



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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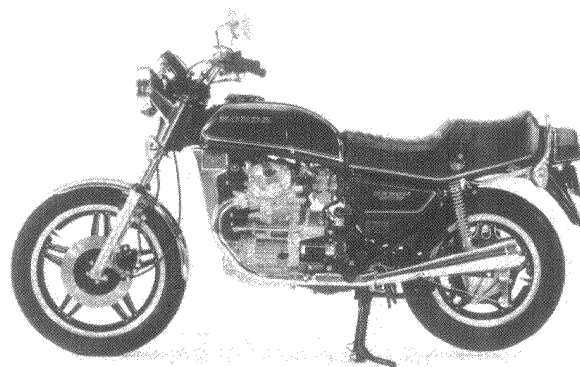
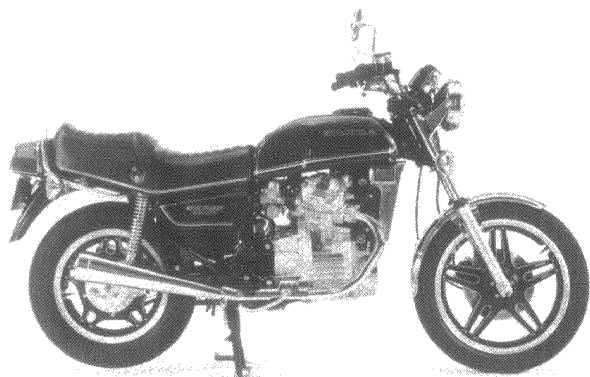
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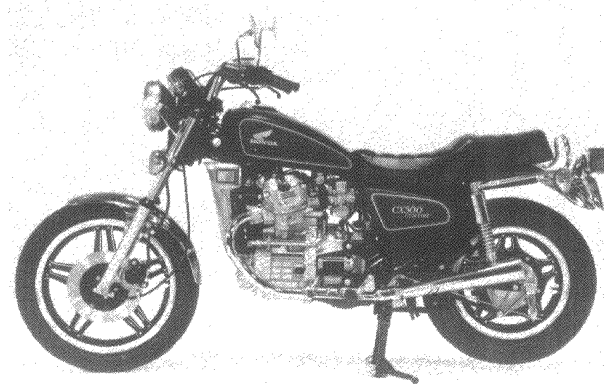
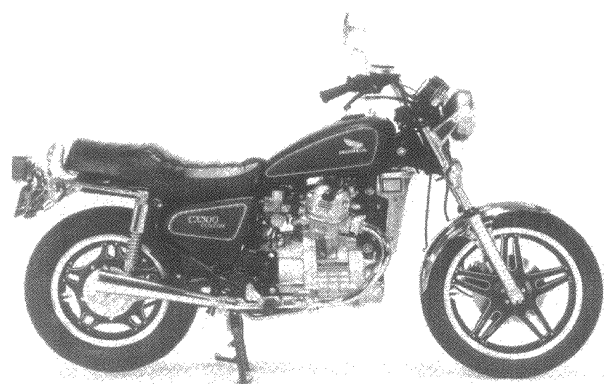


MODEL IDENTIFICATION

DELUXE



CUSTOM





SPECIFICATIONS

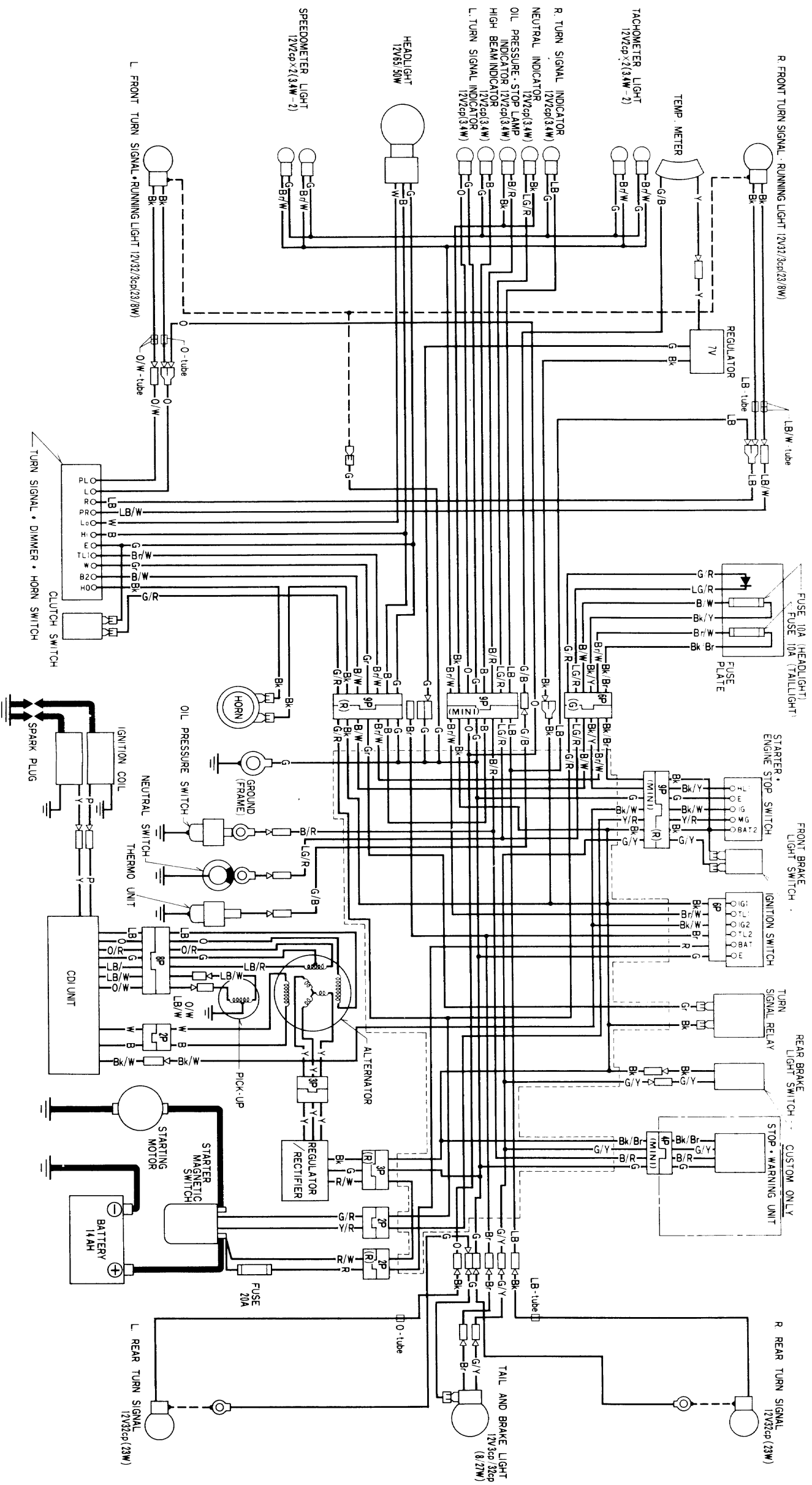
ITEM				SPECIFICATIONS	
				DELUXE	CUSTOM
DIMENSIONS	Overall length			2,185 mm (86.0 in)	2,150 mm (84.6 in)
	Overall width			865 mm (34.1 in)	875 mm (34.4 in)
	Overall height			1,165 mm (45.9 in)	1,170 mm (46.1 in)
	Wheelbase			1,455 mm (57.3 in)	1,455 mm (57.3 in)
	Seat height			800 mm (31.5 in)	790 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)	
	Fuel capacity			17 liters (4.5 US gal)	11 liters (2.9 US gal)
				3.5 liters (0.9 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	
ENGINE	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 Float level	See page 4—10 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					
		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						
	ND X24ESR—U, NGK DR8ES—L						
	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)					



WIRING DIAGRAM (CX500 DELUXE AND CUSTOM)



IGNITION SWITCH CONTINUITY						
	E	IG2	BAT	IG1	TL1	TL2
OFF	○	○				
ON			○	○	○	○
P	○	○	○	○	○	○
LOCK						

STARTER • ENGINE STOP SWITCH CONTINUITY				
ENGINE STOP SWITCH		STARTER SWITCH		
IG	E	MG	BAT2	HL1
OFF	○	○	○	○
FREE	○	○	○	○
PUSH	○	○	○	○
RUN	○	○	○	○
OFF	○	○	○	○

TURN SIGNAL • DIMMER • HORN SWITCH CONTINUITY										
DIMMER SWITCH			HORN SWITCH		TURN SIGNAL SWITCH					
B2	Lo	H	HO	E	W	R	L	TL	PR	PL
Lo	○	○	FREE		○	○		○	○	○
(N)	○	○	PUSH	○		N		○	○	○
H	○	○			○	○	○	○	○	

Br	Brown	Y	Yellow
Bk	Black	B	Blue
W	White	Gr	Grey
Lg	Light Green	LB	Light Blue
R	Red	O	Orange
G	Green	P	Pink

0030Z—449—6700



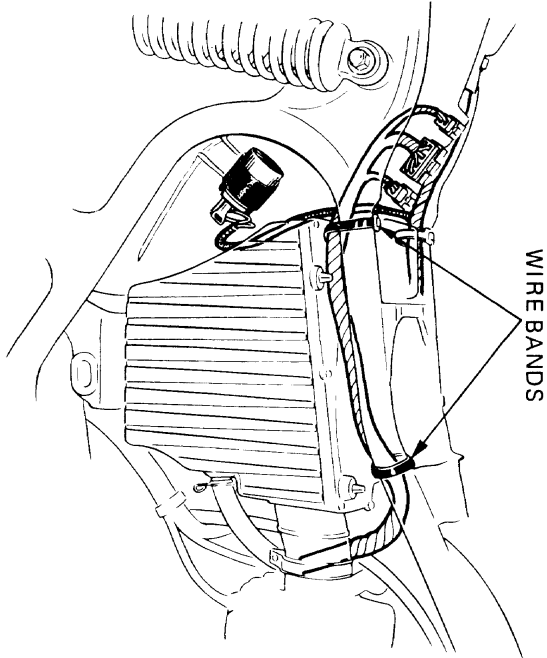
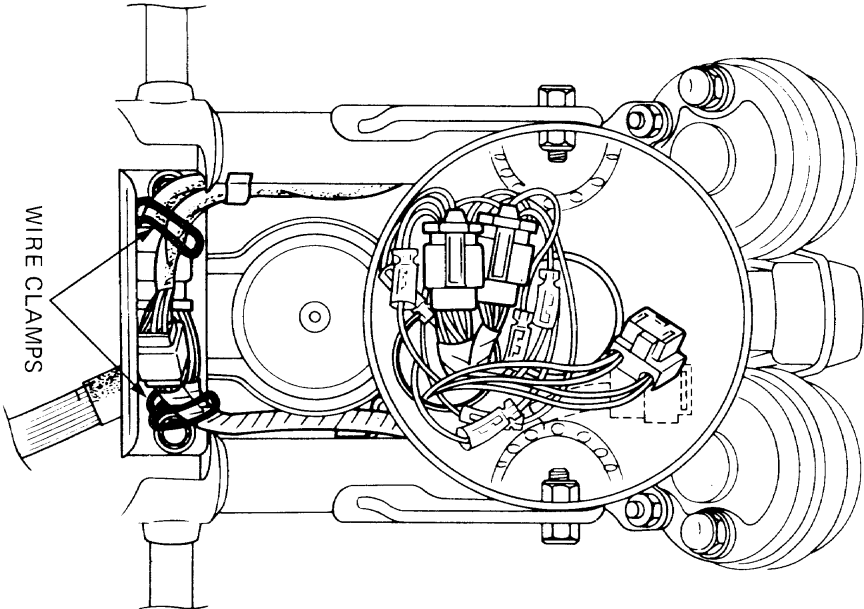
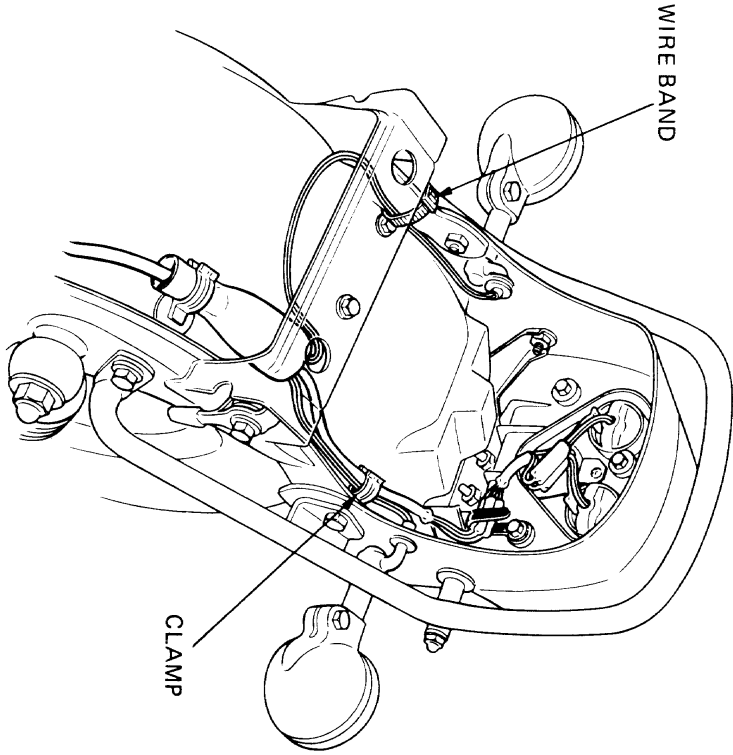
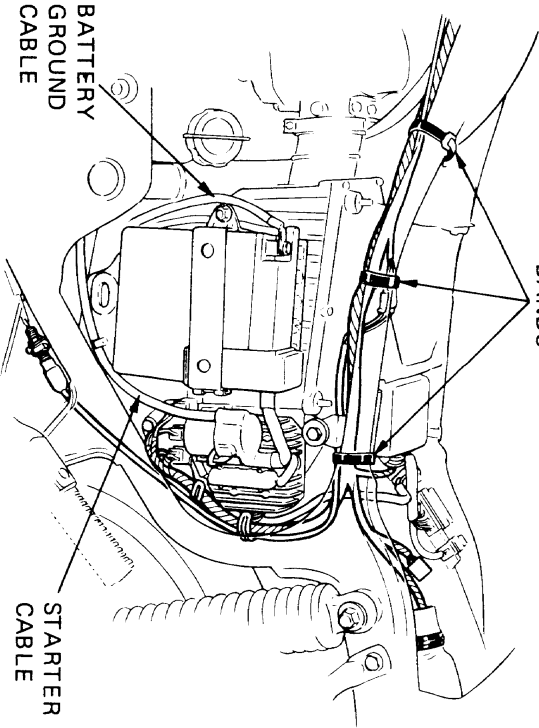
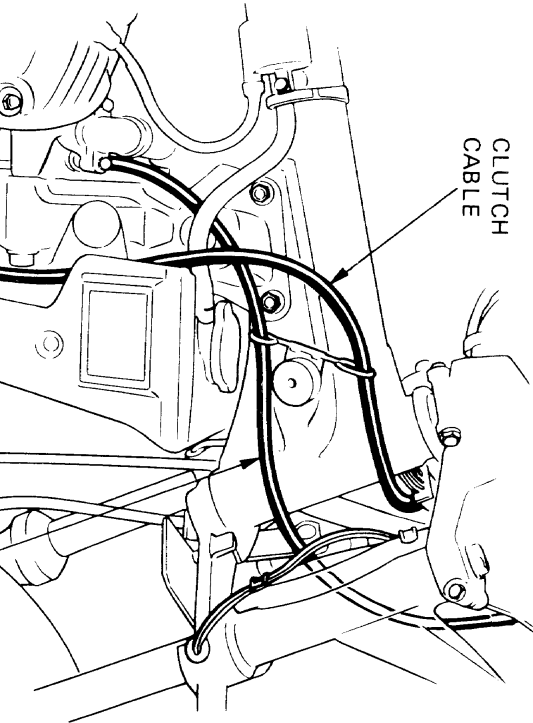
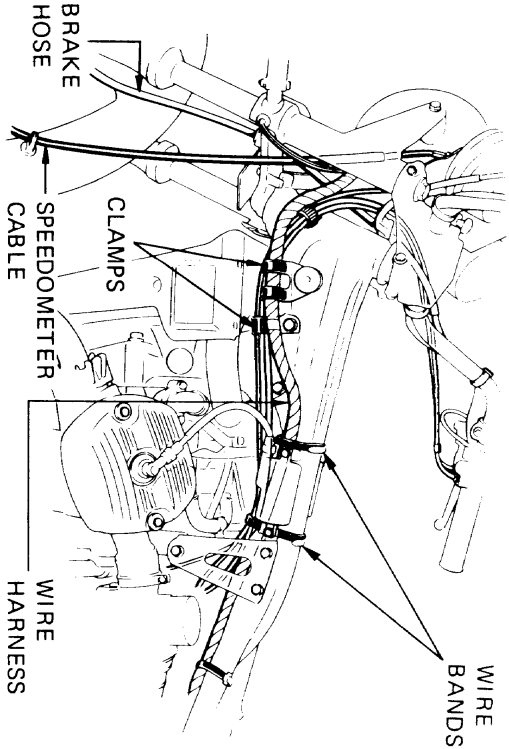
CABLE & HARNESS ROUTING

DELUXE

CLUTCH CABLE
BRAKE HOSE

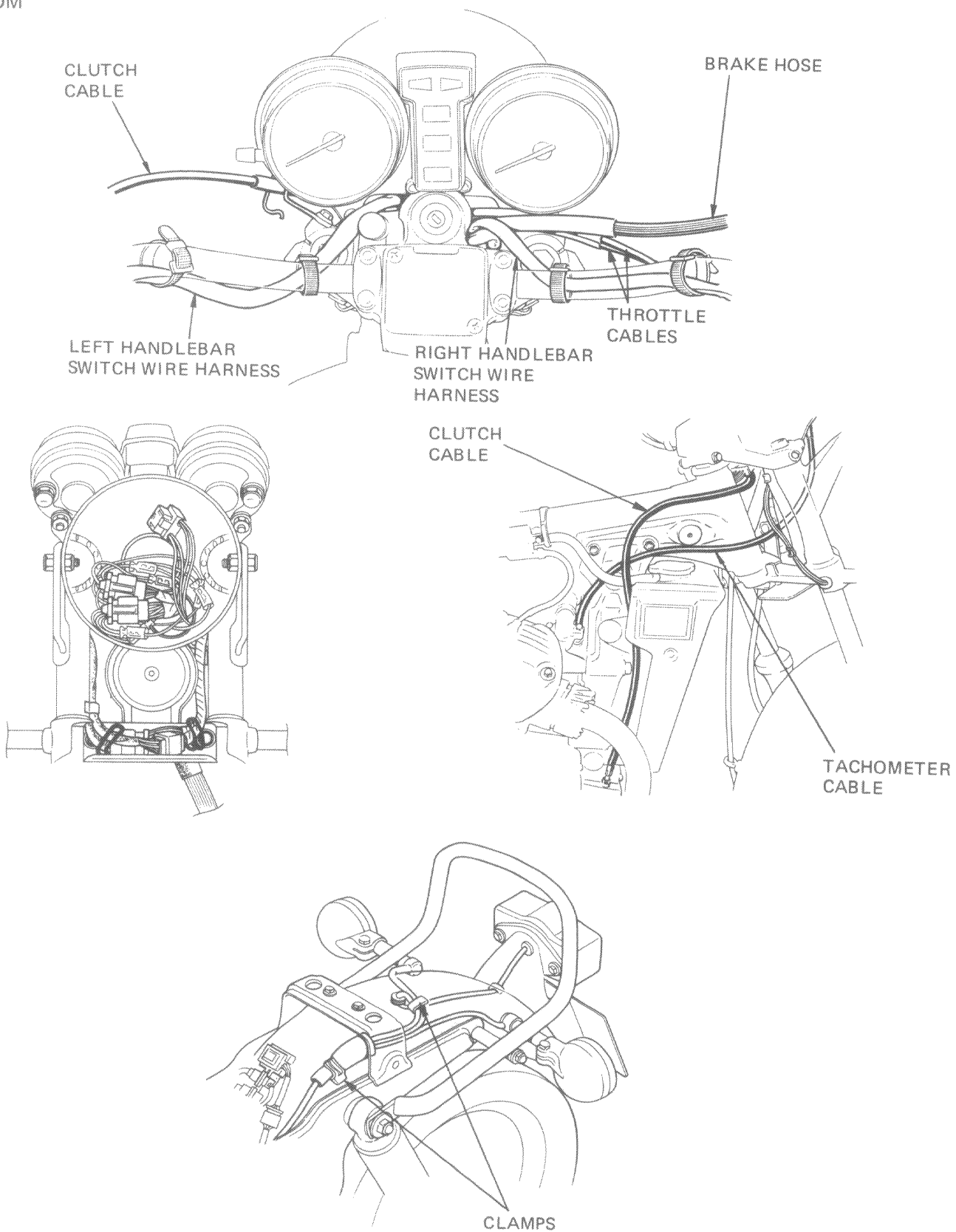
THROTTLE CABLES

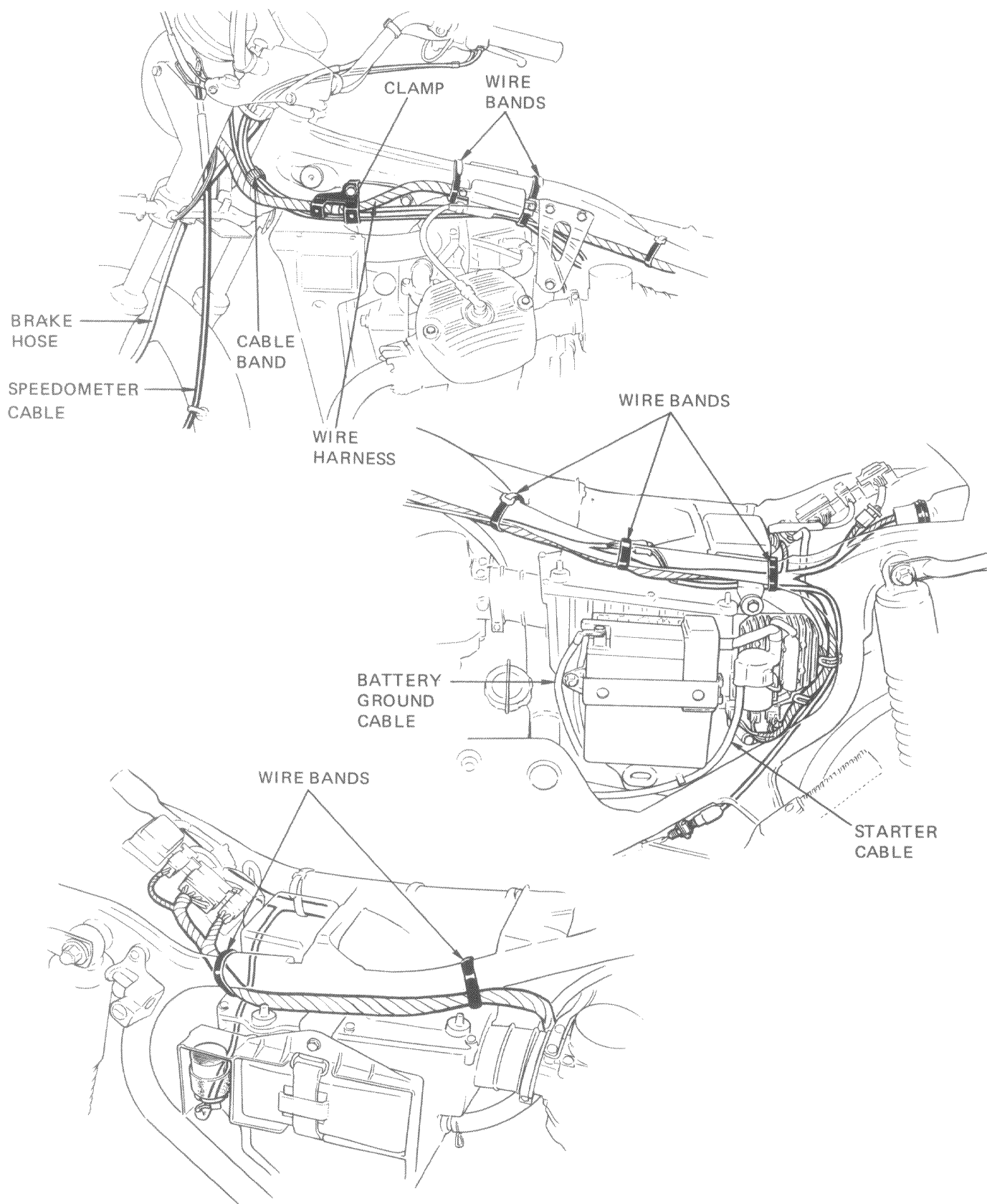
LEFT HANDLEBAR SWITCH WIRE HARNESS
RIGHT HANDLEBAR SWITCH WIRE HARNESS





CUSTOM



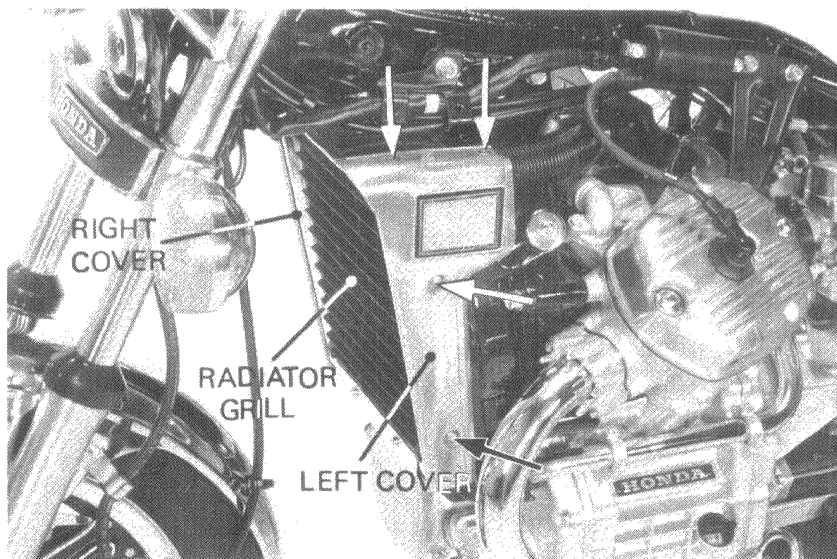




RADIATOR COVER

• 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.





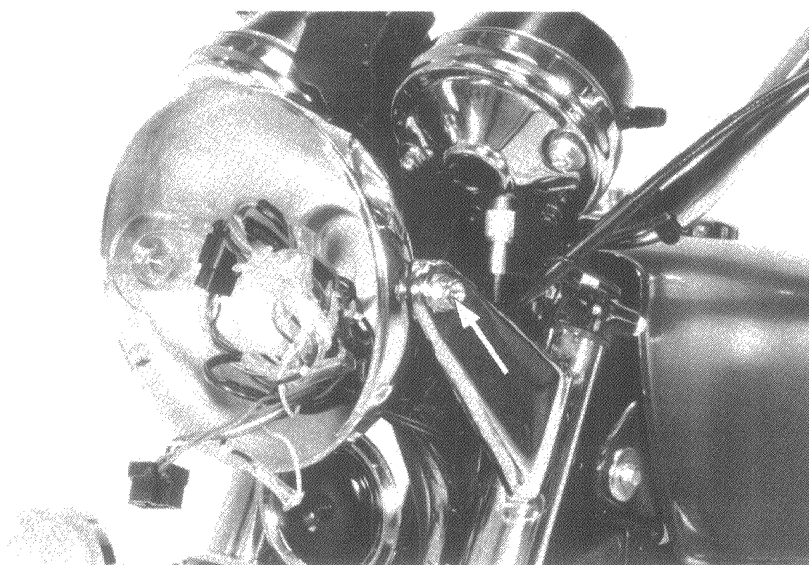
HEADLIGHT

• HEADLIGHT CASE REMOVAL

Remove the headlight.

Disconnect all wires at their couplers and connectors.

Unscrew the headlight case mounts and remove the case.



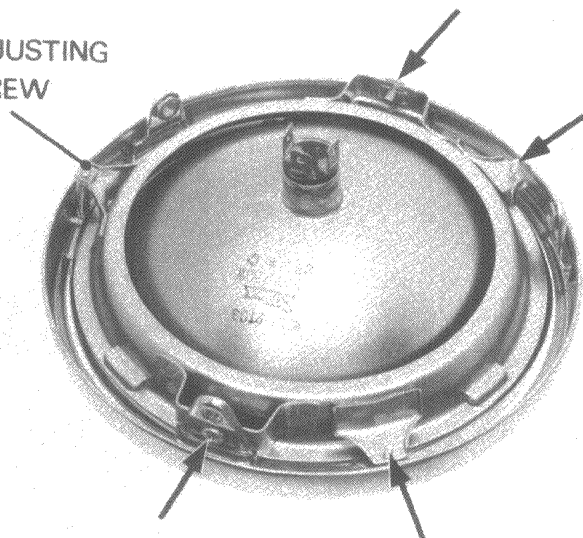
• HEADLIGHT DISASSEMBLY/ ASSEMBLY

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



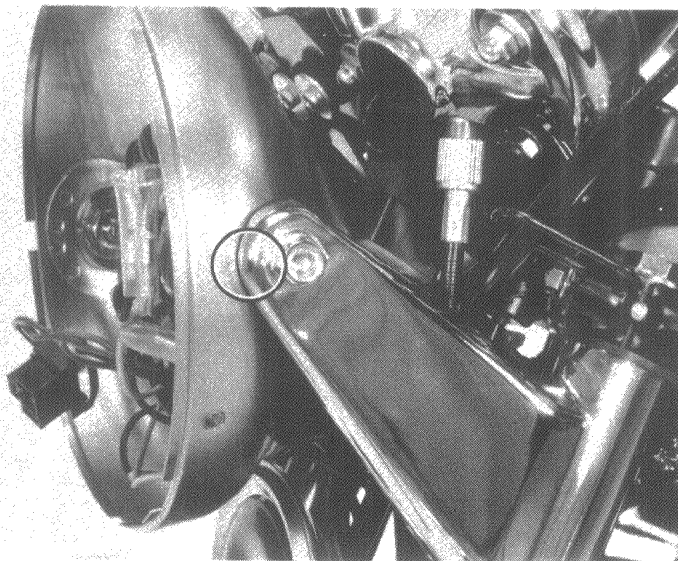
• HEADLIGHT CASE INSTALLATION

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

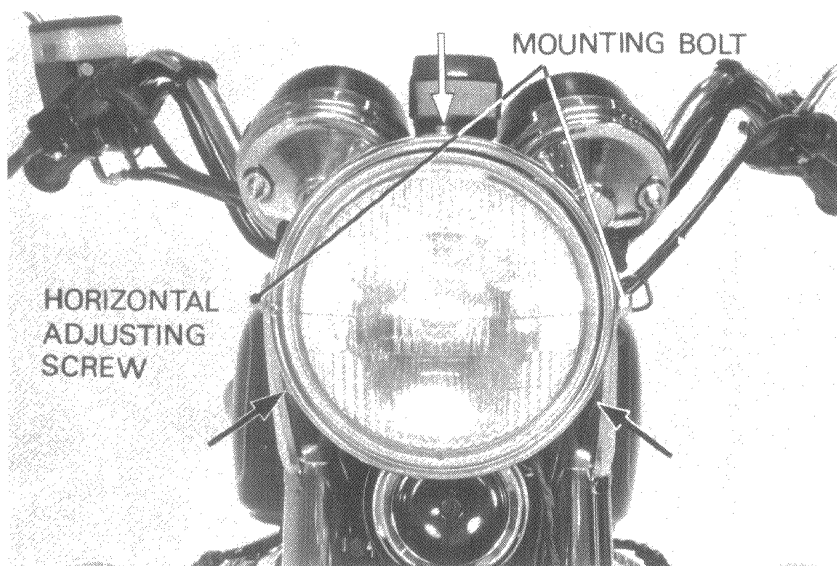
Vertical adjustment is made by loosening both headlight case mounting bolts.
Adjust horizontally by turning the adjusting screw on the headlight rim.
Turn the adjusting screw counterclockwise to direct the beam toward the right side of the rider.

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.

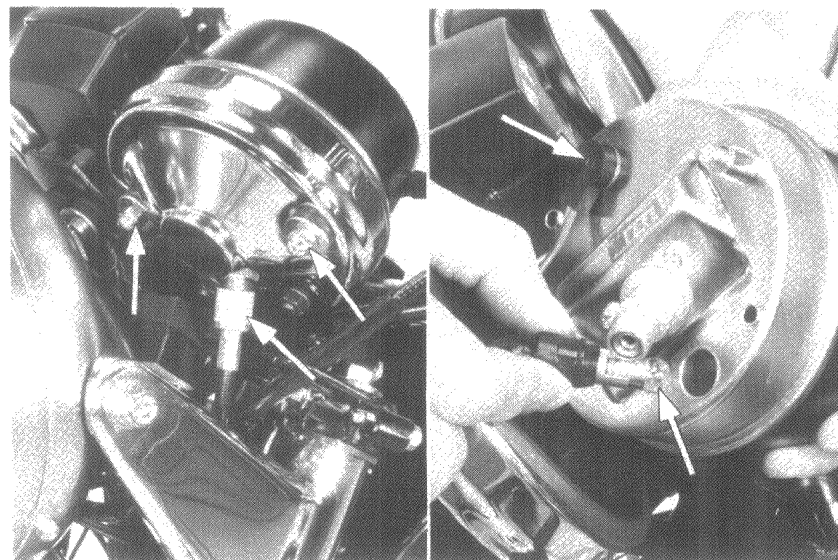
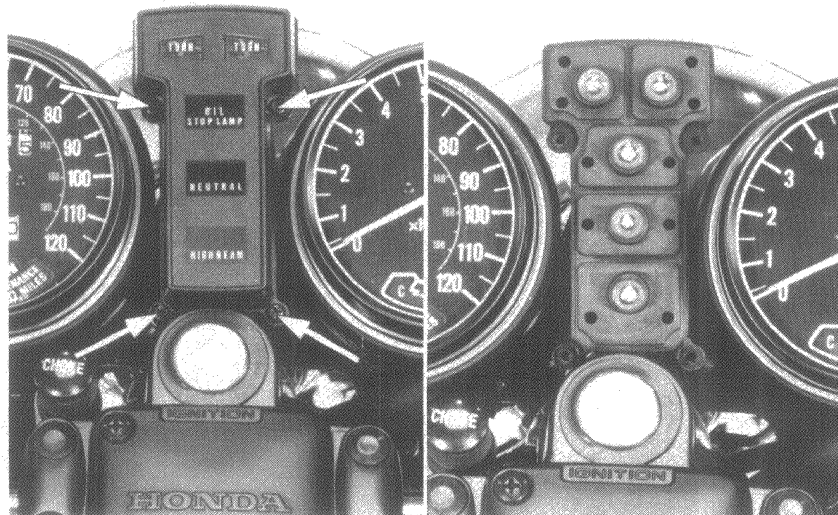
• METER ILLUMINATION BULB REPLACEMENT

Disconnect the meter cable.

Remove the meter mounting nuts and meter.

Remove the bulb socket.

Replace the bulb.



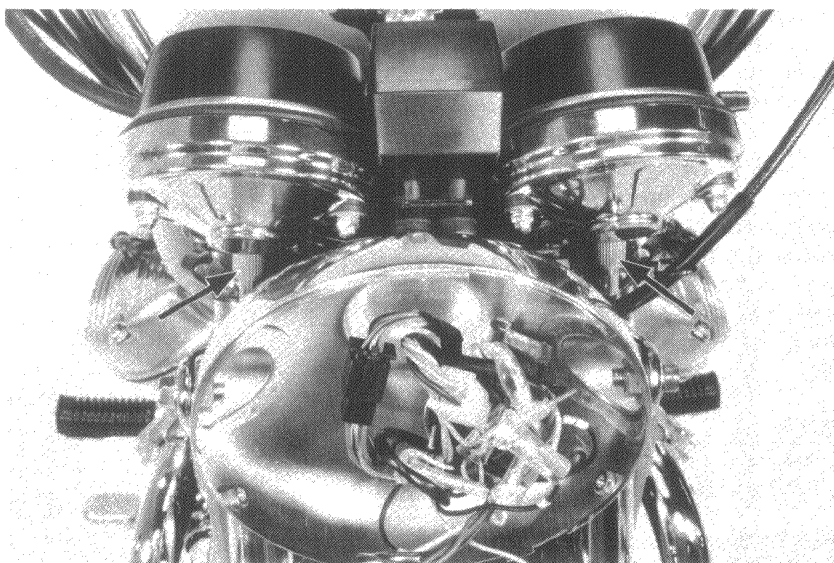


- **INSTRUMENT REMOVAL**

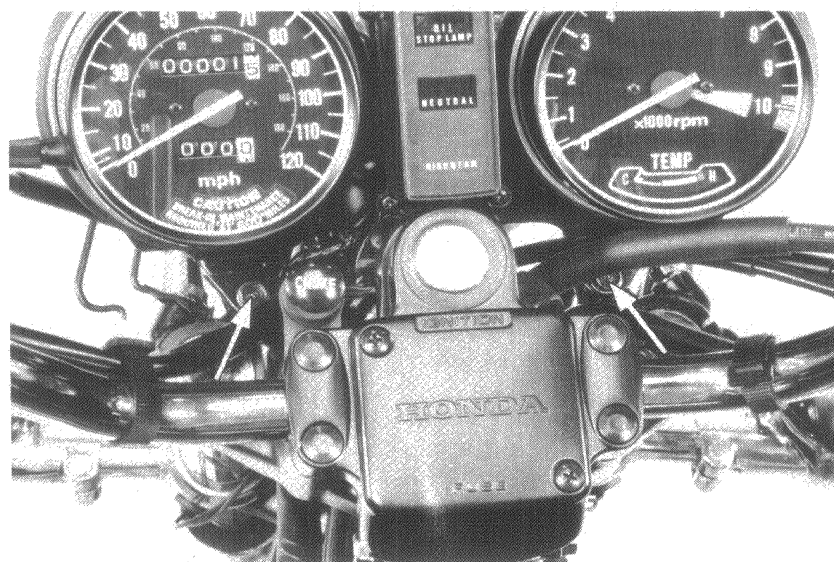
Remove the headlight.

Disconnect the instrument wire connectors and coupler.

Remove the speedometer and tachometer cables from the instruments.



Remove the instrument mounting bolts and instruments.

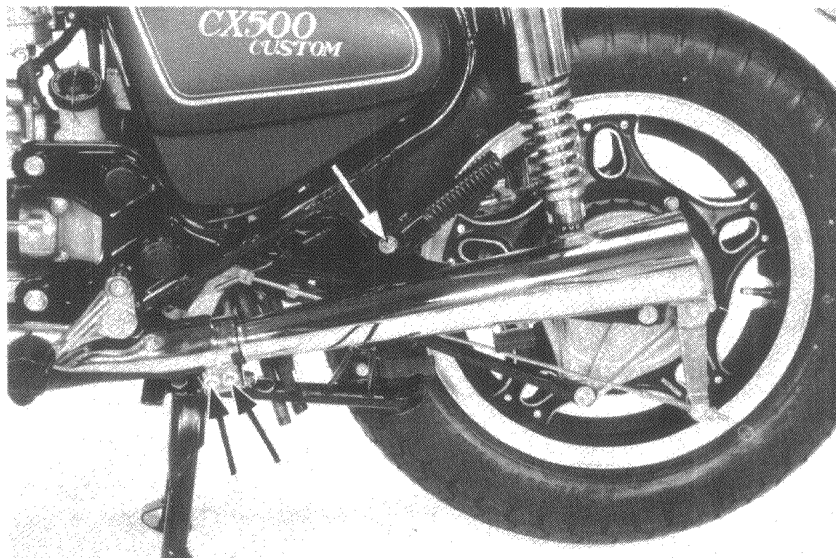




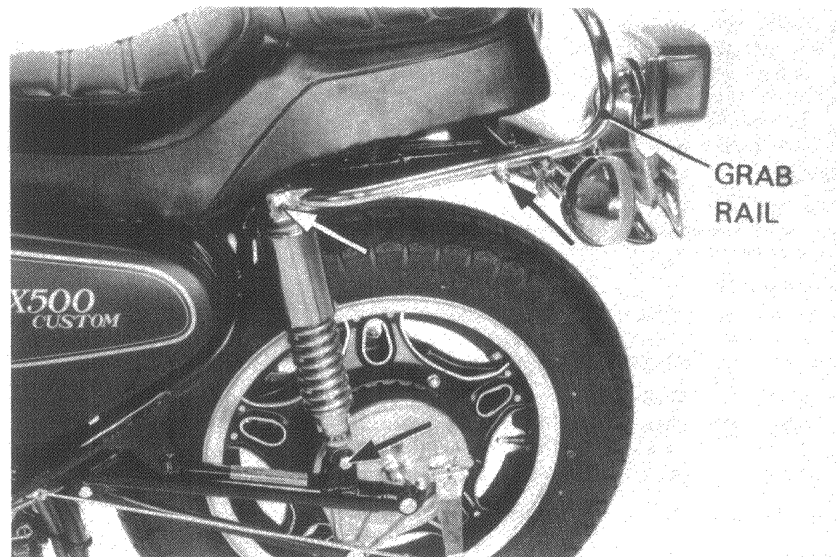
CUSTOM : REAR SHOCK ABSORBER

• 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.

