

## **Nov 6, 2018 ~ Honda Announces Revisions to Popular CB500X for 2019**

Honda is taking a more adventurous turn with the 2019 Honda CB500X. Although nominally [ADV](#) in the past, a few changes this year moves the CB500X's needle in the direction of adventure. This was already a very comfortable motorcycle, but these changes should make it even more comfortable.

A bigger front wheel helps give a more adventure-style stance. There is a new fuel tank, radiator shroud, headlight, clear taillight lens, new LED turn signals, and a new shroud design helps direct radiator heat away from rider's legs.

The new full-featured LCD display has a larger screen, thinner bezel, gear position indicator, and a programmable upshift indicator that can be set to different rpm settings, while the screen stay doubles as a GPS mount. Windscreen is 20mm/.8" taller for great wind protection during high-speed cruising.

A new tapered handlebar improves feedback, control and style, while new rubber-mounted handlebar clamp minimizes vibration to rider's hands.

Let's take a look at what else is new.

**1. A 19-inch front wheel says adventure for the 2019 Honda CB500X.** Previously, the CB500X had two 17-inch wheels. Going to a 19-inch front wheel means that off-pavement performance will increase, as it will be easier to roll over obstacles with the larger diameter front wheel. It also gives access to more aggressive off-roadable rubber. Both ends have a new spoke design.

**2. The 2019 Honda CB500X gets new tires and revised brakes.** We haven't tried the [Dunlop](#) Trailmax Mixtour tires yet, but Honda describes them as having "more aggressive tire treads." The 160 rear tire width remains, with the front tire width, 110mm, down 10mm in the move to the 19-inch wheel. Revised hydraulic ratio in rear brake, combined with ABS, achieve improved brake modulation in low-traction situations. On the ABS version, upgraded modulators improve precision during ABS engagement.

**3. Suspension travel is longer in the rear, though a bit shorter in the front.** There's almost a quarter-inch (.2"/5mm) less fork travel on the 2019 Honda CB500X [2018 5.5"/140mm]. The new 5.3"/135mm of fork stroke is likely due to the larger diameter front wheel. Rear wheel travel, however, is 1.2"/31mm longer, and is now 5.9"/150mm [2018 4.7"/119mm]. New shock with advanced pressure-separation design from Honda's large sport models.

**4. Geometry is changed with more rake and a longer wheelbase.** The 2019 Honda CB500X gets its wheelbase extended an inch to nearly 57"/1.5m. Steering caster angle (Rake) changed by 1 degree (was 26.5 now 27.5 degrees). The result should be a more stable and predictable CB500X. The change isn't just cosmetic – it allows the bars to turn more than before, increasing full lock by 3° to 38° from centre. Turning radius reduced by nearly 203mm/8". The steel frame is unchanged, but the whole bike is raised by 10mm/.4" compared to the old model, giving 180mm/7.1" ground clearance. Changes have been made to the swing arm and chain tensioner.

**5. The longer rear suspension travel means a nearly inch-higher seat.** This could be a bit daunting to shorter riders, though, at 32.7"/830mm, the 2019 Honda CB500X's seat isn't unusually high for an [ADV bike](#). The seat is slimmer above pegs to aid touching feet to ground at stops. Lighter seat rails for improved mass centralization and better handling.

**6. Honda didn't forget the motor and transmission, so the 2019 CB500X gets some performance upgrades.** Honda points to changes in the intake track, valve timing, and exhaust to give the newest CB500X "increased torque and crisper (roll on) throttle response." Fuel-injector spray narrowed optimizing the fuel-droplet size for improved spray penetration on intake, improving combustion and creating more linear power. A new crank-sensor system with over 2.5 times more-frequent crank-position readings and model-specific fuel-injection settings allow more linear power delivery, with emphasis on low- and midrange power and more precise throttle response.

A smaller battery, along with repositioning of components, enable increased air-intake volume and addition of filter element in tract below headlights. Straighter velocity stacks and reshaped separators between the cylinders decrease turbulence.

The new muffler, with increased volume before and after catalytic converter, allows back-pressure optimized for improved low-end and midrange power. New dual-outlet muffler tip makes exhaust note racier-sounding to match new power.

The engine changes aren't reflected in peak power; it's still 35kW (47bhp), but Honda says there's 4% more power, and 3 to 4% more torque between 3000rpm and 7000rpm due to the tweaks.

New transmission gear-dog design is more precise for more accurate, sure shifting action. New assist/slipper clutch design, with the same engineering found in the CBR1000RR, decreases lever pull by 45%, especially helpful in stop-and-go traffic. New clutch adapts to load stresses for increased hook-up under heavy acceleration and reduced engine braking under downshifting. Lever shape improved as well.

**7. The photos you see are of the Euro version of the new CB500X.** There may be some minor changes to make the bureaucrats at the EPS and DOT happy. We do hope the [CRF450L](#)-style turn signals are retained.

**8. 2019 Honda CB500X will come in one striking color—Grand Prix Red.** Pricing and availability are going to be announced at a later date, but for reference, last year's CB500X rang in at \$6,599.

## 2019 Honda CB500x/CB500x ABS Specs

### ENGINE

Type:.....Parallel twin  
 Displacement:.....471cc  
 Power:.....47bhp (35kW) @ 8,600rpm  
 Torque:.....31.7lb-ft (43Nm) @ 6,500rpm  
 Bore x stroke:.....67.0 x 66.8mm  
 Compression ratio: ...10.7:1  
 Valve train: .....DOHC; 4 vpc  
 Fueling: .....EFI w/ 34mm throttle bodies

Transmission: .....6-speed  
Final drive: .....O-ring sealed chain

**CHASSIS**

Front suspension:.....Non-adjustable 41mm fork; 5.3"/135mm  
Rear suspension:.....Linkage-assisted spring-preload adjustable shock; 5.9"/150mm  
Tires: .....Dunlop Trailmax Mixtour  
Front tire: .....110/80 x 19 (Tubeless)  
Rear tire: .....160/60 x 17 (Tubeless)  
Front brake: .....320mm disc w/ 4-piston caliper  
Rear brake: .....240mm disc with 2-piston caliper

**DIMENSIONS**

Wheelbase: .....56.9"/1,445.26mm  
Ground clearance: ....7.1"/180mm  
Rake: .....27.5 degrees  
Trail: .....4.3 inches/109mm  
Seat height: .....32.7 inches (830mm)  
Fuel capacity: .....4.6 gallons (17.7 litres)  
Curb Weight: .....430 / 434 pounds



**Real-World Adventure: The New CB500X.**

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<<http://powersports.honda.com/2019/cb500x.aspx>>

CB500X .....MSRP: .....TBD. + Destination Charge: \$380.00 = .....\$.

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