

KX125

2003 Sales Guide

MODEL NAME: KX125
MODEL CODE: KX125-M1

KEY FEATURES

- ▶ 2002 World Motocross Champion
- ▶ All-new engine is lighter and more powerful
- ▶ New ratchet-type shift mechanism for sharper shifting
- ▶ New perimeter frame is stiffer for brilliant cornering
- ▶ Up-rated suspension performance
- ▶ New hydroformed tapered swingarm
- ▶ New styling and bodywork



Colour: Lime Green

Kawasaki
Let the good times roll.

FEATURES AND ADVANTAGES:

Engine

- ▶ 124 cm³ liquid-cooled, two-stroke single with crankcase reed valve induction.
- ▶ New crankcases are more compact and mount the cylinder 6.2 mm lower. These changes allow a straighter exhaust port, which contributes to improved power.
- ▶ New clutch cover is made of a magnesium alloy, an injection moulded plastic cover is used on the ignition side, and a lighter, more compact water pump cover is fitted.
- ▶ The new piston has a reshaped exhaust-side skirt designed to reduce flexing that can cause areas of localised high friction. Further, the piston is tin-plated for improved durability.
- ▶ In a first for the KX models, the KX125 cylinder features a special chrome composite plating and a significantly lighter KIPS valve is made of anodised alumite.
- ▶ The exhaust pipe holder is now integral with the cylinder, reducing wall temperature of the exhaust port and improving O-ring durability. Cylinder weight is also reduced.
- ▶ New cylinder head features a reshaped combustion chamber. Additionally, the upper engine mount has been moved from the front of the head to the rear of the head for increased compactness, reduced vibration and improved chassis rigidity.
- ▶ On the intake side, relocation of the igniter unit to outside the airbox allows a more idealised internal shape, increased volume and improved intake flow.
- ▶ New TMX38x carburettor features a new double curved slide in place of the conventional TMX flat slide. This unusual shape concentrates the incoming charge more towards the centre of the intake tract for increased power in the higher rpm ranges.
- ▶ To improve reed valve response to changes in crankcase pressure, and for improved throttle response, 3 x 2 carbon-fibre reeds replace the earlier 2 x 2 reed set-up.
- ▶ Improvements to the 6-speed transmission include a new ratchet-type shift mechanism for a more direct operation and greatly improved shift quality. The shift drum, forks, rods and shift shaft have also been changed to suit the new mechanism.
- ▶ Redesigned clutch uses a lightweight die-cast hub and lighter inner hub. A thrust bearing replaces the earlier ball bearing at the pressure plate. Additionally, clutch actuation is now inside the engine cover and cable routing is improved.
- ▶ Revised dimensions for the expansion chamber contribute to the improved power characteristics, and a new extruded aluminium muffler bracket is integral with the muffler.

Chassis

- ▶ An all new steel perimeter frame with larger backbone tubes (from 30 x 20 to 40 x 25 mm) significantly increases frame rigidity. The head pipe is 6 mm longer and its rake angle is increased 1.5°.
- ▶ For easier maintenance and reduced weight, the sub-frame has been modified to use pressed-in nuts for mounting the side covers and now uses a single, larger diameter (8 mm) mounting bolt at its top mount.
- ▶ Complementing the new frame is a new tapered aluminium swingarm made by hydroforming. The new swingarm is lighter by 100 g and has an improved stiffness balance. Axle diameter is increased from 20 to 25 mm and wall thickness reduced from 3.5 to 2.5 mm, for reduced axle weight and high strength. The new chain guide is also lighter.
- ▶ Revised linkage ratios for the rear suspension reduce ride height by 10 mm for a lower centre of gravity and improved suspension action. (The fork tubes are pushed also up 10 mm in the triple clamps.)
- ▶ New handlebars with slightly higher, more pulled-back bend match the improved ergonomics of the new bike and improve the riding position. Harder rubber is used for the throttle-side grip for increased durability and a more solid feel.

Front Fork, Wheels & Brakes

- ▶ Fork offset increased from 22 to 25 mm for sharper cornering performance.
- ▶ The bladders have been removed from the 48 mm inverted fork and a new damping mechanism has been fitted. Additionally, bump rubbers replace the oil-lock method for improved bottoming characteristics. Thinner wall thickness for the triple clamps reduces weight and steering inertia.
- ▶ Front hub has revised brake disc mounting to suit the new brake disc mounting bolts. Dual-piston front brake caliper uses 27 mm pistons and is operated by a master cylinder with 11 mm piston. A front brake rotor cover is available as an option, while a cover is fitted to the rear brake rotor as standard.
- ▶ The rear brake disc now uses 4 disc mounting bolts instead of 6, for reduced weight and fewer parts. The rear brake disc size has been changed from 220 to 240 mm. New pad material for front and rear brakes gives improved action and better feel.
- ▶ New front tyre enhances cornering performance, and a new rear tyre gives improved traction and lighter cornering characteristics.
- ▶ To suit the new lightweight one-piece rear brake master cylinder, new engine cases and the revised footpeg location, a new brake pedal (no longer common with the KX250) is used.
- ▶ For more braking action and reduced weight, the rear brake disc size has been changed to 240 x 4.0 mm.

Styling & Bodywork

- ▶ All-new styling and bodywork includes new front and rear fenders, tank, seat, side covers and front number plate.
- ▶ The new exterior design is smoother for improved rider mobility, reshaped radiator shrouds make it easier for the rider to move about on the bike.
- ▶ Fuel tank capacity reduced from 8.6 to 8.2 litres gives a lower profile for improved mobility. The new petcock is lighter.
- ▶ The seat features a new shape and thicker padding for comfort. The mounting bracket has been made more durable.
- ▶ Optional 20" front wheel available.

SPECIFICATIONS:

Engine type	2-stroke, single cylinder
Displacement:.....	124cc
Bore & Stroke:	54.0 x 54.5mm
Compression Ratio: ...	10.6:1 low speed, 8.1:1 high speed
Cooling	Liquid
Carburettor(s):	Mikuni TMX38x
Ignition:	Digital CDI
Starting:	Primary kick
Transmission:	6-Speed
Rake Angle:	27.5°
Wheel Travel (front/rear):	300 / 310mm
Front Tyre Size:	80/100-21 51M
Rear Tyre Size:	100/90-19 57M
Ground Clearance:	340mm
Wheelbase:	1,455mm
Front Susp:	48 mm USD cartridge telescopic fork
Rear Susp:	Bottom-Link UNI-TRAK
Brakes (front).....	250mm disc, 2-PC
Brakes (rear).....	240mm disc
Fuel Tank Capacity:	8.2 litres
Seat Height:	930mm
Dry Weight:	87kg
Warranty:	N/A
Team Green:.....	12 months

Note: Specifications subject to change without notice.
Ask about Kawasaki Finance.

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