



# FOURTRAX

TRX680FG Rincon

TRX500PG/FG  
Canadian Trail Edition Rubicon

TRX500FPE/FPM/FE/FM  
Foreman

TRX420PG/FG  
Canadian Trail Edition

TRX420FPE/FPM/FM

TRX250TE



09

# The Honda advantage

You expect a lot from your ATV. On the farm or on the job site, you expect it to be easy and intuitive to operate, and to be built with rugged dependability for trouble-free service now, and years from now. On the trails, you expect it to handle predictably and with sure control over various types of terrain, and to get you where you're going and back again without worry.

We know how much you rely on your ATV for work, and for fun. That's why Honda FourTrax and Sportrax ATVs include numerous innovations to make them better performing, safer, more reliable, easier on the environment, and, of course, more **fun** to ride. From GPScape® technology to automotive-style automatic transmissions to longitudinally mounted engines to Electric Power Steering (EPS), when it comes to advanced engineering and outside-the-box thinking, you can expect to find it on a Honda ATV.

You can also expect a special emphasis on **safety** in the design and engineering of every Honda ATV, big and small. For example, Honda's Electric Power Steering minimizes "kickback" at the handlebar when an obstacle tries to push the front wheels off-line, improving control and making your



ride less tiring. And Honda ATVs are typically the lightest in their class with a low centre of gravity. Why? Because a lighter ATV is easier to control, stays more composed over bumpy terrain, and can stop faster. A low centre of gravity means flatter cornering, better control over bumpy terrain, a more secure ride on hills, and improved braking.

A lighter ATV can also use a smaller engine to produce the same performance as a heavier ATV with a bigger engine. Combined, this means less wear and tear

on trail systems for reduced impact on the **environment** and reduced trail maintenance, plus improved fuel mileage and therefore reduced total emissions. Honda's strict CARB off-road emissions standards.

Loaded with features, and built with Honda quality front to back. If you expect a lot from your ATV, just look for the Honda wing on the tank.



# Superior steering

Adapted from the proven systems developed for Honda automobiles, Electric Power Steering (EPS) available on select Honda FourTrax models works so well and provides so many benefits, we know you'll be won over after your very first ride. Here's how it works...

Sensors measure both the ATV's ground speed and the amount of effort exerted by the rider at the handlebar. A computer then 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 flat, 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.

A power-steering system is only as good as the computer "map" that

controls it, which is why Honda engineers spent countless hours testing in just about every type of terrain you can imagine to find the optimum steering-assist balance. The result? A system that works so seamlessly, you'll wonder how you ever got along without it.

With Honda's EPS, that rocky downhill that you used to dread becomes less intimidating. Not only can you easily turn the handlebar to steer around obstacles, the system also acts like a steering damper to minimize kickback at the handlebar. Easier steering, less being pushed off-course — suddenly long rides or tough jobs become a whole lot less tiring and more enjoyable.

Electric Power Steering from Honda. It's the ultimate in ease of use and control.



# Pointing the way to ATV adventure



Honda's amazing GPScape brings the many benefits of Global Positioning Satellite technology right to the instrument pod of your Honda ATV. GPScape can tell you where you are, point you to where you want to go, and then direct you back again with amazing accuracy — day or night, almost anywhere on Earth.

Say you're exploring a new trail system, but are worried about getting lost. No problem, simply use GPScape to record "waypoints" (points along the way) at each fork in the trail, and then ask it to direct you to those same waypoints on the way back. An arrow and a countdown odometer on the backlit LCD screen tell you the direction and distance to the next waypoint, and which way to turn once you get there. We developed it to be simple to use — even with a gloved hand.

With the ability to remember up to 100 waypoints for up to 10 years — even if the ATV's battery is temporarily disconnected — you can go back to the trail any time and ride the same route. Want to share the directions to a scenic lookout or a favourite fishing hole with your friends? Easy, simply record the data from your GPScape and have them manually enter it into their GPScape units. You can leave at different times but arrive at the same destination, with nobody having to worry about getting lost.

Not only does GPScape take the guesswork out of ATV navigation, it's also a valuable safety device. If you come across an emergency while on the trail, with GPScape and a cell phone, you can call rescue personnel with your exact longitude and latitude data.

Available on select Honda FourTrax ATVs, GPScape really does point the way to a whole new world of adventure.



## Choose the transmission that's right for you

You want an ATV for sporty trail riding. Your neighbour wants an ATV for doing hard work. You need different ATVs, with different transmissions.

That's why Honda offers a range of different transmission systems, each matched to the ATV's intended purpose and the type of riding you do most often.

A tried-and-true foot-shift gearbox with automatic clutch is hard to beat for simplicity and durability, which is why you'll find it on many of our hardest-working ATVs. And to make this system even better, we pioneered the innovative Electric Shift Program™ (ESP) so that you can shift gears with the push of a handlebar-mounted button.

For riders who prefer fully automatic shifting, Honda developed a transmission with many of the benefits of the heavy-duty hydraulic systems found on construction equipment, all packed in a compact, lightweight housing. The Hondamatic™ transmission uses a small hydraulic pump that

efficiently converts power from the engine into power at the wheels. Because it doesn't use a belt, it won't wear or slip like some other ATV automatics. Plus it's smooth and quiet, and it even provides true engine braking for those tricky downhill.

For the TRX680FG Rincon, Honda engineers decided that another transmission design was required to provide smooth but sporty shifting much like a car's. With a hydraulic torque converter and three independent hydraulic clutches, the Rincon's transmission automatically selects the gear ratio that's appropriate for the conditions, or you can use ESP to override the automatic settings. It's so smooth, you'll hardly feel it shift. And like the Hondamatic, the Rincon's transmission is durable, highly resistant to dirt and water damage, and has no belts to burn out or replace.

To give riders the performance, durability, efficiency and direct feel of a manual transmission with the ease-of-use of an automatic, the all-new TRX420PG/FG Canadian Trail Edition boasts yet another Honda innovation: a twin-clutch automatic transmission. This constant-mesh, sequential-shift transmission uses separate clutches for odd and even gears — one clutch for first, third and fifth, and another for second, fourth and reverse. This allows for almost instantaneous, seamless shifts into the next gear. For example, say you're riding at a steady speed and the transmission is using second gear. The clutch that operates second gear is engaged, of course, sending power from the engine to the wheels. But here's the beauty of twin-clutch technology: the other clutch has both first and third gears ready, so it can instantly engage and activate one or the other as soon as you press or release the throttle to speed up or slow down. This means that the system is always ready to engage the next shift, providing both a sporty feel as you accelerate and true engine braking as you decelerate. Plus, the twin-clutch automatic transmission operates at very high efficiency, meaning very little of the engine's power is wasted.

Better ways to shift, designed just for you and the way you ride. Only from Honda.

# TRX680FG

Rincon





Big power, with handling that makes you think you're riding a mid-size ATV. That's exactly what sets the Honda TRX680FG Rincon apart from the rest of the big-bore crowd. Sure, it has a high-tech 675 cc engine that produces truckloads of torque and horsepower. But it surrounds that engine with an advanced lightweight chassis for the sort of nimble, controlled ride usually found only on much smaller ATVs.

Extensive use of aluminum and other weight-saving measures, a low centre of gravity, and fully independent front and rear suspension combine to let you float over bumps with amazing comfort and control. Some ATVs with independent rear suspension end up with a high centre of gravity and compromised stability. But the Rincon's equal-length A-arms reduce side-to-side rear-wheel scrub as the suspension compresses, resulting in superior handling and less wear on the trail. This, plus the use

of lightweight components throughout, gives the Rincon a comfortable ride while maintaining the flat cornering and stability that Honda ATVs are noted for.

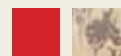
Big horsepower means nothing if the transmission can't cope, and here again the Rincon shines. Its fuel-injected engine drives the front and rear wheels via an innovative automotive-style automatic transmission, meaning there are no belts to burn out or replace. Plus, the Electric Shift Program (ESP) lets you choose a specific "gear" for demanding conditions by simply pushing a handlebar-mounted button.

All this, plus GPScape built right into the instrument pod, powerful and durable front disc brakes, and available NaturalGear™ camouflage bodywork. For big performance that's easy to handle, you'll find that the Honda TRX680FG Rincon is exactly the right choice.

**KEY FEATURES** The liquid-cooled 675 cc engine uses programmed fuel-injection for strong performance • Rugged automotive-style automatic transmission incorporates ESP, switchable 2WD/4WD, and an easy-to-use reverse • Because it's as light as many 500s, the Rincon boasts an excellent power-to-weight ratio for great performance, nimble handling, great fuel economy, and reduced trail wear and tear • The engine sits longitudinally in the chassis so the crankshaft points to the front and rear axles, eliminating the need for horsepower-robbing bevel gears and saving weight • Independent front and rear suspension provides a smooth ride along with Honda's renowned stability

## SPECIFICATIONS

Engine type	Liquid-cooled longitudinally mounted single-cylinder four-stroke
Displacement	675 cc
Bore & stroke	102 mm x 82.6 mm
Compression ratio	9.2:1
Valve train	OHV, 4 valves
Fuel delivery	PGM-FI fuel-injection
Transmission	Fully automatic electronically controlled automotive-type three-speed with selectable ESP and reverse
Final drive	2WD/4WD; direct front and rear driveshafts with switchable 2WD/4WD and torque-sensing front differential
Front suspension	Independent double-wishbone with hydraulic shocks; 175 mm (6.9 in.) travel
Rear suspension	Independent double-wishbone with hydraulic shocks; 203 mm (8 in.) travel
Tires	25 x 8 - 12 front; 25 x 10 - 12 rear
Brakes	Front dual 180 mm hydraulic discs; rear single hydraulic disc
Length	2,113 mm (83.2 in.)
Width	1,189 mm (46.8 in.)
Ground clearance	234 mm (9.2 in.)
Seat height	875 mm (34.5 in.)
Seating capacity	One
Wheelbase	1,289 mm (50.8 in.)
Curb weight	294 kg (648 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	16.3 litres, including 4.3-litre reserve
Colour	Red, Camo (optional)



# TRX500PG/FG

## Canadian Trail Edition Rubicon





Canadians ride their ATVs hard, in some of the hardest conditions anywhere. That's why the Honda TRX500 Canadian Trail Edition Rubicon has been such a hit right across this country: it was specifically designed just for us, and for our rugged terrain.

Now available in an Electric Power Steering (EPS) version, the Canadian Trail Edition Rubicon delivers tough-as-granite durability, excellent engine performance at work or play, and confident, comfortable handling. Its longitudinally mounted 499 cc liquid-cooled engine transmits its power through a fully automatic Hondamatic transmission with switchable 2WD/4WD. And for riders who like to shift gears, the transmission incorporates Honda's Electric Shift Program (ESP) push-button control that allows you to manually "shift" into one of five preset ratios. With Hondamatic and ESP, you get the best of both worlds.

Light weight, stable suspension geometry and a low centre of gravity give the Canadian Trail Edition Rubicon a ride over tough terrain that you have to experience to believe. And with its specially calibrated and adjustable front and rear shocks, you don't have to give up comfort for stability.

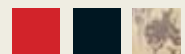
Canada is a big country, with plenty to explore. Want to venture onto an unfamiliar trail? With the easy-to-operate GPS system built right into the Canadian Trail Edition Rubicon's instrument pod, you can head out without worrying about getting lost.

Choose the Honda TRX500PG with EPS in red, chaos black or optional NaturalGear camo, or the Honda TRX500FG with unassisted steering in red. Then get ready for performance that's tailored just for you.

**KEY FEATURES** Adjustable suspension was developed during extensive testing in Canada and provides excellent comfort and control on rugged or smooth trails • Durable front disc brakes incorporate a number of innovative features and long-life brake pads for great stopping power in tough conditions • Available Electric Power Steering (EPS) means less fatigue and improved rider comfort and control • You get crisp response and true engine braking from the fully automatic Hondamatic transmission • GPScape built into the instrument pod can get you there and back no problem, plus it's easy and fun to use

## SPECIFICATIONS

Engine type	Liquid-cooled longitudinally mounted single-cylinder four-stroke
Displacement	499 cc
Bore & stroke	92 mm x 75 mm
Compression ratio	9.2:1
Valve train	OHV, 4 valves
Fuel delivery	Single 36 mm CV carb
Transmission	Fully automatic electronically controlled hydromechanical CVT with selectable ESP and reverse
Final drive	2WD/4WD; direct front and rear driveshafts with switchable 2WD/4WD and torque-sensing front differential
Front suspension	Independent double-wishbone with adjustable hydraulic shocks; 170 mm (6.7 in.) travel
Rear suspension	Swingarm with dual adjustable hydraulic shocks; 170 mm (6.7 in.) travel
Tires	25 x 8 - 12 front; 25 x 10 - 12 rear
Brakes	Front dual 180 mm hydraulic discs; rear sealed mechanical drum
Length	2,108 mm (83 in.)
Width	1,188 mm (46.8 in.)
Ground clearance	190 mm (7.5 in.)
Seat height	861 mm (33.9 in.)
Seating capacity	One
Wheelbase	1,285 mm (50.6 in.)
Curb weight	FG: 287 kg (633 lb) including required fluids and full tank of gas - ready to ride. PG: tba
Fuel capacity	15 litres, including 2.5-litre reserve
Colour	PG: Red, Chaos Black, Camo (optional); FG: Red



# TRX500FPE/FPM/FE/FM

Foreman





Want an ATV that can work hard, or play all day? The versatile Honda TRX500 Foreman has an eager-to-please personality that makes it ideal for just about any type of ATV activity you can imagine.

Available in four different configurations, the Foreman is built for tough jobs, but it also has a fun, playful side for weekend trail rides or week-long getaways to your favourite fishing camp. Its 475 cc OHV engine churns out torque low in the rev range, and it also boasts a hemispherical combustion chamber that produces straighter intake and exhaust flow for exciting top-end performance.

To keep weight down, centre of gravity low, and reduce the number of moving parts, the engine sits longitudinally in the chassis so the crankshaft points to the front and rear axles, eliminating the need for horsepower-robbing bevel gears. And behind the front wheels you'll find high-tech disc brakes

designed specifically for the diverse demands of ATV use. The Foreman's light weight, combined with its ample suspension travel, ensures a comfortable yet stable ride whether you're on a bumpy trail or a flat field or job site.

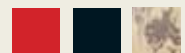
And with four Foreman models to choose from, it's easy to get all the features you're looking for. The TRX500FPE comes with Honda's advanced Electric Power Steering (EPS) and the convenience of push-button shifting, or choose the TRX500FPM with EPS and a traditional foot shifter. The TRX500FE combines push-button shifting with unassisted steering, and the TRX500FM has both manual shifting and unassisted steering.

Four models, one result: the ultimate hard-working Honda ATV.

**KEY FEATURES** Honda's Electric Power Steering on the FPE and FPM models means less fatigue and improved rider comfort and control • Select either 4WD or 2WD by sliding a convenient handlebar-mounted switch • Excellent rider comfort thanks to premium suspension and a soft and roomy seat • Longitudinally-mounted engine and other design advantages produce a low centre of gravity for improved stability and safety • Optional NaturalGear camo bodywork is as rugged as it is good-looking

## SPECIFICATIONS

Engine type	Air-cooled longitudinally mounted single-cylinder four-stroke
Displacement	475 cc
Bore & stroke	92 mm x 71.5 mm
Compression ratio	8.3:1
Valve train	OHV, 2 valves
Fuel delivery	Single 36 mm CV carb
Transmission	FPE/FE: electric shift; FPM/FM: manual shift. Five-speed with automatic clutch, reverse and ultra-low first gear.
Final drive	2WD/4WD; direct front and rear driveshafts with switchable 2WD/4WD and torque-sensing front differential
Front suspension	Independent double-wishbone with hydraulic shocks; 168 mm (6.6 in.) travel
Rear suspension	Swingarm with dual hydraulic shocks; 170 mm (6.7 in.) travel
Tires	25 x 8 - 12 front; 25 x 10 - 12 rear
Brakes	Front dual 180 mm hydraulic discs; rear sealed mechanical drum
Length	2,109 mm (83 in.)
Width	1,188 mm (46.8 in.)
Ground clearance	190 mm (7.5 in.)
Seat height	860 mm (33.9 in.)
Seating capacity	One
Wheelbase	1,292 mm (50.7 in.)
Curb weight	FPE: 290 kg (639 lb); FPM: 289 kg (637 lb); FE: 283 kg (624 lb); FM: 280 kg (619 lb) incl. required fluids and full tank of gas - ready to ride
Fuel capacity	15 litres, including 2.5-litre reserve
Colour	FPE/FPM: Red, Chaos Black, Camo (optional); FE/FM: Red, Camo (optional)



# TRX420PG/FG

Canadian Trail Edition





This is why you fell in love with ATVing in the first place. To go places you'd never dream of attempting on almost any other vehicle. To wind along twisty trails with the lightweight agility of a sports car. To carry your chainsaw deep into the bush and carry out some winter's warmth.

If this sounds like your idea of what an ATV should be, then be prepared to fall in love all over again.

The new 2009 Honda TRX420 Canadian Trail Edition combines a sporty personality with utility capability unlike any other mid-size ATV you've ever ridden. It's lightweight, of course, so it's easy to handle and will float over terrain that would bog down a bigger, heavier ATV. And it's comfortable, thanks to its new independent rear suspension that's specially designed to soak up bumps while maintaining the low centre of gravity, minimal body roll and overall stability that Honda ATVs are famous for.

And recreational riders are really going to love the

innovative twin-clutch automatic transmission — a first on any ATV. It gives you the performance, durability, efficiency and direct feel of a manual transmission with the ease-of-use of an automatic (see the tech section at the front of this brochure for more info). You feel the system shift smoothly through its five gears like a sports car, yet you never have to worry about using a manual clutch lever or being in the wrong gear. Plus, the twin-clutch automatic transmission operates at very high efficiency, meaning very little of the engine's power is wasted. And, of course, there are no belts to slip or wear out.

With standard GPScape and your choice of Electric Power Steering (TRX420PG) or unassisted steering (TRX420FG), the new Honda TRX420 Canadian Trail Edition takes ATV performance to an exciting new level.

**KEY FEATURES** Fully independent front and rear suspension incorporates special calibration developed from extensive testing on Canadian trails

- Innovative twin-clutch automatic transmission provides rapid, sporty shifting, plus true engine braking and excellent efficiency and durability
- Front and rear disc brakes feature new brake pads with improved wear resistance and enhanced feel
- The engine sits longitudinally in the chassis so the crankshaft points to the front and rear axles, eliminating the need for horsepower-robbing bevel gears and saving weight
- Honda's Electric Power Steering on the TRX420PG means less fatigue and improved rider comfort and control

## SPECIFICATIONS

Engine type	Liquid-cooled longitudinally mounted single-cylinder four-stroke
Displacement	420 cc
Bore & stroke	86.5 mm x 71.5 mm
Compression ratio	9.8:1
Valve train	OHV, 2 valves
Fuel delivery	PGM-FI fuel-injection
Transmission	Fully automatic five-speed with selectable ESP and reverse
Final drive	2WD/4WD; direct front and rear driveshafts with 2WD/4WD shifter and torque-sensing front differential
Front suspension	Independent double-wishbone with hydraulic shocks; 160 mm (6.3 in.) travel
Rear suspension	Independent double-wishbone with hydraulic shocks; 160 mm (6.3 in.) travel
Tires	24 x 8 - 12 front; 24 x 10 - 11 rear
Brakes	Front dual hydraulic discs; rear single hydraulic disc
Length	2,055 mm (80.9 in.)
Width	1,171 mm (46.1 in.)
Ground clearance	231 mm (9.1 in.)
Seat height	823 mm (32.4 in.)
Seating capacity	One
Wheelbase	1,255 mm (49.4 in.)
Curb weight	tba
Fuel capacity	13.6 litres, including 3.8-litre reserve
Colour	PG: Red, White, Camo (optional); FG: Red



TRX420FPE/FPM/FM





Lightweight and nimble. Simple to operate and just the right size. Ready for medium-duty work or frisky trail riding. The Honda TRX420 continues to make friends thanks to its appealing blend of premium features and do-anything performance.

And now the TRX420 offers even more: the convenience and control of Electric Power Steering (EPS) on the FPE and FPM models.

A liquid-cooled 420 cc engine that's fuel-injected for consistently strong power in all conditions provides the TRX420 with its get-up-and-go, while Honda's high-tech front disc brakes bring you to a quick, safe stop. The brakes include a scraper system to help prevent damage from stones, ice and other debris, plus brake pads that are extra-thick for long life. A full-frame plastic skidplate slides over snow and ice, and there's even a handy start-in-gear feature that lets you get going quickly by just applying the brakes

and pressing the start button.

The engine sits longitudinally in the frame to keep weight low and to improve overall centre of gravity and balance, allowing you to ride over rough terrain with added confidence. And the suspension has been calibrated to provide both a comfortable ride and the predictable handling that makes Honda ATVs so popular among riders of all skill levels.

The FPE features the convenience of Electric Shift Program (ESP) push-button shifting, while the FPM and FM versions rely on a tried-and-true foot-shifter. All let you choose the amount of traction that's right for the terrain with an easy-to-use 2WD/4WD shifter.

Looking for a mid-size ATV that's big on features and fun? You'll want to take a hard look at the Honda TRX420.

**KEY FEATURES** Programmed fuel-injection provides the liquid-cooled engine with the precise fuel-air mixture for optimum performance in all conditions • Honda's Electric Power Steering on the FPE and FPM means less fatigue and improved rider comfort and control • Mechanical 2WD/4WD shifter stays in the mode you select even after the ATV has been turned off • Strong yet compact torque-sensing front differential reduces steering effort and allows a tight turning radius • Available in red or white (FPE and FM models), plus optional NaturalGear camo (FPE and FPM models)

## SPECIFICATIONS

Engine type	Liquid-cooled longitudinally mounted single-cylinder four-stroke
Displacement	420 cc
Bore & stroke	86.5 mm x 71.5 mm
Compression ratio	9.8:1
Valve train	OHV, 2 valves
Fuel delivery	PGM-FI fuel-injection
Transmission	FPE: electric shift; FPM/FM: manual shift. Five-speed with automatic clutch, reverse and ultra-low first gear
Final drive	2WD/4WD; direct front and rear driveshafts with 2WD/4WD shifter and torque-sensing front differential
Front suspension	Independent double-wishbone with hydraulic shocks; 160 mm (6.3 in.) travel
Rear suspension	Swingarm with single hydraulic shock; 160 mm (6.3 in.) travel
Tires	24 x 8 - 12 front; 24 x 10 - 11 rear
Brakes	Front dual 180 mm hydraulic discs; rear sealed mechanical drum
Length	2,055 mm (80.9 in.)
Width	1,172 mm (46.1 in.)
Ground clearance	165 mm (6.5 in.)
Seat height	822 mm (32.4 in.)
Seating capacity	One
Wheelbase	1,249 mm (49.2 in.)
Curb weight	FM: 266 kg (586 lb) including required fluids and full tank of gas - ready to ride. FPE/FPM: tba
Fuel capacity	13.3 litres, including 2.6-litre reserve
Colour	FPE: Red, White, Camo (optional); FPM: Red, Camo (optional); FM: Red, White



TRX250TE





Sometimes, you don't need the biggest ATV out there. Sometimes, an ATV that's smaller in size, lighter in weight and easier for everyone to operate makes more sense. For those times, you want to be riding the Honda TRX250TE.

The enduring appeal of the TRX250TE comes from its combination of a powerful air-cooled four-stroke engine and nimble, confidence-inspiring handling. Just like on our bigger ATVs, the engine sits longitudinally in the chassis to provide direct driveshaft alignment to the rear wheels — it's a rugged powertrain with an easy-to-use powerband. And compact overall dimensions and light weight make the TRX250TE just right for smaller riders or those just getting up to speed. Big riders won't feel cramped, yet smaller riders won't feel overwhelmed the way they can on some heavyweight, full-size ATVs.

A big list of standard features includes rugged

floorboards, a bright LED rear brake light, rubber engine mounts to help keep vibration from spoiling your ride, and enough carrying capacity on the front and rear racks to make the TRX250TE a valuable helper on the farm, in the woodlot, or at the cottage.

The TRX250TE transfers its power to the rear wheels via a durable five-speed transmission with automatic clutch. But rather than having a foot lever to shift gears, the TRX250TE features Honda's Electric Shift Program (ESP) for easy gear changes at the push of a handlebar-mounted button.

When you don't need the biggest, most expensive ATV out there, take a look at the Honda TRX250TE. It packs a lot of fun into a compact, economical package.

## SPECIFICATIONS

Engine type	Air-cooled longitudinally mounted single-cylinder four-stroke
Displacement	229 cc
Bore & stroke	68.5 mm x 62.2 mm
Compression ratio	9.2:1
Valve train	OHV, 2 valves
Fuel delivery	Single 20 mm carb
Transmission	Electric-shifting five-speed with automatic clutch and reverse
Final drive	2WD; direct rear driveshaft
Front suspension	Independent double-wishbone with hydraulic shocks; 130 mm (5.1 in.) travel
Rear suspension	Swingarm with single hydraulic shock; 125 mm (4.9 in.) travel
Tires	22 x 7 - 11 front; 22 x 10 - 9 rear
Brakes	Front sealed dual hydraulic drums; rear sealed mechanical drum
Length	1,905 mm (75 in.)
Width	1,035 mm (40.7 in.)
Ground clearance	150 mm (5.9 in.)
Seat height	793 mm (31.2 in.)
Seating capacity	One
Wheelbase	1,131 mm (44.5 in.)
Curb weight	199 kg (439 lb) including required fluids and full tank of gas - ready to ride
Fuel capacity	9.1 litres, including 2.6-litre reserve
Colour	White



**KEY FEATURES** Smaller overall size yet roomy ergonomics make the TRX250TE comfortable for a wide range of riders • Smooth power delivery from the air-cooled four-stroke engine lets novice ATV riders gain confidence as they learn • Light weight means excellent agility and control in tight situations • Premium suspension helps improve stability and comfort on the roughest trails • Convenient ESP push-button gear selection is easy and fun to use

## Honda Genuine Accessories

Honda is synonymous with quality and performance, and Honda Genuine Accessories are no different. They are the only accessories that have been approved by the engineers who originally designed your Honda. This ensures that they will fit right, look great, and work the way you want them to.

Here are just a few of the many Honda Genuine Accessories available for you and your FourTrax ATV. For the most up-to-date information on the complete line, visit [honda.ca](http://honda.ca).

### Men's ATV riding jacket

With a polyester shell, removable insulated vest liner, and armour protection for the shoulders, elbows and spine, this stylish jacket adds to your riding enjoyment. Also available in black/red/white.



### Tire chains

For extra traction in slippery situations. Available for 25-inch rear tires only.



### Rear rack bag

Take all your gear with you in this rugged polyester bag, which fits perfectly on the rear rack of your Honda FourTrax. Available to fit most models.

### Honda winch by Warn®

Designed specifically for your FourTrax, this 2.5Ci winch from Warn is perfect for tough jobs and rugged terrain. Requires separate mounting kit.



### Front rack bag

The perfect complement to our rear rack bag, giving you even more storage room. Attaches with adjustable straps for a secure fit. Available to fit most models.



### Windshield and fairing

For additional protection on the trails, you can't beat this versatile fairing with integral storage pockets. Available in red, green yellow or camo to fit most FourTrax models.

### Utility cover

Keep your FourTrax looking new by tucking it in under this durable nylon cover. Available with English or French logos to fit most models.



### Aluminum wheels

Add a custom look to your 2009 TRX500 with Genuine Honda aluminum wheels. Lightweight and with a clear coat for protection, each wheel comes with chrome lug nuts, tire valve and centre cap.



# ATVs are not toys

ATVs are wonderfully fun and versatile vehicles. They can help out with chores around the farm or cottage, tackle tough jobs on the work site, or bring friends together for fun days on the trail.

But there is one thing that ATVs are not: They are not toys.

Most ATV injuries occur in situations where the rider wasn't using the ATV the way it was intended to be used, wasn't obeying the law, wasn't wearing the recommended or required equipment, or simply wasn't giving it the respect it deserves. Any of these situations could result in serious injury or death.

Ride an ATV too fast for your capabilities or the terrain, and it can go off the trail. Load it improperly or ride it over unsuitable terrain, and it can become unstable. Put a small rider on a full-size ATV, and it can become hard to control.

Like any motor vehicle, ATVs require training and must be used with care.

At Honda, we continue to put safety first and foremost in the design and construction of all our ATVs. And we continue to believe that talking openly and honestly about ATV safety is the best way to get the message out that, well... ATVs are not toys.

## Here are a few reminders about how to use your ATV properly:

- Never put a youngster on an ATV designed for an adult. The weight of a full-size ATV can easily crush a small person.
- Honda's ATV lineup includes a range of models, including one that is suitable for riders as young as 12 years of age. Still, not every 12-year-old is ready to ride an ATV. Or 13-year-old. Or 15-year-old. As a parent, ask yourself: Are they large enough and strong enough to reach and operate all the controls? How well developed is their hand-eye coordination, agility and balance? How is their problem-solving and judgment? Can they recognize unsafe actions or risks? Do they understand consequences? Can they follow instructions?
- Proper adult supervision of young or learning riders is necessary on every ride. If you can't personally ride with or supervise your youngster, make sure a qualified, caring adult will be there.
- Always wear a helmet and other protective gear, for example eye protection, gloves, long pants, a jacket, boots, etc. Too many ATV fatalities involve riders who weren't wearing a helmet.
- Honda believes that current ATV design cannot safely accommodate a passenger. An ATV passenger will raise the centre of gravity, move the centre of gravity rearward, and increase overall weight. An ATV passenger may also physically interfere with the operator, which may limit safe and proper control. Honda recommends that you do not carry a passenger on an ATV.
- Higher speeds require faster reaction times and higher skills. Consider skill level, terrain, and the conditions when setting your pace.
- Alcohol is a factor in many off-road accidents. Never ride when under the influence of alcohol or drugs.
- ATVs should not be operated on paved or other high-traction surfaces. If an ATV must be operated on a high-traction surface, reduce your speed significantly and use extreme caution.
- Steep hills or sidehills can result in the ATV rolling over, which is a primary cause of injury. Avoid this type of terrain.



Honda offers a full line of motorcycles, ATVs, cars, trucks, power equipment and marine products to meet your outdoor needs



Riding an ATV can be hazardous. For your safety, always 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. Avoid excessive speeds, and be particularly careful on difficult terrain. Never ride under the influence of drugs or alcohol. Inspect your ATV before riding, read your owner's manual, and Honda recommends that all riders take a rider training course. Always obey local laws, use common sense, and respect the rights of others when you ride. Make sure you obtain written permission before riding on private land. Whenever you ride off-road always stay on established trails in approved riding areas. Keep your riding area clean and never modify your ATV's spark arrestor or exhaust system. All models shown are recommended only for riders 16 years of age and older.

Specifications are subject to change without notice. Although descriptions, model images and colours are believed to be correct, accuracy cannot be guaranteed. All specifications in this brochure apply only to models sold and registered in Canada. See your Honda ATV dealer for details.

See your Honda ATV dealer for Honda's warranty policy.

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Photographs depict professional riders on closed courses.