1981 Honda Cx500 Custom S Cx 500

1981 Honda Cx500 Custom S Cx 500 The Honda CX500 Custom A Cult Classic Redefined The Honda CX500 launched in 1978 wasnt an immediate sensation Its unique Vtwin engine and shaft drive while innovative initially struggled to capture the hearts of riders accustomed to more traditional motorcycle designs However the 1981 model year particularly the introduction of the CX500 Custom often referred to as the CX500 Custom S or simply CX 500 marked a significant shift in its public perception This article delves into the nuances of this intriguing machine exploring its history technical aspects and enduring appeal A Revolution in Style and Substance The CX500 Custom built upon the foundation of its predecessor refining its aesthetics and enhancing certain aspects of its performance While retaining the innovative shaft drive eliminating the need for messy chains Honda significantly altered the motorcycles styling The Custom sported a longer sleeker profile a lowslung seat sweptback handlebars and a more minimalist aesthetic than its standard sibling This shift towards a cruiserstyle design proved crucial in attracting a wider audience transforming the CX500 from a niche offering into a bona fide contender in the burgeoning custom motorcycle market The 1981 model year didnt involve drastic mechanical changes to the engine itself the air cooled 497cc Vtwin remained the core of the machine However subtle refinements to the carburetors and other components contributed to improved throttle response and slightly increased power output making it a more enjoyable ride The reliability inherent in Hondas engineering remained a key selling point solidifying the CX500 Customs reputation for durability Key Features of the 1981 Honda CX500 Custom Shaft Drive Eliminated the need for chain lubrication and maintenance resulting in a cleaner and more refined riding experience 497cc Vtwin Engine A unique and relatively smooth engine for its time offering a good balance of power and fuel efficiency Custom Styling Lowslung seat sweptback handlebars and a minimalist aesthetic differentiated it from the standard CX500 2 Comfortable Riding Position The relaxed ergonomics made it suitable for longer rides Relatively Lightweight Making it agile and easy to handle even for less experienced riders Beyond the Basics Understanding the Mechanics The heart of the CX500 Custom the 497cc Vtwin engine is a marvel of engineering Its unique 80degree Vtwin configuration combined with the use of a single overhead camshaft SOHC delivered a surprising amount of power for its displacement The engines characteristics lean towards smooth and torquey making it particularly suitable for cruising Unlike some highrevving engines of the era the CX500s power band is more concentrated in the midrange contributing to a relaxed and enjoyable ride The shaft drive system while less common than chain drive in motorcycles at the time provided a number of advantages Firstly it eliminated the need for chain lubrication and adjustment reducing maintenance considerably Secondly it contributed to a quieter and smoother riding experience minimizing the vibrations often associated with chaindriven motorcycles However this

system also introduced a degree of inherent drivetrain loss slightly reducing the engines power delivery to the rear wheel The handling of the CX500 Custom thanks to its relatively lightweight design and well balanced chassis is generally praised as being surprisingly nimble This makes it a suitable machine for a variety of riding situations from city commuting to weekend rides on winding country roads The Enduring Appeal of a Cult Classic Despite not being an immediate sales blockbuster the Honda CX500 Custom has achieved a cultlike following in recent years This resurgence in popularity can be attributed to several factors Firstly the motorcycles unique styling with its blend of classic and modern design elements continues to resonate with riders seeking something different Secondly the relatively low cost of acquiring a used CX500 Custom makes it an attractive option for budgetconscious enthusiasts Thirdly the bikes relative simplicity makes it a rewarding project for those interested in customisation and restoration The thriving online community dedicated to the CX500 also plays a crucial role in its enduring appeal Owners share advice parts and modifications fostering a sense of camaraderie and ensuring the continued availability of support and resources This collaborative spirit further enhances the motorcycles appeal fostering a strong sense of community among its enthusiasts 3 Key Takeaways The 1981 Honda CX500 Custom represents a significant evolution of the original CX500 model Its unique blend of shaft drive Vtwin engine and custom styling set it apart from its competitors Its reliability and relatively simple mechanical design make it a popular choice for both experienced and novice riders The CX500 Customs affordability and strong online community contribute to its continued popularity Its smooth power delivery and comfortable riding position make it an ideal choice for cruising Frequently Asked Questions FAQs 1 Are CX500 Customs reliable Yes Hondas reputation for reliability holds true for the CX500 Custom With proper maintenance these motorcycles can last for many years 2 Are CX500 Customs easy to work on Relatively yes The design is relatively straightforward compared to modern motorcycles making maintenance and repairs accessible to mechanically inclined owners 3 What are common problems with CX500 Customs Common issues include carburetor problems electrical gremlins and potential issues with the final drive shaft Regular maintenance can help mitigate these problems 4 How much does a used CX500 Custom cost The price varies greatly depending on condition and mileage However they are generally considered an affordable classic motorcycle 5 What makes the CX500 Custom unique Its unique combination of a smooth Vtwin engine shaft drive and distinctive custom styling sets it apart making it a unique and soughtafter classic motorcycle

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most practical applications of artificial neural networks are based on a computational model involving the propagation of continuous variables from one processing unit to the next in recent years data from neurobiological experiments have made it increasingly clear that biological neural networks which communicate through pulses use the timing of the pulses to transmit information and perform computation this realization has stimulated significant research on pulsed neural networks including theoretical analyses and model development neurobiological modeling and hardware implementation this book presents the complete spectrum of current research in pulsed neural networks and includes the most important work from many of the key scientists in the field terrence j sejnowski s foreword neural pulse coding presents an overview of the topic the first half of the book consists of longer tutorial articles spanning neurobiology theory algorithms and hardware the second half contains a larger number of shorter research chapters that present more advanced concepts the contributors use consistent notation and terminology throughout the book contributors peter s burge stephen r deiss rodney j douglas john g elias wulfram gerstner alister hamilton david horn axel jahnke richard kempter wolfgang maass alessandro mortara alan f murray david p m northmore irit opher kostas a papathanasiou michael recce barry j p rising ulrich roth tim schönauer terrence j sejnowski john shawe taylor max r van daalen j leo van hemmen philippe venier hermann wagner adrian m whatley anthony m zador

jean barbot who served as a commercial agent on french slave trading voyages to west africa in 1678 9 and 1681 2 in 1683 began an account of the guinea coast based partly on his voyage journals only one of which is extant and partly on previous printed sources the work was interrupted by his flight to england as a huguenot refugee in 1685 and not finished until 1688 when barbot found that his lengthy french account could not be published he rewrote it in english enlarging it even further and then continually revising it up to his death in 1712 the manuscript was eventually published in 1732 barbot

s book had considerable influence on later european attitudes to black africa and the atlantic slave trade and in modern writings on both subjects is frequently cited as evidence the french account serves as the base for the present edition and is presented in english translation but additional material in the later english version is inserted the edition concentrates on barbot s original information he copied much from earlier sources this derived material is omitted but is identified in the notes the original material mainly on senegal sierra leone river sess gold coast and the calabars is extensively annotated not least with comparative references to other sources apart from its narrative interest the edition thus provides a starting point for the critical assessment of a range of early sources on guinea the edition opens with an introductory essay discussing barbot s life and career and analysing his sources barbot provided a large number of his own drawings of topographical and ethnographical features in particular drawings of almost all of the european forts in guinea many of these illustrations are reproduced this volume covers the coast from the river volta to cape lopez the main pagination of this and the previous volume 2nd series 175 series is continuous this is a new print on demand hardback edition of the volume first published in 1991

this sensational slot car salute presents a wealth of information on beginning and advanced techniques for collecting building tuning and duplicating the amazing little cars that were at the peak of their popularity in the 1960s and 70s all the rage among youngsters and adults alike slot cars and more than 50 track layouts duplicating famous circuts like daytona indy and monaco are featured here in photographs that vividly recount the enthusiasm surrounding this popular hobby follows schleicher s popular racing and collecting slot cars 0 7603 1024 6

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