

**FIRST  
RIDE**

**SPEC:**

**ENGINE**

124cc, four-stroke,  
air-cooled single,  
balance shaft

**POWER**

10.1bhp @ 8500rpm

**TORQUE**

6.8lb-ft @ 7000rpm

**BRAKES**

Front disc  
Rear drum

**TYRES**

Front 90/90 x 17  
Rear 110/80 x 17

**SUSPENSION**

Front telescopic fork  
Rear twin shocks

**SEAT HEIGHT**

780mm

**WEIGHT**

140kg

**TANK CAPACITY**

18 litres

**COLOURS**

Black, red

**CONTACT**

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

**PRICE**

**£1500**

LICENCE  
REQUIREMENTS  
**A1**



# Lexmoto ZSX 125

Sharp styling and quality feel for new naked 125 from Lexmoto

**F**or years, Chinese scooters and bikes have been based on time-expired designs, and it's showed. Lexmoto's ZSX sweeps that aside with a new engine and much sharper styling.

**ENGINE**

According to Lexmoto, the air-cooled motor stemmed from a joint venture with Piaggio. With 10bhp, it's about midrange on power for a 125, but also has a balance shaft to smooth it out.

**STYLING**

The old Lexmoto Street 125 was often compared to Yamaha's YBR. The ZSX is much sharper, more 1990s/21st century than any other Chinese 125 – it brings to mind the Suzuki GSR.

**EQUIPMENT**

This is still a budget 125, so it's not laden with goodies, but you do get a neat digital/

analogue dash. The massive fuel tank holds 18 litres, plenty for a week's commuting. There's enough storage space under the seat for overtrousers and gloves – a topbox would ruin the lines, don't you think? The ZSX feels well put together, with solid switchgear and no rough edges.

**ON THE ROAD**

Ten bhp gives the ZSX slightly more power than its bargain basement compatriots, and a bit less than the higher tech (and pricier) Japanese/Italian opposition. The test bike had a hesitation at 7-8000rpm, but beyond that it revs out to the 10,000rpm redline quite happily and smoothly, thanks to the balance shaft. It's enough to give the ZSX quite pokey performance to keep up with town traffic and enough top end for dual carriageways, holding 55-65mph.

The riding position is quite upright and the seat feels hard at first, but was comfy enough over a couple of hours – it's just

annoying that the fold-up footrests don't spring back. The gearchange was sticky on the test bike, with neutral tricky to find.

On the other hand, the front disc/rear drums are plenty powerful enough for a 125, backed up by well damped forks and preload adjustable rear shocks. The pillion gets proper rests and grab rails.

Words & images: Pete Henshaw

**WE SAY:**

Is the ZSX worth nearly £500 more than Lexmoto's own Street 125? If you value styling and a bit of extra performance, then definitely, it's the funkiest Chinese 125 available. For a basic commuting tool, save money and buy the Street.

