



**ATV/2019**







# ***REASON TO BELIEVE***

Everyone is unique, and we're all looking for something different in an ATV—but only you know exactly what you want. If you're all about going deep into backcountry, exploring winding trails or even carving a path all your own, you need an ATV that's as easy to handle as it is fun to ride.

If you spend your days on the farm, at the cottage, or on the job site, you need an ATV that can reliably carry the weight (and then some) from one year to the next.

Honda makes it easy for you to find the ATV that perfectly gels with your lifestyle, hobbies, and goals. But choosing the right off-road vehicle is only the beginning—you'll soon find out just how a Honda ATV can enhance your life; work feels easier, and the weekends are something to truly look forward to.

## ***WORK & PLAY***



### ***RANCHER® 420***

When you live for outdoor adventures, the Rancher® 420 is here to deliver. Well equipped, it's ready to work hard and play even harder.



### ***FOREMAN 500***

This iconic vehicle earned its reputation as a workhorse able to handle some of the toughest jobs and terrain around. Find out for yourself why the Foreman 500 is a legend.



### ***RUBICON 500***

Tackle rough Canadian trails with confidence on the Rubicon 500—its fully independent suspension makes every tough task seem easy.



# **A LEGACY OF INNOVATION**

*Honda has been crafting high-quality ATVs longer than any other major manufacturer, and it shows. We've made innovation a key part of the process, and work diligently to help make your work easier and your play all the more fun. Learn more about the many varied, landmark features that separate Honda ATVs from the pack—we stand by our innovative approach and are confident that it can enhance your life as well.*

## **INSPIRED ENGINEERING**

The Honda powertrain is designed to enhance the power and reliability of ATVs in a variety of unique ways. Mounting the engine longitudinally—with the crankshaft pointing front-to-back—improves performance in many ways: it eliminates bulky moving parts in the drivetrain (thus reducing weight and friction, and improving power output and fuel economy), and it even allows more leeway in mounting the engine where it provides the best weight distribution.

The advanced Honda PGM-FI electronic fuel injection system also improves fuel economy, while at the same time helping to ensure easy starting, crisp throttle response, and reduced emissions. Additionally, 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, further improves power, while also reducing noise and emissions. Add it all up, and you get engines with ideal power-to-weight ratios that will run long and hard—all with minimum maintenance.

## **BETTER BY DESIGN**

*What really sets a Honda ATV apart? Plenty.*

Your ride has added comfort, thanks to an engine counter-balancer and rubber-cushion frame mounting designed to reduce vibration. The frame itself was developed and engineered 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.

Each step in the design of every Honda ATV also sees our engineers look for ways to reduce weight. Why? Because the lighter the ATV, the faster the acceleration and the quicker the braking. A lighter ATV also corners with more precision, and remains more composed over uneven terrain. Steering is easier, while flotation over mud, snow, and other soft surfaces is also improved—overall, the ride is less tiring and noticeably more comfortable. Having a lightweight Honda ATV is an advantage you feel every time you ride it.





# ENGINEERED TO PERFORM

## TRANSMISSION OPTIONS

Some riders like to shift with their foot, others with their hand—even others don't want to have to shift at all. Whatever your preference, Honda has you covered—and Honda transmissions never use troublesome belts. **Different ways to shift, for every kind of off-roading.**

### 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 Foreman 500 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 seek the ease and enjoyment of fully-automatic shifting, Honda offers smooth and seamless Dual-Clutch Transmission on the Rubicon 500 DCT IRS EPS, the

Rubicon 500 Deluxe and the Rancher® 420 DCT IRS EPS models.

### 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 an automatic. Shifting is effortless thanks to cutting-edge technology that uses separate clutches for odd and even gears—allowing for almost instantaneous shifts as the system is always ready with the next gear. You can also use the Electric Shift (ES) buttons on the handlebar for an even sportier experience or to functionally control engine braking during descent and heavy towing.

## 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 help decrease handlebar kickback when the front wheels encounter an obstacle. Adapted from the innovative technology 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 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 significantly crank the handlebar.

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



## SUSPENSION CHOICES

All Honda ATVs feature our proven Dual Arm (lower A-arm, upper I-arm) independent front suspension, engineered for optimal control and comfort over the ruts and ridges of rugged terrain. At the rear, one type of suspension is more advantageous for hard work and high performance scenarios; a second kind of suspension works best for most recreational purposes. Two suspension systems, two ways to get exactly the ride you want—this is what Honda innovation offers.

### 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 help ensure predictable handling—all truly 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 Independent Dual Arm (lower A-arm, upper I-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.





# /RANCHER® 420

## LEGENDARY PERFORMANCE

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

The tried-and-true Honda Rancher® 420 keeps making new friends right across Canada, which shouldn't be surprising, considering that it offers 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 is all about agility—it gives the Rancher® 420 the tight turning radius which makes handling it on a twisty trail, bumpy trail or other rugged terrain such a pleasure.

The Rancher® 420 is well suited to a variety of riders and styles—whether at work or play, our two available versions of the vehicle means that you don't have to compromise when it comes to the features you want.



Simplicity meets can-do ruggedness with the standard Rancher® 420 and its features, including a foot-shift five-speed manual transmission with automatic clutch, and a solid axle swingarm rear suspension for loading to the max.

The Rancher® 420 DCT IRS EPS offers the convenience of the Honda Dual-Clutch Transmission (which smoothly shifts automatically without the usage of belts that may slip, break or wear out), along with Dual Arm (lower A-arm, upper I-arm) independent rear suspension and Honda Electric Power Steering.

Lightweight, agile and durable—these ATVs all deliver whether you're on the job or exploring off the beaten track.

### KEY FEATURES



#### EASY TO CONTROL

The Rancher® 420 is comfortable in size, lightweight, and agile, making it easier to control, fun to ride, and ready to take on challenging conditions and tough terrain.



#### EASY SHIFT 2WD/4WD

The straightforward 2WD/4WD shifter lets you choose the drive mode best suited for your terrain conditions or 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

RANCHER® 420



RANCHER® 420 DCT IRS EPS



## KEY SPECIFICATIONS

### ENGINE

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

### FRONT SUSPENSION

Independent Dual Arm (lower A-arm, upper I-arm) with adjustable hydraulic shocks; 170 mm (6.7 in.) travel  
DCT IRS EPS: 185 mm (7.3 in.) travel

### REAR SUSPENSION

Swingarm with single adjustable hydraulic shock; 170 mm (6.7 in.) travel  
DCT IRS EPS: Independent Dual Arm (lower A-arm, upper I-arm) with adjustable hydraulic shocks; 215 mm (8.5 in.) travel

### GROUND CLEARANCE

183 mm (7.2 in.)  
DCT IRS EPS: 233 mm (9.2 in.)

### TOWING CAPACITY

385 kg (850 lb.)

### RACK CAPACITY

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



2019 Rancher® 420



# FOREMAN 500

## THE RIGHT ATV FOR THE JOB.

You need to get the job done right—the first time. So, you want an ATV you can trust to make sure that happens. Naturally, there's only one choice: the legendary Honda Foreman 500.

The Foreman 500's workhorse reputation is well-earned—it's the quintessential go-to ATV for big jobs like building a field fence, inspecting powerlines, or hauling wood from deep within the forest. Simply put, the Foreman 500 was designed to perform—it pulls like a tractor when real power is required; it confidently handles tough terrain; it's intuitive to operate, even for new riders. Most of all, though, it's built to take a beating. The same characteristics that make the Foreman 500 ideal for hard work also make it the first choice among many Canadian outdoor enthusiasts—those who appreciate the ATVs remarkable ability to tackle some of the most punishing trails in comfort and control.

This ATV comes in two versions: the Forman 500, and the Foreman 500 ES EPS (with electric shift and electric power steering). Both are powered by a Honda liquid-cooled 475 cc OHV engine—tuned for huge low-end torque, and top-end power for cruising the trails, the wilderness, or even the logging roads. A crisp throttle response is also ensured, thanks to Electronic Programmed Fuel Injection (PGM-FI), while the performance along with cold weather auxiliary starter and standard pull start (unique to Honda) offers the consistency you look for during those cold Canadian winter months - even at high altitudes.



Extra stability is front and centre here, thanks to the combination of independent front suspension and swingarm rear suspension. Additional support comes from high-tech front disc brakes, which deliver confident, predictable stopping power—even when you're riding in dusty or wet conditions.

The choice is up to you: take on the Foreman 500 with its tried-and-true five-speed (plus reverse) foot-shift transmission or experience the Foreman 500 ES EPS with push-button Electric Shift Program (ES) along with the many benefits of Honda Electric Power Steering (EPS). These legendary performers are waiting to be discovered—now's the time to find out why.

### KEY FEATURES



#### ELECTRIC SHIFT

Electric Shift Program on the Foreman 500 ES EPS places all the control in your left thumb, rather than 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 BENEFITS

The Foreman 500 ES EPS is a true workhorse that never quits. The computer-controlled, seamless, and beltless transmission requires rider input when selecting gears, making every outing an engaging one. And it also features true towing gear-on-gear efficiency and durability, reducing the risk of troublesome slips, breaks or burn-outs often experienced with conventional belt-drive ATV products.



#### TRUE ENGINE BRAKING

When it comes to capable hauling and engine braking performance, Honda ATVs have what it takes. Experience added confidence when towing and going downhill with the added safety designed to help keep loads secure and steady, thanks to the added stability of true engine braking.

### COLOURS

FOREMAN 500



FOREMAN 500 ES EPS



### KEY SPECIFICATIONS

#### ENGINE

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

#### FRONT SUSPENSION

Independent Dual Arm (lower A-arm, upper I-arm) 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 (850 lb.)

#### RACK CAPACITY

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



2019 Foreman 500 ES EPS



# RUBICON 500

## TRAIL LEADER

It's no small coincidence that the Rubicon is named after one of the toughest trails on the planet—with innovative Honda trail technology and an impressive suite of performance-enhancing features, the Rubicon 500 is the complete package.

With its uncompromising blend of agility and stability, the Rubicon is all confidence as it scales twisty, rocky inclines, or snakes through tight tree-lined sections with ease. On less intense trail rides, its independent front and rear suspension, along with plush, roomy seating, provides a consistent level of comfort that few ATVs can claim.

No matter what terrain you want to conquer—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 high-end power to take you where you want to go.

The Rubicon 500 is also ready to carry the weight when you need to haul a heavy load—it comes equipped with sturdy, high-capacity racks with numerous tie-down points, plus an impressive 600 kg (1,322 lb.) towing capacity.



With Honda, the choice is yours to make—with three unique versions available, you get exactly what you want in an ATV. The Rubicon 500 IRS EPS offers a rugged, five-speed foot-shift transmission with automatic clutch.

But if automatic shifting is what drives you, both the Rubicon 500 DCT IRS EPS and its Deluxe counterpart features the sporty Honda Dual-Clutch Transmission with the added benefit of a high- or low-range sub-transmission. Additionally, both offer riders advanced Honda Electric Power Steering, while the DCT Deluxe is all about extra control and ease, thanks to lightweight aluminum wheels, shock springs and suspension arms.

Confident handling, no matter what the condition, real comfort when you need it, and the durability and reliability that is synonymous with Honda quality—if you demand a lot from your ATV, the Rubicon 500 is designed to deliver.

### 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, or for extra grip in the most challenging of 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. From there, you're ready to experience real performance.

#### 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

An 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

RUBICON 500 IRS EPS



RUBICON 500 DCT IRS EPS



RUBICON 500 DCT DELUXE



## KEY SPECIFICATIONS

#### ENGINE

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

#### FRONT SUSPENSION

Independent Dual Arm (lower A-arm, upper I-arm) with adjustable hydraulic shocks; 185 mm (7.3 in.) travel

#### REAR SUSPENSION

Independent Dual Arm (lower A-arm, upper I-arm) with hydraulic shocks; 215 mm (8.5 in.) travel

#### GROUND CLEARANCE

239 mm (9.4 in.)

#### TOWING CAPACITY

600 kg (1,322 lb.)

#### RACK CAPACITY

Front: 45 kg (99 lb.)  
Rear: 85 kg (187 lb.)



2019 Rubicon 500 DCT IRS EPS



# WHICH ATV IS RIGHT FOR YOU?

A Honda ATV is many things to many riders—it offers utility, power, performance, and muscle when you need it. But which Honda ATV is the right one for your life and ride style? This chart can help you discover the answer for yourself. First, try to determine your needs—how often will you use your ATV for work and for play?

If you're in search of a tough, no-nonsense on-the-job ATV to make work easier, you may want to consider the Foreman 500. Likewise, if your priorities are about exploring and adventure (and doing it comfortably!), then the Rubicon 500 may be just right for you. If you want the best of both worlds, the Rancher® 420 is the all-purpose vehicle that can balance hard work and plenty of excitement.

Once you've chosen the perfect Honda for your lifestyle, then 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 more. From there, you choose transmission type, rear suspension configuration, and even Electric Power Steering or unassisted steering. Then it's time for you to experience the Honda ATV difference.

|                                    | RANCHER® 420 | RANCHER® 420<br>DCT IRS EPS | FOREMAN 500 | FOREMAN 500<br>ES EPS | RUBICON 500<br>IRS EPS | RUBICON 500<br>DCT IRS EPS | RUBICON 500<br>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)                |              | ■                           |             | ■                     |                        | ■                          | ■                         |
| 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 produce models that are designed to exceed Transport Canada's emission standards. 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. Avoid excessive speeds and be particularly careful on difficult terrain. And keep in mind that riding doesn't mix with drugs and alcohol.

All Honda models shown are recommended for riders 16 years of age and older. Honda recommends that all ATV riders take a training course and read their owner's manual thoroughly.

Whenever you ride off-road, make sure you always stay on established trails in approved areas. Keep your riding areas clean, use common sense and respect the rights of others. Never modify your silencer or spark arrestor. Always obtain written permission before riding on private lands and obey all the laws and regulations governing your riding area.



| RANCHER® 420   |   | RANCHER® 420 <i>DCT IRS EPS</i>   |  | FOREMAN 500   |  |
|--|---|---|--|---|--|
|  |   |                             |  |                                     |  |
| 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   |  |
| Displacement   | 420 cc  | 420 cc  |  | 475 cc  |  |
| Bore & stroke  | 86.5 mm x 71.5 mm   | 86.5 mm x 71.5 mm   |  | 92 mm x 71.5 mm   |  |
| Compression ratio  | 9.9:1   | 9.9:1   |  | 9.5:1   |  |
| Valve train  | 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  |  |
| Transmission   | Five-speed with automatic clutch, reverse and ultra-low first gear  | Fully automatic, five-speed, Dual-Clutch Transmission with selectable Electric Shift program (ES) and reverse |  | Five-speed with automatic clutch, reverse and ultra-low first gear  |  |
| Power steering   | Not Available   | Standard  |  | Not Available   |  |
| Final drive  | 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         |  | 2WD/4WD; direct front and rear driveshafts with switchable 2WD/4WD and torque-sensing/locking front differential      |  |
| Front suspension   | Independent Dual Arm (lower A-arm, upper I-arm) with adjustable hydraulic shocks; 170 mm (6.7 in.) travel           | Independent Dual Arm (lower A-arm, upper I-arm) with adjustable hydraulic shocks; 185 mm (7.3 in.) travel     |  | Independent Dual Arm (lower A-arm, upper I-arm) with adjustable hydraulic shocks; 185 mm (7.3 in.) travel             |  |
| Rear suspension  | Swingarm with single adjustable hydraulic shock; 170 mm (6.7 in.) travel  | Independent Dual Arm (lower A-arm, upper I-arm) with adjustable hydraulic shocks; 215 mm (8.5 in.) travel     |  | Swingarm with single adjustable hydraulic shock; 185 mm (7.3 in.) travel  |  |
| Tires  | Front: 24 x 8-12<br>Rear: 24 x 10-11  | Front: 24 x 8-12<br>Rear: 24 x 10-11  |  | Front: 25 x 8-12<br>Rear: 25 x 10-12  |  |
| Brakes   | Front: dual 190 mm hydraulic discs<br>Rear: 160 mm sealed mechanical drum   | Front: dual 190 mm hydraulic discs<br>Rear: 170 hydraulic disc  |  | Front: dual 190 mm hydraulic discs<br>Rear: 160 mm sealed mechanical drum   |  |
| Length   | 2,103 mm (82.8 in.)   | 2,148 mm (84.6 in.)   |  | 2,103 mm (82.8 in.)   |  |
| Width  | 1,205 mm (47.4 in.)   | 1,205 mm (47.4 in.)   |  | 1,205 mm (47.4 in.)   |  |
| Ground clearance   | 183 mm (7.2 in.)  | 233 mm (9.2 in.)  |  | 190 mm (7.5 in.)  |  |
| Seat height  | 856 mm (33.7 in.)   | 887 mm (34.9 in.)   |  | 869 mm (34.2 in.)   |  |
| Wheelbase  | 1,268 mm (49.9 in.)   | 1,294 mm (50.9 in.)   |  | 1,268 mm (49.9 in.)   |  |
| Curb weight*   | 278 kg (613 lb.)*   | 308 kg (678 lb.)*   |  | 287 kg (633 lb.)*   |  |
| Fuel capacity  | 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   | Patriot Red, Adventure Green<br> | Patriot Red<br>            |  | Patriot Red, Adventure Green<br> |  |

\*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 help 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.

| FOREMAN 500 <i>ES EPS</i>  |  | RUBICON 500 <i>IRS EPS</i>   |  | RUBICON 500 <i>DCT IRS EPS</i>  |  | RUBICON 500 <i>DCT DELUXE</i>   |  |
|--|--|--|--|---|--|---|--|
|                                |  |                                |  |   |  |   |  |
| 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   |  | 475 cc  |  | 475 cc  |  |
| 92 mm x 71.5 mm  |  | 92 mm x 71.5 mm  |  | 92 mm x 71.5 mm   |  | 92 mm x 71.5 mm   |  |
| 9.5:1  |  | 9.5:1  |  | 9.5:1   |  | 9.5:1   |  |
| 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, selectable Electric Shift program (ES), 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 program (ES), plus dual-range sub-transmission and reverse |  | Fully automatic, five-speed, Dual-Clutch Transmission with selectable Electric Shift program (ES), plus dual-range sub-transmission and reverse |  |
| Standard   |  | Standard   |  | Standard  |  | 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 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                                |  |
| Independent Dual Arm (lower A-arm, upper I-arm) with adjustable hydraulic shocks; 185 mm (7.3 in.) travel        |  | Independent Dual Arm (lower A-arm, upper I-arm) with adjustable hydraulic shocks; 185 mm (7.3 in.) travel        |  | Independent Dual Arm (lower A-arm, upper I-arm) with adjustable hydraulic shocks; 185 mm (7.3 in.) travel                                       |  | Independent Dual Arm (lower A-arm, upper I-arm) with adjustable hydraulic shocks; 185 mm (7.3 in.) travel                                       |  |
| Swingarm with single adjustable hydraulic shock; 185 mm (7.3 in.) travel   |  | Independent Dual Arm (lower A-arm, upper I-arm) with adjustable hydraulic shocks; 215 mm (8.5 in.) travel        |  | Independent Dual Arm (lower A-arm, upper I-arm) with adjustable hydraulic shocks; 215 mm (8.5 in.) travel                                       |  | Independent Dual Arm (lower A-arm, upper I-arm) with adjustable hydraulic shocks; 215 mm (8.5 in.) travel                                       |  |
| Front: 25 x 8-12<br>Rear: 25 x 10-12   |  | Front: 25 x 8-12<br>Rear: 25 x 10-12   |  | Front: 25 x 8-12<br>Rear: 25 x 10-12  |  | Front: 25 x 8-12<br>Rear: 25 x 10-12  |  |
| Front: dual 190 mm hydraulic discs<br>Rear: 160 mm sealed mechanical drum  |  | Front: dual 190 mm hydraulic discs<br>Rear: 170 mm hydraulic disc  |  | Front: dual 190 mm hydraulic discs<br>Rear: 170 mm hydraulic disc   |  | Front: dual 190 mm hydraulic discs<br>Rear: 170 mm hydraulic disc   |  |
| 2,103 mm (82.8 in.)  |  | 2,147 mm (84.5 in.)  |  | 2,147 mm (84.5 in.)   |  | 2,147 mm (84.5 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.)   |  | 239 mm (9.4 in.)   |  | 239 mm (9.4 in.)  |  | 239 mm (9.4 in.)  |  |
| 869 mm (34.2 in.)  |  | 909 mm (35.8 in.)  |  | 909 mm (35.8 in.)   |  | 909 mm (35.8 in.)   |  |
| 1,268 mm (49.9 in.)  |  | 1,292 mm (50.9 in.)  |  | 1,292 mm (50.9 in.)   |  | 1,292 mm (50.9 in.)   |  |
| 294 kg (648 lb.)*  |  | 314 kg (692 lb.)*  |  | 328 kg (723 lb.)*   |  | 325 kg (716 lb.)*   |  |
| 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  |  |
| Patriot Red<br>             |  | Patriot Red<br>             |  | Patriot Red, Matte Stealth Grey Metallic<br>               |  | Matte Stealth Grey Metallic , Honda Phantom Camo®<br>      |  |



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ATVBROCH19E

Riding a motorcycle, ATV or side-by-side can be hazardous. For your safety, always wear a helmet, eye protection and protective clothing whenever you ride. Never ride under the influence of drugs or alcohol. Never engage in stunt riding. Inspect your vehicle 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. Whenever you ride off-road, always stay on established trails in approved riding areas. Make sure you obtain written permission before riding on private land. Keep your riding area clean and never modify the spark arrestor or exhaust system. Some of the technologies described in this brochure come with limitations. See owner's manual for complete details. Specifications, descriptions and illustrations contained in this brochure are based on information believed to be correct at the time this publication was approved for printing. Although descriptions, specifications, model images, colours and accessories are believed to be correct, accuracy cannot be guaranteed. Errors and omissions excepted. Specifications are subject to change without notice. All specifications in this brochure apply only to models sold and registered in Canada by an authorized dealer. Some of the models and/or accessories may not be exactly as shown. Some or all of the accessories described or illustrated in this brochure may not be standard and may be available only at an extra cost. Visit [honda.ca](http://honda.ca) for additional safety information.



# 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 and 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, 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 week-end 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.



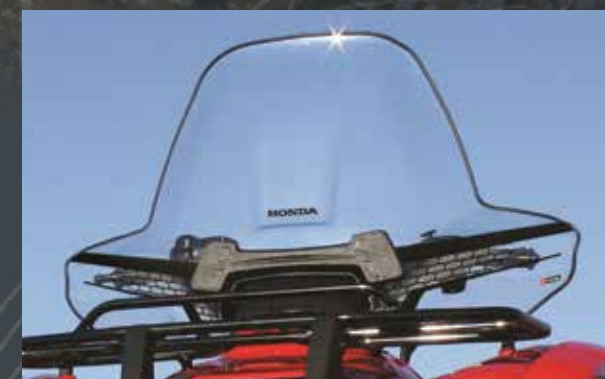
## STYLE

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.



## 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.







## *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 added confidence that your ATV is an exceptional product engineered to 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.

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