

Introduction

A popular presence on the motorcycle scene since 1993, the CB500 is a sporty, affordable middleweight that combines attractive, modern styling with responsive performance that appeals to a broad range of riders of all ages and experience. To even enlarge this scope, a seamlessly fitting, standard semi-cowl enhances the sporty design, creating a new version in Honda's

extensive line-up: the CB500S. The additional wind protection will enable all riders to use the CB500S for their daily trips as well as longer journeys to escape from the frustrating, time-consuming transportation by car in congested city traffic.



Design & Colouring Concept

Versatility is the key to a successful middleweight bike. The CB500S's new cowl offers greater weather and wind protection for light touring duties, enhancing the sporty flavour of the well-known CB500 with an aggressive new striping design.

The sporty version of an all-time favourite, the CB500S will be spinning through the streets in three attractive colour variations. Painted a Radiant Red Metallic,

the CB500S begs to be ridden like a bolt from the blue. Shimmering black gives the CB500S a high-tech lustre that sets off its enterprising engine and sportive versatility. Finally, a scintillating Pearl Citron Yellow projects a feline charm that barely reflects the fire within.

Colours

- Radiant Red Metallic
- Black
- Pearl Citron Yellow



Engine

The CB500S's parallel-twin engine has a treat in store. Ride through town and it will seem a perfect workhorse of a power plant - smooth, flexible at low revs and allied to a light, progressive clutch and a snatch-free six-speed transmission. But explore the upper reaches of its rev range and you will discover an eager, free-spinning jewel of an engine brimming with Honda's world-beating CBR sports bike technology reflecting that very same philosophy.

Blending simplicity with technology, the new CB500S is powered by a 499cc parallel twin engine that is both potent and easy to use, yet provides long-term economy and reliability. The liquid-cooled 8-valve engine rasps encouragingly thanks to chain driven camshafts, delivering strong acceleration throughout the entire rev range. Slant-type VP carburetors, as used on other high-performance bikes such as the CBR600F and

CBR900RR, combine with a high-precision ignition system to give crisp, instant throttle response as well as smooth power delivery when the engine is pushed right to its limits. Ridden this way, the CB500S is transformed into a vivacious, high-performance sports bike. Never before has so much character and sporty appeal been instilled in a half-litre twin.



Chassis

Steering a fine line

The theme of versatility is continued with the CB500S's chassis. The double-cradle steel frame has been designed to combine lightness for low-speed manoeuvrability with rigidity to ensure fine handling when a favourite backroad beckons.

Sturdy, Amenable Suspension

37mm telescopic front forks provide 130 mm of axle travel helping to deliver neutral, predictable handling. The dual conventional rear suspension dampers are mated to a supremely stiff steel box-section swingarm. The sturdy suspension features fully 5-step adjustable preload to ensure that the bike's crisp steering and compliant ride are not compromised even with a passenger and touring luggage aboard.

Big On Braking

The CB500S's brakes have also been specified to cope easily under two-up riding conditions, with discs front and rear to offer reassuringly progressive stopping power in all weathers. The large, 296 mm front brake disc is gripped by a dual-piston caliper using asbestos-free resin moulded pads. A single 240 mm hydraulic disc with a single-piston caliper and resin moulded pads calls the shots in the back.



Equipment

A range of original accessories has been developed especially for the CB500S and are made to the same exacting standards.

- The CB500S offers a hinged, lockable seat that conceals a moulded recess for a U-lock.
- A long-range 18-litre fuel tank combines with the fuel-efficient engine to give a generous touring or commuting range.
- The new high-efficiency headlight provides best sight in high- and low-beam condition.
- The new instrument panel, seamlessly integrated in the sporty cowl, boast perfectly legible meters and indicators, no matter the speed you are riding.



Specifications**Specifications****CB500S (IT-type)**

Engine		Liquid-cooled 4-stroke 8-valve parallel twin
Bore × Stroke		73 × 59.6mm
Displacement		499cm ³
Compression Ratio		10.5 : 1
Carburettors		34mm slanted flat-slide VP-type × 2
Max. Power Output		58PS/9,500rpm (DIN) (43kW/9,500min ⁻¹)
Max. Torque		4.8kg-m/8,000rpm (DIN) (47Nm/8,000min ⁻¹)
Ignition		Computer-controlled digital transistorised with electronic advance
Starter		Electric
Transmission		6-speed
Final drive		'O'-ring sealed chain
Dimensions	(L×W×H)	2,170 × 720 × 1,050mm
Wheelbase		1,434mm
Seat Height		775mm
Ground Clearance		145mm
Fuel Capacity		18 litres (with 2.5-litre reserve)
Wheels	Front/Rear	'U'-section 6-spoke cast aluminium
Tyres	Front	110/80-17 57H
	Rear	130/80-17 65H
Suspension	Front	37mm telescopic fork, 115mm axle travel
	Rear	Dual conventional dampers with 5-step adjustable preload, 117mm axle travel
Brakes	Front	296mm single disc with dual-piston caliper and asbestos-free resin mould pads
	Rear	240mm hydraulic disc with single-piston caliper and resin mould pads
Dry Weight		179.3kg