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Looking like a Kawasaki ZX-10R from the front with its elegant ninja-family style, the J125 is really one of Taiwan-Made Kymco Downtown 125 below (just like the largest Kawasaki J300, which is based on the Downtown 300). Â, all Kawasaki made to make version 125 was the swap 300 engine for a 125 to almost everything else remains the same. This means ita s a much more consistent machine than physically ITS competition and overturns heavy 182kg stairs. Donate t being put out of his lack of ability, though. In every great city the commuters you really have the need for something more than that provides Kawasaki J125. It is physical dimension and impressive specs could prove interesting The most experienced pilots present in search of a low cost and low impetus capacity for daily snaking. It also supported 2016 MCN prize scooters and was interrupted with the advent of Euro5. Next up: The Kawasaki J125 engine could weigh in A 182kg Corpulent (which is only 25 kg less than 2021 ZX-10R ZX-10R But Isna T evident moving. She brings her reduced weight and underslung - almost giving a pendulum feeling as you dart between traffic. This also helps with slow speed control. At its 2016 launch, the Maxxis rubber did its best to find adherence on Spanish roads sometimes very slippery and the standard ABS issue is a great point of sale for new or inexperienced pilots. Despite its size J300 the wide seat is actually low and youÂ d Expect the automatic J125 is a child's play to ride - especially in the city. Not only is it easy, but the J125 is also very comfortable, with a back break by adding to the wide office to create a feeling of how to sit in an armchair. Furthermore, it came with the space understood much more than the Honda PCX125 of the time and has a little bugiggattolo and a shopping hook in attack Bonus. Although the J125 is comfortable, the highest pilots can fight for space. From a group test, a 6ft 2in tester struggling, like the Wona T platforms allow ahead to be stroked forward, which means that the knees are always at an angle of 90 degrees. Next Up: reliability the four-stroke kymco engine monocilindrico is much more reactive than youÂ d is expected. It will be conveniently transporting its large body up to a 62 miles at the time indicated without many stories and roll over a little more. It will also be a cruise happily at those speeds, even if with the extraordinary work engine at around 9000rpm. It is doing around 6000rpm to 30 miles per hour in the city and will be happy to out-rate any of our four-wheeled friends from the lights. Next Up: Thea Value Kawasaki J125 uses a Chinese Kymco base. The single-cylinder engine still says Kymco on the side - ITA s based on the Downtown KYMCO 125. However Kawasaki tried its best to give J125 a quality air using parts from KawasakiÂ d s J300. Essitally The J125 is just the J300 with an egin., Smalleller we comment on the owners a Kawasaki J125 on the site. You get 4 out of 5 stars, but it's not quite clear why ... Â, Next up: Equipment in 2016, Kawasaki J125 was £ 3799 for the standard model, or Â, £ 3899 for the limited edition model (only paint). In comparison, a suzukiÂ d s burgman was a £ 3499 and thea kymco downtown on which ita s based on was a £ 3299. but it's more convenient than hondaÂ d s strength and kawasaki changes have made the J125 A feeling of quality and should keep its value better than the Chinese Kymco. Other rivals to consider include the Honda PCX125 and Honda CB125F - you should want something with a manual gearbox. Video Review of the Rival Mcn of the Rival Honda PCX125 Below: there is enough storage under the saddle for an integral helmet and 44 briefcase. Furthermore, there is a small storage compartment on the front with a 12V socket - perfect to recharge your mobile phone. ThereAA d s a luggage hook useful above the tank cap between the legs, too. ABS is as standard as a petal speech disks. ThereAAA d s also an anti-burst anti-theft Ignition barrel, and the twin rear shock absorbers have preloaded adjtment for the transport of a passenger. It is a shame in front of the storage compartment with ISNT lock. Since 2019, Kawasaki J125 is available in metallic color with Moon dust Gray, as well as the black and green paint scheme that had before. It was then interrupted in view of the riding season 2021. Kawasaki J300 is an 300cc version of Kawasaki J series with much of the same frame and a greater capacity engine. HONDA ELITE 125/150 (CH125 / CH150) If you like the pop-up lighthouse style, get an elite 150 deluxe above the elite 125, because 65 mph is a bit faster than the elite 125A s maximum speed of 55MPH.FOOT pedal brake takes time to get used to the elite 125/150 is one of the HondaÂ d More known scooters and perhaps embodies the 80A s of the scooter era more than any other model. First introduced for 1984 (HondaÂ d s second year in the modern business scooter), this medium-sized elite lasts only four years in the United States / Canada, which is surprising given its popularity at the moment. The elite 125/150 was the second member of the Elite family, where grooved between the elite and Elite 80 250. After 1987, Honda decided to cut the medium-sized Elite 150 and continue to sell only the smallest (elite 50, Â, elite 80) and larger (elite 250) Models. Perhaps Honda heard the elite 250 was better big scooter as he has the full cruise highway power. Overseas, Honda sold the CH125 and CH150 in a variety of countries where Spacy is commonly called rather than elite. The name of the Elite family has never been really used for any Honda scooter outside of Canada and the United States. Honda versions sold four significantly different versions of the Elite 125/150 Motor on its short term four years: Elite 125, 150 Elite, 150D Elite and the whole New1987 Elite 150. In 1984, this scooter made its debut in the form of elite 125 (CH125). The Elite 125 is 55 miles per hour and 65-70mpg. This scooter featured an orderly pop up of the lighthouse (watch it in action, here), which makes the first and only scooter never use this. He also had some other high-tech features like a digital dashboard (above). For 1985, Honda has hit this 150cc scooter and sold it in two versions. The Â d deluxeÂ d e version (CH150D) featured the same popup lighthouse and digital dashboard found in the d 84 Elite 125, while the normal version of the Elite 150 (CH150) (left in silver) received traditional analogue instrumentation and a lighthouse Without doubt more elegant integrated into the handlebar. In 1986 Honda drop the regular Elite 150 and only offers the Deluxe version. Presumably, the Deluxe version was more popular. In 1987, Honda arrived with a new elite 150 (bottom right) with a more rounded and modern style. This final Elite 150 shared the same engine previous years, but the frame, body panels and many other components were all new. This model 1987 doesnÂ d t seems to have been offered to Canadians. For any reason, Honda has abandoned this new elite 150 after a year and no longer returned to the 125-150cc scooter class for almost 25 years, until in 2010 they introduced Thea Sh150i. Engines The Elite 125 and 150 used unique engines Honda that WerenA T shared with other scooters, apart from the versions of this scooter that have been sold internationally as spacey. Engine displacement is implicit in the scooter names, with the Elite 125 offers a 124cc engine and the elite 150 obtaining a 153cc mill. This means that 29cc plus the larger models go 5-10MPH faster and generally do quite well on secondary roads. The maximum 60-65 mph speeds for the elite 150 arena t material from one state to another, but itÂ d s enough a maximum reasonable speed for most in any other place. The elite 125 and 150 engines are liquid-cooled drawings that are very reliable once youÂ d ve worked with any folds that occurred because of improper conservation years. In the case of a blown engine, the engine 125 can be easily exchanged in pours 150 and vice versa. The largest elite 250 bolts engine also quite easily. Replacement aftermarket for this engine are practically non-existent. These scooters have registered a strong popularity in the United States, but their appeal has been more international content and in the Asian scene where aftermarket commonly come. If youÂ d e you are trying to increase your elite's performance, there are some options for you. Aftermarket Arena T performance parts available specifically for elite but some generic parts can be used and there are some changes can be done with basic skills. The greatest popular models including the exchange of a larger (26-28mm) flat slide carburetor, opening the suction and discharge openings and pull A modified CV6 variator. If youÂ d e king looking for replacement for your elite, an avenue to explore is the name Spacey, to which the CH125 / CH150 was commonly sold below in other countries (Europe). Design and services All Elite 150i, s have a door on the front of the scooter ranging up. Unlike the elite 80, this door, unfortunately, does not lead to a cavernous storage area. Rather this door simply exists for access to the front mounted radiator and d In models without the lighthouse there is a small bit of more space, but this storage area is unfinished and, therefore, is not ideal for everyday use. At best, this area is useful for holding a couple of tools that may be necessary in case of emergency. The elite 125/150 scooters also have a medium-sized glove compartment but thereAA d s no storage under the seat due to the position of the gas tank, so overall storage is limited. A back case is a popular choice for people who want some decent storage. The medium-sized elite used a pedal for the rear brake which is rare in modern scooters. This pedal takes a bit used for, but at the end it becomes quite intuitive to use. However, the braking in the panic remains a little beach. If you find yourself having to make an emergency braking on a wet road, youÂ d e ll impulsively want to lower your feet to the stability, but you can't because you too need to use the right foot to brake. The elite 125/150 in the showcase ordered openings that the hot air directly from the front mounted radiator to your feet. You can open and close these openings if necessary. Halogen projector was also standard. On the elite 125 and elite 150 deluxe models, Honda used an orderly digital dashboard that was quite fantasy for his time and now is a memory needed 80a s. Analog indicators on the regular Elite 150 could be the most elegant configuration however. Discussion If you are trying to buy a 125 to 150cc elite, youÂ d e king probably going to find a lot more at 85-to 86 scooters of an 84 or 87. If you like the lighthouse style pop-up, get an elite 150 Deluxe above the elite 125, because 65 mph is a little faster than the elite 125A s maximum speed of 55 mph. It is the difference between keeping up with traffic and creating a train of cars in an area of 55 miles per hour. If youÂ d e is not attracted by the pop-up light, the regular elite 150 is the way to go, because the pop-up light is prone to disorders and if you have to leave the lighthouse all the time then it removes the Look and mileage. All versions of the ELITE 125/150 have a good size storage drawer: Pro: super comfortable seat very reliable liquid cooled against; pedal brake takes time to get used to no saddle of storage link; to 84 elite 125 manual service is very useful for working on your elite 125. at 85 Â d e to 86 elite 150 manual service A great technical information on the Elite 150. Elite 125/150 Brochure and scan MyScoot is, Â, modification and dissection Elite 125/150 and 250 MotorsCooterGuide Forum engines, a visit the forum on this site to chat on your Scoot. Elite 150D Ada A spot for the Honda Scooters (shows the Elite 150 Deluxe) with Jim McMahon Elite 150 Ada A spot for the Honda Scooters (showing the Elite 150) with Sandra Bernhard (comedian) Colors: 1984: Candy Ruby Red, Metallic Copper Light (Elite 125) 1985: Candy Ruby Red (Aka Red Metallic), Pleiadi Silver Metallic (only CH150), Nassau Blue Metallic (Deluxe Only) 1986: Candy Ruby Red, Satellite Metallic Blue 1987: Pearl Glean Red, Pearl Seashell White key spec Â d 1984 elite 125 engine: liquid cooled, ohc, four-stroke 124cc single bore and running: 56.5mm x 49.5 mm compression ratio: 10.3: 1 power: 9.6hp @ 7500 rpm / 7.0 pair-foot pair @ 6500 rpm Transmission: Variable ratio Honda V-Matic with automatic clutch ignition: Discharge condenser Starting: Electric final transmission: Tire trapezoidal belt: 3.5 x 10 (front and rear) Length: 76.4 d / 1940 mm Width: 26.0Â d / 660 mm Height: 42.3Â d / 1.150 mm Step: 47.2A / 1,200 mm Saddle height: 29.9Â d / 760mm Height from the ground: 4.5a / dry weight: 216 pounds of fuel capacity: 8.3 liters / 2.1 gallons wheels: aluminum 10Â, front suspension: low link rear suspension: oscillation unit, single shock brakes: drum / spark plug drum: NGK DPR7EA-9 Colors: Copper Light, Candy Ruby Red MSRP: \$ 1298 Wrench Spec Â d 1985 A 1986 Elite 150/150 Deluxe Engine: 152.7cc, Liquid Cooled, 4 Times, OHC Engine Compression Report: 10.1: 1 Reaming e Race: 58 x 57.8 mm Compression cylinder: 184 psi engine weight: 58 lbs. Total length: 75.8Â d 75.8Â d Width: 25.79 Â, ~ Overall height: 45.79 - Rotate base: 47.2 - Dry weight: 236 pounds. Fuel tank: 2.1 gallon tires (8 liters): 3.5 x 10 (front and rear) Clutch type: Automatic centrifugal clutch, Dry type Primary reduction: 2.2-0.9 Final reduction: 7.318: 1 Spark Plug: NGK DPR7EA-9 Maximum load: 338 pounds Specifications Key Â d e ~ 1987 Elite 150: Engine: 152.7cc, 4-stroke engine compression ratio, 4-stroke, OHC: 10.1: 1 bore and race: 58 x 57 / 8 mm Total length: 76.4 Overall width: 25.8 Â, Â, ~ seat height: 29.9 Wheel base: 47.2 Accolo weight: 231 pounds. Fuel tank: 2.1 Gallon (8 liter) Clutch type: Automatic centrifugal clutch, Dry tires: 3.5 x 10 (front and rear) rear)

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