

# 風火輪 92 機車年鑒

臺灣風火輪機車雜誌社 編

人民郵電出版社

# 摩托车

MOTUCHE • 1990年 4



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(月刊)

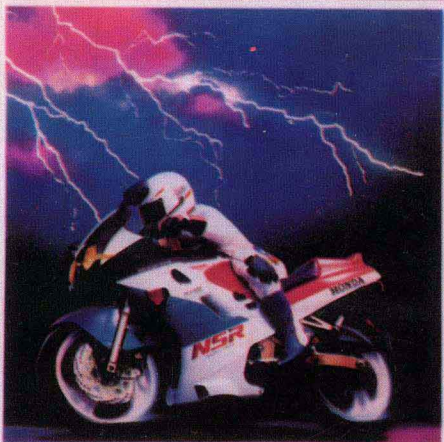
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# 摩托车

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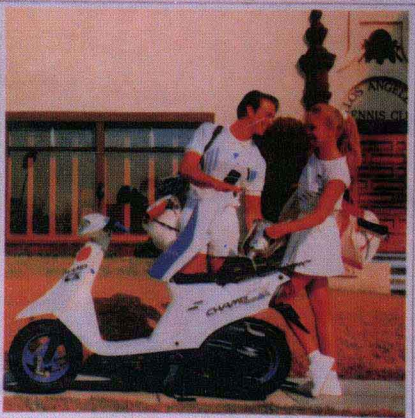
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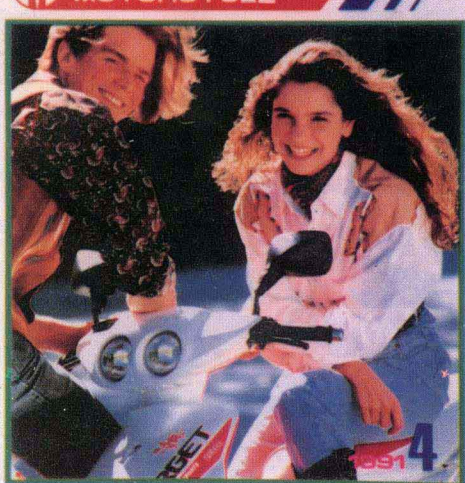
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# 摩托车

MOTORCYCLE



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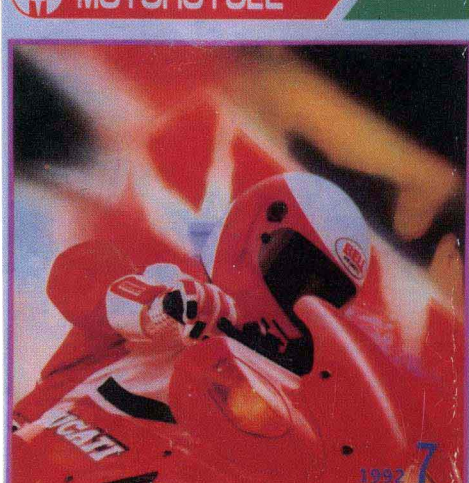
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# 摩托车

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# 前 言

綜觀世界，多數發達國家都曾在摩托車發展史上寫下了極其輝煌的一頁。日本在成為汽車大國之前是“摩托車王國”，70年代初，在世界年產摩托車1400萬輛中，日本占740萬輛。其他如美國、法國、意大利和原西德等發達國家其摩托車的發展也曾有過驚人的速度。

當發達國家的轎車得以飛速發展時，摩托車就逐漸受到遏制，發展中國家和地區卻異軍突起。僅臺灣省1986年摩托車產量就已達69萬輛，全島摩托車保有量已達510萬輛，千人占有250輛。我國大陸的摩托車于80年代初悄然崛起，到80年代末已成勢不可擋的潮流。1992年摩托車年產量已由1978年的1.2萬輛發展到150多萬輛，保有量在近10年由10多萬輛猛增至700多萬輛。

我們應當看到我國摩托車工業經過10年迅猛地發展所取得的進步，但同時更應清楚地看到，我們與先進工業國家相比，生產技術水平還比較落后，產品開發能力也比較差，關鍵零部件的配套及相關工業還跟不上來。

進入90年代后，我國加強了恢復關貿總協定締約國地位的努力。“入關”意味着與國際經濟聯系進一步加強，優勝劣汰，公平競爭。這對年輕的中國摩托車工業來說，將受到國際市場激烈地沖擊，同時也將獲得更多的發展機會。

爲了增加我國摩托車工業進入國際市場的緊迫感，幫助摩托車科研、生產人員了解當今世界摩托車技術的發展狀況，同時也爲了使海內外廣大摩托車用戶及摩托車愛好者一睹世界摩托車家族的繁榮景象和國外各類摩托車的風采，我社與臺灣風火輪機車雜誌社合作，聯手奉獻給您這本《風火輪92機車年鑒》(BIKES BOOK)中/英文對照版。

爲了保證本書的及時出版，臺灣風火輪機車雜誌社特派專人、專程從臺灣將印刷網片送到北京。在此，我們對他們爲了促進海峽兩岸的文化交流做出的努力表示衷心的感謝！由于本書爲合作出版，書中對摩托車專用名詞的叫法延用了原版，請諒解。

——人民郵電出版社

1992年12月

# FOREWORD

Many advanced countries across the world have made brilliant achievements in the history of motorcycle. In the early 70s, among 14,000,000 motorcycles produced annually in the world, 7,400,000 were made in Japan, which was known as the Kingdom of Motorcycle before it won the name of Kingdom of Automobile. Motorcycle industry in other countries such as America, France, Italy and former west Germany has developed with amazing rapidity.

In advanced countries, as a result of the rapid development of car industry, the production of motorcycle has been held back. It is in developing countries and areas that motorcycle has got a full play. Take Taiwan for instance. Output of motorcycle reached 690,000 in 1986. About 5,100,000 are in consumers' hand. Averagely 250 out of 1,000 people own a motorcycle. Motorcycle industry in mainland China started in early 80s and had grown into an irresistible trend by the end of 80s. Annual output in 1992 was over 1,500,000 compared with 12,000 in 1978. Within the past 10 years, number of motorcycles sold has increased sharply from 100,000 to 7,000,000.

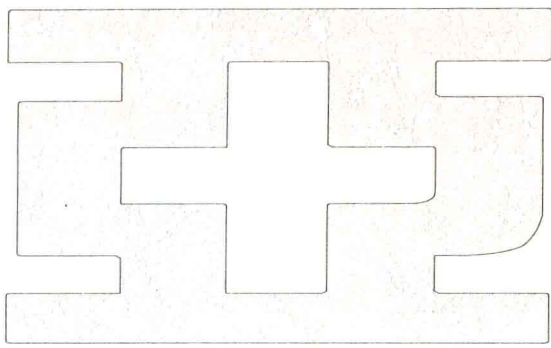
We should be glad to see all the rapid progress made in motorcycle industry over the past 10 years. At the same time we should bear in mind the backward of production and technology, poor ability to develop new products and low quality in the production of key accessories and related industries compared with advanced industrial countries.

Since 1990, China has strengthened its efforts to restore relation with the GATT, which will bring China into international competition and a wider international economic network. To the new motorcycle industry in China, this means strong shocks from the international market on one hand and more opportunities to have further development on the other.

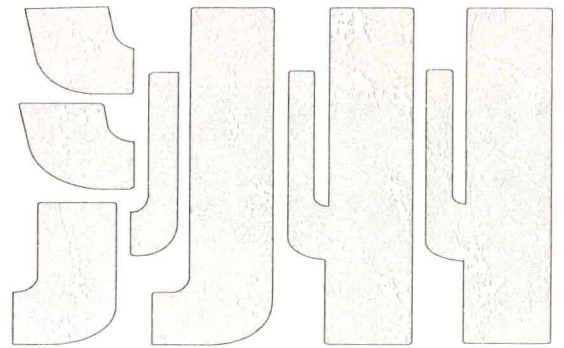
To give a sense of urgency to our motorcycle industry, which is starting to break into the international market, to help motorcycle research and production personnel get an overview of the development of motorcycle production and technology in the world, also to provide motorcycle consumers and lovers at home and abroad a colorful album of different series and styles of motorcycles, we PPTPH and Taiwan Automobile Magazine together present you with this BIKES BOOK (Chinese and English bilingual version).

To ensure timely publication of the book, Taiwan Autobike Magazine specially sent the printing plate to Beijing. We really appreciate their effort to promote cultural exchanges on two sides of Taiwan Strait. We use all the special terms as they appear in the original edition for the reason of cooperative publication. We hope it will not be inconvenient for you.

People's Post and Telecommunication Publishing House  
December, 1992.



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台灣  
TAIWAN

三陽 SANYANG  
迪爵 150/DUKE150



三陽機車的大型水冷引擎速克達。圓滑的外觀線條是其吸引眾人的獨到之處，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, '92 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 COMPRESSION RATIO:10:1 BORExSTROKE:57x57.8mm IGNITION:CDI DRIVE-BELT GEARBOX:AUTO WHEELBASE:1255mm LxWxH:1880x655x1140mm

台灣  
TAIWAN

三陽 SANYANG  
迪爵 125SP/DUKE125SP



上市來即倍受騎士所肯定的迪爵 125，其強勁的引擎出力與實用方便的設計，和其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，則是其提昇環保品質的增設。

125cc 4-STROKE SCOOTER MODEL OF SANYANGs', 18w NIGHT-OWL HEADLIGHT WITH OBLIQUE HOOD SHAPED & BIG EXTENDED COMPARTMENT ADDED TLAD 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 COMPRESSION RATIO:9.2:1 BORExSTROKE:52.4x57.8mm IGNITION:CDI DRIVE-BELT GEARBOX:AUTO MAX-P:8.8ps-7500rpm MAX-T:0.95-4000rpm WHEEL-BASE:1212mm LxWxH:1732x690x1050mm

台灣  
TAIWAN

三陽 SANYANG  
迪爵 125SD/DUKE125SD



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 COMPRESSION RATIO:9.2:1 BORExSTROKE:52.4x57.8mm IGNITION:CDI DRIVE-BELT GEARBOX:AUTO MAX-P:8.8ps-7500rpm MAX-T:0.95-4000rpm WHEEL-BASE:1212mm LxWxH:1732x690x1050mm

台灣  
TAIWAN

## 三陽 SANYANG 迪爵 125SR/DUKE 125SR

將前掣動系統改為大型碟式的 SR，也是迪爵 125 的另一款倍受歡迎之型式。基本上的構造和迪爵 125SP 是相同的。大容量的內置物空間，TLAD 前懸吊系統，貓眼式車燈設計等，都是讓騎士們所喜愛之處。其亦配備有 EEC、PCV、AI 等環保利器。

ANOTHER OBLIQUE-HOOD MODEL OF THREE-DUKE125 IN SERIES, BUT BRAKED WITH FRONT-DISC 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 · COMPRESSION RATIO:9.2:1 · BORExSTROKE=52.4x57.8mm · IGNITION:CDI · DRIVE:BELT · GEARBOX:AUTO · MAX-P:8.6ps-7500rpm · MAX-T:0.95-4000rpm · WHEEL-BASE:1212mm · LxWxH-1732x690x1050mm



台灣  
TAIWAN

## 三陽 SANYANG 野狼 125

車壇上的長青樹，正是因為其堅固的耐久性及油耗上的經濟性而倍受好評。'92 年中追加了維護環保的 EEC、PCV、AI 排氣系統，以確保在提供騎士便利時也能提供無污染的清淨功能。其它實用之處則是一如既往並未加以變動。

HIGH PERFORMANCE 4-STROKE O.H.C. ENGINE, CDI ELECTRONIC IGNITION, CONSUMPTION 65 KILOMETERS OR MORE PER LITRE. STEADITE ALLOY CYLINDER SUPPORT A LIFE-TIME OVER 50,000 KILOMETERS. HIGH PERFORMANCE, LOW CONSUMPTION, AND EXCELLENT CHARACTERISTIC GET THE CREDIT OF CONFIRMATION.

■ DISPLACEMENT:124cc · ENGINE:4-STROKE SINGLE WITH AIR-COOLED · COMPRESSION RATIO=9:1 · BORExSTROKE=56.5x49.5mm · IGNITION:CDI · DRIVE:CHAIN · GEARBOX:4 SPEED · WHEELBASE:1220mm · LxWxH-1890x785x1290mm



台灣  
TAIWAN

## 三陽 SANYANG 野狼電動 125

配備了電動馬達啟動裝置的此一型野狼，仍是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 · COMPRESSION RATIO=9:1 · BORExSTROKE=56.5x49.5mm · IGNITION:CDI · DRIVE:CHAIN · GEARBOX:4 SPEED · WHEELBASE:1220mm · LxWxH-1890x785x1290mm





台灣  
TAIWAN

### 三陽 SANYANG 風梭 110SR

以法拉利跑車的帥氣外型登場的風梭，是三陽機車 '92 年最新的機種。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型式。其除了俊俏的外型與實用的內在之外，亦配有 EEC 及觸媒轉換器。

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 A ENVIRONMENT-PROTECTOR WILL BRING THE MOTORCYCLES FORWARD IN THE VERY NEAR FUTURE.

■ DISPLACEMENT:106cc · ENGINE:2-STROKE SINGLE WITH AIR-COOLED · COMPRESSION RATIO=7.1 · BORExSTROKE=52.5x49mm · IGNITION:CDI · DRIVE:BELT · GEARBOX:AUTO · MAX-P:8.9ps-6500rpm · MAX-T:1.03kgm-6000rpm · WHEELBASE:1262mm · LxWxH=1730x648x1100mm



台灣  
TAIWAN

### 三陽 SANYANG 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，亦曾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 DISC 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 · COMPRESSION 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 SANYANG 飛馳 100R

和飛馳 SR 差異的地方即是可動式的車頭設計，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。像是配備了觸媒轉換器及 EEC 系統的前傾式氣冷二行程單缸引擎，大型內置物空間，前後碟式的掣動系統，全部滿載。

ALSO EQUIPPED CAT-CONVERTER & EEC AND WITH FRONT & REAR DISC BRAKE SYSTEM BUT DESIGNED BY THE DIFFERENT FRONT SHAKY-HEAD. POWERED BY THE DIFFERENT, 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 · COMPRESSION 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 SANYANG 大路易 90

'92 年的大路易 90 最大的變更，就是追加了符合二期法規環保標準的觸媒轉換系統及 EEC 系統。而其大有容量的實用特性則是一如既往，仍能讓人大有好感。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 · COMPRESSION 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 SANYANG 大路易 90R

前利車為碟式掣動的大路易 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，外露式加油口的設計，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 CORPORATED WITH V-BELT DRIVE, TLAD SHOCK ABSORBING SYSTEM, PLUS LARGE FRONT DISC BRAKE AND BIG MET-IN SPACE OF COMPARTMENT, MAKE THE RIDER FEEL NO RESTRAINT.

■ DISPLACEMENT: 89.7cc · ENGINE: 2-STROKE SINGLE WITH AIR-COOLED · COMPRESSION 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  
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## 三陽 SANYANG 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. VAVLE 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 · COMPRESSION RATIO: 8.8:1 · BORExSTROKE: 47x49.5mm · IGNITION: CDI · DRIVE: CHAIN · GEARBOX: 3 SPEED · WHEELBASE: 1175mm · LxWxH: 1855x650x1025mm



台灣  
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三陽 SANYANG  
金旺 II 90



和電動金旺差別只是在沒有電啓動馬達的設備，但方便實用的特性則是一應俱全。其最大的改變也是在追加了 EEC、PCV、AI 的廢氣排放控制系統。其它則是一如既往，繼續提供高經濟性的便利之處。

GOOD AIR-PROTECTIONS, MULTIFUNCTION, EASY RIDING, LONG ENDURABILITY, UNIQUE ADJUSTABLE SHOCK ABSORBER, NOT ONLY COMFORTABLE FOR RIDER BUT ALSO SUITABLE FOR HEAVY LOADING. CYCLIC 3-SPEED CONTROL WILL CHANGE THE RIDING SPEED FOR DIFFERENT ROAD SITUATION. WELL, A LONG-LASTING BUSINESS MODEL OF SANYANG.

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

台灣  
TAIWAN

三陽 SANYANG  
飛馳 50SR



外型上和 100 是一樣的飛馳 50SR，除了排氣量的差異外，其掣動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 DISC-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 - COMPRESSION RATIO=7.2:1 - BORExSTROKE=39x41.4mm - IGNITION:CDI - DRIVE:BELT - GEARBOX:AUTO - MAX-P:5.6ps-7500rpm - MAX-T:0.55kgm-7000rpm - WHEELBASE:1180mm - LxWxH=1725x620x1040mm

台灣  
TAIWAN

三陽 SANYANG  
飛馳 50R



繼 50SR 的後繼機型。差別之處在於可動式的車頭設計，其它像是前碟後鼓的掣動系統，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 AND WITHOUT REAR DISC-BRAKE ARE THE SAME WITH FORMER MODEL. FACILITATED THE MET-IN COMPARTMENT, INTEGRATED TRAIL LIGHT, EXPLICIT TANK MOUTH, STAND LOCK. BUT, "R" STANDS THE "SHAKY-HEAD".

■ DISPLACEMENT:49.4cc - ENGINE:2-STROKE SINGLE WITH AIR-COOLED - COMPRESSION RATIO=7.2:1 - BORExSTROKE=39x41.4mm - IGNITION:CDI - DRIVE:BELT - GEARBOX:AUTO - MAX-P:5.6ps-7500rpm - MAX-T:0.55kgm-7000rpm - WHEELBASE:1180mm - LxWxH=1725x620x1040mm

台灣  
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### 三陽 SANYANG Dio 50ZX

與日本同步流行的 DIO ZX，外觀上仍是 DIO 帥氣的模樣，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擾流裙翼亦是 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 . COMPRESSION RATIO = 7.1:1 . BORExSTROKE = 39x41.4mm . IGNITION: CDI . DRIVE: BELT . GEARBOX: AUTO . MAX-P: 7.0ps - 7000rpm . MAX-T: 0.73kgm - 6500rpm . WHEELBASE: 1135mm . LxWxH = 1600x615x990mm



台灣  
TAIWAN

### 三陽 SANYANG Dio 50SP

最受年青騎士青睞的 50 CC 速克達 DIO，'92 年最大的變更是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，在在是其倍受騎士喜歡之處。

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 CLAM AS A SAFETY-RUNNER, AND A CLEAN-AIR EXHAUSTER BY THE CAT-CONVERTER & EEC.

■ DISPLACEMENT: 49.4cc . ENGINE: 2-STROKE SINGLE WITH AIR-COOLED . COMPRESSION 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  
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### 三陽 SANYANG 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，110 mm 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 . COMPRESSION 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  
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三陽 SANYANG  
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，使之成為低污染之精品之作。

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 DISC 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 · COMPRESSION RATIO=7.1:1 · BORExSTROKE=39x41.4mm · IGNITION:CDI · DRIVE:BELT · GEARBOX:AUTO · MAX-P:8.8ps-7000rpm · MAX-T:0.73kgm-6500rpm · WHEELBASE:1135mm · LxWxH=1600x615x990mm



台灣  
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三陽 SANYANG  
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，還裝有觸媒轉換器及 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 · COMPRESSION RATIO=7.1:1 · BORExSTROKE=39x41.4mm · IGNITION:CDI · DRIVE:BELT · GEARBOX:AUTO · MAX-P:8ps-6500rpm · MAX-T:0.6kgm-6000rpm · WHEEL-BASE:1235mm · LxWxH=1750x715x1060mm



台灣  
TAIWAN

三陽 SANYANG  
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 CAT-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 · COMPRESSION 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=1580x615x995mm



台灣  
TAIWAN

## 三陽 SANYANG 新達可達 50SR

搭載了  $\phi$  135 mm 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 DISC BRAKE WAS EQUIPPED ON THIS "SR" MODEL. REST COMMENTS LIKE THE MET-IN COMPARTMENT AND CATALYST CONVERTER & EEC AND OTHERS WAS DEFINITED AS FORMER.

■ DISPLACEMENT: 49.4cc      ENGINE: 2-STROKE  
SINGLE WITH AIR-COOLED      COMPRESSION  
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



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● 資料備全 ● 內容充實 ● 風格獨特

### ★主要內容---

- (1) 封面主題：最新機種介紹
- (2) 新車專輯：各車廠最新機種發表上市
- (3) 國外新車單元：與全球 350 家車廠電腦連線，24 小時圖文傳送各機種規格配備資料
- (4) 世界車賽快報：設立美國、德國、日本、馬來西亞、泰國、越南、北京及港澳地區辦事處，隨時傳送全球各地車壇動態
- (5) 二輪托福班--菜鳥不要看：針對一些較有騎乘經驗的讀者，更進一步的技術進修
- (6) 菜鳥升級班--同花寶典：對於初次購車或騎車的讀者，教導一些正確的道路騎乘概念
- (7) 試騎報告：由本刊資深車手試騎，對各機種所作的動態報告
- (8) 風火輪教室：報導一些較深入的機械結構，供有心研究或車行老闆鑽研
- (9) 車迷專欄 (Q&A)：全國最大車迷信箱，擁有十二萬長期讀者，每個月定期回答三千封讀者來信
- (10) 零配件購買指南：本單元報導當月各種新產品、最新消息及各種折扣優惠活動訊息，提供購買時最佳資訊情報
- (11) 機車購買指南：本單元免費提供消費者作為買車、賣車、換車的溝通園地，是最受讀者歡迎，閱讀率躍升第一位，是全國最大最有效的機車買賣市場，年交易金額超過五億台幣

《風火輪機車雜誌》全書厚達 352 頁重逾一公斤，採進口高級銅版紙彩色精印，每月 20 日出刊，全球同步發行

《風火輪機車年鑑》1990 年 "風火輪" 開始跨足國際，與全球 350 家車廠合作，每年固定出版一本 "全世界機車年鑑"，並從 1991 年起出版中英文對照版，全球發行。

《風火輪世界機車年鑑》是全世界第一本內容最豐富，資料最齊全的中英文對照版世界級機車年鑑，全書包含全球八百餘款當年度各國最新機種，全部彩色圖片，電腦統計整理的詳細規格配備，是二輪世界必備的經典鉅作，每年 10 月份出刊。

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台鈴 SUZUKI  
GS-150R



國內 R 級純路跑車機種，仍隱約流露出 GS 車系血統的架勢。92 年 GS150R 延續去年的款式，引擎為四行程 OHC 2 閥單缸型式並搭配頂凸輪直接潤滑系統，前碟後鼓式掣動，往復五檔變速方式，後懸吊採單槍避震，燃油容量為 11 L。

GS-150R, ONE OF KATANA RACING-MOTORCYCLES SERIES, IT PRESENTS EXCELLENT CHARACTERISTICS IN SPEEDING OF RACER BRED, STABILIZATION OF PROVEN 4-STROKE ENGINE, AND CONFIGURATION ALUMINIUM RIMS & FAIRING.

■ DISPLACEMENT:145.1cc · ENGINE:4-STROKE SINGLE WITH AIR-COOLED · COMPRESSION RATIO=9:1 · BORExSTROKE=62x48.8mm · IGNITION:CDI · DRIVE:CHAIN · GEARBOX:5-SPEED · MAX-P:16ps-9500rpm · MAX-T:1.3kgm-8000rpm · WHEEL-BASE:1283mm · LxWxH=1964x727x1143mm

台灣  
TAIWAN

台鈴 SUZUKI  
RG125 T



水冷二行程單缸引擎，並搭載可加強低速扭力的 SAEC 副腔系統，最大馬力可輸出 22 PS / 8 500 RPM，CDI 點火方式。對向單卡鉗碟刹更將動靜間的巧妙發揮至恰到好處。前 16 後 18 的輪胎尺寸，13 L 燃油容量，後懸吊採單槍避震。

CHAMPION RACING BRED MOTORCYCLE IS A FASHIONED RACING MOTORCYCLE HERE IN LOCAL, EQUIPPED WITH STANDARD FITTINGS, LIKE THE WHOLE REGULATING FAIRING, RACING RIMS & TIRES, ACCELERATION PIPE,..... etc. A MODEL OF STREET REPLICA.

■ DISPLACEMENT:123cc · ENGINE:2-STROKE SINGLE WITH WATER-COOLED · COMPRESSION RATIO=7.4:1 · BORExSTROKE=54x54mm · IGNITION:CDI · DRIVE:CHAIN · GEARBOX:6-SPEED · MAX-P:22ps-9500rpm · MAX-T:1.7kgm-8500rpm · WHEELBASE:1310mm · LxWxH=1950x660x1155mm

台灣  
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台鈴 SUZUKI  
雄獅 125



典型的載貨商務車種，採用超強扭力的氣冷二行程單缸引擎，爬坡能力極佳，雖然是一款舊型機種，但仍深受大眾喜愛。其他如前後超大型鼓式掣動系統，百鍊金鋼車架，汽車級精美烤漆塗裝等強勢配備均一應俱全方便、實用。

THIS BUSINESS-MODEL IS SPECIALLY DESIGNED FOR HEAVY-LOADING, AND HAS THE STRONG-POWER TO SUPPORT THE BIGGEST LOADING-CAPACITY. ELEGANT STYLING AND LARGE BRAKE DRUM MAKE MORE SAFETY AND STABILITY WHEN RIDING WITH HEAVY-DUTY LOADING.

■ DISPLACEMENT:124cc · ENGINE:2-STROKE SINGLE WITH AIR-COOLED · COMPRESSION RATIO=6.6:1 · BORExSTROKE=54x54mm · IGNITION:CDI · DRIVE:CHAIN · GEARBOX:5-SPEED · MAX-T:1.16kgm-5000rpm · WHEELBASE:1315mm · LxWxH=1990x805x1315mm

台灣  
TAIWAN

## 台鈴 SUZUKI 贏將 125

是台鈴 92 年最新鉅獻機種，其強調重點在於針對年輕化市場所設計開發。可換式面板更具個性化表現，外露式鋁合金油箱蓋， $\phi$  180 mm 超大型碟盤之前掣動系統。其他如雙鹵素大燈，第二利車燈，加裝觸媒轉換器等配備一應俱全。

A TOTAL-BRAND NEW SCOOTER OF TAIWAN SUZUKI, WITH IT BIGGEST FRONT-DISC-BRAKE OF DIA-180mm AND LED BRAKE-SIGNAL PLUS THE CAT-CONVERTER, AND MULTI-MASK ADDED FOR EXCHANGING. ACCORDING TO SUZUKI SAID, TOP GUN 125 IS THE SPORTY & HIGH-QUALITY. AND IT'LL BE IF SUZUKI DO MORE ADV ACTIVITIES TO LET EVERYBODY KNOW.

■ DISPLACEMENT:124cc · ENGINE:2-STROKE SINGLE WITH AIR-COOLED · COMPRESSION RATIO=6.8:1 · BORExSTROKE=54x54.5mm · IGNITION:CDI · DRIVE:BELT · GEARBOX:AUTO · WHEELBASE:1280 mm · LxWxH=1800x675x1060mm



台灣  
TAIWAN

## 台鈴 SUZUKI 贏家 100

搭載水平式超強勁引擎之贏家 100，運用超低風阻流線造型原理，設計出極圓弧斜板，更顯現此車圓渾流暢的整體外型。前後採用鼓式掣動系統，圓弧方向燈組，21 公升超大型內置物空間，鋼骨保險桿，隱藏式踏板等多項配備。

ALMOST SAME OUTLOOK AS FORMER MODEL OF THIS ANOTHER MID-SIZE SCOOTER BY TAIWAN SUZUKI. SHAKY-HEAD STYLED WITH ARCH-ROUNDISH, 21-LITRE CAPACITY COMPARTMENT, AND 7-LITRE FUEL-TANK TO ASURE YOU CONVENIENT AND COMFORT, LONG-DISTANCE RIDING.

■ DISPLACEMENT:99.5cc · ENGINE:2-STROKE SINGLE WITH AIR-COOLED · COMPRESSION RATIO=6.8:1 · BORExSTROKE=52.5x46mm · IGNITION:CDI · DRIVE:BELT · GEARBOX:AUTO · MAX-P:8ps-6500rpm · MAX-T:0.7kgm-5500rpm · LxWxH=1770x675x1050mm



台灣  
TAIWAN

## 台鈴 SUZUKI 新鋒 100

強勁的氣冷水平式二行程單缸引擎，其最大出力可媲美 125 CC 的爆發威力。前碟後鼓式掣動系統，前後輪胎尺寸為 300-10-4PR，350-10-4PR，其他如鋁質後貨架，行李掛勾，前置物箱，2T 存量警示音（燈）等配備一應俱全。

NEW CONCEPTS BY NEW STYLE, NEW POWER SYSTEM. NI SQUARE HEADLIGHT CAN PROMOTE 80% WHEN YOU RIDE IN THE DARK & LOW cd VALUE CAN HIGH-UP YOUR SPEED BY THE NEW STYLISH MODEL. MF BATTERY & NEW ENGINE CAN SAVE CUT-DOWN WHEN LACK OF WATER. VERY SUITABLE FOR A URBAN RIDING.

■ DISPLACEMENT:99.5cc · ENGINE:2-STROKE SINGLE WITH AIR-COOLED · COMPRESSION RATIO=6.8:1 · BORExSTROKE=52.5x46mm · IGNITION:CDI · DRIVE:BELT · GEARBOX:AUTO · MAX-P:8ps-6500rpm · MAX-T:0.7kgm-5500rpm · WHEEL-BASE=1250mm · LxWxH=1750x620x1060mm





台灣  
TAIWAN

台鈴 SUZUKI  
歐風 100



獨特的後輪蓋與車身分離的設計，與前輪擋泥板互相呼應而引人注目的外型，是由歐洲著名設計師 HAHS MUTH 所設計。引擎採用氣冷二行程單缸型式，CDI 點火系統，最大馬力可輸出 8 PS / 6500 RPM。絕佳的操控性讓您備感舒適。

DESIGNED BY EUROPEAN DESIGNER HANS MUTH, COMBINED THE TRADITIONAL SPIRIT WITH MODERN TECHNOLOGY, DEDICATED FOR THE YOUNGSTERS, UNIQUE SEPARATION OF BACK WHEEL COVER WITH BODY, MAKE THIS MODEL MOST OUTSTANDING AMONG THE COMPETITORS.

■ DISPLACEMENT: 99.5cc ENGINE: 2-STROKE SINGLE WITH AIR-COOLED COMPRESSION RATIO=6.8:1 · BORExSTROKE=52.5x46mm · IGNITION: CDI · DRIVE: BELT · GEARBOX: AUTO · MAX-P: 8ps · 6500rpm · MAX-T: 0.7kgm · 5500rpm · WHEEL-BASE=1250mm · LxWxH=1720x665x1265mm

台灣  
TAIWAN

台鈴 SUZUKI  
清雲 100



號稱全國同型車中最精緻，最優秀的國民車種。搭載氣冷二行程水平單缸強扭力引擎，並配有自動燃油控制開關系統，隨油門關閉即自動關閉。除三段變速之外，在最高檔上另增添了 ER 經濟檔，可提昇 15% 省油的實用配備。

THIS BUSINESS-FOLK MOTORCYCLE, BESIDES 3-SPEED-CONTROL, AN ER ECONOMIC SPEED SHIFT WILL BE ADDED ABOVE THE HIGHEST-SPEED. IT WILL SAVE 15% OF FUEL CONSUMPTION, ECONOMIC FOR LONG DISTANCE TRAVELLING AND DAILY COMMUTIES.

■ DISPLACEMENT: 99.6cc ENGINE: 2-STROKE SINGLE WITH AIR-COOLED COMPRESSION RATIO=6.8:1 · BORExSTROKE=52.5x46mm · IGNITION: CDI · DRIVE: CHAIN · GEARBOX: 3-SPEED · MAX-P: 7.7ps · 6500rpm · MAX-T: 0.89kgm · 6000rpm · WHEELBASE=1180mm · LxWxH=1855x655x1020mm

台灣  
TAIWAN

台鈴 SUZUKI  
天箭 90



又管式前懸吊系統不但吸震性佳，更確保優異的操控安全及舒適特性。此款機種結合了尖端的機車製造技術及速克達設計觀念，搭載氣冷二行程單缸引擎。此外，前後鼓式制動，後載物架等強力配備亦裝載齊全，是騎士的實用機種。

COMBINED WITH THE ADVANCED MOTORCYCLE MANUFACTURING TECHNOLOGY PLUS ITS LONG-TERM PROVEN PERFORMANCE OF SHOOT POWER ENGINE, AND SPORTS STREAMLINED CONFIGURATION, AND LUXURIOUS FITTINGS, IT IS STILL THE MAIN MODEL AMONG THE MID-SIZES.

■ DISPLACEMENT: 82.5cc ENGINE: 2-STROKE SINGLE WITH AIR-COOLED COMPRESSION RATIO=7.3:1 · BORExSTROKE=50x42mm · IGNITION: CDI · DRIVE: BELT · GEARBOX: AUTO · MAX-P: 7ps · 7000rpm · MAX-T: 0.9kgm · 4500rpm · WHEELBASE=1177mm · LxWxH=1745x620x1130mm