

# A Comprehensive Listing of CT Common Specifications. (Models sold in the United States)

**Document, Version 1.2, November 10, 2008**

Contained in the pages of this document is a detailed listing of the common specifications for all CT's that were imported into the United States, from 1961 to 1986.

In this document are 25 years of CT's imported into the United States with 26 common specifications for each year, details that are hard to come by, are now all in one place.

This document can be saved to your hard drive and can be printed. We recommend that you print all the odd pages first (from within the "Print Range" -> "Subset", change from "All pages in range" to "Odd pages only") and turn over the printed pages and print all the even pages (choose "Even pages only"), or if you can duplex on your printer, print double sided, then staple the pages on the left edge. You can also email this document as an attachment. Please check back on the web site (mentioned below), every now and then for revisions and updates to this document.

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A great many individuals have contributed to creating this document, a big thanks goes out to everyone. We interviewed several retired Honda dealers, a couple of retired independent motorcycle repair shop owners, a couple of Honda trained and certified motorcycle mechanics, and many, many, many, CT enthusiasts. We received quite a few pieces of documentation to authenticate the "stories" we've all heard, and obtained many CT photos, including photos of Serial or VIN numbers to authenticate details for each year of CT.

Everyone made every effort to get the details right, however, we can easily make errors in a project this big.

And, we still have a few "holes" in our information that need to be filled in.

If you see something that isn't correct, or if you can fill in some of our "holes" (and you can provide proof), please let us know by contacting the editor of this document at the following email address...

**CT90-CT110@COX.NET**

We could use all the help we can get, so, please look over this document carefully, other CT'ers are depending on everyone to help make this document as perfect as possible. Thanks.

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You can also find this information, along with over 250 full color photos of CTs', year by year, including when there was more than one color available in a year, on the web site in the "CT Gallery" at...

<http://CT90-CT110.com>

Some of our photos on the web site are NOT the best and we'd like to get better ones. Maybe the ones we have are not sharp and clear, or we didn't get everything in the photo we wanted to, and sometimes we just don't have a photo of a certain feature on a CT.

If you can provide us with a photo for the web site, please contact the editor of this document at the above email address and you can tell us what you have and we'll let you know how we'd like to get your help.

Thanks, and we hope you find the information helpful.

## 1961

The story goes, when American Honda saw that a certain dealer, in a very rural area in the Western, United States, was selling a lot of Honda Super Cub 50's (a C100 model), American Honda wanted to know why that was happening, as they did not think the Honda Super Cub 50 was very well suited to a rural area. When American Honda investigated the phenomenon, they found that this dealer was adapting a larger rear drive chain sprocket (for low gearing to climb hills and mountains) on the Honda Super Cub 50's and removing the front fender to make them more off-road worthy. After seeing this, American Honda was inspired to offer a more off-road worthy Honda Super Cub 50, thus the Honda Trail 50 was born in 1962.

## 1962

The 1962 Honda Trail 50, Model CA100T and C100T was Honda's officially manufactured, first dual sport motorcycle, one that could be registered as street legal for riding on pavement and could also go off road. The year designation found on state titles or registrations usually refers to the year in which the CA100T or C100T were first sold. Production and dealer ordering (often controlled by American Honda) sometimes left CA100T's and C100T's on dealer showroom floors into the following years. We have seen several cases of CA100T's and C100T's with titles stating a year into the middle 1960's. There was a special dealer promotional Honda Trail 50 that was mostly chrome. Certain Honda dealers received one of these. This year continued the use of the dealer modified down swept exhaust, which was soon found to be a deterrent for CT's to cross deeper streams without causing the engine to stop. The speedometer was integral with the stamped shape handlebar.

## 1963

The 1963 Honda Trail 55, Model CA105T and C105T was also manufactured in 1964, with essentially no change in common characteristics. The Honda parts listing always mentions the CA105T or the C105T as a 1963 and does not mention any other years. The year designation found on state titles or registrations usually refers to the year in which the CA105T or C105T were first sold. Production and dealer ordering (often controlled by American Honda) sometimes left CA105T's and C105T's on dealer showroom floors into the following years. We have seen several cases of CA105T's and C105T's with titles stating a year into the middle 1960's. This was the first year of the upswept exhaust, which combined with the already high air intake on the top of the frame down tube, allowed CT's to cross deeper streams easily. This year, Honda used an all chrome front fender from another model.

<b>Year</b>	<b>1961</b>	<b>1962</b>	<b>1963</b>
<b>Model ID</b>	<b>C100</b>	<b>CA100T C100T</b>	<b>CA105T C105T</b>
<b>Common Name</b>	Honda Super Cub Dealer Modified for Off- Road	Honda Trail 50 Honda Trail Cub Honda Hunter Cub	Honda Trail 55
<b>Serial or VIN Number Begins At</b>	C100-10001	CA100T-100001 C100T-100001	CA105T-100001 C105T-100001
<b>Engine Size</b> <b>Engine Valve Train Type</b>	49 cc Push Rod	49 cc Push Rod	54 cc Push Rod
<b>Carburetor Type</b> <b>High Altitude Knob</b> <b>Fuel Petcock Positions – On Res Off</b> <b>Available Jets</b>	No	No	No
<b>Transmission Speeds</b> <b>Transmission Shift Pattern (Toe)</b>	3 Speeds N 1 2 3	3 Speeds N 1 2 3	3 Speeds N 1 2 3
<b>High – Low Gearing Option</b>	Large Rear Overlay Sprocket with extra chain segment.	Large Rear Overlay Sprocket with extra chain segment.	Large Rear Overlay Sprocket with extra chain segment.
<b>Suspension – Front</b> <b>Suspension – Rear</b>	Bottom Link Telescopic Shock	Bottom Link Telescopic Shock	Bottom Link Telescopic Shock
<b>Speedometer Highest Speed</b> <b>Speedometer Indicator Lights</b> <b>Speedometer Trip Odometer</b>	60 mph None No	60 mph None No	60 mph None No
<b>Brakes Activation – Front</b> <b>Brakes Activation – Rear</b>	Right Handlebar Lever Right Foot Lever	Right Handlebar Lever Right Foot Lever & Left Handlebar Lever	Right Handlebar Lever Right Foot Lever & Left Handlebar Lever
<b>Rear Cargo Rack Size &amp; Shape</b>	Small with Flat Surface	Small with Flat Surface	Small with Flat Surface or Large with Rear Vertical Bar mounted on Small Rack
<b>Handlebar Rotates</b> <b>Handlebar Finish</b>	No Stamped Shape, Same Paint Color as Motorcycle.	No Stamped Shape, Same Paint Color as Motorcycle.	No Stamped Shape, Same Paint Color as Motorcycle.
<b>Paint Color</b>	Scarlet Red Yellow	Scarlet Red Chrome (Dealer Promo)	Scarlet Red Yellow
<b>Auxiliary Gas Tank</b>	No	No	No
<b>Turn Signals</b>	No	No	No
<b>Other Unique Features</b>	Dealer Removed Leg Guard and Front Fender, Added Large Rear Overlay Sprocket, and Modified Exhaust.	Down swept exhaust.	Chrome Front Fender. All Chrome upswept exhaust. (first year)

## 1964

The 1964 Honda Trail 90, Model CT200 was also manufactured in 1965, with essentially no change in common characteristics. The Honda parts listing always mentions the CT200 as a 1964 and does not mention 1965. The ending Serial or VIN Number for the year of 1964 is unknown. The year designation found on state titles or registrations usually refers to the year in which the CT200 was first sold. Production and dealer ordering (often controlled by American Honda) sometimes left CT200's on dealer floor rooms into the following years. We have seen several cases of CT200's with titles stating a year late into the 1960's or even the early 1970's. This is the first year with an engine skid plate. This is the first year of the speedometer being part of the headlight bucket, with a shape that was like a smooth circle section on top and a flat bottom. This is the first year for the metal folding foot pegs.

## 1965

The 1965 Honda Trail 90, Model CT200 was also manufactured in 1964, with essentially no change in common characteristics for 1965. The Honda parts listing always mentions the CT200 as a 1964 and does not mention a 1965. The starting Serial or VIN Number for the year of 1965 is unknown. The year designation found on state titles or registrations for the CT200 usually refers to the year in which it was first sold. Production and dealer ordering (often controlled by American Honda) sometimes left CT200's on dealer showroom floors into the following years (specifically the first part of 1966). We have seen several cases of CT200's with titles stating dates into the later 1960's or even the early 1970's, well after production stopped for the CT200.

## 1966

For 1966 Honda had some CT200's still being manufactured, with essentially no change in the common characteristics from 1964 and 1965 models. The Honda parts listing always mentions the CT200 as a 1964 and does not mention a 1965 or a 1966. The starting Serial or VIN Number for the CT200's in the year of 1966 is unknown. The year designation found on state titles or registrations for the CT200 usually refers to the year in which it was first sold. Production and dealer ordering (often controlled by American Honda) sometimes left CT200's on dealer showroom floors into the following years. We have seen several cases of CT200's with titles stating late into the 1960's or even the early 1970's, well after production stopped for the CT200.

Sometime in 1966 Honda started making the CT90 'K0, where they started to use model designations that started with the letter 'K', followed by a number. This is the birth of the 'K0. The 'K0 was manufactured in 1966, 1967 and 1968. And even though there were some changes, the model designation of 'K0 remained in all those years. The 1966, CT90 'K0's major improvement was the addition of the 89 cc, overhead camshaft engine. This was a more efficient and powerful engine, using all the modern technology of 1966.

<b>Year</b>	<b>1964</b>	<b>1965</b>	<b>1966</b>
<b>Model ID</b>	<b>CT200</b>	<b>CT200</b>	<b>CT200</b> <b>CT90 K0</b>
<b>Common Name</b> <b>Serial or VIN Number Begins At</b>	Honda Trail 90 CT200-100001	Honda Trail 90 CT200-1xxxxx, unknown starting number (continuation of the 1964 model).	Honda Trail 90 Early Model CT200- 1xxxxx, unknown starting number (continuation of the 1964 model). Later Model CT90-100001
<b>Engine Size</b>	87 cc	87 cc	87 cc - Early Model 89 cc – Later Model
<b>Engine Valve Train Type</b>	Push Rod	Push Rod	Pushrod – Early Model Overhead Camshaft – Later Model
<b>Carburetor Type</b> <b>High Altitude Knob</b> <b>Fuel Petcock Positions – On Res Off</b> <b>Available Jets</b>	No	No	Yes
<b>Transmission Speeds</b> <b>Transmission Shift Pattern (Toe)</b>	4 Speeds N 1 2 3 4	4 Speeds N 1 2 3 4	4 Speeds N 1 2 3 4
<b>High – Low Gearing Option</b>	Large Rear Overlay Sprocket with extra chain segment.	Large Rear Overlay Sprocket with extra chain segment.	Large Rear Overlay Sprocket with extra chain segment.
<b>Suspension – Front</b> <b>Suspension – Rear</b>	Bottom Link Telescopic Shock	Bottom Link Telescopic Shock	Bottom Link Telescopic Shocks
<b>Speedometer Highest Speed</b> <b>Speedometer Indicator Lights</b>	60 mph Green = Neutral Amber = High Beam	60mph Green = Neutral Amber = High Beam	60 mph Green = Neutral Amber = High Beam
<b>Speedometer Trip Odometer</b>	No	No	No
<b>Brakes Activation – Front</b> <b>Brakes Activation – Rear</b>	Right Handlebar Lever Right Foot Lever & Left Handlebar Lever	Right Handlebar Lever Right Foot Lever & Left Handlebar Lever	Right Handlebar Lever Right Foot Lever & Left Handlebar Lever
<b>Rear Cargo Rack Size &amp; Shape</b>	Small with Flat Surface or Large with Rear Vertical Bar mounted on Small Rack		Small with Flat Surface or Large with Rear Vertical Bar mounted on Small Rack
<b>Handlebar Rotates</b> <b>Handlebar Finish</b>	No Chrome Tube Style	No Chrome Tube Style	No Chrome Tube Style
<b>Paint Color</b>	Scarlet Red Yellow	Scarlet Red Yellow	Scarlet Red Yellow
<b>Auxiliary Gas Tank</b>	No	No	No
<b>Turn Signals</b>	No	No	No
<b>Other Unique Features</b>	First year with skid plate. All Chrome Exhaust First Year for the Folding Metal Foot Pegs	All Chrome Exhaust	All Chrome Exhaust

## 1967

The 1967 Honda CT90 'K0, continued the use of model designations that started with the letter 'K', followed by a number. The 'K0 was manufactured in 1966, 1967 and 1968. And even though there were some changes, the model designation of 'K0 remained in all those years. The early version of the 1967, CT90 'K0's was essentially the same as the 1966, CT90 'K0. However, about half way through 1967, starting with Serial or VIN number CT90-122551, a major improvement to the CT90 'K0 was the addition of the Dual Range Sub Transmission. This was an easier way to get a low range gearing for climbing hills. Instead of having to move the large rear overlay sprocket to bolt onto the regular rear drive chain sprocket, and adding a drive chain extra segment, the rider simply needed to come to a stop, get into neutral gear, flip a mechanical lever, then take off again.

## 1968

The 1968 Honda CT90 'K0, continued the use of model designations that started with the letter 'K', followed by a number. The 'K0 was manufactured in 1966, 1967 and 1968. And even though there were some changes, the model designation of 'K0 remained in all those years. The 1968, CT90 'K0's were essentially the same as the later model 1967, CT90 'K0.

## 1969

The 1969 Honda CT90 'K1, continued the use of model designations that started with the letter 'K', followed by a number. A major improvement to the CT90 'K1 was the addition of the Telescopic Front Fork Suspension. This provided a better ride with a longer travel of the front suspension than the older style bottom link suspension. There is a report that the 1969 'K1 telescopic front forks are unique and not interchangeable with later years. Additionally, the engine air intake was moved to be "out of the way", on the left side of the frame, below the seat. However, this lowered the height of the air intake, thus restricting the ability of the CT to cross deep streams. This is a unique, one year only shape for the air intake. This move of the air intake, did allow the use of a plastic, frame down tube cover for the first time. The single side cover for the battery and tool kit was the same color as the CT frame. There were some mid year changes to the K1. Some people think the later K1's are called K1b's (many individuals use this terminology), but Honda never created anything like that, all 1969 Honda Trail 90's, are just K1's. The early K1's had a carburetor with 4 screws and the later model had the 2 screw model carburetor (the screws held the top and bottom together), confirmed on serial number CT90-233448, perhaps earlier. Both types of carburetors had a specific manifold for each type of carburetor (which is not interchangeable). Early 1969 'K1's had a front, fender mounted, amber side reflector (prized by some CT'ers) and later models had the front amber side reflectors mounted on the front fork tubes (one on each side).

The "States", via their Department of Motor Vehicles (DMV) or similar named agencies, control the regulation of equipment on vehicles and NOT the United States Federal Government (which could be a more "uniform" set of laws, used in all states). Thus, each state is allowed to set its own laws regarding equipment on vehicles. Several states (Indiana - 1956, Ohio - 1968, Texas - 1960) had by 1969 already written laws requiring motorcycles to have turn signals as standard equipment. Several motorcycle manufacturers, including Honda, were preparing for this requirement and had in fact started installing turn signals on other models. The best evidence of this is the inclusion within the speedometer of an indicator light for turn signals and on some years the left handlebar switch to activate the turn signals. The 1969 'K1, was the first year to have an extra light for indicating the activity of turn signals (often called "winkers" in documentation, and labeled with a "W" on the speedometer face in coming years). And, there are a few reports of 1969 'K1's having turn signals factory installed, but as of yet we don't have photo proof. The 1969 'K1 has a unique, one year only, style of speedometer, with a shape that was triangular.

<b>Year</b>	<b>1967</b>	<b>1968</b>	<b>1969</b>
<b>Model ID</b> <b>Common Name</b> <b>Serial or VIN Number Begins At</b>	<b>CT90 K0</b> Honda Trail 90 Early Model Up To CT90-122550 (starting number unknown). Later Model Starts at CT90-122551	<b>CT90 K0</b> Honda Trail 90 CT90-1xxxxx, unknown starting number (continuation of the 1967 model).	<b>CT90 K1</b> Honda Trail 90 CT90-200001
<b>Engine Size</b> <b>Engine Valve Train Type</b>	89 cc Overhead Camshaft	89 cc Overhead Camshaft	89 cc Overhead Camshaft
<b>Carburetor Type</b>  <b>High Altitude Knob</b> <b>Fuel Petcock Positions – On Res Off</b> <b>Available Jets</b>	Yes	Yes	T90KA, 4 screw (Early) K29A, 2 screw (Later) Yes  Main–75, Slow–38/35/40
<b>Transmission Speeds</b> <b>Transmission Shift Pattern (Toe)</b>    <b>High – Low Gearing Option</b>	4 Speeds N 1 2 3 4 Early - Large Rear Overlay Sprocket. Later - Dual Range Sub Transmission	4 Speeds N 1 2 3 4 Dual Range Sub Transmission	4 Speeds N 1 2 3 4 Dual Range Sub Transmission
<b>Suspension – Front</b> <b>Suspension – Rear</b>	Bottom Link Telescopic Shocks	Bottom Link Telescopic Shocks	Telescopic Shocks Telescopic Shocks
<b>Speedometer Highest Speed</b> <b>Speedometer Indicator Lights</b>  <b>Speedometer Trip Odometer</b>	60 mph Green = Neutral Amber = High Beam  No	60 mph Green = Neutral Amber = High Beam  No	80 mph Green = Neutral Amber = Turn Signals Red = High Beam  No
<b>Brakes Activation – Front</b> <b>Brakes Activation – Rear</b>	Right Handlebar Lever Right Foot Lever & Left Handlebar Lever	Right Handlebar Lever Right Foot Lever & Left Handlebar Lever	Right Handlebar Lever Right Foot Lever & Left Handlebar Lever
<b>Rear Cargo Rack Size &amp; Shape</b>	Small with Flat Surface or Large with Rear Vertical Bar mounted on Small Rack	Small with Flat Surface or Large with Rear Vertical Bar mounted on Small Rack	Large with Rear Vertical Bar
<b>Handlebar Rotates</b> <b>Handlebar Finish</b>	No Chrome Tube Style	No Chrome Tube Style	No Chrome Tube Style
<b>Paint Color</b>	Scarlet Red Yellow	Scarlet Red Yellow	Scarlet Red Yellow
<b>Auxiliary Gas Tank</b>	No	No	No
<b>Turn Signals</b>	No	No	Possible
<b>Other Unique Features</b>	All Chrome Exhaust	All Chrome Exhaust.	First year for plastic Down Tube Cover. First year for new location of Air Box. Gray Down Tube Cover. Single Side Cover same color as CT Frame. Early models had front fender mounted reflector. All Chrome Exhaust.

## 1970

The 1970 Honda CT90 'K2, continued the use of model designations that started with the letter 'K', followed by a number. There were only a few changes from the previous year to the CT90 'K2 and no mid year changes in 1970. The air intake was changed to a new style that would continue for many years. It was taken farther back on the left side with the opening up under the rear cargo rack. The CT now had both the exhaust and the intake, as in earlier years, located high enough off the ground to allow crossing of streams that were significantly deeper than the 1969 model with its unique air intake. This was the first year that the handlebar could be released with a large lever and rotated 90 degrees (either direction) to accommodate carrying the CT on a bumper rack mounted to either the front or back of a vehicle, usually, either, 1) a recreational vehicle (otherwise called a motor home... back in the day), or 2) a pickup truck. The rotation of the handlebar allowed the CT to be carried "close in" to the vehicle and was only restricted by the basic width of the body section of the CT. The large rear cargo rack had its own mounting brackets, instead of being mounted to the older style small flat rack. This is the first year of the speedometer with a shape that was multi-sided, that would continue through to 1986. This is the first year for the rubber foot pegs and the side stand.

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## 1971

The 1971 Honda CT90 'K3, continued the use of model designations that started with the letter 'K', followed by a number. There were only a few changes from the previous year to the CT90 'K3 and no mid year changes in 1971. The Yellow color was changed to Summer Yellow. The exhaust was now a black body with a chrome heat shield.

The "States", via their Department of Motor Vehicles (DMV) or similar named agencies, control the regulation of equipment on vehicles and NOT the United States Federal Government (which could be a more "uniform" set of laws, used in all states). Thus, each state is allowed to set its own laws regarding equipment on vehicles. Several states (California, Georgia, Kansas, Maine, Massachusetts, Nevada, New Hampshire, & Oregon) had already written laws requiring motorcycles to have turn signals as standard equipment by the end of 1973 (start of 1974). Several motorcycle manufacturers, including Honda, were preparing for this requirement and had in fact started installing turn signals on other models. The best evidence of this is the inclusion within the speedometer of an indicator light for turn signals and on some years the left handlebar switch to activate the turn signals. The 1971 'K3, had the extra light for indicating the activity of turn signals (often called "winkers" in documentation, and labeled with a "W" on the speedometer face). And, there are a few reports of 1971 'K3's having turn signals factory installed, but as of yet we don't have photo proof.

## 1972

The 1972 Honda CT90 'K4, continued the use of model designations that started with the letter 'K', followed by a number. There were no mid year changes in 1972. This was the first year that there was only one color of the CT, it was Mars Orange. This is also the first year for the auxiliary gas tank mounted under the large rear cargo rack on the left side. The auxiliary gas tank bracket also had a helmet lock, where a "D" ring of the helmet strap could be locked to the CT. This is the first year for the speedometer to have a trip odometer. The speedometer had the extra indicator light for turn signals (see 1971 'K3). And, there are a few reports of 1972 'K4's having turn signals factory installed, but as of yet we don't have photo proof.

<b>Year</b>	<b>1970</b>	<b>1971</b>	<b>1972</b>
<b>Model ID</b> <b>Common Name</b> <b>Serial or VIN Number Begins At</b>	<b>CT90 K2</b> Honda Trail 90 CT90-300001	<b>CT90 K3</b> Honda Trail 90 CT90-400001	<b>CT90 K4</b> Honda Trail 90 CT90-1400001
<b>Engine Size</b> <b>Engine Valve Train Type</b>	89 cc Overhead Camshaft	89 cc Overhead Cam	89 cc Overhead Cam
<b>Carburetor Type</b> <b>High Altitude Knob</b> <b>Fuel Petcock Positions – On Res Off</b> <b>Available Jets</b>	Yes	Yes	Yes
<b>Transmission Speeds</b> <b>Transmission Shift Pattern (Toe)</b>    <b>High – Low Gearing Option</b>	4 Speeds N 1 2 3 4 Dual Range Sub Transmission	4 Speeds N 1 2 3 4 Dual Range Sub Transmission	4 Speeds N 1 2 3 4 Dual Range Sub Transmission
<b>Suspension – Front</b> <b>Suspension – Rear</b>	Telescopic Shocks Telescopic Shocks	Telescopic Telescopic Shocks	Telescopic Telescopic Shocks
<b>Speedometer Highest Speed</b> <b>Speedometer Indicator Lights</b>  <b>Speedometer Trip Odometer</b>	80 mph Green = Neutral Amber = Turn Signals Red = High Beam No	80 mph Green = Neutral Amber = Turn Signals Red = High Beam No	60 mph Green = Neutral Amber = Turn Signals Red = High Beam Yes (first year)
<b>Brakes Activation – Front</b> <b>Brakes Activation – Rear</b>	Right Handlebar Lever Right Foot Lever & Left Handlebar Lever	Right Handlebar Lever Right Foot Lever and Left Handlebar Lever	Right Handlebar Lever Right Foot Lever and Left Handlebar Lever
<b>Rear Cargo Rack Size &amp; Shape</b>	Large with Rear Vertical Bar	Large with Rear Vertical Bar	Large with Rear Vertical Bar
<b>Handlebar Rotates</b> <b>Handlebar Finish</b>	Yes Chrome	Yes Chrome Tube Style	Yes Chrome Tube Style
<b>Paint Color</b>	Scarlet Red Yellow	Scarlet Red Summer Yellow	Mars Orange
<b>Auxiliary Gas Tank</b>	No	No	Yes
<b>Turn Signals</b>	Possible	Possible	Possible
<b>Other Unique Features</b>	New Air Box Design. Gray Down Tube Cover and Gray Battery & Tool Kit Side Cover. All Chrome Exhaust. First Year for the Rubber Foot Pegs. First Year for the Side Stand.	Gray Down Tube Cover. Grey, Battery & Tool Kit Side Cover. Black Exhaust with Chrome Heat Shield. (First Year)	Gray Down Tube. Grey Battery & Tool Kit Side Cover. Black Exhaust with Chrome Heat Shield.

## 1973

The 1973 Honda CT90 'K4, continued the use of model designations that started with the letter 'K', followed by a number. There were no mid year changes in 1973. Honda did extend the use of the same "K" number as the previous year 1972. So, there are two years with the designation of "K4". Most likely the 1973 is a continuation of the 1972 model with essentially all the same features. This was another year that there was only one color of the CT, it was once again, Mars Orange. The speedometer had the extra indicator light for turn signals (see 1971 'K3). And, there are a few reports of 1973 'K4's having turn signals factory installed, but as of yet we don't have photo proof.

## 1974

The 1974 Honda CT90 'K5, continued the use of model designations that started with the letter 'K', followed by a number. There were no mid year changes in 1974. This was another year that there was only one color of the CT, it was once again, Mars Orange. This is the first year that Honda made turn signals on all motorcycles imported into the United States (see 1971 'K3). The indicator light for the turn signals in the speedometer changed the labeling to being "T" for turn signals (instead of "W" for winkers). In the early part of the year the left handlebar lever that activated the rear brake was there and later in the year it disappeared.

## 1975

The 1975 Honda CT90 'K6, continued the use of model designations that started with the letter 'K', followed by a number. There were no mid year changes in 1975. This was another year that there was only one color of the CT, it was Tahitian Red. The gear shift pattern changed to the rider's toe moving the shift lever up to up shift (all previous year the rider's toe pushed down to up shift). The labeling on the speedometer spelled out the names of the indicator lights, "Neutral, Turn & High Beam".

<b>Year</b>	<b>1973</b>	<b>1974</b>	<b>1975</b>
<b>Model ID</b> <b>Common Name</b> <b>Serial Number Begins At</b>	<b>CT90 K4</b> Honda Trail 90 CT90-1xxxxx, unknown starting number (continuation of the 1972 model)	<b>CT90 K5</b> Honda Trail 90 CT90-1500003	<b>CT90 K6</b> Honda Trail 90 CT90-1600003
<b>Engine Size</b> <b>Engine Valve Train Type</b>	89 cc Overhead Cam	89 cc Overhead Cam	89 cc Overhead Cam
<b>Carburetor Type</b> <b>High Altitude Knob</b> <b>Fuel Petcock Positions</b> <b>Available Jets</b>	Yes	Yes	Yes
<b>Transmission Speeds</b> <b>Transmission Shift Pattern (Toe)</b>    <b>High – Low Gearing Option</b>	4 Speeds N 1 2 3 4 Dual Range Sub Transmission	4 Speeds N 1 2 3 4 Dual Range Sub Transmission	4 Speeds 4 3 2 1 N (first year) Dual Range Sub Transmission
<b>Suspension – Front</b> <b>Suspension – Rear</b>	Telescopic Shocks Telescopic Shocks	Telescopic Shocks Telescopic Shocks	Telescopic Shocks Telescopic Shocks
<b>Speedometer Highest Speed</b> <b>Speedometer Indicator Lights</b>  <b>Speedometer Trip Odometer</b>	60 mph Green = Neutral Amber = Turn Signals Red = High Beam Yes	60 mph Green = Neutral Amber = Turn Signals Blue = High Beam Yes	60 mph Green = Neutral Amber = Turn Signal Blue = High Beam Yes
<b>Brakes Activation – Front</b> <b>Brakes Activation – Rear</b>	Right Handlebar Lever Right Foot Lever and Left Handlebar Lever	Right Handlebar Lever Right Foot Lever and Left Handlebar Lever (Early Models), Disappeared in the Later Models	Right Handlebar Lever Right Foot Lever only
<b>Rear Cargo Rack</b>	Large with Rear Vertical Bar	Large with Rear Vertical Bar	Large with Rear Vertical Bar
<b>Handlebar Rotates</b>	Yes	Yes	Yes
<b>Handlebar Finish</b>	Chrome Tube Style	Chrome Tube Style	Chrome Tube Style
<b>Paint Color</b>	Mars Orange	Mars Orange	Tahitian Red
<b>Auxiliary Gas Tank</b>	Yes	Yes	Yes
<b>Turn Signals</b>	Possible	Yes – Chrome, Round	Yes – Chrome, Round
<b>Other Unique Features</b>	Gray Down Tube. Gray Battery & Tool Kit. Side Cover. Black Exhaust with Chrome Heat Shield	Gray Down Tube. Gray Battery & Tool Kit. Side Cover. Black Exhaust with Chrome Heat Shield.	Down Tube Cover Same as Frame Color. Battery & Tool Kit Side Cover Same as Frame Color. Black Exhaust with Chrome Heat Shield.

## 1976

The 1976 Honda CT90 '76, was the first year Honda discontinued the use of model designations that started with the letter 'K', followed by a number and was replaced by the last two digits of the year of manufacture. There were no mid year changes in 1976. This was another year that there was only one color of the CT, it was Shiny Orange. This was the first year of the rear telescopic chrome coil over shocks.

## 1977

The 1977 Honda CT90 '77, appears to be a continuation of the 1976 model. There were no mid year changes in 1977. This was another year that there was only one color of the CT, it was once again, Shiny Orange. This year was the first year that the speedometer shift points were listed on the speedometer for both, the high range and the low range, although the design was unique for this year only and changed to a more readable version in 1978.

## 1978

The 1978 Honda CT90 '78, has most of the features of the previous year with a few exceptions. There were no mid year changes in 1978. This was another year that there was only one color of the CT, it was Bright Yellow. This was the first year of the rear telescopic black coil over shocks. This was the first year of the black handlebar finish.

<b>Year</b>	<b>1976</b>	<b>1977</b>	<b>1978</b>
<b>Model ID</b> <b>Common Name</b> <b>Serial Number Begins At</b>	<b>CT90 '76</b> Honda Trail 90 CT90-1700004	<b>CT90 '77</b> Honda Trail 90 CT90-1800008	<b>CT90 '78</b> Honda Trail 90 CT90-1900010
<b>Engine Size</b> <b>Engine Valve Train Type</b>	89 cc Overhead Cam	89 cc Overhead Cam	89 cc Overhear Cam
<b>Carburetor Type</b> <b>High Altitude Knob</b> <b>Fuel Petcock Positions</b> <b>Available Jets</b>	Yes	Yes	No
<b>Transmission Speeds</b> <b>Transmission Shift Pattern (Toe)</b>    <b>High – Low Gearing Option</b>	4 Speeds 4 3 2 1 N Dual Range Sub Transmission	4 Speeds 4 3 2 1 N Dual Range Sub Transmission	4 Speeds 4 3 2 1 N Dual Range Sub Transmission
<b>Suspension – Front</b> <b>Suspension – Rear</b>	Telescopic Shocks Telescopic Chrome Coil Over Shocks	Telescopic Shocks Telescopic Chrome Coil Over	Telescopic Shocks Telescopic Black Coil Over
<b>Speedometer Highest Speed</b> <b>Speedometer Indicator Lights</b>  <b>Speedometer Trip Odometer</b>	60 mph Green = Neutral Amber = Turn Signal Blue = High Beam Yes	60 mph Green = Neutral Amber = Turn Signal Blue = High Beam Yes	60 mph Green = Neutral Amber = Turn Signal Blue = High Beam Yes
<b>Brakes Activation – Front</b> <b>Brakes Activation – Rear</b>	Right Handlebar Lever Right Foot Lever	Right Handlebar Lever Right Foot Lever	Right Handlebar Lever Right Foot Lever
<b>Rear Cargo Rack</b>	Large with Rear Vertical Bar	Large with Rear Vertical Bar	Large with Rear Vertical Bar
<b>Handlebar Rotates</b>	Yes	Yes	Yes
<b>Handlebar Finish</b>	Chrome Tube Style	Chrome Tube Style	Chrome
<b>Paint Color</b>	Shiny Orange	Shiny Orange	Bright Yellow
<b>Auxiliary Gas Tank</b>	Yes	Yes	Yes
<b>Turn Signals</b>	Yes, Chrome, Round	Yes, Chrome, Round	Yes, Chrome, Round
<b>Other Unique Features</b>	Down Tube Cover Same as Frame Color. Battery & Tool Kit Side Cover Same as Frame Color. Black Exhaust with Chrome Heat Shield.	Down Tube Cover Same as Frame Color. Battery & Tool Kit Side Cover Same as Frame Color. Black Exhaust with Chrome Heat Shield.	Down Tube Cover Same as Frame Color. Battery & Tool Kit Side Cover Same as Frame Color. Black Exhaust with Chrome Heat Shield.

## 1979

The 1979 Honda CT90 '79, has all of the features of the previous year with the exception of the color. There were no mid year changes in 1979. This was another year that there was only one color of the CT, it was Tahitian Red. This was the last year for the CT90.

## 1980

The 1980 Honda CT110 '80, is the first year of the CT110's. There were no mid year changes in 1980. This was another year that there was only one color of the CT, it was Tahitian Red. The 1980, CT110 '80 used the larger 105 cc engine, without the dual range sub transmission (a one year only, missing feature). The speedometer trip odometer was not present. This was the first year of the rear cargo rack with a large flat surface. This was the first year of the plastic, square turn signals.

## 1981

The 1981 Honda CT110 '81, saw the return of the dual range sub transmission. There were no mid year changes in 1981. This was another year that there was only one color of the CT, it was Tahitian Red. This was the last year for a condenser / point's ignition system.

<b>Year</b>	<b>1979</b>	<b>1980</b>	<b>1981</b>
<b>Model ID</b> <b>Common Name</b> <b>Serial Number Begins At</b>	<b>CT90 '79</b> Honda Trail 90 CT90-5000011	<b>CT110 '80</b> Honda Trail 110 JD01-5000001	<b>CT110 '81</b> Honda Trail 110 JH2JD010*BS100002
<b>Engine Size</b> <b>Engine Valve Train Type</b>	89 cc Overhead Cam	105 cc (first year) Overhead Cam	105 cc Overhear Cam
<b>Carburetor Type</b> <b>High Altitude Knob</b> <b>Fuel Petcock Positions</b> <b>Available Jets</b>	No	No	No
<b>Transmission Speeds</b> <b>Transmission Shift Pattern (Toe)</b>    <b>High – Low Gearing Option</b>	4 Speeds 4 3 2 1 N Dual Range Sub Transmission	4 Speeds 4 3 2 1 N None (first year0	4 Speeds 4 3 2 1 N Dual Range Sub Transmission
<b>Suspension – Front</b> <b>Suspension – Rear</b>	Telescopic Shocks Telescopic Black Coil Over Shocks	Telescopic Shocks Telescopic Black Coil Over Shocks	Telescopic Shocks Telescopic Black Coil Over Shocks
<b>Speedometer Highest Speed</b> <b>Speedometer Indicator Lights</b>  <b>Speedometer Trip Odometer</b>	60 mph Green = Neutral Amber = Turn Signal Blue = High Beam Yes	60 mph Green = Neutral Amber = Turn Signal Blue = High Beam No (first year)	60 mph Green = Neutral Amber = Turn Signal Blue = High Beam No
<b>Brakes Activation – Front</b> <b>Brakes Activation – Rear</b>	Right Handlebar Lever Right Foot Lever	Right Handlebar Lever Right Foot Lever	Right Handlebar Lever Right Foot Lever
<b>Rear Cargo Rack</b>	Large with Rear Vertical Bar	Large Flat Surface (first Year)	Large Flat Surface
<b>Handlebar Rotates</b> <b>Handlebar Finish</b>	Yes Black	Yes Black	Yes Black
<b>Paint Color</b>	Tahitian Red	Tahitian Red	Tahitian Red
<b>Auxiliary Gas Tank</b>	Yes	Yes	Yes
<b>Turn Signals</b>	Yes, Chrome, Round	Yes, Plastic, Square (first year)	Yes, Plastic, Square
<b>Other Unique Features</b>	Down Tube Cover Same as Frame Color. Battery & Tool Kit Side Cover Same as Frame Color. Black Exhaust with Chrome Heat Shield.	Down Tube Cover Same as Frame Color. Battery & Tool Kit Side Cover Same as Frame Color. Black Exhaust with Chrome Heat Shield.	Down Tube Cover Same as Frame Color. Battery & Tool Kit Side Cover Same as Frame Color. Black Exhaust with Chrome Heat Shield.

## 1982

The 1982 Honda CT110 '82, saw the return of the dual range sub transmission. There were no mid year changes in 1982. This was another year that there was only one color of the CT, it was Monza Red. The speedometer shift points were listed on the speedometer for both, the high range and the low range. This was the first year for a CDI (Capacitor Discharge Ignition) system (no points to set).

## 1983

The 1983 Honda CT110 '83, was essentially the same as the previous year. There were no mid year changes in 1983. This was another year that there was only one color of the CT, it was once again, Monza Red. The speedometer shift points were listed on the speedometer for both, the high range and the low range.

## 1984

The 1984 Honda CT110 '84, was essentially the same as the previous year. There were no mid year changes in 1984. This was another year that there was only one color of the CT, it was once again, Monza Red. The speedometer shift points were listed on the speedometer for both, the high range and the low range.

<b>Year</b>	<b>1982</b>	<b>1983</b>	<b>1984</b>
<b>Model ID</b> <b>Common Name</b> <b>Serial Number Begins At</b>	<b>CT110 '82</b> Honda Trail 110 JH2JD010*CS200001	<b>CT110 '83</b> Honda Trail 110 JH2JD0102DS300003	<b>CT110 '84</b> Honda Trail 110 JH2JD010*ES400001, Continued to be sold in 1985 without a new year designation (unknown starting number for 1985).
<b>Engine Size</b> <b>Engine Valve Train Type</b>	105 cc Overhear Cam	105 cc Overhead Cam	105 cc Overhead Cam
<b>Carburetor Type</b> <b>High Altitude Knob</b> <b>Fuel Petcock Positions</b> <b>Available Jets</b>	No	No	No
<b>Transmission Speeds</b> <b>Transmission Shift Pattern (Toe)</b>    <b>High – Low Gearing Option</b>	4 Speeds 4 3 2 1 N Dual Range Sub Transmission	4 Speeds 4 3 2 1 N Dual Range Sub Transmission	4 Speeds 4 3 2 1 N Dual Range Sub Transmission
<b>Suspension – Front</b> <b>Suspension – Rear</b>	Telescopic Shocks Telescopic Black Coil Over Shocks	Telescopic Shocks Telescopic Black Coil Over Shocks	Telescopic Black Coil Over Telescopic
<b>Speedometer Highest Speed</b> <b>Speedometer Indicator Lights</b>  <b>Speedometer Trip Odometer</b>	60 mph Green = Neutral Amber = Turn Signal Blue = High Beam No	60 mph Green = Neutral Amber = Turn Signal Blue = High Beam No	60 mph Green = Neutral Amber = Turn Signal Blue = High Beam No
<b>Brakes Activation – Front</b> <b>Brakes Activation – Rear</b>	Right Handlebar Lever Right Foot Lever	Right Handlebar Lever Right Foot Lever	Right Handlebar Lever Right Foot Lever
<b>Rear Cargo Rack</b>	Large Flat Surface	Large Flat Surface	Large Flat Surface
<b>Handlebar Rotates</b> <b>Handlebar Finish</b>	Yes Black	Yes Black	Yes Black
<b>Paint Color</b>	Monza Red	Monza Red	Monza Red
<b>Auxiliary Gas Tank</b>	Yes	Yes	Yes
<b>Turn Signals</b>	Yes, Plastic, Square	Yes, Plastic, Square	Yes, Plastic, Square
<b>Other Unique Features</b>	CDI Ignition (first year) Down Tube Cover Same as Frame Color. Battery & Tool Kit Side Cover Same as Frame Color. Black Exhaust with Chrome Heat Shield.	CDI Ignition. Down Tube Cover Same as Frame Color. Battery & Tool Kit Side Cover Same as Frame Color. Black Exhaust with Chrome Heat Shield.	CDI Ignition. Down Tube Cover Same as Frame Color. Battery & Tool Kit Side Cover Same as Frame Color. Black Exhaust with Chrome Heat Shield.

## 1986

The 1986 Honda CT110 '86, was essentially the same as the CT110 '84 (which continued being manufactured and sold in 1985 without a "new year" designation). There were no mid year changes in 1986. This was another year that there was only one color of the CT, it was once again, Monza Red. The speedometer shift points were listed on the speedometer for both, the high range and the low range. This was the last year that CT's were imported into the United States. The CT is still made (as of 2008) and sold in other countries around the world, most notably, Australia and New Zealand. CT's after 1986 do not meet the United States, Environmental Protection Act standards, thus CT's after 1986 can not be imported into the United States and be licensed to be street legal. CT's after 1986 can be imported for personal use on private property or can be registered in a state's OHV (Off Highway Vehicle) program for use in OHV specific state parks. In California the OHV registration has two options, a RED sticker program, or a GREEN sticker program (other states are different).

## 1977 CT125

The 1977 Honda CT125 '77 was imported into the United States for only one year, even though it had a production run from 1976 to 1985 and was sold in other countries around the world (usually for "farm" use). The CT125 is actually an XL125 with a more comfortable seat, the frame, gas tank, fenders and side covers were painted Shiny Orange, instead of the XL's colors, and it had the transmission gearing from a TL125, where the first two gears are spaced close together for low speed operation (no Dual Range Sub Transmission). The CT125 came with a chrome tube style rear cargo rack, and 19" front wheel, instead of the XL's 21" front wheel. Also specific to the CT125 is the large mud flaps, both front and rear.

<b>Year</b>	<b>1986</b>
<b>Model ID</b> <b>Common Name</b> <b>Serial Number Begins At</b>	<b>CT110 '86</b> Honda Trail 110 JH2JD010*GS500001
<b>Engine Size</b> <b>Engine Valve Train Type</b>	105 cc Overhead Camshaft
<b>Carburetor Type</b> <b>High Altitude Knob</b> <b>Fuel Petcock Positions</b> <b>Available Jets</b>	No
<b>Transmission Speeds</b> <b>Transmission Shift Pattern (Toe)</b>	4 Speeds 4 3 2 1 N
<b>High – Low Gearing Option</b>	Dual Range Sub Transmission
<b>Suspension – Front</b>	Telescopic Shocks
<b>Suspension – Rear</b>	Telescopic Black Coil Over Shocks
<b>Speedometer Highest Speed</b> <b>Speedometer Indicator Lights</b>	60 mph Green = Neutral Amber = Turn Signal Blue = High Beam
<b>Speedometer Trip Odometer</b>	No
<b>Brakes Activation – Front</b>	Right Handlebar Lever
<b>Brakes Activation – Rear</b>	Right Foot Lever
<b>Rear Cargo Rack</b>	Large Flat Surface
<b>Handlebar Rotates</b>	Yes
<b>Handlebar Finish</b>	Black
<b>Paint Color</b>	Monza Red
<b>Auxiliary Gas Tank</b>	Yes
<b>Turn Signals</b>	Yes
<b>Other Unique Features</b>	CDI Ignition (first year) Down Tube Cover Same as Frame Color. Battery & Tool Kit Side Cover Same as Frame Color. Black Exhaust with Chrome Heat Shield.

<b>1977</b>
<b>CT125 '77</b> <b>Honda Trail 125</b> CT125-1010366
124cc Overhead Camshaft
No
5 Speeds Manual Clutch 5 4 3 2 N 1 1 <sup>st</sup> & 2 <sup>nd</sup> gearing, close and low.
Inverted Telescopic Shocks Telescopic Twin Coil Over Shocks
80 mph Green = Neutral Amber = Turn Signal Blue = High Beam No
Right Handlebar Lever Right Foot Lever
Large Tube Style
No Chrome
Shiny Orange
No
Yes