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# 2003 Model Information

MARKETING CODE: **KLX125-A / B**

MODEL NAME: **KLX125 / KLX125L**



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

# MODEL CONCEPT

With the KLX110 neatly filling the role of an entry-level kids bike, what are youngsters to do when they outgrow it? Simple, get on the new KLX125. This intermediate dirt bike is the ideal mount for kids moving up from smaller bikes, girls, first-time off-road riders and wide range of other fun-lovers who want to experience the joy of off-road riding.

Powered by a torquey and responsive air-cooled 125 cc Single, the KLX125 pumps out plenty of rider-friendly power for off-road fun. The engine has been specially tuned for ample low and mid-range power, and a smooth-shifting 5-speed transmission means there's a gear for every riding situation. Low maintenance CD ignition and primary kick starting are other convenient features of this quiet-running and reliable engine.

For high durability and lightweight handling characteristics, a sturdy diamond frame with a rigid carbon-steel swingarm is used. Soaking up the bumps are a long-travel front fork and linkage-equipped single-shock rear suspension. The combination of a short wheelbase and a very comfortable riding position makes the KLX125 fun to ride on a wide variety of terrain.

To give the bike as wide a range of applications as possible, two wheel sizes are available: the KLX125, with a 17" front and 14" rear, and the KLX125L, with a 19" front and 16" rear. The KLX125 is fitted with drum brakes, while the L model runs a disc at the front and a drum at the rear.

Styled after Kawasaki's racy KX models, the fuel tank, slim seat and number plates give the bike an exciting look, and the low seat height and comfortable riding position instil a feeling of confidence in new riders or those moving up from smaller bikes.

Young or old, girls or boys, the new KLX125 is one off-roader that everyone can enjoy.

# MAIN FEATURES

## Engine

- \* Air-cooled, SOHC 2-valve, 124 cm<sup>3</sup>, 4-stroke Single is compact and lightweight.
- \* Mikuni VM20SS carburettor for smooth throttle response.
- \* In order to produce rider-friendly performance, intake tract and exhaust system have been designed to produce abundant low-to-mid power. In addition, the small silencer contributes to the light dry weight.
- \* Super-smooth 5-speed transmission with cable-operated manual clutch has been specially geared for off-road riding.
- \* The gearshift operation through a linkage allows smooth gearshift action and provides better feel. The linkage system allows the height to be adjusted according to rider preference.
- \* Digital CD ignition for quick starts and low maintenance.
- \* Primary kick-starter system allows easy restarting in gear for convenience. (It is recommended to shift into neutral before starting the engine).

## Frame/Suspension

- \* Diamond frame with high-tensile main backbone tube and body frame is lightweight and durable.
- \* Lightweight carbon steel (not high-tensile steel) 50 mm x 26 mm x 1.6 mm swingarm responds well to bumps and depressions.
- \* Compact wheelbase (KLX125: 1,245 mm, KLX125L: 1,270 mm) yields responsive steering and agile handling.
- \* Specially selected, comfortable riding position.
- \* Telescopic front fork with 180 mm of wheel travel contributes to controllability even on rough terrain (no suspension adjustability). Beefy inner tubes enhance front fork rigidity, which, together with the balanced chassis dimension, contributes to better handling.
- \* Link-type rear suspension with 170 mm of wheel travel delivers smooth, progressive performance that yields an enjoyable, comfortable ride.
- \* Rear suspension spring preload is fully adjustable. (Compression and rebound damping force are not adjustable.)
- \* Rugged, serrated footpegs are durable and provide dependable grip even in wet conditions.
- \* Large engine skid plate made of lightweight plastic covers the entire bottom surface of the engine.
- \* Heavy-duty chain guide.
- \* Simplified electric system composed only of the ignition system, harness and engine stop switch.

## Wheels/Tyres/Brakes

- \* Two wheel/tire size models are available for young riders and adults: KLX125 - F. 70/100-17 and R. 90/100-14, KLX125L - F. 70/100-19 and R. 90/100-16.
- \* Front and rear drum brake combination on the KLX125 delivers strong stopping power.
- \* 220 mm front disc brake with single-piston caliper and rear drum brake system on the KLX125L deliver strong stopping power.

## Styling

- \* Cutting-edge styling - looks that convey dynamic forward motion even at a standstill.
- \* KX-inspired lime green colouring, sporty graphics, slim seat, front and side number plates.
- \* The KLX125 features a fuel tank and fuel tank cover (not radiator shrouds) patterned after serious off-road models. Super-smooth transitions between the specially designed fuel tank and seat for off-road riding.

## COLOUR(S)

- \* Lime Green



KLX125-A



KLX125-B

# SPECIFICATIONS

<b>ENGINE</b>	<b>KLX125-A1 / B1</b>
Type	4-stroke Single
Displacement	124 cm <sup>3</sup>
Bore and Stroke	57.0 x 48.8 mm
Compression ratio	9.5:1
Valve system	SOHC, 2 valves
Carburettor	Mikuni VM20SS x 1
Ignition	CDI
Starting	Primary kick
Cooling	Air
Lubrication	Wet sump
Engine oil: Rating	API SF or SG
Viscosity	SAE 10W-40
Capacity	1.1 litres
Spark plug	DR8EA, X24ESR-U
Valve timing: Inlet	Open: 20° BTDC; Close: 40° ABDC; Duration: 240°
Exhaust	Open: 40° BBDC; Close: 20° ATDC; Duration: 240°
Piston clearance	0.020 ~ 0.030 mm
<b>DRIVETRAIN</b>	
Transmission	5-speed, return
Primary drive	Gear
Final drive	Chain
Primary reduction ratio	3.470 (59/17)
Gear ratios: 1st	3.000 (33/11)
2nd	1.857 (26/14)
3rd	1.368 (26/19)
4th	1.095 (23/21)
5th	0.923 (24/26)
Final reduction ratio	3.642 (51/14) (KLX125A) 4.071 (57/14) (KLX125B)
Overall drive ratio	11.670 @ top gear (KLX125A) 13.043 @ top gear (KLX125B)
Clutch	Wet, multi-disc

<b>FRAME</b>	<b>KLX125-A1 / B1</b>
Type	Tube, diamond, high-tensile steel
Suspension: front	30 mm telescopic fork
rear	Bottom-link
Wheel travel: front	180 mm
rear	160 mm (KLX125A), 170 mm (KLX125B)
Tyre: front	70/100-17 40M (tube-type) (KLX125A)
	70/100-19 42M (tube-type) (KLX125B)
rear	90/100-14 49M (tube-type) (KLX125A)
	90/100-16 52M (tube-type) (KLX125B)
Inflation: front	100 kPa {1.0 kgf/cm <sup>2</sup> }
rear	100 kPa {1.0 kgf/cm <sup>2</sup> }
Caster (rake)	28° (KLX125A), 27.5° (KLX125B)
Trail	88 mm (KLX125A), 99 mm (KLX125B)
Steering angle (left/right)	45° / 45°
<b>BRAKES</b>	
Front	Drum (KLX125A), 220 mm disc (KLX125B)
Front caliper (KLX125B)	Single-piston caliper
Rear	Drum
<b>DIMENSIONS</b>	
Overall length	1,835 mm (KLX125A), 1,885 mm (KLX125B)
Overall width	770 mm
Overall height	1,060 mm (KLX125A), 1,095 mm (KLX125B)
Wheelbase	1,245 mm (KLX125A), 1,270 mm (KLX125B)
Ground clearance	260 mm (KLX125A), 290 mm (KLX125B)
Seat height	775 mm (KLX125A), 805 mm (KLX125B)
Dry weight	80 kg (KLX125A), 81 kg (KLX125B)
Fuel capacity	6.6 litres
<b>PERFORMANCE</b>	
Maximum power	7.2 kW {9.8 PS}/ 8,000 rpm
Maximum torque	10 N·m {1.03 kgf·m}/ 6,500 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. Available colours may vary by market.