

Honda put together the first dual purpose motorcycle the magazines couldn't take apart.



Sometimes it seems like the motorcycle magazines have something against dual purpose motorcycles.

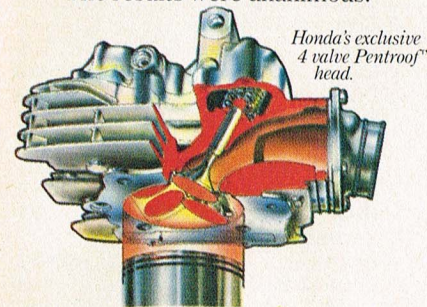
Listen to *Cycle World* for example: "Normally dual purpose machines are compromises between dirt and street designs... the result is a motorcycle that doesn't do anything well!"

So it's no surprise that when the motorcycle press got ahold of last year's Honda XL500S, they gave it the most grueling test rides imaginable.

Then they told the world exactly what they thought of it.

The XL500S is the best dual purpose motorcycle you can buy.

The results were unanimous.



Straight from the horse's mouth.

Cycle, the most popular magazine on two wheels, began with an august statement. "The big Honda thumper is unequivocally the best dual-purpose bike available today."

Cycle World named it one of the Year's Ten Best Motorcycles, but didn't stop there. "... it's more than just the best dual purpose bike, it's also one of the best small street bikes available", they said.

Cycle Guide was just as complimentary. "It's the Cadillac of the class!"

Motorcyclist named it "The Best Buy for 1980" out of a competitive field that wasn't merely dual purpose machines, but every motorcycle offered for sale in 1980.

And *Dirt Bike*, a magazine well-known for its thrash-it-within-an-inch-of-its-life riding style, simply said "Without a doubt, the Honda XL500S is the best big, four-stroke dual-purpose motorcycle built today."

There's only one problem with these great reviews. They're for the 1980 XL500S.

What are the magazines going to do this year?

Because this year's XL500S is even better than last year's.

Thumper and lightning.

The heart of the XL500S is what riders and reviewers affectionately call a thumper.

A big, single cylinder four-stroke with gobs of power and mountains of torque. Honda has taken the basic idea and refined it into one of the most comfortable and versatile powerplants on earth. Or off.

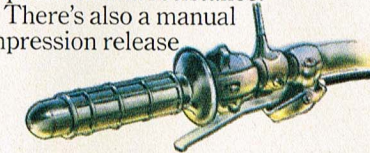
Honda's technologically advanced Pentroof™ combustion chamber uses four valves instead of the more conventional two.

And delivers better breathing at high rpm's without valve float.

By using two exhaust ports, the exhaust pipes can be tucked in closer to the frame while still improving exhaust flow efficiency.

To make it easier to start than an ordinary dual purpose machine, the XL500S employs an automatic compression release. As you kick down on the starter, the exhaust valves open slightly to reduce engine compression and resistance.

There's also a manual compression release



mounted on the handlebars for bump starting on downhill.

And to make it easier to maintain, the XL500S uses a high performance capacitor discharge ignition. No points. No maintenance. Ever.

The dirty truth.

The XL500S heads for the hills with all the equipment you need for Mother Nature.

Like suspension that would look at home on an enduro course. Leading axle forks with 8 inches of travel.

Gas-charged lay-down shocks with 7 inches of travel.

Both with new and improved damping rates for 1981.

The swing arm has been improved, too. This year, it's a box section design that pivots



on needle bearings.

Even the small touches are there. Like the enduro style chain guide and chain adjusters. The USDA-approved spark arrestor. Or the new extra wide front fender. Everything you need to leave civilization behind.

Meanwhile, back in town.

The XL500S, however, is anything but half-hearted on the street.

For all its power and torque, its engine is surprisingly smooth. Thanks to dual counter-balancers that dampen out vibration.

Its Honda-designed dual purpose tires hug the pavement, handle with predictability and ride smooth, even in the fast lane.

The XL500S comes complete with street legal lighting, refreshingly high gas mileage and a price tag that clearly shows that one bike is cheaper than two.

Automatic compression release makes kick starting easier.

A suggested reading list.

If you want to know more about the XL500S, you

don't have far to go. Visit a Honda dealer. Or pick up any of these fine magazines.

Cycle, May 1980.

Cycle World, October 1980. *Cycle Guide*,

October 1980. *Motorcyclist*,

1980 Buyer's Guide. *Dirt Bike*, November 1980. Their

writing should tell you exactly what you should be riding. The XL500S.

HONDA

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