



INTRODUCTION

This Addendum contains information for the 1979 CX500 DELUXE and CUSTOM models.

Refer to the base Shop Manual and the previous Addendum for service procedures and data not included in this addendum.

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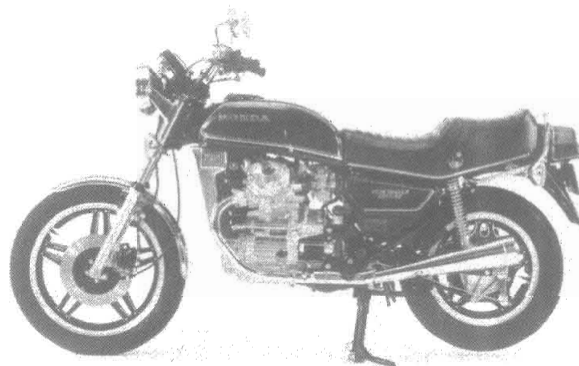
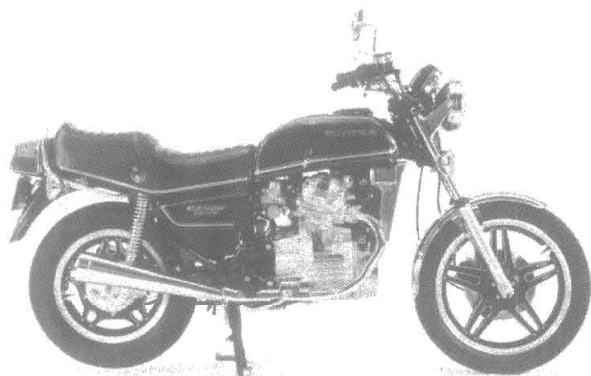
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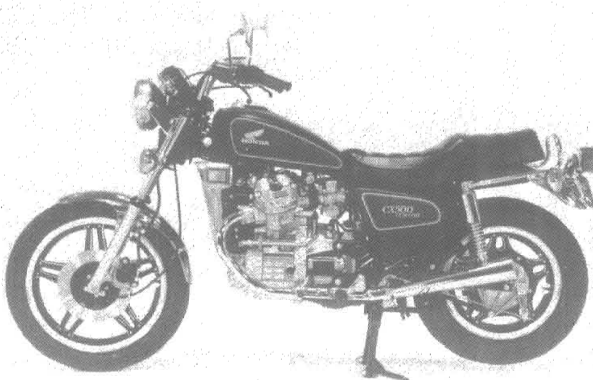
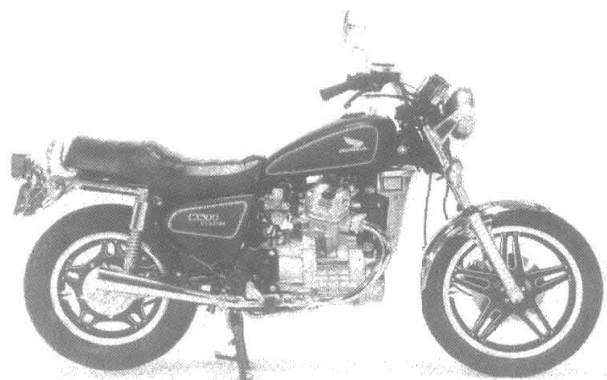


MODEL IDENTIFICATION

DELUXE



CUSTOM





SPECIFICATIONS

| ITEM | | SPECIFICATIONS | |
|------------|--------------------------------|--|--|
| | | DELUXE | CUSTOM |
| DIMENSIONS | Overall length | 2,185 mm (86.0 in) | 2,150 mm (84.6 in) |
| | Overall width | 865 mm (34.1 in) | 875 mm (34.4 in) |
| | Overall height | 1,165 mm (45.9 in) | 1,170 mm (46.1 in) |
| | Wheelbase | 1,455 mm (57.3 in) | 1,455 mm (57.3 in) |
| | Seat height | 800 mm (31.5 in) | 790 mm (31.1 in) |
| | Foot peg height | 335 mm (13.2 in) | 325 mm (12.8 in) |
| | Ground clearance | 145 mm (5.7 in) | 145 mm (5.7 in) |
| | Dry weight | 205 kg (452 lb) | 202 kg (445 lb) |
| FRAME | Type | Diamond | |
| | Front suspension, travel | Telescopic fork, 139.5 mm (5.5 in) | |
| | Rear suspension, travel | Swingarm, 85 mm (3.3 in) | |
| | Front tire size | 3.50S19-4PR | |
| | Rear tire size | 130/90-16 67S | |
| | Cold tire pressures | Up to 90 kg (200 lbs) load | Front 2.0 kg/cm ² (28 psi) Rear 2.0 kg/cm ² (28 psi) |
| | | Up to vehicle capacity load | Front 2.0 kg/cm ² (28 psi) Rear 2.25 kg/cm ² (32 psi) |
| | Front brake, lining swept area | Disc brake, 601 cm ² (93.2 sq in) | |
| | Rear brake, lining swept area | Internal expanding shoes, 201 cm ² (31.2 sq in) | |
| ENGINE | Fuel capacity | | 17 liters (4.5 US gal) 3.5 liters (0.9 US gal) |
| | | | 11 liters (2.9 US gal) 2.5 liters (0.7 US gal) |
| | Caster angle | | 63° 15' |
| | Trail | | 105 mm (4.1 in) |
| | Front fork oil capacity | | 135 cc (4.6 ozs) After assembly |
| | Type | Liquid cooled 4-stroke OHV | |
| | Cylinder arrangement | 2 cylinder transverse V | |
| | Bore and stroke | 78 x 52 mm (3.071 x 2.047 in) | |
| | Displacement | 496 cc (30.3 cu in) | |
| | Compression ratio | 10:1 | |
| | Valve train | Silent chain driven camshaft and push rod | |
| | Oil capacity | 3.0 liters (3.2 US qt) After draining | |
| | Lubrication system | Forced pressure and wet sump | |
| | Cooling system capacity | 2.0 liters (0.52 US gal) | |
| | Air filtration | Paper filter | |
| | Cylinder compression | 12 kg/cm ² (171 psi) | |
| | Intake valve | Opens | 6° BTDC (at 1 mm lift), 75° BTDC (at 0 lift) |
| | | Closes | 46° ABDC (at 1 mm lift), 115° ABDC (at 0 lift) |
| | Exhaust valve | Opens | 46° BBDC (at 1 mm lift), 111° BBDC (at 0 lift) |
| | | Closes | 6° ATDC (at 1 mm lift), 71° ATDC (at 0 lift) |
| | Valve clearance | IN: 0.08 mm (0.003 in) EX: 0.10 mm (0.004 in) | |
| | Engine weight | 65 kg (143 lb) | |
| | Idle speed | 1,100 ± 100 rpm | |



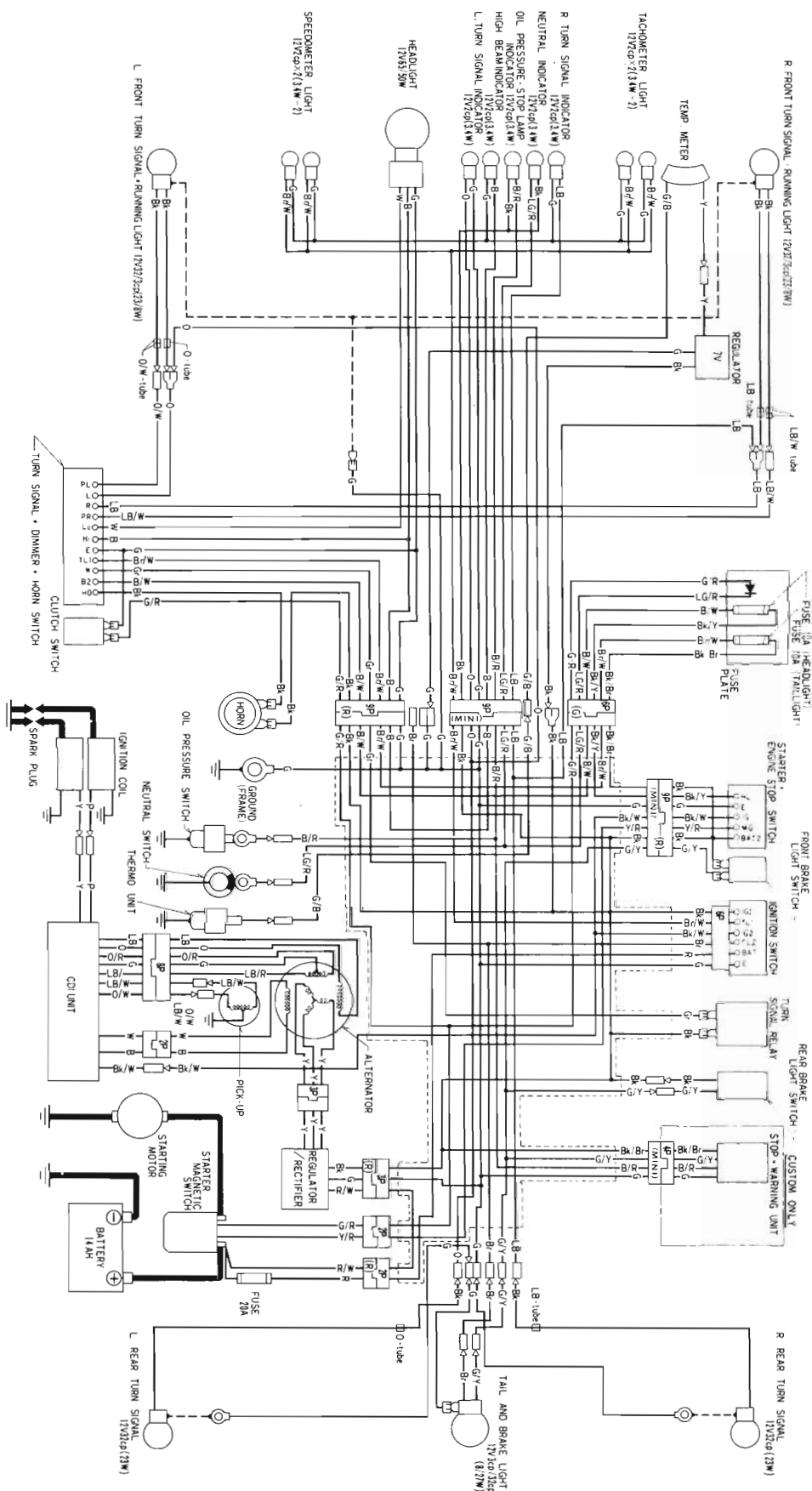
| ITEM | | SPECIFICATIONS | | | | | | | | | | | | | | | | | | | | | | | |
|----------------|--|---|----------|---------|--------------------------------------|--|--|--|--|----------|--|--------------------------------------|--|----|-----|----|-----|----|-----|---------|------|---------|------|---------|------|
| | | DELUXE | | | CUSTOM | | | | | | | | | | | | | | | | | | | | |
| CARBURETION | Carburetor type | CV 35 mm (1.4 in) | | | | | | | | | | | | | | | | | | | | | | | |
| | Identification number | VB23A | | | VB27A | | | | | | | | | | | | | | | | | | | | |
| | Pilot screw | See page 4—10 | | | | | | | | | | | | | | | | | | | | | | | |
| | Float level | 15.5 mm (0.61 in) | | | | | | | | | | | | | | | | | | | | | | | |
| DRIVE TRAIN | Clutch | Wet, multi-plate | | | | | | | | | | | | | | | | | | | | | | | |
| | Transmission | 5-speed, constant-mesh | | | | | | | | | | | | | | | | | | | | | | | |
| | Primary reduction | 2.242 | | | | | | | | | | | | | | | | | | | | | | | |
| | Gear ratio I | 2.733 | | | | | | | | | | | | | | | | | | | | | | | |
| | Gear ratio II | 1.850 | | | | | | | | | | | | | | | | | | | | | | | |
| | Gear ratio III | 1.416 | | | | | | | | | | | | | | | | | | | | | | | |
| | Gear ratio IV | 1.148 | | | | | | | | | | | | | | | | | | | | | | | |
| | Gear ratio V | 0.931 | | | | | | | | | | | | | | | | | | | | | | | |
| | Final reduction | 3.091 (11/34) | | | | | | | | | | | | | | | | | | | | | | | |
| | Gear shift pattern | Left foot operated return system 1-N-2-3-4-5 | | | | | | | | | | | | | | | | | | | | | | | |
| ELECTRICAL | Ignition | CDI | | | | | | | | | | | | | | | | | | | | | | | |
| | Ignition timing "F" mark | 15° BTDC | | | | | | | | | | | | | | | | | | | | | | | |
| | Full advance | 37° ± 3° BTDC | | | | | | | | | | | | | | | | | | | | | | | |
| | RPM from "F" to full advance | 1,750—6,000 rpm | | | | | | | | | | | | | | | | | | | | | | | |
| | Starting system | Starting motor only | | | | | | | | | | | | | | | | | | | | | | | |
| | Generator | Three phase A.C. generator 170 w/5,000 rpm | | | | | | | | | | | | | | | | | | | | | | | |
| | Battery capacity | 12V—14AH | | | | | | | | | | | | | | | | | | | | | | | |
| | Spark plug | USA model | | | | | | | | | | | | | | | | | | | | | | | |
| | | <table><tr><th colspan="2">For cold climate below 5°C (41° F)</th><th colspan="2">Standard</th><th colspan="2">For extended high speed riding</th></tr><tr><td>ND</td><td>NGK</td><td>ND</td><td>NGK</td><td>ND</td><td>NGK</td></tr><tr><td>X22ES—U</td><td>D7EA</td><td>X24ES—U</td><td>D8EA</td><td>X27ES—U</td><td>D9EA</td></tr></table> | | | | | | For cold climate below 5°C (41° F) | | Standard | | For extended high speed riding | | ND | NGK | ND | NGK | ND | NGK | X22ES—U | D7EA | X24ES—U | D8EA | X27ES—U | D9EA |
| | For cold climate below 5°C (41° F) | | Standard | | For extended high speed riding | | | | | | | | | | | | | | | | | | | | |
| ND | NGK | ND | NGK | ND | NGK | | | | | | | | | | | | | | | | | | | | |
| X22ES—U | D7EA | X24ES—U | D8EA | X27ES—U | D9EA | | | | | | | | | | | | | | | | | | | | |
| | Canadian model | | | | | | | | | | | | | | | | | | | | | | | | |
| Spark plug gap | ND X24ESR—U, NGK DR8ES—L | | | | | | | | | | | | | | | | | | | | | | | | |
| Fuse | 0.6—0.7 mm (0.024—0.028 in) 20A (main), 10A (sub) | | | | | | | | | | | | | | | | | | | | | | | | |
| LIGHTS | Headlight (high/low beam) | 65/50W sealed beam | | | | | | | | | | | | | | | | | | | | | | | |
| | Tail/stoplight | 8/27W (3/32 cp SAE NO. 1157) | | | | | | | | | | | | | | | | | | | | | | | |
| | Turn signal light (front/rear) | 23/23W (32/32 cp SAE NO. F. 1034, R. 1073) | | | | | | | | | | | | | | | | | | | | | | | |
| | Speedometer light | 3.4W (2 cp SAE NO. 57) | | | | | | | | | | | | | | | | | | | | | | | |
| | Tachometer light | 3.4W (2 cp SAE NO. 57) | | | | | | | | | | | | | | | | | | | | | | | |
| | Neutral indicator light | 3.4W (2 cp SAE NO. 57) | | | | | | | | | | | | | | | | | | | | | | | |
| | Turn signal indicator light | 3.4W (2 cp SAE NO. 57) | | | | | | | | | | | | | | | | | | | | | | | |
| | High beam indicator light | 3.4W (2 cp SAE NO. 57) | | | | | | | | | | | | | | | | | | | | | | | |
| | Running light | 8W (3 cp SAE NO. 1034) | | | | | | | | | | | | | | | | | | | | | | | |



CS500

'79 DELUXE AND CUSTOM ADDENDUM

WIRING DIAGRAM (CS500 DELUXE AND CUSTOM)



IGNITION SWITCH CONTINUITY

| | E | IG | BAT | IG | TL | TLZ |
|------|---|----|-----|----|----|-----|
| OFF | ○ | ○ | ○ | ○ | ○ | ○ |
| ON | ○ | ○ | ○ | ○ | ○ | ○ |
| LOCK | ○ | ○ | ○ | ○ | ○ | ○ |

STARTER - ENGINE STOP SWITCH CONTINUITY

| | IG | E | W | BAT2 | H/L |
|------|----|---|---|------|-----|
| OFF | ○ | ○ | ○ | ○ | ○ |
| PUSH | ○ | ○ | ○ | ○ | ○ |

TURN SIGNAL - DIMMER - HORN SWITCH CONTINUITY

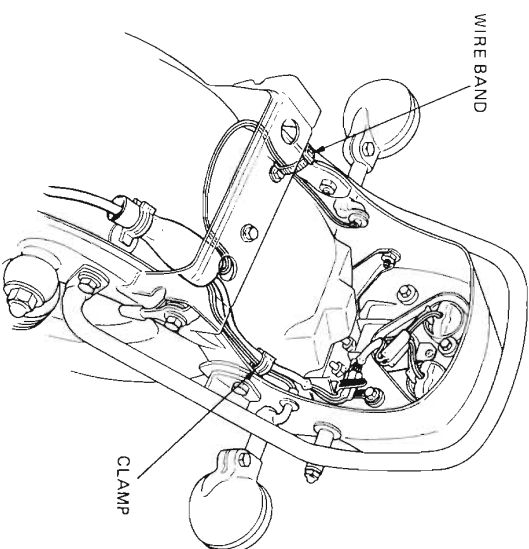
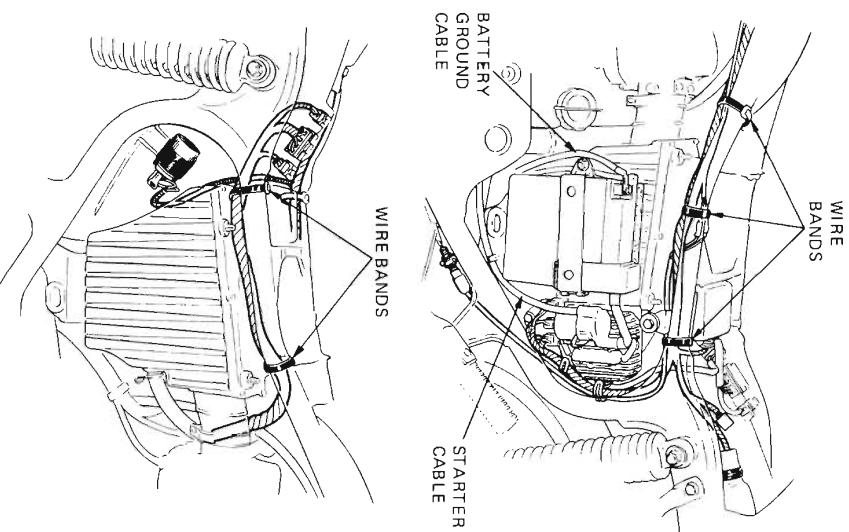
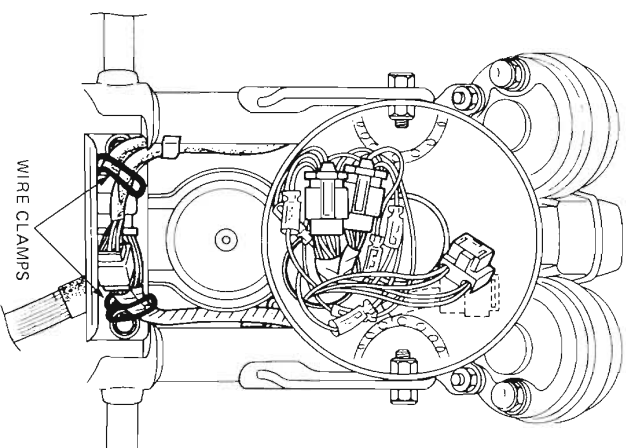
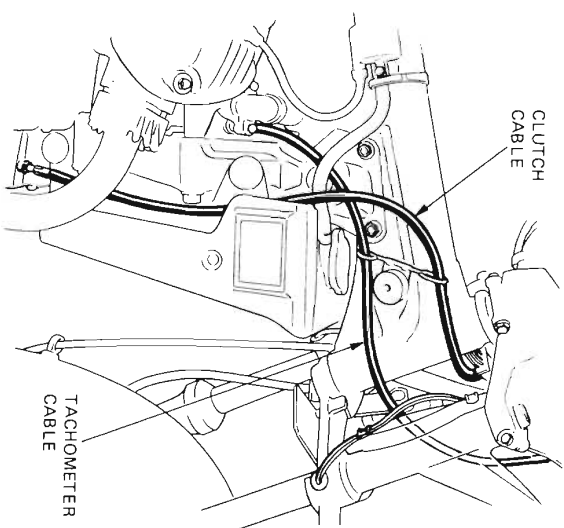
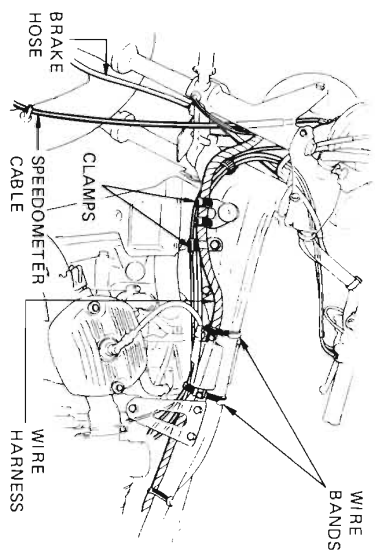
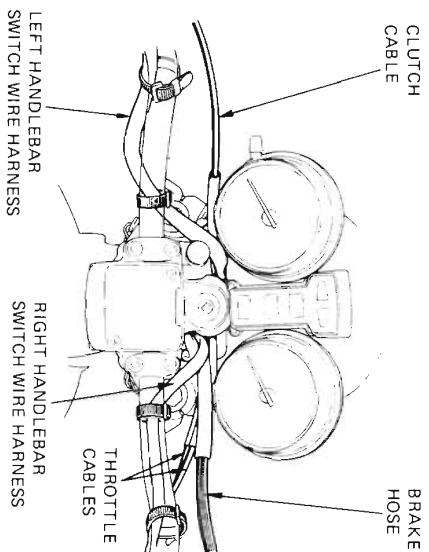
| | B2 | L | H | HQ | E | W | R | L | TL | PL |
|------|----|---|---|----|---|---|---|---|----|----|
| OFF | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| PUSH | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |

CDI UNIT

| Color | Abbreviation | Color | Abbreviation |
|-------------|--------------|------------|--------------|
| Brown | B | Yellow | Y |
| Black | Blk | Blue | Blue |
| White | W | Grey | Gr |
| Light Green | LG | Light Blue | LB |
| Red | R | Orange | O |
| Green | G | Pink | P |

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CABLE & HARNESS ROUTING DELUXE

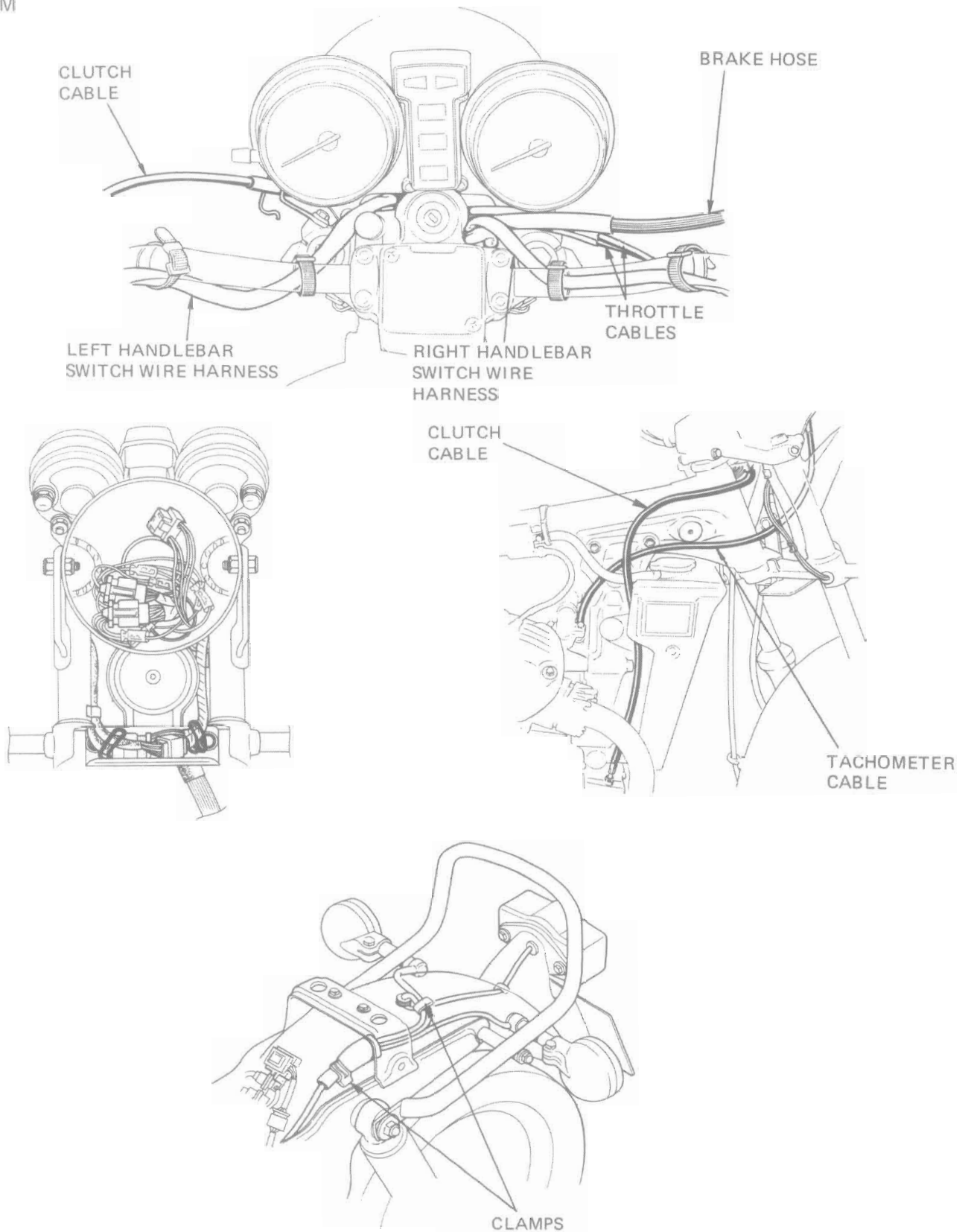


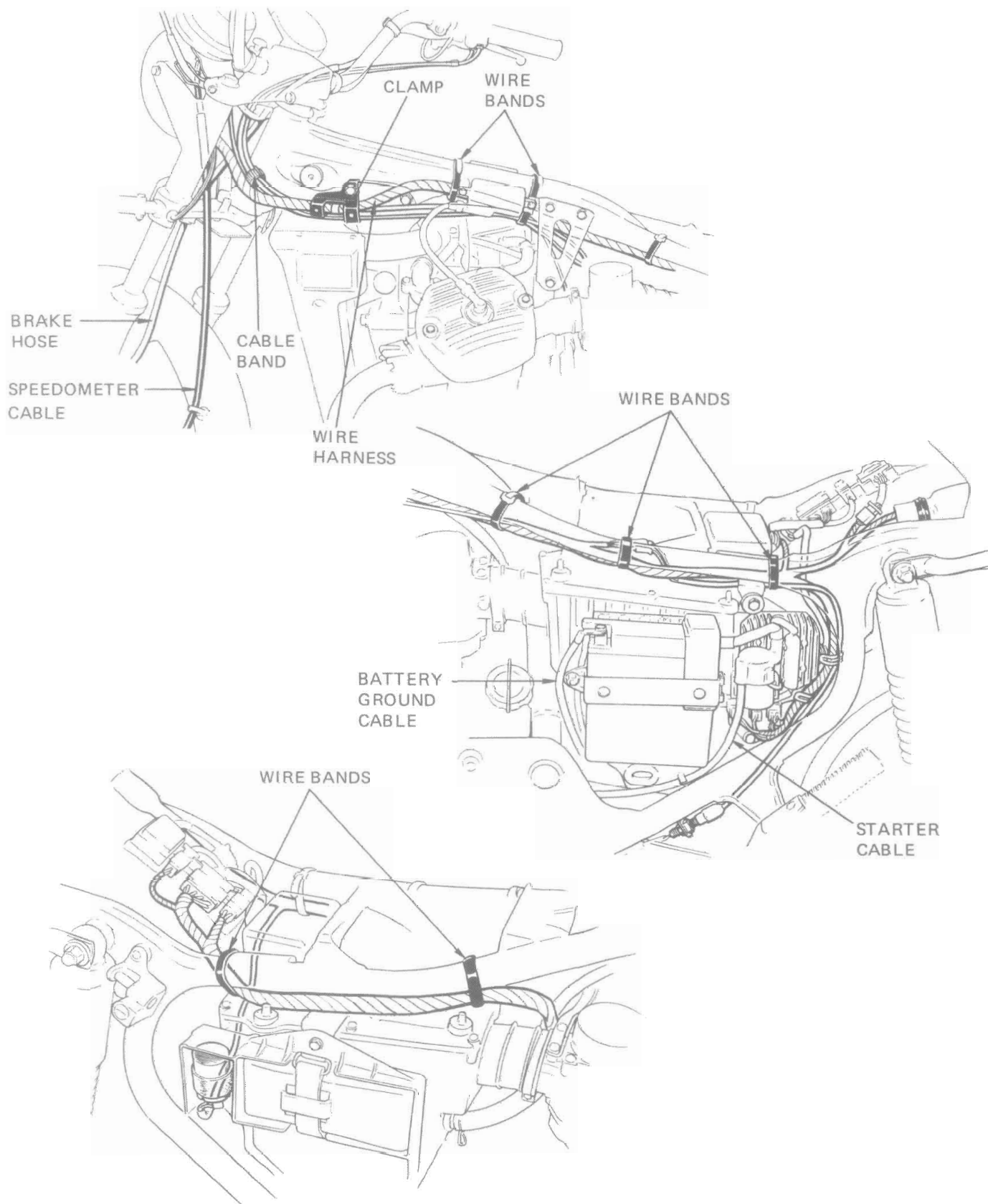


HONDA CX500

'79 DELUXE AND CUSTOM ADDENDUM

CUSTOM





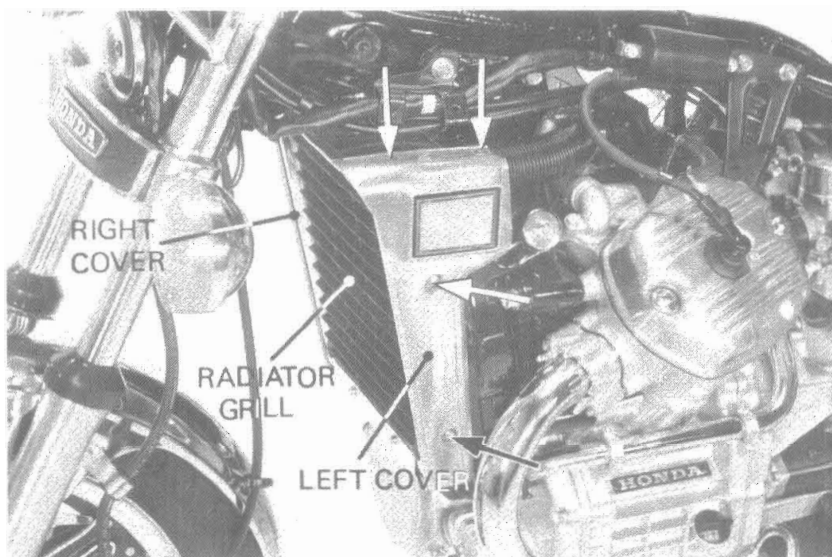


RADIATOR COVER

• REMOVAL

Remove the radiator cover mounting screws and the right and left covers.

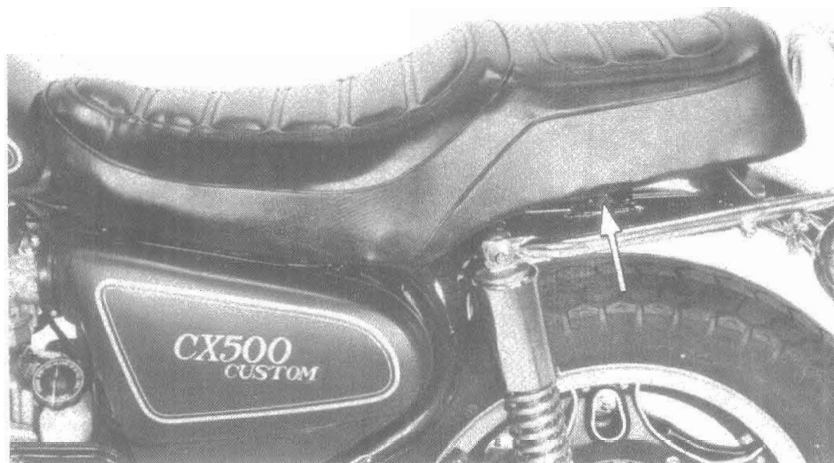
Remove the radiator grill.



CUSTOM : SEAT AND FUEL TANK

• REMOVAL

Remove the two seat mounting bolts and the seat.



Turn the fuel valve OFF and disconnect the fuel line at the fuel valve.

Remove the three fuel tank mounting bolts and the fuel tank.





HEADLIGHT

• HEADLIGHT CASE REMOVAL

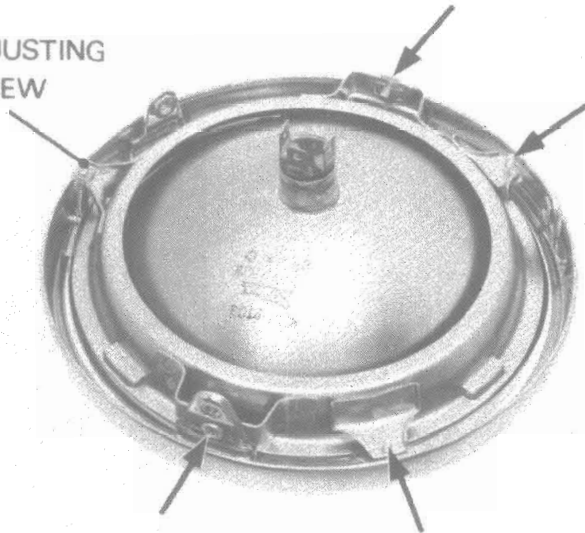
Remove the headlight.
Disconnect all wires at their couplers and connectors.
Unscrew the headlight case mounts and remove the case.



• HEADLIGHT DISASSEMBLY/ASSEMBLY

Remove the retaining screws and horizontal adjusting screw from the rim.
Remove the two headlight unit retaining screws, and headlight unit.
Assembly is the reverse of disassembly.

ADJUSTING
SCREW

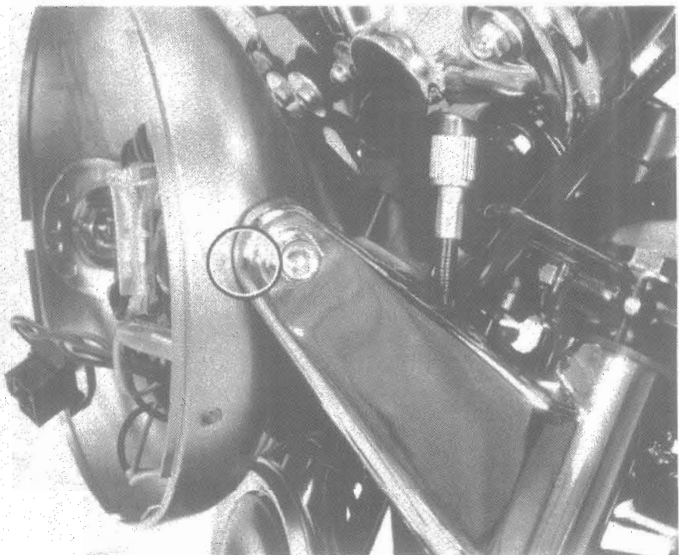


• HEADLIGHT CASE INSTALLATION

Align the punch marks on the headlight case and bracket.
Connect all wires at their couplers and connectors.

NOTE

Check each component for operation after assembling.





Connect the headlight coupler.
Align the headlight thread holes with the headlight case holes.
Secure the headlight with three screws.

• HEADLIGHT AIM ADJUSTMENT

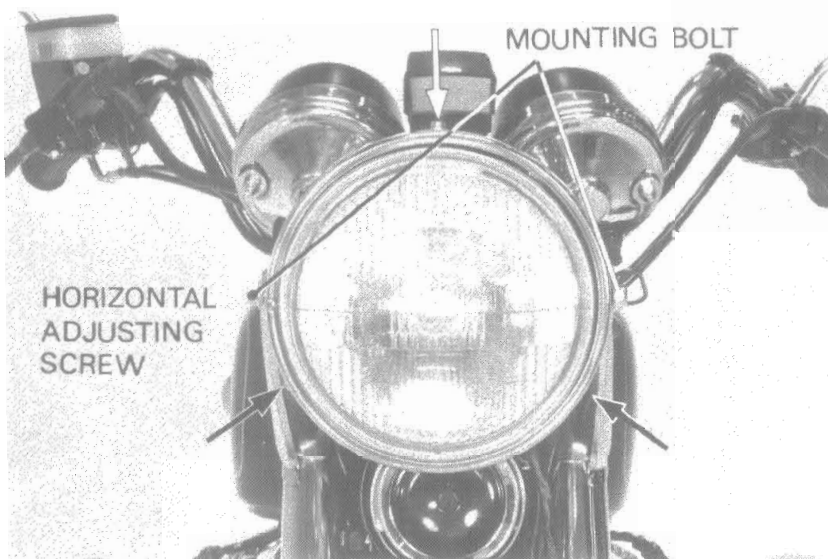
Vertical adjustment is made by loosening both headlight case mounting bolts.
Adjust horizontally by turning the adjusting screw on the headlight rim.
Turn the adjusting screw counterclockwise to direct the beam toward the right side of the rider.

NOTE

Adjust the headlight beam as specified by local and state laws.

WARNING

An improperly adjusted headlight may blind oncoming drivers, or it may fail to light the road for a safe distance.



INSTRUMENTS

• INDICATOR BULB REPLACEMENT

Remove the indicator light panel screws and panel.

Replace the bulb.

If the replacement bulb does not light, check for loose connections, a short or open circuit.

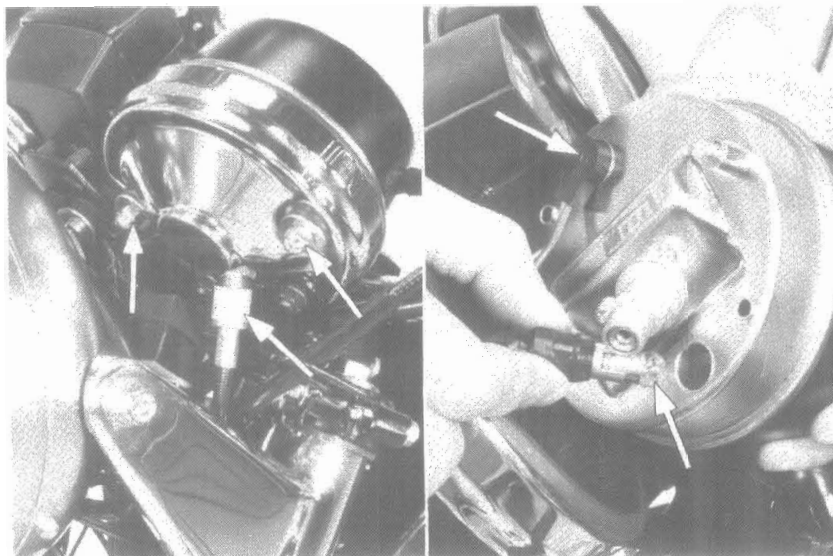
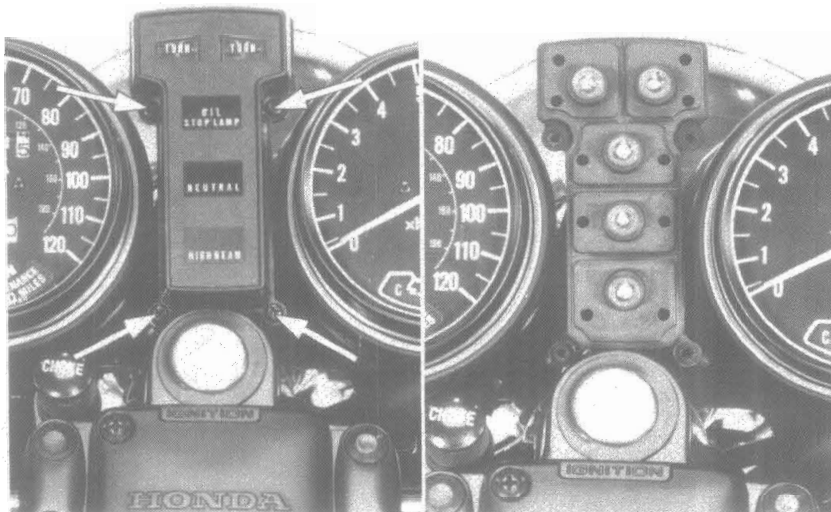
• METER ILLUMINATION BULB REPLACEMENT

Disconnect the meter cable.

Remove the meter mounting nuts and meter.

Remove the bulb socket.

Replace the bulb.



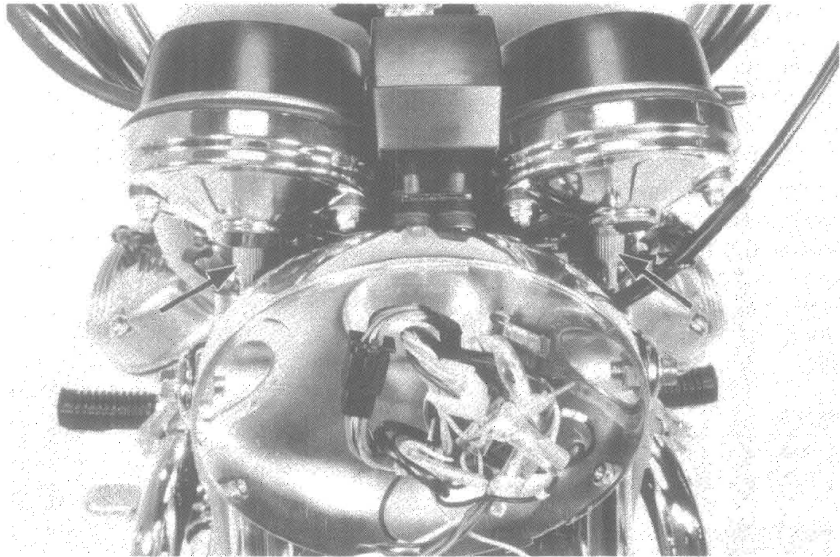


- **INSTRUMENT REMOVAL**

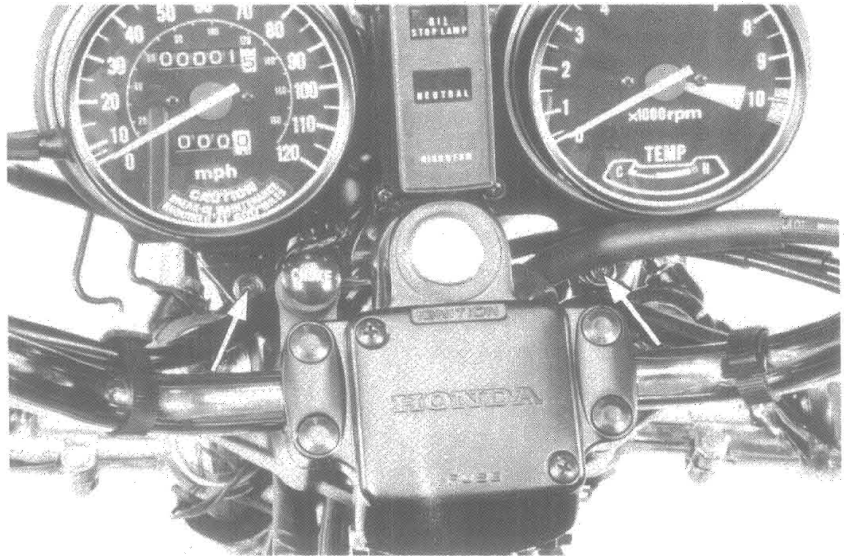
Remove the headlight.

Disconnect the instrument wire connectors and coupler.

Remove the speedometer and tachometer cables from the instruments.



Remove the instrument mounting bolts and instruments.

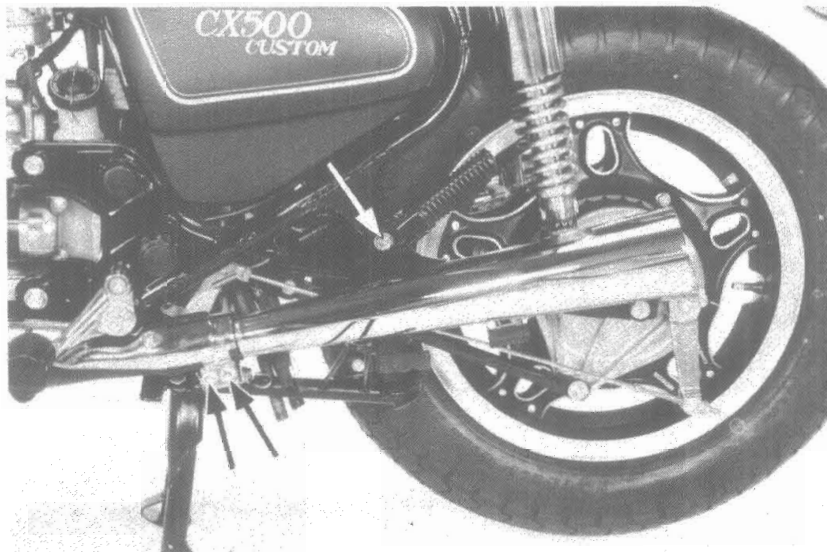




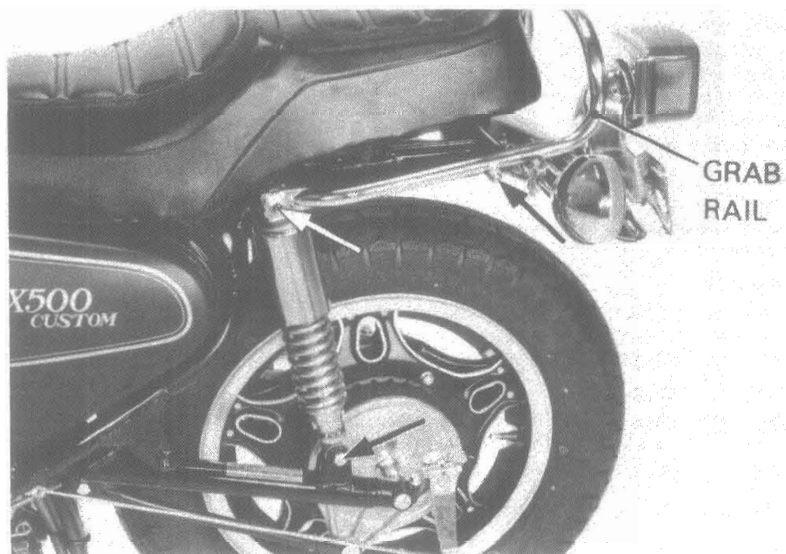
CUSTOM : REAR SHOCK ABSORBER

• REMOVAL

Loosen the muffler clamp bolts and remove the muffler mounting bolts.
Remove the mufflers.



Remove the grab rail attaching bolts.
Remove the upper and lower shock absorber mounting bolts and nuts.
Remove the shock absorbers.



• INSTALLATION

Tighten the shock absorber bolts and nuts.

TORQUE: 3.0—4.0 kg-m (22—29 ft-lb)

Install the mufflers.

Adjust the right and left shock absorbers equally with a spanner wrench.

Check the shock absorber operation after installation.



CUSTOM : OIL PRESSURE/ STOP LAMP WARNING INDICATOR

• SYSTEM TEST

Turn the ignition switch ON.

The OIL/STOP LAMP warning indicator should go on. If it does not, follow the troubleshooting guide below to determine the cause.

Troubleshooting

1. Burnt out warning indicator
2. Open oil pressure circuit (Blue/Red wire)
3. Burnt out fuse
4. Faulty oil pressure switch

Start the engine.

The OIL/STOP LAMP warning indicator should go off.

If it does not, follow the troubleshooting guide below to determine the cause.

Troubleshooting

Engine Oil System

1. Oil level low
2. Faulty oil pressure switch
3. Plugged oil pick-up screen
4. Pressure relief valve stuck open
5. Oil pump worn or faulty
6. Oil pump drive sprocket or chain broken
7. Internal oil leakage

Brakelight

1. Burnt out bulb
2. Poor wire or socket connections
3. Open circuit

Wire Harness

1. Poor wire connections
2. Open circuit
3. Short circuit (Blue/Red to Green)

Stop Lamp Warning Unit

1. Internal open circuit (Green/Yellow and Green)
2. Internal short circuit (Blue/Red and Green)

• STOP LAMP WARNING UNIT TEST

Disconnect the warning unit coupler and remove the unit.

Connect the unit Black/Brown wire to the positive terminal of a 12V battery.

Connect the Green wire to the negative terminal.

Connect a 12V—3.4W test lamp between the Black/Brown and Blue/Red wire terminals.

Jump the Green/Yellow wire terminal to the Green wire terminal. The test lamp should go off.

Disconnect the Black/Brown wire from the battery.

The test lamp should go on. If connecting the Green/Yellow wire and then reconnecting the Black/Brown wire to positive terminal, the test lamp does not go on.

Disconnect Green/Yellow wire from the Green wire. The test lamp should go on.

Reconnect the Green/Yellow wire to the Green wire. The test lamp should stay on.

Replace the unit if it does not pass the above test.

