

**2002**

**DYLAN 125**

**DYLAN 150**

**PRESS INFORMATION**

# Introduction

In recent years, the sky has been the limit in the European scooter market. The fact that European traffic is slowly but gradually clogging up, forcing people to look for viable alternatives is one of the main driving forces behind this boom. The scooter has come out on top as a quick and convenient alternative that is friendly to wallets and the environment alike.

Over the last years the 125cc class has seen its share of booming interest. The interest is mainly spurred by riders evolving from the start up 50cc class to the larger displacement and better performance of the more fully featured scooters in this displacement range. As consumers are maturing, their tastes evolve on a pace with their needs and sophistication.

Already acquainted with the benefits of the scooter as a mode of transportation, they tend to become attracted to models offering more in the way of comfort, convenience and style, not to mention an excellent perceived value for their money. A lot of them are also on the look-out for an enhanced feeling of riding confidence in the scooters they buy, as well as the ability to carry two in comfort.

Licensing regulations in the European community have also contributed to the massive increase of new riders: A1 novice riders are limited to motorcycles and scooters with a maximum displacement of 125cc and reaching a maximum power output to 11kW or 15PS.

When taking a look at mobility in our global society, the environment is a factor that continues to grow in importance. An increasing amount of commuters are very environmentally aware and make the environment and the impact that internal combustion engines continue to have on the quality of our air an important element in their decision taking. Therefore, future

vehicles of all displacements must reflect these concerns with genuine efforts taken to minimise exhaust emissions and pollution.

With the aim of tapping this growing and more sophisticated market, Honda's scooter development teams set out to create a new scooter that features a sporty design with elegant city allure to spare in combination with extensive power and performance and spacious proportions to carry two passengers in all comfort. Ultra-low exhaust emissions that minimise the impact on the environment were also high on the list of desired features making this new machine easily conform to Europe's strictest proposed exhaust emissions regulations.

The guiding theme for the development of the new Dylan 125 and Dylan 150 was simple. Create a benchmark city scooter with a 'racy' design that not only calls attention to the compact shape of its nimble body, but also promises dependable comfort and smooth commuting, while offsetting Honda's renowned cutting edge quality.

# Development Concept

As a result from a thorough user survey mainly in Italy, the cradle of the scooter, the new Dylan 125 and Dylan 150 were targeted from the start at a slightly more mature range of users. Mainly young adults between 20 and 30 years old who are still studying or just starting their professional career. This group's main interests in this size of scooter would be to find an affordable yet stylish commuter that offers a lot of street-smartness combined with a sporty design and superior agility to tackle city traffic. Add to that the comfort of being able to smoothly travel with a passenger, ample storage size, and concern for enhancing the rider's feeling of safety and it becomes quite clear why the new Dylan 125 and Dylan 150 are a clear step up in the scooter world.

Starting from these basic goals, Honda's design team for the Dylan set out to develop a new concept in scooters that would not only offer these features, but do so with minimal impact on the environment. The team thus began their design around the well-proven and highly efficient 125cc liquid-cooled four-stroke single-cylinder engine already used in the successful @125/@150. Mounted in a rigidly designed tubular steel frame, it assures a solid base of performance and handling.

Effective safety features like Honda's innovative Combined Brake System help ensure confident control and easy operation in a wide range of riding conditions. And in the quest for more environmentally friendly transportation, an air injection system works with a compact catalytic converter to reduce exhaust emissions to future proposed regulation levels while ensuring performance remains strong and responsive.

From the sporty appeal of their styling to the luxurious quality of their construction and their invigorating performance, the new Dylan 125 and Dylan 150 give young urban riders throughout Europe a refreshing new way

to take the drudgery out of commuting. They inject a new dash of fun and excitement into the business of getting around.

# Styling

To create a new niche in the scooter market, first impressions are capital. Brought to life at Honda R&D Europe, the stunning bodywork styling of the new Dylan 125 and Dylan 150 combines elegance and sporty design in synch with the throbbing heartbeat of modern city life making them sure winners with 'city slickers' all over Europe.

All body panels sport a race-edgy look of sculpted angular lines.

Up front, a stylish multi-reflector headlight offers a distinct streak of sporty self-assurance to the Dylan 125 and Dylan 150. A set of aggressively designed multi-reflector indicators is smoothly integrated into the outer edges of the cowl's compact front surface. The same integrated look is used at the rear of the Dylan's compact body design, where a combination multi-reflector taillight and indicator assembly forms the blazing tip of the rear cowl.

Superior handling for dense city traffic rider is an in-built feature of these scooters thanks to increased legroom that complements a comfortably low seat height and an easy reach to the handlebars. The floor area curves upward to allow the feet to be placed forward for a more natural riding feel that ensures smooth and precise steering in a riding position that offers total control. A wide and comfortable seat, well-positioned folding foot pegs and a set of hand holds that is integrated into the resin rear carrier makes pillion passengers into comfortable co-pilots that anticipate and enjoy the buzz of city traffic as much as the thrill of languorous cruising.

# Colouring Concept

The angular surfaces of the sharply styled new Dylan are guaranteed to make heads turn as they weave through city traffic and zip down the highways. Dylan's colour variations perfectly complement the angular bodywork with a strong emphasis on quality and class.

## Colours

- **Force Silver Metallic**
- **Tropea Blue Metallic**
- **Max Grey Metallic**
- **Artico Blue Metallic**
- **Candy Calcutta Red**

# Engine

For strong performance coupled with low noise and exhaust emissions, the development team of the Dylan 125 and Dylan 150 decided to power the new scooters with the well-proven liquid-cooled 4-stroke single-cylinder engine already used successfully in the @125/@150. Featuring a simple design and highly efficient fuel combustion characteristics, this engine offers strong power and torque output, and smooth, linear acceleration. Its liquid-cooled configuration not only keeps running temperatures cool and performance strong in hot weather conditions, it also helps dampen and reduce mechanical noise while playing a critical role in stabilising operating temperatures to permit more exacting control of exhaust emissions. These fundamental features make this engine an excellent starting point for developing a strong, economical power source for a new generation of scooters.

Installed in a frame in the same 'unit swingarm' configuration common to Honda scooters, the liquid-cooled engine is mounted separately from its radiator. The radiator is positioned forward and low in the body, where it receives a strong flow of cooling air while on the move, and helps isolate the rider from engine heat.

## **New Programmed Air Injection System**

Since one of the primary objectives in the engine development of this liquid-cooled 125cc engine was achieving ultra-low exhaust emissions, a highly effective new direct air injection system was devised to ensure complete combustion of the engine's exhaust gases. Similar in effect to the systems now included on many of Honda's motorcycles, this air injection system introduces a small jet of fresh air into the exhaust stream exiting the combustion chamber

to provide needed oxygen to extend the combustion of any unburned gases into the exhaust port.

However, this is where the similarity ends. In this system, the amount of fresh air entering the exhaust port is precisely regulated by a solenoid valve located between the aircleaner and the air line extending to the exhaust port. The circuit integrated into the engine's programmed digital ignition system monitors engine speed and throttle angle to determine just the right amount of air injection necessary to maintain the engine exhaust's oxygen content at the optimum level. This, in turn allows the exhaust system's built-in catalyser to operate at maximum efficiency.

### **Compact, High-Efficiency Metal Catalyser**

The low emissions produced by the PGM-AI-equipped 4-stroke engine are further reduced by a compact, long-life metal catalyser built into the exhaust system that effectively reduces the emissions of nitrous oxide (NO<sub>x</sub>), carbon monoxide (CO) and hydrocarbons (HC) to below levels required by Europe's proposed future emissions regulations.

### **High-Accuracy Digital CDI**

Besides controlling the engine's new PGM-AI air injection system, the high-accuracy digital PGM-CDI programmed ignition system further enhances its combustion characteristics by precisely tuning its timing for the highest combustion efficiency through all stages of operation. The CDI's high-accuracy, high-voltage charge also combines with the convenient push-button electric starter to ensure quick, easy starts and dependable long-term performance. A compact 12-volt maintenance-free (MF) battery provides a strong and stable electrical charge for fade-free lighting and quick, sure starts.

### **Wide-Ratio V-Matic Transmission**

Providing smooth, stepless acceleration, the engine's belt-drive V-Matic transmission features a torque sensor linked to the PGM-CDI digital ignition system that accurately ensures the most efficient use of the engine's power output. The transmission's wide ratio was developed to take maximum advantage of the engine's strong low-to-midrange torque, and provides a strong rush of acceleration along with smooth, linear engine performance.

# Chassis

Sure-footed handling was also a priority for the new Dylan 125 and Dylan 150, so the tubular steel frame was taken from the successful @ series to provide excellent rigidity and lightweight for responsive and confident control.

The suspension system also reflects an emphasis on agile performance, as well as compliant riding comfort. In front, a sturdy, 33mm motorcycle-type hydraulic telescopic fork provides solid handling control and smoothly assured operation, with ample axle travel to soak up the bumps of the road. At the rear, a heavy-duty dual-shock suspension system provides compliant support for the aluminium unit swingarm to assure confident control and comfort even when riding with the heavy load of a passenger and carrier-mounted top box.

The Dylan 125 and Dylan 150 both roll on large, sporty 13-inch cast aluminium wheels mounted with wide-body tubeless tyres that provide superior grip and handling for a well-controlled ride while eliminating inner tube maintenance hassles.

## **Innovative Combined Brake System**

Like several of Honda's latest scooters, the new Dylan 125 and Dylan 150 feature a specially adapted version of Honda's innovative Combined Brake System to offer unrivalled braking ease and optimised control. This simple yet highly effective system combines a single 220mm front disc brake featuring a lightweight dual-piston calliper with a standard, cable-operated 130mm rear drum brake for highly responsive braking control.

In this specially designed Combined Brake system, the right-side brake lever controls the front brake calliper like a conventional motorcycle brake

system. The left-side brake lever, however, actuates not only the rear drum brake, but also the front calliper by way of an inline equaliser that smoothly combines front and rear braking functions to give novice riders an extra boost in riding confidence and control. A parking brake is also incorporated into the left-side brake lever, and locks into place with the touch of a button.

### **Large-Capacity Fuel Tank**

The Dylan 125 and Dylan 150 are equipped with a large-volume 9-litre fuel tank. In combination with the excellent fuel economy of the highly efficient Honda 4-stroke engine's (rated at over 35km/litre: ECE40 mode) it makes zipping through city traffic both easy and economical. A week of regular operation between fill-ups is not an exception. Positioned low in the frame to enhance riding stability, its convenient fuel filler is securely located under the locking seat.

# Equipment

The Dylan 125 and Dylan 150 show the typical Honda quality of construction and well-considered attention to detail in the design of every component.

1           The attractively styled, chrome-plated instrument panel of the Dylan 125 and Dylan 150 projects a sharp and sporty, yet elegant look. Its central dial features an easy-to-read analogue speedometer. Also the separate left and right turn indicators, headlight indicator and low fuel indicator are clearly positioned in the dial to enhance riding ease. The large analogue dial at the right instantly indicates the fuel level. At the left, the spacious digital LCD features an oil level indicator and odometer.

1           A compact glove box is conveniently positioned in close proximity to the handlebars for holding small essentials within easy reach. This box also offers the added security of a key lock.

## Specifications

## DYLAN 125 (ED-type)

Engine	Liquid-cooled 4-stroke SOHC single
Bore × Stroke	52.4 x 57.8mm
Displacement	125cm <sup>3</sup>
Compression Ratio	11 : 1
Carburettor	26mm VK-type
Max. Power Output	13.7PS/9,000rpm (10.1kW/9,000min <sup>-1</sup> )
Max. Torque	1.17kg-m/7,250rpm (11.3Nm/7,250min <sup>-1</sup> )
Ignition	Digital transistorised with electronic advance
Starter	Electric
Transmission	V-Matic
Final Drive	V-belt
Dimensions	(L×W×H) 1,940 x 700 x 1,170mm
Wheelbase	1,330mm
Seat Height	795mm
Ground Clearance	130mm
Fuel Capacity	9 litres (including 2.0-litre reserve)
Wheels	Front 13 x MT2.75 cast aluminium alloy Rear 13 x MT3.50 cast aluminium alloy
Tyres	Front 110/90-13 56L (tubeless) Rear 130/70-13 57L (tubeless)
Suspension	Front 33mm hydraulic telescopic fork, 88mm axle travel Rear Dual damper unit swingarm, 75mm axle travel
Brakes	Front 220mm hydraulic disc with dual-piston calliper and sintered metal pads Rear 130mm leading/trailing drum
Dry Weight	120kg

All specifications are provisional and subject to change without notice.

## Specifications

## DYLAN 150 (ED-type)

Engine	Liquid-cooled 4-stroke SOHC single
Bore × Stroke	58.0 × 57.8mm
Displacement	153cm <sup>3</sup>
Compression Ratio	11 : 1
Carburettor	26mm VK-type
Max. Power Output	15.8PS/8,500rpm (11.6kW/8,500min <sup>-1</sup> )
Max. Torque	1.45kg-m/7,000rpm (14.2Nm/7,000min <sup>-1</sup> )
Ignition	Digital transistorised with electronic advance
Starter	Electric
Transmission	V-Matic
Final Drive	V-belt
Dimensions	(L×W×H) 1,940 x 700 x 1,170mm
Wheelbase	1,330mm
Seat Height	795mm
Ground Clearance	130mm
Fuel Capacity	9 litres (including 2.0-litre reserve)
Wheels	Front 13 x MT2.75 cast aluminium alloy Rear 13 x MT3.50 cast aluminium alloy
Tyres	Front 110/90-13 56L (tubeless) Rear 130/70-13 57L (tubeless)
Suspension	Front 33mm hydraulic telescopic fork, 88mm axle travel Rear Dual damper unit swingarm, 75mm axle travel
Brakes	Front 220mm hydraulic disc with dual-piston calliper and sintered metal pads Rear 130mm leading/trailing drum
Dry Weight	120kg

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