



HONDA
CX500

24. '81 ADDENDUM

INTRODUCTION

This Honda Shop Manual addendum contains information for the 1981 CX500 DELUXE and CX500 CUSTOM. Refer to the base Shop Manual for service procedures and data not included in this addendum.

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TABLE OF CONTENTS

1. GENERAL INFORMATION	24- 2
SPECIFICATIONS	24- 2
MAINTENANCE SCHEDULE	24- 4
CABLE & HARNESS ROUTING	24- 5
2. INSPECTION AND ADJUSTMENT..	24- 6
FUEL LINE	24- 6
CARBURETOR SYNCHRONIZATION	24- 6
3. FUEL SYSTEM	24- 7
SPECIFICATIONS	24- 7
FUEL LINE DIAPHRAGM	24- 8
4. FRONT WHEEL/SUSPENSION	24-11
FRONT WHEEL	24-12
FRONT FORKS	24-13
5. SWITCHES	24-21
IGNITION SWITCH	24-21
6. WIRING DIAGRAMS	24-23



HONDA
CX500

'81 ADDENDUM

1. GENERAL INFORMATION SPECIFICATIONS

ITEM		SPECIFICATIONS		
		CX500 DELUXE	CX500 CUSTOM	
DIMENSIONS	Overall length Overall width Overall height Wheelbase Seat height Foot peg height Ground clearance Dry weight	2,185 mm (86.0 in) 865 mm (34.1 in) 1,165 mm (45.9 in) 1,455 mm (57.3 in) 800 mm (31.5 in) 335 mm (13.2 in) 145 mm (5.7 in) 205 kg (452 lb)	2,160 mm (85.0 in) 885 mm (34.8 in) 1,170 mm (46.1 in) 1,460 mm (57.5 in) 795 mm (31.3 in) 330 mm (13.0 in) 145 mm (5.7 in) 202 kg (445 lb)	
FRAME	Type Front suspension, travel Rear suspension, travel Front tire size Rear tire size	Diamond Telescopic fork, 140.0 mm (5.5 in) Swingarm, 85 mm (3.3 in) 3.50S19-4PR 130/90-16 67S		
	Cold tire pressures	Up to 90 kg (200 lbs) load Up to vehicle capacity load	Front Rear Front Rear	2.0 kg/cm ² (28 psi) 2.0 kg/cm ² (28 psi) 2.0 kg/cm ² (28 psi) 2.25 kg/cm ² (32 psi)
	Front brake, lining swept area Rear brake, lining swept area			Disc brake, 600 cm ² (93.0 sq in) Internal expanding shoes, 201 cm ² (31.2 sq in)
	Fuel capacity		17 liters (4.5 US gal) 3.5 liters (0.9 US gal)	12 liters (3.2 US gal) 2.5 liters (0.7 US gal)
	Caster angle Trail Front fork oil capacity Front fork air pressure		63°15' 105 mm (3.9 in) 185 cc (6.3 oz)	62°30' 110 mm (4.3 in) 220 cc (7.5 oz)
			0.7–1.1 kg/cm ² (10–16 psi)	
	Type Cylinder arrangement Bore and stroke Displacement Compression ratio Valve train Oil capacity		Liquid cooled 4-stroke OHV 2 cylinder transverse V 78 x 52 mm (3.07 x 2.04 in) 497 cc (30.3 cu in) 10 : 1 Silent chain driven camshaft and push rod 3.0 liters (3.2 US qt) after disassembly 2.5 liters (2.6 US qt) after draining	
	Lubrication system Cooling system capacity Air filtration Cylinder compression Intake valve Exhaust	Opens Closes Opens Closes	Forced pressure and wet sump 2.0 liters (0.52 US gal) Paper 12 kg/cm ² (171 psi) 6° BTDC (at 1 mm lift), 79° BTDC (at 0 lift) 46° ABCD (at 1 mm lift), 123° ABDC (at 0 lift) 46° BBDC (at 1 mm lift), 114° BBDC (at 0 lift)	
	Valve clearance Engine weight Idle speed		6° ATDC (at 1 mm lift), 85° ATDC (at 0 lift) IN : 0.08 mm (0.003 in) EX: 0.10 mm (0.004 in) 65 kg (143.3 lb) 1,100 ± 100 rpm	



ITEM		SPECIFICATIONS									
		CX500 DELUXE		CX500 CUSTOM							
CARBURETION	Carburetor type	CV 34 mm (1.3 in)									
	Identification number	VB28A		VB25A							
	Pilot screw Float level	See page 23-9 15.5 ± 1 mm (0.61 ± 0.04 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/1,100 ± 100 rpm									
	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 170W/5,000 rpm									
	Battery capacity	12V–14AH									
	Spark plug										
		For cold climate below 5°C (41°F)		Standard		For extended high speed riding					
		USA model	ND X22ES-U	NGK D7EA	ND X24ES-U	NGK D8EA	ND X27ES-U	NGK D9EA			
		Canadian model	X22ESR -U	DR7ES	X24ESR -U	DR8ES -L	X27ESR -U	DR8ES			
	Spark plug gap Fuse	0.6–0.7 mm (0.024–0.028 in) 30A (main), 10A (sub)									
LIGHTS	Headlight (high/low beam)	60/55W H4 Bulb (Phillips 12342/99 or equivalent)									
	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	3.4W (2 cp SAE NO. 57)									
	Turn signal indicator	3.4W (2 cp SAE NO. 57)									
	High beam indicator	3.4W (2 cp SAE NO. 57)									
	Running light	8W (3 cp SAE NO. 1034)									



HONDA
CX500

'81 ADDENDUM

MAINTENANCE SCHEDULE

Perform the PRE-RIDE INSPECTION in the Owner's Manual at each scheduled maintenance.

I: INSPECT AND CLEAN, ADJUST, LUBRICATE OR REPLACE IF NECESSARY

C: CLEAN

R: REPLACE

A: ADJUST

L: LUBRICATE

ITEM	FREQUENCY EVERY	WHICHEVER COMES FIRST ↓	ODOMETER READING [NOTE 3]								REFER TO PAGE
			600 mi. (1,000 km)	3,750 mi. (6,000 km)	7,500 mi. (12,000 km)	11,250 mi. (18,000 km)	15,000 mi. (24,000 km)	18,750 mi. (30,000 km)	22,500 mi. (36,000 km)		
*	FUEL LINES				I		I		I	3- 3	
*	THROTTLE OPERATION		I		I		I		I	3- 5	
*	CARBURETOR-CHOKE				I		I		I	3- 6	
	AIR CLEANER	NOTE 1		C	R	C	R	C	R	3- 2	
	CRANKCASE BREATHER	NOTE 2		C	C	C	C	C	C	3- 3	
	SPARK PLUGS			R	R	R	R	R	R	23- 6	
*	VALVE CLEARANCE		I	I	I		I		I	3- 4	
	ENGINE OIL	YEAR	R		R		R		R	2- 2	
	ENGINE OIL FILTER	YEAR	R		R		R		R	2- 2	
*	CAM CHAIN TENSION		A	A	A	A	A	A	A	3- 5	
*	CARBURETOR-SYNCHRONIZE		I		I		I		I	24- 6	
*	CARBURETOR-IDLE SPEED		I	I	I	I	I	I	I	3- 6	
	RADIATOR COOLANT				I		I		R	3- 8 9- 3	
*	RADIATOR CORE				I		I		I	3- 8	
*	COOLING SYSTEM, HOSES & CONNECTIONS		I		I		I		I	3- 8	
NON-EMISSION RELATED ITEMS	DRIVE SHAFT JOINT				L		L		L	2- 3	
	FINAL DRIVE OIL				I		I		R	2- 3	
	BATTERY	MONTH	I	I	I	I	I	I	I	3- 9	
	BRAKE FLUID (FRONT)	MONTH I 2 YEARS *R	I	I	I	I	I	I	*R	3- 9	
	BRAKE SHOE/PAD WEAR			I	I	I	I	I	I	3-11	
	BRAKE SYSTEM (REAR)		I		I		I		I	3-11	
*	BRAKE LIGHT SWITCH		I		I		I		I	3-12	
*	HEADLIGHT AIM		I		I		I		I	3-13	
	CLUTCH		I	I	I	I	I	I	I	3-13	
*	SIDE STAND				I		I		I	3-14	
*	SUSPENSION		I		I		I		I	3-14	
*	NUTS, BOLTS, FASTENERS		I		I		I		I	3-15	
**	WHEELS		I		I		I		I	3-15	
**	STEERING HEAD BEARING		I		I		I		I	3-15	

* SHOULD BE SERVICED BY AN AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED.

** IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY AN AUTHORIZED HONDA DEALER.

NOTE: 1. Service more frequently when riding in dusty areas.

2. Service more frequently when riding in rain or at full throttle, or after being washed or overturned.

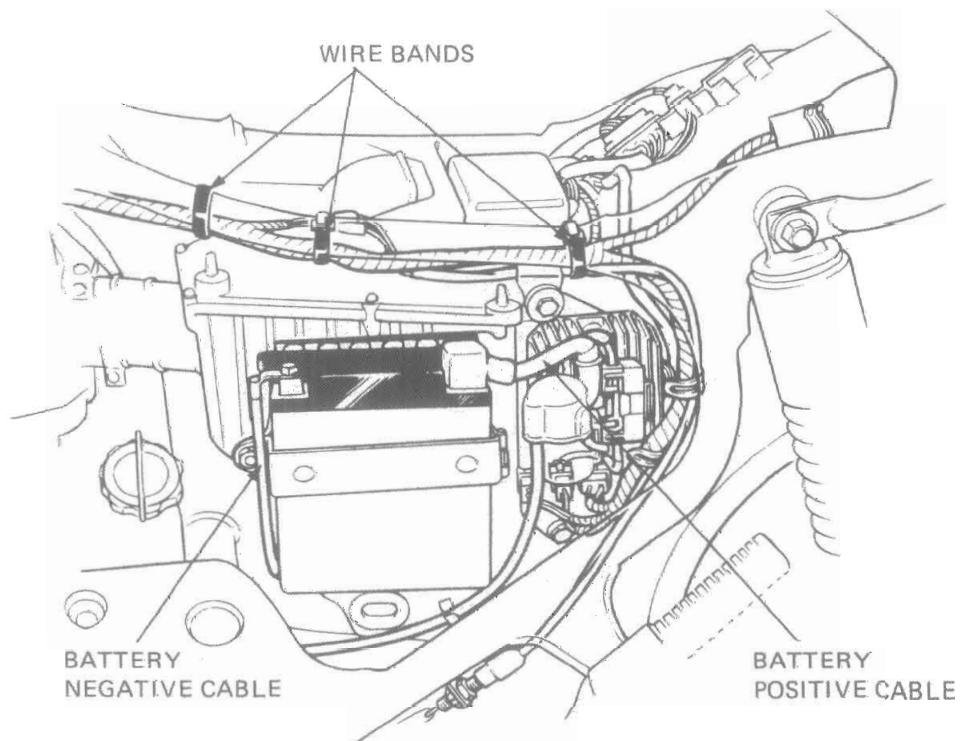
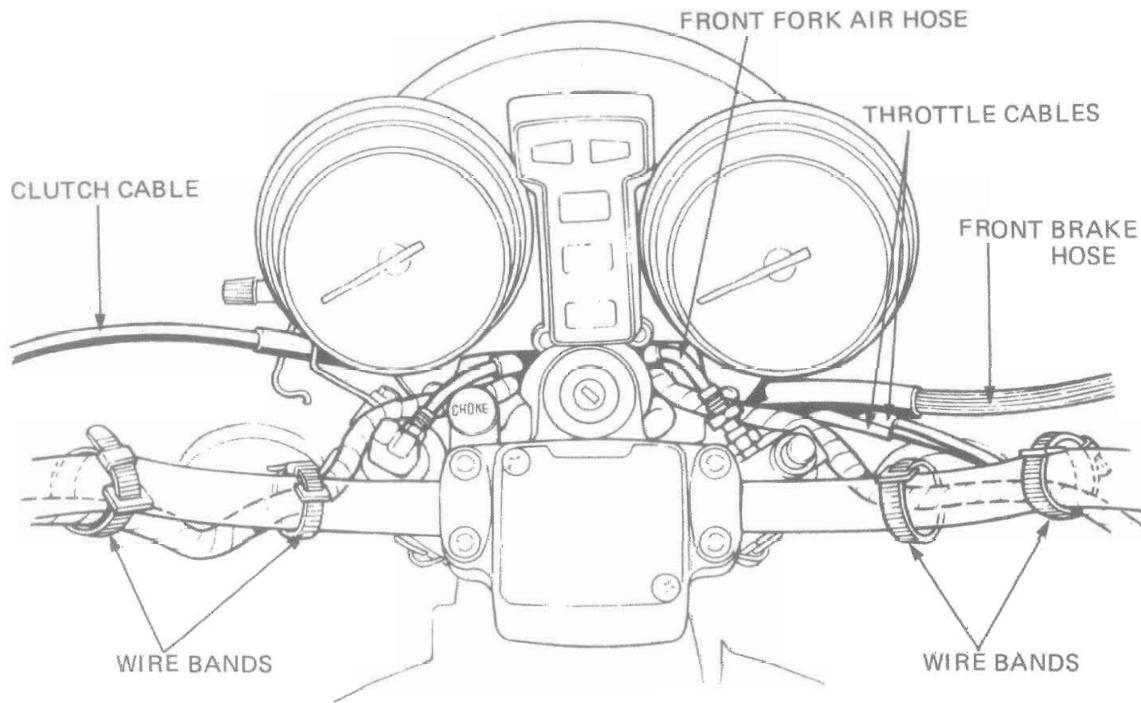
3. For higher odometer readings, repeat at the frequency interval established here.



HONDA
CX500

'81 ADDENDUM

CABLE AND HARNESS ROUTING



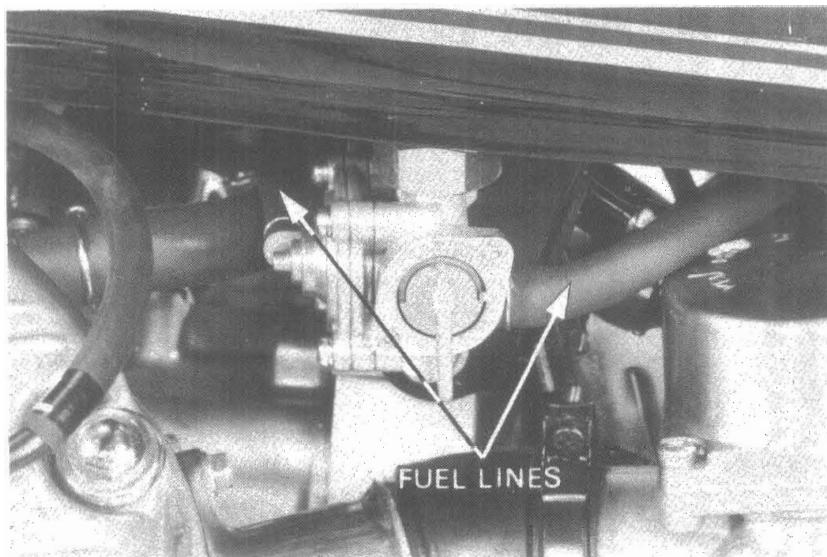


HONDA
CX500

'81 ADDENDUM

2. INSPECTION AND ADJUSTMENT FUEL LINE

Replace any parts which show deterioration, damage or leakage.



CARBURETOR SYNCHRONIZATION

NOTE

This adjustment is performed with engine at normal operating temperature, transmission in neutral, and vehicle on center stand.

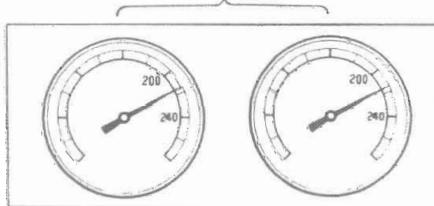
Remove the plugs from the carburetor spacers and install adapters.

Connect the vacuum gauges. (see page 3-7).

Start the engine and adjust the idle speed to $1,100 \pm 100$ rpm.

The difference of vacuum between cylinders should be within 40 mm (1.6 in) Hg.

MUST BE WITHIN 40mm (1.6 in) Hg OF EACH OTHER



• ADJUSTMENT

Stop the engine and remove the seat and fuel tank.

Prepare a longer fuel tube and connect it between the fuel tank and carburetor.

Position the tank higher than normal.

Start the engine and adjust the idle speed to $1,100 \pm 100$ rpm.

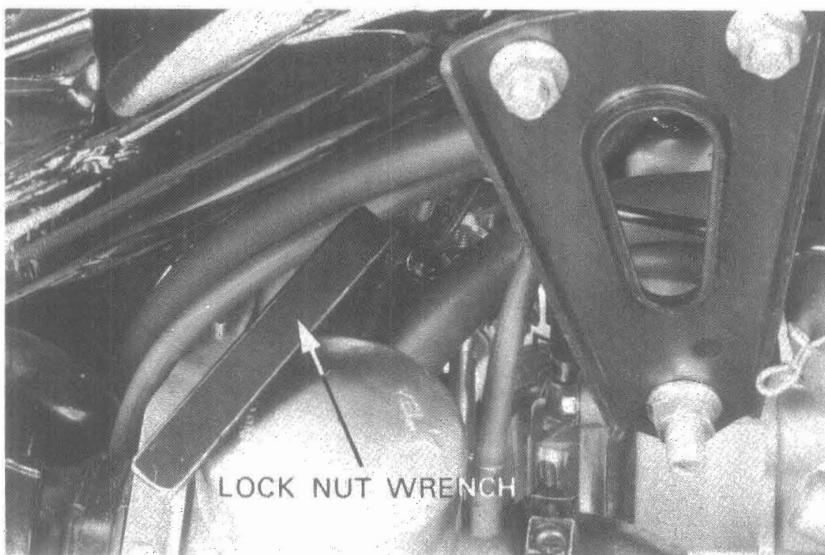
Loosen the adjusting screw lock nut.

Balance the vacuum between cylinders to within 40 mm (1.6 in) Hg of each other, by turning the adjusting screw. The No. 1 carb is the base and cannot be adjusted.

Hold the adjusting screw, and tighten the lock nut.

Recheck the synchronization and idle speed.

Reinstall the fuel tank and seat.



3. FUEL SYSTEM

WORKING PRACTICE

- The fuel valve is equipped with a fuel line diaphragm. After carburetor overhaul, it is necessary to crank the engine for 2-3 seconds, three times with the throttle fully closed to fill the float chambers.
- For carburetor adjustments, refer to section 4 and the '80 addendum.
- The pilot screw is factory pre-set and should not be removed unless the carburetor is overhauled.

TROUBLE SHOOTING

Fuel Line Diaphragm

- Fuel not reaching carburetor
 - Fuel line diaphragm vent tube clogged.
 - Fuel line diaphragm vacuum tube clogged.
 - Clogged fuel line diaphragm.
 - Clogged fuel line diaphragm check valve.

SPECIFICATIONS

[] Canada Model

ITEM	CX500 DELUXE	CX500 CUSTOM
Identification mark	VB28A [VB28B]	VB25A [VB25B]
Venturi diameter	34 mm (1.3 in)	←
Idle speed	1,100 ± 100 rpm	←
Fast idle speed	1,100 – 1,500 rpm	←
Float level	15.5 ± 1 mm	←
Pilot screw opening	See page 23-9	←
Main jets	Primary # 78 Secondary #115	←
Throttle grip free play	2 – 6 mm (1/8 – 1/4 in)	←



HONDA
CX500

'81 ADDENDUM

FUEL LINE DIAPHRAGM

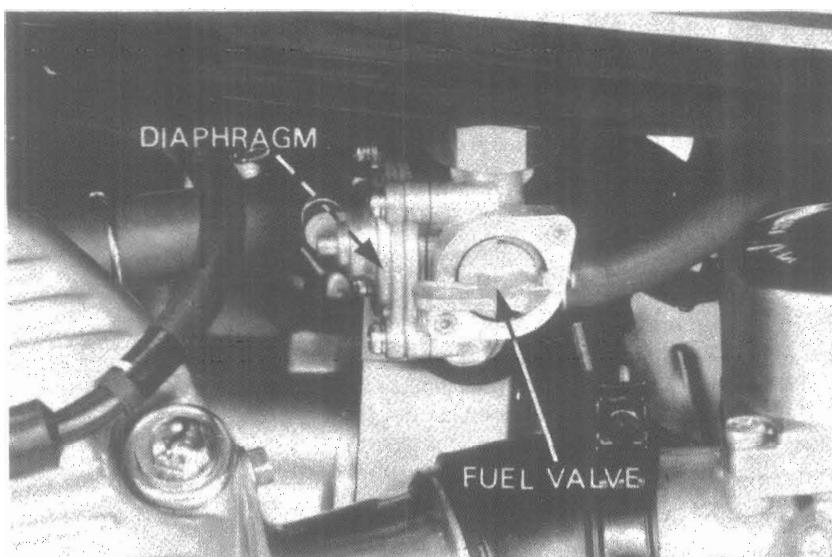
REMOVAL

Turn the fuel valve to OFF.

Remove the seat.

Disconnect the fuel line, vacuum line and air vent tube.

Remove the fuel tank.



INSPECTION

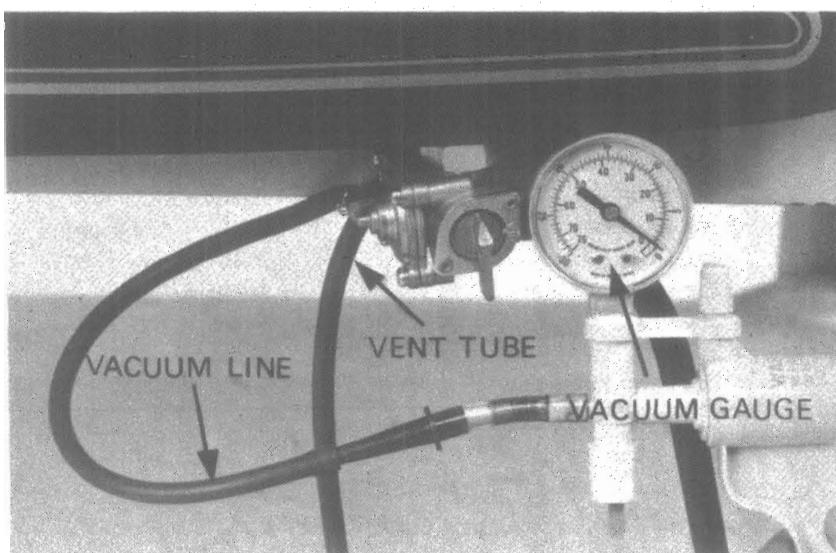
Place a suitable drainage container under the fuel line.

Turn the fuel valve to ON.

If fuel comes out of the fuel line, replace the fuel line diaphragm.

Connect a vacuum gauge to the diaphragm vacuum outlet. Fuel should flow from the fuel line when 12–20 mm Hg (0.48–0.8 in Hg) of vacuum is applied.

If flow is restricted, replace the fuel line diaphragm.



INSTALLATION

Installation of the fuel line diaphragm is the reverse order of removal.

NOTE

Be sure all fuel line, vacuum line and air vent tube connections are tight and not leaking.



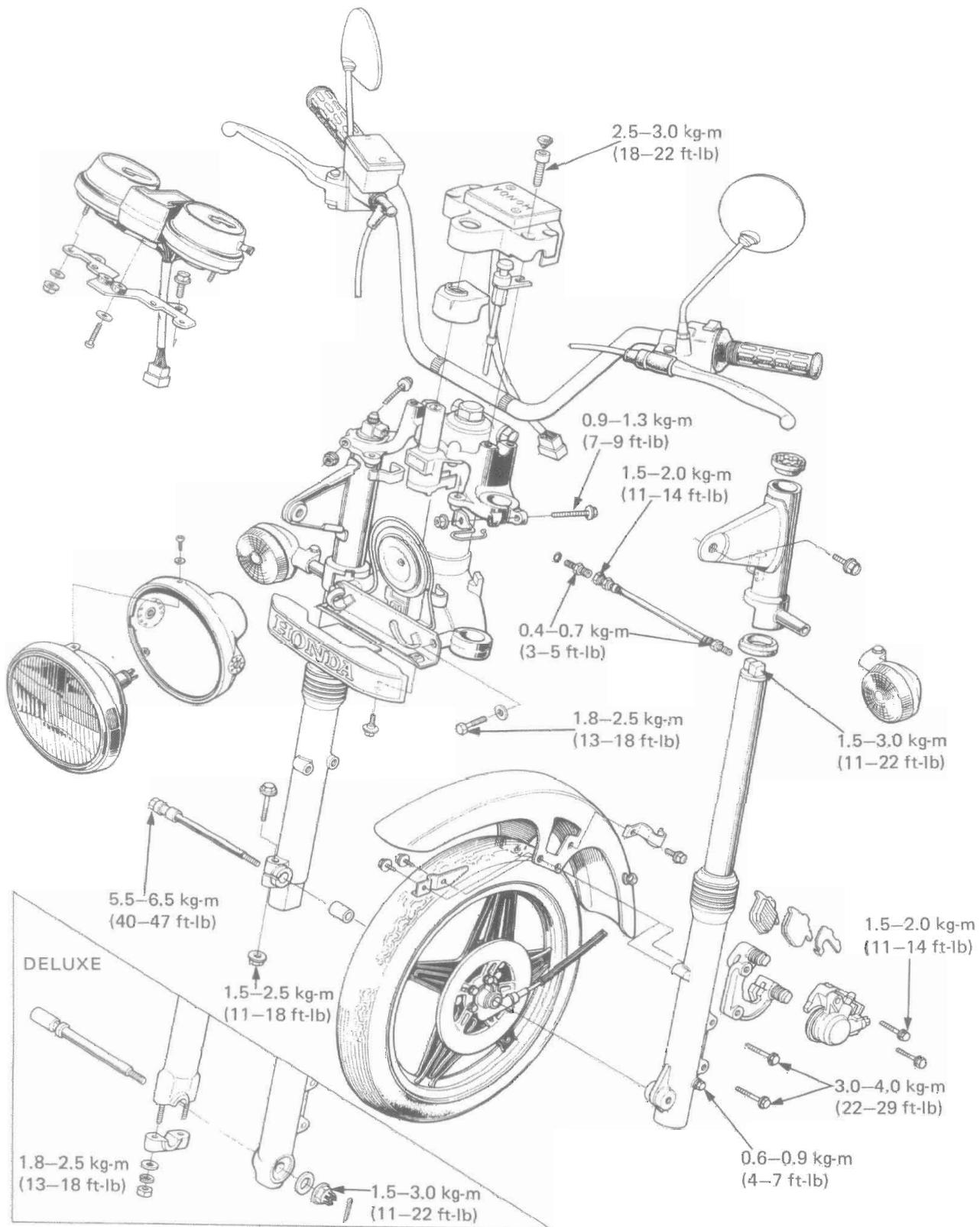
HONDA
CX500

'81 ADDENDUM



HONDA
CX500

'81 ADDENDUM





4. FRONT WHEEL/SUSPENSION SERVICE INFORMATION

WORKING PRACTICE

- When removing the front forks, release the air in front fork tubes by depressing the air valve on the right front fork.

SPECIFICATIONS

ITEM	STANDARD			SERVICE LIMIT	
	CX500 DELUXE	CX500 CUSTOM		CX500 DELUXE	CX500 CUSTOM
Fork spring free length	565.2 mm (22.25 in)	Spring A	100.7 mm (3.96 in)	556.6 mm (21.9 in)	Spring A 96.7 mm (3.8 in)
		Spring B	503.1 mm (19.8 in)		Spring B 495.1 mm (19.5 in)
Front fork tube O.D.	32.950 – 32.975 mm (1.297 – 1.298 in)	34.950 – 34.975 mm (1.396 – 1.377 in)		32.90 mm (1.295 in)	34.90 mm (1.374 in)
Fork tube run out	—	—		0.2 mm (0.01 in)	—
Fork fluid capacity	185 cc (6.3 oz)	220 cc (7.5 oz)		—	—
Fork air pressure	0.7 – 1.1 kg/cm ² (10 – 16 psi)	—		—	—

TORQUE VALUES

DELUXE:	Front axle nut	5.5–6.5 kg-m (40–47 ft-lb)
DUSTOM:	Front axle	5.5–6.5 kg-m (40–47 ft-lb)
DELUXE:	Axle holder	1.8–2.5 kg-m (13–18 ft-lb)
CUSTOM:	Axle holder	1.5–2.5 kg-m (11–18 ft-lb)
Fork bridge bolt		0.9–1.3 kg-m (7– 9 ft-lb)
Steering stem pinch bolt		1.8–2.5 kg-m (13–18 ft-lb)
Fork cap bolt		1.5–3.0 kg-m (11–22 ft-lb)
Fork drain bolt		0.6–0.9 kg-m (4– 7 ft-lb)
Fork socket bolt		1.5–2.5 kg-m (11–18 ft-lb)
Air hose: right		1.5–2.0 kg-m (11–14 ft-lb)
left		0.4–0.7 kg-m (3– 5 ft-lb)
Air hose connector		0.4–0.7 kg-m (3– 5 ft-lb)

TROUBLESHOOTING

Soft Suspension

- Weak springs
- Insufficient oil in fork tubes
- Front fork air pressure incorrect

Hard Suspension

- Incorrect oil in front forks
- Front fork air pressure incorrect

Front Suspension Noise

- Worn slider or tube bushing
- Insufficient oil in fork tubes
- Loose front fork fasteners
- Lack of grease in speedometer gearbox

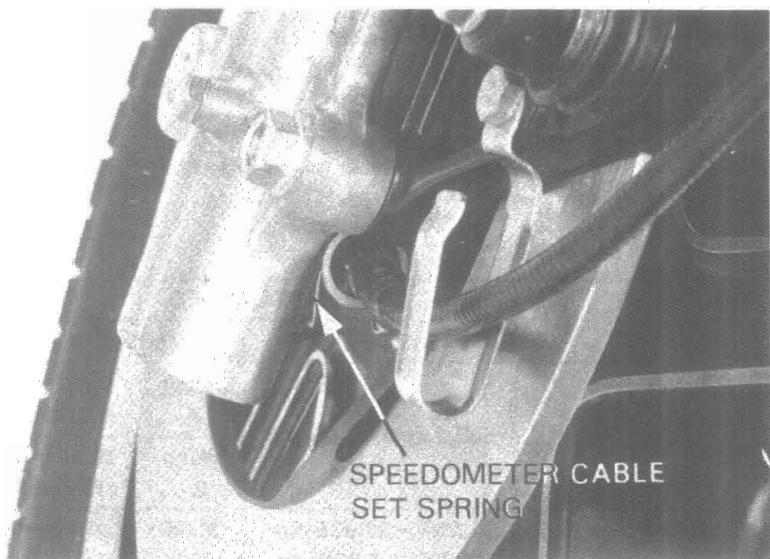


HONDA
CX500

'81 ADDENDUM

CX500 CUSTOM : FRONT WHEEL REMOVAL

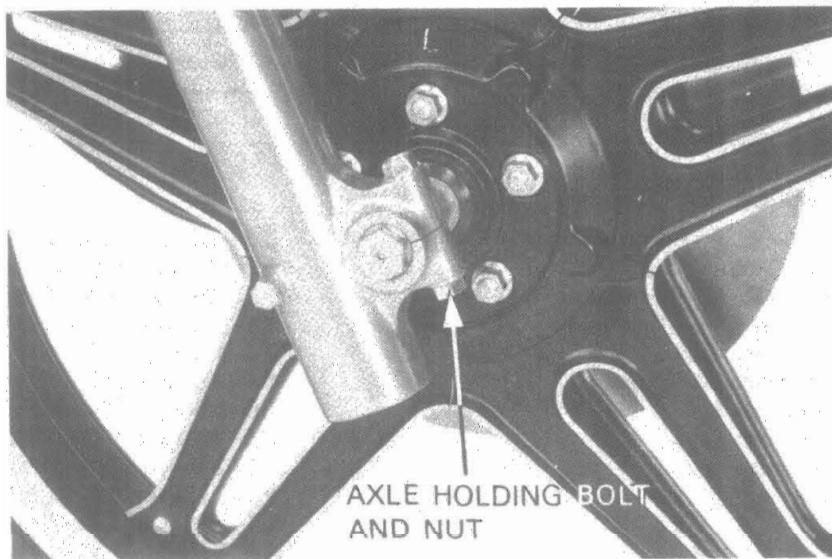
Raise the front wheel off the ground by placing a support block under the engine. Disconnect the speedometer cable by expanding the speedometer cable set spring.



Remove the front axle holding bolt and nut. Unscrew and pull out the front axle. Remove the front wheel.

NOTE

Do not operate the front brake lever after removing the front wheel. To do so will cause difficulty when refitting the brake disc between the brake pads.



INSTALLATION

Install the front wheel by inserting the front axle through the right fork leg and wheel hub.

Screw the axle into the left fork leg.

NOTE

Make sure the speedometer gearbox is perpendicular to the left fork leg.

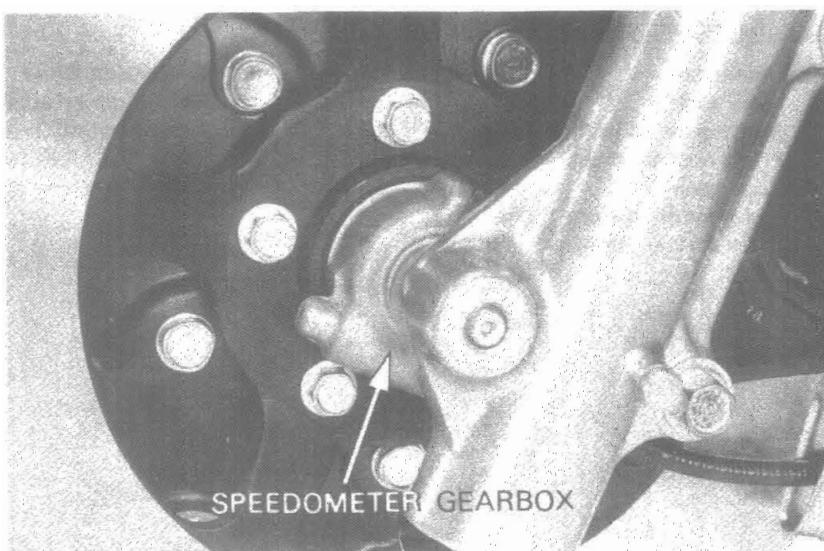
Tighten the axle to the specified torque.

TORQUE: 5.5–6.5 kg-m (40–47 ft-lb)

Install the axle holding bolt and tighten the nut to the specified torque.

TORQUE: 1.5–2.5 kg-m (11–18 ft-lb)

After installing the wheel, apply the brake several times and check for free wheel rotation when released.

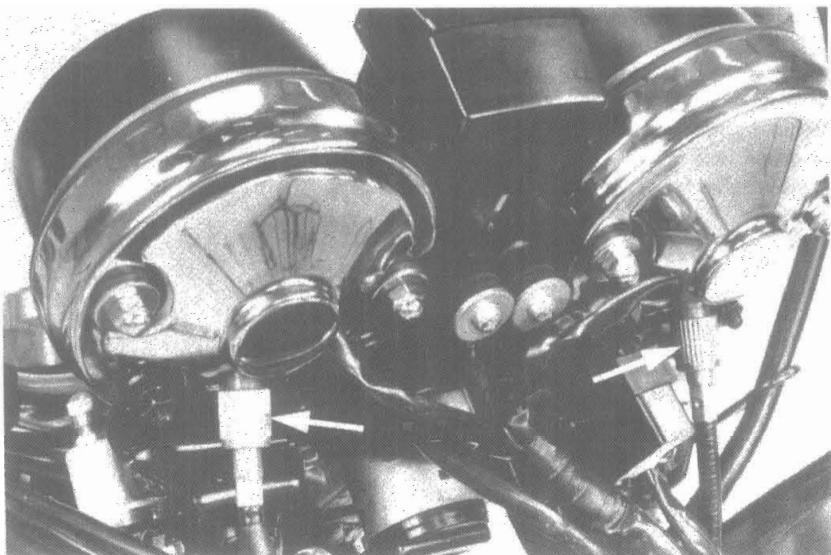




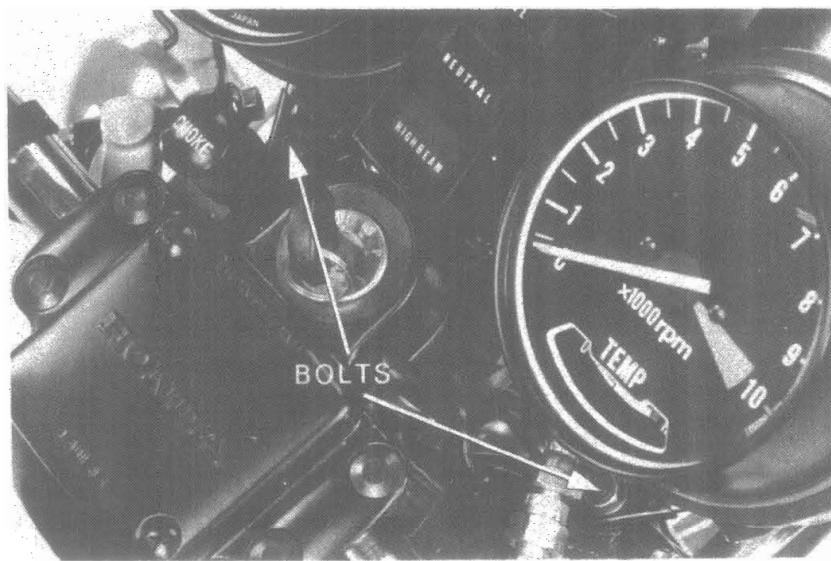
FRONT FORKS

REMOVAL

Remove the speedometer and tachometer cable nuts.



Remove the instrument cluster mounting bolts and the instrument cluster.

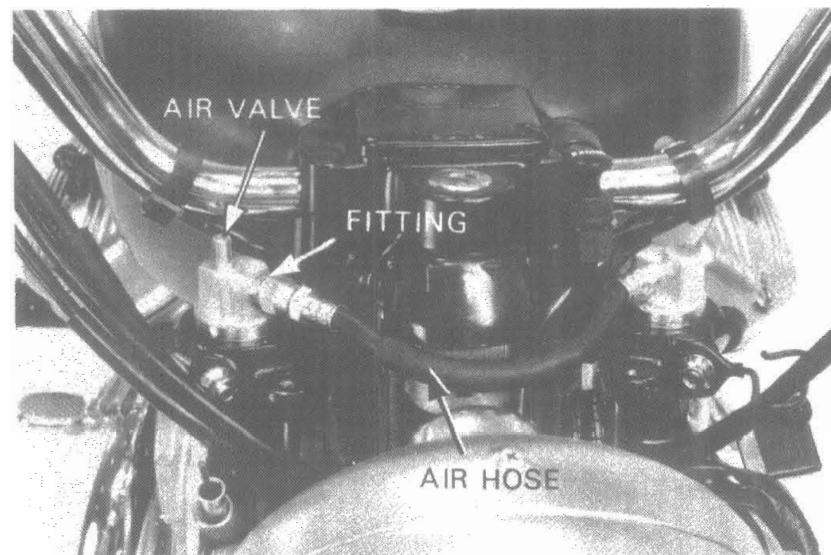


Remove the air valve cap from the air valve on the right fork and release the air in the fork tubes by pressing in on the valve stem.

Disconnect the air hose and remove the connectors from the right and left forks.

WARNING

The fork tube caps are under air and spring pressure. Front fork air pressure must be relieved and care used before removing the fork tube caps to prevent them from becoming projectiles. Wear eye and face protection.





HONDA
CX500

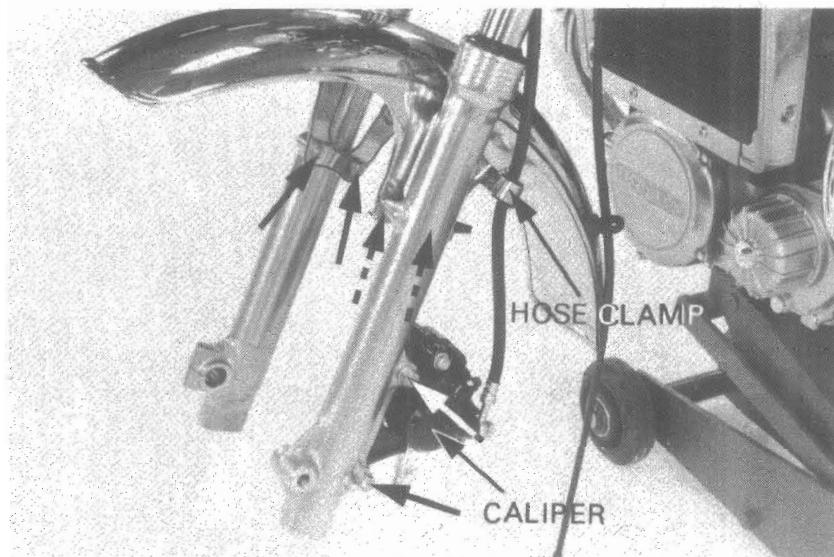
'81 ADDENDUM

Remove the front wheel (DELUXE: see page 13-5, CUSTOM: see page 24-12).

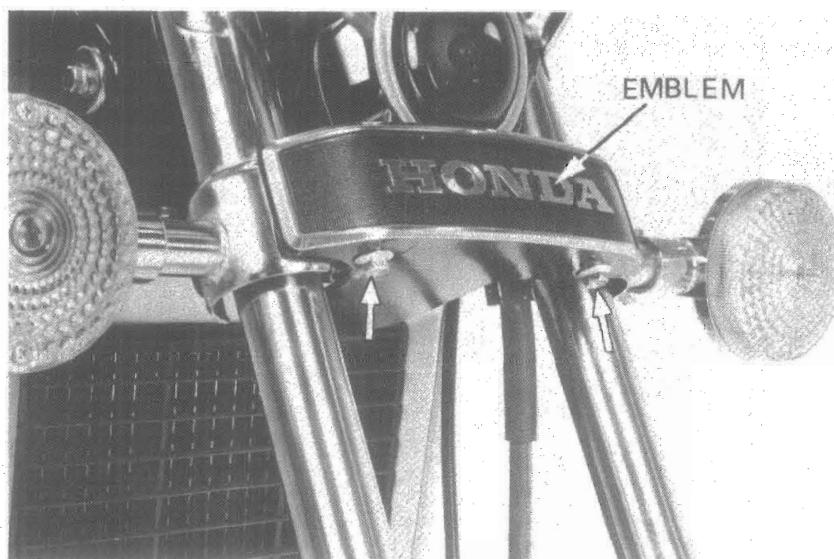
Remove the brake caliper mounting bolts and caliper.

Remove the front brake hose from the clip on the front fender.

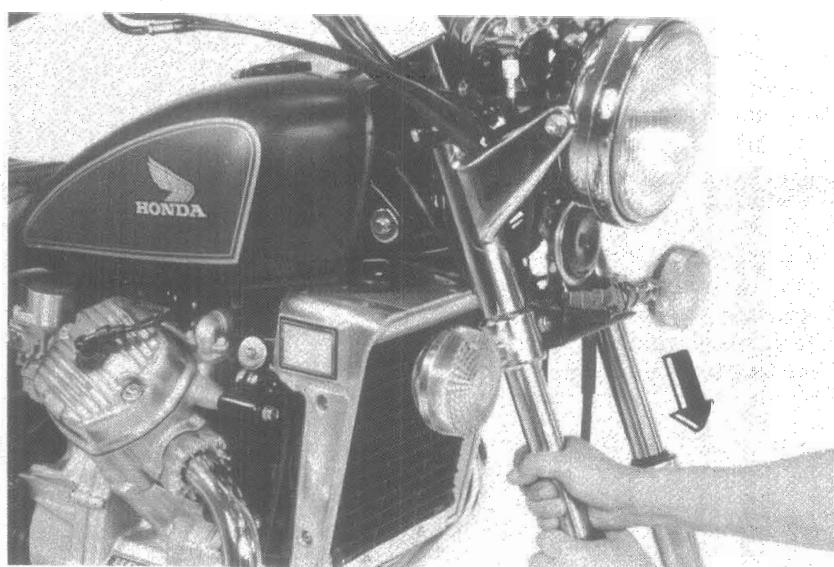
Remove the front fender mounting bolts and fender.



Remove the front emblem by removing the mounting bolts.



Loosen the front fork tube pinch bolts.
Pull each fork tube down and out while twisting them.





DISASSEMBLY

WARNING

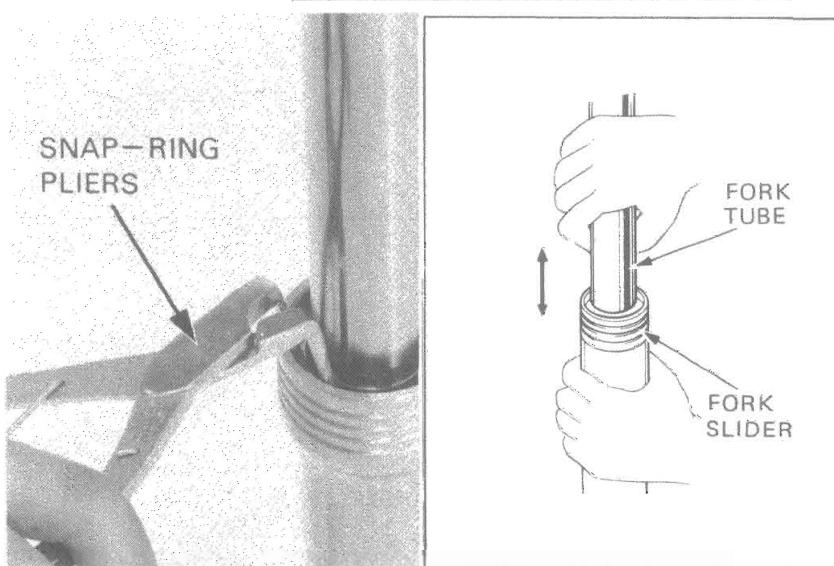
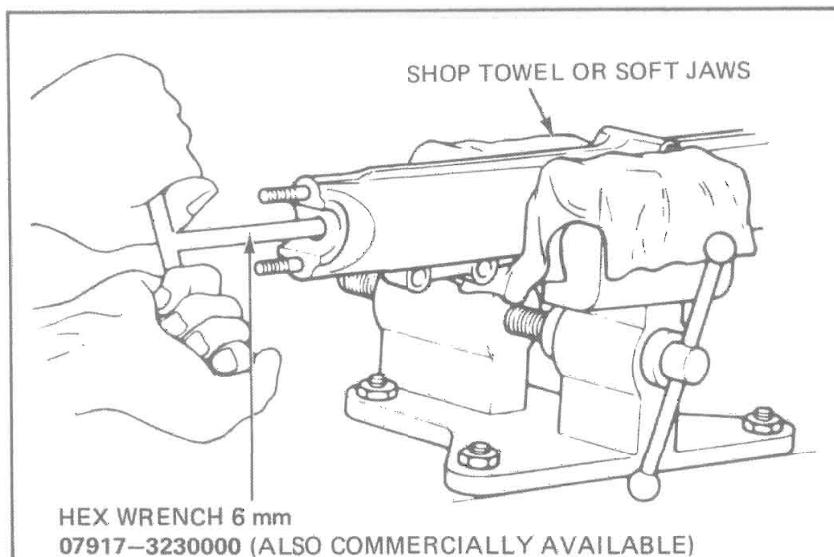
The fork tube caps are still under spring pressure. Use care when removing the fork tube caps to prevent them from becoming projectiles. Wear eye and face protection.

Remove the oil drain bolt and drain the oil.
Remove the socket bolt from the bottom of fork leg with the hex wrench.

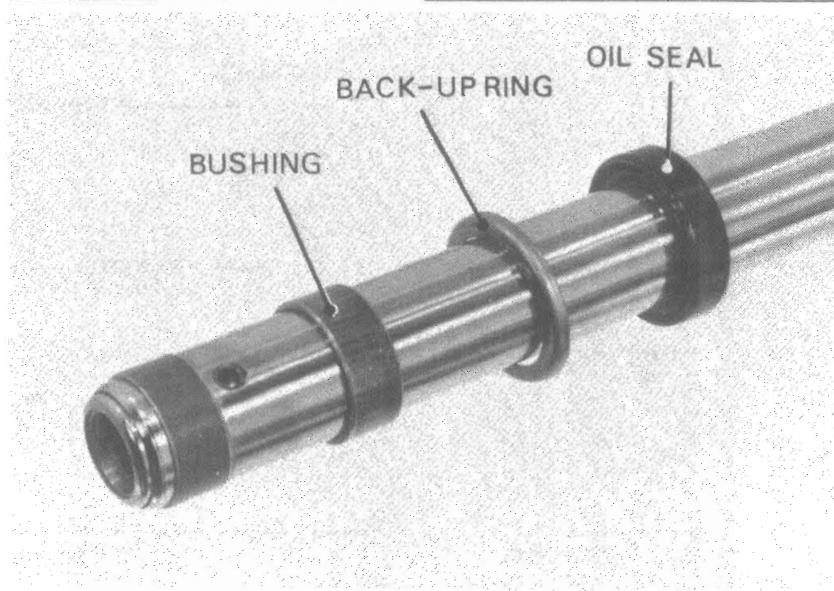
NOTE

- Hold the fork slider in a vise with soft jaw, being careful not to overtighten it.
- Temporarily install the spring and fork cap bolt should difficulty be encountered in removing the socket bolt.

Remove the piston and rebound spring.
Remove the dust cover.
Remove the snap-ring and the back-up plate.
Pull the fork tube out until resistance from the slider bushing is felt.
Then move it in and out, tapping the bushing lightly until the fork tube separates from the slider. The slider bushing, seal and back-up ring will come out with the fork tube.



Remove the oil seal and back-up ring from the fork tube.
Remove the oil lock piece from inside the slider.

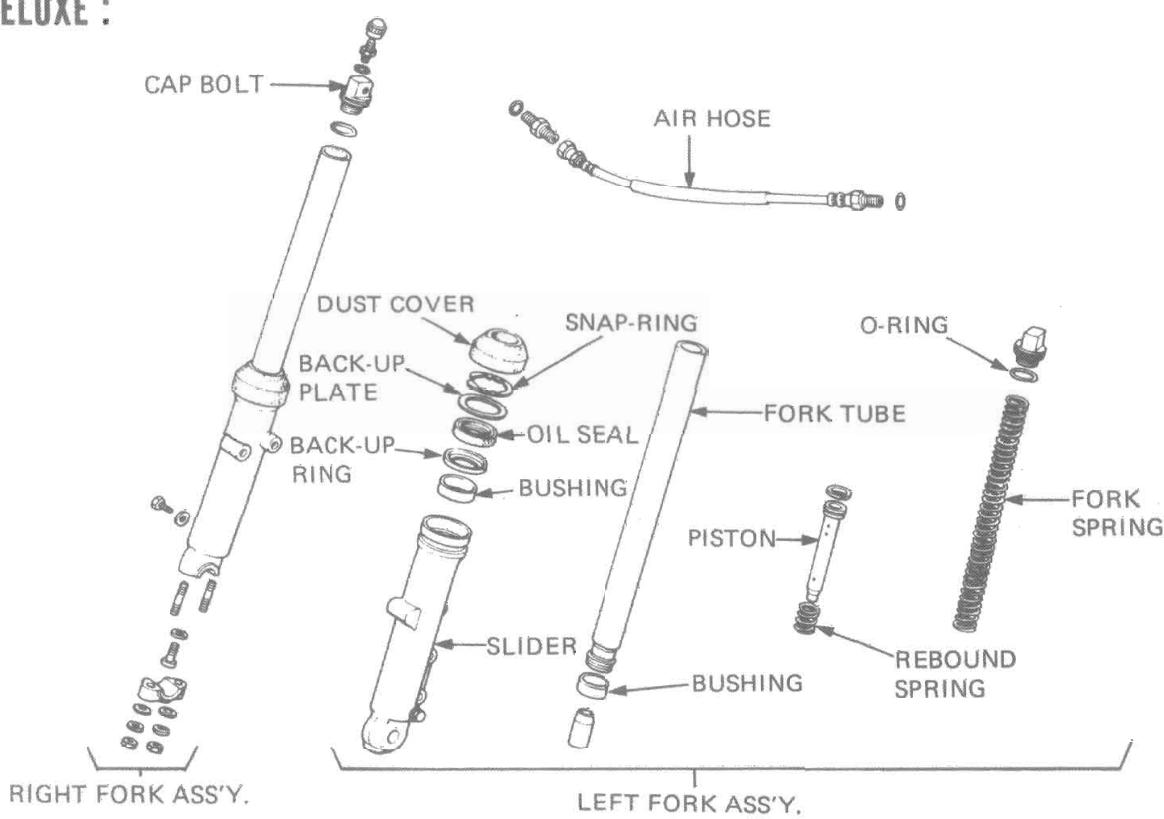




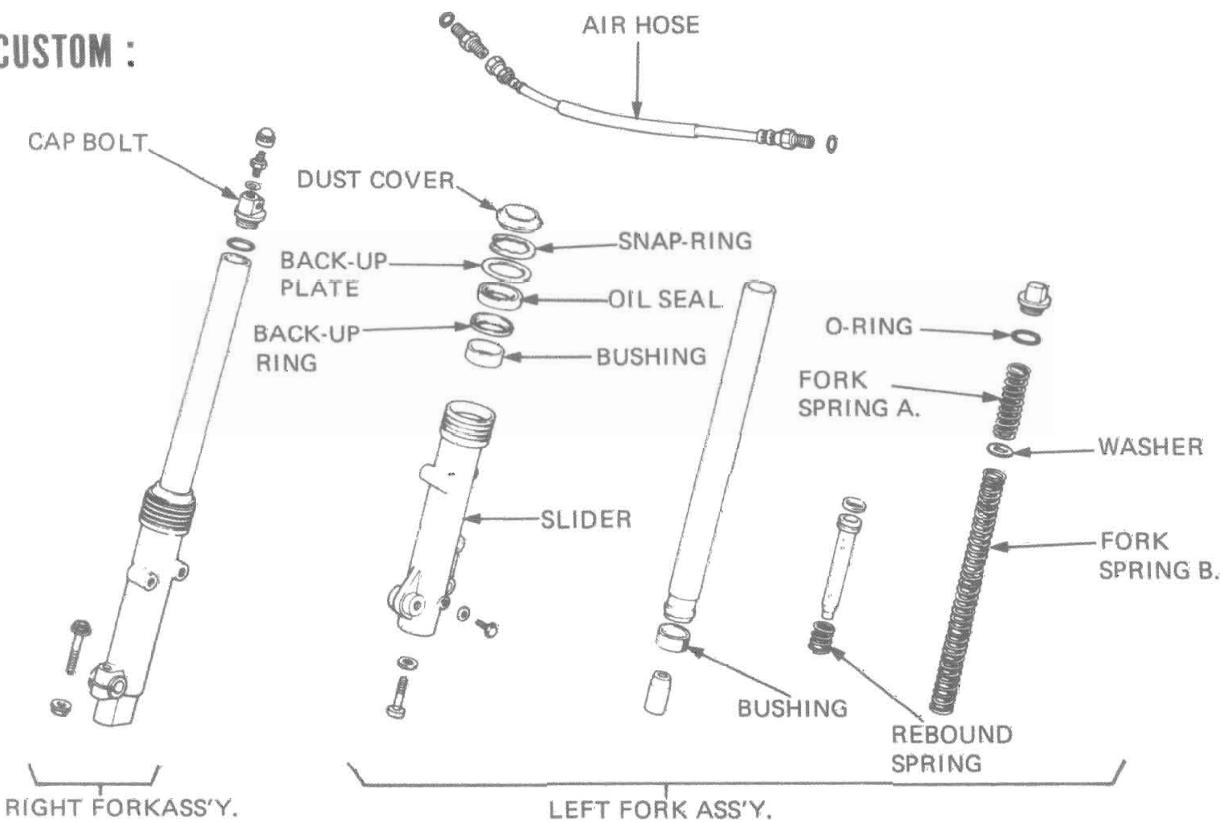
HONDA
CX500

'81 ADDENDUM

CX500 DELUXE :



CX500 CUSTOM :





SPRING FREE LENGTH INSPECTION

Check the free length of the fork springs.
Replace them if they are shorter than the service limit.

SERVICE LIMIT:

DELUXE: 556.6 mm (21.9 in)
CUSTOM: SPRING A: 96.7 mm (3.8 in)
SPRING B: 495.1 mm (19.5 in)



FORK TUBE/SLIDER/PISTON INSPECTION

Check the fork tubes, fork sliders and pistons for score marks, scratches, excessive or abnormal wear, replacing those parts which cannot be used.

Measure the outside diameter of the fork tubes:

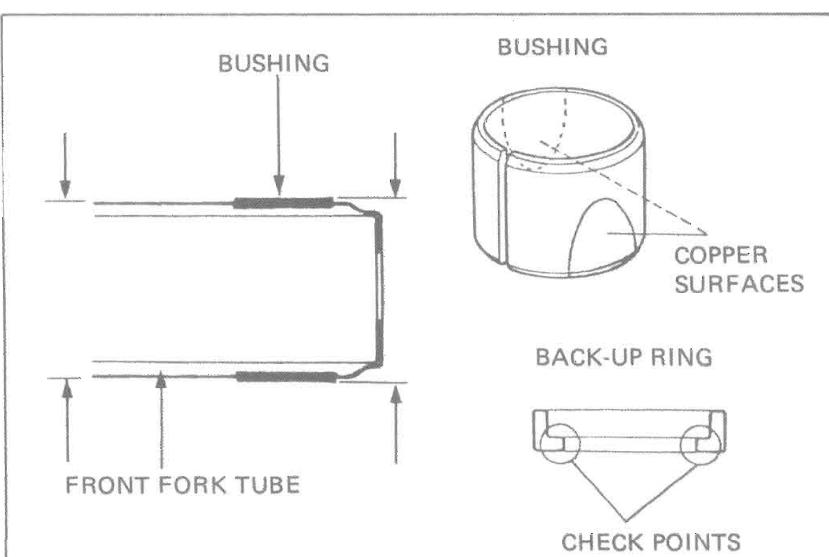
FORK TUBE O.D. SERVICE LIMIT:

DELUXE: 32.90 mm (1.295 in)
CUSTOM: 34.90 mm (1.374 in)

BUSHING/BACK-UP RING INSPECTION

Visually inspect the slider and fork tube bushings.

Replace if there is excessive scoring or scratches, or if the teflon overlay is worn so that the copper surface appears on more than 3/4 of the entire surface.

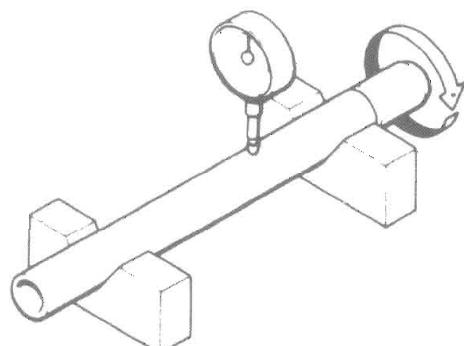


Check the back-up ring at the points shown.
Replace if there is any distortion.

FORK TUBE INSPECTION

Set the fork tube in V blocks and read the runout. 1/2 the total indicator reading is the actual runout.

RUNOUT SERVICE LIMIT: 0.2 mm (0.01 in)





ASSEMBLY

Clean all disassembled parts.

Place the oil lock piece into the slider and insert the fork tube.

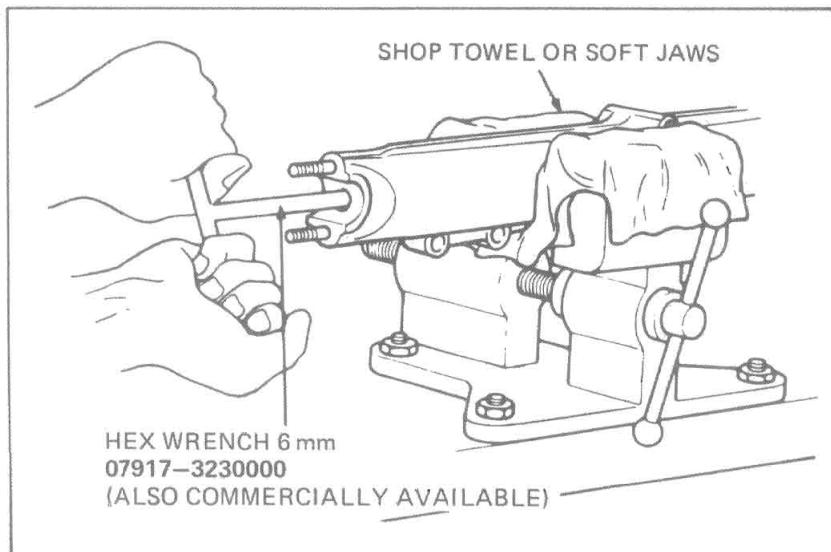
Install the rebound spring and piston into the fork tube.

Apply a locking agent to the socket bolt and thread it into the piston. Tighten with a hex wrench.

TORQUE: 1.5–2.0 kg-m (11–14 ft-lb)

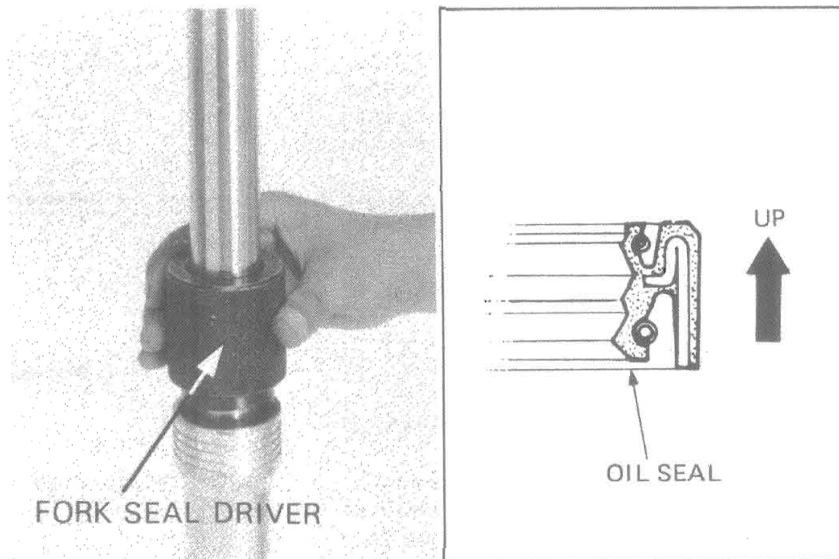
CAUTION

Do not overtighten the fork slider in a vise.



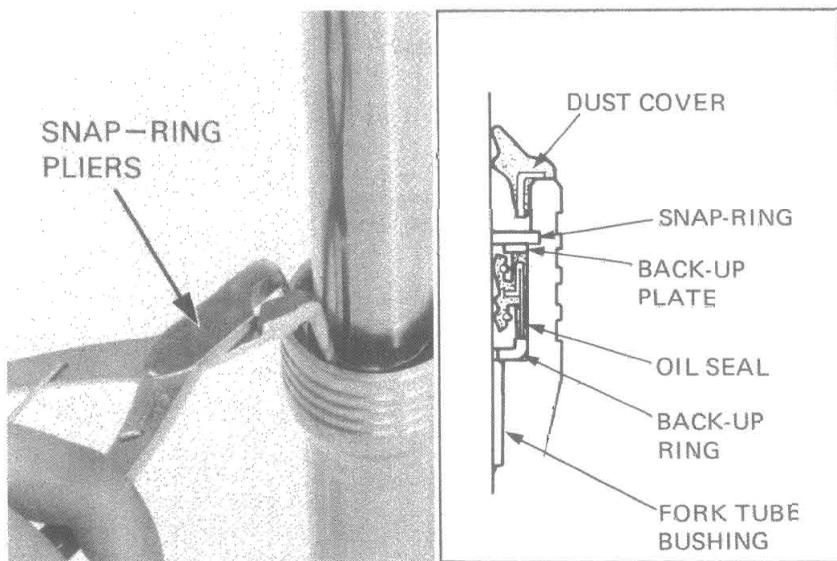
Place the slider bushing over the fork tube and rest it on the slider. Put the back-up ring and on old bushing or equivalent tool on top of the bushing. Drive the bushing into place with the seal driver (P/N 07947-3290000). Remove the old bushing or equivalent tool.

Dip the new oil seal in ATF and install it over the fork tube with the marks facing up. Drive the oil seal into position until the snap-ring groove appears.



Install the back-up plate.

Install the snap-ring and dust cover.





Use ATF (Automatic Transmission Fluid) to fill the front forks.

CAPACITY: DELUXE: 185 cc (6.3 oz)
CUSTOM: 220 cc (7.5 oz)

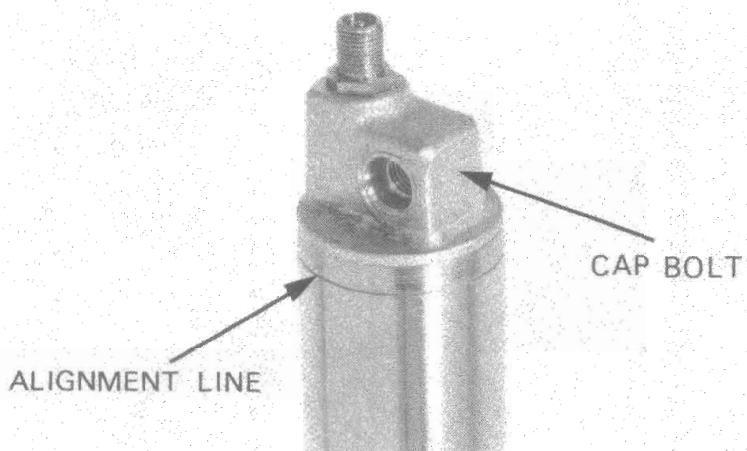
NOTE

Do not overfill.

Slide the fork spring and spring seat into position and install the cap bolt.

NOTE

- Place the fork tube in a vise with a shop towel, avoiding the sliding surface.
- Note the spring direction.



INSTALLATION

Install the front fork into the steering stem and bridge, rotating it by hand if necessary.

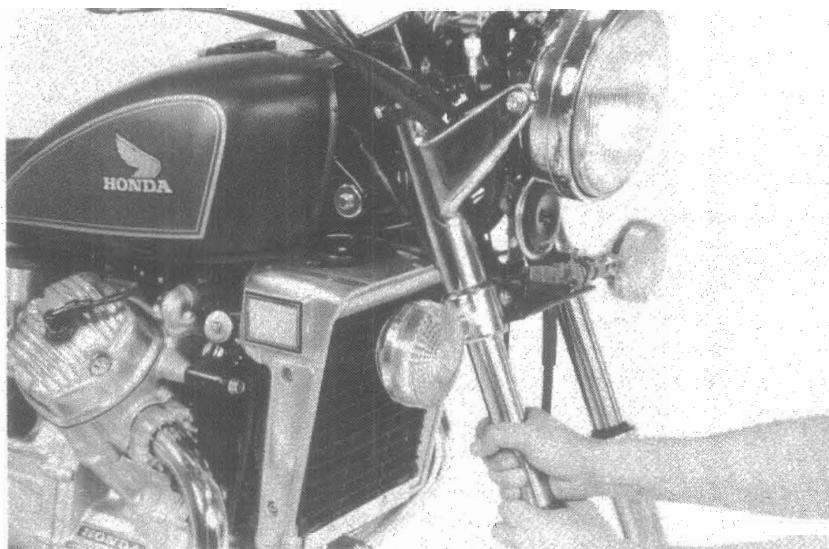
NOTE

Align the front fork alignment line with the top of the bridge.

Tighten the upper and lower fork pinch bolts.

TORQUE:

UPPER : 0.9–1.3 kg-m (7– 9 ft-lb)
LOWER: 1.8–2.5 kg-m (13–18 ft-lb)

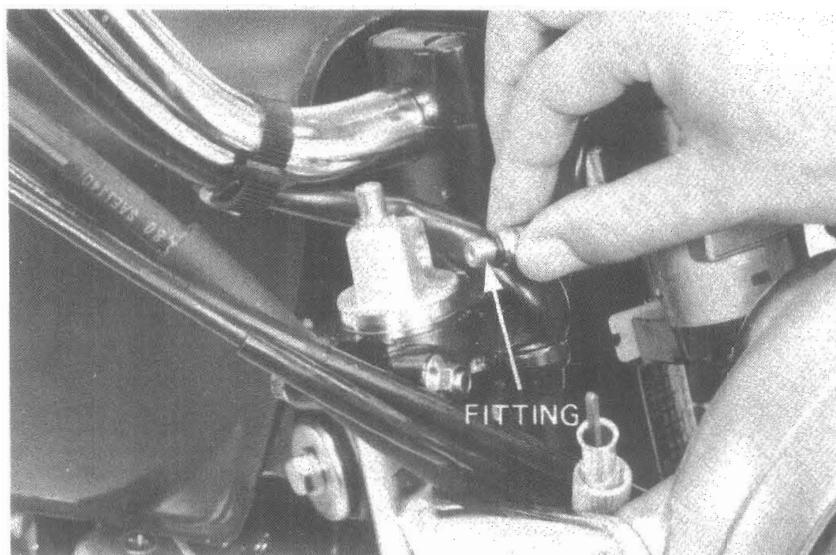


Tighten the fork tube cap bolts.

TORQUE: 1.5–3.0 kg-m (11–22 ft-lb)

Apply grease to the new O-rings.
Place new O-rings on the air hose connectors.
Install and tighten the air hose connector.

TORQUE: 0.4–0.7 kg-m (3–5 ft-lb)



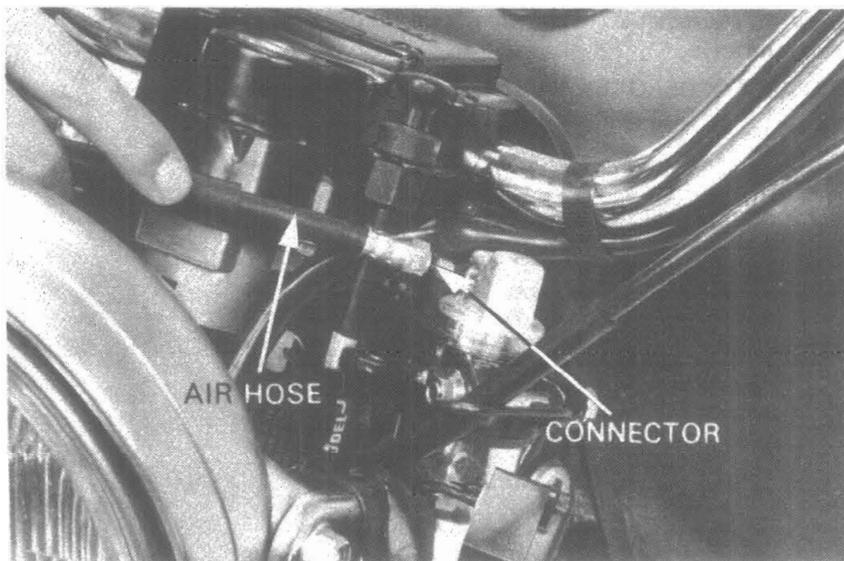


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CX500

'81 ADDENDUM

Install the air hose to the left fork cap.

TORQUE: 0.4–0.7 kg-m (3–5 ft-lb)



Connect the air hose to the right fork cap.

TORQUE: 1.5–2.0 kg-m (11–14 ft-lb)

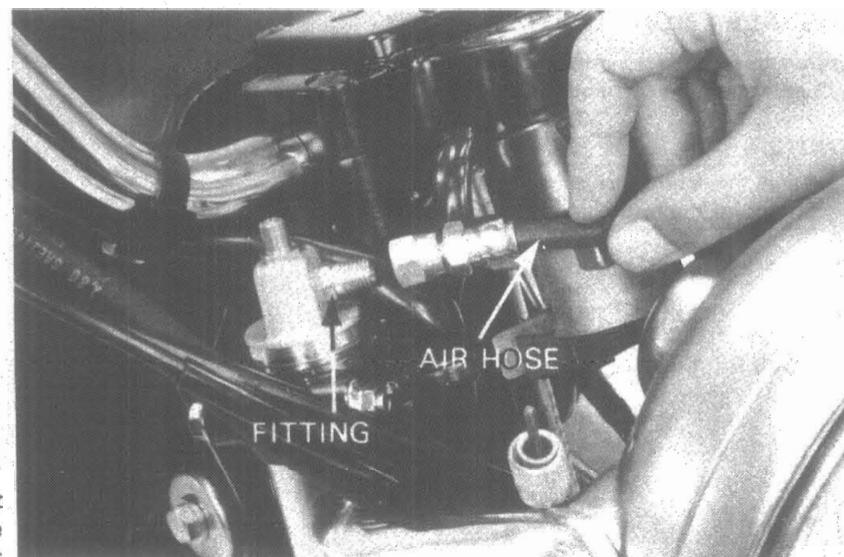
Install the removed parts in the reverse order of removal.

Use a bicycle air pump to fill the fork-tube with air to the recommended air pressure.

AIR PRESSURE: 0.7–1.1 kg/cm² (10–16 psi)

CAUTION

- Use only a hand operated air pump to fill the fork tubes.
Do not use compressed air.
- Maximum pressure is 3 kg/cm² (43 psi). Do not exceed this or fork tube component damage may occur.



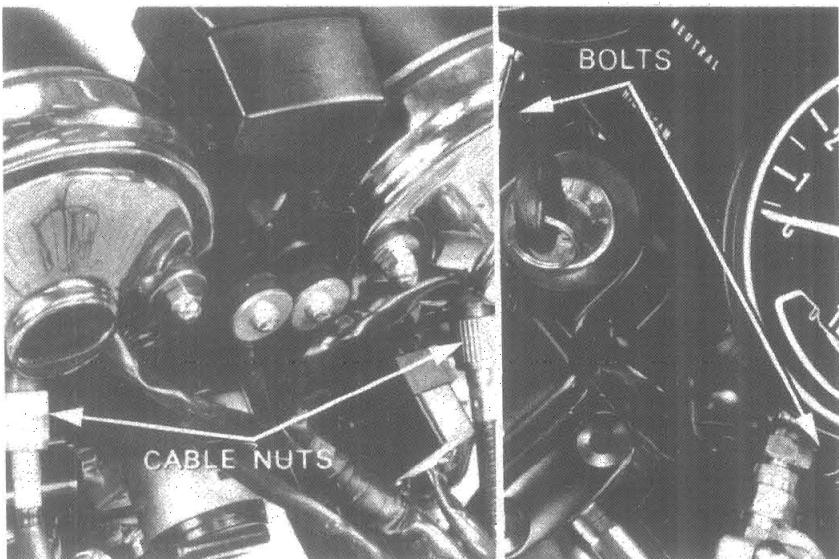
With the front brake applied, pump the front forks up and down several times. Place the motorcycle on its center stand. Check the air pressure and adjust if necessary.



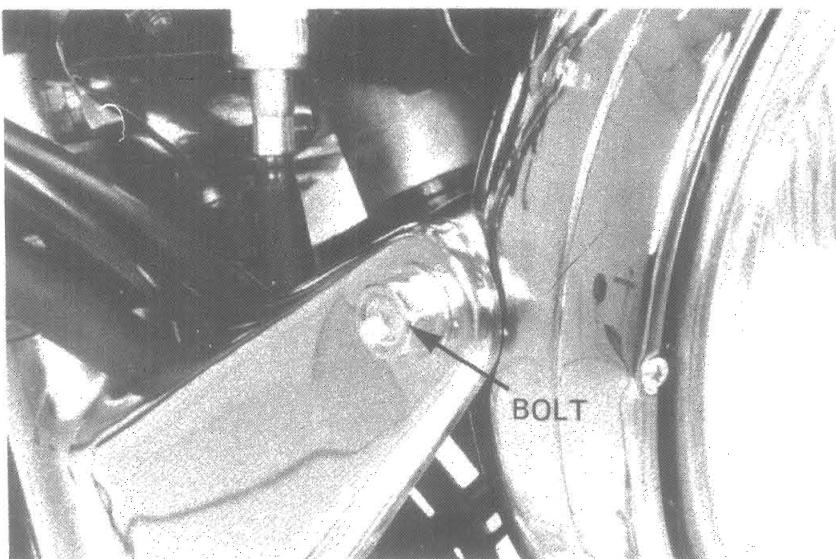
5. SWITCHES IGNITION SWITCH

REMOVAL

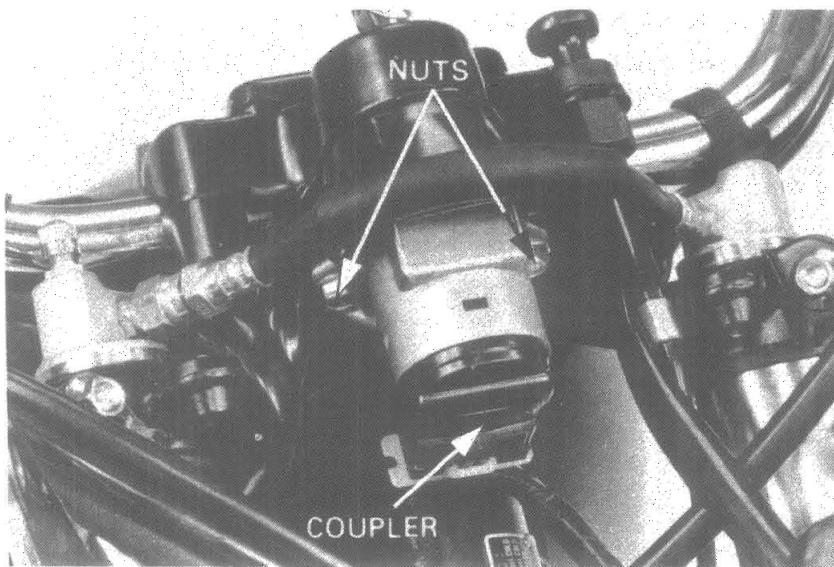
Remove the speedometer and tachometer cable nuts. Remove the instrument cluster mounting bolts and the instrument cluster.



Remove the headlight case mounting bolts and headlight case.



Remove the ignition switch mounting bolts and disconnect the ignition switch coupler.



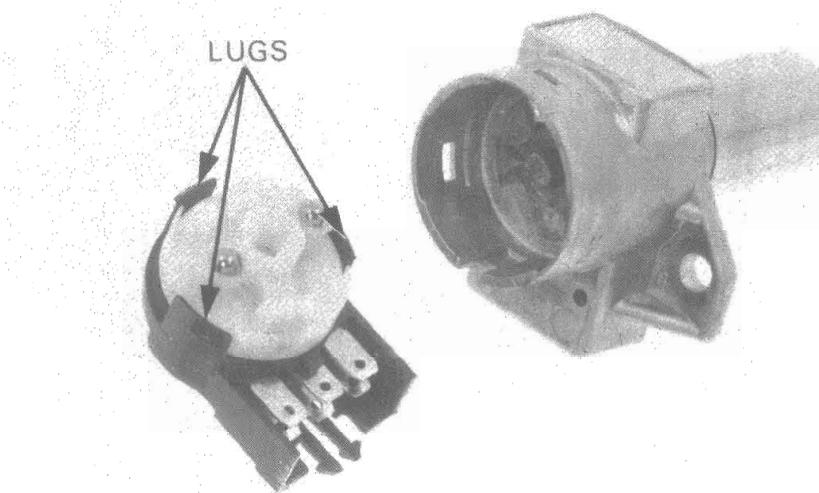
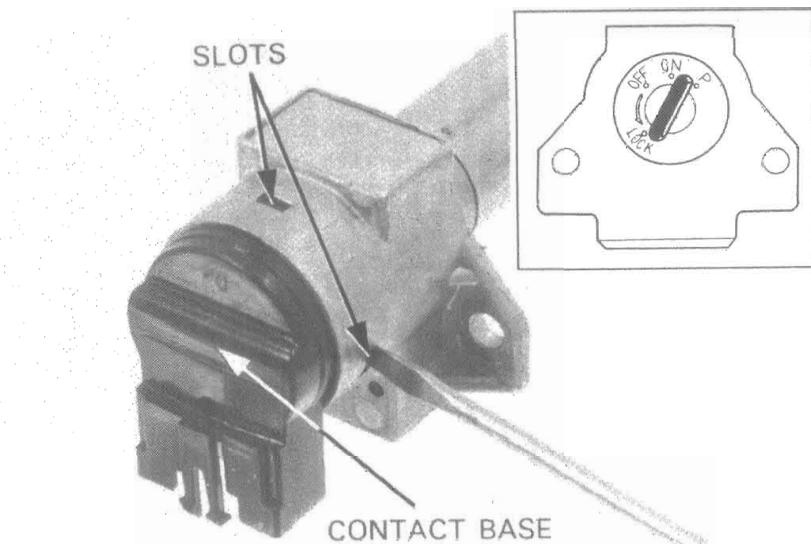


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'81 ADDENDUM

DISASSEMBLY

Insert the ignition key into the switch and position it in between the ON and P detents. Push the lugs from the slots and remove the contact base.

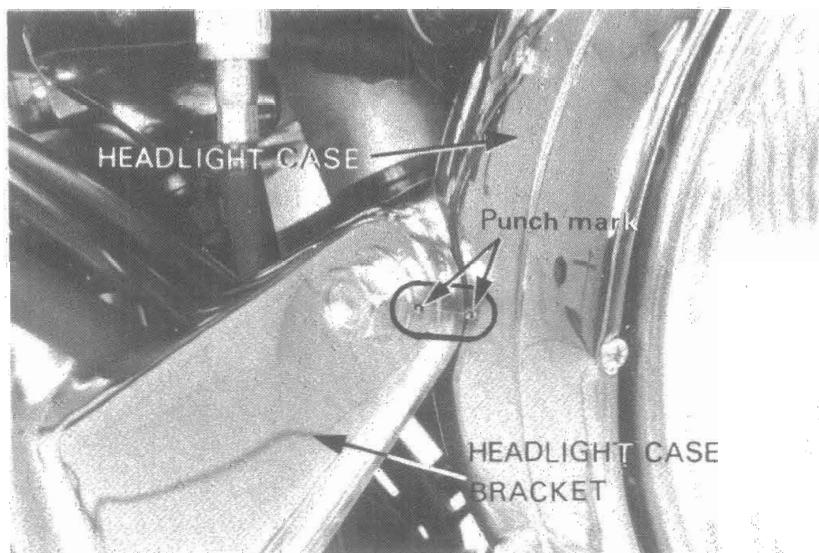


ASSEMBLY AND INSTALLATION

Assembly and installation are the reverse order of disassembly and removal.

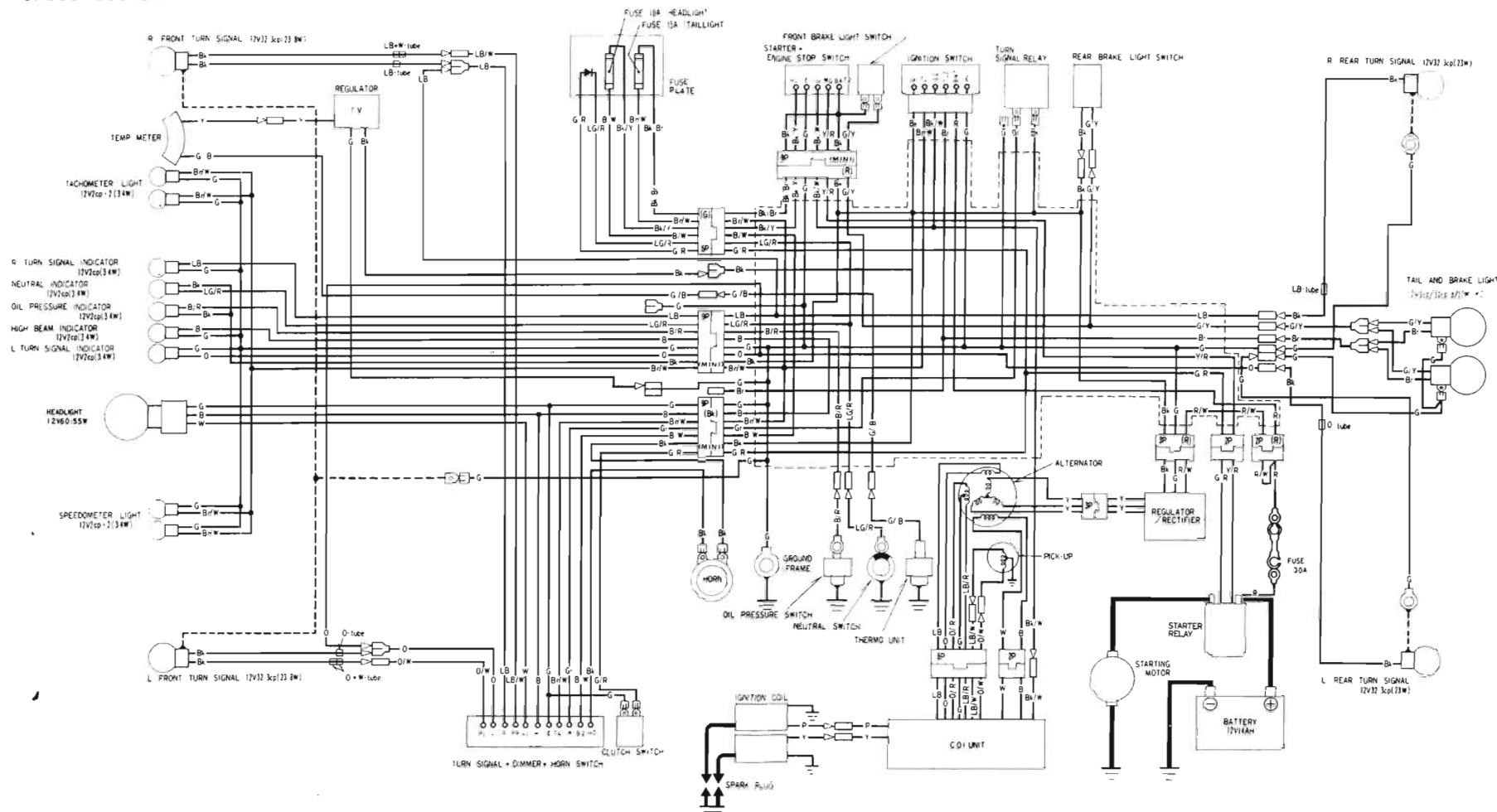
NOTE

When installing the headlight case, align the punch marks on case with the punch marks on the headlight case brackets.

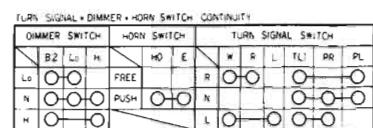
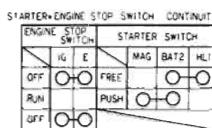
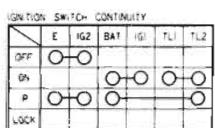




CX500 CUSTOM



SWITCH CONTINUITY



B-	Brown	V	Yellow
Bk	Black	B	Blue
W	White	Gr	Grey
LG	Light Green	LB	Light Blue
R	Red	O	Orange
G	Green	P	Pink

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