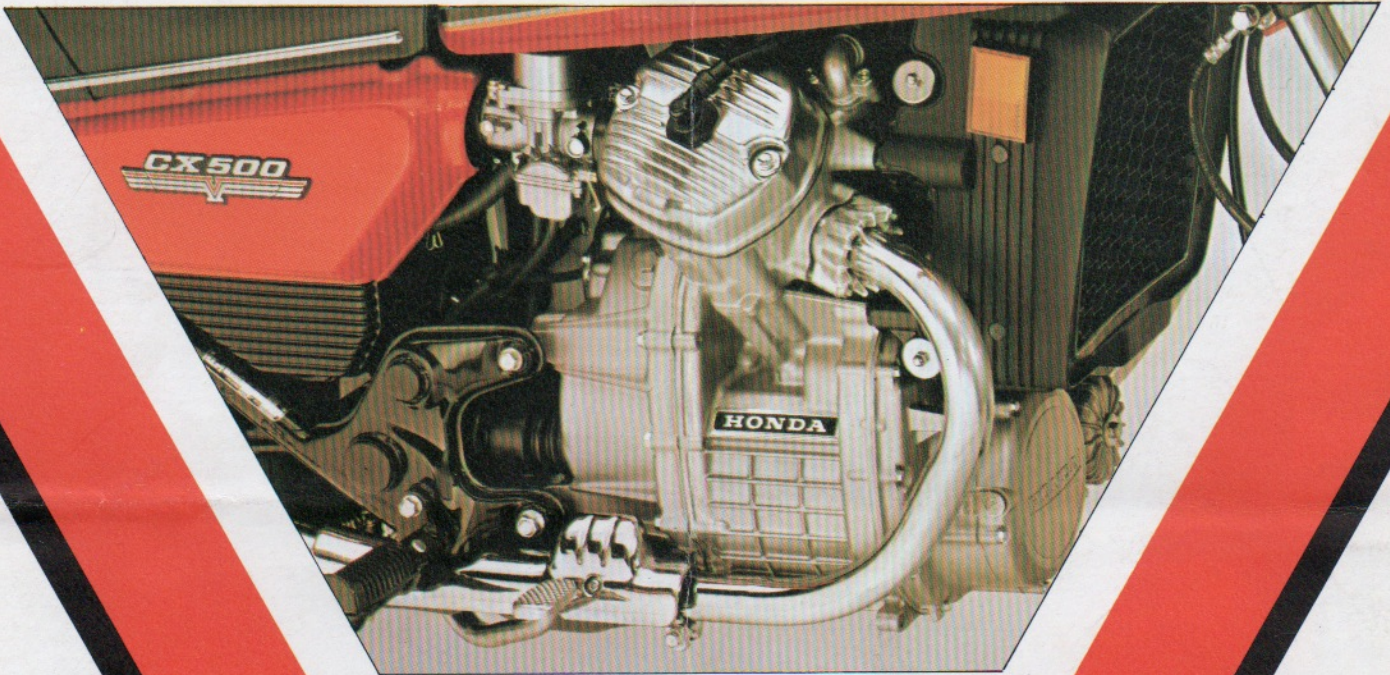


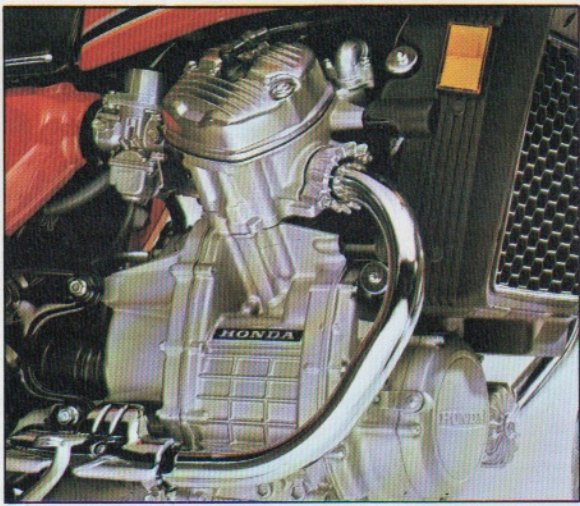
CX500



TWIN



HONDA

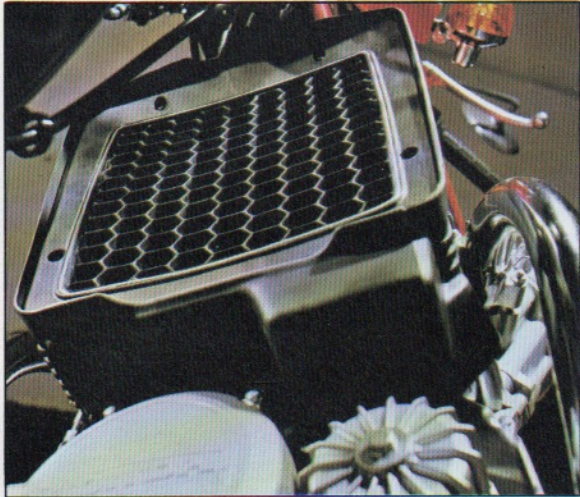
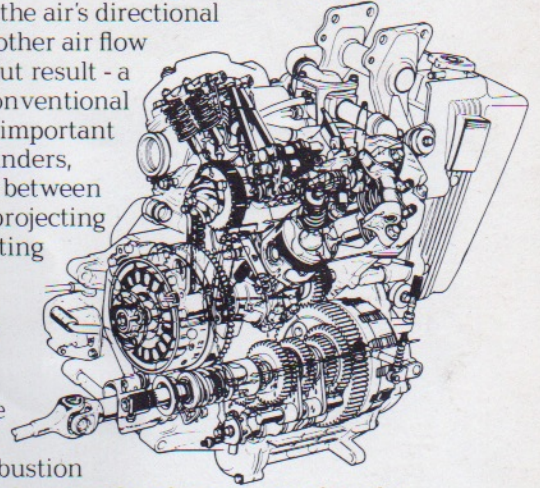


Honda's V-Twin has a unique 22 degrees twist

The cylinder heads, which are angled at 22 degrees from the direction of the crankshaft, permits straight-line air flow from the carburetors. Because the air's directional inertia is not altered, smoother air flow and increased power output result - a distinct advantage over conventional V-Twin engines. Another important point: by twisting the cylinders, more clearance is allowed between the rider's knees and the projecting cylinder heads, thus resulting in better rider comfort.

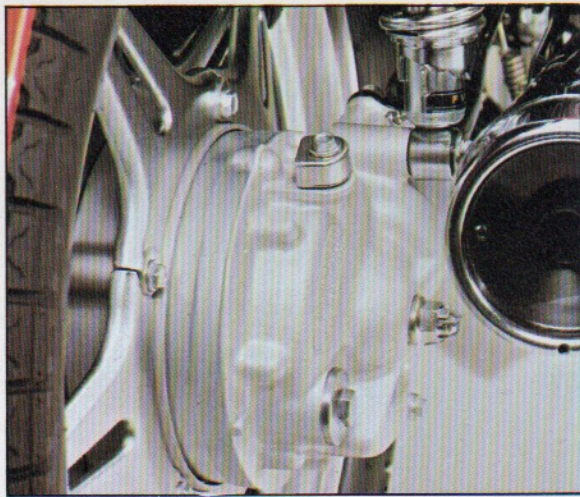
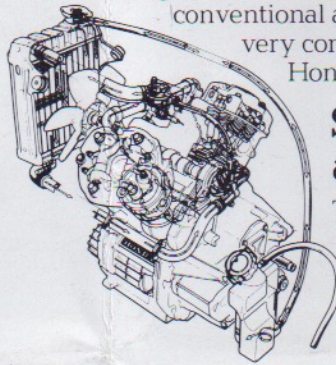
Honda's V-Twin is water cooled

To get the highest possible compression ratio of 10.1 and to achieve better combustion with Honda's Pentroof combustion chambers, we employed a water cooling system which gives better cooling efficiency than conventional air cooling. Our water cooled, V-Twin is very compact, with a built-in radiator and Honda's advanced engine design.



Suspension and Brakes

The front suspension is the long stroke telescopic type. The new rear FVQ suspension offers two-stage damping to provide a comfortable ride and excellent traction on all kinds of roads. The CX500 has twin front discs and rear drum brakes. They are very powerful, with excellent progressive stopping power.

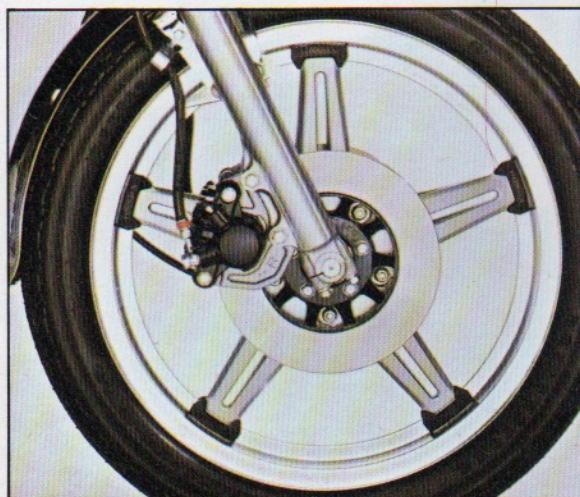
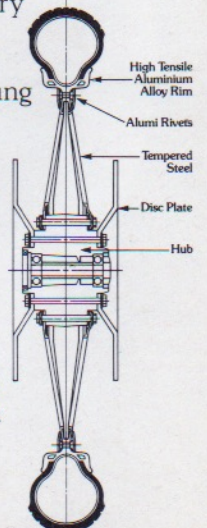
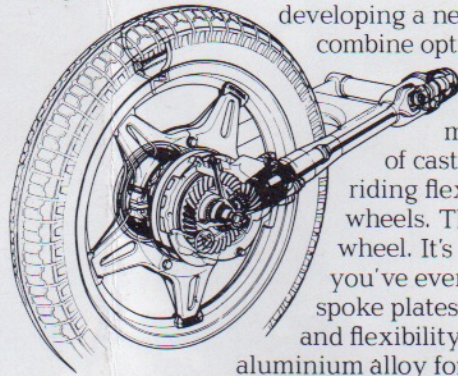


Comstar Wheels

For years, Honda has been involved in basic wheel research, developing a new wheel design that would combine optimum strength, unsprung weight and ride characteristics. The problem has been mating the superior strength of cast wheels with the smooth-riding flex of conventional wire spoke wheels. The result is the Honda comstar wheel. It's different from anything you've ever seen before. The angled spoke plates are made of steel for strength and flexibility. The hollow body rim is aluminium alloy for extraordinary lightweight, strength and beauty.

The entire configuration of the wheel provides a combination of incredible strength and low un-sprung weight with up-to-the-minute good looks.

In typical Honda fashion, the comstar wheel has been thoroughly race proven on the Honda factory RCB racing machines. The front tyre (3.25-19) and the rear (3.75-18) have a new tread pattern, developed by Honda exclusively for this new sport/touring bike. They are tubeless - the first tubeless tyres to be offered on production motorcycles. This means more safety, and less possibility of air leaks. Unlike chain driven motorcycles, the CX500 shaft drive does not have to be adjusted. In addition to easy maintenance, our shaft drive system is the ideal way to deliver the power of a longitudinally mounted engine to the rear wheel.



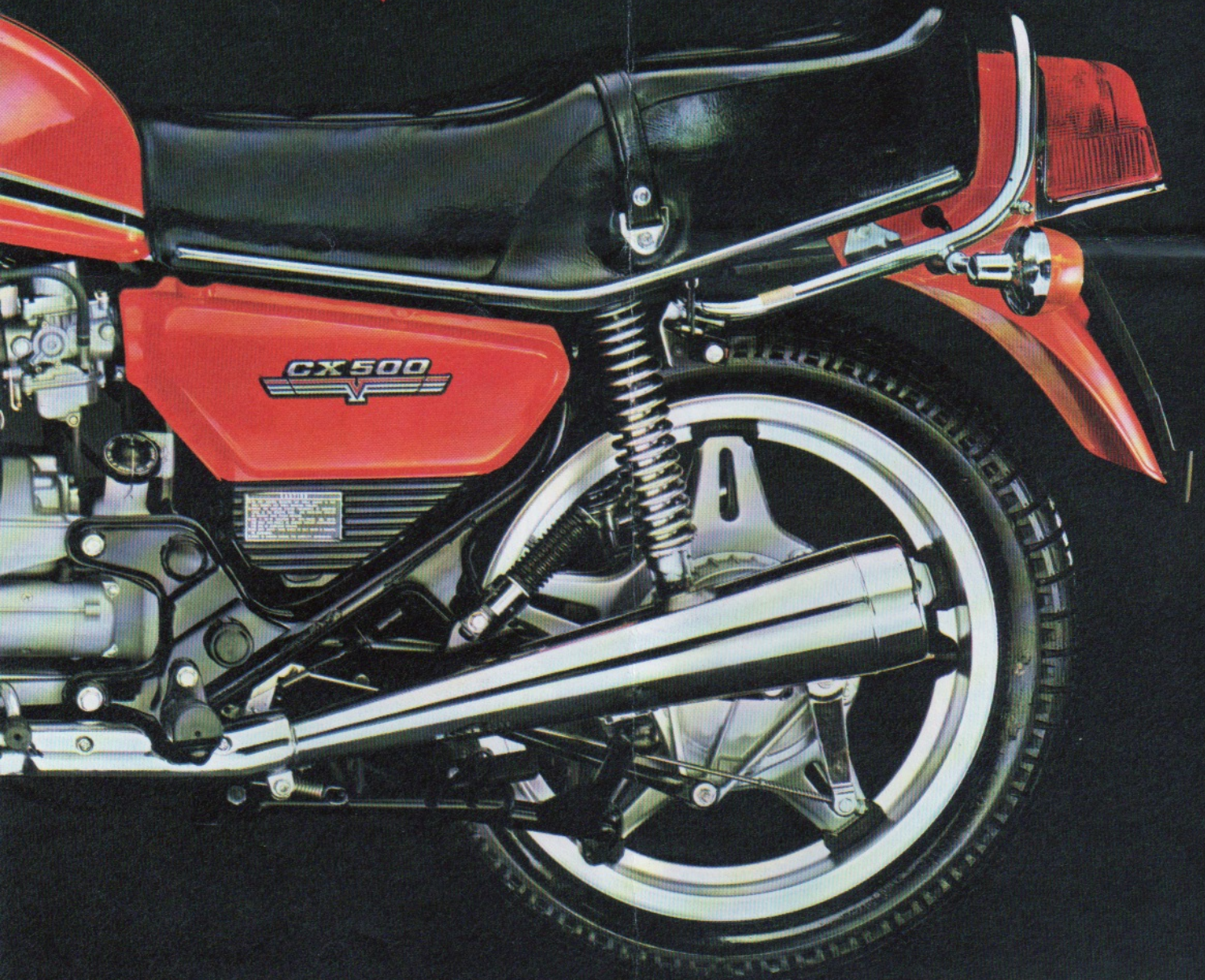


CX500

TWIN

The new CX500 has been designed from the original concept to combine the features of a sports motorcycle with that of a touring machine. The result of Honda's studies and development is this new water cooled V-Twin.

This exciting new Sports Tourer from Honda is a totally new type of motorcycle set apart from other machines in a class of its own. It has exciting new styling and mechanical developments. It offers excellent performance, superb handling and of course Honda's proven reliability.





The comprehensive instrument cluster is conveniently positioned towards eye level.

Handling

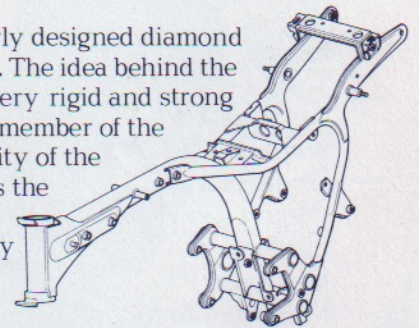
In the past, touring bikes have not been considered desirable for running through winding mountain roads at high speed, but this new sport/tourer has changed this concept. The suspension provides a soft ride but gives you a firm feel of the road when fast riding demands it. With the new Honda Comstar Wheels, new tyres, the machine has outstanding road holding. The engine configuration gives excellent ground clearance allowing the rider to corner at high speeds and extreme angles with little chance of any part of the machine touching the ground.



Ultra large rear tail light encourages rear end safety.

Frame

The frame is Honda's newly designed diamond configuration steel frame. The idea behind the frame design is that the very rigid and strong engine block should be a member of the frame for integrated rigidity of the frame. This frame assures the rider of maximum safety and more manoeuvrability at high speeds.





Specifications

TWIN

Engine

Type	Liquid cooled OHV 4-stroke
Cylinder Arrangement	Transverse 80 V-Twin
Bore and Stroke	78 x 52mm
Displacement	496cc
Compression Ratio	10:1
Carburetor	35mm C.V x 2
Maximum PS	50 ps/9,000rpm
Maximum Torque	4.4kg-m/7,000rpm
Lubrication System	Forced lubrication wet sump
Air Filtration	Paper filter

Drive Train

Drive System	Shaft Drive
Clutch	Wet multi plate type
Transmission	5-speed constant mesh
Primary Reduction	2.242
Gear Ratio 1st	2.733
2nd	1.850
3rd	1.416
4th	1.148
5th	0.931
Gear Shift Pattern	return system

Electrical

Ignition	C.D.I.
Starting System	Starter motor
Alternator	0.17kw/5,000rpm
Battery Capacity	12V - 14AH
Headlight	55/60watt
Tail/Stoplight	5/21watt
Turnsignal Light	Front/Rear 21watt

Frame

Type	Diamond Type
F. Suspension, Travel	Telescopic, 139.5mm
R. Suspension, Travel	Swing arm, 85mm
F. Tire Size	3.25S-19, 4PR
R. Tire Size	3.75S-18, 4PR
F. Brake	Dual Discs
R. Brake	Drum (Internal expanding shoes)
Fuel Tank Capacity	17.0 liters
Fuel Reserve Capacity	3.5 liters
Front Fork Oil Capacity	140cc

Dimensions

Overall Length	2,205mm
Overall Width	740mm
Overall Height	1,125mm
Wheel Base	1,455mm
Seat Height	810mm
Ground Clearance	150mm
Dry Weight	200kg

Your Honda Dealer

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