HONDA MOTOR CO LTD
Form 6-K
November 14, 2003
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No.1-7628

SECURITIES AND EXCHANGE COMMISSION

WASHINGTON, D.C. 20549

FORM 6-K

REPORT OF FOREIGN PRIVATE ISSUER

PURSUANT TO RULE 13a-16 OR 15d-16

UNDER THE SECURITIES EXCHANGE ACT OF 1934

FOR THE MONTH OF October 2003

COMMISSION FILE NUMBER: 1-07628

HONDA GIKEN KOGYO KABUSHIKI KAISHA

(Name of registrant)

HONDA MOTOR CO., LTD.

(Translation of registrant s name into English)

1-1, Minami-Aoyama 2-chome, Minato-ku, Tokyo 107-8556, Japan

(Address of principal executive officers)

Indicate by check mark whether the registrant files or will file annual reports under cover of Form 20-F or Form 40-F:

Form 20-F __*__ Form 40-F ____

Indicate by check mark if the registrant is submitting the Form 6-K in paper as permitted by Regulation S-T Rule 101(b)(1): ____

Note: Regulation S-T Rule 101(b)(1) only permits the submission in paper of a Form 6-K if submitted solely to provide an attached annual report to security holders.

Indicate by check mark if the registrant is submitting the Form 6-K in paper as permitted by Regulation S-T Rule 101(b)(7):____

Indicate by check mark whether by furnishing the information contained in this Form, the registrant is also thereby furnishing the information to the Commission pursuant to Rule 12g3-2(b) under the Securities Exchange Act of 1934.

Yes ____ No ____

If Yes is marked, indicate below the file number assigned to the registrant in connection with Rule 12g3-2(b):82-____

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Exhibit 1:

On October 3, 2003, Honda Motor Co., Ltd. announced that it developed the world s first electronically controlled fuel injection system (Honda Programmed Fuel Injection, or PGM-FI) for use in 4-stroke, 50cc scooters. (Ref. #M03-37)

Exhibit 2:

On October 10, 2003, Honda Motor Co., Ltd. announced the development of the Honda FC Stack, a remarkably compact, next-generation fuel cell stack that delivers high performance, yet operates at temperatures as low as -20°C (-4°F). (Ref. #A03-053)

Exhibit 3:

On October 14, 2003, Honda Motor Co., Ltd. announced the lineup of vehicles to be displayed at the Japan Automobile Manufacturers Association, Inc. sponsored 37th Tokyo Motor Show which ran from Saturday, October 25th to Wednesday, November 5, 2003 at Makuhari Messe in Chiba, Japan. (Ref. #C03-076)

Exhibit 4:

On October 15, 2003, Honda R&D Co., Ltd., Honda s research and development subsidiary, announced that it will expand Honda R&D Southeast Asia Co., Ltd., its motorcycle research center in Thailand, in order to enhance research and development of motorcycles in ASEAN region. (Ref. #C03-077)

Exhibit 5:

On October 16, 2003, Honda Motor Co., Ltd. announced the upcoming release in Japan of the new Dio scooter, featuring an air-cooled, 4-stroke 50cc engine and striking new design. (Ref. #M03-040)

Exhibit 6:

On October 17, 2003, Honda Motor Co., Ltd. announced the addition of the world s first Congestion Prediction function to the company s exclusive InterNavi Premium Club service. (Ref. #A03-056)

Exhibit 7:

On October 17, 2003, Honda Motor Co., Ltd. announced the new Odyssey for the Japanese market, offering outstanding new value in minivan. (Ref. #A03-055)

Exhibit 8:

On October 24, 2003, Honda Motor Co., Ltd. announced that overseas automobile production increased 19.7% in September over the corresponding month in 2002, the 33rd consecutive month of growth in that category. (Ref. #C03-078)

Exhibit 9:

On October 28, 2003, Honda Motor Co., Ltd. announced its consolidated financial results for the fiscal second quarter and the first half ended September 30th 2003.

Exhibit 10:

English translation of Notice of Resolution by the Board of Directors concerning Payment of Interim Dividend for the 86th fiscal period.

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Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned, thereunto duly authorized.

HONDA GIKEN KOGYO

KABUSHIKI KAISHA

(HONDA MOTOR CO., LTD)

/s/ Satoshi Aoki

Satoshi Aoki

Senior Managing and

Representative Director

Date: November 14, 2003

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ref. #M03-37

Honda Develops World s First Electronically Controlled Fuel

Injection System for a 4-Stroke 50cc Scooter

October 3, 2003 Honda Motor Co., Ltd. announced today that it has developed the world s first electronically controlled fuel injection system (Honda Programmed Fuel Injection, or PGM-FI) for use in 4-stroke, 50cc engines. The PGM-FI system, which offers superb starting along with improved fuel economy and cleaner emissions, will be available on a new-model scooter in Japan next spring.

All Honda scooters for sale in Japan are scheduled for conversion to PGM-FI by 2007, and the majority of models for sale worldwide will be equipped with PGM-FI by 2010.

Use of PGM-FI in any motorcycle requires precise control technology, but in smaller models with a displacement as low as 50cc, the further needs for compact design and low cost present a considerable technical challenge.

Main achievements in developing PGM-FI for use in a 4-stroke, 50cc scooter:

A major reduction in the number of structural components achieved through functional integration and unified design, resulting in both size and cost savings.

Approximately 7%* better fuel economy in 30km/h steady speed test mode, and approximately 10%* better fuel economy in a test mode designed to simulate actual city driving conditions.

Reduction of emissions to just half the CO (carbon monoxide) and HC (hydrocarbon) levels stipulated by Japanese government regulations.

Compared to a conventional, carburetor-equipped 50cc engine, significantly better starting when cold or after long periods of disuse.

Although the system requires an electrical supply, the scooter can be started using the kick-starter even when the battery is completely dead.

*Calculations based on Honda in-house testing

PGM-FI-equipped 4-stroke, 50cc engine PGM-FI-equipped 4-stroke, 50cc prototype scooter

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As part of its ongoing effort to help preserve the global environment, Honda completed the conversion to 4-stroke engines of all its motorcycles offered for sale worldwide (excluding some specialized models) at the end of 2002. The CX500 Turbo (a 500cc export model) was the first Honda motorcycle to be sold with fuel injection, in 1982. Since then, fuel injection has been available on a wide range of motorcycles, from large-displacement 1800cc bikes down to small-displacement 125cc models. Now, Honda s latest technological advances have further broadened this range to include these new 4-stroke, 50cc engines a world s first.

This new technology will promote greater fuel economy and cleaner emissions in 50cc-class scooters, the largest sales category in Japan.

l Main Features of the PGM-FI System for Use in a 4-stroke, 50cc Scooter

m Low cost and functional integration

Functional components are combined and sensing functions integrated, and the fuel pump and other major components redesigned to reduce the number of parts required to just 8, compared to the 15 used in a conventional PGM-FI unit for larger models. On top of this, a 32-bit CPU was used to integrate the ACG[*1] starter control ECU[*2] with the PGM-FI control ECU, resulting in greater functional integration for further cost savings.

*1 ACG: Alternating-Current Generator
*2 ECU: Engine Control Unit

m Smaller, more lightweight components

In order to maintain the 50cc scooter s flat-floor design, an ultra-compact fuel pump module was newly designed to fit inside the flat fuel tank located underneath the floor. The unit is just 64% of the volume and 32% the weight of the one used in the 125cc Pantheon scooter released in Europe in February 2003. The throttle body and ECU have also been made lighter and smaller, with volumes of just 38% and 21% respectively, of those used in the carburetor-equipped conventional 50cc scooter.

m Precise fuel-flow volume control

An injector for use in a small-displacement engine must provide both minute injection volumes and fine atomization of the injected fuel. The new injector for use in 50cc engines uses a two-hole injection nozzle to attain just one-third the injection volume compared to a 125cc scooter (the Pantheon). And, whereas conventional injectors generally employ multi-holed injection nozzles to obtain fine atomization, the new injector uses an optimized internal flow-path shape to achieve the world s highest level of atomization.

m Precise airflow control during idling

Airflow volume also needed to be reduced to one-third that of a 125cc scooter (the Pantheon). The newly developed air valve for use in 50cc engines employs an ultra-miniature step motor to precisely move a high-precision valve in increments of 30ìm, ensuring optimum air volume control during startup, warm up, idling, and other engine operating conditions. This results in significant improvements in startup and idling

performance, and reduces the need for periodic maintenance.

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m Kick-starting when the battery is completely dead

Users of small scooters want to start them using the kick-starter even when the battery is completely dead due to long periods of disuse. With previous fuel injection systems, it was difficult to start the engine with the current produced by the kick-starter alone. With the new system, however, small amounts of current produced by the kick-starter are directed over a 0.2 second period only to the circuits required for startup. Thanks to this and to a newly developed energy-saving fuel pump, the engine can start up smoothly even when the battery is dead.

Related publicity information and photographs are available from October 3, 2003 at the following URL:

http://www.honda.co.jp/PR/

Please enter this URL directly into an internet browser (Internet Explorer, etc.)

(This site is intended solely for the use of journalists.)

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ref. #A03-053

New Honda Fuel Cell Stack Operates at Low Temperatures;

Breakthrough Technology to be Tested in FCX on Public Roads

October 10, 2003 Honda Motor Co., Ltd. today announced the development of the Honda FC Stack, a remarkably compact, next-generation fuel cell stack that delivers high performance, yet operates at temperatures as low as -20ºC (-4ºF). It is the world s first fuel stack to feature a metal press separator structure and newly developed electrolyte membranes. The FCX equipped with the Honda FC Stack was certified September 24, by the Minister of Land, Infrastructure and Transport.

Honda will begin public testing of the vehicle s cold start and driving performance capabilities to advance more widespread use of fuel cell vehicles. Honda FC Stack-equipped FCX will take the role of a lead car in the 80th Tokyo-Hakone Ekiden relay race in January 2004.

Conventional fuel cell stacks have a complex structure in which carbon separators are fastened together with bolts. The Honda FC Stack, however, has a simplified structure composed of metal press separators, with rubber seals that are attached in a unique molding process and enclosed by panels. This reduces the number of components by almost 50% (compared to a conventional unit[*1]) and more than doubles the output density[*2], resulting in world-leading high performance. Further, use of newly developed aromatic electrolyte membranes greatly improves durability and allows for power generation at temperatures ranging from -20ºC(-4ºF) to +95ºC(+203 ºF) a difficult achievement for stacks that employ conventional fluorine electrolyte membranes. The driving range of the FCX with a Honda FC Stack also has increased by 40 km[*3], from 355 km to 395 km, while fuel economy has improved by over 10%[*4].

Honda began fuel cell technology research in the 1980s. Tests of Honda fuel cell stacks were conducted under a range of driving conditions using the 1999 FCX-V2 and the 2001 FCX-V3. Developed with a view to volume production and the ultimate need to recycle fuel cell vehicles, this next generation Honda FC Stack significantly reduces the use of special materials and offers excellent driving performance and low-temperature starts.

Honda FC Stack FCX equipped with the Honda FC Stack

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Key Features of the Honda FC Stack

1. Compact, high output

   The number of components is reduced by almost 50% through use of the world s first metal press separators and a panel-type structure, while the output density is almost double that of a conventional fuel cell stack.

2. Low-temperature starts

   Ion conductivity at low temperatures is double that of a conventional stack thanks to use of aromatic electrolyte membranes.

   Use of metal press separators improves conductivity.

   Thermal capacity is reduced because the unit is more compact. Warm-up time is 20% that of a conventional stack.

3. Durable even at high temperatures

   Power can be generated at up to +95ºC(203ºF).

4. Next-generation fuel cell stack developed in consideration of mass production and recycling.

   Some special materials have been replaced b more readily-available materials.

*1 Honda fuel cell stack on the FCX-V3
*2 output/volume, output/weight
*3 LA4 mode Honda in-house calculations
*4 Compared with an FCX equipped with a Ballard fuel cell stack

Specifications of the Honda FC Stack-equipped FCX

Name		FCX
Number of occupants		4
Max. speed		150 km/h
Max. output		80kW (109PS)
Max. drive torque		272N·m (27.5 kg·m)
Motor	Type	AC synchronous electric motor (manufactured by Honda)
Fuel cell stack (2 units)	Type	PEMFC (proton exchange membrane fuel cell, manufactured by Honda)

	Output	86kW
	Type	Compressed hydrogen
Fuel	Storage	High-pressure hydrogen tank (350 atmospheres)
	Capacity	156.6 liters
Dimensions (L x W x H, mm)		4165 x 1760 x 1645
Energy storage		Ultra Capacitor (manufactured by Honda)
Vehicle range (LA4 mode)		395 km

Publicity information relating to the next generation Honda FC Stack is available from the following URL:

http://www.honda.co.jp/PR/

(This site is intended exclusively for the use of journalists.)

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ref. #C03-076

Honda Announces Automobiles and Motorcycles to be

Displayed at the 37th Tokyo Motor Show

October 14, 2003 Honda Motor Co., Ltd. today announced the lineup of vehicles to be displayed at the Japan Automobile Manufacturers Association, Inc.-sponsored 37th Tokyo Motor Show which runs from Saturday October 25th to Wednesday, November 5, 2003 at Makuhari Messe in Chiba, Japan.

The essence of Honda s global brand and the spirit of challenge it is founded upon is expressed in the slogan The Power of Dreams . The theme chosen for the passenger car display at this Tokyo Motor Show, Free Thinking; Liberating Technology , introduces the bright and exciting world of people and cars that Honda aims to create. The theme of the motorcycle display, Dream Wings expresses Honda s desire to take the relationship between people and motorcycles to another level. In this corner some ideas, which were born of this continuous challenge, are on display. In addition to production concept vehicles, the Honda display will showcase the company s environmental and safety technologies.

GRIFFON	HSC
KIWAMI	PS250

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Passenger Car Display: 19 Vehicles, 16 Models

At the passenger car display, Honda will present some of the latest results of the company s free and innovative thinking and its determination to empower the individual. An all-new Odyssey will be introduced, as well as a broad range of imaginative concept vehicles. In addition, a variety of innovative powerplants that combine superior driving pleasure with advanced environmental technology, and a selection of new Honda safety technologies will be presented.

New Odyssey/ASM Stage

The spacious and comfortable new Odyssey redefines the minivan. An innovative low-floor platform provides a low center of gravity for improved handling and a low roofline. Sharing the stage with the new Odyssey will be the concept vehicle ASM, an 8-seat minivan offering both advanced technology and luxury.

Concept Vehicle Stage

Honda will present its ideas for the future in a lineup of intriguing concept vehicles: the HSC which offers the driving pleasure of a sports car in a package that anyone can handle; the IMAS, a lightweight aerodynamic hybrid sports car; and KIWAMI, which matches Honda s clean-running fuel cell technology with the Japanese aesthetic of beauty in a premium next-generation sedan.

Advanced Technology Stage

The display will feature the FCX, the world s first fuel cell vehicle to be brought to market, along with a wide range of cutaway models of engines that combine driving performance and advanced environmental technology. In addition, some of the latest developments in Honda s pre-crash safety and other safety technologies will be featured.

Motor Sports Stage

Honda s Formula One and IndyCar racers will be displayed, along with a racing version of the Fit (a concept vehicle).

Further, Honda s ongoing work in the area of **Welfare Vehicles** will be represented by displays of the passenger lift seat-equipped Odyssey Almas and Life Almas as well as the Monpal 4-wheel electric wheelchair, which can be driven with an easy-to-operate lever.

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Motorcycle Display: 51 Vehicles, 40 Models

At the motorcycle display, Honda will present on four stages the idea of Dream Wings , Honda s desire to share the pleasure of motorcycle riding with more and more individuals. Honda is pursuing dreams and overcoming challenges to provide advanced technology for all.

Main Stage

Conveying a strong and compelling presence on the main stage will be the concept model Griffon, which combines the sportiness of a motorcycle with the convenience of a scooter; the soon-to-be-released CBR1000RR and CB750; and the overseas exhibition model Valkyrie Rune.

The **Center Stage** will feature the PS250, a concept model which represents the 5th model to be developed by the N Project and its team of young engineers at the Asaka R&D Center.

The **Honda Racing Stage** will feature the MotoGP championship machine RC211V, Honda s new downhill racing RN01 mountain bike, and a range of other vehicles representative of Honda s spirit of challenge and advanced technology.

The **Ecology/Safety/Security Stage** will focus on Honda s safety, environmental and security technologies. Honda s participation in the Ministry of Land, Infrastructure and Transport-led Advanced Safety Vehicle (ASV) program will be presented, including the Honda Riding Simulator, developed on the basis of the ASV, which enables one to experience motorcycle riding in a variety of simulated conditions.

As an example of Honda s environmental technology, the Dio Z4 FI, which is to be released in the near future, highlights Honda s newly developed PGM-FI (programmed fuel injection) system for 4-stroke 50cc engines.

The security display will feature Honda s Smart Key and other systems, which combine convenience with advanced anti-theft protection.

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¨ **Displayed Vehicles** (l Exhibition Model m Production Model)

[Passenger Car Display Corner]

World Premiere (4 Models) (§)

New Odyssey/ASM Stage	m	**New Odyssey**
	l	**ASM («)**
Concept Vehicle Stage	l	**HSC («)**
	l	**IMAS («)**
	l	**KIWAMI («)**
Advanced Technology Stage	m	**Inspire**
	m	**Life**
Motor Sports Stage	l	**F1**
	l	**IndyCar**
	l	**Fit Racing Model**
	m	**S2000**
Welfare Vehicles	m	**Odyssey Almas**
	m	**Life Almas**
Production Models	m	**Step WGN**
	m	**Stream**
	m	**Accord Wagon**

[Motorcycle Display Corner]

World Premiere (6 models)(«) Japan Premiere (4 models) (¶)

Main Stage	l	**GRIFFON(«) l CBR1000RR (¶)**
	l	**SHADOW750 (¶) l CB750**
	l	**VTX1800S (¶)**
	l	**VALKYRIE RUNE (¶)**
	l	**GL1800 Gold Wing**
	l	**CB400 Super Four HYPER VTEC SPECIII («)**
	l	**CB1300 Super Four Type-R l CB400SS and others**
Center Stage	l	**PS250 («) and others**
Honda Racing Stage	l	**RC211V l VTR1000SPW l RN01 and others**
Ecology/Safety/Security	l	**Dio Z4 FI («) l Riding Trainer («)**
	l	**WAVE 125 FI l ASV Riding Simulator and others**
Production Models	m	**VTX m SILVER WING (600) ABS-equipped vehicle**
	m	**XR250 m XR250 Motard m VTR**
	m	**Spacy100 m SOLO m TODAY**
	m	**FUSION Type X equipped with audio system («) and others**

Publicity materials relating to Honda s displays at the 37th Tokyo Motor Show will be available as of October 15, 2003 at the following URL:

http:// www.honda.co.jp/PR/

(This site is intended exclusively for the use of journalists.)

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The following announcement was released by Honda R&D Co., Ltd., Honda s research and development subsidiary, at 1:00 p.m. on October 15, 2003 Thailand time (3:00 p.m., October 15, 2003 Japan time).

<For reference>

ref.#C03-077

Honda Expands Motorcycle R&D Operation in Thailand to Enhance Research and

Development of Motorcycles for the ASEAN Region

Bangkok, Thailand, October 15, 2003 Honda R&D Co., Ltd., Honda s research and development subsidiary, has announced that it will expand Honda R&D Southeast Asia Co., Ltd. (hereinafter referred to as HRS-T), its motorcycle research center in Thailand, in order to enhance research and development of motorcycles for the ASEAN region.

An additional investment of 800 million baths will be made to cover the cost of a 8,350m^2 plot of land which has been purchased as well as for a new facility and adjoining test course will be constructed there. Currently, HRS-T conducts market research, styling design and mock-up model production. In the future, additional functions including engineering design and development as well as the testing of prototype motorcycles will be undertaken.

In 1988, a representative office was established in Thailand for the purpose of carrying out research and development of motorcycles and in 1997, this office was incorporated as HRS-T. In consideration of the expansion of the ASEAN motorcycle market in countries such as Indonesia, Vietnam and Thailand, which follow China and India as the largest markets, strengthening of the development function will be accelerated.

Outline of R&D Southeast Asia Co., Ltd.

Location:	Bangkok, Thailand
Capital:	18.30 million bahts
President:	Hirofumi Kambe
Equity ratio:	Honda R&D Co., Ltd. 100%
Business:	Research and development of motorcycles
Established:	November 1997

Related PR material can be downloaded from the following URL from October 15, 2003. To download, please use browser software such as Internet Explorer and directly type http://www.honda.co.jp/PR/ into the address bar.

(The above site is for the exclusive use of members of the press.)

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ref. #M03-040

Honda Introduces the New Dio Scooter

October 16, 2003 Honda Motor Co., Ltd. today announced the upcoming release in Japan of the new Dio scooter, featuring an air-cooled, 4-stroke 50cc engine and striking new design. The new Dio is the third model manufactured in China to be introduced here and goes on sale Thursday, November 20, 2003.

The Dio features a bold new sporty wedge-shape body and environmental performance built into every detail. The high-quality styling is accented by six different color variations of lustrous pearl-white and metallic paints certain to please a broad range of customers.

Production of the new Dio takes full advantage of Honda s global network with research and development conducted in Japan, optimal procurement of parts from various countries in Asia, and the manufacturing handled under the most stringent quality control standards at Sundiro Honda Motorcycle Co., Ltd. in China.

The new Dio is the fourth in the Dio series to be sold in Japan, joining the water-cooled 4-stroke 50cc Smart Dio, the Smart Dio Deluxe, which features an advanced Idle Stop System and front disc brakes, and the Smart Dio Z4 all manufactured at Honda s Kumamoto Factory.

Optimally leveraging worldwide operating resources and achieving a mutually complementary supply of products within regions, Honda is moving forward with its Made by Global Honda policy, responding to diversifying customer demand by manufacturing in the appropriate location for supply to each market.

	Dio
l Annual domestic sales target	60,000 units
l Manufacturer s suggested retail price (consumption tax not included)	119,000 yen

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= Key Features =

l Highly reliable air-cooled 4-stroke engine

The new Dio is equipped with a highly reliable, forced-air-cooled engine. An air injection (secondary air supply) system has been combined with a compact combustion chamber to reduce harmful pollutants in the exhaust gas. The engine has also been tuned to provide ample power in the low-to-mid engine speed ranges just right for the frequent starts and acceleration of city driving. Fuel consumption is an impressive 65km/liter*[1].

*1 In low-altitude driving at 30km/hour

l Striking new styling and ample equipment

The Dio s striking new styling starts with the upturned tail, which accents the wedge-like body shape. Contoured surfaces, metal accents and multi-reflector headlights provide added visual appeal. A needle-indicator-equipped fuel gauge offers superior visibility, and other ergonomic features include a push-canceling turn indicator and inner storage pockets at knee level. The 22-liter*[2] under-seat storage compartment accommodates a standard full-face helmet.

*2 Honda in-house measurement.

l Comprehensive anti-theft system and safety equipment

The anti-theft system utilizes a key cylinder that features centralized control of the main switch, seat opener and handle lock. The key cylinder is also equipped with a shutter-like protective cover. A U-lock holder on the rear carrier enables a U-lock to be fitted. Extra security is achieved through pre-wiring for an optional alarm kit or immobilizer alarm. Safety equipment includes a combined brake system that distributes an appropriate balance of front and rear wheel braking force when only the left (rear wheel) brake lever is used. This enables effective stopping while maintaining vehicle stability.

l Distinctive color variations

Six attractive color choices are designed to meet a wide range of customer needs, with a focus on metallic and pearl colorings for a high-quality look.

Two-tone 3 colors: (x Matte Access Grey Metallic), Sigma Silver Metallic, Sirius Blue Metallic, Orion Yellow

Solid colors 3 colors: Pearl Cancer White, Pearl Procyon Black, Candy Lucid Red

n **Manufacturer: Sundiro Honda Motorcycle Co., Ltd.**

Established:	September, 2001
Head office location:	Tianjin City, China
Capital:	US$ 99.56 million
Capital contribution:	Honda Motor Co., Ltd. 50%, Hainan Sundiro Holding Co., Ltd. 47.33%, Tianjin Motors Group Inc. 2.67%
Principal activities:	Production and sale of motorcycles
Number of employees:	6,700 (as of May, 2003)
Production capacity:	Finished vehicles=1.4 million units/year (engines=1.2 million units)

Publicity materials relating to the new Dio will be available at the following URL :http://www.honda.co.jp/PR as of October 16, 2003.

(This site is intended exclusively for the use of journalists.)

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Key Specifications

Model Name		Dio
Model Type		Honda·BA-AF62
L × W × H	(m)	1.720×0.630×1.020
Wheelbase	(m)	1.180
Ground Clearance	(m)	0.110
Seat Height	(m)	0.695
Vehicle Weight	(kg)	77
Dry Weight	(kg)	73
Number of Riders		1
Turning Radius	(m)	1.8
Engine Type		AF61E (air-cooled 4-stroke OHC single-cylinder)
Displacement	(cm^3)	49
Bore x stroke	(mm)	37.8×44.0
Compression Ratio		10.1
Maximum Power	(kW[PS]/rpm)	3.0[4.1]/8,000
Maximum Torque	(Nm[kg-m]/rpm)	3.7[0.38]/6,500
Fuel Consumption	(km/*l*)	65.0 (30km/h low-altitude driving)
Carburetor Type		VK0DB
Starter		Self-starting (also kick-start)
Ignition		CDI battery ignition
Lubrication		Combination pressure/splash
Fuel Tank Capacity	(	