



The brake line obscures the clocks

The Adrenaline is laidback for a Supermoto; it rides well

LICENCE REQUIREMENTS
A2

Pulse Adrenaline 250

Pulse's first 250 is a look-at-me Supermoto at a good price – but is it any good?

SPEC:

ENGINE
249cc air-cooled four-stroke single

POWER
17bhp @ 7250rpm

BRAKES
Disc front and rear

TYRES
Front: 110/70x17
Rear: 130/70x17

SUSPENSION
Front: telescopic forks
Rear: twin shocks

SEAT HEIGHT
890mm

WEIGHT
132kg (dry)

TANK CAPACITY
10.6 litres

COLOURS
Black

CONTACT
www.pulsemoto.co.uk

PRICE
£2000

All of a sudden, Chinese bike and scooter importers seem to be waking up to the fact that a world exists beyond 125s. The Pulse Adrenaline is the first 250 to come out of the Llexeter stable (which includes Lexmoto).

ENGINE

At this price, you don't get a whiz-bang liquid-cooled 250 with a four-valve head and fuel injection. The Adrenaline's motor is air-cooled, with a carburettor and manual choke, but at 249cc it really is a 250.

STYLING

Supermoto riders like a bit of bling (write in if you think we're wrong), and the Adrenaline obliges. Anodised gold for the bars and upside-down forks, plus extra loud graphics, counteract the black-on-black plastics, engine, transmission and wheels. The motor may be relatively low-tech, but it's got a 'beefy' look that impressed bystanders.

EQUIPMENT

Not bad, actually. The brake lines are braided (partly because this

looks cool, of course), the front brake caliper is a four-piston job, and the exhaust downpipe is stainless steel, so should resist winter rot. And there's room for two on the seat.

ON THE ROAD

Supermotors have high seats, there's no getting away from that, and the Adrenaline had me (30-inch leg) on tiptoe. The good news is that once you're on the move this gives great visibility in traffic, and the Adrenaline is also a slim bike that threads through traffic easily.

You expect a Supermoto to be bit edgy, but the Adrenaline is quite laid back. The motor is quiet and innocuous at lower revs (smooth, too) and acceleration isn't what you expect of a 250. It feels quite high geared, and keen types may want to fit a bigger front sprocket to gain some acceleration, but the upside is that it'll bop along happily at an indicated 65-70mph and on up to 80mph. Flat out, the front end felt a bit vague, probably a side effect of the bolt-upright riding position, which gives barn-door aerodynamics. Despite this, the Adrenaline returned a decent 84mpg. This 250 shares its chassis with

the Adrenaline 125 and it copes well with the extra power. The forks aren't adjustable, but soaked up bumps and potholes very well. The same goes for the rear shock, which can be adjusted for preload, though you'd need to be an ambidextrous orangutan to reach it with a spanner.

The brakes are excellent (two-finger stopping, all very controllable), the tyres hold on well and the whole caboodle is nicely flickable on twisty B roads. The tyres, incidentally, are branded Kingstone – not to be confused with 'Firestone', eh boys?

Words and images: Pete Henshaw

WE SAY:

Hardcore Supermoto riders might find the Adrenaline feels and sounds a bit mild-mannered, but lower gearing and louder pipe would probably fix that. It certainly looks the part, and at a penny change from two grand, it's the cheapest 250 on the market, according to Pulse.

