

2007

TRX500FM / TRX500FE

PRESS INFORMATION

With Honda's latest longitudinally mounted 475cm³ engine and versatile Traxlok 2WD/4WD system, the TRX500FM and TRX500FE offer a choice between manual shifting or Honda's Electric Shift Program (ESP), for a wide range of riding convenience and enjoyment.

Colour

- Patriot Red

Features & Benefits

Unique Features

- SUV styling features flowing fenders with integrated headlights and taillights for a rugged, adventurous look.
- TraxLok enables the rider to shift between 2WD and 4WD operation with the simple push of a switch. Quiet operation and smooth engagement are key features of the system.
- Torque-sensitive front differential reduces torque steer for less steering effort.
- Dual front disc brake callipers feature a patented built-in scraper system to remove mud and snow from inside the front wheel to help prevent build-up of debris between calliper and rim to ensure consistent braking performance.
- Brake pads feature thick long-wear material with improved mud durability, feel and control. Pads feature internal scraper that gives audible warning when pad life is low.

- Patented oil cooling system features dual oil coolers for greater cooling capacity.

Engine/Drivetrain

- Powerful longitudinally mounted, air-cooled 475cm³ four-stroke OHV engine permits direct drive shaft alignment to both front and rear wheels for improved drivetrain operating efficiency.
- Overhead valve configuration features angled valves in a hemispherical combustion chamber for straighter intake and exhaust flow that optimises engine performance.
- Patented oil cooling system features dual oil coolers for greater cooling capacity. The first cooler is located in the traditional position in front of the engine. The second cooler is mounted higher in a protected position under the front fender, away from mud and debris, and is fed a cool supply of air through a front fender duct. Oil is first routed to the lower cooler then to the second high-mounted cooler before returning to the engine.
- Rubber-cushion engine mounting and gear-driven counter-balancer reduce vibration.
- Snorkel-type air intake system is specially designed for water crossings.
- Integral electric carburettor heater system improves driveability while ensuring smooth operation and quicker starts in cold conditions.
- Closed crankcase vent system safeguards against engine oil contamination.
- Rugged stainless steel exhaust silencer equipped with a spark arrester and complies with all local regulations.
- Handy TraxLok is easily engaged by pushing a switch on the right handlebar. An electromagnetic mechanical clutch unit (EMCU) located at 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.
- The TRX500FE features Honda's advanced ESP (Electric Shift Program) for effortless push-button upshifting and downshifting. Simple and precise shift operation can be performed with the press of the upshift or downshift button mounted on the left handlebar. An onboard electronic control module (ECM)

monitors information from four sensors—engine rpm, countershaft speed, shift drum angle, and shift spindle angle—to control the speed of the electric shift motor’s gear and clutch engagement. Gear engagement speed varies according to rider style: The transmission shifts more quickly when the riding turns sporty. A neutral lockout at speeds greater than 3kph provides highly effective engine braking when descending hills. To ensure smooth shifting, the transmission cannot be shifted from neutral to first gear or reverse at engine speeds above 3,000rpm. ESP is not dependent on the battery, and is functional whenever the engine is running.

- TRX500FE also equipped with an auxiliary shift lever in the tool kit should the need to shift manually ever arise.
- Super-heavy-duty automatic clutch ensures excellent driveability and towing capacity.
- Convenient five-speed transmission with easy-operation reverse.
- Maintenance-free shaft drive with torque-sensing front differential routes power directly from the longitudinally mounted engine without inefficient directional changes.
- Convenient one-touch electric starter, with auxiliary recoil starter and an automatic internal decompression system.
- Large, 3-litre capacity wet sump combines with dual oil cooler system to maintain stable operating temperatures in even intensely hot conditions.
- Capacitor Discharge ignition (CDI) with electronic advance for excellent performance and reliability.
- Reusable foam air filter.

Chassis/Suspension

- Rugged frame and suspension provide an exceptional 190mm of ground clearance.
- Independent double-wishbone front suspension uses rugged Kayaba dampers to provide 170mm of travel.
- Steel swingarm and dual Kayaba rear dampers give 170mm of travel.
- Rugged, large-diameter, 25 × 8–12 front, 25 × 10–12 rear tyres provide added ground clearance while maintaining precise handling.
- Steering mechanism design features light effort and a tight 3.3-metre turning radius.

- Dual 180mm front hydraulic single-piston calliper disc brakes and sealed 180mm mechanical rear drum provide responsive and reliable braking control.

Additional Features

- High-economy, low-emission four-stroke engine produces strong, reliable power while meeting all local off-road emissions standards.
- Water resistant left side glove box compartment.
- 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.
- Large, lightweight 15.8-litre capacity plastic fuel tank provides long days of strong, reliable riding ease and convenience.
- Unique rear-opening storage compartment allows easy access even when rack is loaded down with cargo.
- Powerful, 326-watt AC generator.
- Triple headlight system features single 45-watt upper light and bright dual 30-watt halogen lower lights with multi-reflector lenses for optimal light distribution. Rear lighting features twin 5-watt taillights and an attention-getting 21-watt stop light.
- Multi-function LCD digital instrumentation is compact, tough and waterproof, featuring large readouts for fuel gauge, gear position, 4WD indicator, speedometer, odometer ,tripmeter, and hour meter/clock. Instrument housing includes LED indicators for Reverse, Neutral, oil temperature and front differential warnings.
- Waterproof accessory socket provides a full 10 amperes of 12-volt power protected by a built-in temperature-type fuse.
- Uniquely designed floorboards allow the rider's feet to comfortably grip the footrests while keeping mud and debris away.
- Standard over-fenders ensure excellent mud protection.
- Thickly padded seat provides all-day comfort.
- Large mud flaps keep dirt and debris off of the rider.

- New two-piece boot guards help prevent damage to boot covers.
- Maintenance-free battery.
- 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.

Available Accessories

- Flag kit.

Specifications TRX500FM U-type

Engine

Type	Longitudinally mounted air-cooled 4-stroke OHV single-cylinder
Displacement	475.3cm ³
Bore x Stroke	92 x 71.5mm
Compression Ratio	8.3 : 1
Max. Power Output	18.8kW / 6,000min ⁻¹
Max. Torque	33.3Nm / 5,000min ⁻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	5-speed with reverse
Final Drive	Direct front & rear driveshafts with TraxLox and torque-sensitive front differential

Chassis

Dimensions	(LxWxH)	2,109 x 1,188 x 1,181mm
Wheelbase		1,287mm
Turning Radius		3.3m
Seat Height		860mm
Ground Clearance		190mm
Dry Weight		270kg

Suspension

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

Wheels

Type	Front	Pressed steel
	Rear	Pressed steel
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.

Specifications TRX500FE U-type

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