



# CM125C

## *Introduction*

Offering classic 'chopperesque' styling with its 'peanut' fuel tank, stepped tandem seat, high-riser handlebars and Honda's compact and comfortable CM125C runabout brings an exhilarating sense of fun to the 125cc class. Its rugged and reliable air-cooled parallel twin engine provides smooth and strong acceleration with minimal maintenance, while pumping out a throbbing exhaust note through its stylish pair of chromed megaphone mufflers.

The Honda CM125C has been a best seller in the 125cc class for many years and is aimed at users who want trouble-free riding without the need for maintenance. The CM is the only parallel twin-cylinder 125 on the market (with the exception of the Rebel, of course), and its engine is quite simply unbreakable. It is responsive, smooth, silent and

extremely straightforward and is mounted in a classic and tried and tested chassis. The bike as a whole is comfortable, particularly well finished and streamlined. The CM125C is often chosen for its utility and is easy to handle, and thus ideal for learners or for any motorbike rider looking for reliability and quality of build.

*Introduced in 78 - Manufactured in Japan - CUSTOM*





# CM125C

## *Colouring Concept*

For the year 2000, the laid-back CM125C comes in three attractive colour variations highlighted by gold stripes and emblems. A dark pearlescent blue leads the way with contrasting off-white inserts featured on its fuel tank that speaks loudly of the quality and attention-to-detail apparent in the CM. Next, a solid black with red inserts and the same gold trim inject a classy city strut into the CM's confident gait, while last but not least, a luscious candy red wears black inserts to add a light feeling of enjoyment to every ride.

### **Colours**

- Pearl Atlantis Blue
- Black
- Candy Bourgogne Red





# CM125C

## Close-up

### Features

- The CM125 is a 'real' bike of ample build with wire-spoke wheels and a twin-cylinder engine, and would not look out of place alongside bigger bikes.
- The CM125 is finished to the highest standards. Chrome, aluminium, steel - everything is built to last.
- The CM's four-stroke twin-cylinder engine is unbreakable. It is a favourite with couriers, has been used and abused all over the world for almost 20 years, and has nothing left to prove.
- The CM125's engine is sober and straightforward in design, very easy to maintain and comes with an electric starter.
- With its soft saddle, large handlebars, well positioned instrument panel and high-quality suspension systems, the CM125 has all one needs for a long and comfortable road journey.
- Its 12.5 litre fuel tank and low fuel consumption means that the 125 will go 300km on a full tank.
- The bike's fork and dampers (adjustable in a trice) make for a very comfortable ride.
- It has also been designed for urban use, is easy to handle, well fitted out and thoroughly dependable.
- Its low-slung saddle makes it quite suitable for the smaller rider.
- Its drum brakes are easy to adjust and combine power and progress.
- The CM125's chrome steel carrier is big enough to take large objects as well as an anti-theft device.
- The two central and side stands facilitate routine maintenance and are easy to use.
- The rear-view mirrors, exhaust pipe, wheels, instrument panel, indicators, (key-operated) filler cap, carrier, front and rear mudguards, headlamp, tail light and the dampers are all chrome-plated.
- The gear-shift is amazingly smooth, with the clutch and the five-speed gearbox contributing to the pleasure of riding this Honda.
- The CM125C comes with a two year warranty and with a quality of build and quality of service that only Honda can provide.



## CM125C

### *Evolution*

Honda's love affair with 125cm<sup>3</sup> is a long story. In 1952 there was already a 4 stroke 125 engine in the emerging range and the visionary Soichiro Honda was to dream up a Super 125 for export very soon after.

It was to be the famous CB92, one of the very first Hondas to be imported into Europe.

A 4 stroke parallel twin developing 15PS at 10,500rpm already in 1959! A sporty 125 with devastating aesthetics, trailing link forks, speedometer, rev counter ... Unashamed luxury for an engine size which was essentially classed as utility at the time.

The CB93 and the CB125 were to continue this prestigious series with technical and aesthetic features identical to those of the CB250 and 305. Up to the seventies, the Honda 125s were in the same mould as their big brothers. An entire range of 125 machines for all tastes and all uses was developed, the SS125A, CD125, K1, K2, K3, K4, K5, etc. All of them 4 stroke twins so as to remain faithful to the technology preached by

the founder of the marque. In 74, at the peak of 125 sales, the Honda twin was amongst the best selling bikes and the reasons for buying it were: robust 4 stroke engine, economical to maintain and run, satisfying aesthetics and a well respected after sales service for the brand. Twenty years later, one finds the very same reasons for buying the 125 Rebel.

*CM125 introduced in 1978.*

**1978**





# CM125C

## Evolution

It was in 1978 that the first CM125T appeared, the ancestor of the Rebel. Its engine which at first look was identical to that of the sporting TD, was completely rehashed inside. The cranks set to 360°, like the good old British bikes, deliver much more torque at low rpm than those of the TD set at 180°. The engine is fed through a single suction carburettor (a first for such a small displacement engine) and, given the very broad

band of usable engine speeds, the gearbox was fitted with only 4 ratios.

In 1978 the CM was the only 125 to be fitted with an electric starter, with a luggage rack fitted as standard plus suspended passenger footrests. Its very comfortable saddle which was remarkably low, made this 125 easy to handle. It remained technically unchanged until 1982, the introduction date of the CM125C.

Still no revolutionary engineering in sight, but improvements instead with the cylinder inclination reduced by 5°, a five speed box, electronic ignition, a 12 volt electrical system ... and aesthetics still along 'chopper' lines, but updated. In 1989, the CM appeared in the top ten of the hit-parade of the best selling bikes and ever since it has continued to forge ahead.

*CM125C,  
5 speed box, electronic ignition  
and updated chopper aesthetics.*

**1982**



*The CM125C appears in the top ten  
of the best selling bikes in France.*

**1989**



*Combined CM and Rebel sales propelled  
a bike designed 22 years ago to the top  
of the sales hit parade.*

**1999**





CM125C

## Colour Overview

1993



CM125C - 20006 - E



# CM125C

## *Colour Overview*

1994



CM125C - 20007 - E



# CM125C

## *Colour Overview*

1995



CM125C - 20008 - E



# CM125C

*Colour Overview*

1996



CM125C - 20009 - E



# CM125C

*Colour Overview*

1997



CM125C - 200010 - E



# CM125C

## *Colour Overview*

1998



CM125C - 200011 - E



# CM125C

## *Colour Overview*

1999



CM125C - 200012 - E



# CM125C

## Specifications

### Specifications

### CM125C (ED-type)

Engine	Air-cooled 4-stroke SOHC parallel twin
Bore × Stroke	44 × 41mm
Displacement	124.6cm <sup>3</sup>
Compression Ratio	9.4 : 1
Carburettor	22mm PD-type
Max. Power Output	11.5PS/10,000rpm (DIN) (8.4kW/10,000min <sup>-1</sup> )
Max. Torque	0.8kg-m/8,500rpm (DIN) (7.8Nm/8,500min <sup>-1</sup> )
Ignition	Capacitor Discharge (CDI)
Starter	Electric
Transmission	5-speed
Final Drive	'O'-ring sealed chain
Dimensions	(L×W×H) 2,065 × 810 × 1,130mm
Wheelbase	1,350mm
Seat Height	750mm
Ground Clearance	165mm
Fuel Capacity	12.5 litres
Wheels	Front/Rear Steel rim/wire spoke
Tyres	Front 3.25S-18 4PR Rear 110/90-16 59S
Suspension	Front 31mm telescopic fork, 122mm axle travel Rear Swing arm, dual dampers with adjustable pre-load, 77mm axle travel
Brakes	Front 140mm leading/trailing drum Rear 130mm leading/trailing drum
Dry Weight	127kg

All specifications are provisional and subject to change without notice.