



# SFX

## *Introduction*

Honda's sporty SFX features a sleek, high-performance design that combines modern, aerodynamic lines with the comfort, convenience and exceptional riding ease for which Honda scooters are renowned. Its sharp, fully integrated style projects a fast, aggressive look that appeals to both the young and young at heart, while its broad two-tone seat and ample carrying capacity makes it an excellent choice for commuters, students and those in search of a swift, pleasurable mount for zipping around town.

In the world of the sports Scooter 50, Honda's SFX is an interesting alternative in comparison with the competition, which stakes everything on big tyres, which handicap steering precision. With its better-adapted, high performance tyres, the SFX is a true "sports" machine. Accurate, lively, stable, and equipped with a modern 2-stroke engine with better

acceleration than the majority of the scooters on the market, the SFX is as efficient in town as it is easy on the eye. Designed by the Honda Japan design office, it is cleverly based on fashion, with the emphasis on good taste. Economical, sporty and safe, the SFX is accessible to 14-year-olds (or drivers who have "lost" their licences).

*Introduced in 95 - Made in Spain - SCOOTER*





# SFX

## *Colouring Concept*

For the year 2000, the SFX features three colour variations that include a bright, new shimmering silver that accentuates the SFX's jet-age look of speed. Carried over from the previous year are a sleek metallic blue that projects the dark beauty of the night sky with its subtle sparkles of reflected light, and a lustrous black that provides a stark, complementary base for the SFX's bold silver graphics.

### **Colours**

- Accurate Silver Metallic
- Nexus Blue Metallic
- Black





## SFX

### *Close-up*

#### **New Features**

- New colour variation.

#### **General Features**

- The SFX is one of the most up-to-date scooters in its category.
- The SFX is inspired by the style of the Honda sports bikes, with the yellow and grey colour way of the CBR900 and the typically “biker” taillight and six-spoke rims.
- Its front cowl provides excellent protection for the rider.
- Its two-stroke engine is frisky and holds a steady speed. It is modern (CDI ignition, maintenance free, separate lubrication), reliable and steady.
- Its chassis is reassuringly stable with the ease of handling so necessary for driving around town.
- The electric starter is a major bonus.
- The under-saddle compartment can house a helmet.
- The SFX also has a front storage compartment.
- The central platform can hold a big bag without obstructing driving, thanks to a ring located under the saddle front.
- At 71kg, the SFX is one of the lightest scooters on the market. Hence its efficient acceleration, which makes it stand out in its segment.
- The clever weight distribution and low centre of gravity make the SFX a balanced scooter with reliable road-holding.
- The front disc brake (160mm diameter) with calliper and two opposing pistons, is highly powerful and fully approved.
- The 27mm hydraulic fork is similar to that of a motorcycle and provides, with the high quality of the single rear damper, great comfort and a surprising overall precision.
- True to Honda, the SFX offers a finish which would be difficult to find elsewhere on the market.
- The dashboard is complete and very easy to read.
- A fixed steel ring is provided for positioning an anti-theft device or attaching the Honda scooter to a fixed point.



SFX

## Colour Overview

1995



SFX - 20004 - E



SFX

*Colour Overview*

1996



SFX - 20005 - E



SFX

*Colour Overview*

1997



SFX - 20006 - E



SFX

*Colour Overview*

1998



1999



SFX - 20007 - E



# SFX

## Specifications

### Specifications

### SFX (IT, SP, PO, F, UK types)

Engine	Air-cooled 2-stroke single
Bore × Stroke	39 × 41.4mm
Displacement	49cm <sup>3</sup>
Compression Ratio	7 : 1
Carburettor	16mm piston-valve type
	PO, F, UK types 14mm piston-valve type
Max. Power Output	IT-type 5.39PS/6,750rpm (DGM) (4kW/6,750min <sup>-1</sup> ) SP-type 5.39PS/6,750rpm (ECE) (4kW/6,750min <sup>-1</sup> ) F-type 5.29PS/6,750rpm (ISO) (3.9kW/6,750min <sup>-1</sup> ) F-type 4.41PS/6,750rpm (ISO) (3.2kW/6,750min <sup>-1</sup> ) UK-type 4.96PS/6,750rpm (ISO) (3.6kW/6,750min <sup>-1</sup> )
Max. Torque	IT-type 0.59kg-m/6,500rpm (DGM) (5.8Nm/6,500min <sup>-1</sup> ) SP-type 0.59kg-m/6,500rpm (ECE) (5.8Nm/6,500min <sup>-1</sup> ) PO-type 0.57kg-m/6,500rpm (ISO) (5.6Nm/6,500min <sup>-1</sup> ) F-type 0.55kg-m/6,500rpm (ISO) (5.4Nm/6,500min <sup>-1</sup> ) UK-type 0.50kg-m/6,500rpm (ISO) (4.9Nm/6,500min <sup>-1</sup> )
Ignition	Capacitor Discharge (CDI)
Starter	Electric/Primary kick
Transmission	V-Matic
Dimensions	(L×W×H) 1,723 × 636 × 1,064mm
Wheelbase	1,215mm
Seat Height	755mm
Ground Clearance	116mm
Fuel Capacity	6 litres
Wheels	Front/Rear 10 × MT2.15 cast aluminium alloy
Tyres	Front/Rear 90/90-10 (tubeless)
Suspension	Front 27mm hydraulic telescopic fork, 62.6mm axle travel Rear Unit swing arm, 70.9mm axle travel
Brakes	Front 160mm hydraulic disc with opposed dual-piston calliper and resin mould pads Rear 110mm leading/trailing drum
Dry Weight	71.2kg

All specifications are provisional and subject to change without notice.