



JAWA Motorcyclist



JAWA 250 Travel (*the Snail*)

with 14000 km on the clock its ***Time now for a little reflection.***

GOOD POINTS

- I am pleased with the engine. She runs very silent, maintenance is easy.
- It is low powered but pulls very well. On the open road there is rarely need to change gears once in top. Hills or wind make little difference.
- It is also very economical, 30 to 32 km a litre.
- The bike is ideal for town driving. Wide handlebars and unrestricted lock make low speed manoeuvring easy. The bike is light which also helps. I am 6 foot (183 cm) tall so I like the size of the bike.
- The seat is much improved over the older models.
- The front brake is very good, in fact you have to remind yourself to also use the back.
- The lights are good.
- The bike came with rear crash bars which are handy for pulling it onto the main stand.

MAINTENANCE

- I changed the original tyres to Bridgestone in the first month, slightly bigger and rounder. The Bridgestone rear wore badly so the original rear has gone back on.
- Replaced the rubber rocker gasket for a paper one.
- Two idiot-light bulbs replaced.
- The chain has been replaced but only because I am using a smaller rear sprocket which used up much of my adjustment.
- The rear brake needed a good cleaning and oiling after the hard winter.
- The High-Low light switch stopped working due to a dead fly having infiltrated. Once cleaned, and the fly thrown out, it was fine.

RESULTS

I now get 30 to 34k to the litre.
There is a little more noise but it is nice.
I cruise between 6000 and 7000 revs which is 85 to 100k.

NEGATIVE POINTS

- I am disappointed the factory did not put on an enclosed chain guard to save maintenance.
- The front fork seals weep. I feel that is the reason they ask you to change the fork oil so often.
- On the chrome dust caps covering the exhaust silencer join the welding breaks and the caps float loose.
- The bike is very low geared which makes it impractical to take on any of the motorways, the cruising speed is so slow.
- The tool kit supplied is very poor. Not even enough to fix a puncture.
- There is no workshop manual available. I had to get the Czech-language riders manual translated. It contains little information anyway.
- No side stand as standard.
- The factory does not supply front crash bars.

ADDITIONS

- As I said I changed the tyres. The front was too small for the bike.
- A smaller sprocket on the rear to allow for higher cruising speed.
- I changed to different exhausts from **JAWA** Ireland. Less restriction allows the engine to rev more freely.
- Gaiters on the front to hide the shame of the weeping fork seals.
- A side stand which is now fitted as standard to the newer machines. It is just bolted on but so far has not shifted.
- Hand Shields.

FUTURE PLANS

- To improve the suspension.
- Try a rear sprocket with 2 teeth less than original
- Keep enjoying my JAWA.

EXTRA

The **JAWA** Ireland prototype, named **250 VULCAN** with the same adjustments as the Snail and has achieved a speed of 128k.