

2007

TRX500FA / TRX500FGA

PRESS INFORMATION

A long-time favourite among off-road pleasure riders and workers, the TRX500FA comes fully equipped with TraxLok 2WD/4WD selection ease, automatic transmission, responsive front disc brakes, progressive SUV styling and much more. The TRX500FGA builds on this excellent rough terrain capability with a highly precise GPS system that greatly assists navigation in wilderness areas.

Colour

- **Patriot Red**

Features & Benefits

Unique Features

- TRX500FGA features GPS unit with easy-to-read LCD display. GPScape display is contained within the standard meter assembly and features memory storage capacity for up to 100 waypoints, a digital compass function indicating travel direction and an automatic compensating clock. When travelling or returning to a designated waypoint, GPScape informs the rider of distance and direction from present location.
- Honda's first liquid-cooled four-stroke ATV engine is a 498.5cm³ overhead-valve single-cylinder design that provides tremendous torque and dependable power.
- Continuously variable HondaMatic transmission features a hydro-mechanical design that eliminates belts altogether. It is compact, quiet, maintenance-free and very rugged. HondaMatic also features true engine braking capability, unlike conventional belt-drive designs.

- Unique torque-sensitive front differential provides superior traction compared to conventional limited-slip designs, and substantially reduces torque steer for less steering effort.
- Extensive weight-saving measures keep the TRX500FA's dry weight down to 272kg.

Engine/Drivetrain

- Liquid-cooled 498.5cm³ four-stroke overhead-valve single-cylinder engine is mounted longitudinally in the frame, allowing direct drive-shaft alignment to front and rear wheels for improved drivetrain efficiency.
- High-economy, low-emission four-stroke engine produces strong, reliable power while meeting all local off-road emissions standards.
- Liquid-cooling maintains consistent engine operating temperatures in extreme conditions for maximum power output and long engine life.
- Camshaft is located adjacent to the cylinder head, reducing engine height. Together with the external engine-oil tank, engine height is further reduced for a low centre-of-gravity and excellent handling.
- Four-valve cylinder head utilises two short pushrods to provide a broad powerband for optimum performance and engine efficiency.
- Unique dry-sump oiling system locates the oil tank at the front of the engine cases, lowering engine height and allowing optimum engine placement for excellent ground clearance and superb handling.
- Standard high-flow oil cooler assures optimal engine lubrication under difficult operating conditions.
- Multiple scavenging oil system utilises an oil pump with three sintered steel rotors (one for feed, two for scavenge) to provide a stable oil supply in diverse riding conditions.
- Unique temperature indicator uses two sensors to monitor both oil and coolant temperature.
- High-capacity coolant radiator is rated at 17.2kW for efficient engine cooling in extreme operating conditions.

- Compact, flat-shaped radiator fan motor is lightweight and contributes to optimum engine placement.
- Rubber-cushion engine mounting system and gear-driven counter-balancer reduce vibration.
- Integrated electric carburettor heater system improves driveability while ensuring smooth operation and quicker starts in cold conditions.
- Convenient electric starter, with auxiliary recoil starter and an automatic internal decompression system.
- Solid-state Capacitor Discharge ignition (CDI) with electronic advance for excellent performance and reliability.
- Stainless steel exhaust system provides superior corrosion resistance.
- Closed crankcase vent system safeguards against engine oil contamination.
- TraxLok 2WD/4WD system enables the rider to shift between two-wheel drive and four-wheel drive with a simple push of a switch. Quiet operation and smooth engagement are key features of the system.
- TraxLok is easily engaged by pushing a switch on the right-side handlebar. An electromagnetic mechanical clutch unit (EMCU) located on the centre of the propeller shaft engages 4WD with a quiet two-way roller clutch. Unlike mechanical designs, TraxLok ensures smooth operation by employing a magnetic switching mechanism that engages when front and rear wheel speeds vary by less than 10km/hr.

HondaMatic Transmission

- The TRX500FA's advanced HondaMatic transmission utilises variable hydraulic pressure and mechanical torque amplification to provide seamless job-handling power and excellent acceleration. Engine power drives a hydraulic pump. The pump, in turn, drives a hydraulic motor with variable fluid capacity. Utilising pump and motor pistons and a variable-pitch motor-side swash plate, hydraulic capacity and pressure are varied, producing continuously variable output speed. In addition, torque is increased as output-shaft speed is reduced.
- Dash-mounted knob permits easy switching to any of three electronic shifting programs: D1 for maximum performance, D2 for maximum torque, and ESP,

Honda's exclusive Electric Shift Program. D1 and D2 modes provide continuously variable transmission output; ESP allows the rider to "shift" the HondaMatic with the touch of a thumb using two push-buttons mounted on the left handlebar.

- The HondaMatic system is extremely efficient, with operating efficiencies ranging from 75 to 81 percent in full-reduction mode and from 87 to 92 percent when input and output speeds are the same (1:1 ratio).
- HondaMatic is fully sealed, compact and maintenance-free, with no belts to wear out and replace.
- HondaMatic features true engine braking, unlike conventional belt-drive designs.
- Versatile rider controls provide a shift lever to select Drive, Low, Neutral, and Reverse.
- HondaMatic uses multi-filtered (one large-capacity filter and three strainers) engine oil as hydraulic fluid, simplifying maintenance and ensuring an adequate oil supply in all operating conditions.

Chassis/Suspension

- Rugged frame and suspension provide 190mm of ground clearance.
- Steering mechanism design features light effort and a tight turning radius of 3.3 metres.
- Independent double-wishbone front suspension uses premium-grade dampers to provide 170mm of suspension travel for a plush, comfortable ride.
- Steel swingarm and dual rear dampers provide 170mm of suspension travel for superb comfort and compliance.
- Attractive, large-diameter 12" cast aluminium wheels reduce unsprung weight for excellent ride and handling.
- Rugged, large-diameter, 25 × 8–12 front and 25 × 10–12 rear tyres provide added ground clearance while maintaining precise handling.
- Responsive and reliable dual hydraulic 180mm front disc brakes feature sealed single-piston callipers with patented built-in scraper system to remove mud and snow from inside the front wheel, thus helping prevent build-up of debris between

calliper and wheel rim and ensuring consistent braking performance. Rear mechanical drum is also sealed against the elements.

- Brake pads feature thick, long-wearing material with improved mud durability, feel and control. Pads feature internal scraper that gives audible warning when pad life is low.

Additional Features

- Impressive SUV styling accentuates the TRX500FA's rugged, adventurous look.
- Water-resistant bodywork-integrated storage compartment.
- Multi-function LCD digital instrumentation is compact, tough and waterproof, featuring large digital readouts for HondaMatic transmission modes, gear selector position, speedometer, fuel gauge, odometer, resettable tripmeter and hourmeter/clock. Instrument housing includes LED indicators for reverse, neutral and temperature warning.
- Waterproof accessory socket provides a full 10 amperes of 12-volt power protected by a built-in temperature-type fuse.
- Large, lightweight plastic fuel tank with 15.8-litre capacity, including a 3.3-litre reserve for long-ranging operation.
- Snorkel-type air intake system is specially designed for water crossings.
- Thickly padded seat provides all-day comfort.
- Uniquely designed floorboards allow the rider's feet to grip the footrests while keeping mud and debris away.
- Standard over-fenders give excellent mud protection.
- Reusable foam air filter.
- Exhaust silencer equipped with spark arrester.
- Powerful, 361-watt AC generator.
- Tough, 12 amp-hour maintenance-free battery.

- Triple headlight system features a single 45-watt upper light and dual 30-watt halogen lower lights with multi-reflector lenses for optimal light distribution. Rear lighting features twin 5-watt taillights and attention-getting 21-watt stop light.
- Large front and rear steel tube cargo racks can carry payloads of up to 30kg and 60kg respectively.
- Heavy-duty trailer hitch with towing capacity of 385kg.
- Unique rear-opening storage compartment allows easy access even when rack is loaded down with cargo.
- Constant-velocity-joint boot guards help prevent damage to boot covers.
- Durable, comfortable and easy-to-use controls.
- Keyed ignition switch provides added security.
- Triple skid plates protect the undercarriage from damage while forging across rugged terrain.
- Easy-to-use parking brake.
- Top-mounted choke lever for simple operation.
- Handlebar switches, controls, indicator lights and warning labels feature internationally approved ISO graphic symbols.
- Well-stocked standard tool kit includes a tyre pressure gauge.
- Gross Vehicle Weight Rating for the TRX500FA is 504kg.

Available Accessories

- Flag kit.

Specifications TRX500FA / TRX500FGA U-type

Engine

Type	Longitudinally mounted liquid-cooled dry-sump 4-stroke OHV single-cylinder
Displacement	498.5cm ³
Bore x Stroke	92 x 75mm
Compression Ratio	9.2 : 1
Max. Power Output	20kW / 6,500min ⁻¹
Max. Torque	37.9Nm / 5,500min ⁻¹

Fuel System

Carburation	36mm VE-type CV carburettor
Fuel Tank Capacity	15.8 litres (including 3.3-litre reserve)

Electrical System

Ignition System	Capacitor Discharge (CDI) with electronic advance
Starter	Electric with auxiliary recoil

Drivetrain

Transmission	Fully automatic hydromechanical, continuously variable, with electronic controls
Final Drive	Direct front and rear driveshafts with TraxLox and torque- sensitive front differential

Chassis

Dimensions	(LxWxH)	2,108 x 1,188 x 1,179mm
Wheelbase		1,286mm
Turning Radius		3.3m
Seat Height		861mm
Ground Clearance		190mm
Dry Weight		273kg

Suspension

Type	Front	Independent double-wishbone; 170mm travel
	Rear	Dual-damper swingarm; 170mm travel

Wheels

Type	Front	Pressed aluminium
	Rear	Pressed aluminium
Rim Size	Front	12 x AT6
	Rear	12 x AT7.5
Tyre Size	Front	AT25 x 8 12
	Rear	AT25 x 10 12

Brakes

Type	Front	180mm dual hydraulic disc with single-piston callipers and sintered metal pads
	Rear	180mm single sealed mechanical drum

All specifications are provisional and subject to change without notice.