



# SXR

## *Introduction*

The SXR's dynamic bodywork and graphics convey an impressive sensation of blinding speed whether parked or on the go. It features angularly sculpted lines that seem to be inspired by a supersonic jet fighter. Rolling on racer-type spoked wheels with knobby off-road tyres, and topped by the monstrous stare of its dual headlights, the SXR takes on a spirited attitude. Refusing to stay parked for long, it fits right in with exciting times and friends on the move.

With the SXR, Honda has taken a gamble on aesthetics. Where front lighting for scooters is concerned, practically everything had been tried: single or double lens, traditional or halogen lamps, on the front panel, level with the handlebars, in the centre, off-centre. We had tried it all except for the SXR's configuration: large dual headlights peering forth.

Designed on the basis of the SFX, the SXR incorporates a sound chassis and a responsive engine which has already become the delight of many youngsters. The SXR incorporates the colouring and dynamic lines of Honda's XR bikes to exude the spirit of escape, a spirit synonymous with freedom, reliability and pleasure.

*Introduced in 98 - Manufactured in Spain - SCOOTER*





# SXR

## Colouring Concept

The SXR's two thrilling colour variations for the year 2000 carry over from the year before to shake up the bland city scene with a sense of lively adventure. In bright yellow, the SXR exudes an infectious electricity that is amplified by its two-tone seat and fancifully moulded trim. In black, the SXR turns instantly cool and chic, yet with its fires of excitement burning deep inside.

### Colours

- Rye Yellow
- Black





## SXR

### *Close-up*

#### Features

- Refined, slender, the front of the machine provides an intentional contrast with the double head-lamp. The latter takes a great deal of inspiration from front lights of the Honda XR “Baja” machines.
- Another unique feature of the SXR, its instrument panel differs from those of other scooters since it has a much more “enduro” spirit. Although other models aim at all terrain, they do not dare to push the sporting spirit to the same extent.
- With its 10inch wheels, the SXR proves to be accessible to all. Opting for small wheels has made the SXR’s handling even more subtle and precise without compromising in road-holding or comfort in any way. Fitted with hydraulic suspension, a comfortable saddle and having adequate leg-room, the SXR will satisfy large and small with these features and its saddle height to suit all.
- It is no secret to anyone that engine performance of scooters is an important feature for youngsters. The 49cm<sup>3</sup> two-stroke is capable of being user-friendly as well as good performance. Particular attention has been paid to acceleration and the responsiveness of this engine enables it to reach its maximum speed rapidly and get out of any trouble with ease in very dense traffic.
- In order to slow down the furious pace of the beast, the front wheel has a 160mm disc clamped by a double piston calliper: power and progressiveness are the name of the game.
- The exhaust is large but quiet. One can sense it “breathing” fully thanks to its generous size thus enabling free rein to be given the performance of the engine.
- As on all scooters, the transmission is fully automatic. A choice which is synonymous with cleanliness, easy riding and efficiency also, both in starting up as well as acceleration.
- An anti-theft securing ring integral with the frame provides a most effective anchor for a chain or ‘U’ shaped locking bar.



SXR

## Colour Overview

1998



1999



SXR - 20004 - E



# SXR

## Specifications

### Specifications

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

Engine	Air-cooled 2-stroke single
Bore × Stroke	39 × 41.4mm
Displacement	49.4cm <sup>3</sup>
Compression Ratio	7 : 1
Carburettor	12mm piston-valve type
Max. Power Output	IT-type 5.4PS/6,750rpm (DGM) (4kW/6,750min <sup>-1</sup> ) PO-type 5.3PS/6,750rpm (ECE) (3.9kW/6,750min <sup>-1</sup> ) F-type 4.4PS/6,750rpm (ISO) (3.2kW/6,750min <sup>-1</sup> ) UK-type 5PS/6,750rpm (DIN) (3.6kW/6,750min <sup>-1</sup> )
Max. Torque	IT-type 0.59kg-m/6,500rpm (DGM) (5.8Nm/6,500min <sup>-1</sup> ) PO-type 0.57kg-m/6,500rpm (ECE) (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 (DIN) (4.9Nm/6,500min <sup>-1</sup> )
Ignition	Capacitor Discharge (CDI)
Starter	Electric/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 'U'-section 6-spoke cast aluminium alloy
Tyres	Front/Rear 100/80-10 (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 Rear 110mm leading/trailing drum
Dry Weight	72kg

All specifications are provisional and subject to change without notice.