



ATV & 2-WHEEL FARM RANGE





THE ATV YOU CAN COUNT ON

INTRODUCING THE HONDA ATV AND 2-WHEEL RANGE

CONTENTS

04-07 ATV DEVELOPMENT 08-15 420cc RANGE 16-21 500cc RANGE 22-23 250cc RANGE
24-25 680cc RANGE 26-29 2-WHEEL RANGE 30-31 ATV COMPARISON CHART

HONDA ATV DEVELOPMENT

Honda ATVs have carved out an enviable reputation for making life on the farm easier. No matter what's on the job list, these hard-working ATVs can help you tackle the big jobs. Now that reputation grows stronger than ever as the next generation of models arrive. With an all-new chassis, upgraded suspension components, new 2WD/4WD drive system featuring an all-new locking front differential on some models, fresh styling and more.

BETTER RIDING THROUGH CAE

The biggest news is a focus on an all-new chassis built on a new double-cradle steel frame that wraps around the engine. Developed with the use of Computer Aided Engineering (CAE) to design and analyse every part of the vehicle, this in-depth analysis allowed the development team to confirm the design of every part before a prototype vehicle was ever built, and then fine-tune the actual mechanicals.

This new chassis offers increased stiffness (up 20 percent over the 2013 models), along with improved compliance for a smoother ride while simultaneously delivering even more precise handling.

An all-new enclosed-axle type swingarm further enhances strength and rigidity in the chassis. A sturdy sleeve over the rear axle not only strengthens it but also gives better protection, and it allows the swingarm to support more of the rear-wheel loads—a thoughtful design that adds to driveline durability. To enhance rider comfort, this new swingarm mounts in new rubber swingarm pivot bushings that absorb loads at the swingarm/frame junction. As another plus, since these rubber bushings are bonded to the inner and outer swingarm collars, dirt can't enter the swingarm pivot area to cause wear—and that increases long-term durability.





This new chassis also features completely redesigned front and rear suspension components that offer increased travel. Adjustable spring preload capabilities front and rear allow quick and easy suspension tuning to match varying loads and riding conditions. Also, new sealed steering knuckle bearings extend durability, and a full-length composite lower skidplate with integrated front brush guard adds protection for the mechanicals.

IRS RANGE ADDITIONS

Honda has extended its ATV range to include a selection of new IRS models. These stand alongside the solid rear axle models and give Honda customers the choice of either IRS or solid rear axle options.

ELECTRIC POWER STEERING

New improvements have also been added to the models that incorporate Honda's Electric Power Steering. A new mounting system incorporates three anchoring points for the EPS mechanism and that locates the entire unit more solidly in place. As a result, these models now return even more precise steering than before. This EPS system is a next-generation setup that incorporates new settings for improved linearity in steering response, reduced low-speed steering effort for enhanced maneuverability and increased kickback resistance for improved all-around steering action.

THE FOREMAN FORMULA FOR POWER

New mapping for the Programmed Fuel Injection (PGM-FI) system combined with new oxygen sensor technology improves power delivery and throttle response, while also improving engine emissions and increasing fuel economy for greater range. All models feature super-heavy-duty clutch construction for excellent driveability and towing capability. Elsewhere in the drivetrain, new tougher, plastic CV joint boots add long-term durability thanks to their more puncture- and tear-resistant qualities.

The range now incorporates a new 2WD/4WD drive system for manual models in the Foreman range which have the added benefit of a selectable, locking front differential for extra pull when the going gets really tough. As a result, this system now offers three drive modes: 2WD; 4WD with TraxLok® torque-sensing front differential; and now a new 4WD mode with locked front differential for maximum traction. This new TraxLok system also features a Speed Override mode that can be engaged when the front differential is locked, which allows increased wheel speed under severe conditions such as deep mud.

SWEATING THE DETAILS

Other changes include a new fuel pump that is derived from Honda automobile technology, which mounts in the fuel tank for better heat isolation and increased filter life. AC generator output has also been boosted to allow powering of more electrical accessories. The stainless-steel exhaust system includes a spark arrester/muffler designed for quiet operation without servicing for long-lasting performance.

The new, aggressively styled bodywork on all the range also provides more effective mud protection, and now there's a one-piece tank/side cover that allows easy access (no tools required) for maintenance to the air intake, electrical components, engine, fuel tank and more.

A newly upgraded meter display for the Foreman and Rancher line features handy added functions: clock, coolant temperature gauge, a "maintenance minder" system that tracks both hours of run time, plus distance driven. For improved visibility after dark, the twin-headlight system has been redesigned and now features brighter headlights with a more focused light distribution pattern. As another thoughtful and practical touch, the top assist light on the Foreman now operates independently of the front headlights; it can be turned off while carrying a load on the front carrier to eliminate reflected light bounce-back. A newly optimised rider triangle promotes added comfort, while a increase in seat foam thickness and softer seat foam density add further to rider comfort.





Upgraded Display with Clock



Independent Rear Suspension



Enclosed Rear Axle



Top Assist Light



RANCHER RANGE | TRX420TM1

This 2WD workhorse will pull its weight and then some. An all-new double-cradle steel frame developed with Computer Aided Engineering features increased stiffness for even more precise handling and a smoother ride. New mapping for the Programmed Fuel Injection (PGM-FI) system improves power delivery and throttle response, and increases fuel economy for greater range. New front and rear suspension systems feature an increase in travel for a plush and controlled ride.

New enclosed-axle type swingarm optimised stiffness for improved toughness and durability, and excellent handling performance.

New rubber swingarm pivot bushings yield increased lowspeed ride comfort and increased durability.

New fuel pump is derived from Honda automobile technology. It mounts in the fuel tank for better heat isolation and offers increased filter life.

New, aggressively styled bodywork also provides better mud and water protection.



SPECIFICATIONS

Engine Type: 420cc liquid-cooled OHV longitudinally mounted single cylinder 4-stroke

Bore and Stroke: 86.5 x 71.5mm

Carburation: Keihin 34mm throttle-body fuel injection

Ignition: Full transistor with electronic advance

Starter: Electric with auxiliary recoil standard

Clutch: Automatic / Centrifugal

Transmission: 5-speed with reverse

Front Suspension: Independent double-wishbone; 170mm of travel

Rear Suspension: Swingarm with single shock; 170mm of travel

Front Brakes: Dual hydraulic discs

Rear Brake: Sealed mechanical drum

Tyres: 24 x 8-12 inch (front) / 24 x 10-11 inch (rear)

Dimensions (LxWxH): 2,103mm x 1,205mm x 1,174mm

Wheelbase: 1,268mm

Seat Height: 856mm

Ground Clearance: 183mm

Kerb Weight: 261kg

Fuel Capacity: 14.7 litre (including 4.9 litre reserve)



RANCHER RANGE | TRX420FM1

This 4WD manual makes easy work of hilly terrain. New mapping for the Programmed Fuel Injection (PGM-FI) system improves power delivery and throttle response, and increases fuel economy for greater range. All-new double-cradle steel frame developed with Computer Aided Engineering features increased stiffness for even more precise handling and a smoother ride. New front and rear suspension systems feature an increase in travel for a plush and controlled ride.

New enclosed-axle type swingarm optimised stiffness for improved toughness and durability, and excellent handling performance.

New rubber swingarm pivot bushings yield increased lowspeed ride comfort and increased durability.

New fuel pump is derived from Honda automobile technology. It mounts in the fuel tank for better heat isolation and offers increased filter life.

New, aggressively styled bodywork also provides better mud and water protection.



SPECIFICATIONS

Engine Type: 420cc liquid-cooled OHV longitudinally mounted single cylinder 4-stroke

Bore and Stroke: 86.5 x 71.5mm

Carburation: Keihin 34mm throttle-body fuel injection

Ignition: Full transistor with electronic advance

Starter: Electric with auxiliary recoil standard

Clutch: Automatic / Centrifugal

Transmission: 5-speed with reverse

Front Suspension: Independent double-wishbone; 170mm of travel

Rear Suspension: Swingarm with single shock; 170mm of travel

Front Brakes: Dual hydraulic discs

Rear Brake: Sealed mechanical drum

Tyres: 24 x 8-12 inch (front) / 24 x 10-11 inch (rear)

Dimensions (LxWxH): 2,103mm x 1,205mm x 1,174mm

Wheelbase: 1,268mm

Seat Height: 856mm

Ground Clearance: 183mm

Kerb Weight: 277kg

Fuel Capacity: 14.7 litre (including 4.9 litre reserve)



RANCHER RANGE | TRX420FM2

All the great new features of the FM1 plus an all new power steering system. The Electronic Power Steering (EPS) system is next generation, incorporating new ECU mapping for improved linearity in steering response, reduced low-speed steering effort for enhanced manoeuvrability and increased kickback resistance for improved all-around steering action. All-new double-cradle steel frame developed with Computer Aided Engineering features increased stiffness for even more precise handling and a smoother ride. New front and rear suspension systems feature an increase in travel for a plush and controlled ride.

New mapping for the Programmed Fuel Injection (PGM-FI) system improves power delivery and throttle response, and increases fuel economy for greater range.

New three-point mounting setup for the EPS system makes the entire steering mechanism more rigid for even more precise steering.

New, aggressively styled bodywork also provides better mud and water protection.



SPECIFICATIONS

Engine Type: 420cc liquid-cooled OHV longitudinally mounted single cylinder 4-stroke

Bore and Stroke: 86.5 x 71.5mm

Carburation: Keihin 34mm throttle-body fuel injection

Ignition: Full transistor with electronic advance

Starter: Electric with auxiliary recoil standard

Clutch: Automatic / Centrifugal

Transmission: 5-speed with reverse

Front Suspension: Independent double-wishbone; 170mm of travel

Rear Suspension: Swingarm with single shock; 170mm of travel

Front Brakes: Dual hydraulic discs

Rear Brake: Sealed mechanical drum

Tyres: 24 x 8-12 inch (front) / 24 x 10-11 inch (rear)

Dimensions (LxWxH): 2,103mm x 1,205mm x 1,174mm

Wheelbase: 1,268mm

Seat Height: 856mm

Ground Clearance: 183mm

Kerb Weight: 283kg

Fuel Capacity: 14.7 litre (including 4.9 litre reserve)



RANCHER RANGE | TRX420FA2

The automatic Dual Clutch Transmission (DCT) provides the compact size and strength of a manual transmission with the convenience of an automatic transmission. An all-new double-cradle steel frame developed with Computer Aided Engineering features increased stiffness for even more precise handling and a smoother ride. New front and rear suspension features an increase in travel at both ends plus new shocks for a plush and controlled ride. Honda TraxLok 2WD/4WD system offers two drive modes.

The Electric Power Steering (EPS) system is next generation, incorporating new ECU mapping for improved linearity in steering response, reduced low-speed steering effort for enhanced maneuverability and decreased kickback traits for improved all around steering action.

The DCT features a new dual shift-mapping program that automatically selects between two transmission shifting modes - either Cruise or Sport mode - for optimum shift timing depending on the rider's pattern of throttle operation.



SPECIFICATIONS

Engine Type: 420cc liquid-cooled OHV longitudinally mounted single cylinder 4-stroke

Bore and Stroke: 86.5 x 71.5mm

Carburation: PGM-FI 34mm throttle body with Idle Air Control Valve (IACV)

Ignition: Full transistor with electronic advance

Starter: Electric

Clutch: Automatic

Transmission: Automatic/ESP 5-speed with reverse

Front Suspension: Independent double-wishbone; 170mm of travel

Rear Suspension: Swingarm with single shock; 170mm of travel

Front Brakes: Dual hydraulic discs

Rear Brake: Sealed mechanical drum

Tyres: 24 x 8-12 inch (front) / 24 x 10-11 inch (rear)

Dimensions (LxWxH): 2,103mm x 1,205mm x 1,174mm

Wheelbase: 1,268mm

Seat Height: 856mm

Ground Clearance: 183mm

Kerb Weight: 291kg

Fuel Capacity: 14.7 litre (including 4.9 litre reserve)



FOREMAN RANGE | TRX500FM2

Honda's Electric Power Steering (EPS) system incorporates new ECU programming for improved linearity in steering response, reduced low-speed steering effort for enhanced manoeuvrability and increased kickback resistance for improved all-around steering action. All-new double-cradle steel frame developed with Computer Aided Engineering features increased stiffness and reduces weight for even more precise handling and a smoother ride. A selectable locking front differential has been added to the TRX500FM2's TraxLok selectable 4WD drive system to further expand its off-road capabilities when the going gets tough. Maximum weight capacity on the front carrier has been increased to 40kg and 80kg on the rear carrier.

New, aggressively styled bodywork provides improved mud and water protection while an all-new one piece fuel tank/side cover panel allows easy access for maintenance.

Revolutionary Electric Power Steering (EPS) with new threepoint mounting setup for the EPS system makes the entire steering mechanism more rigid for even more precise steering.



SPECIFICATIONS

Engine Type: 475cc liquid-cooled OHV longitudinally mounted single cylinder 4-stroke

Bore and Stroke: 92.0 x 71.5mm

Carburation: Programmed Fuel Injection (PGM-FI) 36mm throttle body

Ignition: Full transistor with electronic advance

Starter: Electric with auxiliary recoil standard

Clutch: Automatic / Centrifugal

Transmission: 5-speed with reverse

Front Suspension: Independent double-wishbone; 185mm of travel

Rear Suspension: Swingarm with single shock; 185mm of travel

Front Brakes: Dual hydraulic 190mm discs

Rear Brake: Sealed mechanical drum

Tyres: 25 x 8-12 inch (front) / 25 x 10-12 inch (rear)

Dimensions (LxWxH): 2,103mm x 1,205mm x 1,219mm

Wheelbase: 1,268mm

Seat Height: 869mm

Ground Clearance: 190mm

Kerb Weight: 293kg

Fuel Capacity: 14.7 litre (including 4.9 litre reserve)



FOREMAN RUBICON RANGE | TRX500FM6

For 2015 Honda has extended its 500cc ATV range to include an all new manual shift IRS model. This TRX500FM6 IRS stands along side the TRX500FM2 solid rear axle model in the 2015 model range and for the first time gives Honda customers the choice of either IRS or solid rear axle and power steering in the 500cc manual ATV segment.

The TRX500FM6 Rubicon comes with the same power plant, front diff locking system and digital multi function dash (with clock and maintenance minder) as the current TRX500FM range. The new TRX500FM6 also features the increased payload limits of the 500cc IRS range. Front and rear rack limits of 45kg and 85kg respectively and a larger towing capacity of 600kg.



SPECIFICATIONS

Engine Type: 475cc liquid-cooled OHV longitudinally mounted single cylinder 4-stroke

Bore and Stroke: 92 x 71.5mm

Carburation: Programmed electronic fuel injection

Ignition: Full-transistorized type with electronic advance

Starter: Electric

Clutch: Automatic

Transmission: Five speed plus reverse

Front Suspension: Independent double-wishbone; 185mm of travel

Rear Suspension: Independent double-wishbone; 215mm of travel

Front Brakes: Front dual hydraulic 190mm discs

Rear Brake: Rear 170mm hydraulic disc

Tyres: 25 x 8-12 inch (front) / 25 x 10-12 inch (rear)

Dimensions (LxWxH): 2,147mm x 1,205mm x 1,235mm

Wheelbase: 1,292mm

Seat Height: 911mm

Ground Clearance: 239mm

Kerb Weight: 314kg

Fuel Capacity: 14.7 litre



FOREMAN RUBICON RANGE | TRX500FA6

The TRX500FA6 features a Dual Clutch Transmission with both full auto and manual electric shift options but also includes a Hi-low range sub transmission for when the going gets tough.

The DCT system is a full mechanical system that provides real engine braking and fast shifting with a full auto mode. There are no CVT or belts to slip or break, unlike competitor auto units.

This model shares the dual mode mapping function first introduced in the Pioneer range. The ECU swaps seamlessly between sport and cruise mode to optimise the power and response, reduce shift shock, increase fuel economy and reduce gear hunting depending on the riders input. These features coupled with the upgraded angle sensor makes the new TRX500FA6 a very flexible ATV. Front and rear rack limits of 45kg and 85kg respectively and a larger towing capacity of 600kg.



SPECIFICATIONS

Engine Type: 475cc liquid-cooled OHV longitudinally mounted single cylinder 4-stroke

Bore and Stroke: 92 x 71.5mm

Carburation: Programmed electronic fuel injection

Ignition: Full-transistorized type with electronic advance

Starter: Electric

Clutch: Automatic

Transmission: Type dual clutch 5 speed with Hi-Low range

Front Suspension: Independent double-wishbone; 185mm of travel

Rear Suspension: Independent double-wishbone; 215mm of travel

Front Brakes: Front dual hydraulic 190mm discs

Rear Brake: Rear 170mm hydraulic disc

Tyres: 25 x 8-12 inch (front) / 25 x 10-12 inch (rear)

Dimensions (LxWxH): 2,147mm x 1,205mm x 1,235mm

Wheelbase: 1,293mm

Seat Height: 911mm

Ground Clearance: 241mm

Kerb Weight: 328kg

Fuel Capacity: 14.7 litre



RECON RANGE | TRX250TM1

TRX250TM1 features a high-performance cylinder head for increased performance. An oil cooler is standard equipment, ensuring optimal engine temperatures under difficult operating conditions. Uniquely designed floorboards, which allow the rider's feet to grip the footrests while keeping mud and debris away from the rider's feet.

Front and rear suspension has been designed for more comfortable all-day riding.

Large cargo racks front and rear allow payloads of 15 and 30 kilograms, respectively.

Maintenance-free shaft drive routes power directly from the longitudinally mounted engine without inefficient directional changes.

Ergonomically designed seating and control layouts provide a comfortable operating position for a wide range of rider sizes.



SPECIFICATIONS

Engine Type: 229cc liquid-cooled OHV longitudinally mounted single cylinder 4-stroke

Bore and Stroke: 68.5 x 62.2mm

Carburation: 20mm piston-valve

Ignition: AC-CDI with electronic advance

Starter: Electric with auxiliary recoil standard

Clutch: Automatic / Centrifugal

Transmission: 5-speed with reverse

Front Suspension: Independent double-wishbone; 130mm of travel

Rear Suspension: Swingarm with single shock; 125mm of travel

Front Brakes: Dual sealed hydraulic drum

Rear Brake: Sealed mechanical drum

Tyres: 22 x 7-11 inch (front) / 22 x 10-9 inch (rear)

Dimensions (LxWxH): 1,905mm x 1,035mm x 1,070mm

Wheelbase: 1,131mm

Seat Height: 793mm

Ground Clearance: 150mm

Kerb Weight: 199kg

Fuel Capacity: 9.1 litre (including 2.6 litre reserve)



RUBICON RANGE | TRX680FA

The TRX680FA features Honda's fully independent ATV rear suspension for comfortable cruising over the toughest terrain. 40mm fuel injection system for consistent performance at high altitude, improved cold weather starting, improved fuel consumption and increased power. Dual front disc brakes feature callipers with patented built-in scraper for improved braking performance in all conditions.

Brake pads feature thick, long-wear material with improved mud durability, feel and control. Pads feature internal scraper that give audible warning when pad life is low. Stainless steel exhaust system provides superior corrosion resistance and minimises noise levels. Washable air filter for easy maintenance and consistent performance.

Extensive weight-saving measures include the use of aluminium for the following components: forged front upper control arms, rear upper and lower control arms, rear knuckles, front and rear wheels. SUV styling features flowing fenders with integrated headlights and taillights.



SPECIFICATIONS

Engine Type: 675cc liquid-cooled OHV longitudinally mounted single cylinder 4-stroke

Bore and Stroke: 102.0 x 82.6mm

Carburation: Programmed electronic fuel injection with Idle Air Control Valve

Ignition: Full-transistorised type with electronic advance

Starter: Electric with auxiliary recoil standard

Clutch: Automatic

Transmission: Automatic with hydraulic clutches and a torque converter, three forward gears, reverse and electronic controls

Front Suspension: Independent double-wishbone; 175mm of travel

Rear Suspension: Independent double-wishbone; 203mm of travel

Front Brakes: Dual hydraulic discs

Rear Brake: Single hydraulic mechanical disc

Tyres: 25 x 8-12 inch (front) / 25 x 10-12 inch (rear)

Dimensions (LxWxH): 2,113mm x 1,189mm x 1,207mm

Wheelbase: 1,289mm

Seat Height: 875mm

Ground Clearance: 234mm

Kerb Weight: 294kg

Fuel Capacity: 16.3 litre (including 4.3 litre reserve)



FARM BIKE RANGE | XR150L

Powered by a quiet, smooth running and responsive single cylinder Honda 4-stroke 150cc engine that delivers excellent hill climbing torque. Forgiving handling and long-travel suspension for absorbing bumps on rugged terrain. The XR150L is incredibly fuel-efficient and with its 12 litre fuel tank and dependable 5-speed gearbox, it is possible to operate for long days and long distances around the farm.

- Electric Start for easy starting in all conditions.
- Backup Kick-starter.
- 5 Speed transmission
- Front disc brake for powerful braking.
- Powerful headlight and indicators.
- A sealed battery eliminates maintenance.
- Long travel front and rear suspension provides a comfortable ride.



SPECIFICATIONS

Engine: 4-stroke, single-cylinder, air-cooled, OHV

Displacement: 149cc

Kerb Weight: 129kg

Fuel Tank Capacity: 12 litres

Transmission: 5-speed manual

Seat Height: 825mm

Ground Clearance: 243mm

Dimensions (LxWxH): 2,091 x 811 x 1,125mm

FARM BIKE RANGE | XR190

The XR190 is Honda's unbeatable two-wheeled farm machine. This Fuel injected machine is the big brother of the XR150. With rugged capability the XR190 is now the pinnacle of two-wheel farm bikes. With a super reliable 184cc engine the XR190 provides the smooth strong power needed on farm. With generous carry rack capacity, dual side stands, lever guards and extra mud protection the XR190 is ready to get to work. As a bonus the XR190 is fully road registerable and LAMS approved.

- Fuel-injected for smooth running and economy
- 5 speed transmission
- Dual side stands
- Electric start for easy starting in all conditions
- Heavy duty carry racks



SPECIFICATIONS

Engine: 4-stroke, single-cylinder, air-cooled

Displacement: 184cc

Kerb Weight: 137kg

Fuel Tank Capacity: 12 litres

Transmission: 5-speed manual

Seat Height: 823mm

Ground Clearance: 237mm

Dimensions (LxWxH): 2,103 x 842 x 1,127mm

FARM BIKE RANGE | CRF250F

Has there ever been a better way to enjoy the great outdoors than from behind the handlebar of a Honda dirtbike? With our all-new CRF250F, life behind those bars is a little more enjoyable in a whole lot of ways. This is a bike that can do it all – hard work on the farm, and play hard on the trail. First off, there's the overall size. A two-fifty is big enough for some real adventures, but not too big or heavy to be intimidating. The CRF250F's all-new engine is designed with a wide powerband, giving you a super responsive and smooth bottom end, combined with plenty of top end power. The new fuel-injected design makes starting easy, and automatically compensates for cold weather or high altitudes. The tough twin-spar frame is lightweight, yet built Honda tough to handle the dings of off-road and farm riding. An electric starter makes getting underway a snap, and the styling is right off our championship-winning CRF motocrossers.

Not too big, not too small, if there's one bike that can do it all – it's the CRF250F!



SPECIFICATIONS

Engine: Air-cooled 4 stroke single-cylinder SOHC

Displacement: 250cc

Kerb Weight: 114kg

Fuel Tank Capacity: 6 litres

Transmission: 5-speed constant mesh

Seat Height: 883mm

Ground Clearance: 286mm

Dimensions (LxWxH): 2108 x 800 x 1185mm

FARM BIKE RANGE | CRF250L RALLY

Inspired by the factory CRF450 Rally machine raced in the Dakar by Team HRC, and based on the standard CRF250L, the CRF250L Rally is ready for weekend adventure, long-distance tour or the daily commute.

Featuring styling that evokes images of adventure and travel, the bike has long-travel suspension, large-disc ABS brakes, excellent weather protection and an impressive cruising range. Engine performance combines solid bottom-end torque with substantial top-end power.



SPECIFICATIONS

Engine: Liquid-cooled 4-stroke 4-valve SOHC single cylinder

Displacement: 249.6cc

Kerb Weight: 157kg

Fuel Tank Capacity: 10.2 litres

Transmission: 6-speed constant mesh

Seat Height: 894mm

Ground Clearance: 269mm

Dimensions (LxWxH): 2,210 x 900 x 1,425mm

ATV RANGE | Comparison Chart

	Engine	Bore & Stroke	Carburation	Ignition	Starter	Clutch	Transmission	Suspension (Front / Back)
TWO WHEEL DRIVE TRX250TM1	229cc liquid-cooled OHV single cylinder 4-stroke	68.5 x 62.2mm	20mm piston-valve	AC-CDI with electronic advance	Electric	Automatic/Centrifugal	Manual, 5-speed with reverse	Independent double-wishbone; 130mm of travel / Swingarm with single shock; 125mm of travel
TWO WHEEL DRIVE TRX420TM1	420cc liquid-cooled OHV single cylinder 4-stroke	86.5 x 71.5mm	Programmed electronic fuel injection	Full-transistorised type with electronic advance	Electric	Automatic/Centrifugal	Manual, 5-speed with reverse	Independent double-wishbone; 170mm of travel / Swingarm with single shock; 170mm of travel
FOUR WHEEL DRIVE TRX420FM1	420cc liquid-cooled OHV single cylinder 4-stroke	86.5 x 71.5mm	Programmed electronic fuel injection	Full-transistorised type with electronic advance	Electric	Automatic/Centrifugal	Manual, 5-speed with reverse	Independent double-wishbone; 170mm of travel / Swingarm with single shock; 170mm of travel
4WD/POWER STEER TRX420FM2	420cc liquid-cooled OHV single cylinder 4-stroke	86.5 x 71.5mm	Programmed electronic fuel injection	Full-transistorised type with electronic advance	Electric	Automatic/Centrifugal	Manual, 5-speed with reverse	Independent double-wishbone; 170mm of travel / Swingarm with single shock; 170mm of travel
4WD/POWER STEER TRX420FA2	420cc liquid-cooled OHV single cylinder 4-stroke	86.5 x 71.5mm	Programmed electronic fuel injection	Full-transistorised type with electronic advance	Electric	Automatic	Automatic, 5-speed with reverse	Independent double-wishbone; 170mm of travel / Swingarm with single shock; 170mm of travel
4WD/POWER STEER TRX500FM2	475cc liquid-cooled OHV single cylinder 4-stroke	92 x 71.5mm	Programmed electronic fuel injection	Full-transistorised type with electronic advance	Electric	Automatic/Centrifugal	Manual, 5-speed with reverse	Independent double-wishbone; 185mm of travel / Swingarm with single shock; 185mm of travel
4WD/POWER STEER TRX500FM6	475cc liquid-cooled OHV single cylinder 4-stroke	92 x 71.5mm	Programmed electronic fuel injection	Full-transistorised type with electronic advance	Electric	Automatic/Centrifugal	Manual, 5-speed with reverse	Independent double-wishbone; 185mm of travel / Independent double-wishbone; 215mm of travel
4WD/POWER STEER TRX500FA6	475cc liquid-cooled OHV single cylinder 4-stroke	92 x 71.5mm	Programmed electronic fuel injection	Full-transistorised type with electronic advance	Electric	Automatic/Centrifugal	Automatic, 5 speed with Hi-Low range	Independent double-wishbone; 185mm of travel / Independent double-wishbone; 215mm of travel
FOUR WHEEL DRIVE TRX680FA	675cc liquid-cooled OHV single cylinder 4-stroke	102 x 82.6mm	Programmed electronic fuel injection	Full-transistorised type with electronic advance	Electric	Automatic	Automatic. 3 forward gears, reverse and electronic controls	Independent double-wishbone; 175mm of travel / Independent double-wishbone; 203mm of travel

Front Brakes	Rear Brakes	Tyres (Front / Rear)	Dimensions (LxWxH)	Wheelbase	Seat Height	Ground Clearance	Kerb Weight	Fuel Capacity
Dual sealed hydraulic drum	Sealed mechanical drum	22 x 7-11 inch / 22 x 10-9 inch	1,905mm x 1,035mm x 1,070mm	1,131mm	793mm	150mm	199kg	9.1 litre (inc. 2.6 litre reserve)
Dual hydraulic discs	Sealed mechanical drum	24 x 8-12 inch / 24 x 10-11 inch	2,103mm x 1,205mm x 1,174mm	1,268mm	856mm	183mm	261kg	14.7 litre (inc. 4.9 litre reserve)
Dual hydraulic discs	Sealed mechanical drum	24 x 8-12 inch / 24 x 10-11 inch	2,103mm x 1,205mm x 1,174mm	1,268mm	856mm	183mm	277kg	14.7 litre (inc. 4.9 litre reserve)
Dual hydraulic discs	Sealed mechanical drum	24 x 8-12 inch / 24 x 10-11 inch	2,103mm x 1,205mm x 1,174mm	1,268mm	856mm	183mm	283kg	14.7 litre (inc. 4.9 litre reserve)
Dual hydraulic discs	Sealed mechanical drum	24 x 8-12 inch / 24 x 10-11 inch	2,103mm x 1,205mm x 1,174mm	1,268mm	856mm	183mm	291kg	14.7 litre (inc. 4.9 litre reserve)
Dual hydraulic discs	Sealed mechanical drum	25 x 8-12 inch / 25 x 10-12 inch	2,103mm x 1,205mm x 1,219mm	1,268mm	869mm	190mm	293kg	14.7 litre (inc. 4.9 litre reserve)
Dual hydraulic discs	Rear 170mm hydraulic disc	25 x 8-12 inch / 25 x 10-12 inch	2,146mm x 1,204mm x 1,234mm	1,293mm	910mm	239mm	313kg	15 litre (inc. 2.5 litre reserve)
Dual hydraulic discs	Rear 170mm hydraulic disc	25 x 8-12 inch / 25 x 10-12 inch	2,146mm x 1,204mm x 1,234mm	1,293mm	910mm	239mm	313kg	15 litre (inc. 2.5 litre reserve)
Dual hydraulic discs	Single hydraulic mechanical disc	25 x 8-12 inch / 25 x 10-12 inch	2,113mm x 1,189mm x 1,207mm	1,289mm	875mm	234mm	294kg	16.3 litre (inc. 4.3 litre reserve)



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