



# SH50/SH100

## Introduction

Styled for comfortable fun and light and easy transportation, the SH50 and more powerful SH100 feature large 16" wheels, sleekly modern styling and slim yet roomy proportions that make them perfect companions for enjoyable days in the sun, a bit of light shopping or just meandering around town with no particular place to go. Plushly padded seats and ample legroom make the two SH's remarkably comfortable mounts for riders of all sizes, while their tastefully subdued designs and ample carrying capacity provide an elegant yet rational appeal for riders of all ages.

### SH50

For 16 years the SH50 has been the benchmark when it comes to balance, thanks to its large wheels. Cut out for town use, it differs from other mopeds in some useful practical aspects. Its integral apron offers good protection and its 50cc engine has a belt drive that is safer, quieter, smoother and requires less maintenance. A true trailblazer in the field of large-wheeled scooters, the SH50 is revised in-depth this year, but remains as effective as ever in town and gives a very safe ride. With the

addition of a new catalyser element built into its exhaust system to reduce the release of hydrocarbons (HC) and nitrous oxides (NO<sub>x</sub>) into the atmosphere, the new 2000 SH50 now also conforms with Europe's EURO-1 emissions regulations.

### SH100

Following the undisputed success of the SH50, Honda offers the 100cc version of the same name. With its big wheels, the SH100 achieves immeasurably greater stability than traditional scooters and enjoys

a high quality finish. Powerful response, vigorous acceleration, exceedingly manoeuvrable thanks to its excellent turning circle, very light and fitted with automatic transmission, the SH100 is a marvellous town machine. Available to anyone with a car licence for more than two years, it is the perfect compromise between a scooter and a motorbike. Liberty, stability, facility, this could be the motto of the SH100, which could well upset the sales top 10 yet again.

### SH50

*Introduced in 84 - Manufactured in Italy - SCOOTER*



### SH100

*Introduced in 97 - Manufactured in Italy - SCOOTER*



SH50-100 - 20001 - E



## SH50/SH100

### Colouring Concept

For the year 2000, the two SH's accentuate their charms in seven attractive colour variations that include two new additions to the group. Leading off is a rich new red that exudes all the lively Latin excitement of the sunny southern countryside. On the other end of the spectrum, a shady new blue lends a more composed sense of tranquility to the hectic rush of the city streets, while in limited release, a light metallic blue brightens the scene with its sparkling effervescence. Carried over from the previous year

are a crisply lustrous black that projects an image of mature prestige, a pleasant green-tinged off-white that offers a carefree and youthful appeal, a richly hued dark green that emphasises the SH's innate quality of construction, and another bright shade of red that seems destined to be seen near the beaches and bars, and wherever people gather. All versions feature a clean, uncluttered look shorn of stripes or graphics, and attractive silver-painted cast aluminium wheels.

#### Colours

- Fury Red
- Tirreno Blue
- Black
- Bottle Green
- Pasta Green
- Sparkling Red (SH50 E-type only)
- Winter Lake Blue Metallic (SH50 SP & IT types only)

SH50



SH100





## SH50/SH100

### *Close-up*

#### **New Features**

- New catalyser element installed in exhaust system to meet EURO-1 exhaust emissions regulations.
- New colour variations.

#### **General Features**

- Lightweight and fitted with large wheels, the SH is reassuring for those who do not like small-wheeled scooters.
- With timeless lines and designed to be functional, the SH is ideally suited for urban riding.
- The wide front panel provides the rider with proper protection.
- The hydraulic suspension (rare in this engine size), matched to the SH's low weight and the overall balance of its architecture provide

it with optimum road-holding.

- Allied to this suspension, the SH's padded saddle contributes to the excellent level of overall comfort. This two-seater saddle enables a passenger aged less than 14 to be carried.
- The brake levers are designed to fit all shapes and sizes.
- With its luggage carrier (with tie-down hooks), and a central platform, able to fit a large bag, the SH has the wherewithal to carry a load of bits and pieces without upsetting the ride.
- The engine is smooth and lively thanks to the continuously variable transmission.
- Lubrication is by separate system to avoid having to mix

the fuel oneself.

- The electric starter shows Honda's attention to practicalities.
- Honda has insisted on fitting indicators to the SH for increased safety.
- The drum brakes contribute to overall safety being powerful, reliable and progressive.
- The SH's generous ground clearance enables it to mount the majority of curbs without getting caught.
- The SH benefits from the Honda's quality manufacturing and the assurance of the exceptional service network of the number one manufacturer in the world.



SH50/SH100

## Colour Overview - SH50

1993



1994



SH50-100 - 20004 - E



# SH50/SH100

1995



1996



1997



SH50-100 - 20005 - E



SH50/SH100

## Colour Overview - SH100

1997



SH50-100 - 20006 - E



# SH50/SH100

## Specifications

### Specifications

### SH50 (IT, SP, E, B, PO, G, NL, F types)

Engine	Air-cooled 2-stroke single
Bore × Stroke	39 × 41.4mm
Displacement	49cm <sup>3</sup>
Compression Ratio	7 : 1
Carburettor	14mm piston-valve type
Max. Power Output	IT-type 1.99PS/6,250rpm (95/1/EC) (1.46kW/6,250min <sup>-1</sup> ) SP-type 5.2PS/6,750rpm (ECE) (3.8kW/6,750min <sup>-1</sup> ) E-type 4.9PS/7,000rpm (DIN) (3.6kW/7,000min <sup>-1</sup> ) B, PO-types 5.2PS/6,750rpm (DIN) (3.8kW/6,750min <sup>-1</sup> ) G-type 3.4PS/6,500rpm (DIN) (2.5kW/6,500min <sup>-1</sup> ) NL-type 1.8PS/5,750rpm (ISO) (1.3kW/5,750min <sup>-1</sup> ) F-type 4.5PS/6,000rpm (ISO) (3.3kW/6,000min <sup>-1</sup> )
Max. Torque	IT-type 0.26kg-m/4,500rpm (95/1/EC) (2.5Nm/4,500min <sup>-1</sup> ) SP-type 0.54kg-m/6,500rpm (ECE) (5.3Nm/6,500min <sup>-1</sup> ) E-type 0.52kg-m/6,750rpm (DIN) (5.1Nm/6,750min <sup>-1</sup> ) B, PO-types 0.55kg-m/6,500rpm (DIN) (5.4Nm/6,500min <sup>-1</sup> ) G-type 0.39kg-m/6,000rpm (DIN) (3.8Nm/6,000min <sup>-1</sup> ) NL-type 0.29kg-m/4,000rpm (ISO) (2.8Nm/4,000min <sup>-1</sup> ) F-type 0.53kg-m/6,000rpm (ISO) (5.2Nm/6,000min <sup>-1</sup> )
Ignition	Digital transistorised with electronic advance
Starter	Electric/Primary kick
Transmission	V-Matic
Dimensions (L×W×H)	1,867 × 698 × 1,091mm
Wheelbase	1,267mm
Seat Height	763mm
Ground Clearance	121mm
Fuel Capacity	6.3 litres
Wheels	Front 16 × MT1.60 cast aluminium alloy Rear 16 × MT1.85 cast aluminium alloy
Tyres	Front 2.50-16 Rear 2.75-16
Suspension	Front 31mm hydraulic telescopic fork, 71mm axle travel Rear Unit swing arm, 67mm axle travel
Brakes	Front 220mm hydraulic disc with dual-piston calliper and resin mould pads Rear 110mm leading/trailing drum
Dry Weight	IT-type 84kg PO-type 81.9kg B, E, F, SP, NL types 82.9kg G-type 83.3kg



# SH50/SH100

## Specifications

### Specifications

### SH100 (IT, SP, F types)

Engine	Air-cooled 2-stroke single
Bore × Stroke	51 × 49.6mm
Displacement	101.3cm <sup>3</sup>
Compression Ratio	6 : 1
Carburettor	16mm piston-valve type
Max. Power Output	IT-type 8.8PS/6,500rpm (DGM) (6.5kW/6,500min <sup>-1</sup> ) SP-type 8.7PS/6,500rpm (ECE) (6.4kW/6,500min <sup>-1</sup> ) F-type 8.6PS/6,500rpm (ISO) (6.3kW/6,500min <sup>-1</sup> )
Max. Torque	IT-type 0.98kg-m/4,500rpm (DGM) (9.6Nm/4,500min <sup>-1</sup> ) SP-type 0.98kg-m/4,000rpm (ECE) (9.6Nm/4,000min <sup>-1</sup> ) F-type 0.96kg-m/4,000rpm (ISO) (9.4Nm/4,000min <sup>-1</sup> )
Ignition	Digital transistorised with electronic advance
Starter	Electric/Primary kick
Transmission	V-Matic
Dimensions (L×W×H)	1,867 × 698 × 1,091mm
Wheelbase	1,267mm
Seat Height	763mm
Ground Clearance	121mm
Fuel Capacity	6.3 litres
Wheels	Front 16 × MT1.60 cast aluminium alloy Rear 16 × MT1.85 cast aluminium alloy
Tyres	Front 2.50-16 42M Rear 2.75-16 46M
Suspension	Front 31mm hydraulic telescopic fork, 71mm axle travel Rear Unit swing arm, 67mm axle travel
Brakes	Front 220mm hydraulic disc with dual-piston calliper and resin mould pads Rear 110mm leading/trailing drum
Dry Weight	88kg

All specifications are provisional and subject to change without notice.