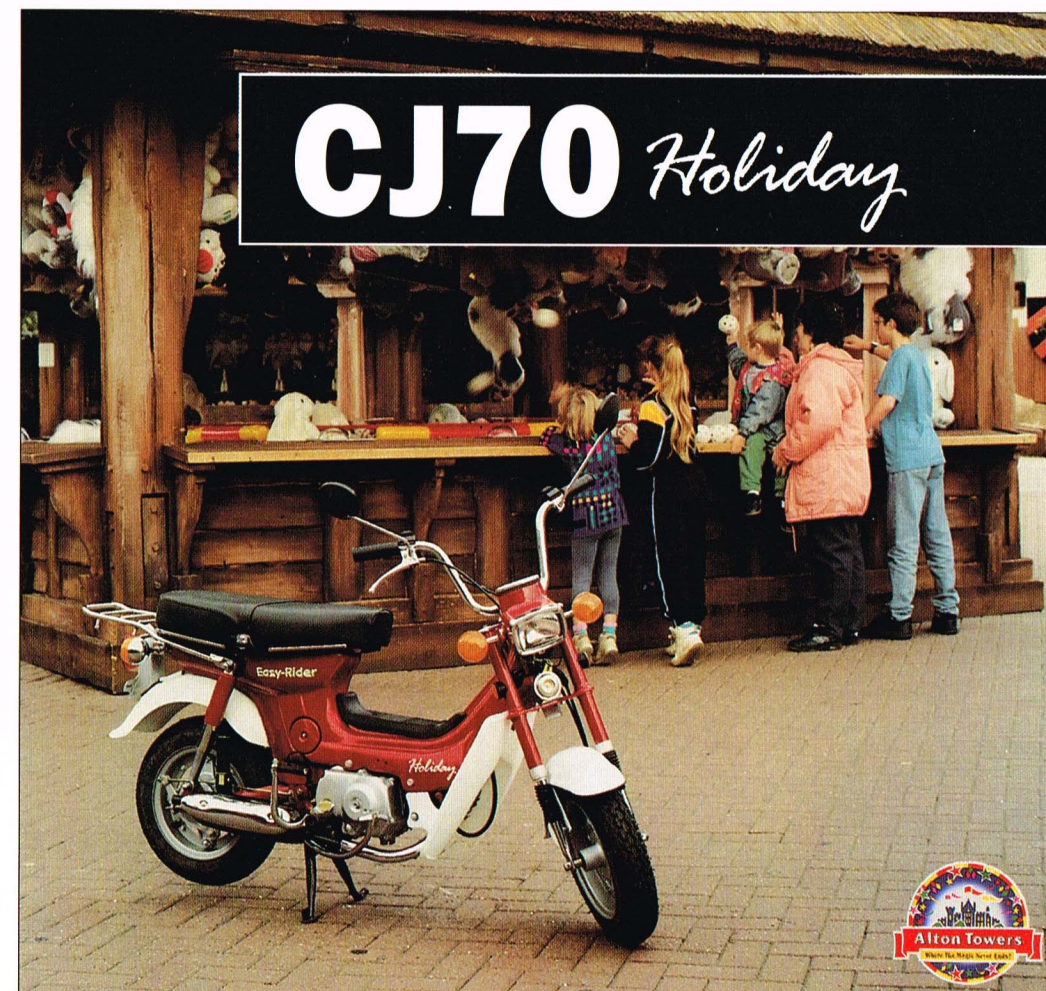
Easy Rider

70cc 4 Stroke 3 Speed Commuter featuring:

- Versatile
- Economical
- Ideal for caravanning, camping and boating
- Easily transportable
- Supplied with mirrors and rear rack

Easy Rider

CJ70 Holiday



QM100

Conventional air cooled 2 stroke features:

- 100cc
- Kickstart
- 4-speed
- C/D Ignition
- Supplied with rear view mirror and rack

*LEARNER/
COMMUTER

Easy Rider



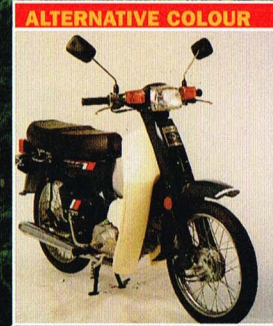
JD/JL70

Step Through with popular styling now featuring:

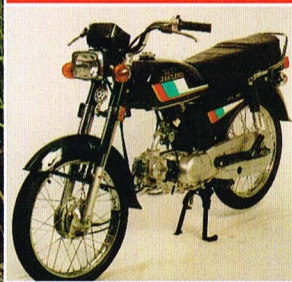
- Manual Clutch
- 4 Speed gearbox
- Kickstart
- C/D Ignition
- Supplied with rear view mirrors

*LEARNER/
COMMUTER

**嘉陵®
JIALING**



ALTERNATIVE MODEL JH50/70



JH50/70 111

JH50/70 III

- 4 Stroke
- 4 Speed

Conventional Styling Featuring:

- Kickstart
- C/D Ignition
- Supplied with mirrors and rear grab rail
- Alloy wheel and chrome fenders

JH50/70 Economy model with spoked wheel

*LEARNER/
COMMUTER

**嘉陵®
JIALING**

JH125 ALTERNATIVE COLOUR/STYLE



JH125B

Conventional alternative transport featuring:

- 4 stroke, 125cc, OHC
- Kickstart
- C/D Ignition
- Cast Wheels
- Front disc brake
- Supplied with rear mirror and grab rail

JH125 Economy specification model also available

*LEARNER/
COMMUTER

**嘉陵®
JIALING**

EASY RIDER & JIALING SPECIFICATION

	CF50F	QM50	LX50	CJ70	QM100	JH125L	JH50	JL70(JD70)	JH70	JH70III	JH90	JH125	JH125B	JH125L&F	
ENGINE	AIR COOLED TWO STROKE SINGLE CYLINDER 49CC	AIR COOLED 2 STROKE SINGLE CYLINDER 49CC	AIR COOLED 2 STROKE SINGLE CYLINDER 49CC	AIR COOLED 4 STROKE O.H.C. SINGLE CYLINDER 72CC	AIR COOLED 2 STROKE SINGLE CYLINDER 96CC	AIR COOLED 4 STROKE O.H.C. SINGLE CYLINDER 124CC	AIR COOLED 4 STROKE O.H.C. SINGLE CYLINDER 49CC	AIR COOLD 4 STROKE O.H.C. SINGLE CYLINDER 72CC	AIR COOLED 4 STROKE O.H.C. SINGLE CYLINDER 72CC	AIR COOLED 4 STROKE O.H.C. SINGLE CYLINDER 72CC	AIR COOLED 4 STROKE O.H.C. SINGLE CYLINDER 86CC	AIR COOLED 4 STROKE O.H.C. SINGLE CYLINDER 124CC	AIR COOLED 4 STROKE O.H.C. SINGLE CYLINDER 124CC	AIR COOLED 4 STROKE O.H.C. SINGLE CYLINDER 124CC	
TRANSMISSION	BELT DRIVE	CHAIN AND CLUTCH IN OIL AUTOMATIC	CHAIN AND CLUTCH IN OIL AUTOMATIC	3 SPEED GEARBOX WITH TOE OR HEEL LEVER	4 SPEED ROTARY GEARBOX WITH TOE OR HEEL LEVERS	5 SPEED GEARBOX THROUGH CHAIN FINAL DRIVE	4 SPEED ROTARY GEARBOX WITH TOE AND HEEL LEVER	4 SPEED ROTARY GEARBOX WITH TOE OR HEEL LEVER.	4 SPEED ROTARY GEARBOX WITH TOE OR HEEL LEVER	4 SPEED ROTARY GEARBOX WITH TOE OR HEEL LEVER	4 SPEED ROTARY GEARBOX WITH TOE OR HEEL LEVER	5 SPEED GEARBOX THROUGH CHAIN FINAL DRIVE	5 SPEED GEARBOX THROUGH CHAIN FINAL DRIVE	5 SPEED GEARBOX THROUGH CHAIN FINAL DRIVE	
STARTING	KICKSTART	KICKSTART	KICKSTART AND ELECTRIC START	KICKSTART	KICKSTART	KICKSTART	KICKSTART,	KICKSTART	KICKSTART,	KICKSTART	KICKSTART	KICKSTART	KICKSTART	KICKSTART	
CLUTCH	DRY VARIABLE	WET VARIABLE	AUTOMATIC	CENTRIFUGAL	MULTIPLATE WET	MULTIPLATE WET	MULTIPLATE WET	MANUAL MULTIPLATE WET	MULTIPLATE WET,	MULTIPLATE WET	MULTIPLATE WET	MULTIPLATE WET	MULTIPLATE WET	MULTIPLATE WET	
IGNITION	COIL C.D.I.	COIL C.D.I.	COIL C.D.I.	COIL C.D.I.	COIL C.D.I.	COIL C.D.I.	COIL C.D.I.	COIL C.D.I.	COIL C.D.I.	COIL C.D.I.	COIL C.D.I.	COIL C.D.I.	COIL C.D.I.	COIL C.D.I.	
BATTERY	N/A	6 V MULTIPLATE BATTERY	12 V MULTIPLATE BATTERY	5 V MULTIPLATE BATTERY	5 V MULTIPLATE BATTERY	12 V MULTIPLATE BATTERY	6 V MULTIPLATE BATTERY	12 V MULTIPLATE BATTERY	6 V MULTIPLATE BATTERY	6 V MULTIPLATE BATTERY	12 V MULTIPLATE BATTERY	12 V MULTIPLATE BATTERY	12 V MULTIPLATE BATTERY	12 V MULTIPLATE BATTERY	
TYRES	FRONT 225X17 REAR 225X17	FRONT 300X8 REAR 300X8	FRONT 300X12 REAR 300X12	FRONT 350X10 REAR 350X10	FRONT 275X18 REAR 275X18	FRONT 275X21 REAR 410X18	FRONT 225X17 REAR 250X17	FRONT 250X17 REAR 250X17	FRONT 225X17 REAR 250X17	FRONT 225X17 REAR 250X17	FRONT 250X17 REAR 275X17	FRONT 275X18 REAR 300 X 18	FRONT 275X18 REAR 300X18	FRONT 275X21 REAR 410X18	
SUSPENSION	REAR TWIN SHOCK SWINGING ARM FRONT TELESCOPIC FORK	REAR SINGLE SHOCK SWINGING ARM FRONT TELESCOPIC FORK	REAR TWIN SHOCK SWINGING ARM FRONT TELESCOPIC FORK	REAR TWIN SHOCK SWINGING ARM FRONT TELESCOPIC FORK	REAR TWIN SHOCK SWINGING ARM FRONT TELESCOPIC FORK	REAR ADJUSTABLE TWIN SHOCKS SWINGING ARM FRONT TELESCOPIC FORK	REAR TWIN SHOCK SWINGING ARM FRONT TELESCOPIC FORK	REAR TWIN SHOCK SWINGING ARM FRONT LEADING LINK	REAR TWIN SHOCK SWINGING ARM FRONT TELESCOPIC FORK	REAR TWIN SHOCK SWINGING ARM FRONT TELESCOPIC FORK	REAR TWIN SHOCK SWINGING ARM FRONT TELESCOPIC FORK	REAR TWIN SHOCK SWINGING ARM TELESCOPIC FORK	REAR ADJUSTABLE TWIN SHOCK SWINGING ARM FRONT TELESCOPIC FORK	REAR ADJUSTABLE TWIN SHOCK SWINGING ARM FRONT TELESCOPIC FORK	REAR ADJUSTABLE TWIN SHOCK SWINGING ARM FRONT TELESCOPIC FORK
BRAKES	DRUM FRONT AND REAR	DRUM FRONT AND REAR	DRUM FRONT AND REAR	DRUM FRONT AND REAR	DRUM FRONT AND REAR	DRUM FRONT AND REAR	DRUM FRONT AND REAR	DRUM FRONT AND REAR	DRUM FRONT AND REAR	DRUM FRONT AND REAR	DRUM FRONT AND REAR	DRUM FRONT AND REAR	HYDRAULIC DISC FRONT DRUM AND REAR	DRUM FRONT AND REAR	
FUEL CAPACITY	3 LITRES	4 LITRES	4.6 LITRES	4.5 LITRES	10 LITRES	10 LITRES	8.4 LITRE	4.5 LITRES	8.4 LITRES	8.4 LITRES	8.4 LITRES	12 LITRES	12 LITRES	10 LITRES	
SEAT HEIGHT	30"	27"	29"	28"	31"	33"	29"	29"	29"	29"	29"	30"	30"	33"	

DEALER STAMP:



PHOTOGRAPHY - TONY BOYDON

We would like to thank Alton Towers for the location for the photography of this brochure

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