

Lead

2008 Press Information



Introduction

Cosmopolitan styling, comfortable proportions and strong, responsive performance in a sleek and highly economical new scooter. The new 2008 Lead has it all, with easy control and riding fun to spare. Featuring a new liquid-cooled and fuel-injected engine, and a light-handling new chassis and bodywork design, the new Lead provides all the comfort and quality of Honda's larger-displacement scooters in a low-cost 100cc-class runabout that anybody can enjoy.

Over the years, scooters have come to play an important role in urban transport on the roads of Europe. They liberate 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 commuters, scooters of all makes and sizes offer dependable and stylish alternatives to cars and public transportation, proving especially nimble negotiating the hustle and bustle of city traffic, and making quick trips for shopping or socialising as easy as the touch of a button and the turn of a handle. Another big attraction of compact scooters is the time saved in finding a place to park after having reached one's destination—which can be a frustrating ordeal for those stuck behind the wheel of a car.

Powered by clean, quiet and environmentally friendly 4-stroke engines, Honda's superb line-up of scooters has grown to offer many variations on this carefree and enjoyable way to get around town. For riders young and old, or new and experienced, Honda's scooters offer the attractions of a relatively inexpensive, easy and dependable way to get from place to place, and experience some fun while minding the business of the day.

The 100cc Lead has also made its mark at the lower-displacement end of Honda's scooter spectrum, offering ample performance and comfort for its low asking price. However, with the requirements of strict new environmental regulations and the increasing sophistication of scooter riders everywhere, the time was right for a completely new revitalisation in this small but important class of convenient transportation. A new 100cc model that brings Honda's small-displacement scooter segment delightfully up to date. The results speak for themselves in the all-new Lead, a smart commuter and helpful family transport with a sporty urban flavour, the latest in performance, handling and braking technologies, and the most enjoyable mix of comfort, convenience and economy on two wheels.



Styling

Featuring sleek, contemporary styling that never goes out of fashion, the all-new Lead's curvaceous lines offer instant appeal in a modern form that feels right at home on the streets of the city. Its slimmed-down proportions provide exceptional mounting ease and lighter, easier manoeuvrability in dense traffic conditions. Economical quality is also a big feature with the new Lead, and is expressed in such details as its uniquely shaped cast aluminium folding pillion pegs and every complementary curve in its design.

The Lead's attractively styled front cowl is crowned by a large clear-lens multi-reflector headlight integrated into its sleek handlebar cowl that puts out a bright 35/30-watt beam for easy night-time visibility. Behind the headlight, the Lead's elegantly styled integrated instrument panel design expresses a smart, cosmopolitan feel while offering an easy view of operating conditions.

The front corners of the new Lead's sculpted bodywork mount cleanly integrated clear-lens turn indicators that enhance both its sharp, modern look and its visibility in traffic. At the rear, a large combination light is integrated into the sweeping curves of its tail cowl for eye-catching visibility.

The Lead's low 740mm seat height combines with higher handlebars to provide a delightfully comfortable riding position and an easy, confident reach to the ground for riders of all sizes. Its broad support and stepped contours provide superb riding comfort for both rider and passenger on longer rides and daily commutes.

Ample Carrying Capacity

Underneath the Lead's locking seat, a remarkably large-capacity carrying space offers room to hold a full-face helmet and more, or a large load of work, school, shopping or travelling necessities. No worries if the compartment is full when parked, as a pair of hooks located under the front corners of the seat provide secure places to hang one's helmet. Extra carrying capability is also provided by the Lead's large locking front glove box, a handy hook for latching on bag or purse handles, and a sturdy cast aluminium rear carrier that can also be fitted with an optional 35-litre top box.

Colouring Concept

The Lead's stylish bodywork and understated urban charm are highlighted in its curvaceous lines and excellent build quality. Its four attractive colour variations provide a luxurious complement to its styling with rich hues and a sparkling lustre. The Lead first takes to the streets of town and country in a crisp black sheen that attractively accentuates its sinewy curves. Its quality and prestige shine through in a light metallic silver that accentuates the Lead's presence in every scene it makes. In lustrous pearlescent white, the Lead exudes a speedy confidence and sophistication on every street it roams. Finally, the Lead grabs attention in rich candy red, providing a lively accent on every enjoyable ride it offers.

Colours

- Black
- Cosmic Silver Metallic
- Pearl Silky White
- Candy Lucid Red



Engine

The new Lead is powered by a modern 108cm³ single overhead camshaft (SOHC) four-stroke two-valve single-cylinder engine that features liquid-cooling and the latest in fuel-injection systems for top performance and smooth, reliable operation. Starting instantly at the touch of a button, this compact new engine produces stronger power and quicker acceleration at higher revs than the 102cm³ air-cooled engine that powered the earlier version of the Lead.

The engine's compactly configured, high-accuracy computerised fuel injection system ensures easy starts and top performance coupled with smoother operation and remarkably low fuel consumption compared to the carburetted engine it replaces. In fact, fuel consumption is nearly 20% better than the earlier Lead, for a longer cruising range and lower running costs between fill-ups. The new Lead's fuel injection system also greatly minimises exhaust emissions by integrating a complete oxygen-sensing catalyser system that maintains emissions at well below strict EURO-3 regulation levels.

Engine operation is smooth, powerful and delightfully quiet, with its liquid-cooling system, Silent chain cam drive, large-volume aircleaner and silencer all contributing to the Lead's greatly reduced engine noise. The liquid-cooling system's compact radiator is also mounted directly to the right side of the engine for a more concise design that frees up room for the Lead's floorboard-integrated fuel tank and large underseat carrying space.

Chassis

The Lead's rugged tubular steel frame is built strong for confidently responsive handling, even when carrying a passenger and load of gear. Its low-deck underbone configuration provides a spacious floor area for ample legroom and comfortable positioning of one's feet while easing mounting and dismounting. Although having a longer wheelbase than the earlier Lead, the chassis' revised caster and trail maintain the same short turning radius for easy manoeuvrability, especially in heavy traffic. The frame's unit swingarm front engine mount also features an innovative linked design that helps minimise the transmission of engine vibration through the frame to the rider, for a smooth, pleasant ride free of the annoying buzz of vibration.

Low-Mount Fuel Tank

This frame design also creates room for the complete integration of the Lead's six-litre fuel tank into the space between the frame's rigid lower tubes and directly under its spacious floorboard. The lower centre of gravity provided by this configuration combines with the Lead's longer wheelbase to make a significant contribution to enhanced riding ease. It also frees up room under the seat, where most scooters of this type carry their fuel tanks, for a larger carrying space.

Modern Scooter Suspension System

The Lead's new 33mm telescopic front fork suspension is essentially the same as that used on Honda's other 125/150cc scooters, and compliantly soaks up the bumps of the road while providing confident handling and cornering control for riders of all ranges of experience. Its unit swingarm rear suspension uses a single spring-loaded rear damper attached at the very rear of the swingarm for a plush ride and excellent long-term riding comfort.



Optional Equipment

Easy-Operation Combined Brake System

The Lead's attractive 12" five-spoke cast aluminium front wheel provides lighter, smoother and easier control than the 10" wheel used on the original Lead. Both it and the wider 10" rear wheel mount tubeless tyres and are stopped by a responsive 190mm dual-piston calliper disc brake up front and a 130mm leading/trailing rear drum brake. Like most of the other scooters in Honda's lineup, the Lead's brakes are linked together by the enhanced braking control of Honda's innovative Combined Brake System.

This highly effective system provides unrivalled braking ease and effortless control that is simple and easy to operate. Its right-side brake lever controls the front brake calliper just like a conventional motorcycle brake system. The left-side brake lever, however, controls not only the rear drum brake, as in conventional scooter brake systems, it also operates the front calliper by way of an inline equaliser.

This smooth and seamless combination of front and rear brake operation gives all riders an extra boost in riding confidence and control. Also, since novice riders can sometimes find it difficult to effectively grip the right brake lever while also holding onto the throttle, the Lead's Combined Brake System provides a highly effective balance of front and rear braking control when only the left-side lever is used.

Honda Access will be supplying the new Lead with a broad assortment of optional parts and accessories to further extend its range of operating versatility while elegantly complementing its cosmopolitan style. These accessories include:

- A 35-litre top box.
- A taller windscreen that offers enhanced wind protection for both body and hands.
- A set of electric heated hand grips offering adjustable temperature.

Specifications

General		
Model		Lead
Mold Type		ED-type
Engine		
Type		Liquid-cooled 4-stroke 2-valve SOHC single
Displacement		108cm ³
Bore x Stroke		50 x 55mm
Compression Ratio		11 : 1
Max. Power Output		6.6kW / 7,500min ⁻¹ (95/1/EC)
Max. Torque		9.3Nm / 6,250min ⁻¹ (95/1/EC)
Idling Speed		1,700min ⁻¹
Oil Capacity		0.8 litres
Fuel System		
Carburation		PGM-FI electronic fuel injection
Throttle Bore		20mm
Aircleaner		Viscous; cartridge-type paper filter
Fuel Tank Capacity		6.5 litres
Electrical System		
Ignition System		Fully transistorised electronic
Ignition Timing		14° BTDC (idle) ~ 35° BTDC (7,500min ⁻¹)
Sparkplug Type		CR8EH-9 (NGK); U24FER9 (DENSO)
Starter		Electric
Battery Capacity		12V / 6AH
ACG Output		219W
Headlights		12V, 35W x 1 (low) / 30W x 1 (high)
Drivetrain		
Clutch		Automatic; centrifugal
Transmission		V-Matic
Final Reduction		9.423
Final Drive		V-belt
Belt Converter Ratios		2.590 ~ 0.880
Frame		
Type		Underbone; steel tube

Chassis		
Dimensions		1,835 x 665 x 1,125mm
Wheelbase		1,275mm
Caster Angle		26° 30'
Trail		74mm
Turning Radius		1.9m
Seat Height		740mm
Ground Clearance		105mm
Kerb Weight		114kg (F: 48kg; R: 66kg)
Max. Carrying Capacity		176kg
Loaded Weight		290kg (F: 90kg; R: 200kg)
Suspension		
Type	Front	33mm telescopic fork, 80mm axle travel
	Rear	Single-damper unit swingarm, 70mm axle travel
Wheels		
Type	Front	U-section 5-spoke cast aluminium
	Rear	U-section 5-spoke cast aluminium
Rim Size	Front	12M/C x MT2.75
	Rear	10M/C x MT3.50
Tyre Size	Front	90/90 12M/C (44J)
	Rear	100/90 10M/C (56J)
Tyre Pressure	Front	175kPa
	Rear	200kPa (with passenger: 225kPa)
Brakes		
Type	Front	190 x 3.5mm hydraulic disc with Combined dual-piston calliper, drilled rotor and resin mould pads
	Rear	130mm Combined leading/trailing drum