

LICENCE REQUIREMENTS
A1



Half-fairing makes this 125 look convincingly larger

SPEC:

- ENGINE**
Air-cooled single-cylinder
125cc
- POWER**
10.5bhp @ 8500rpm
- TORQUE**
7.8lb ft @ 7000rpm
- BRAKES**
Front: disc
Rear: disc
- TYRES**
Front: 90/90-17
Rear: 110/90-17
- SUSPENSION**
Front: telescopic forks, non-adj
Rear: monoshock
- WEIGHT**
134kg (dry)
- TANK CAPACITY**
18 litres
- COLOURS**
Black, silver
- CONTACT**
www.lexmoto.co.uk

PRICE
£1500

Lexmoto ZSX-F 125

Lexmoto expands the ZSX family with a half fairing and USD forks.

Long associated with bargain basement 125s, Lexmoto has also done well recently with its slightly more upmarket ZSX, with a new engine and sharper styling. Now the ZSX becomes a family, with two new variations on the same theme – the ZSX-R and ZSX-F – at £100 more than the basic bike.

EQUIPMENT

So what do you get for your extra hundred quid? Quite a bit, as it happens. The R is the naked option, with a flyscreen and upside-down forks, while the F tested here has a half-fairing and conventional forks.

Both have a monoshock with rear disc brake, plus a stainless steel silencer (the first on a Chinese 125?). The basic ZSX is still available in twin-shock, rear drum brake form.

STYLING

The ZSX's styling made it stand out from the legions of mildly updated CG125s that used to emanate from the Far East (some still do) and the new bikes build on that. A belly pan and tank extensions, plus that half-fairing, all make the bike look bigger than it really is, and the red rims shout 'look at me'. If you want flash, step this way.

ON THE ROAD

The original ZSX was a sporty little job, and the F is just the same, with a

slightly lean-forward riding position that perches you on a hard seat and gives a good view of the big analogue rev counter and digital speedo. The latter, incidentally, reads in mph, so no need to squint at the tiny imperial figures on a kph speedo – hooray!

The F's sohc motor is derived from that of the Yamaha YBR, and despite not having a balance shaft, it's pretty smooth at low revs, with few vibes when you're trying hard. And it will rev, building up to 10,000-11,000rpm on the instrument (which is probably talking things up a bit), accompanied by a fruity note from that stainless exhaust. Just to add to the entertainment, red lights light up around the dial as the needle creeps up to the red zone.



ABOVE: Nice motor lurks behind a lot of sculpted plastic



ABOVE MIDDLE: Headlight combines old-school bulb with LED running lights



ABOVE RIGHT: Ignore the conservative red line, the ZSX will wind up to over 10,000rpm



RIGHT: Topbox-ready rear rack is part of the package



Red rims relieve the all-black colour scheme



ZSX-F handles well

WE SAY:

Flashy 125 with a sporty feel and good performance – cheaper 125s will do the commuting job just as well, but the ZSX has extra appeal.

