



CB500S

Introduction

Like its namesake, the sporty and popular CB500, the CB500S features quick and agile performance and a comfortable riding experience, which is further enhanced by the addition of a sleek-looking, fork-mounted bikini cowl. This beautifully integrated accessory contributes a significant amount of wind protection while providing a strong visual accent on the CB500's sport riding-oriented image.

The CB500S is the logical complement of the original CB500, which has a reputation for brilliance and dependability in every test undergone (even for racing, thanks to the CB500 Cup!) that needs no further enhancement. The Sport model continues all the characteristics of the CB500, but with a fairing at the top of the front fork which allows

it to greatly increase its pretensions and aptitudes in terms of a touring bike and for long motorway journeys. This small fairing improves the aerodynamics and gives added protection without affecting the lively responsiveness of the steering nor greatly affecting the sales price, which remains especially attractive and makes it such an excellent deal.

Introduced in 98 - Manufactured in Italy - NAKED





CB500S

Colouring Concept

For the year 2000, the CB500S follows its standard-issue sibling onto the streets in three attractive colours that include new blue and red variations. In deep, metallic blue, the CB500S receives a fresh accent on its modern and sporty image, while lush red metallic provides a dash of lively fire in sparkling reflections that stress the CB's superb quality of construction. Carried through from the previous year is a rich, solid black that complements the CB500S's dazzling vitality. Eye-catching new gold-coloured wheels complete the picture with an aggressive design that provides a subtle reminder of the CB500S's competitive bloodline.

Colours

- Moody Blue Metallic
- Rich Red Metallic
- Black





CB500S

Close-up

New Features

- New colour variations.
- New gold-coloured wheels.

General Features

- The Honda CB500S has all the benefits of the basic model, which enjoys an exceptional reputation.
- A CB500 has done more than 500,000km in the hands of various testers from the trade press, under the most extreme conditions (African dirt tracks, racing circuits) without the least problem occurring.
- The top of the front fork has been specifically studied to increase the possibilities of road usage for the CB500. The aerodynamic effect increases stability at high speeds.
- This small fairing, which has a small stowaway compartment, gives an increase in top speed of around 10km per hour with only a slight increase in price.
- The small fairing is far more efficient than an adaptable wind-screen since it is not fixed to the handle bars but to the frame. This means that the road holding is not impaired.
- The handlebars are mounted on to a silent-bloc damper in order to absorb vibrations and make for an even smoother ride.
- The instrumentation panel is easy to read and set in the fairing so as not to affect the steering.
- Like all two-wheeled Hondas, the CB500S is guaranteed for two years and has the benefit of the quality of the Honda network.



CB500S

Colour Overview

1998



1999



CB500S - 20004 - E



CB500S

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) 2,175 × 770 × 1,160mm
Wheelbase	1,435mm
Seat Height	775mm
Ground Clearance	145mm
Fuel Capacity	18 litres (including 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 pre-load, 117mm axle travel
Brakes	Front 296mm hydraulic disc with dual-piston calliper and asbestos-free resin mould pads Rear 240mm hydraulic disc with single-piston calliper and resin mould pads
Dry Weight	177kg

All specifications are provisional and subject to change without notice.