

# 2003 SCV100 LEAD



**NEW** Spacious carrying compartment under locking seat conveniently holds a large assortment of travelling essentials or even a load of light shopping when the need arises.



**NEW** Tubular steel carrying rack provides easy hook-on points for bungee straps and comfortable hand holds for pillion passengers.



**NEW** Large, distinctively styled rear combination light integrates multi-reflector brake light and indicators into sleek tail of body.



**NEW** Innovative CLIC (Convenient Lift-up Independent Cover) mechanism allows the bodywork to tilt up and be held in place with a support rod to ease access to routine maintenance points.

**NEW** 102cm<sup>3</sup> forced air-cooled 2-valve SOHC single-cylinder engine provides ample power and quiet, dependable operation.



**NEW** Handy bag hook located under front edge of seat facilitates light shopping trips by securely holding shopping bag handles and straps.



**NEW** Stylish, fully integrated instrument panel mounts speedometer, fuel gauge and indicator lights behind elegant, gem-shaped glass.



**NEW** Large, flush-mounted multi-reflector headlight and uniquely styled multi-reflector indicators project a sharp and modern image.

**NEW** Rugged ComCast steel wheels mount large-carriage tubeless tyres. Responsive leading bottom-link front suspension ensures comfortable handling. Both wheels stopped by 130mm drum brakes.

**2003**  
**SCV100**  
**LEAD**  
**PRESS INFORMATION**

# Development Concept

Scooters have come to play an important role in urban transport on the streets of Europe over the last few years, liberating young people with a smart, fast and economical way to get around town, hang out with friends or take care of the business of the day. They also provide a convenient and easily learned introduction to two-wheeled transport for novice riders. For working people, scooters have proven to offer solid and often quite fashionable commuter alternatives to cars and public transportation, especially in terms of their nimble negotiation of the hustle and bustle of city traffic, and make quick trips out the door for shopping or socialising as easy as the punch of a button and turn of a handle. More important still is the time saved in finding a place to park after having reached one's destination—often a frustrating ordeal for those stuck behind the wheel of a car.

While most scooters till now have been powered by smaller displacement 2-stroke engines, ongoing concerns about their noise and smoky exhaust has brought tighter regulations in the last year that have virtually signed their death sentence on the roads of Europe. The future for now lies with relatively clean and quiet 4-stroke power, as can be seen in Honda's new on-road lineup for 2003, which is now completely free of 2-stroke powered motorcycles and scooters. In fact, from this year forward every new Honda street motorcycle made and sold in Europe will proudly feature this dependable, environmentally friendly technology.

Marking this new epoch, Honda now proudly introduces the new Lead 100, a low-cost, small-displacement 4-stroke scooter that will surely gain a large following among riders young and old, new to the sport and long experienced, who simply want a cheap, easy and dependable way to get from place to place, and experience some fun while minding the business of the day.

Powered by a strong and dependable air-cooled 4-stroke single-cylinder engine, the clean, quiet and stylish new Lead provides an easy alternative to often noisy and smelly 2-stroke transport, with excellent long-term fuel economy and running costs that are also notably easy on the environment.

# Styling

The attractive new Lead features a modern and stylish, full-bodied design that fits in attractively on all the streets of Europe. Maintaining a simplicity of line that accentuates its crisp “Euro-style,” the Lead’s sharply angled front end integrates both a distinctively designed 35/35W multi-reflector headlight and large, highly visible multi-reflector indicators into its sleekly shaped form. A small position lamp built into the headlight remains on whenever the engine is running to provide daylight headlight visibility that enhances riding safety.

Stylishly integrated into the Lead’s attractive lines, its roomy tandem seat is built to carry two in well-supported comfort, and features a convenient bag hook mounted under its front edge to facilitate light shopping trips. Behind the seat, a sturdy tubular steel carrier provides an easy place to lash down larger parcels. Toward the rear, the Lead’s body cowl tapers back into a cleanly integrated brake light and stylish indicators that lend a vaguely ‘retro-modern’ accent to its overall design.

The Lead’s compact and stylish instrument panel mounts an easy-recognition speedometer and the usual assortment of indicator lights, and features a handy fuel level gauge to remind the rider when its highly economical engine is finally running a bit low on fuel.

## Easy Maintenance Design

One rather unique feature of the Lead’s bodywork is its easy-maintenance design. Held in place by five easily removed bolts, the body tilts up and back to provide easy access to the engine’s maintenance points, with a handy retracting stay provided to hold the body up for unimpeded serviceability. If more access is desired, the entire body can be easily lifted up off its rear pivots and completely removed after detaching a few easy electrical connectors.

# Colouring Concept

The new Lead will be released in four gorgeous colour variations that beautifully complement its curvaceous 'retro-modern' scooter styling. Leading off is a bright metallic silver that accentuates the Lead's innate sense of superbly engineered quality. Following this, a lush candy blue projects a lively disposition that feels right at home in both crowded cities and sunny seashores. A regal metallic red gives the new Lead a look of automotive excellence, while a darker metallic grey exudes a more subdued look of quiet assurance.

## Colours

- Force Silver Metallic
- Candy Tahitian Blue
- Radiant Red Metallic
- Genie Grey Metallic

# Engine

The new Lead is powered by a simple and straightforward 102cm<sup>3</sup> forced air-cooled 2-valve SOHC single-cylinder engine that provides ample power for getting around town in a quick, quiet and economical fashion. Its maintenance-free CDI and push-button electric starter ensure quick and easy starts and smooth, reliable operation, and its exhaust port Air Induction system combines with an exhaust catalyser tube to reduce exhaust emissions to complete compliance with EURO-2 emissions regulations.

# Chassis

The Lead's rugged tubular steel frame is built to stand up to considerable abuse and still keep running strong, even carrying heavy loads. Its low-deck centre backbone configuration ensures optimal rigidity for responsive and confident handling, while providing a spacious floor area for positioning one's feet.

The Lead's bottom-link front suspension provides confident handling and cornering control, and is supported by an oil damper suspension system for smoothly progressive operation that ably soaks up the bumps of the road. Its unit swingarm rear suspension uses a single spring-loaded rear damper for a plush ride and excellent long-term riding comfort.

The Lead's sturdy 10" ComCast steel wheels mount tubeless tyres and are stopped by 130mm leading/trailing drum brakes front and rear for confident braking control.

Like most scooters, the Lead has no sidestand, but can be easily tilted up and parked on its folding centrestand.

## Specifications

## SCV100 LEAD (ED-type)

### Engine

Type	Forced air-cooled 4-stroke SOHC single
Displacement	102.1cm <sup>3</sup>
Bore × Stroke	50 x 52mm
Compression Ratio	9 : 1
Max. Power Output	5.15kW/7,500min <sup>-1</sup> (95/1/EC)
Max. Torque	7.50Nm/5,500min <sup>-1</sup> (95/1/EC)
Idling Speed	1,700min <sup>-1</sup>
Oil Capacity	0.8 litres

### Fuel System

Carburation	18mm VK-type carburettor
Aircleaner	Viscous, cartridge-type paper filter
Fuel Tank Capacity	6 litres

### Electrical System

Ignition System	Capacitor Discharge (CDI)
Ignition Timing	15° BTDC
Sparkplug Type	CR6HSA (NGK)
Starter	Electric/Primary kick
Battery Capacity	12V/4AH (MF)
ACG Output	110W
Headlight	12V 35W (low)/35W (high)

### Drivetrain

Clutch Type	Centrifugal; automatic
Transmission Type	V-Matic belt drive
Belt Converter Ratios	2.800 ~ 0.850
Final Reduction	9.423
Final Drive	V-belt

## **Frame**

Type Low deck centre backbone; steel tube

## **Chassis**

Dimensions (LxWxH) 1,845 x 710 x 1,110mm  
Wheelbase 1,235mm  
Caster Angle 27° 30'  
Trail 90mm  
Turning Radius 1.92m  
Seat Height 765mm  
Ground Clearance 145mm  
Dry Weight 100.5kg  
Kerb Weight 107kg (F: 41.7kg; R: 65.3kg)  
Maximum Carrying Capacity 167kg  
Loaded Weight 279kg (F: 81.5kg; R: 197.5kg)

## **Suspension**

Type Front Oil-damped leading-link, 80mm axle travel  
Rear Single-damper unit swingarm, 71mm axle travel

## **Wheels**

Type ComCast steel  
Rim Size Front/Rear 10 x 2.15  
Tyre Size Front/Rear 90/100-10 53J  
Tyre Pressure Front 150kPa  
Rear 250kPa

## **Brakes**

Type Front 130mm leading/trailing drum  
Rear 130mm leading/trailing drum

All specifications are provisional and subject to change without notice.