

FIRST RIDE

WE SAY:

The Assault is no more rugged than the average 125, but it has a certain style and is offered at a good price.



LICENCE
REQUIREMENTS
A1

SPEC:

ENGINE

Air-cooled single-cylinder
125cc

POWER

10.4bhp @ 9000rpm

BRAKES

Front: disc
Rear: drum

TYRES

Front: 3.00-17
Rear: 110/90-17

SUSPENSION

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

WEIGHT

117kg (dry)

SEAT HEIGHT

780mm

TANK CAPACITY

14.5 litres

COLOURS

Black, blue

CONTACT

www.lexmoto.co.uk

PRICE

£1100

Lexmoto Assault 125

Trail bike, or simply a commuter with knobbly tyres?

Trail bikes used to take a small but significant slice of the UK bike market, but apart from Honda's CRF 230 they seem to have faded away. Now, the choice seems to be between hard-edged enduro bikes and the ersatz dirt style of adventure tourers or street scramblers. The Lexmoto Assault is firmly on the style side of that equation.

STYLING

The Assault might have a suggestion of off-road ruggedness, but actual changes are few – chunky dual-purpose CST tyres set it off, with a fatter 3.00-17 front to give it a bit more heft. And you can't miss the high mounted front mudguard. It's not a new idea, but the Assault does look different to other commuters.

EQUIPMENT

What you don't get is any extra rugged equipment like long travel

suspension, a bashplate and super-strong crash bars, all of which would make the Assault more suited to the potholed urban jungle – it's a purely cosmetic job. The running gear is what you'd expect of a budget commuter, though the ohc engine with balance shaft is a nice touch.

ON THE ROAD

The Assault fires-up on its manual choke, but if you particularly want a carburettor 125, you'll need to act fast-ish. Next year (probably summer) all 125s will adopt fuel injection to cope with emissions legislation. And they'll all have linked brakes, so if you want an archetypal simple commuter, buy one now.

The Assault is a pretty good note for simple 125s to go out on. The carb motor has a quiet idle, but actually goes well, winding-up to its 10,000rpm redline with no signs of distress, apart from some tingling through the seat and footrests. So it doesn't have any problem keeping up with urban traffic (once out of

the low first gear) and on main roads will cruise at an indicated 60-65mph (probably 55-60mph true, but still good for a 125). For once, the rev counter on a 125 is of more than academic interest.

You sit in a comfy upright position, with raised tubular steel bars which make the bike light to steer. Despite the semi-knobbly rubber and wider front tyre, the Assault handles pretty well, within the limitations of the standard 125 twin-shock chassis, and it feels stable at speed.

The front disc brake works well enough, but the rear drum is weak (incidentally, linked brakes will probably mean an end to drums as well).

There's plenty of room for two and the Assault has nice chunky footrests that do the job. No underseat space or clock, and the steering lock is on the headstock (not as convenient as an ignition lock), but you do get decent quality switchgear and the whole thing seems well put together.

Words/images: Pete Henshaw