

***ELITE/AERO 80/AERO 50/SPREE  
GYRO/PASSPORT***





The first time you set eyes on the new Honda Elite, you may think it's a form of future transportation.

If you do, you won't be far off.

Because the Elite's space-age styling is definitely the shape of things to come.

cool weather conditions. And a handlebar-mounted fairing gives you added hand protection.

Beneath the Elite's high-tech exterior sits a low-maintenance, 124 cc, four-stroke engine with liquid-cooling. It's powerful enough

for easy highway cruising and spirited, two-up riding.

## ELITE

There are a couple of other nice

features you'll appreciate, too. Like a handy electric start, and Honda's V-matic™, torque-sensing transmission, which eliminates shifting.

To make your travelling time as

smooth as possible, there are hydraulic front forks and dual hydraulic rear shocks.

The Elite also features an automotive-style instrument panel, so you can make sure all systems are go, while you go.

And a powerful quartz-halogen

Its lightweight, streamlined body design provides excellent wind and splash protection. Air ducts located in the front fairing feature adjustable foot warmers for



*Easy-to-read, automotive-style instrument panel includes a fuel gauge and service reminder.*

headlight pops up automatically when you turn the key.

Take a look at the all-new, Honda Elite. In Light Copper Metallic, or Candy Ruby Red.

You'll see the future of urban transportation, today.





For 1984, Honda's got a slick way for you to look like a million, even if you're on a tight budget.

It's called the Honda Aero 80.

And whether you're travelling to the supermarket, or the stock market, it'll stretch a tank of gas

protect you from the elements, as well.

There's an easy-to-read, automotive-style instrument panel incorporated into the handlebar-mounted headlight housing. So you can monitor your speed, fuel level and warning lights at a glance.

## AERO 80

to the limit.

The Aero's street-sweet styling begins with a lightweight body that not only looks good, but helps

A handlebar lock, built right into the ignition switch,

helps make sure no one takes your Aero for a joy ride.

And a new, lightweight storage rack is handy for holding packages.

To put all its good looks into motion, the Aero sports a spirited 80 cc, two-stroke engine. It's outfitted with an electric start, automatic oil injection and a shift-free, V-matic™ belt transmission. So you can just hop on board, and ride.

A cushy, front and rear suspension system combines with a deep



*Headlight/signal light housing incorporates instrument panel. Optional windshield looks good and adds protection.*

cushion seat to help give you a smooth ride over rough road conditions.

See the new Honda Aero 80. In Candy Ruby Red, or Moonlit Silver Metallic.

It'll take you a long way.

On its good looks, and a tiny tank of gas.





Honda's got a new formula to help you beat the high cost, and hassle, of city transportation.

We've taken a measure of economy, a measure of simplicity and a measure of plain fun. Then added a dash of sporty good looks.

## AERO 50

The result is the all-new Honda Aero 50.

A scooter that'll whisk you from point A to point B without

using up a lot of gas along the way.

Its economical, low-maintenance, 49 cc engine features automatic oil injection, electric starting and a reliable CD ignition. So you spend less time fiddling, and more time travelling.

And a variable-ratio, V-matic™ transmission provides you with smooth acceleration without the hassle of changing gears.

Riding comfort was another priority when we developed the

new Aero 50. That's why we've decked it out with a full front and rear suspension system. And, lightweight, protective bodywork that helps shield the rider from wind and splashes.

Once you see how much fun riding an Aero 50 can be, you'll create all sorts of new errands for yourself. So, we've outfitted it with a locking storage compartment and handy front and rear carriers.

Take a closer look at the brand new, Aero 50 from Honda. In Neptune Blue and Shiny Orange.

We think it's a formula that



*A locking side compartment under the seat holds valuables.*

you'll have no trouble following.

A formula for saving money. And having fun.





We'd like you to meet a new, undisputed champion in light-weight, low-cost transportation, that'll knock you out with its slick styling.

The 1984 Honda Spree.  
The Spree weighs in at a trim

the most economical ways to get about town (next to walking or pedalling).

The Spree's 49 cc, forced-air-cooled, two-stroke engine has a number of features that make it easy to ride, and look after.

There's a single speed transmission with an automatic centrifugal clutch, electric starting and

an automatic choke.

And a cushion-link engine mount reduces bothersome engine vibrations.

When it comes to comfort, the Spree's a winner, too.

Its lightweight leg shields help protect you from wind and puddles.

Telescopic front forks and a single shock rear suspension system help level off rough roads.

And a locking seat flips open for easy refueling.

Take a good look at the 1984 Honda Spree. In White and Vista Blue.

It'll leave your bank account in the black. And all your onlookers another colour, with envy.

# SPREE

39 kg (86 lbs), so it's a cinch to manoeuvre through congested city streets.

Its affordable price and low operating costs make it one of



*Locking seat flips open for easy refueling.*



MIRRORS STANDARD EQUIPMENT.



There's only one thing that's as much fun as two-wheeling around town on a Honda scooter. And that's three-wheeling around town on a Honda scooter.

Introducing the all-new, three-wheeled Honda Gyro.

The Gyro's unique design features a pivoting link which connects the two-wheeled, rear power unit with the forward section of the scooter. The front part leans for corners, while the rear power unit stays flat.

Then, as you come out of the turn, a progressive "self-righting" mechanism helps bring you back up to a vertical riding position.

The Gyro's peppy source of power is a 49 cc, forced-air-cooled, two-stroke engine. Not only is it a

## GYRO

miser with fuel, but it features handy electric starting, an automatic centrifugal clutch and a variable-ratio, automatic transmission, which eliminates gear changing.

We've also installed a cushion-link engine mount to help eliminate vibration.

A full, front and rear suspension system completes the Gyro's comfort package.

When it's time to park, a single-action handle locks the front section in any one of five different positions, and also locks the drive train.

Like the other Honda scooters, the Gyro's got an easy-to-read instrument panel, and plenty of carrying space for your luggage.

If the idea of three-wheeling interests you, check out the all-new Honda Gyro. In Sparkling Red or



*New "hinge-in-the-middle" design lets you lean front section into corners, while rear wheels remain flat on road.*

Neptune Blue.

Then decide for yourself. Do you buy a Honda Gyro for the fun, or for the money it'll save you?



MIRRORS STANDARD EQUIPMENT



Twenty years, and over 15 million machines ago, the ancestor of the Honda Passport was introduced.

It was an affordable, dependable and fun way to get around crowded city streets.

# PASSPORT

For 1984, the Honda Passport is back. And with the price of gas these days, it makes more sense than ever to ride one.

The Passport runs on a reliable, 72 cc, four-stroke engine

that's as easy on gas, as it is to maintain.

There's a three-speed transmission with an automatic centrifugal clutch that enables you to accelerate smoothly and quickly.

And a handy electric start puts an end to kick starting or pedalling.

One area that hasn't gone through a lot of major

changes is the Passport's classic, step-through frame. That's because it still looks good, and the full-length splash guards still perform in wet and windy riding conditions.

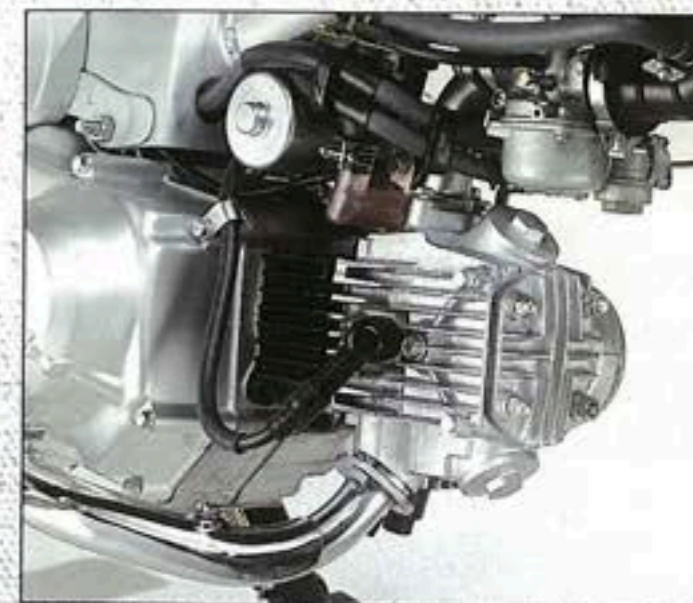
A bottom-link type front sus-

pension and twin rear shocks help soak up the potholes that you can't avoid.

And a fully enclosed drive chain keeps out street dirt, while prolonging chain life.

The Passport also comes equipped with a front basket and rear carrier to carry your attache case, or a picnic lunch.

If you haven't already, take a closer look at the '84 Honda Passport today. In Special Silver



*Reliable, 72 cc, four-stroke engine runs on straight gas.*

**Metallic or Shuttle Blue Metallic.**

It's a machine that you're going to see around the streets for many years to come.



MIRRORS STANDARD EQUIPMENT



# ACCESSORIES

Outfit Your Honda scooter with some great Hondaline accessories. Shown are the windshield, front basket and rear basket.

ITEM	MODEL			
	CH125	NH80MD	NB50M	NQ50
WINDSHIELD	●	●	●	
REAR CARRIER	S	S	S	
REAR BASKET	●	●	●	
FRONT BASKET		●	●	●
REAR TOP CASE	●			

S—STANDARD EQUIPMENT



# SPECIFICATIONS

## ELITE • CH125

ENGINE TYPE \_\_\_\_\_ LIQUID-COOLED, OHC, FOUR-STROKE  
 DISPLACEMENT \_\_\_\_\_ 124 CC  
 BORE & STROKE \_\_\_\_\_ 56.5 X 49.5 MM  
 COMPRESSION RATIO \_\_\_\_\_ 10.3:1  
 TRANSMISSION \_\_\_\_\_ VARIABLE RATIO, V-MATIC™  
 BRAKES \_\_\_\_\_ FRONT AND REAR, DRUM  
 SUSPENSION \_\_\_\_\_ FRONT, BOTTOM-LINK TYPE; REAR, TWIN HYDRAULIC SHOCKS  
 TIRE SIZE \_\_\_\_\_ FRONT AND REAR, 3.50-10  
 WHEELBASE \_\_\_\_\_ 1200 MM (47.2 IN.)  
 SEAT HEIGHT \_\_\_\_\_ 760 MM (29.9 IN.)  
 DRY WEIGHT \_\_\_\_\_ 102 KG (224.8 LBS)  
 FUEL CAPACITY \_\_\_\_\_ 8.3 LITRES (1.8 IMP. GAL.)  
 COLOURS \_\_\_\_\_ LIGHT COPPER METALLIC; CANDY RUBY RED

## AERO 80 • NH80MD

ENGINE TYPE \_\_\_\_\_ AIR-COOLED, TWO-STROKE  
 DISPLACEMENT \_\_\_\_\_ 80 CC  
 BORE & STROKE \_\_\_\_\_ 48 X 44 MM  
 COMPRESSION RATIO \_\_\_\_\_ 6.8:1  
 TRANSMISSION \_\_\_\_\_ VARIABLE RATIO, V-MATIC™  
 BRAKES \_\_\_\_\_ FRONT AND REAR, DRUM  
 SUSPENSION \_\_\_\_\_ FRONT, BOTTOM-LINK TYPE; REAR, SINGLE SHOCK  
 TIRE SIZE \_\_\_\_\_ FRONT AND REAR, 3.50-10  
 WHEELBASE \_\_\_\_\_ 1170 MM (46.1 IN.)  
 SEAT HEIGHT \_\_\_\_\_ 730 MM (28.7 IN.)  
 DRY WEIGHT \_\_\_\_\_ 75 KG (165.3 LBS)  
 FUEL CAPACITY \_\_\_\_\_ 5.3 LITRES (1.2 IMP. GAL.)  
 COLOURS \_\_\_\_\_ CANDY RUBY RED; MOONLIT SILVER METALLIC

## AERO 50 • NB50M

ENGINE TYPE \_\_\_\_\_ FORCED-AIR-COOLED, TWO-STROKE  
 DISPLACEMENT \_\_\_\_\_ 49 CC  
 BORE & STROKE \_\_\_\_\_ 40 X 39.3 MM  
 COMPRESSION RATIO \_\_\_\_\_ 7.2:1  
 TRANSMISSION \_\_\_\_\_ VARIABLE RATIO, V-MATIC™  
 BRAKES \_\_\_\_\_ FRONT AND REAR, DRUM  
 SUSPENSION \_\_\_\_\_ FRONT, BOTTOM-LINK TYPE; REAR, SINGLE SHOCK  
 TIRE SIZE \_\_\_\_\_ FRONT AND REAR, 2.75-10  
 WHEELBASE \_\_\_\_\_ 1120 MM (44.1 IN.)  
 SEAT HEIGHT \_\_\_\_\_ 690 MM (27.2 IN.)  
 DRY WEIGHT \_\_\_\_\_ 56.7 KG (125 LBS)  
 FUEL CAPACITY \_\_\_\_\_ 3.2 LITRES (.7 IMP. GAL.)  
 COLOURS \_\_\_\_\_ NEPTUNE BLUE; SHINY ORANGE

## SPREE • NQ50

ENGINE TYPE \_\_\_\_\_ FORCED-AIR-COOLED, TWO-STROKE  
 DISPLACEMENT \_\_\_\_\_ 49 CC  
 BORE & STROKE \_\_\_\_\_ 41 X 37.4 MM  
 COMPRESSION RATIO \_\_\_\_\_ 7.2:1  
 TRANSMISSION \_\_\_\_\_ SINGLE SPEED  
 BRAKES \_\_\_\_\_ FRONT AND REAR, DRUM  
 SUSPENSION \_\_\_\_\_ FRONT, TELESCOPIC FORK; REAR, SINGLE SHOCK  
 TIRE SIZE \_\_\_\_\_ FRONT AND REAR, 2.50-10  
 WHEELBASE \_\_\_\_\_ 1065 MM (41.9 IN.)  
 SEAT HEIGHT \_\_\_\_\_ 700 MM (27.6 IN.)  
 DRY WEIGHT \_\_\_\_\_ 39 KG (86 LBS)  
 FUEL CAPACITY \_\_\_\_\_ 2.5 LITRES (.55 IMP. GAL.)  
 COLOURS \_\_\_\_\_ CORTINA WHITE; VISTA BLUE

## GYRO • NN50MD

ENGINE TYPE \_\_\_\_\_ FORCED-AIR-COOLED, TWO-STROKE  
 DISPLACEMENT \_\_\_\_\_ 49 CC  
 BORE & STROKE \_\_\_\_\_ 41 X 37.4 MM  
 COMPRESSION RATIO \_\_\_\_\_ 7.2:1  
 TRANSMISSION \_\_\_\_\_ VARIABLE RATIO, AUTOMATIC  
 BRAKES \_\_\_\_\_ FRONT AND REAR, DRUM  
 SUSPENSION \_\_\_\_\_ FRONT, BOTTOM-LINK TYPE; REAR, SINGLE SHOCK  
 TIRE SIZE \_\_\_\_\_ FRONT, 2.75-10; REAR, 3.00-8  
 WHEELBASE \_\_\_\_\_ 1080 MM (42.5 IN.)  
 SEAT HEIGHT \_\_\_\_\_ 695 MM (27.3 IN.)  
 DRY WEIGHT \_\_\_\_\_ 58 KG (127.8 LBS)  
 FUEL CAPACITY \_\_\_\_\_ 3.2 LITRES (.7 IMP. GAL.)  
 COLOURS \_\_\_\_\_ SPARKLING RED; NEPTUNE BLUE

## PASSPORT • C70

ENGINE TYPE \_\_\_\_\_ FOUR-STROKE, OHC  
 DISPLACEMENT \_\_\_\_\_ 72 CC  
 BORE & STROKE \_\_\_\_\_ 47 X 41.4 MM  
 COMPRESSION RATIO \_\_\_\_\_ 8.8:1  
 TRANSMISSION \_\_\_\_\_ THREE-SPEED, CONSTANT-MESH  
 BRAKES \_\_\_\_\_ FRONT AND REAR, DRUM  
 SUSPENSION \_\_\_\_\_ FRONT, BOTTOM-LINK TYPE; REAR, SWING ARM  
 TIRE SIZE \_\_\_\_\_ FRONT, 2.25-17; REAR, 2.50-17  
 WHEELBASE \_\_\_\_\_ 1180 MM (46.5 IN.)  
 SEAT HEIGHT \_\_\_\_\_ 760 MM (29.9 IN.)  
 DRY WEIGHT \_\_\_\_\_ 82 KG (180.8 LBS)  
 FUEL CAPACITY \_\_\_\_\_ 4 LITRES (.88 IMP. GAL.)  
 COLOURS \_\_\_\_\_ SPECIAL SILVER METALLIC; SHUTTLE BLUE METALLIC

ALL SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.

ASK YOUR DEALER ABOUT HONDA CANADA'S 12-MONTH, UNLIMITED MILEAGE WARRANTY ON ALL GL, VF, VT, CB, CX, CM, CH, C, NH, NB, NN AND NQ STREET MACHINES. FOR COMPLETE DETAILS, SEE HONDA'S 1984 MOTORCYCLE WARRANTY POLICY. ALWAYS WEAR EYE PROTECTION AND A HELMET WHEN RIDING AND CHECK LOCAL LAWS. BE A SPECIALIST. TAKE A CANADA SAFETY COUNCIL RIDER TRAINING COURSE. SEE YOUR HONDA DEALER FOR DETAILS. HONDA CANADA INC., DARTMOUTH, N.S., MONTREAL, TORONTO, RICHMOND, B.C.

# HONDA

## THE REASON YOU RIDE.

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