

HONDA

XL500S



www.hxl.it



Honda automatic
clutch system reduces
effort.

Dual mirrors.

497 cc single-cylinder four-valve
OHC four-stroke engine fea-
tures advanced big-bore, short-
stroke design.

Aluminum upper and lower
triple clamps.

Diamond
chassis
lower weight
clearance

Leading-axis forks offer eight
inches of travel.

23-inch front wheel improves
tracking and steering.

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XL 500 S

Maintenance-free Capacitor
Discharge Ignition.

Five-speed transmission.
Primary kickstarting eliminates
hunting for neutral on restarts.



Giving Big Single A Whole New Meaning.



There aren't many personal possessions that say as much about their owners as a motorcycle. And few motorcycles say so much so well as the all-new 1979 Honda XL500S. On the freeway or on the trail, in town or in the rough, here's a bike that'll mark you as a rider who refuses to settle for second best. The most sophisticated, most powerful dual-purpose motorcycle in the world.

pression system helps cut down kickstarting effort. But there's a lot more to the new Honda XL500S than just modern design and strong power.

Vibration, long a nemesis of street and trail riders alike, has been subdued by Honda's dual vibration counterbalancers. Two counterrotating weights are chain driven by the crankshaft. One spins in the front of the engine; the other rides on the transmission mainshaft. This ingenious arrangement eliminates the weight of an extra balancer shaft and helps keep the engine compact. In fact, the XL500S crankcase is exactly the same width as that of the Honda XL250S!



Speedometer/odometer features tripmeter with oversize knob for easy resets.

The XL500S is a Honda Total Concept rethink of motorcycling's most enduring tradition: the big single. Its big-bore, short-stroke engine delivers 497 cc's of throbbing four-stroke power. The power comes from a free-breathing four-valve Pentroof™ head with dual exhaust ports that mate to twin header pipes. A hot-sparking, maintenance-free Capacitor Discharge ignition delivers the fire power to a spark plug that's centralized for more efficient combustion, while an automatic decom-



Special claw-action tread pattern was developed by Honda for dig in the dirt, smooth ride on pavement.

Like the innovative XL250S, the new XL500S sports a rugged diamond-configuration frame that utilizes the engine's rigidity as a frame member. This helps keep weight down and ground

Easy-to-get-at tool kit.

Durable, rubber-damped rear turn signal mounts.

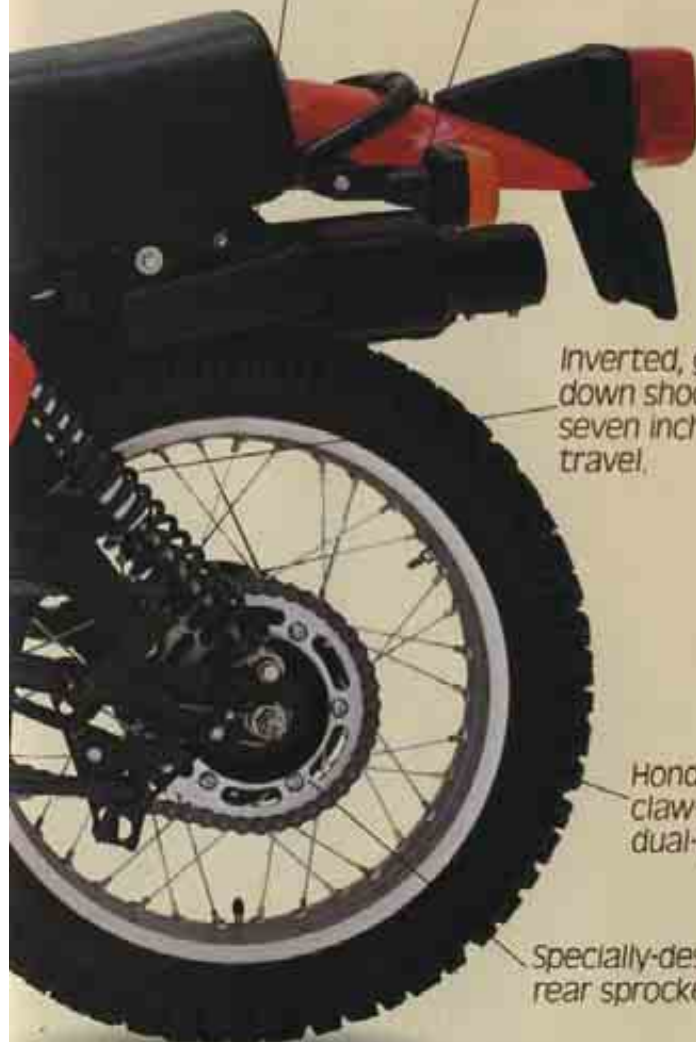
Inverted, gas-pressurized, lay-down shock absorbers allow seven inches of rear wheel travel.

Honda-designed claw-action dual-purpose tires.

Specially-designed lightweight rear sprocket.

compression
kickstart

time uses engine
member for
t, better ground



XL500S

clearance high - there's over 10 inches of daylight between the tough, aluminum-alloy skid plate and the ground. And that's really helpful when you're bounding through the toolies.



Automatic compression release opens exhaust valve to reduce kickstart effort.

So is the long-travel suspension. With leading-axle forks up front and inverted, lay-down, gas-charged rear shocks, the XL500S has as much suspension as any other dual-purpose bike, regardless of size! That's the

kind of advantage that changes bumps to lumps, and lumps to nearly nothing.

Another unique feature on the burly new XL500S is its 23-inch front wheel. The bigger wheel and tire deliver a longer footprint for improved steering, cornering and braking. And while we're on the subject of tires, check out the skins on this big single. They're Honda-designed, smooth-running dual-purpose



Leading-axle forks feature exclusive four-bolt axle clamp.

claw-action tires that provide improved traction both on- and off-road.

The XL's lighting system is fully street-legal. Instrumentation includes a wide-sweep speedometer, a tripmeter with large reset knob and a set of warning lights. The long, well-padded seat features a buddy strap and folding passenger pegs. The muffler incorporates a USDA-approved spark arrestor that keeps you

quiet and legal on the street and in approved off-road riding areas.

The new Honda XL500S is quite a remarkable machine. It incorporates the most advanced engineering in the dual-purpose



Alloy skid plate helps protect underside of engine and five-speed transmission.

world. Engineering that gives you more power, less vibration and long suspension travel. And all in a package that weighs just 287 pounds dry! It's certainly been worth waiting for.

It's a smooth ride-to-work bike. It's a short-hop errand runner. It's great on a back road. It's a fun off-roader. And it's from Honda, the leader in motorcycling technology and innovation. When you come right down to it, it's the only logical choice.

Always wear a helmet and eye protection, keep lights on and check local laws before riding. Specifications and availability subject to change without notice. © 1979 American Honda Motor Co., Inc. Printed in U.S.A. AQ357.

SPECIFICATIONS

1979 XL500S

Engine	497 cc OHC four-stroke single, four valves
Bore x Stroke	89 mm x 80 mm
Compression Ratio	8.6:1
Carburetor	32 mm slide throttle
Ignition	Capacitor Discharge
Starter	Primary Kick
Clutch	Wet, seven friction disc
Transmission	Five-speed
Suspension	Front: Leading-axle hydraulic fork, 8-inch travel Rear: Inverted, lay-down gas-charged shocks, 5-step pre-load, 7-inch travel
Tires	3.00-23 front; 4.60-18 rear, Honda special design
Caster Angle	28.5°
Wheelbase	55.1 inches
Length	85.6 inches
Width	35.0 inches
Height	46.7 inches
Seat Height	33.9 inches
Footpeg Height	13.2 inches
Ground Clearance	10.2 inches
Fuel Capacity	2.6 gallons including 5-gallon reserve
Dry Weight	286.7 pounds
Color	Red



HONDA
GOING STRONG!

