



HONDA

BEST ON EARTH™



ATV

BILLS  CYCLE
POWERED BY **HONDA**

| 2018

A HISTORY OF INNOVATION

Honda has been building ATVs longer than any other major manufacturer, and along the way we've introduced a host of landmark innovations all aimed at making your work more productive, and your play more enjoyable. Check out just some of the many features that make Honda ATVs special on the following pages.

SUPERIOR ENGINEERING

Using advanced Honda powertrain design makes for better performing, more reliable ATVs in many ways.

Longitudinal mounting of the engine—with the crankshaft pointing front to back—improves performance in so many ways. It eliminates bulky moving parts in the drivetrain, thus reducing weight and friction and improving power output and fuel economy. It even allows more leeway in mounting the engine where it provides the best machine balance.

The advanced Honda **PGM-FI electronic fuel-injection system** also improves fuel economy, while at the same time ensuring easy starting, crisp throttle response, and reduced emissions. And liquid cooling helps the engine run at a more consistent operating temperature, which improves durability and allows it to be built to tighter tolerances. This in turn improves power even further, while also reducing noise and emissions. Add it all up, and you get engines with superior power-to-weight ratios that will run long and hard with minimum maintenance.



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PRECISELY WHAT YOU WANT

You know exactly what you want in your next ATV. If you need a reliable way to venture deep into the backcountry or explore the trails with friends and family, your next ATV has to handle superbly and be a whole lot of fun to ride.

If you need a helping hand on the farm, at the cottage or on the job site, your next ATV has to do the tough jobs without complaint, day after day, week after week.

With a wide range of models, Honda makes it easy to find exactly the right ATV for you. But choosing the right off-road machine is only the beginning; as you'll soon discover all the ways a Honda ATV can make work easier and weekends more fun.



RINCON 680

When you want the ultimate in a powerful, smooth, sure-handling Honda trail or light-utility ATV.

RUBICON 500

With its fully independent suspension, there's no better way to tackle tough Canadian trails, or make hard work look easy.

FOREMAN 500

This legendary workhorse is built to handle some of the toughest jobs and the toughest terrain.

RANCHER® 420

A great choice for outdoor adventures, fully equipped to handle hard work and off-road fun.

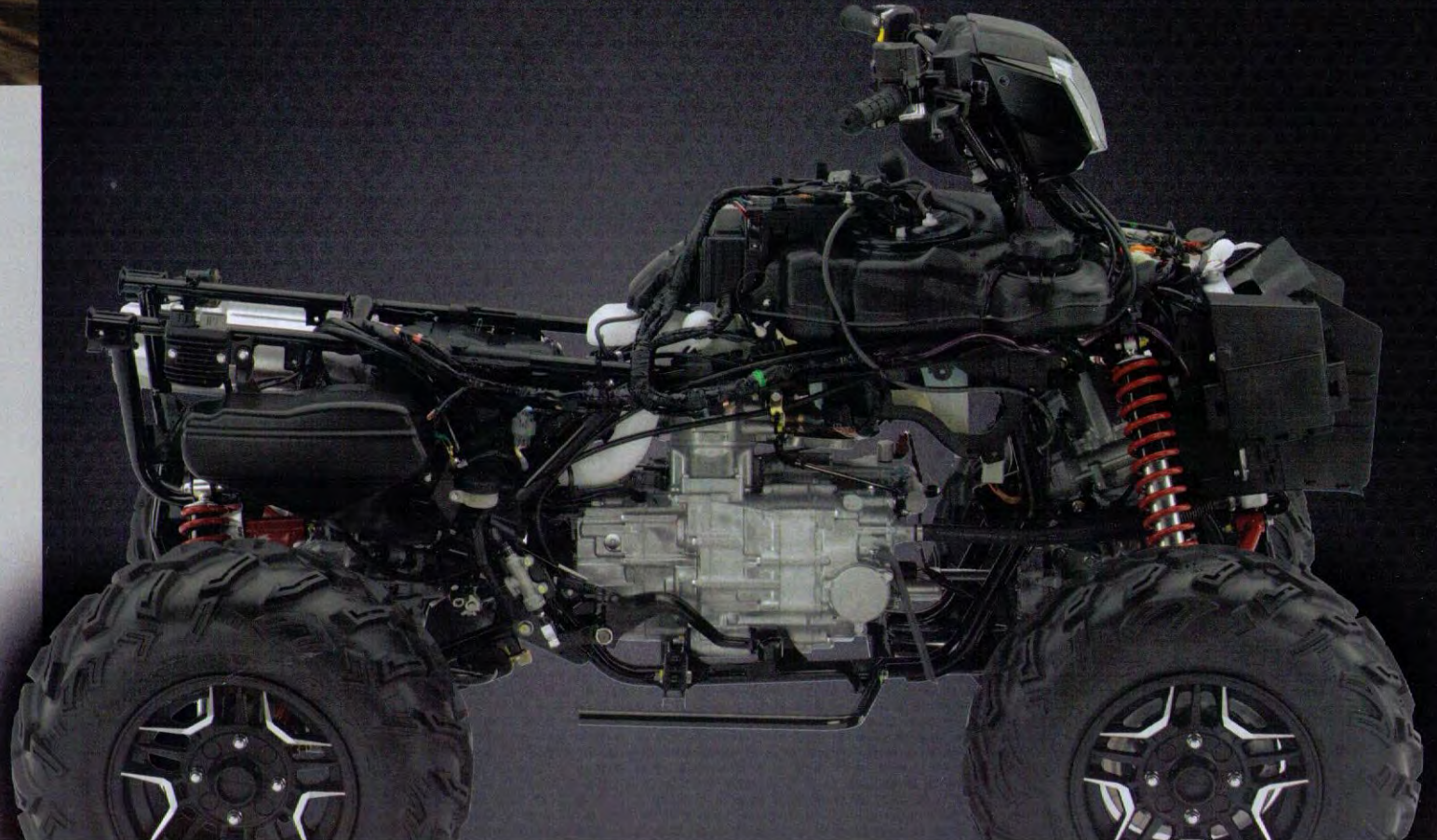
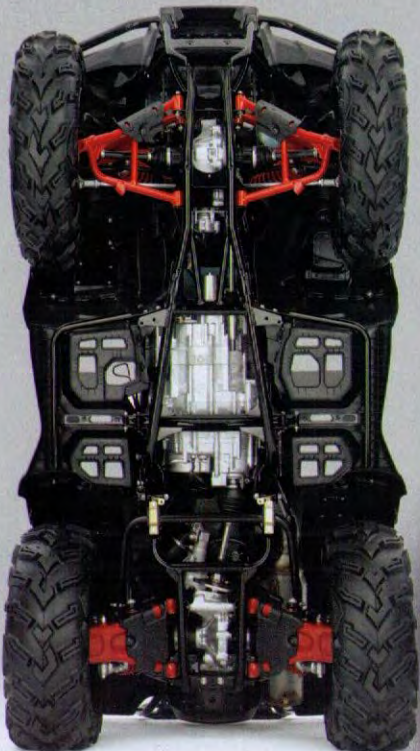


BETTER BY DESIGN

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What else sets a Honda ATV apart? Plenty. An **engine counter-balancer** and rubber-cushion mounting of the engine to the frame reduces vibration to make your ride **more comfortable**, and the frame itself was developed with Computer Aided Engineering to be as lightweight as possible without compromising **strength** or **durability**. The Honda torque-sensing limited-slip front differential not only reduces steering effort, it also greatly reduces the effect that spinning front wheels have on steering, thereby **improving handling** and reducing rider fatigue. The Foreman 500 and Rubicon 500 models also feature a locking front differential to help **maximize front-end power** transfer and enhance traction, driving full power to all four wheels. And at every turn in the design of every Honda ATV, Honda engineers looked for ways to **reduce weight**. Why? Because the lighter the ATV, the faster it can accelerate and the quicker it can stop. A lighter ATV also corners with more precision and stays **more composed** over bumpy terrain. Steering is easier, flotation over mud, snow and other soft terrain is improved, and the ride is less tiring and more comfortable. **Lightweight—it's an advantage you can feel** every time you ride a Honda ATV.

Honda TRX500 Rubicon undercarriage



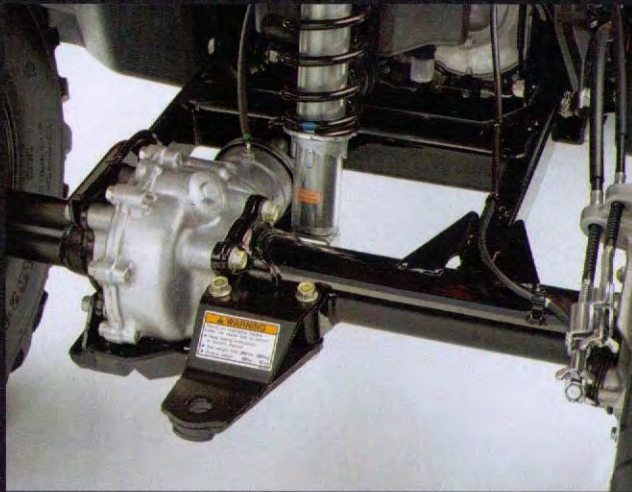
SUSPENSION OPTIONS



All Honda ATVs feature our proven double-wishbone independent front suspension that's engineered for optimal control and comfort—there's no better way to smooth over the ruts and ridges of rugged terrain. But at the back, one type of suspension makes the most sense for hard-work and high-performance applications, while another works best for most recreational purposes.

Two suspension systems, two ways to get exactly the ride you want.

SWINGARM REAR SUSPENSION



Our workhorse ATVs employ a **durable swingarm rear suspension with a solid axle** that's designed to retain consistent ground clearance, enhance roll stability, and ensure predictable handling—all particularly beneficial when riding on sidehills or in other difficult conditions, or when carrying or towing a heavy load.

INDEPENDENT REAR SUSPENSION (IRS)



Our trail-focused ATVs come equipped with advanced dual-arm **Independent Rear Suspension (IRS)** from Honda, providing superb performance over difficult terrain and an extra-smooth ride while maintaining the handling control that all Honda ATVs are famous for.



TRANSMISSION OPTIONS

More transmission choices than any other manufacturer

Some riders like to shift with their foot, some like to shift with their hand, and some don't want to have to shift at all. Whatever your preference, Honda has you covered, offering more transmission choices than any other manufacturer. And none of the transmissions from Honda use troublesome belts. **Different ways to shift, for different types of riding. Only from Honda.**

MANUAL SHIFT

A foot-shift gearbox transmission with **automatic clutch** is hard to beat for simplicity and durability, which is why it's available on our hardest-working ATVs.

ELECTRIC SHIFT

For a little extra convenience, choose the TRX500 Foreman ES EPS with the innovative **Honda Electric Shift Program (ES)**— you shift with the push of a handlebar-mounted button, rather than with your foot.

AUTOMATIC SHIFT

For riders who prefer fully automatic shifting, Honda gives you two choices: the smooth hydraulic torque converter used on the TRX680 Rincon; and the seamless Dual-Clutch Transmission available on the TRX420 Rancher® and the TRX500 Rubicon. The Rincon's automotive-style transmission automatically selects the gear ratio that is appropriate for the conditions, or you can use the ES buttons to override the automatic settings. It's so smooth you'll hardly feel it shift, plus it has no belts to burn out or replace.

DUAL-CLUTCH TRANSMISSION

The **Honda Dual-Clutch Transmission (DCT)** combines the best of both worlds, giving you the sporty performance, durability, efficiency and direct feel of a manual transmission, with the ease-of-use of an automatic. This cutting-edge technology uses separate clutches for odd and even gears, which allows for almost instantaneous, effortless shifts into the next gear because the system is always ready to engage the next shift. You can even use the ES buttons on the handlebar to manually shift gears for an even sportier experience or to functionally control engine braking during descent and heavy towing downhill.



ELECTRIC POWER STEERING

Electric Power Steering (EPS) from Honda not only makes it easier to turn the handlebar, it also acts like a steering damper to decrease handlebar kickback when the front wheels encounter an obstacle. Adapted from the proven systems developed for Honda automobiles, EPS uses sensors to measure both the ATV's ground speed and the amount of effort exerted by the rider at the handlebar. A computer takes that data and instantly instructs a compact electric motor to help the steering shaft turn the front wheels. The motor provides little or no assistance when you're cruising down a straight trail and you don't want a small or unintended movement of the handlebar to cause you to turn, but it provides maximum assistance when you're crawling through a tight, muddy or rutted section and you need to crank the handlebar hard.

EPS is available on the Rancher® 420, Foreman 500 and Rubicon 500—once you try it, you won't want to ride without it.



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RINCON 680

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TOP OF THE CLASS

The TRX680 Rincon AT IRS combines open-class performance with luxurious ride quality to create a premium ATV that's like nothing else on the trail.

Although it doesn't shy away from helping with the chores, the Rincon 680's forte is whisking you along the trail in style and comfort. As one of many legendary Honda ATVs, it's no surprise that the TRX680 Rincon AT IRS is loaded with sophisticated engineering, including a high-output 675 cc engine with 4-valve twin-sparkplug cylinder head and electronic fuel-injection, and the industry's only fully hydraulic, automotive-style automatic transmission. The Rincon 680's transmission does all the work for you, or you can shift manually if you want via handlebar-mounted buttons—perfect for sporty riding or to choose a specific gear for demanding conditions.

The chassis is just as advanced, with long-travel independent suspension front and back operating through extended control arms with the assistance of a rear anti-sway bar. This unique design helps maintain chassis composure during aggressive riding by keeping the wheels tracking accurately over rough terrain.

Powerful front disc brakes and an innovative inboard rear disc brake, light alloy wheels fitted with radial tires, a roomy and comfortable seat... if you're looking for an open-class ATV that makes long, tough trail adventures seem like an easy Sunday ride, the Rincon is ready to wow you.

COLOUR

TRX680 RINCON AT IRS



RUBICON 500

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TRAIL LEADER

When you're named after one of the toughest trails for off-road vehicles on the planet, you'd better be up for a challenge. That's why the Rubicon 500 brings together all of the best Honda trail technology in one impressive package.

The Rubicon 500's trademark blend of agility and stability allows it to confidently scale twisty, rocky inclines or snake through tight tree-lined sections with ease. On less-taxing trail rides, its long-travel independent front and rear suspension and plush, roomy seat provide a level of all-day comfort that few ATVs can approach. And no matter the type of terrain—rocks, mud, wide-open fire roads, you name it—the Rubicon 500's longitudinally mounted 475 cc liquid-cooled engine with PGM-FI electronic fuel-injection has the low-down torque and high-end power to get you there and back no sweat.

Because it might also be called upon to carry or pull heavy loads, the Rubicon 500 comes equipped with sturdy, high-capacity racks with numerous tie-down points, plus an impressive 600 kg (1,322 lbs.) towing capacity.



With three different versions to choose from, it's easy to get exactly the combination of features you want. The TRX500 Rubicon IRS relies on a rugged five-speed foot-shift transmission with automatic clutch, while the Rubicon DCT Deluxe adds advanced Honda Electric Power Steering for extra control and ease of use, as well as lightweight aluminum wheels, red-painted shock springs and suspension arms, and a unique colour scheme.

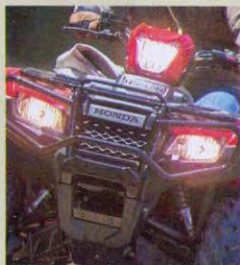


TRX500 Rubicon DCT Deluxe

Prefer automatic shifting? Both the TRX500 Rubicon DCT IRS EPS and its Deluxe cousin feature the sporty Honda Dual-Clutch Transmission with the added benefit of a High/Low-range sub-transmission—ideal for crawling over obstacles or pulling heavy loads.

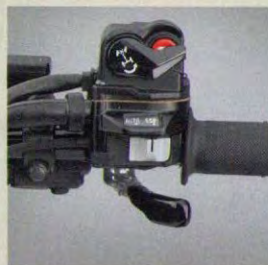
Sure handling in tough conditions, superior comfort on the trail, plus Honda renowned durability, quality and reliability. If you demand a lot from your ATV, the Rubicon 500 is more than ready for the challenge.

KEY FEATURES



ADAPTIVE LIGHTING

The Rubicon 500 features a 35-watt twin-headlight system with carefully focused light distribution patterns for improved visibility after dark. The headlight dimmer switch makes it easy to change between high and low beams to activate the top assist light for more illumination when you need it.



DIFFERENTIAL LOCK

Shift between 2WD and 4WD as your traction needs change, or for extra grip in the gnarliest conditions, use the handy front-differential lock to engage true four-wheel drive. Simply press the 4WD selector button on the right-side handlebar, then rotate the lock switch with your thumb.

TOUGH DESIGN

The Rubicon 500's rugged bodywork not only looks great, it's also designed to help protect you from mud and other debris, and to shrug off the dings and scrapes of the trail or the job site. The all-steel full-coverage front bumper features an integrated mount for an accessory winch.

MULTI-FUNCTION LCD

Easy-to-read digital instrument pod includes a maintenance minder system that lets you know when it's time for service. Other functions include speedometer, odometer, trip meter, hour meter, gear position-indicator, fuel gauge, clock, and 2WD/4WD indicator.

COLOURS

TRX500 RUBICON IRS EPS



TRX500 RUBICON DCT IRS EPS



TRX500 RUBICON DCT DELUXE



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KEY SPECIFICATIONS

ENGINE

475 cc liquid-cooled longitudinally mounted single-cylinder 4-stroke

FRONT SUSPENSION

Independent double-wishbone with adjustable hydraulic shocks; 185 mm (7.3 in.) travel

REAR SUSPENSION

Independent dual arm with hydraulic shocks; 215 mm (8.5 in.) travel

GROUND CLEARANCE

239 mm (9.4 in.)

TOWING CAPACITY

600 kg (1,322 lbs.)

RACK CAPACITY

Front: 50 kg (99 lbs.)
Rear: 85 kg (187 lbs.)

FOREMAN 500

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TOUGH TO BEAT. EASY TO RIDE.

When it absolutely has to get done right, and right away, there's one ATV that's absolutely the right choice: the legendary Honda Foreman 500.

There's no mystery about why the Foreman 500 has become the go-to ATV for when a field needs to be fenced; a power line inspected, or wood hauled from deep in the forest. Simply put, the Foreman 500 was designed to pull like a tractor when you need deep-down power, handle tough terrain with supreme confidence, be intuitive to operate for even new workers on a job site, and—most of all—be built to take a beating.

The same characteristics that make the Foreman 500 ideal for hard work, also make it a popular choice among avid sportsmen, who appreciate its remarkable ability to slog through seemingly impassable terrain, and to tackle the most punishing trails in comfort and control.

There are two versions of the Foreman 500, both are powered by a Honda liquid-cooled 475 cc OHV engine that's tuned for huge low-end torque, plus ample top-end power for cruising the trails or logging roads. Electronic Programmed Fuel Injection (PGM-FI) ensures crisp throttle response, consistent performance even at high altitudes, and reliable cold-weather starting.



The combination of independent front suspension and swingarm rear suspension provides extra stability over extremely rough or uneven surfaces, and high-tech front disc brakes are designed to provide strong and predictable stopping power even when dusty or wet.

Choose the TRX500 Foreman with its tried-and-true five-speed (plus reverse) foot-shift transmission, or step up to the TRX500 Foreman ES EPS with push-button Electric Shift Program (ES) and the many benefits of Honda Electric Power Steering (EPS). Then get ready to discover what legendary performance can do for you.



TRX500 Foreman ES EPS Model Shown

KEY FEATURES



ELECTRIC SHIFT

Electric Shift Program on the TRX500 Foreman ES EPS lets you shift with your left thumb rather than with your foot. Combined with the steering damper effect of Electric Power Steering, this can make it easier to shift over rough terrain when it might be difficult to accurately operate a foot shifter.



GEAR-ON-GEAR EFFICIENCY

The TRX500 Foreman ES EPS is a true workhorse that never quits. The computer controlled, fully automatic, seamless shifting, beltless transmission features true towing gear-on-gear efficiency and durability, eliminating the chance of troublesome slip, break or burn out often experienced with conventional belt-drive ATV products.



TRUE ENGINE BRAKING

When it comes to capable hauling and engine braking performance, Honda ATVs have got you covered. Experience complete confidence when towing and going downhill with the added safety that keeps loads secure and steady with the added stability of true engine braking on your side.

COLOURS

TRX500 FOREMAN



TRX500 FOREMAN ES EPS



KEY SPECIFICATIONS

ENGINE

475 cc liquid-cooled longitudinally mounted single-cylinder 4-stroke

FRONT SUSPENSION

Independent double-wishbone with adjustable hydraulic shocks; 185 mm (7.3 in.) travel

REAR SUSPENSION

Swingarm with single adjustable hydraulic shock; 185 mm (7.3 in.) travel

GROUND CLEARANCE

190 mm (7.5 in.)

TOWING CAPACITY

385 kg (848 lbs.)

RACK CAPACITY

Front: 40 kg (88 lbs.)
Rear: 80 kg (176 lbs.)



RANCHER[®] 420



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LEGENDARY PERFORMANCE

Want a versatile ATV with easily manageable size and weight, a strong work ethic, and a fun, playful side? We've got the perfect ATVs for you.

The tried-and-true Honda Rancher[®] 420 keeps making new friends right across Canada, and no wonder. It's got plenty of power, thanks to a liquid-cooled 420 cc OHV engine that's fuel-injected for consistently strong performance in all conditions, and mounted longitudinally in the frame to keep weight low and improve overall centre of gravity and balance. A compact, lightweight chassis gives the Rancher[®] 420 the agility and tight turning radius that makes it a blast to ride on a twisty trail, and also makes it easy to handle over bumpy fields or other rugged terrain.

The Rancher[®] 420 suits so many riders so well, and is suitable for so many work and play tasks, that we've made it available in two versions so you don't have to compromise on the features you want.

The standard TRX420 Rancher® comes with a foot-shift five-speed manual transmission with automatic clutch and a solid-axle swingarm rear suspension for extra stability on uneven terrain or when loaded to the max. It's a simple, rugged, do-anything package that has proven its worth right across Canada.

Want the convenience of an automatic transmission, plus independent rear suspension and power steering? The TRX420 Rancher® DCT IRS EPS gives you Honda Electric Power Steering, the advanced Honda double-wishbone Independent Rear Suspension and the high-tech Honda Dual-Clutch Transmission, which smoothly shifts automatically but has no belts to slip, break or wear out.

These lightweight, agile, durable ATVs, all share one goal: to make your work feel like play, and make your play a lot less work.



TRX420 Rancher® DCT IRS EPS
Model Shown

KEY FEATURES



EASY TO CONTROL

The Rancher® 420's comfortable size, light weight and agile handling make it easier to control and a whole lot of fun to ride, designed to effortlessly tackle challenging conditions and tough terrain.



EASY SHIFT 2WD/4WD

Easy-to-use 2WD/4WD shifter lets you choose the drive mode that best suits the terrain conditions or your riding style, and it stays in the mode you select even after the ATV has been turned off.

CLEAN BRAKING PERFORMANCE

Hard-stopping front disc brakes feature a scraper system to help prevent damage from stones, ice and other debris, plus extra-thick brake pads for long life. The IRS model comes equipped with a disc brake at the rear, while swingarm-equipped models rely on a sealed drum brake.

LIGHT STEERING FEEL

All Rancher® 420 models come equipped with a strong yet compact torque-sensing front differential that reduces torque steer and steering effort, improves handling, and allows a tight turning radius.

COLOURS

TRX420 RANCHER®



TRX420 RANCHER® DCT IRS EPS



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KEY SPECIFICATIONS

ENGINE

420 cc liquid-cooled longitudinally mounted single-cylinder 4-stroke

FRONT SUSPENSION

Independent double-wishbone with adjustable hydraulic shocks; 170 mm (6.7 in.) travel
DCT model: 185 mm (7.3 in.) travel

REAR SUSPENSION

Swingarm with single adjustable hydraulic shock; 170 mm (6.7 in.) travel
DCT model: Independent dual arm with hydraulic shocks; 215 mm (8.5 in.) travel

GROUND CLEARANCE

183 mm (7.2 in.)
DCT model: 233 mm (9.2 in.)

TOWING CAPACITY

385 kg (848 lbs.)

RACK CAPACITY

Front: 30 kg (66 lbs.)
Rear: 60 kg (133 lbs.)

US model shown

WHICH ATV IS RIGHT FOR YOU?



A Honda ATV does so many things so well, we know you'll find countless ways to enjoy it. But which Honda ATV perfectly fits your wants and needs? This chart can help. First, try to determine how often you'll use your ATV for work, and how often for play. Riders looking for a tough, no-nonsense work ATV often gravitate toward the Foreman 500, while riders who place a premium on all-day comfort for exploring or adventure riding often choose a Rubicon 500 or Rincon 680. The Rancher® 420 is a great all-purpose choice for both work and play. Once you've made that decision, the fine-tuning begins. All full-size Honda ATVs come standard with premium features such as longitudinal engine mounting, PGM-FI electronic fuel injection, switchable 2WD/4WD, and plenty more. From there, we give you options to choose transmission type, rear suspension configuration, and even Electric Power Steering or unassisted steering. Then you're ready to ride!

	TRX680 RINCON AT IRS	TRX500 RUBICON IRS EPS	TRX500 RUBICON DCT DELUXE
Electronic Fuel Injection	•	•	•
2WD/4WD	•	•	•
Front Differential Lock		•	•
Swingarm Rear Suspension			
Independent Rear Suspension (IRS)	•	•	•
Electric Power Steering (EPS)			•
Manual Transmission		•	
Electric Shift (ES)			
Fully Automatic Automotive-Type-Three-Speed Transmission	•		
Automatic Dual-Clutch Transmission			•
High/Low Range Sub-Transmission			•

BE A RESPONSIBLE ATV RIDER

When you become a member of the Honda family, that's when the fun begins. Welcome, we look forward to riding with you.

At Honda, we believe in performance and leadership, and that's why we're taking a leadership position when it comes to the environment. We continue to develop low-emission technologies for our current and future motorcycles, ATVs, side-by-sides and scooters. We already produce models that exceed the stringent California Air Resources Board (CARB) emissions requirements.

And that's the kind of performance everybody can appreciate.

Riding an ATV is an exercise in responsibility—to yourself, to others and to the environment.

ATVs can be hazardous to operate. For your safety, wear a helmet, eye protection and protective clothing, and never ride on paved surfaces or public roads. Never carry passengers and never engage in stunt riding.

WORK & PLAY



TRX680 RINCON AT IRS

TRX500 RUBICON IRS EPS

TRX500 RUBICON DCT DELUXE

TRX500 RUBICON DCT IRS EPS

Engine type	Liquid-cooled longitudinally mounted single-cylinder 4-stroke	Liquid-cooled longitudinally mounted single-cylinder 4-stroke	Liquid-cooled longitudinally mounted single-cylinder 4-stroke	Liquid-cooled longitudinally mounted single-cylinder 4-stroke
Displacement	675 cc	475 cc	475 cc	475 cc
Bore & stroke	102 mm x 82.6 mm	92 mm x 71.5 mm	92 mm x 71.5 mm	92 mm x 71.5 mm
Compression ratio	9.2:1	9.5:1	9.5:1	9.5:1
Valve train	OHV, 4 valves	OHV, 2 valves	OHV, 2 valves	OHV, 2 valves
Fuel delivery	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Transmission	Fully automatic electronically controlled automotive-type three-speed with selectable ESP and reverse	Five-speed with automatic clutch, reverse and ultra-low first gear	Fully automatic, five-speed, Dual-Clutch Transmission with Selectable Electric Shift (ESP) plus dual-range sub-transmission and reverse	Fully automatic, five-speed, Dual-Clutch Transmission with Selectable Electric Shift (ESP) plus dual-range sub-transmission and reverse
Power steering	Not Available	Not Available	Standard	Standard
Final drive	2WD/4WD; direct front and rear driveshafts with switchable 2WD/4WD and torque-sensing front differential	2WD/4WD; direct front and rear driveshafts with switchable 2WD/4WD and torque-sensing/locking front differential	2WD/4WD; direct front and rear driveshafts with switchable 2WD/4WD and torque-sensing/locking front differential	2WD/4WD; direct front and rear driveshafts with switchable 2WD/4WD and torque-sensing/locking front differential
Front suspension	Independent double-wishbone with hydraulic shocks; 175 mm (6.9 in.) travel	Independent double-wishbone with adjustable hydraulic shocks; 185 mm (7.3 in.) travel	Independent double-wishbone with adjustable hydraulic shocks; 185 mm (7.3 in.) travel	Independent double-wishbone with adjustable hydraulic shocks; 185 mm (7.3 in.) travel
Rear suspension	Independent double-wishbone with hydraulic shocks; 203 mm (8 in.) travel	Independent dual arm with adjustable hydraulic shocks; 215 mm (8.5 in.) travel	Independent dual arm with adjustable hydraulic shocks; 215 mm (8.5 in.) travel	Independent dual arm with adjustable hydraulic shocks; 215 mm (8.5 in.) travel
Tires	Front: 25 x 8-12 Rear: 25 x 10-12	Front: 25 x 8-12 Rear: 25 x 10-12	Front: 25 x 8-12 Rear: 25 x 10-12	Front: 25 x 8-12 Rear: 25 x 10-12
Brakes	Front: dual 180 mm hydraulic discs Rear: 170 mm hydraulic disc	Front: dual 190 mm hydraulic discs Rear: 170 mm hydraulic disc	Front: dual 190 mm hydraulic discs Rear: 170 mm hydraulic disc	Front: dual 190 mm hydraulic discs Rear: 170 mm hydraulic disc
Length	2,117 mm (83.3 in.)	2,147 mm (84.5 in.)	2,147 mm (84.5 in.)	2,147 mm (84.5 in.)
Width	1,185 mm (46.7 in.)	1,205 mm (47.4 in.)	1,205 mm (47.4 in.)	1,205 mm (47.4 in.)
Ground clearance	232 mm (9.1 in.)	239 mm (9.4 in.)	239 mm (9.4 in.)	239 mm (9.4 in.)
Seat height	876 mm (34.5 in.)	909 mm (35.8 in.)	909 mm (35.8 in.)	909 mm (35.8 in.)
Wheelbase	1,284 mm (50.6 in.)	1,292 mm (50.9 in.)	1,292 mm (50.9 in.)	1,292 mm (50.9 in.)
Curb weight**	298 kg (657 lbs.)**	308 kg (679 lbs.)**	327 kg (721 lbs.)**	327 kg (721 lbs.)**
Fuel capacity	16.8 litres, incl. 4.5-litre reserve	14.7 litres, including 4.9-litre reserve	14.7 litres, including 4.9-litre reserve	14.7 litres, including 4.9-litre reserve
Colour	Black	Red, Olive, Close Range Camo	Gray	Red, Olive, Close Range Camo

**Including required fluids and full tank of gas - ready to ride



Honda builds ATVs to meet some of the toughest engineering standards in the world, and formulates its oils and chemicals to those same high standards, thereby helping to maintain your Honda at peak performance. You bought a Honda because of its quality, performance and reliability. Why not match one of the finest products you can own with some of the finest oils and chemicals on the market. Don't settle for an imitation when you can buy the original.



Honda Genuine Parts are made for your Honda. They maintain the quality, reliability and performance of your product. When the time comes for you to service, repair or enhance your Honda, don't settle for an imitation. Only Honda Genuine Parts can maintain the original operating specifications of your Honda and offer a perfect fit every time. Let trained Honda technicians keep your Honda healthy with Honda Genuine Parts.



Plus

Honda Financial Services and Honda Plus

At Honda Financial Services, we aim to make your financing experience as simple as possible. For additional peace of mind, our Honda Plus protection covers most repairs for the duration of your plan. Choose from a wide variety of options to suit your lifestyle.



TRX500 FOREMAN

TRX500 FOREMAN ES EPS

TRX420 RANCHER

TRX420 RANCHER DCT IRS EPS

Liquid-cooled longitudinally mounted single-cylinder 4-stroke	Liquid-cooled longitudinally mounted single-cylinder 4-stroke	Liquid-cooled longitudinally mounted single-cylinder 4-stroke	Liquid-cooled longitudinally mounted single-cylinder 4-stroke
475 cc	475 cc	420 cc	420 cc
92 mm x 71.5 mm	92 mm x 71.5 mm	86.5 mm x 71.5 mm	86.5 mm x 71.5 mm
9.5:1	9.5:1	9.9:1	9.9:1
OHV, 2 valves	OHV, 2 valves	OHV, 2 valves	OHV, 2 valves
PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
Five-speed with automatic clutch, reverse and ultra-low first gear	Five-speed with automatic clutch, selectable Electric Shift Program (ESP), reverse and ultra-low first gear	Five-speed with automatic clutch, reverse and ultra-low first gear	Fully automatic, five-speed, Dual-Clutch Transmission with Selectable Electric Shift (ESP) and reverse
Not Available	Standard	Not Available	Standard
2WD/4WD; direct front and rear driveshafts with switchable 2WD/4WD and torque-sensing/locking front differential	2WD/4WD; direct front and rear driveshafts with switchable 2WD/4WD and torque-sensing/locking front differential	2WD/4WD; direct front and rear driveshafts with 2WD/4WD shifter and torque-sensing front differential	2WD/4WD; direct front and rear driveshafts with 2WD/4WD shifter and torque-sensing front differential
Independent double-wishbone with adjustable hydraulic shocks; 185 mm (7.3 in.) travel	Independent double-wishbone with adjustable hydraulic shocks; 185 mm (7.3 in.) travel	Independent double-wishbone with adjustable hydraulic shocks; 170 mm (6.7 in.) travel	Independent double-wishbone with adjustable hydraulic shocks; 185 mm (7.3 in.) travel
Swingarm with single adjustable hydraulic shock; 185 mm (7.3 in.) travel	Swingarm with single adjustable hydraulic shock; 185 mm (7.3 in.) travel	Swingarm with single adjustable hydraulic shock; 170 mm (6.7 in.) travel	Independent dual arm with adjustable hydraulic shocks; 215 mm (8.5 in.) travel
Front: 25 x 8-12 Rear: 25 x 10-12	Front: 25 x 8-12 Rear: 25 x 10-12	Front: 24 x 8-12 Rear: 24 x 10-11	Front: 24 x 8-12 Rear: 24 x 10-11
Front: dual 190 mm hydraulic discs Rear: 160 mm sealed mechanical drum	Front: dual 190 mm hydraulic discs Rear: 160 mm sealed mechanical drum	Front: dual 190 mm hydraulic discs Rear: 160 mm sealed mechanical drum	Front: dual 190 mm hydraulic discs Rear: 170 hydraulic disc
2,103 mm (82.8 in.)	2,103 mm (82.8 in.)	2,103 mm (82.8 in.)	2,148 mm (84.6 in.)
1,205 mm (47.4 in.)	1,205 mm (47.4 in.)	1,205 mm (47.4 in.)	1,205 mm (47.4 in.)
190 mm (7.5 in.)	190 mm (7.5 in.)	183 mm (7.2 in.)	233 mm (9.2 in.)
869 mm (34.2 in.)	869 mm (34.2 in.)	856 mm (33.7 in.)	887 mm (34.9 in.)
1,268 mm (49.9 in.)	1,268 mm (49.9 in.)	1,268 mm (49.9 in.)	1,294 mm (50.9 in.)
287 kg (633 lbs.)**	294 kg (648 lbs.)**	277 kg (611 lbs.)**	308 kg (678 lbs.)**
14.7 litres, including 4.9-litre reserve	14.7 litres, including 4.9-litre reserve	14.7 litres, including 4.9 litre reserve	14.7 litres, including 4.9 litre reserve
Red, Olive, Close Range Camo	Red, Close Range Camo	Red, Olive, Close Range Camo	Red, Olive, Close Range Camo



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MAKING A GREAT ATV EVEN BETTER

You demand a lot from your ATV—that's why you ride a Honda. When it comes to fine-tuning it to your specific needs, you don't want to settle for anything less than the same high-quality components. Honda Genuine Accessories and Honda Signature Accessories are built to the same high standards as Honda ATVs, so you can be sure they'll fit right, work right, and look right.



PROTECTION

To help protect your Honda ATV from wayward rocks and sticks and other trail hazards, we've developed a range of durable, high-quality bumpers, A-arm guards, skid plates, and lots more.



CARGO

Honda ATVs are built to carry plenty of gear to that far-away fishing camp, or on that weekend trail-riding adventure. Adding accessory items such as soft rack bags and fender bags can make it easier and more secure to pack and carry everything you need.



STYLE

Want to give your Honda ATV its own special look? One of our most popular accessories are stylish and lightweight custom aluminum wheels. They not only look great, they can make your ATV ride even better.

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WORK

Winches, plow blades and power outlets—that's just the start of a long list of accessories that can turn your Honda ATV into even more of a workhorse.



CONVENIENCE

Like to ride all year round, in all kinds of weather? No problem—accessories such as heated grips and windscreens help to make your ATV even more versatile, no matter what Mother Nature throws at you.



A person wearing a helmet, a brown puffer jacket, and a plaid shirt is riding a red Honda ATV on a rocky, dirt trail. The ATV is kicking up a cloud of dust. The background shows a hilly, rocky landscape with sparse vegetation and trees under a clear sky.

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Why Honda?

Honda has built a reputation on superior design and innovation, strong performance and legendary durability, quality and reliability. Owning a Honda means having the confidence that your ATV is a superior product and will get you back home at the end of the day. It also means that you have the support of Honda dealers and technicians who are trained to help maintain the original quality of your product throughout its lifetime. High quality products, dealer support and customer satisfaction—that's why so many people choose Honda.

