

EDGE Product Comparison Guide

2017 DR-Z125L



DR-Z125L

SUZUKI

DR-Z125L



The 2017 DR-Z125L EDGE:

- The 2017 Suzuki DR-Z125L is the capable and affordable motorcycle that is ideal for families growing their off-road stable. Young riders and adults alike will enjoy the trails with the forgiving DR-Z125L.
- The DR-Z125L's light and narrow chassis with telescopic forks and single-shock link-style rear suspension, plus its strong and controllable engine, means this bike can suit riders of all skill levels.
- The 2017 DR-Z125L offers a lightweight, complete trail-ready package, packed with Suzuki technology and quality, at a low MSRP of \$3199. The rugged and reliable DR-Z125L is \$91 less than the 2016 Yamaha TT-R125LE, \$100 less than the 2017 Honda CRF125F Big Wheel, and \$200 less than the 2017 Kawasaki KLX140L. When shopping for family friendly motorcycles every dollar saved is important so you the funds to gear riders up for safety and comfort.

MSRP: \$3,199

Yellow/Black

It's a big, little bike that does not compromise in quality or capability trying to be cute. Mom or Dad can ride too!

Low, ready-to-ride weight of 196 pounds and short 32 inch seat height lets riders of all sizes enjoy this ride.

Always ready to ride thanks to a reliable 124cc, kick-start engine. No battery needed.

Sharp styling and colors prove it's a true cousin to Suzuki's racing RM-Z models.

Six-months of warranty that's double some of the competitors. Longer plans are available.



DR-Z125L

TOP 10 FEATURES



The DR-Z125L's compact 124cc 4-stroke, SOHC, single-cylinder, air-cooled engine has a bore and stroke of 57.0mm x 48.8mm and is designed for ease-of operation and low maintenance while delivering impressive performance.



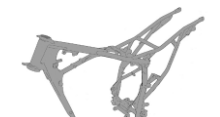
A rugged five-speed transmission with a precise, link-type gearshift system gives the DR-Z125L positive shift feeling and ratio control that delivers versatile performance over tough trails and terrain.



Digital-type CDI ignition system with timing set to enhance the engine's low-rpm power characteristics adds to the DR-Z125's versatile performance over a variety of terrain.



High-mounted lightweight exhaust muffler and quality Mikuni carburetor are tuned to deliver impressive low-to-mid-range performance and maximum engine output.



Lightweight steel frame was designed for increased rigidity, durability and straight-line performance and features large diameter tubing in key areas. A lightweight steel swingarm offers excellent performance over tough trails and terrain.



Telescopic front forks provide long wheel travel (7.1 in. of travel) with a smooth, progressive action for an enjoyable, comfortable ride. The DR-Z125 has impressive handling and performance over any type of terrain.



Link-type rear suspension with single shock absorber (6.3 in of travel) provides a smooth, compliant ride over tough trails. Rear shock absorber spring preload is fully adjustable to suit a wide range of riding conditions and rider weight.



Reliable stopping power is supplied by a front disc brake with a lightweight caliper and a rear drum brake. Lightweight aluminum rims reduce unsprung weight to provide agile handling and improved suspension performance.



Sharp, aggressive styling inherited from the RM-Z motocross line includes fuel tank, radiator shrouds, frame covers, front fender and number plate, two-tone seat cover, and rear fender decked out in Championship Yellow and Black colors.



The DR-Z125L features large 19-inch front / 16-inch rear tires with a 32.0 in. seat height and increased ground clearance, allowing the bike to fit young and adult riders.

MODEL:	2017 Suzuki DR-Z125L	SUZUKI EDGE	2017 Honda CRF125F (Big Wheel)	2017 Kawasaki KLX140L	2016 Yamaha TT-R125LE
MSRP:	\$3,199	The 2017 DR-Z125L offers a lightweight, complete trail-ready package, packed with Suzuki technology and quality, at a low MSRP of \$3199. The rugged and reliable DR-Z125L is \$91 less than the 2016 Yamaha TT-R125LE, \$100 less than the 2017 Honda CRF125F Big Wheel, and \$200 less than the 2017 Kawasaki KLX140L. When shopping for family friendly motorcycles every dollar saved is important so you the funds to gear riders up for safety and comfort.	\$3,299	\$3,399 <i>Kawasaki does not have a competitive 125cc model</i>	\$3,290
ENGINE					
Engine:	124cc air-cooled, four-stroke, OHC 2-valve, single cylinder engine	The DR-Z125L's ultra-reliable 124cc, air-cooled, SOHC single-cylinder, two-valve engine provides just the right amount of torque and horsepower to power any ride. This sound Suzuki design balances performance and reliability, with the added benefit of low maintenance costs. The DR-Z125L's screw and nut valve lash adjusters are simple to set as compared to the complicated adjustment procedures required for other off-road motorcycles.	124.9cc air-cooled, 4-stroke OHC, 2 valves	144cc air-cooled, 4-stroke OHC, 2 valves	124cc air-cooled, 4-stroke OHC, 2 valves
Bore/Stroke:	57.0 x 48.8mm	The DR-Z125L features over-square bore and stroke dimensions that balances torque for good all-around performance, and peak power at higher engine speeds. The Honda CRF125F has a longer stroke (under-square) engine that is not considered an ideal design for producing peak power like the DR-Z125L engine. The DR-Z125L's 57mm piston is matched to a Suzuki Composite Electrochemical Material (SCEM)-plated cylinder that is used for durability, weight reduction and superior heat transfer.	52.4 x 57.9mm	58.0 x 54.4mm	54.0 x 54.0mm
Compression Ratio:	9.5:1	The DR-Z125L's stable 9.5:1 compression ratio, helps optimize other aspects of its 124cc engine's design providing good torque, reliability and fuel efficiency. Balancing the compression ratio with aspects of the engine's design gives the DR-Z125L the ability to run well on pump gasoline.	9.0:1	9.5:1	10.0:1
Fuel System:	20mm Mikuni VM20SS carburetor	A high-quality 20mm Mikuni carburetor provides the DR-Z125L with outstanding fueling that also helps the motorcycle meet the appropriate emissions standards.* The carburetor's excellent calibration and frugal fuel use combines with the motorcycle's light weight to deliver remarkable riding manners. <i>*The 2017 DR-Z125L meets Environmental Protection Agency (EPA) and California Air Resource Board (CARB) emissions standards.</i>	20mm carburetor	20mm carburetor	20mm carburetor
Exhaust:	Stainless steel head pipe & muffler body (spark arrestor equipped)	The DR-Z125L's stainless-steel exhaust system is light and corrosion-resistant, and is tuned specifically for strong low and midrange power. The exhaust routing was designed to reduce the possibility of touching a hot part. The silencer includes an internal spark-arrestor that's legally and morally required for off-road riding.	Steel head pipe & steel muffler body.	Steel head pipe & steel muffler body.	Steel head pipe & steel muffler body.
Lubrication:	Wet-sump	The wet-sump system of the DR-Z125L is straight forward in design and make oil service easier. Rather than draining oil from the engine and the frame as required with off-road bikes with dry-sump system, a single drain bolt on the Suzuki's engine gets the oil out of the crankcase. The oil filter is conveniently located on the right side of the engine, as is the oil level window so riders can verify the level with a glance.	Wet-sump	Wet-sump	Wet-sump
Starting:	Kick start (primary kick)	The DR-Z125L is equipped with a low-effort, primary kick-starter that delivers easy and quick starts. No battery is required to start the DR-Z125L. While other motorcycles in the class offer the convenience of electric starting, if the battery is depleted on a Yamaha TT-R125LE, or Honda CRF125F, the motorcycle must be kick-started. If the battery is dead on a Kawasaki KLX140L, the motorcycle cannot be ridden as the electric start is the only method to start the engine.	Electric -or- kick-start	Electric start (only)	Electric -or- kick-start

MODEL:	2017 Suzuki DR-Z125L	SUZUKI EDGE	2017 Honda CRF125F (Big Wheel)	2017 Kawasaki KLX140L	2016 Yamaha TT-R125LE
Transmission:	5-speed, constant mesh	The DR-Z125L's five-speed transmission allows the rider to select the best gear & power for a wide variety of riding. Unlike the Honda CRF125F that only has a four-speed, the DR-Z125L's five-speed is ideal as there's enough ratio spread to work with the bike's engine while keeping the transmission gears durable. Riders can easily modulate take-offs and power delivery through the wet, multi-plate clutch that uses a low-effort, rack and pinion clutch release mechanism.	4-speed	5-speed	5-speed
Final Drive:	Chain, DID 428HGV (130 links)	The DR-Z125L features a quality DID brand, 130 link drive chain for long-lasting reliability and reduced maintenance.	Chain	Chain	Chain
CHASSIS					
Frame:	Steel, cradle type with integral sub-frame	The DR-Z125L's compact and sturdy high-tensile strength steel pipe frame is strong with minimal weight for excellent handling over tough trails.	Steel tube type	Steel beam type	Steel tube type
Weight:	196 lbs. (89kg)	The DR-Z125L's low 196 pound ready-to-ride weight is 2 pounds below the Yamaha TT-R125LE and 13.4 pounds less than the Kawasaki KLX140L. This low weight, coupled with a low seat height, helps the DR-Z125L rider confidently tackle any riding assignment.	194 lbs.	209.4 lbs.	198 lbs.
Fuel Tank Capacity:	1.3 US gal. (4.8 L)	At 1.3 gallons, the DR-Z125L has more fuel capacity than the Honda CRF125F. Considering the fuel-efficient nature of the Suzuki's engine, that means riders have more range between fill-ups. This gives a rider peace of mind on the trail, knowing their motorcycle has a useful riding range.	1.1 US gal.	1.5 US gal.	1.6 US gal.
Ground Clearance:	11.4 in. (290mm)	The DR-Z125L's class-leading 11.4 inch ground clearance provides suitable distance for the suspension to float the chassis over tough, rugged terrain. The Suzuki's clearance is 1.0 inch more than the Honda CRF125F and Yamaha TT-R125LE, and 1.4 inches more than the than the Kawasaki KLX140L. This clearance helps create compliance for the DR-Z125L over bumps, and makes sure the seat height is not too high and inconvenient for riders of shorter stature.	10.4 in.	10.0 in.	10.4 in.
Overall Length:	74.2 in. (1885 mm)	At 74.2 inches, the DR-Z125L features a class-competitive length chassis that aids in stability over a variety of tough trails and terrain, while maintaining excellent stability as the riding speed increases. A benefit of this length chassis is the ability to use a long seat which helps the rider maneuver the motorcycle and ride with a higher level of comfort.	N/A <i>not published</i>	74.6 in.	74.2 in.
Overall Width:	30.3 in. (770mm)	The compact engine and narrow steel frame are the foundation for the DR-Z125L's slim chassis and agile handling. Because it is a slimmest chassis in its class, riders will enjoy the athletic nature of this motorcycle as they maneuver through trail obstacles.	N/A <i>not published</i>	31.1 in.	31.3 in.
Wheelbase:	50.0 in. (1270 mm)	The DR-Z125L's 50-inch wheelbase is appropriate for the 125cc off-road class so the motorcycle can be maneuvered with ease. The wheelbase is also long enough to deliver confidence-inspiring stability when riding at speed.	49.4 in.	50.6 in.	50.0 in.

MODEL:	2017 Suzuki DR-Z125L	SUZUKI EDGE	2017 Honda CRF125F (Big Wheel)	2017 Kawasaki KLX140L	2016 Yamaha TT-R125LE
Seat Height:	32.0 in. (805mm)	The DR-Z125L's 32.0 seat height is similar to other motorcycles in its class. Young riders and adults of shorter stature have no difficulty mounting or riding the DR-Z125L. But to maintain the DR-Z125L's off-road capability, the chassis design was not compromised to get an abnormally low seat height that sacrifices good suspension action. The DR-Z125L's applicable seat height compliment the trim wheelbase and narrow width for a comfortable riding position that inspires confident control over the bike.	30.9 in.	31.5 in.	31.7 in.
Front Suspension:	30mm telescopic fork, coil spring, oil damped, Travel: 7.1 in. (180mm)	The DR-Z125L is equipped with a 30mm telescopic fork that delivers smooth and balanced handling on any terrain. This suspension design is ideal for off-road use, and provides the DR-Z125L with 7.1-inches of front wheel travel (which is similar to the rear wheel travel for overall, balanced suspension action). The DR-Z125L's bump-absorbing front wheel travel is also 1.2 inches longer than that of the Honda CRF125F.	31mm telescopic fork, steel springs, oil-damped, 5.9 in. travel	33mm conventional fork, steel springs, oil-damped, 7.1 in. travel	31mm telescopic fork, steel springs, oil-damped, 7.1 in. travel
Rear Suspension:	Link type, coil spring, oil damped, adjustable preload, Travel: 6.7 in. (170mm)	The DR-Z125L features a beam-style swingarm, connected via progressive links to a single rear shock absorber with adjustable spring preload so the rider can dial the bike in for load and riding conditions. This advanced rear suspension provides the DR-Z125L with an inch more rear wheel travel than the Yamaha TT-R125LE, and 0.4 inch more than the Honda CRF125F. This amount of rear wheel travel delivers a smooth stroke that not only prevents bumps from reaching the rider and helps stabilize the overall suspension action.	Single shock; 5.9 in. travel	Single shock; 7.1-in travel	Single shock; 6.6-in travel
Front Tire:	70/100-19, tube type	The DR-Z125L's specially designed 70/100-19 front tire is designed with tread pattern that provides excellent traction and control for off-road steering and braking.	70/100-19	70/100-19	70/100-19
Rear Tire:	90/100-16, tube type	Carefully designed 90/100-16 rear tire on the DR-Z125L with an aggressive off road tread pattern provides excellent traction and hooks up through a variety of terrain.	90/100-16	90/100-16	90/100-16
Front Brakes:	Hydraulic disc brake, single 220mm rotor, single piston caliper.	The DR-Z125L features a 220mm front brake disc and a large-diameter single-piston caliper for great stopping power. This front brake is lightweight and well balanced so it can deliver strong braking power with the precise feel required for trail use.	Disc, single 220mm rotor	Disc, single 220mm rotor	Disc, single 220mm rotor
Rear Brakes:	Mechanical drum brake, 110mm diameter	Complementing the DR-Z125L's front brake is a mechanical drum rear brake that has progressive feel at the foot lever and can be adjusted easily for wear by the rider. The brake's aforementioned progressive feel is ideal for off-road riding.	Mechanical drum brake	Hydraulic disc, single rotor	Mechanical drum brake
Color:	Championship Yellow/Black	With body styling reminiscent of RM-Z championship motocrossers, the DR-Z125L also sports the Suzuki signature yellow/black color motif that signifies great performance. Unlike drab competitors, this motorcycle will look great running down the trail or parked following a day of fun riding.	Red/White	Green	Blue
Warranty:	Six-months, unlimited miles	The Suzuki off-road motorcycle warranty is six months in duration with no limitations on mileage. This warranty period is double that of many competitors (like the Yamaha TT-R125LE which only have 90-days of protection). The warranty length and protection benefits can also be expanded through the Suzuki Extended Protection (SEP) program.	Six-months limited warranty	Six-months limited warranty	90-day limited warranty