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*Cafe Racer (Honda CX 500 by  
Wena Customs) Honda Cxl500  
And 650 V*

Honda's CX500, GL500, CX650  
and GL650 The Honda CX500  
was designed in the 1970s  
and were sold up until the  
mid 1980s in various forms  
around the world. It's  
tagline from Honda was  
"First Into The Future", and  
it was Honda's first V-twin  
motorcycle. It was also the  
first production motorcycle  
in the world to utilise

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tubeless tyres.  
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It is said that the Honda CX500's roots belong in the mid-70s with a pair of prototypes - firstly, the CX350/A3/A23 V-twin of 358cc capacity. Chain drive, automatic transmission, 90 degree cylinder angle and air cooled. The second variant - CX360/A3S - was water-cooled, apparently 80° & and some variants had forced induction. Bore/stroke for the non-forced-induction model was 72x44mm and ...

~~Model Differences and~~

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0301  
However, in a cost-cutting exercise, Honda manufactured the 650 Turbo fairing from ABS plastic as opposed to the 500 turbo's GRP. Honda built 1,777 models, with fewer than 1,200 imported to the U.S. and Canada. In the fall of 1982, it was Honda's intent to provide a singular new CX650T to each American Honda Dealership for sale. Sales were lackluster due to the bikes high retail cost and . . .

~~Honda CX series — Wikipedia~~  
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twins (Pocket, 1993), Pocket  
...~~

Honda CX and GL; Carbs and  
Fuel System; At it's most  
basic, the fuel system in  
the CX and GL bikes is a  
fuel tank with a manual  
petcock with a single outlet  
that leads to the twin CV  
carburetors. Later models  
had a vacuum petcock which  
results in additional  
tubing, but the basic setup

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remains the same. Fuel tank  
. Small note - GL500 and  
GL650 tanks are  
interchangeable in terms of  
fitment ...

~~Fuel system and carburetors  
— Honda CX500, GL500, CX650  
...~~

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said that the Honda CX500's  
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with a pair of prototypes -  
firstly, the CX350/A3/A23 V-  
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Chain drive, automatic  
transmission, 90 degree  
cylinder angle and air  
cooled ...

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The CX500 and all other variants are water cooled; as such, they have a radiator and a fan. All variants of the 500 (CX, GL, Sports) have a mechanical fan driven by the camshaft, while the 650 models featured a thermostat-controlled electric fan. We have seen one CX400 Custom with an electrical fan.

~~Cooling system - Honda  
CX500, GL500, CX650, GL650  
etc.~~

The NT650V Deauville is another classic example of Honda producing a clever,

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practical and hugely sensible middleweight - yet also one that's sometimes derided for having a dull, overly worthy image. Bikes like Honda's CX500, VT500 and non-UK PC800 Pacific Coast also fall into the same category.

~~Honda NT650V Deauville  
(1998-2006): Review & Buying  
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