





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.

Lightest weight in the class*

134kg

Lowest seat height in the class*

785mm

mpact body

1300mm

*125cm³ 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.





LED headlights and LED position lights

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 125cm³ machines.





The GSX-R125 has the smallest projected frontal area in the 125cm³ 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.



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 125cm³ 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 eng the optimum temperature, producing consistent performance a 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-R comes with a smooth-shifting 6-speed transmission and an electric s

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.









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.



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.

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



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.





Suzuki Easy Start System

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.



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 latest Bosch ABS 10 base unit, which is the lightest and most compact two-channel ABS system on the market. The pro-active 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. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.





ABS unit



An Exciting Choice

The new GSX-R125 is an exciting new sportbike. It makes the most power-to-weight ratio and offers the strongest acceleration in the lightweight 125cm³ 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!

