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Wave 100 Specifications\*\* Engine: + Type: 4-stroke, overhead cam, air-cooled + Bore and stroke: 50.0mm x 49.5 mm + Displacement: 97.1cc + Compression ratio: 9:1 + Starter system: Kick starter and electric starter + Lubricating oil capacity: 0.7L (after draining) or 0.9L (after disassembly) \*\* Spark plug: NGK C6HSA/DENSO U20F9 or NGK C7HSA/DENSO V22EPR9 \*\*Power Transmission\*\* Clutch: Wet multi-plate centrifugal \* Transmission: 4-speed rotary shift \* Gear ratios: 1st gear: 2.833 (34/12) + 2nd gear: 1.705 (29/17) + 3rd gear: 1.238 (26/21) + 4th gear: 0.958 (23/24) \*\*Electrical\*\* Ignition: CDI \* Battery: 12V, 2.5Ah (kick starter) or 12V, 3.5Ah (electric starter) \* Fuse: 10A \*\*Dimensions\*\* Overall length: 1907mm (Wave100) or 1915mm (Wave100R) \* Overall width: 699mm (Wave100) or 705mm (Wave100R) \* Overall height: 1066mm (Wave100) or 1076mm (Wave100R) \* Wheelbase: 1234mm \* Dry weight: 106kg \* Minimum ground clearance: 150mm \* Seat height: 743mm \*\*Chassis\*\* Frame: Backbone \* Suspension: Telescopic fork (front) and swingarm (rear) \* Fuel capacity: 3.7L \* Trail: 69.4mm (Wave100) or 73.1mm (Wave100R) \*\*Performance\*\* Maximum horsepower: 8.9PS at 8000 rpm (DIN) \* Maximum torque: 0.93 kgf.m at 6000 rpm (DIN) \*\*Additional Information\*\* The manual also includes information about the motorcycle's safety features, contact information for customer service, and a note about the manufacturer's right to make changes to the product without notice. Let me know if you'd like me to clarify anything! Procedures for safety information including contents guide, operation manual, maintenance schedule, troubleshooting tips, info section, specifications list, and index. Motorcycle Safety This part contains essential guidelines for safe riding of your bike. Please read this carefully. Important Rules For Safe Riding Instruct your passenger on holding onto the grab rail or your waist while you ride, leaning in close. Wear an approved motorcycle helmet and protective apparel. Perform all routine inspections before each ride. Safety Precautions Always wear a face shield with an unobstructed field of vision or other approved eye protection when riding. Keep your hands on the handlebar and feet on the footpegs. Ensure your passenger keeps their hands on the grab rail. Failure to wear a helmet significantly increases the risk of serious injury. Riding Precautions Be cautious on low traction surfaces, as tyres can slip easily and braking distances are longer. Avoid continuous braking during the first 500 km (300 miles) of running to ensure your motorcycle's future reliability and performance. Exercise extra caution when braking in wet conditions. Refuelling and Fuel Guidelines Always use unleaded petrol with the recommended octane number. Using lower octane petrol can result in decreased engine performance. Do not add any accessories that were not specifically designed for your motorcycle by Honda or its original manufacturers. Follow all instructions regarding fuel guidelines in this owner's manual. Loading WARNING Carrying extra weight affects your motorcycle's handling, braking, and overall safety. Never run your motorcycle inside a garage or enclosure, as running the engine can lead to fluid leaks, brake issues, or other critical problems. Always wear proper protective gear and follow safety guidelines when operating your motorcycle. Perform pre-ride inspections to ensure your vehicle is in good working condition. Start by checking all lights, signals, and brakes are functioning properly. During operation, ride at a safe speed for the load you're carrying. Use the throttle gradually and obey posted speed limits. When shifting gears, use the clutch smoothly and avoid sudden acceleration or braking. When parking, find a firm level surface and use the center stand or side stand to secure your motorcycle. Apply the brakes gently and engage the parking brake. Turn off the engine and remove the key from the ignition switch to prevent theft. For basic features, refer to pages 18-20 for details on parts location, including battery, fuse box, throttle grip, front and rear brakes, and more. Familiarize yourself with instrument gauges such as speedometer, fuel gauge, odometer, and indicator lights. When experiencing issues with indicators or switches, consult your dealer for assistance. When shifting the engine, follow procedures outlined on pages 26-28, taking note of important safety notices. Remember to always ride defensively, use proper braking techniques, and signal early when changing lanes or pulling off the road. Starting the engine involves placing the ignition switch in the ON position, followed by a rapid, continuous motion, then proceeding to page 29. If the engine fails to start after attempting this, it's recommended to turn off the ignition and reset the choke lever completely before retrying with cold-engine steps. Shifting gears requires awareness of the distinct procedures for stopping and moving. When halting, the transmission allows direct changes from fourth gear to neutral via a 4-step rotary system. Conversely, while in motion, the forward return system is utilized. Proper shifting techniques are crucial to recommended damage to both the engine and transmission. Downshifting at speeds exceeding recommended limits may cause overrevving of the engine, whereas upshifting can lead to transmission and engine damage. Fuel guidelines specify that only unleaded petrol should be used. The fuel tank capacity is 3.7 liters, with an arrow-marked filler neck designed for Research Octane Number (RON) 91 or higher fuels. Refueling requires aligning the arrow marks on both the cap and tank before closing the seat, as refueling is highly flammable. Storage equipment includes helmet holders located under the seat, intended for use only when parked to avoid interfering with the safe operation of the motorcycle. The maximum weight limit for the tool kit and document bag in the luggage box should not be exceeded, and items should never be stored that are flammable or susceptible to heat damage. Maintenance is essential for safety and performance. Always read the maintenance instructions before starting any work, ensure you have the necessary tools, parts, and skills, and consider having a properly trained technician perform these tasks. Regular maintenance can help prevent breakdowns, reduce air pollution, and protect your investment. Il est essentiel de vérifier régulièrement votre moto pour assurer votre sécurité et celle des autres. Avant chaque sortie, inspectez les freins, les pneus, la chaîne de transmission et les lumières pour vous assurer qu'ils sont en bon état. La maintenance régulière comprend l'entretien, l'ajustement et le remplacement des pièces usées. Il est recommandé d'utiliser des pièces originales Honda ou leurs équivalents pour garantir la fiabilité et la sécurité. En cas de problème, il est essentiel de le résoudre immédiatement pour éviter tout risque. La chaîne de transmission doit être inspectée et lubrifiée régulièrement, et les pneus doivent être vérifiés pour détecter toute usure anormale ou dommage. Il est également important de remplacer la batterie par une autre de type maintenance-free et d'éviter d'installer des accessoires électriques non Honda pour ne pas surcharger le système électrique. Enfin, il est recommandé de suivre les spécifications du fabricant pour l'huile moteur et de vérifier régulièrement les signes de usure ou de dommage sur les pneus et la chaîne de transmission. Here is a rewritten version of the text: \*\*Tyre Safety Alert\*\* Improperly inflated tyres can lead to a serious crash that may result in injury or even death. Always follow guidelines when replacing tyres. \*\*Maintenance Tips\*\* For recommended tyres and air pressure, refer to page 99. Make sure to replace tyres with your dealer's approval. \*\*Tool Kit Essentials\*\* The tool kit is located in the document compartment of the luggage box (page 30). You can perform minor repairs using the provided tools, including an open-end wrench (10 x 12 mm and 14 x 17 mm). \*\*Battery Safety\*\* When removing or installing battery components (pages 53-54), ensure the ignition switch is off. Always connect the positive terminal first. \*\*Body Component Removal\*\* To remove body components, follow these steps: Install parts in reverse order of removal, ensuring bolts and nuts are tight. \*\*Front Top Cover Removal\*\* Remove screws A and B, then pull up the front top cover (page 57). \*\*Headlight Case Removal\*\* Loosen lock nuts by turning clockwise, and remove rubber dust covers and mirror adjusters. Follow installation steps to reinstall parts. \*\*Spark Plug Safety\*\* Use only recommended spark plugs with the correct heat range (page 59). Improper use can damage your engine. \*\*Engine Oil Maintenance\*\* Check engine oil levels regularly. If below or near the lower level mark, add recommended engine oil. Do not mix different brands and grades of oil (page 61). Remember to always follow guidelines and manufacturer recommendations when performing maintenance tasks on your motorcycle. 1. Before starting work on the motorcycle, place it on a firm, level surface and make sure the centre stand is securely in position. 2. Remove any dirt or debris from the area around the drain bolt and tighten the drain bolt to specified torque (24 N·m). 3. Install a new sealing washer onto the drain bolt and then lower the bike onto the stand. 4. Ensure the area under the bike is clear of any obstructions before proceeding with oil changes. 5. Remove the air cleaner element or old one, and install a new Honda Genuine air cleaner element or equivalent specified for your motorcycle. 6. When adjusting brakes, check the brake cable for kinks or signs of wear, and lubricate it with commercially available cable lubricant to seated on the brake arm pin when adjusting. 7. To adjust rear brake freeplay, push the brake arm to confirm a gap between the rear brake adjusting nut and brake arm pin after turning the rear brake adjusting nut by half a turn at a time. 8. Ensure all necessary parts are in good condition before performing any maintenance tasks. 9. Use only Honda Genuine Parts or its equivalent for any brake adjustment work. 10. When inspecting the drive chain, check slack at several points along the chain and have it inspected by your dealer if not constant at all points. Check your drive chain slack regularly to ensure it's within the specified range of 35-45 mm (1.4-1.8 in). If it exceeds 50 mm (2.0 in), do not ride your motorcycle. To adjust the drive chain slack, shift your transmission to Neutral, stop the engine, and place your motorcycle on its centre stand. Loosen the adjusting nuts and tighten them lightly, then hold the adjusting nuts while tightening the lock nuts. Check the slack again. If the rear axle is moving to its furthest limit of adjustment and the drive chain slack remains excessive, it's likely worn out and needs replacement. Consult your owner's manual for specifications on replacing the drive chain, such as the recommended part number (KMC428). When inspecting your motorcycle, also check the throttle for smoother movement from fully closed to fully open in all steering positions and ensure there is no cable damage. Other adjustments you may need to make include adjusting the headlight aim and cleaning the crankcase breather tube. Refer to your owner's manual for instructions on these procedures. If your engine won't start, check that the starter motor operates correctly by following the troubleshooting guide in your owner's manual (P. 76). If the starter motor doesn't operate, refer to the section on electrical trouble (P. 82). When repairing a puncture or removing a wheel, it's recommended to have a professional perform the service as it requires special tools and technical expertise, and insert the front axle shaft from the brake drags or if the wheel does not ride side, through the right fork leg and proceed with the rear wheel drive. Secure your motorcycle by raising the rear wheel off the ground using a centre stand or hoist. Remove chain covers to access the drive chain adjuster. Next, adjust the rear brake pedal for freeplay. After installing the new wheel, apply the brake pedal several times to test the rotation of the drive chain. Recheck the wheel if it continues to drag or fails to rotate freely. For electrical issues such as a dead battery or burned-out light bulb, refer to the procedure below. To replace a battery, remove it from the motorcycle and charge it using a charger before installation. Always turn off the ignition switch before charging. For headlight bulb replacement, disconnect the connector, remove the rubber dust cover, and press down on the pin to release the bulb housing. For brakelight/tailight or front turn signal bulb replacement, refer to the corresponding procedures below. In case of a blown fuse, locate the spare fuse in the fuse box and replace it according to the procedure outlined in this guide. Remember to keep a record of your key number and store spare keys safely. 1. Store manuals, registration, and insurance in the plastic Ignition Switch document bag on the reverse side of the seat to keep them easily accessible. 2. Avoid leaving the ignition switch in the ON position with the engine stopped, as it can drain the battery. 3. Regularly clean and polish your motorcycle to maintain its longevity and prevent damage from dirt and debris. Given article text here 47 Electrical Trouble ..... 82 Brakelight Switch.....65 Engine Brakes Number .....96 Freeplay.....59 Oil.....40, 55 Shoe Wear .....64 Starting ..... Page 107 Fuels Containing Alcohol..... 97 Fuses ..... 39, 87 Keys .....89 Kickstarter..... 22 Gasohol ..... 97 Gear Position Indicators..... 17 Left Turn Signal Indicator .....17 Gear range.....16 Load Limits .....11 Loading Guidelines..... 11 Luggage Box Headlight Aim .....74 Owner's Manual ..... Page 108 Odometer ..... 16, 90 Safety Guidelines .....3 Safety Precautions .....6 Engine ..... 40, 55 Serial Numbers.....96 Shifting Gears ..... 25 Side Stand..... 66 Parking .....8 Spark Plug .....53 Parts Location..... 14 Specifications..... 98 Petrol .....27, 97 Speedometer ..... Page 109 Turn Signal Indicators .....17 Turn Signal Switch..... 18 Tyres Air Pressure..... 42, 99 Puncture.....42, 77 Replacing.....42, 77 Washing ..... 91 Weight Limit .....11, 98 Wheels Front Removal ..... 78 Rear Removal .....80..... Page 110 Honda Cambody - NX www.ncxhonda.com.kh4PKVM00 00X4P-KYM-A500... This File Size Download Links Honda SH125/150 Service Repair Manual.pdf 8.4Mb Download Honda SH125/150 Workshop Manual.rar 17.9Mb Download Honda ATC70 Workshop Manual.pdf 37.8Mb Download Honda C6500 wiring diagrams.jpg 128kb Download Honda C70 Workshop Manual 1980-1982.pdf 9.2Mb Download Honda c72 and c77 wiring diagrams.jpg 144kb Download Honda CA77 Dream 305 Illustrated Parts List Diagram Manual.pdf 5.1Mb Download Honda CB 600F workshop service manual.pdf 85.6Mb Download Honda cb-cl160 wiring diagrams.jpg 105.8kb Download Honda CB1 100SFY Workshop Manual 1999.rar 158.7Mb Download Honda CB1/CB400F Workshop Manual 1989.pdf 63.3Mb Download Honda CB100-125/CD125/CL100/S/L100-125 Workshop Manual.pdf 10Mb Download Honda CB125-160 Workshop Manual.pdf 23Mb Download Honda CB200/CL200 Workshop Manual.pdf 17.7Mb Download Honda cb200t wiring diagrams.jpg 108.4kb Download Honda CB250RS DX/S Model Supplement Manual.pdf 7.4Mb Download Honda CB250RS Dealer Setup Instructions.pdf 6.6Mb Download Honda CB250RS Workshop Manual.pdf 19.9Mb Download Honda CB400 Service Repair Manual.doc 18.7Mb Download Honda CB400 Workshop Manual 1972.pdf 10.1Mb Download Honda CB400 Workshop Manual 1978 to 1981.pdf 28.4Mb Download HONDA CB500 Parts Catalog.pdf 2Mb Download Honda cb650sc wiring diagrams.jpg 148.5kb Download Honda cb750F wiring diagrams.jpg 143.4kb Download Honda CB900F Service Manual.pdf 84.5Mb Download Honda CBR250RR Service Manual.pdf 9.2Mb Download Honda CBR600RR Service Manual.pdf 7Mb Download Honda CBX1000/CB1E Service Repair Manual.pdf 105Mb Download Honda CD125/CB 100-125/CL100/S/L100-125 Workshop Manual.pdf 10Mb Download Honda CG125 Service Manual.zip 7.6Mb Download Honda CG125 Workshop Manual.pdf 9Mb Download Honda Common Maintenance Repair Service Manual.pdf 8.2Mb Download Honda CT110 Shop Manual.pdf 29.8Mb Download Honda cT90 wiring diagrams.jpg 29.6kb Download Honda Engine CR250R CR500R Workshop Manual.pdf 7.2Mb Download Honda NSR50 Service Manual.pdf Download various Honda motorcycle repair manuals, wiring diagrams, and owner's manuals in PDF, RAR, and ZIP formats. The collection includes models such as Pantheon Dylan, Pacific Coast, RV1100R/RC51, SL350, ST50 Dax, Taichi/Dio, TRX350FE/350FM/350TE/350TM, VFS500C/500F, VFR400R/RV400R, VFR750F RC24, VT500C, and more. Additionally, this collection includes owner's manuals for Honda ACTIVA S, ADV750, AFRICA TWIN, ANC125, ANF125 Innova, AT125 150-ES, ATC Big Red, ATC110, ATC125, ATC125M, ATC185S, and many other models. This webpage offers downloadable owner's manuals for various Honda motorcycle models. The models listed include CB300RA, CB360-CB360G, CB400-A-SA, and many others, with different variants such as F, FA, X, and more. Each model has multiple years and trim levels represented, with file sizes ranging from 1.3MB to 16.8MB. The models covered include sport bikes like CBR1000RR, touring bikes like CB750SC, and smaller displacement motorcycles like CBF125. A comprehensive collection of owner's manuals for various Honda motorcycles and ATVs is available for download. The documents, available in PDF format, cover a wide range of models from Honda, including sports bikes, touring bikes, off-road bikes, and smaller capacity machines. The list includes over 50 different models, with files ranging in size from approximately 742KB to 98MB. Models covered include: \* CBR series (sports bikes) \* CBX series (touring bikes) \* CRF series (off-road and supermoto bikes) \* CMX series (comb bikes) \* CT series (ATVs) \* CX series (touring bikes) \* CRF450R, CRF450L, and other large capacity off-road bikes The owner's manuals are likely to be useful for both new owners who want to familiarize themselves with their bike or ATV and experienced riders who need a reference guide. The documents may include information on the bike's features, maintenance requirements, troubleshooting guides, and more. A collection of owner's manuals for various Honda models is available for download. The list includes a range of motorcycle and scooter models, such as the CX500C, CX650E, Deauville NT700V/VA10, FES125/150 Phanteon, FES125/150 Swing, and many others. Each model has its own manual, ranging in size from 660.5 KB to 41.3 MB. The manuals are likely to provide detailed information on the operation, maintenance, and repair of each vehicle. You can download owner's manuals for various Honda vehicles in PDF format. The available models include: \* Motorcycles: RC45/RVF750R, SCV100 LEAD, SE50, SH125, SH125/150D, SH300, SH300i, SHMODE, SK50M, SL125, SL125/30, Spacy Alpha, ST1100, ST1300A, ST770, ST90, SWT400, SX51000M3-M5, SX5500M, and SX5700 \* ATVs: TRX125, TRX200, TRX250, TRX250EX, TRX250TM U, TRX300, TRX300EX, TRX300FE, TRX300FW, TRX350, TRX350FE, TRX350FM, TRX350TE, TRX350TE-FE, TRX350TM, TRX400, TRX400E, TRX400FA, TRX420FA1 FA2, TRX420FA2, TRX420FA6 U, and others \* Other vehicles: TRX680, TRX680FA, TRX70, TRX420FA2, TRX700H, TRX900 Each manual is available for download in various sizes, ranging from 628.2 KB to 24.1 MB. Note that the list of models is extensive and may require some searching to find the specific model you are looking for. Manuals for various Honda motorcycle models are available for download, including the VT250C, VT400C, VT600C, VT750C, VTR 250, VTR, VTR1000F, VTR1000SF, VTX1300S, VTX1800C, VTX1800F, Wave, X-ADV, XL1000V DERO, XL1000V, xl1000V Varadero, XL100S, XL125S/185S/200, XL125V, XL185, XL200R, XL250, XL250D, XL350, XL400S, XL500S, XL650V, XL700V Transalp, XLV750R, XR100R, XR125, XR200R, XR250, XR400M, XR50R, XR600R, XR650, XR650L, XR70R, XR80R, XRL125, XRV750, Z50A, Z50J, and Z50R. Honda was founded in the late 1940s in post-war Japan, with Soichiro Honda establishing a small business for piston ring production before moving on to manufacture affordable mopeds. Soichiro Honda's passion for vehicle design led to the company's success in the 1960s, with Honda motorcycles winning awards on racing tracks. Initially, Japanese manufacturers imitated European and American models, but eventually found their own unique style, which other companies began to emulate. Today, Honda is a renowned brand, with its history marked by courage and perseverance in the face of challenges. Honda's reputation as a leading motorcycle manufacturer is well-established worldwide. Their high-end models are always in demand, and despite their premium prices, they sell millions annually. The company produces an impressive range of bikes, from stylish choppers to touring motorcycles that evoke the dreams of any motor enthusiast. With its focus on design, quality, and performance, Honda has become a household name among bikers. Soichiro Honda's journey as a motorcycle pioneer began in 1906, when he was born into a poor blacksmith family in Japan. His father taught him the basics of bicycle repair at a young age. After leaving school at 16, Soichiro apprenticed as an auto mechanic and eventually opened his own car repair shop in Hamamatsu. A racing enthusiast, Soichiro built his own racing cars and competed in various events. However, a severe injury during a 1936 competition forced him to reevaluate his priorities. He then shifted focus to manufacturing piston rings, which became the main supplier for Toyota's growing automobile production line. Post-war Japan presented Honda with opportunities for growth. Soichiro realized that affordable transportation would be essential for rebuilding the economy and founded Honda Motor Co., Ltd in 1948. Initially focusing on small two-stroke engines for bicycles, Honda eventually introduced its first four-stroke engine motorcycle model, the Benly J1, in 1953. This innovative design gained popularity among amateur racers and cemented Honda's reputation as a reliable manufacturer. Throughout its history, Honda has faced challenges, but Soichiro's vision and perseverance have enabled the company to emerge stronger each time. Today, Honda is synonymous with excellence in motorcycle manufacturing, and its commitment to innovation continues to inspire generations of motorcyclists worldwide. Soichiro Honda's childhood dream was to become a motorcycle racing champion. He wanted to design and ride a Honda motorcycle that would take first place in competitions. However, as he grew older, he realized that winning championships requires more than just individual skill, but also a solid corporate structure, reliable production, and exceptional design. Recent years have seen Honda focus on building a strong brand, offering high-quality products, but they have yet to participate in motorcycle racing. Soichiro Honda promises to enter the TT race on the Isle of Man and dedicate himself to winning it. Honda's attention is drawn to German NSU motorcycles during his visit to the TT race as a spectator. He notes their dominance in certain classes, which may have led to rumors that Honda copied their designs. However, there are significant structural differences between the two models. Several prominent Italian motorcycle manufacturers announce their withdrawal from the world championship due to high costs, but MV Agusta eventually reconsiders and returns to racing. The following year, 1956, sees the introduction of the Honda Super Cub motorcycle model, which becomes a global phenomenon with its stamped steel frame, lever fork, and four-stroke engine. The model's popularity leads to subsequent variants with different engine sizes. Honda participates in the Isle of Man TT for the first time in 1959, with Naomi Taniguchi achieving an impressive sixth place finish. Honda's dominance grows as they secure victories in both the 125 and 250 cc classes at the Isle of Man TT Championship in 1961, with Mike Hailwood taking top honors. This leads to headlines proclaiming "The East won an unconditional victory." As Honda focuses on Formula 1 car racing, their motorcycle sales continue to thrive, driven by the success of models like the Super Cub. In 1963, Honda opens its first foreign assembly plant in Belgium. The year of 1966 marked a significant milestone for Phil Read as he clinched the Yamaha motorcycle championship, leaving an enduring impact on the world of motor sports. However, two years prior to this achievement, Mike Hailwood secured first place at the world championships in the class of 250cc on the Honda 3RC164 motorcycle model in both 1966 and 1967. In 1968, Honda commemorated a remarkable occasion - the manufacture of its 10 millionth motorcycle, symbolizing the company's growth and commitment to innovation. The late 1960s and early 1970s witnessed pivotal moments for Honda, including the unveiling of the CB750 at the Tokyo Motor Show in 1969. This revolutionary motorcycle not only transformed the motor sports landscape but also redefined the boundaries of what was thought possible on two wheels. The following year saw Honda's participation in Daytona 200 races, with Dick Mann emerging as the sole victor, riding a specially prepared Honda CB750 Racing Type that outperformed its competitors from Triumph and Harley-Davidson. As Honda continued to push the limits of motorcycle design and engineering, the company made significant strides in the early 1970s. The introduction of the CR250 Elsinore model in 1972 marked a turning point, as it boasted an innovative two-stroke engine that earned widespread acclaim from athletes for its exceptional performance. In 1973, Soichiro Honda stepped down as president but remained a prominent figure within the company, earning the affectionate title "Chief Advisor" from his employees. The mid-1970s saw the emergence of iconic models, with the legendary Gold Wing - CL1000 making its debut in 1974. This groundbreaking motorcycle boasted an array of innovative features, including a four-stroke liquid-cooled engine and a cardan shaft as the primary gear. Its introduction sparked widespread interest, and it quickly gained popularity in the US market. Honda's pursuit of excellence extended to the world of motorsport, particularly in the 500CP series. The NR500 model, unveiled in 1978, represented a bold attempt by Honda to dominate this prestigious championship. Although its V-shaped four-cylinder engine with oval-shaped pistons represented a significant breakthrough for designers, it ultimately failed to deliver a victory for the company. The 1980s witnessed further milestones for Honda, including the relocation of Gold Wing production from Japan to a new assembly plant in Ohio, USA in 1981. The following year saw Freddie Spencer become the first Honda rider to win the world championship in the class of 500cc, marking a historic achievement for the company. Honda's return to V-shaped four-cylinder engines after a decade led to the release of the VFR750F Interceptor in 1986, which would go on to be regarded as one of the best road bikes over the next ten years. The late 1980s also saw the introduction of the CBR600F motorcycle model, featuring a full plastic body and marking a significant departure from traditional design. In 1990, Honda introduced the VFR750R motorcycle in the US market, priced twice that of its Interceptor model. Four years later, the company mourned the passing of founder Soichiro Honda due to kidney disease. In 1992, a limited edition of the legendary NR motorcycle was released, featuring a unique design with a 750 cc engine, carbon-fiber case, and electronic fuel injection. The model's price tag was \$60,000. The early 1990s saw the introduction of the CBR900RR sportbike, which combined power with mass and controllability. In 1995, Honda's EX-2 cross-country motorcycle took first place in its class at the Grenada-Dakar rally. The late 1990s and early 2000s were marked by Valentino Rossi's victories on Honda motorcycles. In the 2000s, Honda continued to innovate with the launch of a fuel-cell powered prototype motorcycle and the sale of the 50 millionth Super Cub model. In 2007, the company became the first to equip one of its models (the Gold Wing) with an airbag. The 2010s saw Honda introduce new models such as the VFR1200F and Fury, which were designed to compete in the sportbike market. The company also expanded its line of motorcycle models, including the CBR250R and three models equipped with a 500 cc engine: CBR500R, CB500F, and CB500X.

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