



Not cutting edge, but the FM looks pretty good

LICENCE REQUIREMENTS
AM

Lexmoto FM50

Pete Henshaw reviews the latest moped scooter offering from the Lexmoto stable

YOU KNOW THE PULSE SCOUT?

Cheapest 50cc scooter you can buy (except from a crate) and a consistent good seller. The FM50 is a slightly upmarket alternative from Lexmoto, which also sells the Scout – it's bigger all round, with 12in wheels.

ENGINE

At this price, you don't get fuel injection, three valves per cylinder or other high tech stuff, but the carburettor-fed air-cooled unit works well and is surprisingly smooth. As long as it's reliable and doesn't have thirsty habits either, it fits the bill.



FM50 rides well, feels secure

STYLING

Different from the Scout, but hardly ground-breaking stuff; there's very little to mark the FM out from other budget 50s out there. Lexmoto has added LED running lights alongside the headlight, but they've got all the brilliance of an off-colour glowworm.

EQUIPMENT

This is a budget scooter, but you do get a fuel gauge and underseat space (not enough for a full face lid) plus an open glove tray behind the front apron. The floor's flat enough to put shopping on, while a screen (\$23.90) and topbox (\$53.95) are options.

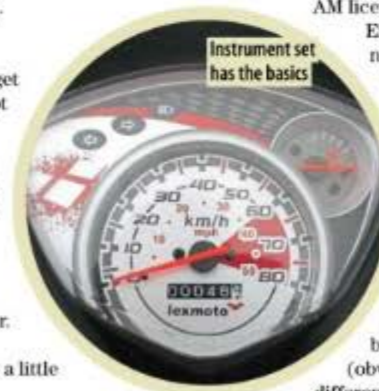
ON THE ROAD

If anyone finds the little Scout a bit cramped, the FM could be the answer. It's bigger in every way, with more legroom and a roomier seat (actually a little high for the short-legged).

Like every other moped, the FM is restricted to 30mph, but the test bike had a derestricted CDI that saw it powering-up to an indicated 45mph. This may not sound much if you're used to a 125,

but it's storming performance for a 50, and it was easily able to keep up with city traffic. The superfast CDI costs only £12 and is easy to fit (any dealer should be willing to do this if you aren't able) but you'll have to tell your insurer, and you can't use it on an AM licence.

Either way, the FM has all the necessary bits. It's got a longer wheelbase than the Scout, and this plus the bigger 12in wheels make it more stable and less twitchy – in a straight line as well as round corners. The Chen Shing tyres hold on well (on the testing day's dry Tarmac at least) and the suspension, though basic, does the job. It's backed-up by a superb front brake, with a red four-pot caliper (obviously this makes all the difference) while the rear drum is good enough.



Instrument set has the basics

Words/Images:
Pete Henshaw

SPEC:

ENGINE	Air-cooled four-stroke, 49cc
POWER (CLAIMED)	2bhp @ 7500rpm
BRAKES	Front: disc Rear: drum
TYRES	Front: 110/70 x 12 Rear: 110/70 x 12
SUSPENSION	Front: telescopic fork Rear: single rear shock
DRY WEIGHT (CLAIMED)	85kg
TANK CAPACITY	4.8 litres
COLOURS	Blue, red
CONTACT	www.lexmoto.co.uk

PRICE
£800

WE SAY:

More comfy and secure than tiddly 10in wheel scooters, but a good price.

