Suzuki ap50

Hi I have a Suzuki ap50 for sale in excellent condition the bike is tax and mot exempt and is matching numbers as on logbook. The bike is loosely put together and engine has had a full rebuild with all bearings and oil seals have been replaced and new piston and rebore. The bikehas had new front and back mudguard and all the rest of the chrome as been rechromed. The pedal system is static for foot rests but can be returned to normalwith parts found on ebay any questions please telephone
Teenage kicks. The Suzuki design team took a while to develop the A50P in to the form that we know it best, both the Yamaha FS1 and Honda SS50 series were getting long in the tooth having been in the showrooms since and were very well established before the pedal equipped Suzook ever took to the streets. The basic 50cc version of the Suzuki disc valve machine, like the Honda and Yamaha, had been around since the late sixties but it was only with the introduction of the pedal equipped version that the learner riders of the UK could legally get a hold on one. When it did arrive however the impact upon the teenage populace was major to say the least, the Suzuki looked bigger and felt far more solidly built than anything else around at the time. The new Suzuki was a businesslike machine to look at with a big bike stance and attitude. Usability was a delight too with an autolube system way in advance of its time, the pump was driven by the kick-start idle gear which in turn took its drive from the output shaft of the gear box, this resulted in the kick-start shaft not working when the clutch was pulled in but was a small price to pay for the ease found at fill up time. Gone was the idea of having to carry a bottle of oil around with you all the time, as was the case with the pre mix Fizzie. The oil in the Suzuki system was forced through into each main bearing housing where it was then left to its own devices to lubricate the big end and the top end of the engine, but it worked well. Quite why Yamaha never put the oil pump on the FS1E during the mid seventies will never be explained as the mounting was evidently cast into the right hand casing long before the autolube pump actually got bolted on. When viewed technically the AP is the better machine, thanks to the advances found in the engine, in reality however the FS1E is the easiest to work on and, more importantly back then, fettle, mainly due to the amount of machines sold in comparison and the after markets parts peoples willingness to supply the greater demand, the Yam is also the most hardy and capable of withstanding the constant abuse which must win it the most brownie points when juvenile licence holders are concerned. Built especially for the UK market, the pedal equipped A50P was a direct descendant of the A50 and the larger capacity A from the mid sixties. I can remember lots of times in the seventies either running out of juice myself or seeing a similarly plighted sixteener pushing his machine to the nearest gas station, never, ever did I see anyone pedalling! The fitting of the pedals was quite ingenious however as instead of the pedals sitting lop sided, ala pushbike as on earlier mopeds, the fizzie, the SS and the A50P had rather quirky devices enabling the pedals to form proper footrests. All were mounted on the swing arm and this in turn did give a strange feel when ever bumps and rough terrain was found as your feet moved independently of the brake and gear lever. The disc valve induction was well established and proven having been fitted to a huge range of previous Suzuki models both commuter and performance machines, in the cc world championship was won by Suzuki rider Barry Sheene and the disc valve XR14 the production version was the RG The AP sold well but not as well as the Yamaha despite the racey gearbox and autolube system.

Top speeds were a constant source of contention amongst the youngsters of the day but generally the Suzuki was the faster of the two although several of the European built machines went one stage further often hitting the heady heights of 60mph without too much provocation. Before too long every town had its own folklore hero who, although few had ever witnessed the event actually happening, had squeezed some magical speed figure out of his nifty fifty. Despite the down ward and derogatory glances from more senior bikers these little machines, having descended from established designs, are proper motorcycles and not just glorified push bikes like their Moped predecessors. They perform just like a real bike but with a little less of everything to allow the ab initio biker to learn his skill in relative safety. On the road the skinny inch tyres hold the tarmacs attention fully despite looking like they are little more than overgrown pushbike rubber, while the rest of the chassis performs admirable. All one needed for that racetrack look, sound and feel was a pair of ace bars and the removal of the exhaust baffles, those two modifications alone did the trick for most. Even so the small contact patch provided by each tyre grips the road and working in conjunction with the cycle parts firmly holds a tight, precise line in just about every situation. Not bad really for a frame that is little more than two pieces of thin steel welded together to make a tube with every thing else dangling off it but the design worked and was proven over time to be a viable way of making such a thing. The chassis, like the engine layout, possesses such a startling resemblance to the Fizzie that one could say someone has been naughtily peering over shoulders in the design classroom. It is easy to establish that Yamaha was the first of the two to create the idea with the YG1 of and three years later Suzuki followed suit with the A, these machines gave both the Fizzie and the AP the credentials they needed to take on the sixteener world and, in the case of the Yamaha at least, the basic design was still being used some twenty plus years later. The engine pulls strongly for such a small capacity power plant while the gearbox works in complete syncopation with the power delivery. A good width of handle bar means the little Suzook can be punted around the twisties with ease while giving a very comfortable un hunched riding position, not that it would have been trendy back in the seventies to ride in such a style, nothing short of a racing crouch trying to force the speedo needle that little bit further around the clock face, would have done back then. Production of the A50P was halted as a new, more modern styled yet lower speed model, the GT50, was introduced, the real result was that the prices of used, full speed machines rocketed and pretty soon they became hard to locate especially in tidy, reliable condition. The new laws, that effectively capped any sales kudos built up on speed, resulted in manufacturers no longer copying their opponents successful designs and we were supplied with a whole variety of machinery from off road types to full on race reps sporting disc brakes and mono shock suspension in a bid to win sales. Unfortunately we also saw the introduction of the auto scooter not long after this period and that really was the start of adding nails into the geared machines coffin. The choice and diversity of machinery was vast with all manufacturers creating an example of each type in a bid to capture the youngsters dreams and hopefully create brand loyalty. Pretty soon most machines became enhanced with big bore kits, after market pipes or for the hard up learner rider some optimistic backyard tuning techniques. January 11, Mopeds , Reviews , Suzuki. Suzuki AP50 Road Test 3. Teenage kicks The Suzuki design team took a while to develop the A50P in to the form that we know it best, both the Yamaha FS1 and Honda SS50 series were getting long in the tooth having been in the showrooms since and were very well established before the pedal equipped Suzook ever took to the streets. Nifty fifty Built especially for the UK market, the pedal equipped A50P was a direct descendant of the A50 and the larger capacity A from the mid sixties. Suzuki Classic Bikes. Related Posts. June 25, March 10, The Iconic Suzuki AP Our stunning UK example has been fully restored back to as new condition and simply needs to be seen to be believed. This 70's gem benefited from a torquey and zippy 4. This bike would be a fantastic addition to any serious collection. 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