

1994

世界摩托車目錄

(中英文對照版)

WORLD MOTORCYCLE CATALOGS' 94 (ENGLISH — CHINESE EDITION)





董事長(兼總經理):黃振山



公司外貌

蓬勃發展的長春汽油機股份有限公司

長春汽油機股份有限公司是國家摩托車定點專業廠,國家大型企業。公司位于長春市小南街 31 號,占地面積 14.83 萬平方米,現有股本總額 12886.6 萬元。

具有 30 多年生產小型汽油機歷史的長春汽油機股份有限公司,在“七五”期間本着高起點、專業化、大批量的指導方針,依靠科技進步,引進日本鈴木公司先進技術,成功的進行了第一期技術改造。相繼研制開發了長春鈴木 AX100 型摩托車,AX100J 型警車、AR100 型、GS125R 型摩托車;形成了國內具有一定先進水平的壓鑄、機加、噴漆、總裝等 21 條生產線和年產 12 萬臺以上摩托車生產能力。

先進的摩托車生產線、科學的企業管理,現代化的檢測手段使企業的管理水平,產品質量和技術開發能力都跨入了國家級先進行列。主導產品長春—鈴木 AX100 型摩托車暢銷全國、遠銷拉美。在榮獲省優、部優、國優桂冠之后,于 93 年末又以總分第一的絕對優勢被中國社會調可事務所確認為“中國公認名牌摩托車”。自 1989 年以來企業各項經濟指標在全國 132 家摩托車生產廠中每年均列前 9 位以內,有的名列榜首。企業經濟效益各指標每年以 60% 左右速度增長,1993 年實現利潤 4607.7 萬元。92 年獲吉林省機械工業廳“利稅大戶行業榜首”獎,按 1992 利稅總額排序被國家統計局列為中國 500 家最大工業企業。93 年 5 月 1 日被評為全先進集體,榮獲“全國五·一勞動獎狀”,并受到長春市人民政府特別嘉獎。



樣車 AX-100 型摩托車



樣車 GS-125 型摩托車



前言

摩托車工業是我國的一個新興的產業，摩托車是輕便靈活的交通工具。1980年以前我國摩托車產量在5萬輛之間徘徊，1986年以後才以較快的速度增長，特別是改革開放以來，結束了徘徊的局面，大踏步向前發展。1981年～1985年，產量基本在50萬輛以內。1986年的產量是65萬輛，1987年77萬輛，1988年117萬輛，1989年103萬輛，1990年97萬輛，1991年130萬輛，1992年198萬輛，1993年突破了300萬輛大關達到330萬輛。

十多年來的改革開放，我國摩托車工業在宏觀政策的指導下，得到了很快發展。現已能生產14種排量近400種車型的摩托車，每年都有10多種車型投放市場，除滿足國內需要外，還有一部分產品向國外出口。有的廠建成相當經濟規模后，積極創造條件向跨國公司進軍，開拓國際市場。

隨着我國摩托車工業的快速發展，產品質量和工藝水平不斷得到提高，除自身努力外，引進技術消化吸收也是很重要的因素。現在我國既能生產騎士車，又能生產座式車；既能生產一般車，又能生產豪華車（包括運動車、賽車）。摩托車行業已開始向技術難度的高峯攀登。

為了幫助我國摩托車行業的決策人員、科技人員、生產人員了解當今世界摩托車工業的發展狀況，以便在選型、設計、開發時有所參考，同時也為了使國內外廣大的摩托車愛好者開闊眼界，我社再度與臺灣風火輪機車雜誌社合作，將這本當今世界上唯一收集車型較全的、體現世界摩托車工業發展水平的《1994世界摩托車目錄》（中英文對照版）奉獻給您！

人民郵電出版社
摩托車圖書編輯部
1994年3月

FOREWORD

Motorcycle, a kind of light, convenient traffic facilities, is a developing industry in China. Its output fluctuated around 50,000 before 1980 and has been speeded up since 1986, when China was on its economic reform and was opening to the outside world. Motorcycle's output in China kept within 500,000 during 1981 to 1985, and reached up to 650,000 in 1986, 770,000 in 1987, 1,117,000 in 1988, 1,030,000 in 1989, 970,000 in 1990, 1,300,000 in 1991, 1,980,000 in 1992 and overpassed 3,000,000 up to 3,300,000 in 1993.

Under the guidance of the macro policy, motorcycle industry in China has been forging rapidly ahead for over 10 years of Chinese economic reform and opening to the outside world. China now has the ability to produce nearly 400 different models of motorcycles with 14 different exhausts, and over 10 new models come to the market every year. That will not only meet the needs of domestic market, but also been exported to the outside world. Some motorcycle factories in China has been exploring their ways to set up transnational cooperations and to open up the international market based on their relatively strong economic strength.

Apart from domestic own effort, introduction of advanced technology from foreign countries also plays an important role on raising the quality and technological level as motorcycle industry rapidly developed in China. Nowadays, motorcycle factories in China has the ability to produce knight model and seating model as well as ordinary model and luxury model (including sport and racing models). Motorcycle industry now begins to scale the heights in technology.

"World Motorcycle Catalogs '94" (English—Chinese edition), the best and the complete collection of world motorcycles, published by PPTPH and Taiwan Engine Magazine House, will give you, motorcycle amateurs from all over the world, a panorama of world motorcycles, a reflection of the developing level of the industry, and certainly a reference and a creating mind for those decisionmakers, technicians and production staff in Chinese motorcycle industry.

Motorcycle Editorial Dept. of PPTPH

幸福摩托 行家 的选择

125A 型摩托车



125GY 型摩托车



上海—易初摩托車有限公司
SHANGHAI-EK
CHOR MOTORCYCLE CO., LTD.

KMC 超匯鏈條

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深圳市龍華鎮第四工業區

TEL: (0755) 7700111 至 7700115 共五綫

FAX: (0755) 7700116

ASIA

今年的亞洲地區車款共有 657 部

中國臺灣

本年度台灣共有 12 家機車製造廠生產製造 133 款新車



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(以上依筆劃順序排列)

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今年印尼的四大車廠推出了 21 款新車

HONDA..... 207

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本年度馬來西亞的四大車廠推出了 19 款新車

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台灣
TAIWAN

三陽

迪爵 150/DUKE150

三陽機中的大型水冷引擎速克達。圓滑的外觀線條是其吸引樂人的獨到之處，輕巧的駕控性與舒適的乘坐性更是迷人的地方。此外，為追求更高的環保品質，其亦配備了 EEC、PCV、AI 等防止廢氣排放的系統。是符合二期法規之機型。

THE ELEGANT STYLING IS AN EXCELLENT WORK WHICH COMPLETES WITH ROUND CURVES OF LOW WIND RESISTANCE AND WITH S. O.H.C. WATER-COOLING 4-STROKE ENGINE. MOSTLY, '93 DUKE150 ALSO ATTACHED EEC, PCV, AI & CAT-CONVERTER TO CREATE THE CLEAN-AIR. NO DOUBT, DUKE 150 WILL LAST THE FLAGSHIP OF SANYANG.

■DISPLACEMENT 147.5cc · ENGINE 4-STROKE SINGLE WITH WATER-COOLED · COMP. RATIO = 10:1 · BORE x STROKE = 57 x 57.6mm · IGNITION CDI · DRIVE BELT · GEARBOX AUTO · WHEELBASE 1255mm · L x W x H = 1880 x 655 x 1140mm



台灣
TAIWAN

三陽

野狼 P150/P150M

不予市售的大野狼，正是國內警察單位的制式座騎。P150M 採齒輪直接傳動。但 P150 與 P150M 兩者都加裝了空氣噴射系統 (A.I.)、曲軸箱吹漏氣系統 (P.C.V.)、燃油蒸氣回收控制系統 (E.E.C.)，完全符合二期環保法規。

HIGH PERFORMANCE 4-STROKE O.H.C. ENGINE, CDI ELECTRONIC IGNITION, STEADITE ALLOY CYLINDER SUPPORT A LIFETIME OVER 50,000 KILOMETERS. P150M WAS TRANSMISSIONED BY GEAR, BUT BOTH ATTACHED BY AI, PCV AND EEC TO ACHIEVE THE REGULATIONS.

■DISPLACEMENT 149cc · ENGINE 4-STROKE SINGLE WITH AIR-COOLED · COMP. RATIO = 9.3:1 · IGNITION CDI · DRIVE CHAIN · GEARBOX 4-SPEED · WHEELBASE 1220mm · L x W x H = 1890 x 785 x 1290mm



台灣
TAIWAN

三陽

迪爵 125SP/DUKE125SP

每個人都有自己的戰場——跨上迪爵，不再赤手空拳。那是因為其強勁的引擎出力與實用方便的設計，和獨具的帥氣外型自是最大的魅力所在。而油氣蒸發回收控制 E.E.C.、曲軸箱吹漏氣回收 P.C.V.、A.I. 二次空氣導入系統的設計，則是其提升環保品質的增設。

125cc 4-STROKE SCOOTER MODEL OF SANYANG'S, 18W NIGHT-OWL HEADLIGHT WITH OBLIQUE HOOD SHAPED & BIG EXTENDED COMPARTMENT ADDED FLAT F-SUSPENSION, TUBELESS HIGH-SPEED TIRES & MF BATTERY, POWERED BY SECOND GENERATION OF HIGH EFFICIENT OHC ENGINE WITH V-BELT AUTO-TRANSMISSION AND EEC EQUIPMENT.

■DISPLACEMENT 124.6cc · ENGINE 4-STROKE SINGLE WITH AIR-COOLED · COMP. RATIO = 9.2:1 · BORE x STROKE = 52.4 x 57.6mm · IGNITION CDI · DRIVE BELT · GEARBOX AUTO · MAX P = 8.6ps / 5000rpm · MAX T = 0.95 4000rpm



台灣
TAIWAN

三陽

迪爵 125SD/DUKE125SD

跨上迪爵，跨上世界屋脊。本款可動式車頭設計的SD，是繼SP之廣受歡迎的後繼機種。除了車頭之外其它的細節則是一樣，都是能提供方便又輕快的特性給不同喜好的騎士所需。至於EEC、PCV、AI等維護環保之利器，其亦是配備俱全，是符合二期排放法規的速克達。

ONE STANDARD MODEL OF DUKE SERIES WITH ITS SHAKY-HEAD, 125cc 4-STROKE, 18W NIGHT OWL HEADLIGHT & BIG MET-IN COMPARTMENT WHICH ISOLATED BY LUGGAGE BOX MAT. AND TLAD F-SUSPENSION, TUBELESS HIGH-SPEED TIRES & MF BATTERY, AND A SECOND GENERATION OF HIGH EFFICIENT OHC ENGINE WITH V BELT AUTO-TRANSMISSION.

■DISPLACEMENT: 124.6cc - ENGINE: 4-STROKE SINGLE WITH AIR-COOLED - BORE x STROKE - 52.4 x 57.8mm - IGNITION: CDI - DRIVE: BELT - GEARBOX: AUTO - MAX P: 8.6ps / 7500rpm - MAX T: 0.95 / 4000rpm



台灣
TAIWAN

三陽

迪爵 125SR/DUKE125SR

世紀迪爵的頂級機種，將前製動系統改為大型碟式的SR，也是迪爵車系倍受歡迎之型式。基本上的構造和迪爵125SD是相同的。大容量的內置物空間，TLAD前懸吊系統，貓眼式中燈設計等，都是讓騎士們所喜愛之處。配備有EEC、PCV、AI等環保利器。

ANOTHER OBLIQUE-HOOD MODEL OF THREE-DUKE125 IN SERIES, BUT BRAKED WITH FRONT-DISK AND REAR-DRUM. OTHER EQUIPMENTS AS WELL AS THE REST TWO DUKE125 MODELS LIKE THE TLAD F-SUSPENSION, TUBELESS HIGH-SPEED TIRES & MF BATTERY, AND A SECOND GENERATION OF HIGH EFFICIENT OHC ENGINE WITH V BELT AUTO-TRANSMISSION.

■DISPLACEMENT: 124.6cc - ENGINE: 4-STROKE SINGLE WITH AIR-COOLED - BORE x STROKE - 52.4 x 57.8mm - IGNITION: CDI - DRIVE: BELT - GEARBOX: AUTO - MAX P: 8.6ps / 7500rpm - MAX T: 0.95 / 4000rpm - WHEELBASE: 1212mm



台灣
TAIWAN

三陽

迪爵 125R/DUKE125R

跨山跨水，跨上迪爵，享受可動式車頭迪爵125SD的碟利版，也就是將前製動系統改為大型碟式，基本上的第二代125四兩程引擎如出一轍。大容量的內置物空間，TLAD前懸吊系統，貓眼式中燈設計等，都是讓騎士們所喜愛之處。其亦配備有EEC、PCV、AI等環保利器。

THE DISK BRAKE VERSION OF DUKE 125SD.

■DISPLACEMENT: 124.6cc - ENGINE: 4-STROKE SINGLE WITH AIR-COOLED - COMP. RATIO: 9.2:1 - BORE x STROKE - 52.4 x 57.8mm - IGNITION: CDI - DRIVE: BELT - GEARBOX: AUTO - MAX P: 8.6ps / 7500rpm - MAX T: 0.95 / 4000rpm - WHEELBASE: 1212mm - L x W x H: 1742 x 890 x 1050mm



台灣 TAIWAN

三陽

野狼電動 125

中壩上的長青樹，正是因為其堅固的耐久性及油耗上的經濟性而倍受好評。配備了電動馬達啟動裝置的此一型野狼，仍足以其廣受好評的經濟性，實用性向大家問好。此外，二次空氣導入系統 AI，曲軸箱吹漏氣回收系統 PCV，燃油蒸發回收控制系統 EEC，則是其提昇環保上的追加配備。

MULTILAYER CORROSION RESISTANT COATING, LARGE SHOCK ABSORBER, HIGH STRENGTH DIAMOND FRAME, LARGE IMPROVED LAMP BRACKET, BACK PEDAL, AND FLEXIBLE SWINGING ARM, PROVIDE THE RIDER WITH SUPERB CONTROL YEARS AFTER YEARS.

■DISPLACEMENT: 124cc - ENGINE: 4-STROKE SINGLE WITH AIR-COOLED - COMP. RATIO: 9.1:1 - BORExSTROKE: 56.5x49.5mm - IGNITION: CDI - DRIVE BELT - GEARBOX: 4-SPEED - WHEELBASE: 1220mm - LxWxH: 1890x785x1290mm



台灣 TAIWAN

三陽

風梭 110SR

以法拉利跑車中的帥氣外型登場的風梭，是三陽機車 '92 年的機種。自行設計的風騷外型果然是倍受眾人矚目。引擎為氣冷二行程單缸，無段自動變速皮帶傳動的形式。其除了俊俏的外型與實用的內在之外，亦配有 EEC 及觸煤轉換器。

STREAMLINED-SHAPE & VERY GOOD-LOOKING OBLIQUE HOOD FOR WINDY RESISTANCE, 8.9ps HIGH PERFORMANCE ENGINE WITH CAT-CONVERTER FOR PROTECTING OUR GREENS. TOTALLY, THIS MODEL WITH ITS PASSION BODY CONTOUR TOGETHER WITH AN ENVIRONMENT-PROTECTOR WILL BRING THE MOTORCYCLES FORWARD IN THE VERY NEAR FUTURE.

■DISPLACEMENT: 106cc - ENGINE: 2-STROKE SINGLE WITH AIR-COOLED - COMP. RATIO: 7.1:1 - BORExSTROKE: 52.5x49mm - IGNITION: CDI - DRIVE BELT - GEARBOX: AUTO - MAX. P: 8.9ps - 6500rpm - MAX. T: 1.03kgm - 6000rpm



台灣 TAIWAN

三陽

飛馳 100R

和飛馳 SR 差異的地方即是可動式的中頭設計，其也是廣受歡迎的一款機型。此外，其它堅實好用的配備亦是一應俱全。像是配備了觸煤轉換器及 EEC 系統的前傾式氣冷二行程單缸引擎，大型內置物空間，前後碟式的剎動系統，全部滿載。

ALSO EQUIPPED CAT-CONVERTER & EEC AND WITH FRONT & REAR DISK BRAKE SYSTEM BUT DESIGNED BY THE DIFFERENT FRONT SHAKY-HEAD. POWERED BY AIR-COOLED, 2-STROKE ENGINE, AND MET-IN COMPARTMENT, INTEGRATED TRAIL LIGHT, EXPLICIT TANK MOUTH, STAND LOCK, PASSING EQUIPPED...etc.

■DISPLACEMENT: 101.3cc - ENGINE: 2-STROKE SINGLE WITH AIR-COOLED - COMP. RATIO: 7.1:1 - BORExSTROKE: 51x49.6mm - IGNITION: CDI - DRIVE BELT - GEARBOX: AUTO - MAX. P: 8.6ps - 6700rpm - MAX. T: 0.98kgm - 5000rpm - WHEELBASE: 1180mm - LxWxH: 1725x625x1040mm



台灣
TAIWAN

三陽
飛馳 100SR

倍受騎士喜愛的飛馳，前後碟式的剎車系統，犀利流暢的外型設計，都是讓年青騎士所喜愛的地方。其除了繼續以快捷的特性展現外，亦增設了維護環保的觸媒轉換器及 EEC 燃油蒸發回收控制系統。以提供更清淨的機動性與實用性。

A STREET CLEAR-AIR-BRAVO SCOOTER WHICH IS THE 1st SCOOTER WITH FRONT & REAR DISK BRAKE AMONG TAIWAN. POWERED BY AIR-COOLED, 2-STROKE ENGINE. OTHER ATTRACTIVES LIKE CAT-CONVERTER, EEC, MET-IN COMPARTMENT, INTEGRATED TRAIL LIGHT, OBLIQUE HOOD, EXPLICIT TANK MOUTH, STAND LOCK, PASSING EQUIPPED...etc.

■DISPLACEMENT: 101.3cc - ENGINE: 2-STROKE SINGLE WITH AIR COOLED - COMP. RATIO = 7.1:1 - BORExSTROKE: 51x49.6mm - IGNITION: CDI - DRIVE BELT - GEARBOX: AUTO - MAX. P/B: 6.6ps / 6700rpm - MAX. T.G.: 9.8kgm / 5000rpm



台灣
TAIWAN

三陽
飛馳 100SP

飛馳 100SP，乃飛馳 100SR 的鼓刹版。犀利流暢的外型設計，繼續以快捷的特性展現，的確倍受騎士喜愛，更讓年青騎士所流連忘返的中樑。

100SP, THE DRUMS BRAKE VERSION OF FORMER 100SR.

■DISPLACEMENT: 101.3cc - ENGINE: 2-STROKE SINGLE WITH AIR COOLED - COMP. RATIO = 7.1:1 - BORExSTROKE: 51x49.6mm - IGNITION: CDI - DRIVE BELT - GEARBOX: AUTO - MAX. P/B: 6.6ps / 6700rpm - MAX. T.G.: 9.8kgm / 5000rpm - WHEELBASE: 1180mm - LxWxH: 1725x625x1040mm



台灣
TAIWAN

三陽
飛馳 100SD

飛馳 100SD，乃飛馳 100R 的鼓刹版。

100SD, THE DRUMS BRAKE VERSION OF FORMER 100R.

■DISPLACEMENT: 101.3cc - ENGINE: 2-STROKE SINGLE WITH AIR COOLED - COMP. RATIO = 7.1:1 - BORExSTROKE: 51x49.6mm - IGNITION: CDI - DRIVE BELT - GEARBOX: AUTO - MAX. P/B: 6.6ps / 6700rpm - MAX. T.G.: 9.8kgm / 5000rpm - WHEELBASE: 1180mm - LxWxH: 1725x625x1040mm



台灣 TAIWAN

三陽 大路易 90



'93 年的大路易 90，追加了符合二期法規環保標準的觸媒轉換系統及 EEC 系統。而其大容量的實用特性則是一如既往，仍能讓人大大有好感。此外，新配色的登場，更是讓喜歡的騎士多了不同的選擇。

CAT-CONVERTER PLUS EEC FOR GREENS, THE SHAKY-HEAD IS DESIGNED FROM CLASSIC AND ELEGANT, THEN, CREATIVE THREE DIMENSION PEDALS IN FRONT AND BACK SEAT, PROVIDE ENOUGH SPACE AND SLIDING FRICTION. TWO 18W ALKALINE-LAMP COMBINED WITH 3.5W TWILIGHT LAMP PRESENT LUXURIOUS FASHION. OF COURSE, SMART, TOO.

■DISPLACEMENT 89.7cc · ENGINE 2-STROKE SINGLE WITH AIR-COOLED · COMP. RATIO=6.4:1 · BORExSTROKE=48x49.6mm · IGNITION.CDI · DRIVE BELT · GEARBOX.AUTO · MAX. P./7.8ps · 6500rpm · MAX. T.0.91kgm · 6000rpm · WHEELBASE:1235mm · LxWxH=1750x715x1060mm

台灣 TAIWAN

三陽 大路易 90R



前制車為碟式驅動的大路易 90R，也是一樣在廢氣排放上增設了觸媒轉換器及 EEC 的系統追加。其它像是 TLAD 前懸吊系統，大容量的內置物空間，外露式加粗口的設計，以及寬敞舒適的乘坐位置等實用之處。則是一如既往的提供便利。

SHARP FRONT FENDER, SKILLFUL EXPLICIT WHEEL, ELEGANT BUILT-IN TAIL LAMP ASSEMBLY, 90cc ENGINE WITH CAT-CONVERTER & EEC, CYLINDER INCORPORATED WITH V-BELT DRIVE, TLAD SHOCK ABSORBING SYSTEM, PLUS LARGE FRONT DISK BRAKE AND BIG MET-IN SPACE OF COMPARTMENT, MAKE THE RIDER FEEL NO RESTRAINT.

■DISPLACEMENT 89.7cc · ENGINE 2-STROKE SINGLE WITH AIR-COOLED · COMP. RATIO=6.4:1 · BORExSTROKE=48x49.6mm · MAX.P./7.8ps · 6500rpm · MAX. T.0.91kgm · 6000rpm · WHEELBASE:1235mm · LxWxH=1750x715x1060mm

台灣 TAIWAN

三陽 金旺 II 90 電動



輕巧方便又實用的商務車。引擎是氣冷式四行程單缸的型式，半自動三檔的變速方式，拆掉後座就成了實用方便的大型貨架更是金旺讓人喜歡的地方。此外，其除了電動啟動的設計外，亦配有 EEC、PCV、AI 的防止廢氣排放之系統。

PERMANENT MAGNETIC STARTER MOTOR HAS LONG ENDURABILITY, CDI ELECTRONIC IGNITION SYSTEM CAN BRING ENGINE POWER INTO FULL PLAY P.C.V. VALVE AND CRANK CASE EXHAUST RECYCLE SYSTEM CAN LOWER THE AIR POLLUTION FOR BETTER ENVIRONMENT PROTECTION.

■DISPLACEMENT 85.8cc · ENGINE 2-STROKE SINGLE WITH AIR-COOLED · COMP. RATIO=8.8:1 · BORExSTROKE=47x49.5mm · IGNITION.CDI · DRIVE CHAIN · GEARBOX.3 SPEED · WHEELBASE:1175mm · LxWxH=1855x650x1025mm

台灣
TAIWAN

三陽

NEW SUPER Dio 50SR

新色彩、新尾燈、新面板、新的座椅配色及新的車身弧度，的確是一番新氣象。採用斜板設計，油壓單向卡鉗的碟刹，M.F. 免加水電瓶，高張力鋼管車架等堅實的配備。且為了配合二期環保，亦裝載觸媒轉換器和燃油蒸氣回收控制系統。

NEW COLORS, NEW TAIL, NEW SEAT AND NEW BODYSHAPE. FACILITATED WITH CAT CONVERTER & EEC ARE THE STANDARD, A DIGNIFIED APPEARANCE IS A DISTINCTIVE FEATURE OF THIS NEW SUPER Dio SR. ALSO WITH 24 LITER MET-IN COMPARTIMENT, FRONT DISK BRAKE, ANGLED GAS FILLER SPOUT.

■DISPLACEMENT: 49.4cc - ENGINE: 2-STROKE SINGLE WITH AIR-COOLED - COMP. RATIO - 7.1:1 - BORExSTROKE - 39x41.4mm - IGNITION: CDI - DRIVE-BELT - GEARBOX: AUTO - MAX. P. 6.8ps / 7000rpm - MAX. I. 0.73kgm / 6500rpm - WHEELBASE: 1135mm - LxWxH: 1600x615x990mm



台灣
TAIWAN

三陽

NEW SUPER Dio 50SD

新色彩、新尾燈、新面板、新的座椅配色及新的車身弧度，的確是一番新氣象。車頭的設計上改為可動式，以便提供更多的選擇。一樣是採用單缸二行程引擎，外露式汽車加油口，110mm的大型鼓刹等精良的配備。另外還加裝了觸媒轉換器和EEC等防止廢氣排放系統，以維護更清新的生活空間。

NEW COLORS, NEW TAIL, NEW SEAT AND NEW BODYSHAPE. THIS SHAKY-HEAD NEW SUPER Dio 50SD WILL GIVE AN ALTERNATIVE CHOICE BETWEEN DISK AND DRUM.

■DISPLACEMENT: 49.4cc - ENGINE: 2-STROKE SINGLE WITH AIR-COOLED - COMP. RATIO - 7.1:1 - BORExSTROKE - 39x41.4mm - IGNITION: CDI - DRIVE-BELT - GEARBOX: AUTO - MAX. P. 6.8ps / 7000rpm - MAX. I. 0.73kgm / 6500rpm - WHEELBASE: 1135mm - LxWxH: 1600x615x990mm



台灣
TAIWAN

三陽

NEW SUPER Dio 50SP

新色彩、新尾燈、新面板、新的座椅配色及新的車身弧度，的確是一番新氣象。前後鼓刹的本款斜板式新50cc速克達，當然配備觸媒轉換器及EEC系統。其它像是輕靈靈巧的操控性，與發揮空間極大的引擎特性，在在是具倍受騎士士喜歡之處。

NEW COLORS, NEW TAIL, NEW SEAT AND NEW BODYSHAPE. YES, THE DRUMS BRAKE SYSTEM VERSION OF NEW SUPER Dio SR.

■DISPLACEMENT: 49.4cc - ENGINE: 2-STROKE SINGLE WITH AIR-COOLED - COMP. RATIO - 7.1:1 - BORExSTROKE - 39x41.4mm - IGNITION: CDI - DRIVE-BELT - GEARBOX: AUTO - MAX. P. 6.8ps / 7000rpm - MAX. I. 0.73kgm / 6500rpm - WHEELBASE: 1135mm - LxWxH: 1600x615x990mm





台灣 TAIWAN

三陽 Dio 50ZX

與日本同步流行的 Dio ZX，外觀上仍是 Dio 創氣的模樣，但儀表、輪框、大燈則作了改變。此外，附第三剎車燈的尾翼與斜板側邊流裙翼亦是 ZX 獨有的設計。加以 EEC 及觸媒轉換器的配備，Dio ZX 的確是符合環保要求的強勁機型。

Dio ZX, FLAGSHIP OF Dio SERIES MODELS. SURPLUS THE LED SPOIL-TRAIL-LIGHT, UPGRADED THE ENGINE POWER TO 7.0ps, AND RE-NEW MUCH HOT-PERFORMANCE THAN USED Dio MODELS. AND FOR THE REASON OF AIR PROTECTION, Dio SERIES MODELS ATTACHED THE CAT-CONVERTER & EEC. SURE, Dio ZX DOES.

■DISPLACEMENT: 49.4cc · ENGINE: 2-STROKE SINGLE WITH AIR COOLED · COMP. RATIO= 7.1:1 · BORE x STROKE= 39x41.4mm · IGNITION: CDI · DRIVE BELT · GEARBOX: AUTO · MAX. P. 7.0ps · 7000rpm · MAX. T. 0.73kgm · 6500rpm · WHEELBASE: 1135mm · L x W x H: 1600x615x990mm



台灣 TAIWAN

三陽 Dio 50SR

為提供不同騎士的喜好，SR 採用斜板設計，油壓單向卡鉗的碟刹，M.F. 免加水電瓶，及高張力鋼管車架等堅實的配備。再加上為了配合二期環保所裝載的觸媒轉換器和燃油蒸氣回收控制系統，使之成為低污染的精品之作。

FACILITATED WITH CAT-CONVERTER & EEC ARE THE STANDARD, A DIGNIFIED APPEARANCE IS A DISTINCTIVE FEATURE OF THE Dio SR. WITH 24 LITER MET-IN STORAGE COMPARTMENT, FRONT DISK BRAKE, ANGLED GAS FILLER SPOUT, AND GENEROUSLY-SIZED INSTRUMENT PANEL COMBINE TO CREATE A FEELING OF LIGHTNESS.

■DISPLACEMENT: 49.4cc · ENGINE: 2-STROKE SINGLE WITH AIR COOLED · COMP. RATIO= 7.1:1 · BORE x STROKE= 39x41.4mm · IGNITION: CDI · DRIVE BELT · GEARBOX: AUTO · MAX. P. 6.8ps · 7000rpm · MAX. T. 0.73kgm · 6500rpm



台灣 TAIWAN

三陽 Dio 50SP

最受年青騎士青睞的 50cc 速克達 Dio，'93 年增加了觸媒轉換器及 EEC 系統的設計。當然，新色彩的登場亦是更引人注目的地方。其它像是輕盈靈巧的操控性，與發揮空間極大的引擎特性，在在是具倍受騎士喜歡之處。

A 24-LITER CAPACITY STORAGE MET-IN COMPARTMENT WHICH IS ADEQUATE FOR STASHING MISCELLANEOUS ITEMS, WHILE ALSO HAVING ROOM FOR A SAFETY HELMET AND 4 TO 5 AVERAGE-SIZE BOOKS. 110mm LARGE BRAKE DRUM ACTED Dio AS STEADY AND CALM AS A SAFETY-RUNNER, & A CLEAN-AIR EXHAUSTER BY THE CAT-CONVERTER & EEC.

■DISPLACEMENT: 49.4cc · ENGINE: 2-STROKE SINGLE WITH AIR COOLED · BORE x STROKE= 39x41.4mm · IGNITION: CDI · DRIVE BELT · GEARBOX: AUTO · MAX. P. 6.8ps · 7000rpm · MAX. T. 0.73kgm · 6500rpm · WHEELBASE: 1135mm

台灣
TAIWAN

三陽
Dio 50SD

大致上與 SP 型相同，僅在車頭的設計上改為可動式，以便提供更多的選擇。一樣是採用單缸二行程引擎，外露式汽車加油口，110mm 的大型鼓刹等精良的配備。另外還加裝了觸媒轉換器和 EEC 等防止廢氣排放系統，以維護更清新的生活空間。

BASICALLY, SAME AS FORMER Dio-SP, AND A GOOD AIR-PROTECTOR, TOO. BUT THE ONLY DIFFERENCE IS THE DESIGNED BY SHAKY-HEAD, WHICH WILL GIVE AN ALTERNATIVE CHOICE. OTHERS WILL COORDINATE WITH THE Dio SP MODEL BY ALL EQUIPMENTS.

■DISPLACEMENT: 49.4cc - ENGINE: 2-STROKE SINGLE WITH AIR-COOLED - COMP. RATIO: 7.1:1 - BORExSTROKE = 39x41.4mm - IGNITION: CDI - DRIVE BELT - GEARBOX: AUTO - MAX. P: 6.8ps / 7000rpm - MAX. T: 0.73kgm / 6500rpm - WHEELBASE: 1135mm - LxWxH = 1600x615x990mm



台灣
TAIWAN

三陽
新達可達 50SR

搭載了 ϕ 135mm 前碟刹的 SR 型，正是提供給騎士另一款選擇的車款。其細節上和上一型完全相同，都是採用氣冷二行程單缸引擎，無段自動變速皮帶傳動系統。而 5.2 公升容量的油箱亦採用外露式的加油口。而 EEC、觸媒轉換器亦一應俱全。

A SHARPER FRONT DISK BRAKE WAS EQUIPPED ON THIS "SR" MODEL. REST COMMENTS LIKE THE MET-IN COMPARTMENT AND CATALYST CONVERTER & EEC AND OTHERS WERE DEFINED AS FORMER.

■DISPLACEMENT: 49.4cc - ENGINE: 2-STROKE SINGLE WITH AIR-COOLED - COMP. RATIO: 7.1:1 - BORExSTROKE = 39x41.4mm - IGNITION: CDI - DRIVE BELT - GEARBOX: AUTO - MAX. P: 4.5ps / 6500rpm - MAX. T: 0.52kgm / 6000rpm - WHEELBASE: 1180mm - LxWxH = 1680x615x995mm



台灣
TAIWAN

三陽
新達可達 50

全新登場的新達可達 50，亮麗的外型下亦俱備了實用的設計及強力的引擎。外露式的加油口，大型的內置物空間，以及 AF-18E 的引擎，在在是提供著實用與充滿著實力的地方。此外，EEC 及觸媒轉換器的配備亦是其提供環保的所在。

SINCE IT REFLECTS THE LIKENESS OF THE ORIGINAL TACT, RIDERS CAN EITHER PLACE THEIR FEET ON THE FOOT-BOARD OR STRADDLE THIS SCOOTER WITHOUT ANY DIFFICULTY. NOW, NEW TACT EQUIPPED WITH THE CATALYST CONVERTER & EEC AND MET-IN COMPARTMENT WHICH IS A VERY GOOD KEY-POINTS FOR SELLING AND RIDING.

■DISPLACEMENT: 49.4cc - ENGINE: 2-STROKE SINGLE WITH AIR-COOLED - COMP. RATIO: 7.1:1 - BORExSTROKE = 39x41.4mm - IGNITION: CDI - DRIVE BELT - GEARBOX: AUTO - MAX. P: 4.5ps / 6500rpm - MAX. T: 0.52kgm / 6000rpm



台灣 TAIWAN

三陽 飛馳 50SR

外型上和 100 是一樣的飛馳 50SR，除了排氣量的差異外，其引擎系統則是前碟後鼓的設計。其它的實用之處則配備齊全。此外，EEC 及觸媒轉換器的追加則是其今年的變動。仍是一款深受各階層騎士歡迎的實用又帥氣的機型。

A SMALLER DISPLACEMENT THAN THE CO-PRODUCTION OF 100SR, ONLY 49.4cc AND WITHOUT REAR DISK-BRAKE ARE THE DIFFERENCES BETWEEN BOTH. FACILITATED THE CAT-CONVERTER & EEC, MET-IN COMPARTMENT, INTEGRATED TRAIL LIGHT, OBLIQUE HOOD, EXPLICIT TANK MOUTH, STAND LOCK.....etc ARE THE SAME.

■DISPLACEMENT: 49.4cc · ENGINE: 2-STROKE SINGLE WITH AIR-COOLED · COMP. RATIO = 7.2:1 · BORE x STROKE = 39 x 41.4mm · IGNITION: CDI · DRIVE: BELT · GLARROX-AUTO · MAX P: 5.6ps / 5000rpm · MAX 1.0.55kgm / 7000rpm



台灣 TAIWAN

三陽 飛馳 50SD

繼 50SR 的後繼機型。差別之處在於可動式的中頭設計，與前後鼓刹的引擎系統。大容量 MET-IN 內置物空間，外露式加油口等多項實用之處均是相同。此外，EEC 及觸媒轉換器的廢氣排放控制系統也是其標準的配備。

ANOTHER GOOD AIR-PROTECTIONS BY FACILITATED EEC & CAT-CONVERTER MODEL. SAME 49.4cc BUT WITH DRUMS-BRAKE SYSTEM AND MODELED BY A SHAKY-HEAD IN BODY-WORKING. SAME FACILITATED THE MET-IN COMPARTMENT, INTEGRATED TRAIL LIGHT.

■DISPLACEMENT: 49.4cc · ENGINE: 2-STROKE SINGLE WITH AIR-COOLED · COMP. RATIO = 7.2:1 · BORE x STROKE = 39 x 41.4mm · IGNITION: CDI · DRIVE: BELT · GLARROX-AUTO · MAX P: 5.6ps / 5000rpm · MAX 1.0.55kgm / 7000rpm · WHEELBASE: 1180mm · LxWxH = 1725x620x1040mm



台灣 TAIWAN

三陽 大路易 50

擁有 28 公升超大置物空間的大路易 50，是實用又便利的機種，除了引擎容積與後扶把不同之外，大致上和 90 型相同。除此之外，為了配合二期環保法規，選裝有觸媒轉換器及 EEC，藉以提昇空氣的品質，避免造成污染。

THE BODY, TRIM, BRAKES, FLOOR BOARD AND OTHER ASPECTS OF THIS SCOOTER IS COMPLETELY IDENTICAL TO THAT OF THE HONDA LEAD 50. 28-LITRE IMPLICIT-COMPARTMENT, 7.2 LITRE LARGE TANK, CAT-CONVERTER & EEC MAKE THIS MODEL MORE POPULARER AND POPULARER THAN OTHERS.

■DISPLACEMENT: 49.4cc · ENGINE: 2-STROKE SINGLE WITH AIR-COOLED · COMP. RATIO = 7.1:1 · BORE x STROKE = 39 x 41.4mm · IGNITION: CDI · DRIVE: BELT · GLARROX-AUTO · MAX P: 6ps / 5000rpm · MAX 1.0.6kgm / 6000rpm · WHEELBASE: 1235mm · LxWxH = 1750x715x1060mm



台灣 TAIWAN

三陽 豪華野狼

三陽的外銷機種，也是狼系車款中唯一全中整流罩機型。雙圓燈式的外觀，讓喜愛狼系的騎士倍覺帥氣。低風阻方向燈設計，具備流角尾燈造型，在在展現著獨具的運動氣息。基本上並沒有設計的變更，依然是廣受好評的勁車。

AN EXPORT MODEL BY SANYANG, THE FORWARD STAGGER DESIGN CAN LOWER THE GRAVITY CENTER OF BODY. STRONG STREAM-LINED FAIRING FOR LOW WIND RESISTANCE, DOUBLE HEADLIGHT, CURVED GASOLINE TANK, AND RACING STYLE SEAT, PRESENT THE SUPREME PERFORMANCE OF "RS".

■DISPLACEMENT: 124cc - ENGINE: 4 STROKE 1 C. CYLINDER WITH AIR COOLED - COMP. RATIO: 9.1 - BORE x STROKE: 56.5x49.5 - IGNITION: CDI - TRANSMISSION: CHAIN - GEARBOX: 4 SPEED - WHEELBASE: 1260mm - LxWxH: 1890x920x1100mm



台灣 TAIWAN

三陽 天狼

三陽的外銷機種，也是狼系車款中附有上、下中罩的車款。引擎為四行程 O.H.C. 氣冷式，高強度鋁合金汽缸及史帝田鐵襯套，C.D.I. 電子點火及 ACV 斷氣閥裝置，使得引擎表現無論在運轉出力上，燃費效益上均能平穩輸出，省油經濟，是款低污染，低耗油的好車。

AN EXPORT MODEL WITH UP&DOWN SEMI-FAIRING BY SANYANG, HIGH PERFORMANCE O.H.C. 4 STROKE ENGINE TAKE ADVANTAGE OF HIGH STRENGTH STEADITE ALLOY WITH OUTSTANDING HEAT SINK AND BUSH. IT COMPLETES WITH ACV CUT OFF VALVE TO CONTROL THE GASOLINE MIXING RATIO FOR SMOOTH RIDING.

■DISPLACEMENT: 124cc - ENGINE: 4 STROKE 1 C. CYLINDER WITH AIR COOLED - COMP. RATIO: 9.2:1 - BORE x STROKE: 56.5x49.5 - IGNITION: CDI - TRANSMISSION: CHAIN - GEARBOX: 4 SPEED - WHEELBASE: 1204mm - LxWxH: 1876x774x1055mm



台灣 TAIWAN

三陽 風速 125

三陽的外銷機種，水冷式引擎之外仍沿續風速 125 α 獨特的圓弧斜板。好操控，大馬力仍然深受騎士的熱愛，無段自動變數系統配合高出力引擎，使低、中速馬力展現靈活無比。

AN EXPORT MODEL FROM α 125, NOW, THIS LIQUID-COOLED ENGINE AND ROUNDISH OBLIQUE HOOD, CRUISER REGULATING COVER, AUTOMATIC GEARSHIFT WILL MAKE MORE SATISFACTION IN THE FULL-RANGE SPEED OF ENGINE POWER AREA AND FULL DEVELOPMENT OF YOUNG VITALITY.

■DISPLACEMENT: 124cc - ENGINE: 2 STROKE 1 C. CYLINDER WITH LIQUID COOLED - COMP. RATIO: 6.7:1 - BORE x STROKE: 55x52.4 - IGNITION: CDI - TRANSMISSION: CHAIN - GEARBOX: AUTO - WHEELBASE: 1205mm - LxWxH: 1760x645x1100mm

