

VT 500E

The Honda VT500E is the bike that rethinks established V-twin design.

When the VT500E was first on the drawing board, Honda's engineers wanted a V-twin engine that would feature a compact, space-saving configuration.

To achieve this they needed a design which would allow any V angle instead of the traditional 90° layout. Honda did this by utilising the unique concept of an off-set, dual pin crankshaft. This meant that any V angle could be used with the added advantage of totally eliminating primary vibration for unbelievably smooth running. The 52° V-twin delivers 52 PS at 9000 rpm thanks to a single overhead cam and a 3-valve-per-cylinder layout. To ensure that the engine operates at the optimum temperature, the unit is liquid cooled and has a radiator fitted with a thermostatic electric fan.

To complement the performance, the frame is a rigid, double cradle unit and the front forks are air-assisted. Reliable braking whatever the weather is achieved thanks to Honda's inboard front ventilated disc brake with dual-piston caliper.

The VT500E has such low maintenance



features as transistorised ignition, an auto camchain tensioner and an efficient shaft drive. Other items which help make the VT500E such a practical bike include twin plug ignition for outstanding economy, a long range 18 litre fuel tank, comprehensive instrumentation, a halogen headlamp and, of course, the VT500E's proven record of reliability.

For 1986, the VT500E now sports new Candy Blue paintwork in addition to the Red colour scheme already available.

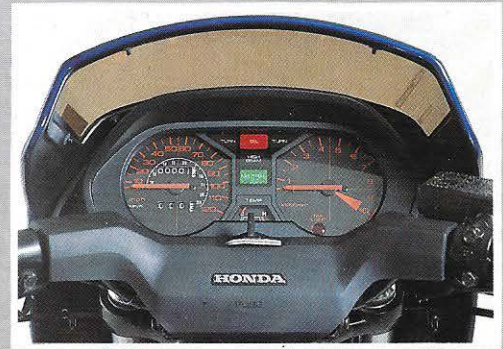


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VT 500E

KEY FEATURES

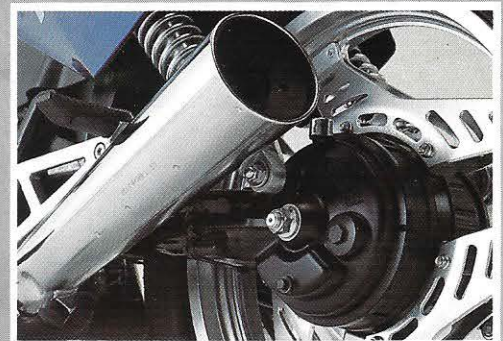
- Liquid-cooled SOHC 52° V-twin engine.
- High performance 3-valve layout.
- Electric fan equipped radiator for even running temperature.
- Honda's unique off-set, dual-pin crankshaft gives zero primary vibration.
- Twin plug ignition for outstanding fuel economy and drivability.
- Compact, lightweight CV carburetors.
- No-maintenance transistorised ignition with electronic advance.
- Low-maintenance, efficient enclosed shaft drive.
- Inboard ventilated front disc brake with dual-piston caliper.
- Air-assist 37 mm fork with fork brace.
- Big capacity 18 litre fuel tank.
- Lightweight compact double-cradle frame.
- Attractive handlebar fairing.
- Lightweight Boomerang type ComStar wheels.
- Euro-sport styling and colours.
- Passenger grab rail.



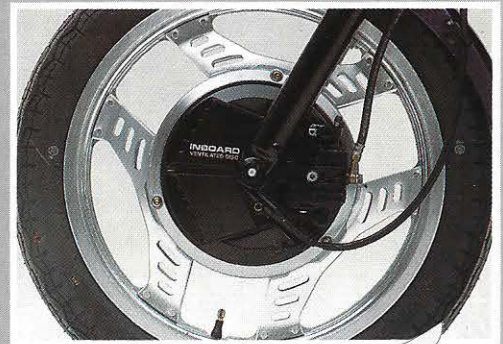
Extremely neat and legible instrumentation.



Compact, 52° V-twin configuration.



Efficient enclosed shaft drive.



Inboard ventilated front disc with dual piston caliper.

SPECIFICATION

Model	VT500E-F	
Engine	Liquid cooled SOHC 6-valve V-twin 4-stroke	
Bore & Stroke	71.0x62.0 mm	
Displacement	490 cc	
Compression Ratio	10.5:1	
Carburetors	2x32 mm CV type	
Max. Horsepower	52 PS/9000 rpm (DIN)	
Max. Torque	4.6 Kg-m/7000 rpm (DIN)	
Ignition	Transistorised with electronic advance	
Starter	Electric	
Transmission	6-speed	
Final Drive	Enclosed shaft	
Dimensions (LxWxH)	2195x760x1195 mm	
Wheelbase	1480 mm	
Seat Height	790 mm	
Ground Clearance	165 mm	
Fuel Capacity	18 litres including 2.5 litres reserve	
Wheels	Boomerang ComStar type	
Tyres	Front	100/90-18 56S
	Rear	120/80-18 62S
Suspension	Front	Air assisted 37 mm fork with fork brace, 150 mm travel
	Rear	Twin hydraulic dampers, 110 mm axle travel
Brakes	Front	Inboard ventilated disc with dual piston caliper
	Rear	Leading/trailing drum
Dry Weight	177 Kg	
Colours	Red or Blue	
Available	March 1986	



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