

Shop Manual Honda Arx

Acura ARX-02a

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The Acura ARX-02a was a Le Mans Prototype constructed by Acura for competition in the LMP1 category of the American Le Mans Series. It was Acura's second Le Mans Prototype, following their ARX-01 which competed in the LMP2 category.

Honda C92, CB92, C95 Benly

Worldwide. Retrieved 22 June 2016. Honda 125 150 Shop Manual Honda 125 150 Shop Manual Honda 125 150 Shop Manual p.94 "1958 Honda CB92 Benly". Motorcycle Classics

The Honda C92 Benly is a 125 cc (7.6 cu in) parallel-twin motorcycle made by Honda from 1959 through 1965. Running concurrently were the CB92 Sports and the slightly larger C95 150 cc (9.2 cu in), called the CA92 and CA95 in the US. These twins took their styling and design cues from the larger-displacement Honda C71, C76, C72, C77 Dream series.

A separate model, the Honda CD125TC Benly, was sold under the Benly name in the United Kingdom from 1982 to 1985. The Benly name was revived in 2011 for a line of commercial scooters sold in Japan.

Honda CR-X

Electronic parts catalogue D14 Auto transmission model". Shop Manual: Honda Coupé Civic CRX (PDF), Honda Motor Co., Ltd., December 1987, pp. 1–2, 3–2, 62SH200

The Honda CR-X (styled in some markets as Honda CRX), originally launched as the Honda Ballade Sports CR-X in Japan, is a front-wheel-drive sport compact car manufactured by Honda from 1983 until 1991 with nearly 400,000 produced during this period. The first-generation CRX was marketed in some regions outside Japan as the Honda Civic CRX. Although there are many supposed definitions for the initialism CR-X, the most widely accepted is "Civic Renaissance Experimental".

In the U.S., the CRX was marketed as an economy sport Kammback with room for two passengers while Japanese and European market cars came with a 2+2 seating arrangement. Redesigned for the 1988 model year and produced until 1991, the CRX was popular for its performance, nimble handling, and good fuel economy. The CR-X was replaced...

Honda Sport 90

Steve. "Honda S90

Introduction". Steve's Workshop. Archived from the original on 30 July 2023. Honda S90 Shop Manual. Honda S90 Owner's Manual. Manu. - The Honda Sport 90, Super 90, or S90, is a motorcycle produced by Honda from 1964 to 1969. The Sport 90 was based on the Honda Super Cub and uses an 89.6 cc (5.47 cu in) single-cylinder OHC air-cooled engine.

The engine links to a four-speed manual transmission. There is no tachometer but the speedometer indicates speed ranges for each gear. The top speed was claimed to be 64 mph, and the engine is rated at 8 horsepower.

The engine holds a quart of oil and has an internal centrifugal oil filter, and the exhaust has a removable baffle. A metal cylinder behind the carburetor holds the air filter. Tools go under the seat in their own compartment.

The frame is Pressed Steel rather than Tubular steel to minimize weight and the bike is fitted with telescopic front forks for improved road holding...

Honda Super Cub

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In continuous manufacture since 1958 with production surpassing 60 million in 2008, 87 million in 2014, and 100 million in 2017, the Super Cub is the most produced motor vehicle* in history. Variants include the C50, C65, C70 (including the Passport), C90, C100 (including the EX) and it used essentially the same engine as the Sports Cub C110, C111, C114 and C115 and the Honda Trail series.

The Super Cub's US advertising campaign, You meet the nicest people on a Honda, had a lasting impact on Honda's image and on American attitudes to motorcycling, and is often used as a marketing case study.

Honda S600

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The Honda S600 is an automobile manufactured by Honda. It was launched in March 1964. Available as a roadster, bearing strong resemblance to the Honda S500, and as a fastback coupé, introduced in March 1965, the S600 was the first Honda available in two trim levels. During its production run up to 1966, the model styling would remain pretty much the same, with the most notable changes coming to the front grille, bumper, and headlights.

Honda Ridgeline (first generation)

The first generation Honda Ridgeline is a pickup truck that was sold by Honda from early 2005 (marketed as a 2006 model year) through early 2015, mainly

The first generation Honda Ridgeline is a pickup truck that was sold by Honda from early 2005 (marketed as a 2006 model year) through early 2015, mainly for the North American market.

The Ridgeline has features like an in-bed trunk, a dual-action tailgate, an all-wheel drive chassis with fully independent suspension, relatively low emissions, a spacious cabin for its class, and a half-ton (~500 kg) composite bed designed to resist dents and corrosion. According to Honda, the Ridgeline was not designed to steal sales from the more traditional trucks sold in North America, but was developed to "give the 18% of Honda owners who also own pickups a chance to make their garages a Honda-only parking area." According to the author of Driving Honda, the Ridgeline was one of Honda's more profitable vehicles...

Honda Accord (sixth generation)

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The sixth-generation Honda Accord was available as a four-door sedan, a two-door coupe, five-door hatch (Europe only) and station wagon (Japan only) and was produced by Honda from September 1997 (for the 1998 model year) until 2002 and from 1998 to 2003 in Europe.

Honda Accord (Japan and Europe seventh generation)

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The seventh-generation Honda Accord for the European and Japanese markets is a mid-size car that was available as a four-door sedan or a five-door station wagon and was produced by Honda from October 2002 (for the 2003 model year) to 2008. It won the 2002-03 Japan Car of the Year upon its launch.

For this generation, the European and Japanese Accords, previously separate models, were consolidated into a single version designed to be more competitive in the European market. It became a top seller in its class in Australia, where over 45,000 sedans were sold between 2003 and 2008. The car was also exported to the United States and Canada, where it was sold as the Acura TSX. Outside North America the first Honda-built diesel engine was offered. In the Japanese market, the Accord was merged into...

Honda Fury

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The Honda Fury was the first production chopper from a major motorcycle manufacturer (Honda). In a break with tradition, the Fury was the first chopper to have an anti-lock braking system The Fury's styling has been likened to custom-made choppers from Paul Teutul Sr. or Arlen Ness. The Fury has been sold not only in North America, but internationally as well, although in some markets Honda eschewed the Fury name and offered the bike simply by its model ID: VT1300CX.

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