

**FIRST  
RIDE**



LICENCE  
REQUIREMENTS  
**A1**

# Lexmoto ZSF 125

Latest naked 125 motorcycle offering from Lexmoto

## SPEC:

### ENGINE

Air-cooled single-cylinder  
125, sohc  
9.5bhp @ 8000rpm

### BRAKES

Front: disc  
Rear: drum

### TYRES

Front: 2.75-18  
Rear: 90/90-18

### SUSPENSION

Front: telescopic forks  
Rear: twin shocks,  
pre-load adj

### WEIGHT

125kg

### TANK CAPACITY

13 litres

### COLOURS

Red, black, blue

### CONTACT

[www.lexmoto.co.uk](http://www.lexmoto.co.uk)

**PRICE**

**£1100**

**S**ome new motorcycles are getting cheaper. In 2009, Lexmoto's Street 125 cost £1499, but this 2015 equivalent is \$400 cheaper. Is there a catch?

### ENGINE/TRANSMISSION

When it comes to powering naked Chinese 125s, there's basically two choices – the old pushrod motor based on the Honda CG, or slightly more modern overhead cam jobs owing much to the Suzuki GS or Yamaha YBR. The Lexmoto uses a YBR base, a good enough place to start from.

### STYLING

Not quite as conservative as the Street, thanks to YBR style plastic ears on the front of the fuel tank. These serve no purpose – except making the bike look more butch. It's kept the traditional round headlight though.

### EQUIPMENT

The ZSF has a comprehensive dash. A large rev counter, a similarly big fuel gauge and a digital speedo; there's a clock, gear indicator and tripmeter too. Apart from that, equipment is limited to a small luggage rack.

### ON THE ROAD

With only 20 miles on the clock, the test bike happily revved beyond the 9000rpm redline. The YBR-based engine is smooth, quiet and happy to trickle along at 20-25mph in fifth. What you can't do is accelerate fast in top – that's true of all geared 125s, but the YBR does seem to have less torque than similar motors.

The upside is the revviness, zipping the Lexmoto through the gears pretty quickly. Out of town, speed builds more gradually to an indicated 65-66mph, and it will hold 60mph without feeling flat out.

The bike has decent brakes,

though the test bike's front disc pulsed at the lever. The Weicang tyres and the suspension did their job, albeit with soft-ish forks. There are five pre-load rear shock settings – stiff enough to cope with that bloke who ate all the pies.

The ZSF managed 92mpg on a mix of town stop-start and dual-carriageway; the tank holds 12 litres, so more gentle suburban use should see 100mpg.

Words/Images: Pete Henshaw

### WE SAY:

Ever-increasing Chinese production is helping to make their 125s even cheaper and the ZSF is great value for money. It goes, stops and zips through town as well as other geared 125s; Lexmoto's wide dealer network is another bonus.

