

## Specifications

Overall length	2,000 mm (78.7 in)	
Overall width	700 mm (27.6 in)	
Overall height	1,070 mm (42.1 in)	
Wheelbase	1,300 mm (51.2 in)	
Ground clearance	155 mm (6.1 in)	
Seat height	785 mm (30.9 in)	
Curb mass	134 kg (295 lbs)	
Engine type	4-stroke, 1-cylinder, liquid-cooled, DOHC	
Bore × Stroke	62.0 mm × 41.2 mm (2.4 in × 1.6 in)	
Displacement	124.4 cm <sup>3</sup> (7.6 cu.in)	
Compression ratio	11.0 : 1	
Fuel system	Fuel injection	
Starter system	Electric	
Lubrication system	Wet sump	
Transmission	6-speed constant mesh	
Primary reduction ratio	3.285 (69/21)	
Final reduction ratio	3.214 (45/14)	
Suspension	Front	Telescopic, coil spring, oil damped
	Rear	Link type, coil spring, oil damped
Rake / Trail	25.5° / 93.3 mm (3.7 in)	
Brake	Front	Disc
	Rear	Disc
Tire size	Front	90/80-17M/C 46S, tubeless
	Rear	130/70-17M/C 62S, tubeless
Ignition system	Electronic ignition (Transistorized)	
Fuel tank capacity	11.0L (2.9/2.4 US/Imp gal)	
Oil capacity (Overhaul)	1.5L (1.6/1.3 US/Imp qt)	

\*European Spec. shown



Metallic Triton Blue (YSF)



Brilliant White (YUH)



Titan Black (YVU)

Specifications, appearances, color (including body color), equipment, materials and other aspects of the SUZUKI products shown in this catalog are subject to change by Suzuki at any time without notice and they may vary depending on local conditions or requirements. Some models are not available in some territories. Each model may be discontinued without notice. Please inquire at your local dealer for details of any such changes.

- Always wear a helmet, eye protection and protective clothing.
- Enjoy riding safely.
- Read your Owner's Manual carefully.
- Never ride under the influence of alcohol or other drugs.

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# GSX-R 125



Suzuki's "Way of Life!" is the heart of our brand - every Suzuki vehicle, motorcycle and outboard motor is built to create excitement so customers can enjoy everyday life.

# A GSX-R to Revolutionize The Lightweight Class

The Suzuki GSX-R line has defined sportbike performance for over 30 years, with more than a million sold worldwide.

So the dedicated Suzuki engineers who have devoted their lives to the GSX-R take their responsibilities very seriously:

Every GSX-R must be very light and best performing motorcycle in its class, in an unbeatable package.

Meet the revolutionary Suzuki GSX-R125, with top-class power-to-weight ratio and acceleration in the 125cm<sup>3</sup> class, plus nimble handling and great fuel economy.



With aerodynamic bodywork. A lower seat height. A multi-function LCD instrument. Vertically stacked LED headlights. And a key-less, one-push starting system.

It is a dependable motorcycle designed to handle city traffic jams while commuting to school or work during the week.

And it is also an exciting motorcycle ready for fun rides into the countryside—or even a track day—on weekends.

The GSX-R125 is a motorcycle that's easy to ride and easy to be proud of. It has high-quality fit and finish, beautiful paint and graphics, and the sleek look of a MotoGP racebike.

## Modern Backbone Frame and Chassis

The GSX-R125's confidence-inspiring stability on the highway, nimble handling in turns, and easy maneuverability through traffic start with a modern chassis. A steel-tube backbone frame combines optimal torsional rigidity with light weight. The wheelbase is 1,300mm with a curb weight of only 134 kilograms, and a seat height of just 785mm.

Lighter weight in the class\*

# 134kg

Lower seat height in the class\*

# 785mm

Compact body Wheelbase

# 1300mm

GSX-R750 and GSX-R600 are 2018 models.

\*125cm<sup>3</sup> sport bike class

## Sleek and Aggressive Bodywork, Developed in The Wind Tunnel

The GSX-R125 has an aggressive look and a high-quality finish that reflects the heritage of the GSX-R line. Thanks to wind-tunnel development, the sleek bodywork also enhances the GSX-R125's easy handling and aerodynamic performance.



Image sketch



LED headlights and LED position lights



Tail light



Fuel tank

The GSX-R125 has the smallest projected frontal area in the 125cm<sup>3</sup> class, which contributes to better acceleration, fuel economy, and cruising stability by reducing lift and drag. The GSX-R125's smooth, strong fairing and bodywork pieces not only look great, they are also lighter than the bodywork used by competitors.



Race bike looking seat

### LED Lighting

Reflecting its GSX-R heritage, the GSX-R125 features vertically stacked LED headlights, with the low beam above the high beam, and position lights on each side of the headlight. The GSX-R125's LED headlights are bright and compact, lighter and longer lasting compared to conventional halogen-bulb headlights seen on competing machines. Because LED headlights use about 15% of the electrical power required by conventional bulbs, less engine power is needed to run the motorcycle's alternator, improving acceleration and fuel economy. The LED license plate light on the rear fender is light and compact and much more durable and vibration resistant than the conventional bulb lights installed on competing 125cm<sup>3</sup> machines.

## The Science of Engine Design

There is a science to building high-performance engines, and the GSX-R125's DOHC engine could be used in a university textbook as an example of how to make a lot of power out of a very efficient and compact powerplant. The objective is combustion efficiency, optimal balance of the sporty engine character and fuel economy. There is a connection between the GSX-R125 and the race-proven four-cylinder GSX-R600 sold around the world, because the GSX-R125's single cylinder is almost one-quarter of a GSX-R600. Although Suzuki engineers experimented with different bore and stroke figures to find the most efficient combination for the GSX-R125, the two engines both use an over-square design, with a larger bore and a shorter stroke, and have a similar bore x stroke ratio, 1.576:1 for the GSX-R600 and 1.505:1 for the GSX-R125. The GSX-R125 engine displaces an actual 125cm<sup>3</sup> from a 62mm cylinder bore and a 41.2mm piston stroke. The larger bore makes room for two 24mm intake valves and two 21mm exhaust valves, set upright at narrow angles to improve the shape of the combustion chamber, increasing the compression ratio, performance and fuel economy. The cylinder bore is plated with Suzuki's own race-proven nickel-phosphorus-silicon-carbide bore coating known as SCEM (Suzuki Composite Electrochemical Material). An aluminum cylinder plated with SCEM weighs much less than an aluminum cylinder fitted with a conventional, pressed-in cast-iron liner, while also reducing friction and improving durability, ring seal, heat transfer and the engine's ability to maintain consistent high-power output. An effective liquid-cooling system with a large radiator helps keep the engine at the optimum temperature, producing consistent performance and maximizing fuel efficiency and mileage. The engine makes its high horsepower and reaches its generous torque, delivering strong, effective power across a broad rpm range. And the GSX-R125 comes with a smooth-shifting 6-speed transmission and an electric starter.



### Advanced Electronic Fuel Injection

The GSX-R125 features advanced electronic fuel injection, which delivers fuel based on what the rider is doing with the twist-grip throttle as well as input from sensors monitoring engine rpm, intake air pressure and temperature, exhaust oxygen content and coolant temperature. To improve intake efficiency, throttle response, and engine power throughout the rpm range, the GSX-R125 has a 32mm throttle body. A dual-spray, four-hole injector aims the spray from two holes directly at the intake valves. Ample intake air is supplied by a large-capacity airbox and efficient filter. The accurate electronic fuel injection system contributes to the GSX-R125's outstanding fuel consumption and economical operation.



Piston and piston rings



Throttle body



Radiator



Dual-exit exhaust muffler

### High Performance Exhaust System

The high-performance exhaust system includes a dual-exit muffler. A catalytic converter helps the GSX-R125 meet the Euro4 emission standards, letting everyone breathe a little easier.



Instrument cluster\*

### Multi-Function, Full LCD Instrument Cluster

The Suzuki GSX-R125 has a full LCD instrument panel set in a modern dashboard, framed by turn signal, neutral, hi-beam, coolant temperature, malfunction indicator lamp (MIL), ABS, and programmable engine-RPM indicator lights. The bright LCD panel includes a segmented-bar tachometer across the top; a digital speedometer; a gear position indicator; a digital clock; a digital odometer with dual trip meters; an average fuel consumption meter; a fuel gauge; and an oil change timing indicator. Starting with 2020 model, background color of the instrument panel has been changed from white to black, resulting in a reverse-lit LCD for more high-grade image.

\* All lights and indicators are illuminated in the photo for illustrative purposes.



Key-less ignition system

### Key-Less Ignition System with Answer-Back Function

The GSX-R125 features a convenient key-less ignition system, and the rider can start the engine as long as the compact key is close enough to the motorcycle. Which means the rider doesn't have to fumble to retrieve the compact key from a pocket or backpack. A button on the remote control activates an answer-back function\*, causing the turn signals to flash and making it easier to find the GSX-R125 in a crowded parking lot. And LED illumination rings have been added around the key-less ignition knob from the 2020 model.

\*This function is available for Australian specification.



Answer-back function



Starter and hazard switch

### Suzuki Easy Start System and Hazard Light Switch

The convenient easy start system automatically starts the engine with one touch of a button mounted on the handlebar; there's no need to hold the button down until the engine fires. As another feature, hazard light functional switch has been added from the 2020 model.



Petal brake disc and sporty cast aluminum wheel

### Cast Aluminum Wheels, Dunlop Tires, and Lightweight ABS with Petal Brake Discs

The GSX-R125's lightweight, sporty 10-spoke cast aluminum wheels carry Dunlop D102 tires. The Anti-lock Brake System (ABS) is the Bosch ABS 10 base unit, which is the light and compact two-channel ABS system on the market. The proactive system monitors wheel speed and immediately intervenes when imminent wheel lock is detected-before actual lock-up. The compact ABS system as installed on the GSX-R125 weighs just 0.59 kilograms.\* The sporty-looking petal-design 290mm front disc works with a dual-piston caliper and the 187mm petal-design rear disc works with a single-piston caliper, both delivering excellent braking performance.

\* ABS is not designed to shorten the braking distance and cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.



Front fork



ABS unit



Rear suspension

## An Exciting Choice

The GSX-R125 is an exciting sportbike. It makes top-class power-to-weight ratio and offers the strong acceleration in the lightweight 125cm<sup>3</sup> class, with outstanding fuel economy and agile handling. Above all, it is a Suzuki GSX-R: A motorcycle anybody would be proud to own. Choose yours today, at a local Suzuki dealership!

