

Specifications

Overall length	2,000 mm (78.7 in)
Overall width	745 mm (29.3 in)
Overall height	1,035 mm (40.7 in)
Wheelbase	1,300 mm (51.2 in)
Ground clearance	165 mm (6.5 in)
Seat height	785 mm (30.9 in)
Curb mass	133 kg (293 lbs)
Engine type	4-stroke, 1-cylinder, liquid-cooled, DOHC
Bore × Stroke	62.0 mm × 41.2 mm (2.4 in × 1.6 in)
Displacement	124.4 cm ³ (7.6 cu.in)
Compression ratio	11.0 : 1
Fuel system	Fuel injection
Starter system	Electric
Lubrication system	Wet sump

Transmission	6-speed constant mesh	
Primary reduction ratio	3.285 (69/21)	
Final reduction ratio	3.214 (45/14)	
Suspension	Front	Telescopic, coil spring, oil damped
	Rear	Link type, coil spring, oil damped
Rake / Trail	25.5° / 93.3 mm (3.7 in)	
	Front	Disc
Brake	Disc	
	Rear	Disc
Tire	Front	90/80-17M/C 46S, tubeless
	Rear	130/70-17M/C 62S, tubeless
Ignition system	Electronic ignition (Transistorized)	
Fuel tank capacity	11.0L (2.9/2.4 US/Imp gal)	
Oil capacity (Overhaul)	1.5L (1.6/1.3 US/Imp qt)	

*European Spec. shown



Metallic Mat Fibroin Gray /
Solid Black 50% Gloss (BW4)



Metallic Triton Blue (YSF)



Brilliant White (YUH)

GSX-S125



Specifications, appearances, color (including body color), equipment, materials and other aspects of the SUZUKI products shown in this catalog are subject to change by Suzuki at any time without notice and they may vary depending on local conditions or requirements. Some models are not available in some territories. Each model may be discontinued without notice.

Please inquire at your local dealer for details of any such changes.

- Always wear a helmet, eye protection and protective clothing.
- Enjoy riding safely.
- Read your Owner's Manual carefully.
- Never ride under the influence of alcohol or other drugs.

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Suzuki's "Way of Life!" is the heart of our brand - every Suzuki vehicle, motorcycle and outboard motor is built to create excitement so customers can enjoy everyday life.



Way of Life!



A GSX-S to Revolutionize The Lightweight Class

Suzuki has defined sportbike performance for more than 30 years. It started with the legendary GSX-R line, with more than a million sold worldwide. And the dedicated Suzuki engineers behind the GSX-R line take their responsibilities very seriously: Every GSX-R must be very light and best performing in its class, in an unbeatable package. Now Suzuki engineers have applied their expertise and design philosophy to an exciting new street sport 125cm³-class motorcycle, based on the revolutionary GSX-R125.



GSX-S1000



GSX-S750

GSX-S125

Meet the new lightweight king of the streets, the Suzuki GSX-S125. It has top-class power-to-weight ratio and acceleration in the 125cm³ street sport class, plus nimble handling and great fuel economy. It also has exciting, modern, innovative bodywork, with traditional handlebars and a low seat height for a comfortable ride. Along with a multi-function LCD instrument and vertically stacked LED headlights in a stylish cowl. It is a dependable, comfortable, nimble motorcycle that also delivers genuine Suzuki high-performance. It is made to handle city traffic jams while commuting to school or work during the week. And it is also an exciting motorcycle ready for fun rides into the countryside-or even a track ride-on weekends. The GSX-S125 is a motorcycle that's easy to ride. And it is easy to be proud of, with a genuine supersport engine and advanced technology, plus high-quality fit and finish, and beautiful paint and graphics.

Lower seat height
in the class*

785mm

*125cm³ street sport class.

Modern Backbone Frame and Chassis

The GSX-S125's confidence-inspiring stability on the highway, nimble handling in turns, and easy maneuverability through traffic start with a modern chassis. A steel-tube backbone frame combines optimal torsional rigidity with light weight. The wheelbase is 1,300mm with a curb weight of only 133 kilograms, and a seat height of just 785mm, making it easier to put both feet flat on the ground when stopped.

Lighter weight in the class*

133kg



Compact body
Wheelbase

1300mm



An Exciting and Aggressive Style

The GSX-S125 has exciting, aggressive styling that transforms it into a rolling work of motorcycle art. It starts at the front with a modern headlight cowl and instrument module, and continues with a sculpted fuel tank and extended upper side cowlings, plus a lower engine cowl. The tail section and side panels extend forward and reach underneath the fuel tank, unifying the design. And frame covers add distinction and substance to the overall look. The sleek, compact bodywork pieces not only look great, they are also lighter than the bodywork used by competitors, and make it easier for the rider to maneuver through traffic jams.



Image sketch

LED Lighting

Reflecting its GSX-R heritage, the GSX-S125 features vertically stacked LED headlights, with the low beam above the high beam, and position lights on each side of the headlight. The GSX-S125's LED headlights are bright and compact, lighter and longer lasting compared to conventional halogen-bulb headlights seen on competing machines. Because LED headlights use about 15% of the electrical power required by conventional bulbs, less engine power is needed to run the motorcycle's alternator, improving acceleration and fuel economy. The LED license plate light on the rear fender is light and compact and much more durable and vibration resistant than the conventional bulb lights installed on competing 125cm³ machines.



LED headlights and LED position lights



Fuel tank



Tail light



Sporty-looking seat

The Science of Engine Design

There is a science to building high-performance engines, and the GSX-S125's DOHC engine could be used in a university textbook as an example of how to make a lot of performance out of a very efficient and compact powerplant. The objective is combustion efficiency, optimal balance of the sporty engine character and fuel economy. There is a connection between the GSX-S125 and the race-proven four-cylinder GSX-R600 sold around the world, because the GSX-S125's single cylinder is almost one-quarter of a GSX-R600. Although Suzuki engineers experimented with different bore and stroke figures to find the most efficient combination for the GSX-S125, the two engines both use an over-square design, with a larger bore and a shorter stroke, and have a similar bore x stroke ratio, 1.576:1 for the GSX-R600 and 1.505:1 for the GSX-S125. The GSX-S125 engine displaces an actual 125cm³ from a 62mm cylinder bore and a 41.2mm piston stroke. The larger bore makes room for two 24mm intake valves and two 21mm exhaust valves, set upright at narrow angles to improve the shape of the combustion chamber, increasing the compression ratio, performance and fuel economy. The cylinder bore is plated with Suzuki's own race-proven nickel-phosphorus-silicon-carbide bore coating known as SCEM (Suzuki Composite Electrochemical Material). An aluminum cylinder plated with SCEM weighs much less than an aluminum cylinder fitted with a conventional, pressed-in cast-iron liner, while also reducing friction and improving durability, ring seal, heat transfer and the engine's ability to maintain consistent high-power output. An effective liquid-cooling system with a large radiator helps keep the engine at the optimum temperature, producing consistent performance and maximizing fuel efficiency and mileage. The engine makes its high horsepower and reaches its generous torque, delivering strong, effective power across a broad rpm range. And the GSX-S125 comes with a smooth-shifting 6-speed transmission and an electric starter.



Piston and piston rings



Throttle body



Radiator

Advanced Electronic Fuel Injection

The GSX-S125 features advanced electronic fuel injection, which delivers fuel based on what the rider is doing with the twist-grip throttle as well as input from sensors monitoring engine rpm, intake air pressure and temperature, exhaust oxygen content and coolant temperature. To improve intake efficiency, throttle response, and engine power throughout the rpm range, the GSX-S125 has a 32mm throttle body. A dual-spray, four-hole injector aims the spray from two holes directly at the intake valves. Ample intake air is supplied by a large-capacity airbox and efficient filter. The accurate electronic fuel injection system contributes to the GSX-S125's outstanding fuel consumption and economical operation.



Dual-exit exhaust muffler

High Performance Exhaust System

The high-performance exhaust system includes a dual-exit muffler. A catalytic converter helps the GSX-S125 meet the Euro4 emission standards, letting everyone breathe a little easier.



Multi-Function, Full LCD Instrument Cluster

The Suzuki GSX-S125 has a full LCD instrument panel set in a modern dashboard, framed by turn signal, neutral, hi-beam, coolant temperature, malfunction indicator lamp (MIL), ABS, and programmable engine-RPM indicator lights. The bright LCD panel includes a segmented-bar tachometer across the top; a digital speedometer; a gear position indicator; a digital clock; a digital odometer with dual trip meters; an average fuel consumption meter; a fuel gauge; and an oil change timing indicator. Starting with 2020 model, background color of the instrument panel has been changed from white to black, resulting in a reverse-lit LCD for more high-grade image. *All lights and indicators are illuminated in the photo for illustrative purposes.



Instrument cluster*



Starter and hazard switch



Shutter-key lock system

Suzuki Easy Start System, Shutter-Key Lock and Hazard Light Switch

The GSX-S125 features a convenient easy start ignition system with a shutter-key lock system. The key fob carries a unique, random magnetic code pattern which opens the shutter when the fob is lined up and pushed into a receiver on the ignition lock cover, and the ignition key can then be inserted into the lock and the ignition turned on. Once the key is inserted into the shutter-key ignition lock and turned to the running position, the system automatically starts the engine with one touch of a button mounted on the handlebar; there is no need to hold the starter button down until the engine fires. The shutter can be easily closed by pushing a button once the ignition is turned off and the key has been removed. As another feature, hazard light functional switch has been added from the 2020 model.



An Exciting Choice

The GSX-S125 is an exciting street sport motorcycle. It makes top-class power-to-weight ratio and offers the strong acceleration in the lightweight 125cm³ class, with outstanding fuel economy and agile handling. Above all, it is a Suzuki GSX-S: A motorcycle anybody would be proud to own. Choose yours today, at a local Suzuki dealership!

Cast Aluminum Wheels, Dunlop Tires, and Lightweight ABS with Petal Brake Discs

The GSX-S125's lightweight, sporty 10-spoke cast aluminum wheels carry Dunlop D102 tires. The Anti-lock Brake System (ABS) is the Bosch ABS 10 base unit, which is the light and compact two-channel ABS system on the market. The pro-active system monitors wheel speed and immediately intervenes when imminent wheel lock is detected-before actual lock-up. The compact ABS system as installed on the GSX-S125 weighs just 0.59 kilograms.* The sporty-looking petal-design 290mm front disc works with a dual-piston caliper and the 187mm petal-design rear disc works with a single-piston caliper, both delivering excellent braking performance. * ABS is not designed to shorten the braking distance and cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.



Petal brake disc and sporty cast aluminum wheel



ABS unit



Front fork



Rear suspension