



# SUZUKI

## 2-Stroke

# Service Bulletin

Subject: RM125 SPECIFICATIONS

Bulletin No: SPECIFICATIONS-5  
Date: May 1, 1975

Read and Initial

Manager \_\_\_\_\_

Parts \_\_\_\_\_

Service \_\_\_\_\_

### GENERAL

Length	80.3 in. (2,040mm)
Handlebar width	33.9 in. (860mm)
Footpeg height	13.8 in. (350mm)
Ground clearance	9.65 in. (245mm)
Wheelbase	53.5 in. (1,360mm)
Seat height	35.5 in. (901mm) no load
Dry weight	190 lbs. (86kg)
Wet weight	204 lbs. (92.7kg)
Front brake	130mm diameter
Rear brake	130mm diameter
Front tire	3.00-21-4PR
Rear tire	3.50-18-4PR
Frame	Semi-dual cradle

### ENGINE

Horsepower	23 hp/10,500 rpm
Torque	12.3 ft.-lbs. (1.7kg-m)/9,500 rpm
Engine type	Two-stroke, air cooled, 6-port scavenging
Bore and stroke	56 x 50mm (2.20 x 1.97 in.)
Displacement	123cc (7.5 cu. in.)
Compression ratio (corrected)	7.4:1
Lubrication	Fuel and oil premix, 20:1
Carburetion	Bore.....28mm Main jet.....#180 Jet needle.....5DP7-3rd Needle jet.....P-4 Cutaway.....2.5 Pilot jet.....#50 Pilot air screw.....1 1/2 turns Float level.....25mm (0.98 in.)
Air filtration	Wet polyurethane filter
Exhaust system	Expansion chamber with external silencer
Starting system	Primary kick
Clutch	Wet, multi-plate type
Type of transmission	5-speed constant-mesh
Primary Drive	Straight-cut gears

Primary reduction	3.389 (61/18)		
Final drive	#428TM chain, 126 links		
Final reduction	4.286 (60/14)		
	Solid mount rear sprocket		
Gear ratios	Low	2.143	(30/14)
	2nd	1.588	(27/17)
	3rd	1.250	(25/20)
	4th	1.045	(23/22)
	Top	0.913	(21/23)
Ignition	PEI (same as TM125)		
Spark plug	NGK B-9EV		

SUSPENSION

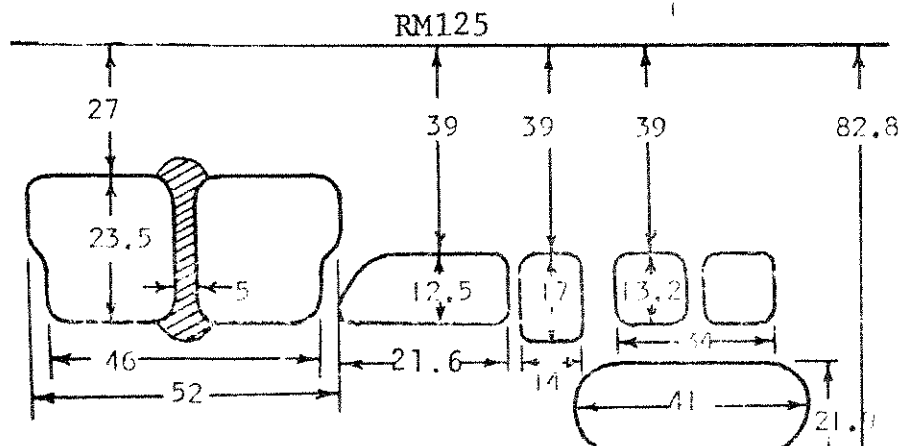
Front suspension	Telescopic fork, hydraulic damper
Inner fork tube outside diameter	35mm
Front fork travel	7.48" (190mm)
Fork caster (from horizontal)	61°
Fork trail	4.84" (123mm)
Rear suspension	Swing arm, hydraulic damper 5-way adjustable spring
Shock absorbers	Gas/oil type, forward mount, "lay-down" position
Rear wheel travel	7.80" (198mm)

CAPACITIES

Fuel tank	5.28 L (1.4 U. S. Gal.)
Transmission oil	550cc (1.16 U. S. Pint)
Front fork oil	210cc per leg

CYLINDER

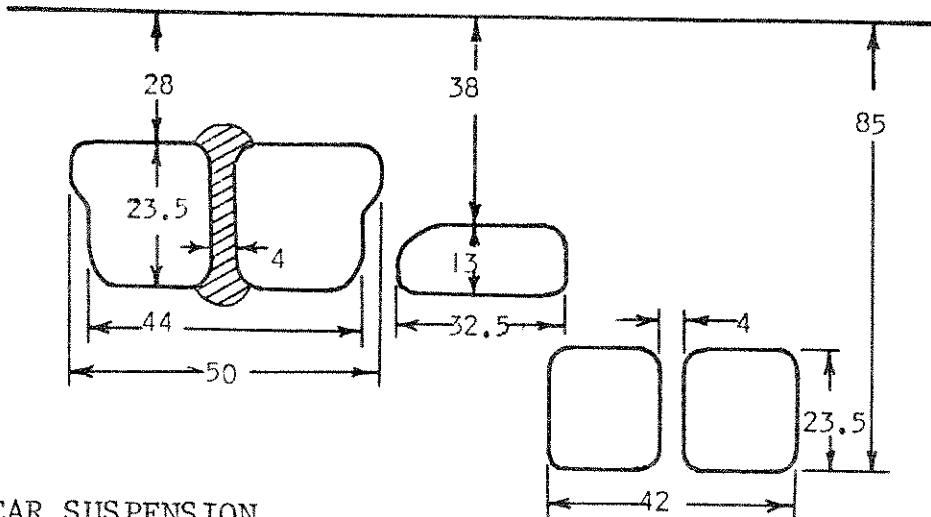
The cylinder features wrap-around transfer ports designed for both high rpm and broad midrange torque. The cylinder liner is made of cast iron and is a shrink fit.



PORT TIMING

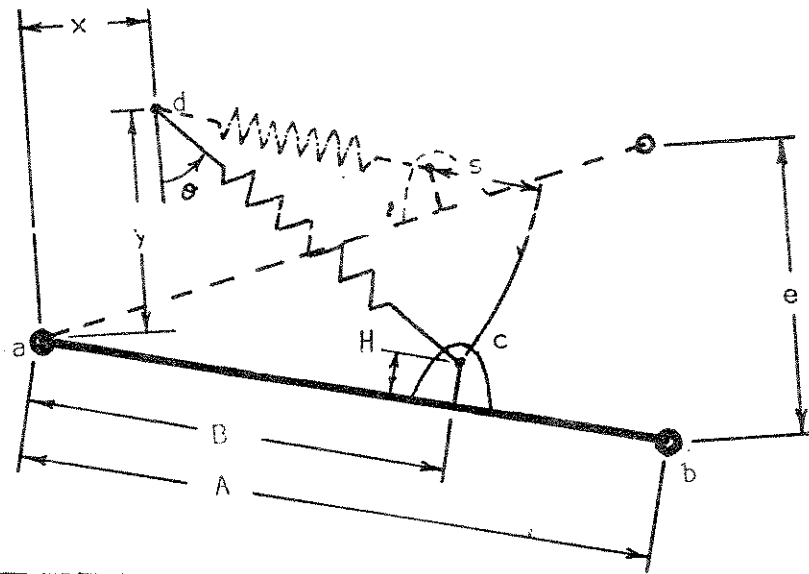
Exhaust.....	92.41°
Intake.....	91.53°
Transfer.....	63.36°

(cont.)



REAR SUSPENSION

The rear suspension features gas/oil shock absorbers forward mounted in the "lay-down" position.



- a. Rear swing arm pivot shaft
- b. Rear axle
- c. Rear shock absorber lower mount
- d. Rear shock absorber upper mount

	X	Y	S (SHOCK TRAVEL)	E (STROKE)	θ (WITH RIDER)
RM125	76mm	237mm	100mm	198mm	40°
TM125	262mm	290mm	115mm	154mm	14°

	A	B	H
RM125	414.5mm	294mm	42mm
TM125	430mm	343mm	34mm

The RM125 rear swing arm width at the pivot shaft is the same as the TM125.

(cont.)

REAR SHOCK ABSORBERS

The rear shock absorbers are gas/oil type. The gas is compressed nitrogen ( $N_2$ ) and it is separated from the oil by a free floating piston. Due to this construction the oil chamber is completely free from air and the damper piston operates in pure oil. This construction allows fade free constant performance over severe bumps and makes it sensitive even to small bumps.

IMPORTANT

The rear shock absorbers are to be mounted in the inverse position; that is with the spring tension adjusting collar mounted at the top.

TOP

