

13.05.80

HONDA XL500S

OWNER'S MANUAL
MANUAL DE EXPLICACIONES
MANUEL DU CONDUCTEUR
FAHRER-HANDBUCH

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PREFACE

This booklet is your guide to the basic operation and maintenance of your new motorcycle.

Please take the time to read the Owner's Manual carefully. As with any fine machine, proper care and maintenance are essential for trouble-free operation and optimum performance.

Your authorized Honda dealer will be glad to provide further information or assistance and is equipped to handle your future service needs.

Thank you for selecting a Honda. We wish you many miles of continued riding pleasure in the years ahead.

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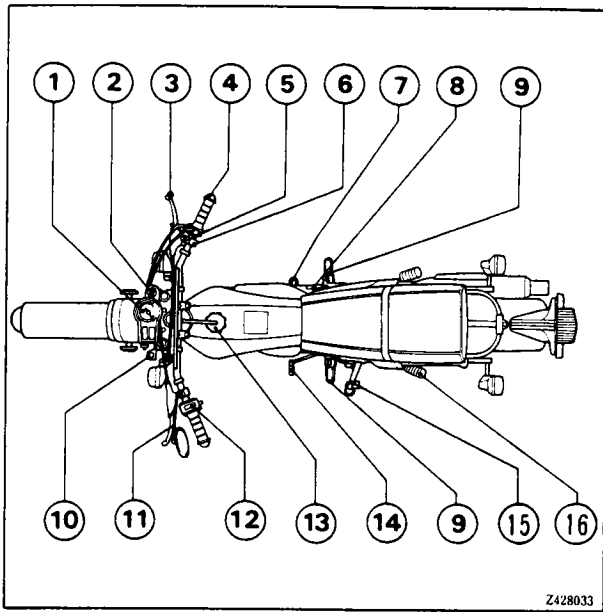
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EQUIPMENT AND CONTROLS

Control Location

- (1) Speedometer
- (2) Ignition switch
- (3) Front brake lever
- (4) Throttle grip
- (5) Engine stop switch
- (6) Headlight switch
- (7) Rear brake pedal
- (8) Kick starter pedal
- (9) Foot pegs
- (10) Choke knob
- (11) Clutch lever
- (12) Headlight dimmer switch (above)
Turn signal switch (middle)
Horn switch (below)
- (13) Fuel filler cap
- (14) Gearshift pedal
- (15) Side stand
- (16) Passenger foot peg



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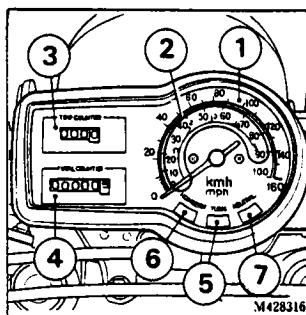
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Instruments and Indicator Lights

The instruments are grouped together above the headlight case.

- | | |
|---------------------------|---------------------------------|
| (1) Speedometer | (5) Turn signal indicator light |
| (2) Gear range indicators | (6) High beam indicator light |
| (3) Trip counter | (7) Neutral indicator light |
| (4) Total counter | |

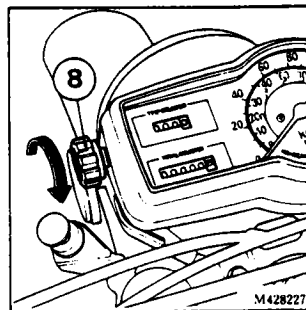
The gear speed range indicators indicate proper speed for each gear.



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Trip Meter

Use the trip counter to calculate mileage on trips. Reset to zero with the knob (8).



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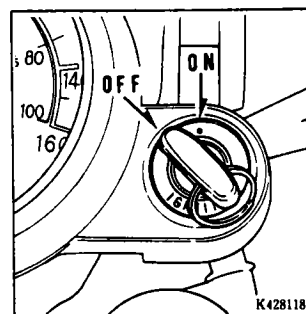
12

Ignition Switch

The ignition switch is located on the right side of the speedometer.

OFF: All electric circuits open. Engine cannot be started. Key can be removed.

ON: All electric circuits close. Turn signal and stoplight can be operated. Engine can be started and headlight can be operated only when the engine is running. Key cannot be removed.



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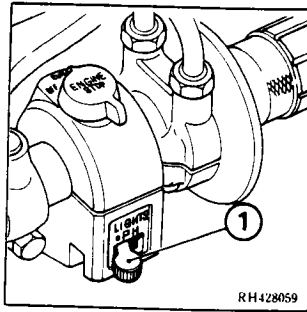
Headlight Switch

The headlight switch (1) has three positions; "H", "P" and "OFF" marked by a red dot to the left of "P".

H: Headlight, taillight, position light and meter lights on.

P: Position light, taillight and meter lights on.

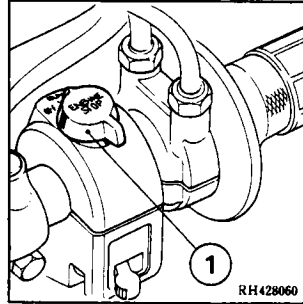
OFF (red dot): Headlight, taillight, position light and meter lights off.



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Engine Stop Switch

Your motorcycle is equipped with an engine stop switch (1). In the "OFF" position, the ignition circuit is open. The switch should normally be placed in the "RUN" position. Do not use this switch except to stop the engine in an emergency.



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Turn Signal Switch

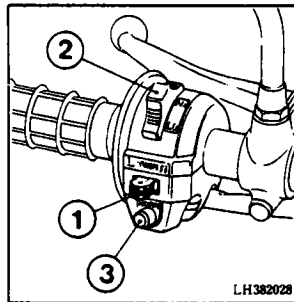
To signal a left turn, move the switch (1) to the "L" position. To signal a right turn, move the switch (1) to the "R" position.

Headlight Dimmer Switch

Turn the headlight dimmer switch (2) to "Lo" for low beam, and "Hi" for high beam.

Horn Button

When this button (3) is pressed the horn sounds.



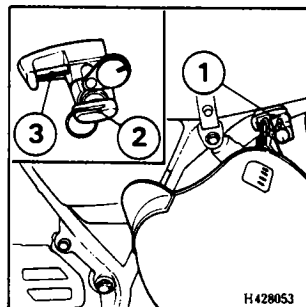
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Helmet Holder

The helmet holder (1) eliminates the need for carrying your helmet after parking. The holder can be locked to help prevent theft.

1. Unlock the holder with the ignition key (2).
2. Hang your helmet on the holder pin (3) and push the pin to lock. This automatically locks the helmet holder.

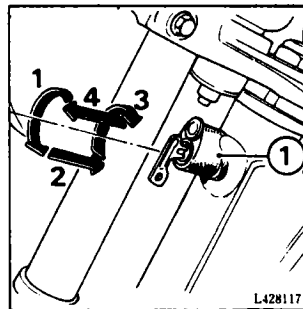
WARNING: The helmet holder is designed for helmet security while parking. Do not operate the motorcycle with a helmet attached to the holder.



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Steering Lock (E, F, G, B, ED, S)

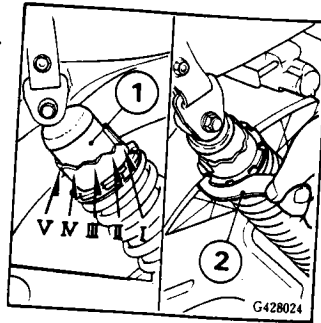
The motorcycle has a steering lock (1) on the steering column under the headlight case. To lock the steering, turn the handlebar all the way to the right, insert the steering key in the lock, turn the key 60° to the left, and press the lock all the way in. Turn the key back to the original position and remove. To unlock the steering, perform the locking sequence in the reverse order.



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Rear Shock Absorbers

Each rear shock absorber (1) has five adjustment positions for different types of road or riding conditions. Position I is for light loads and smooth road conditions. Positions II to V progressively increase spring tension for a stiffer rear suspension, and are used when the motorcycle is more heavily laden or operated on rough roads. Adjustment can be made with the pin spanner (2).

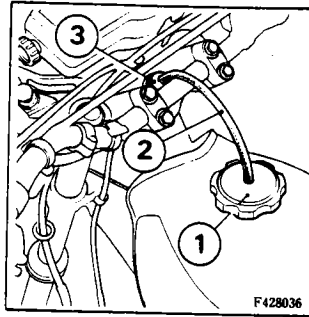


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FUEL AND OIL

Fuel Filler Cap

The fuel tank holds 10 liters (2.6 U.S. gal., 2.2 Imp. gal.) including the 2.0 liters (0.53 U.S. gal., 0.44 Imp. gal.) in the reserve supply. To open the filler cap (1), pull off the breather tube (2) from the steering stem nut (3) and turn the cap (1) counterclockwise. Use low-lead gasoline with an Octane number of 96 or higher. If "knocking" or "pinging" occurs, try a different brand of gasoline or higher octane grade.



WARNING:

- Do not overfill the tank (there should be no fuel in the filler neck).
- After refueling, make sure the filler cap is closed securely.
- Gasoline is extremely flammable and even explosive under certain conditions. Whenever the filler cap is open, be sure the engine is stopped and that there are no lighted cigarettes or flames nearby.
- Do not spill gasoline onto the air cleaner cover.

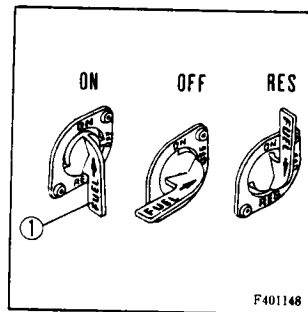
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Fuel Valve

The fuel valve (1) is located under the left side of the fuel tank. With the valve set in the "OFF" position, fuel supply is cut off. The valve should be set in this position when the motorcycle is not in use.

Turn to the "ON" (straight down) position for normal riding (gasoline will flow to the carburetors).

Turning the fuel valve to the "RES" position allows fuel to flow from the reserve supply.



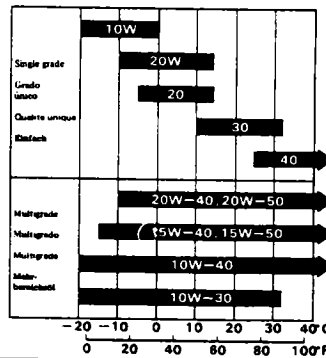
32

Engine Oil

Good engine oil has many desirable qualities. Use only high detergent, quality motor oil certified on the container to meet or exceed requirements for service SE. It is not necessary to use additives.

Viscosity:

Viscosity grade of engine oil should be based on average atmospheric temperature in your riding area. The following provides a guide to the selection of the proper grade or viscosity of oil to be used at various atmospheric temperatures.



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PRE-RIDING INSPECTION

Prior to starting your motorcycle, perform a general inspection as a matter of habit to make sure that the motorcycle is in good, safe riding condition.

Check the following items and if adjustment or servicing is necessary, refer to the appropriate section in the manual.

Engine oil level - Check the level and add if necessary. (See page 48).

Fuel level - Fill the fuel tank when necessary. (See page 30).

Brakes - Inspect the operation of the front and rear brakes. Adjust the free play if it is excessive. (See page 76).

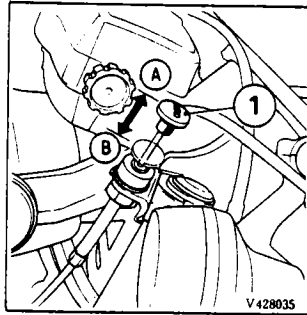
36

- Tires - Check the air pressure and tires for wear or damage. (See page 98.)
- Battery electrolyte - Check the level and add if necessary. (See page 94.)
- Throttle operation - Check the throttle operation, cable routing and free play. Correct or replace if necessary. (See page 64.)
- Lighting - See that all lights operate properly.
- Drive chain - Check condition of drive chain and measure the chain tension. Adjust if the chain tension is incorrect. Lubricate if it appears dry. Replace if it is badly worn or damaged. (See page 72.)

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STARTING THE ENGINE

1. Turn the fuel valve to the "ON" position.
2. Insert the key in the ignition switch and turn to the "ON" position.
3. Shift the transmission into neutral. The neutral indicator (green) should go on.
4. Make sure the engine stop switch is in the "RUN" position.
5. Pull the choke knob (1) out to the fully closed position (A), if the engine is cold.



NOTE:

- Since the engine decompression system is interlocked with the kickstarter, a quick, vigorous kick from the top of the stroke is most effective.
- This motorcycle can be kickstarted with the transmission in gear by disengaging the clutch before operating the kickstarter.

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CAUTION: Do not allow the kick starter to snap back freely against the pedal stop as engine case damage could result.

6. Operate the kick starter.
7. Warm up the engine until it runs smoothly with the choke open (B).

NOTE: When the temperature is extremely low, prime the engine before starting by cranking several times with the kick starter. The ignition switch should be turned "OFF". Keep the choke closed and the throttle opened.

WARNING: Exhaust gases contain poisonous carbon monoxide. Never run the engine in a closed garage or confined area.

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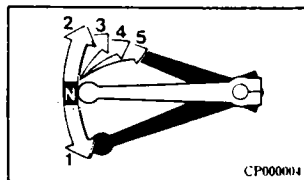
BREAK-IN PROCEDURE

During the first 1,000 km (600 miles) operate your new motorcycle so the engine neither pulls laboriously nor exceeds 80% of the maximum rpm in any gear. Avoid full throttle operation, and select your gear changes to spare the engine undue stress. Careful break-in operation during the initial mileage period will measurably extend the service life of the engine.

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RIDING THE MOTORCYCLE

1. Warm up the engine.
2. With the engine idling, squeeze the clutch lever and shift into low (1 st) by depressing the gearshift pedal.
3. Slowly release the clutch lever while gradually increasing speed. Coordination of these two operations will assure a smooth start.
4. When the motorcycle attains smooth forward motion, slow down the engine, squeeze the clutch lever again and shift into 2nd by raising the shift pedal. Do the same for the other gears.
5. Coordinate the throttle and brakes for smooth deceleration.
6. Both front and rear brakes should be used at the same time and should not be applied strongly enough to lock the wheel, or braking effectiveness will be reduced and control of the motorcycle be difficult.



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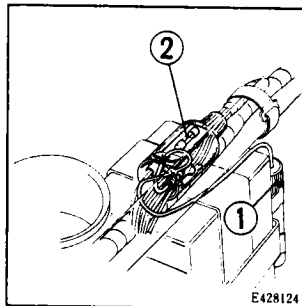
Fuse Replacement

The fuse holder is entered in the connector boot attached the frame pipe by the clamping band under the seat and upper the battery. The specified fuse is 10A.

When frequent failure of the fuse occurs, it usually indicates a short circuit or an overload in the electrical system. Consult your Honda dealer.

WARNING: Never use a fuse with a different rating from that specified on the fuse holder and never use conductive material to replace a fuse.

(1) Fuse holder (2) Spare fuse



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Tire Servicing

Correct tire inflation pressure will provide the best road stability and riding comfort, as well as a long tire life.

Cold Tire Pressure:			
Driver only	kPa (kg/cm ² , psi)	Front: 150 (1.5, 21)	Rear: 150 (1.5, 21)
Driver and one passenger	kPa (kg/cm ² , psi)	Front: 150 (1.5, 21)	Rear: 175 (1.75, 24)*
Tire size		Front: 3.00-23-4PR	Rear: 4.60-18-4PR

WARNING: Operation with excessively worn tires is very hazardous and will adversely affect traction steering and handling.

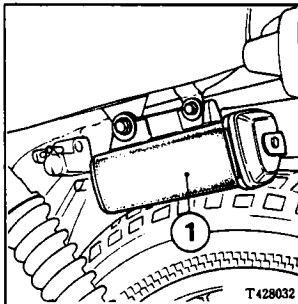
*U type: 150 (1,5)

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Tool Kit

Listed below are the items included in the tool kit (1).

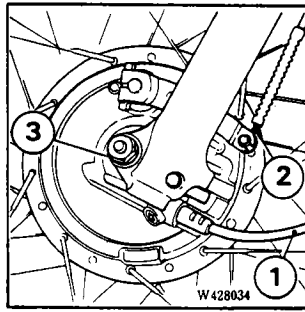
- 5 mm hex. wrench
- Spark plug wrench
- 10 x 12mm open end wrench
- Pin wrench
- 14 x 17mm open end wrench
- Tool bag
- Pliers
- No. 2 screwdriver
- No. 2 phillips screwdriver
- No. 3 phillips screwdriver
- Screwdriver grip
- 17 x 21 mm box wrench
- 22 mm wrench and handle lever



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Front Wheel Removal

1. Raise the wheel off the ground by placing a support block under the engine.
2. Remove the speedometer cable (1) from the front wheel hub assembly.
3. Disconnect the brake cable (2) from the brake arm.
4. Remove axle nut (3).
5. Remove axle holder nut (4) and the front axle holder (5).
6. Remove the axle (6). Remove the wheel.



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Installation note:

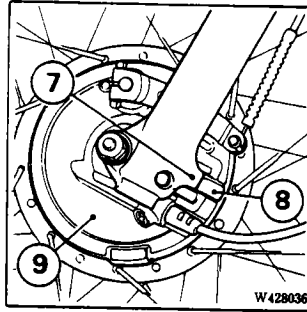
CAUTION: To prevent twisting of the front suspension, clean any oil or grease from the mating surfaces of the axle and right fork leg.

1. Reverse the removal procedure.
2. Insert the axle through the wheel hub and left fork leg. Make sure that the tag (7) on the fork leg is located in the slot (8) in the brake panel (9).
3. Adjust the front brake.

CAUTION: Always replace the used cotter pin with new one.

Torque for the axle nut: 50–80 N·m (5.0–8.0 kg-m, 36–58 ft-lbs)

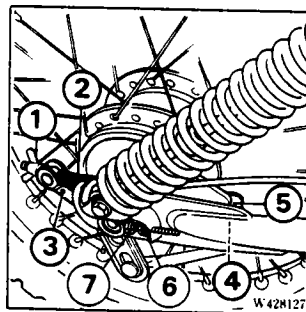
Torque for the axle holder nut: 10–12 N·m (1.0–1.2 kg-m, 7–9 ft-lb).



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Rear Wheel Removal

1. Raise the wheel off the ground by placing a block under the engine.
2. Remove the rear brake adjusting nut (1) and disconnect the brake rod (2) from the brake arm (3).
3. Remove the cotter pin (4) and axle nut (5).
4. Loosen the lock nut (6) and chain adjuster (7) on the both side of the swingarm. Push the wheel forward and derail the drive chain from the driven sprocket.
5. Pull out the rear axle and remove the rear wheel. Remove the brake panel from the wheel hub, leaving it connected to torque arm.



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Installation:

To install the rear wheel, reverse the removal procedure.

CAUTION: Always replace the used cotter pin with a new one.

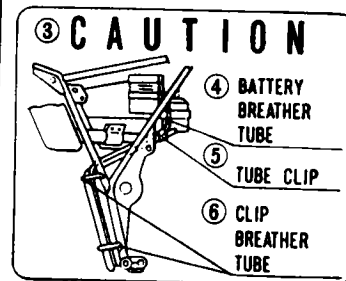
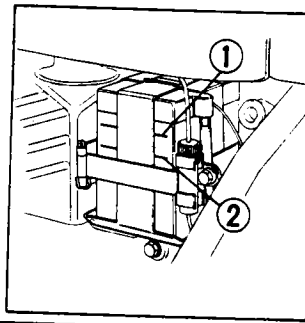
Torque for axle nut: 70–110 N·m (7.0–11.0 kg-m, 51–80 ft-lb).

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Battery Care

Inspecting and maintaining the electrolyte level should be performed at the mileage intervals indicated in the Maintenance Schedule (page 102) and Pre-riding Inspection (page 36). The electrolyte level must be maintained between the upper (1) and lower (2) level marks. If low, add distilled water to raise the levels. Use a syringe or plastic funnel. The battery is accessible by removing the battery cover.

CAUTION: When installing the battery, route the battery breather tube as shown in the figure and be careful not to bend or twist the tube.

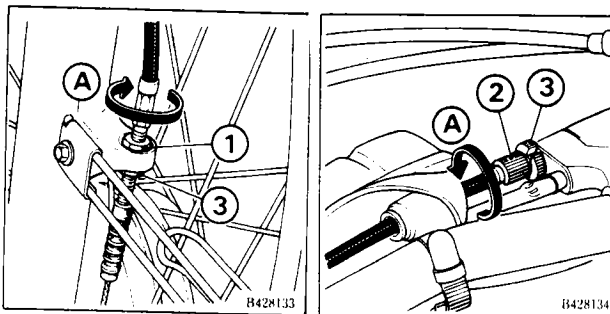


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Brakes

Front brake adjustment:

Raise the front wheel off the ground by placing a support block under the engine, spin the front wheel by hand and measure the free play distance that the front brake lever moves before the brake starts to engage. Free play, measured at the tip of the brake lever, should be maintained at 25–30 mm (1.0–1-3/8 in.). Major adjustment should be made with the lower adjuster (1) at the front wheel. Minor adjustment can be made with the upper adjuster (2) on the brake lever. To adjust, loosen the lock nut (3) and turn the adjuster (1) or (2). Turning the adjuster in the direction (A) will decrease the free play.



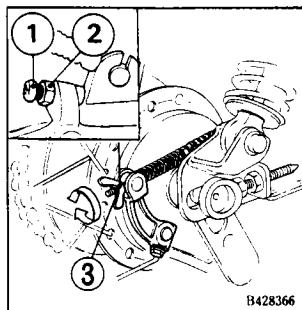
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Rear brake adjustment:

The stopper bolt (1) is provided to allow adjustment of the pedal height. To adjust the pedal height, loosen the lock nut (2) and turn the stopper bolt.

It is important to have the free travel checked regularly. Correct free travel is 10–15 mm (3/8–5/8 in.).

To check, place the motorcycle on a support block to raise the rear wheel off the ground, rotate the wheel by hand and note the distance that the pedal can be pushed before the brake starts to engage. Adjustment is made by turning the adjuster (3) either in or out as necessary. Turning it clockwise decreases the free travel.

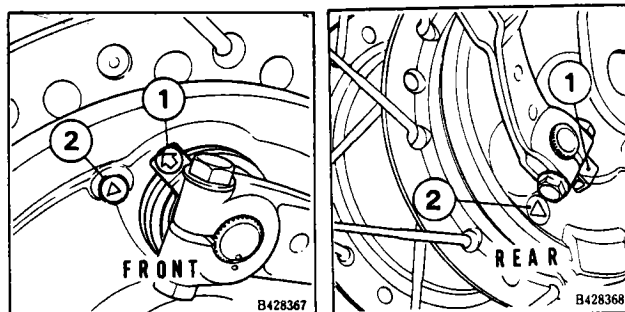


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Brake wear indicator:

With the brake pedal held down, check to see that the arrow (1) is not aligned with the reference mark (2). If the arrow (1) aligns with the mark (2), replace the brake shoes with new ones.

NOTE: When the brake service is necessary, see your authorized Honda dealer. Use only genuine Honda parts or its equivalent.

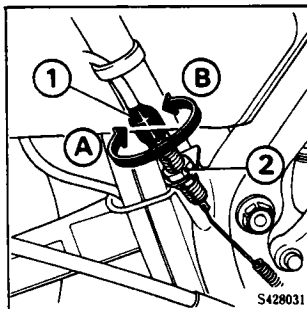


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Stoptlight Switch Adjustment

Check the operation of the stoplight switch (1) at the right side behind the engine from time to time.

Adjustment is done by turning the adjusting nut (2). Turn the nut in the direction (A) if the switch operates too late and in direction (B) if the switch operates too soon.



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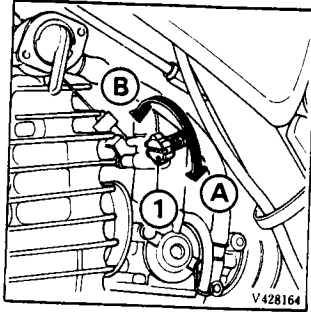
Front and Rear Suspension Inspection

1. Check the front fork assembly by locking the front brake and pumping the fork up and down vigorously. Suspension action should be smooth and there must be no oil seepage.
2. Rear fork bushing – this can be checked by pushing hard against the side of the rear wheel while the motorcycle is on a support block to raise the rear wheel and feeling for looseness of the fork bushings.
3. Carefully inspect all front and rear suspension fasteners for tightness.

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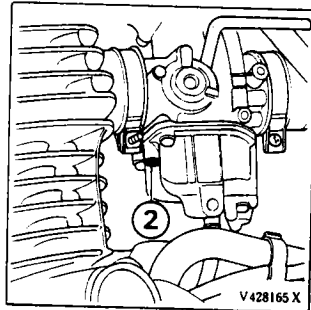
Carburetor Adjustment

1. Check the transmission in neutral position. Start and warm up the engine to normal operating temperature.
2. Set the engine idle speed to $1,200 \pm 100 \text{ min}^{-2}$ ($1,200 \pm 100 \text{ rpm}$) by adjusting the throttle stop screw (1). Turning the throttle stop screw in the (A) direction will increase the rpm, and turning in the (B) direction will result in a decrease.



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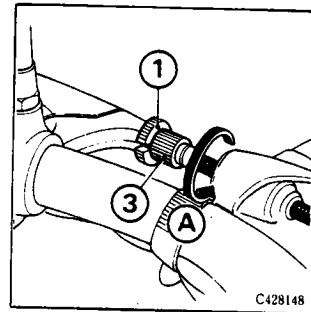
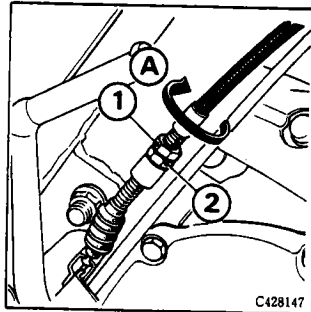
3. Turn the pilot screw (2) clockwise until the engine misses or decreases in speed, then counterclockwise until the engine again misses or decreases in speed. Set the screw exactly between these two extreme positions to adjust fuel mixture. Usually the correct setting will be found to be 2.0 [1-3/4] turns open from fully closed position.
4. If the idle speed is found unstable condition after adjusting fuel mixture. Readjust the idle speed by turning the throttle stop screw.



68 [] B type only

Clutch Adjustment

1. The normal clutch lever free play is 15–25 mm (5/8–1 in.) at the lever end. If adjustment is necessary, loosen the lock nut (1) on the lower adjuster (2). Turning the adjuster in direction (A) will decrease the free play of the clutch lever.
2. The adjustment can also be made in the same manner at the upper adjuster (3).



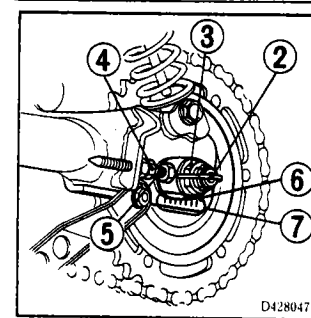
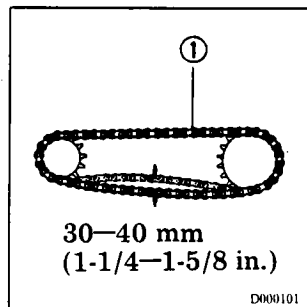
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Drive Chain

Drive chain adjustment:

Check the drive chain for wear and tension. If it appears dry, apply a lubricant.

1. Place the motorcycle on the side stand. Move the chain (1) up and down with your fingers at a point midway between the sprockets. Adjust slack so that it is approx. 30–40 mm (1-1/4–1-5/8 in.)
2. To adjust, remove the rear axle nut cotter pin (2) and loosen the rear axle nut (3). Then loosen the lock nuts (4) and turn the adjusting bolts (5).
3. Check the chain adjuster index mark (6) align with corresponding scale (7) graduation on both side of swingarm.



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Drive chain lubrication:

1. If dirty or rusted, clean with brush and solvent, wipe and dry with a clean rag.
2. Inspect the chain for wear (sloppy joints), stiffness and binding at the joints, and broken or separated rollers. Apply a liberal amount of high quality chain lubricant. If damaged or worn, the chain should be replaced.

When the replacement of drive chain is required. See your authorized Honda dealer.

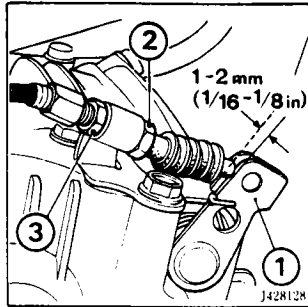
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Starter Decompressor

NOTE: Perform the starter decompressor adjustment after the valve clearance has been adjusted.

1. Remove the index mark cap and timing mark hole cap.
2. Rotate the crankshaft counterclockwise and align the "T" mark on the generator rotor with the index mark on the crankcase cover. Be sure that the piston is at T.D.C. (Top Dead Center) of the compression stroke (See page 54).
3. Measure the free play at the tip of the decompression upper lever (1). To adjust, loosen the lock nut (2) and turn the adjusting nut (3).

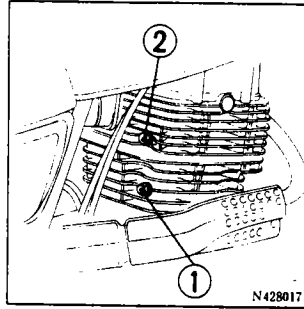
CAUTION: Excessive free play causes hard starting. Insufficient free play may cause erratic engine idle and valve burning.



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Cam Chain Adjustment

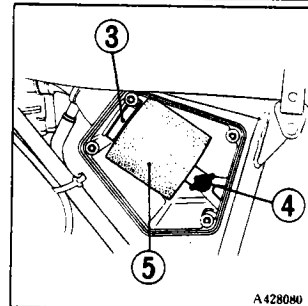
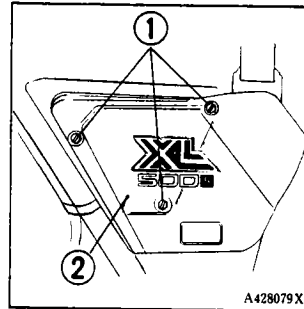
1. Start the engine and set the idle speed at $1,200 \pm 100 \text{ min}^{-1}$ (1,200 \pm 100 rpm).
2. Loosen the cam chain tensioner lock nut (1) and special bolt (2), and then, the cam chain tensioner will be automatically positioned itself to provide the correct tension.
3. Retighten the cam chain tensioner lock nut (1) and special bolt (2).



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Air Cleaner Servicing

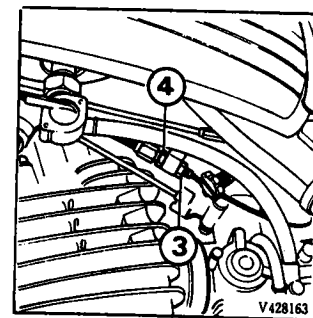
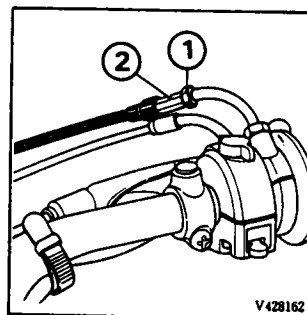
1. Remove the air cleaner cover (2) by unscrewing the cover bolt (1).
 2. Loosen the element set band (3) and remove the element holder wing nut (4).
 3. Remove the element holder. Remove the element from the holder.
 4. Wash the cleaner element (5) in clean solvent and allow to dry thoroughly.
 5. Soak the air cleaner element in clean gear oil (SAE80-SAE90) until saturated, then squeeze out excess oil.
 6. Reinstall the air cleaner and cover.
- WARNING:** Gasoline or low flash point solvents are highly flammable and must not be used to clean the element.



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Throttle Operation

1. Check for smooth rotation of the throttle grip from the fully open to the fully close position at both full steering positions.
2. Check the throttle grip free play at the grip. Standard play is approx. 2-6 mm (0.08-0.24 mm) at the grip flange. To adjust the play, loosen the lock nut [upper (1) or lower (3)] and turn the adjuster [upper (2) or lower (4)].



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MAINTENANCE

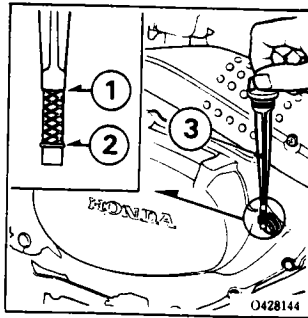
Engine Oil

Oil level check:

Check oil level at the start of each day the motorcycle is to be operated.

Oil level must be checked with the motorcycle standing upright on level ground and the oil filler cap touching the surface of the filler opening but not screwed in.

Oil level must be maintained between the upper (1) and lower (2) level marks on the oil filler cap dipstick (3). Add recommended oil (page 34) up to the upper level mark (1), if necessary. The oil should be changed and the oil filter cleaned at the maintenance intervals shown on page 101.

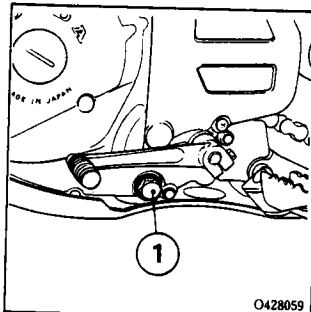


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Oil change:

Drain the oil while the engine is still warm.

1. Remove the oil filler cap.
2. Place an empty oil drain pan under the engine and remove the oil drain plug (1).
3. Operate the kick starter several times to aid in complete draining of the remaining oil.
4. Reinstall the plug (1), making sure that the sealing washer is in good condition.
5. Fill with approx. 2.0 liters (2.1 U.S. qt., 1.8 Imp. qt.) of recommended grade oil. Start the engine and run for several minutes; then stop it and recheck the oil level. Add oil if necessary.



50 **CAUTION:** Change the oil more frequently than recommended on page 101 depending upon the severity of dust conditions.

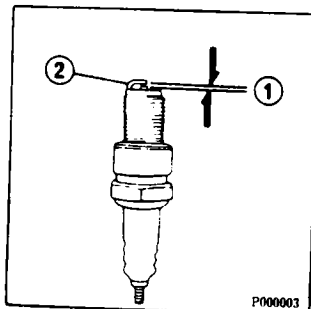
Spark Plug

Specified spark plug:

NGK DR8ES-L, ND X24ESR-U (E, G, F, B, ED, S)

NGK D8EA, ND X24ES-U (U, SA, D)

1. Remove the spark plug lead and take out the plug with the special wrench provided in the tool kit.
2. Inspect the electrodes and center porcelain for deposits, erosion or carbon fouling. If the erosion or deposit is heavy, replace the plug. Clean a carbon or wet-fouled plug with a plug cleaner, otherwise use a wire brush.
3. Measure with a feeler gauge and adjust to 0.6 – 0.7 mm (0.024 – 0.028 in.) (1) by bending the side electrode (2). Do not over-tighten.

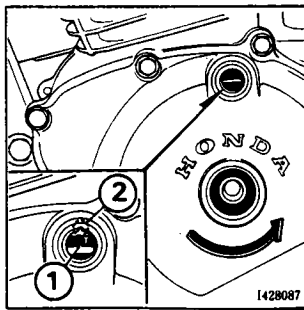


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Valve Tappet Clearance

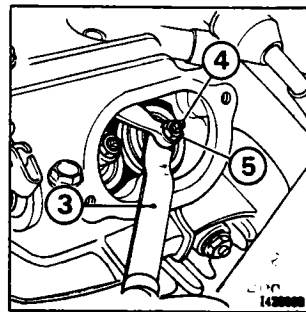
Checking or adjusting of the tappet clearance should be performed while the engine is cold.

1. Turn the fuel valve to the "OFF" position and remove the fuel tank.
2. Remove the index mark cap, timing mark hole cap, and two tappet covers.
3. Rotate the generator rotor counterclockwise and align the "T" mark (1) with the index mark (2). Make sure the piston is at the top of the compression stroke by feeling the tappets with your fingers. If the tappets are free, it is an indication that the piston is at the top of the compression stroke. If the tappets are tight, rotate the generator rotor 360° and re-align the marks.



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4. Check the clearance of both valves by inserting the feeler gauge (3) between the tappet adjusting screw (4) and valve stem. Standard tappet clearance: In. 0.05 mm (0.002 in.)
Ex. 0.10 mm (0.004 in.)
5. Adjustment is made by loosening the lock nut (5) and turning the screw (4). After tightening the lock nut (5), recheck the clearance.



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SPECIFICATIONS

1)	2)					
	1,000 km (600 miles)	2,000 km (1,200 miles)	3,000 km (1,800 miles)	4,000 km (2,500 miles)	5,000 km (3,100 miles)	6,000 km (3,700 miles)
3)	R					
4)	R					
5)	R					
6)	R					
7)	R					
8)	R					
9)	R					
10)	R					
11)	R					
12)	R					
13)	R					
14)	R					
15)	R					
16)	R					
17)	R					
18)	R					
19)	R					
20)	R					
21)	R					
22)	R					
23)	R					
24)	R					
25)	R					
26)	R					
27)	R					
28)	R					
29)	R					
30)	R					
31)	R					

MAINTENANCE SCHEDULE

- Perform Pre-Ride Inspection (Page 36) at each maintenance period.
- WHICHEVER COMES FIRST
 - ODOMETER READING
- For higher odometer readings, repeat at the frequency interval established here.
- ENGINE OIL
 - OIL FILTER SCREEN
 - AIR CLEANER
 - FUEL LINES
 - SPARK PLUG
 - VALVE CLEARANCE
 - STARTER DECOMPRESSOR
 - CAM CHAIN TENSION
 - THROTTLE OPERATION
 - CARBURETOR IDLE SPEED
 - CARBURETOR CHOKE
 - BALANCER CHAIN TENSION
 - DRIVE CHAIN
 - BATTERY
 - BRAKE SHOE WEAR
 - BRAKE SYSTEM
 - BRAKE LIGHT SWITCH
 - HEADLIGHT AIM
 - CLUTCH FREE PLAY
 - SIDE STAND
 - SUSPENSION
 - NUTS, BOLTS, FASTENERS
 - WHEELSPOKES
 - STEERING HEAD BEARING
- More frequent service may be required when riding in dusty areas.
- Initial service period: 300 km (200 miles)
- More frequent service may be required when riding OFF-ROAD
- Replace every 3,000 km (1,800 miles)
- Inspect every 1,000 km (600 miles)
- ** IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY AN AUTHORIZED HONDA DEALER.**
- * SHOULD BE SERVICED BY AN AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND IS MECHANICALLY QUALIFIED.**
- * Every year
 ** Every month
 I - Inspect, clean, adjust or replace if necessary
 R - Replace
 C - Clean
 A - Adjust

DIMENSIONS	
Overall length	2,205 mm (86.8 in.) < 2,255 mm > [2,175 mm]
Overall width	890 mm (35.0 in.)
Overall height	1,185 mm (46.6 in.)
Wheelbase	1,405 mm (55.1 in.)
WEIGHT	
Dry weight	132 kg (291 lbs)
CAPACITIES	
Passenger capacity	Operator and one passenger Uno para motociclista y otro para un acompañante Conducteur et un compagnon Fahrer und ein Beifahrer
Engine oil (After disassembling)	2 liter (2.1 U.S. qt., 1.8 Imp. qt.)
Fuel tank	10 liter (2.6 U.S. gal., 2.2 Imp. gal.)
Fuel reserve	2.0 liter (0.53 U.S. gal., 0.44 Imp. gal.)
ENGINE	
Bore and stroke	89.0 x 80.0 mm (3.50 x 3.15 in.)
Compression ratio	8.6 : 1
Displacement	498 cm ³ (30.37 cu-in.)
Spark plug gap	0.6-0.7 mm (0.024-0.028 in.)
Valve tappet clearance intake	0.05 mm (0.002 in.)
exhaust	0.10 mm (0.004 in.)
CHASSIS AND SUSPENSION	
Caster	61° 30'
Trail	138 mm (5.4 in.)
Tire size, front	3.00-23 (4 PR)
Tire size, rear	4.60-18 (4 PR)
POWER TRANSMISSION	
Primary reduction	2.379
Gear ratio, 1st	2.462
2nd	1.647
3rd	1.250
4th	1.000
5th	0.840
Final reduction	2.786
ELECTRICAL	
Battery	6 V - 4 AH
Generator	A.C. generator Generador de c.a. Alternateur à courant alternatif Wechselstrom-Generator

XL500S WIRING DIAGRAM (G, ED TYPES)
DIAGRAMA DE ALAMB RADO (TIPOS G, ED)

