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# 2005 Model Information

MARKETING CODE: **KX125M**

MODEL NAME: **KX125**



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All data reflect factory tests. All data subject to change without notice.

# MAJOR / MINOR CHANGES FROM '04 MODEL

## Engine Improvements

- \* Fuel collection chamber added to pilot jet for improved response when snapping open the throttle from the closed position. (Photo 1)



- \* Redesigned reed valve air guide and holder help prevent heat-induced deformation.

## Chassis Improvements

- \* Swingarm with thicker spar wall thickness has less flex for enhanced stability and handling. (Photo 2)



- \* New seat design is flatter for improved rider mobility. (Photo 3)
- \* New seat cover uses a high-grip top and smooth sides for good grip when sitting and high mobility when riding on the pegs. More durable urethane foam improves comfort and wear.
- \* Front fork benefits from new, low-friction seals for smoother action throughout the stroke range.

- \* Lighter fork and rear shock mounting bolts contribute to reduced weight.
- \* Non-European models have softer compound tyres with revised tread patterns more suitable for medium-hardness tracks: front D742F (medium compound); rear D756 (medium-soft compound).

## Other Updates

- \* A number of engine parts were revised for improved reliability. These include: a larger clutch hub mounting nut, new left crankcase, waterproof couplers used for stator and ignition coil terminals, change to two O-rings for sprocket collar.
- \* Dog height dimensions revised for 3<sup>rd</sup>-4<sup>th</sup> input, and 5<sup>th</sup> and 6<sup>th</sup> output gears.
- \* Stainless throttle cable wire with a greater number of thinner strands delivers superb, low-friction throttle operation.
- \* New front brake pad material offers better feel and performance. (Photo 4)



- \* Chain, clutch and generator covers feature an attractive new grey stone colour.

## COLOUR(S)

- \* Lime green with aggressive new graphics.



## SPECIFICATIONS (no changes from 04MY)

<b>ENGINE</b>	<b>KX125-M3</b>
Type	Liquid-cooled, 2-stroke Single with KIPS
Displacement	124 cm <sup>3</sup>
Bore and Stroke	54.0 x 54.5 mm
Compression ratio	10.9:1 (low speed); 8.3:1 (high speed) for EUR 11.1:1 (low speed); 8.5:1 (high speed) for USA/CAN/AUS
Induction	6-petal carbon-fibre crankcase reed valve
Fuel system	Carburettor: Mikuni TMX38x
Ignition	Digital CDI
Starting	Primary kick
Lubrication	Pre-mix (32:1)
<b>DRIVETRAIN</b>	
Transmission	6-speed, return
Final drive	Chain
Primary reduction ratio	3.200 (64/20)
Gear ratios:	
1st	2.384 (31/13)
2nd	1.857 (26/14)
3rd	1.529 (26/17)
4th	1.294 (22/17)
5th	1.125 (27/24)
6th	1.000 (25/25)
Final reduction ratio	3.923 (51/13)
Clutch	Wet multi-disc, manual
<b>FRAME</b>	
Type	Perimeter, high-tensile steel
Wheel travel: front	300 mm
rear	310 mm
Tyre: front	80/100-21 51M
rear	100/90-19 57M
Caster (rake)	27°
Trail	113 mm
Steering angle (left/right)	42° / 42°

<b>SUSPENSION</b>	<b>KX125-M3</b>
Front: Type Compression damping Rebound damping	48 mm upside-down cartridge-type telescopic fork 16-way 16-way
Rear: Type Compression damping Rebound damping Spring preload	New Uni-Trak 16-way 16-way Fully adjustable
<b>BRAKES</b>	
Front: Type Caliper	Single semi-floating 250 mm disc Dual-piston
Rear: Type Caliper	Single 240 mm disc Single-piston
<b>DIMENSIONS</b>	
Overall length	2,165 mm
Overall width	840 mm
Overall height	1,265 mm
Wheelbase	1,470 mm
Ground clearance	340 mm
Seat height	945 mm
Dry weight	87 kg
Fuel capacity	8.2 litres
<b>PERFORMANCE</b>	
Maximum power	30.2 kW {41.0 PS}/ 11,500 rpm
Maximum torque	26.5 N·m {2.70 kgf·m}/ 10,500 rpm

The specifications mentioned here apply to and have been achieved by production models under standard operating conditions. We intend only to give a fair description of the vehicle and its performance capabilities but these specifications may not apply to every machine supplied for sale. Kawasaki Heavy Industries, Ltd. reserves the right to alter specifications without prior notice. Equipment illustrated and specifications may vary to meet individual markets.