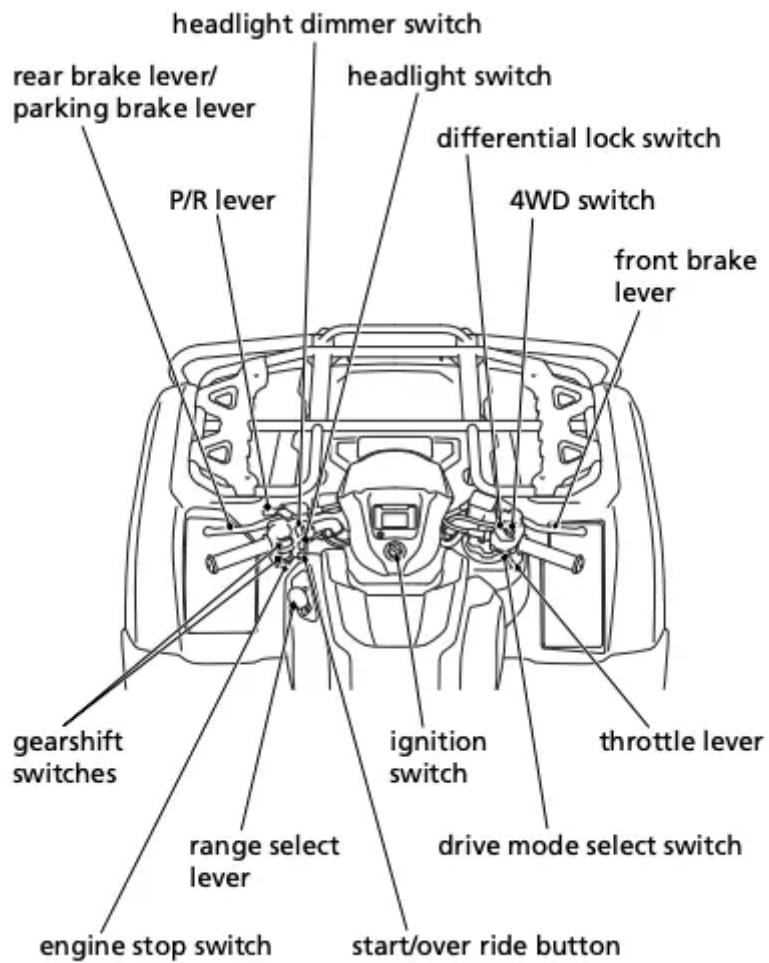
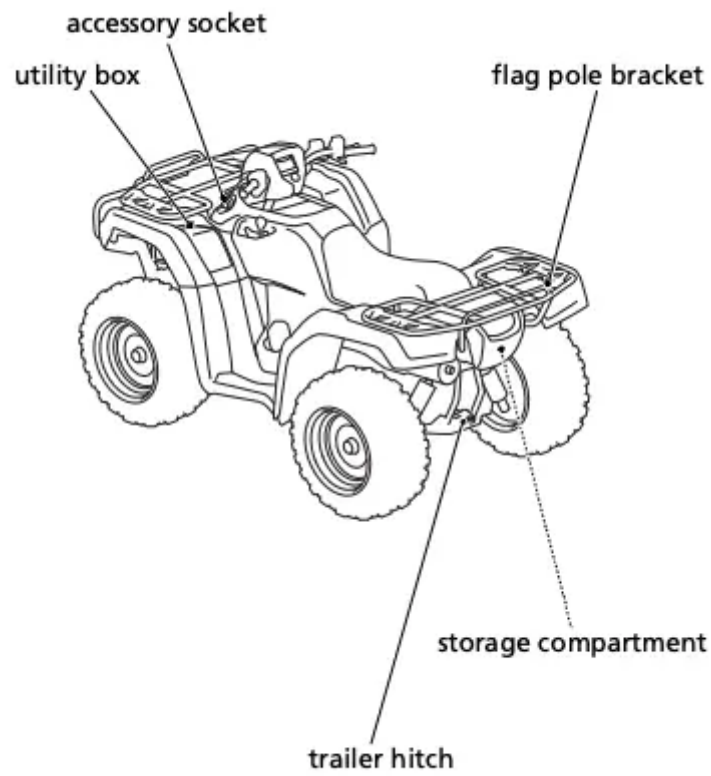
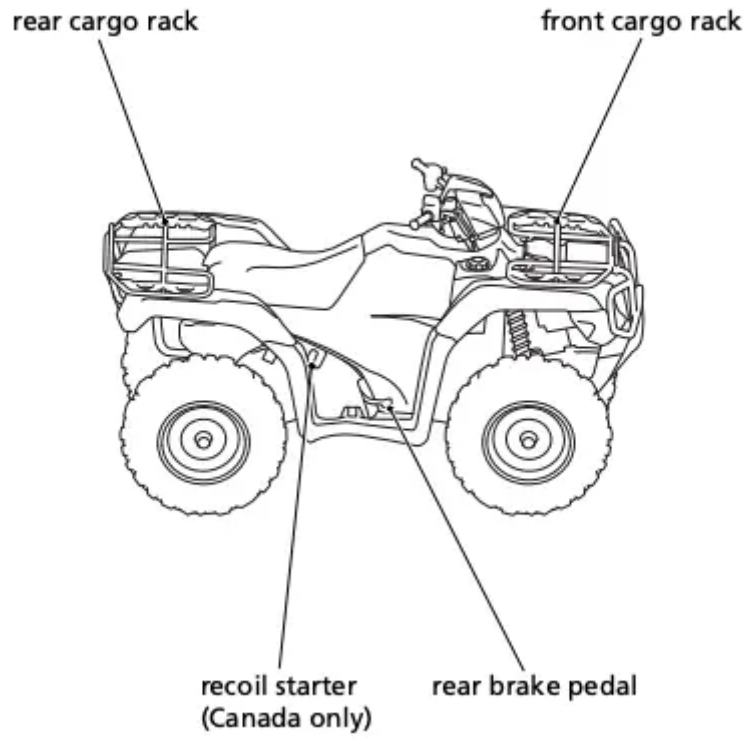


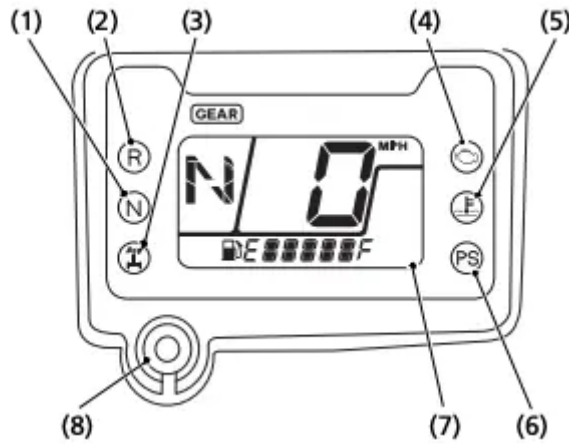
Operation Component Locations





Indicators & Displays

The indicators and displays on your ATV keep you informed, alert you to possible problems, and make your riding safer and more enjoyable. Refer to the indicators frequently. Their functions are described on the following pages.



- (1) neutral indicator
- (2) reverse indicator
- (3) differential lock indicator
- (4) PGM-FI indicator
- (5) high coolant temperature indicator
- (6) PS (Electric Power Steering) indicator (TRX500FA6/FA7)
- (7) multi-function display
- (8) mode select button

Lamp Check

Initial lamp check: The indicators come on for a few seconds and then go off when you turn the ignition switch to ON (q).

TRX500FA6/FA7:

The PS (Electric Power Steering) indicator come back on and remains on until the engine is started after initial lamp check.

The high coolant temperature indicator and PGM-FI indicator comes back on for a few seconds and then go off after initial lamp check.

These indicators are identified in the table on page 17 with the words: Lamp Check.

When applicable, the reverse or neutral indicators come back on and remain on until you shift out of reverse or neutral after initial lamp check.

When applicable, the differential lock indicator comes back on and remains on until you shift out of the front differential lock mode after initial lamp check.

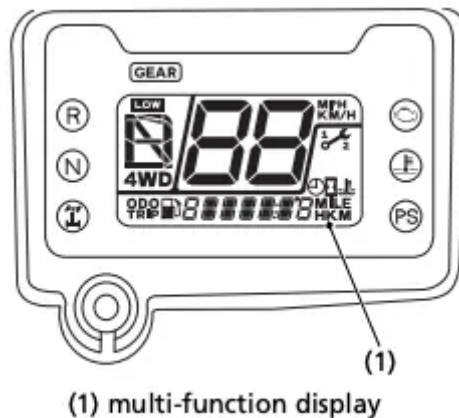
If one of these indicators does not come on when it should, have your dealer check for problems.

Display Check

When the ignition switch is turned on, the multi-function display (1) will temporarily show all the modes and digital segments and initial message. So you can make sure the liquid crystal display is functioning properly.

The displays are identified in the table on page 18 with the words: Display Check.

If any part of these displays does not come on when it should, have your dealer check for problems.



Meter Input Signal Failure

If the neutral indicator, reverse indicator, differential lock indicator, PGM-FI indicator, high coolant temperature indicator stay on and the gear position indicator “—” and coolant temperature gauge “C — — — — H” blink, have your dealer check for problems.

1 Neutral indicator	Lights when the transmission is in neutral. Lamp Check.
2 Reverse indicator	Lights when the transmission is in reverse. Lamp Check.
3 Differential lock indicator	Lights when the front differential lock mode is engaged. Should also light for a few seconds and go off when the ignition switch is turned on, and then come back on and remain on until the differential lock switch or the ignition switch is turned off. If the indicator blinks with the 4WD indicator, there is any abnormality in the front final gear system. See page 40. Lamp Check.
4 PGM-FI indicator	Lights when there is any abnormality in the PGM-FI (Programmed Fuel Injection) system. Should also light for a few seconds and then go off when the ignition switch is turned on. If the indicator comes on at any other time, reduce speed and take your vehicle to your dealer as soon as possible. Lamp Check.
5 High coolant temperature indicator	Lights when coolant temperature is high enough to adversely affect the service life of the engine. If the high coolant temperature indicator comes on while you are riding, immediately bring the vehicle to a stop, turn the engine off and let it cool. See page 230. Lamp Check.
6 PS (Electric Power Steering) indicator (TRX500FA6/FA7)	Lights when there is an abnormality in the PS (Electric Power Steering) system. See page 57. Lamp Check.
7 Multi-function display	The display includes the following functions. Display Check.
4WD indicator	Shows when the 4WD drive mode is engaged. If the indicator blinks with the differential lock indicator when there is any abnormality in the front final gear system. See page 22.
Gear position indicator	Shows the gear position (page 24).
LOW indicator	Shows when low (L) range is engaged (page 23).
Maintenance minder indicator	Shows when specified maintenance interval is reached (page 33).
Speedometer	Shows riding speed.
Fuel gauge	Shows approximate fuel supply available (page 25).

Digital clock	Shows the time (hour and minutes) (page 27).
Odometer	Shows accumulated mileage (page 28).
Tripmeter	Shows mileage per trip (page 28).
Coolant temperature gauge	Shows approximate coolant temperature (page 29).
Hourmeter	Shows hours and tenths of hours of engine operation (page 31).
Maintenance tripmeter	Inform when the mileage or operating hours on your ATV approaches and passes the interval specified on the maintenance schedule (page 32).
Maintenance hourmeter	
8 Mode select button	Selects display in the lower parts of multi-function display. Adjusts the digital clock (page 27). Changes the speed and mileage units (page 22). Resets the tripmeter to zero (0) (page 28). This button also used to reset the maintenance tripmeter and maintenance hourmeter (page 32).

Multi-function Display

The multi-function display (1) includes the following functions:

4WD indicator. Odometer

Gear position indicator. Tripmeter

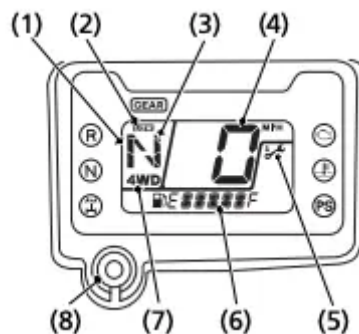
LOW indicator. Coolant temperature gauge

Speedometer. Hourmeter

Maintenance minder indicator. Maintenance tripmeter

Fuel gauge. Maintenance hourmeter

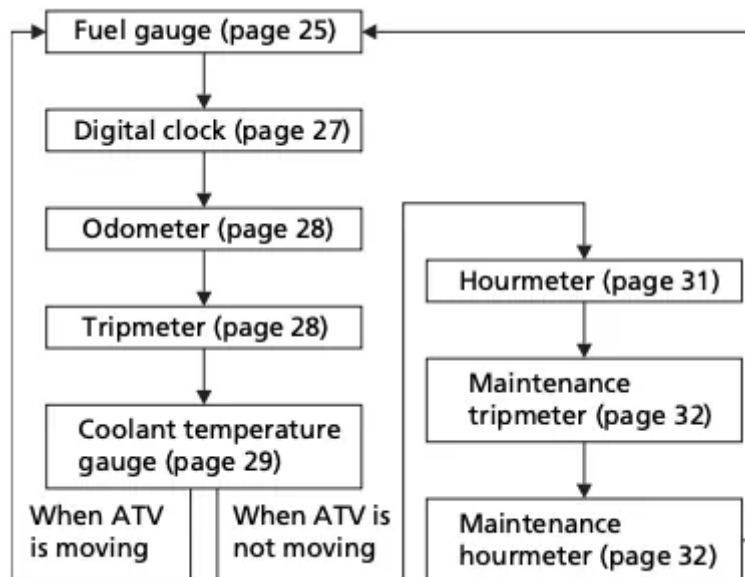
Digital clock



- (1) multi-function display
- (2) LOW indicator
- (3) gear position indicator
- (4) speedometer
- (5) maintenance minder indicator
- (6) lower part of the multi-function display
- (7) 4WD indicator
- (8) mode select button

The lower part of the multi-function display (6) shows the fuel gauge, digital clock, odometer, tripmeter, coolant temperature gauge, hourmeter, maintenance tripmeter or maintenance hourmeter. To change the lower part of the multi-function display, push the mode select button (8).

Each time you press the mode select button, mode will change as shown in the illustration.



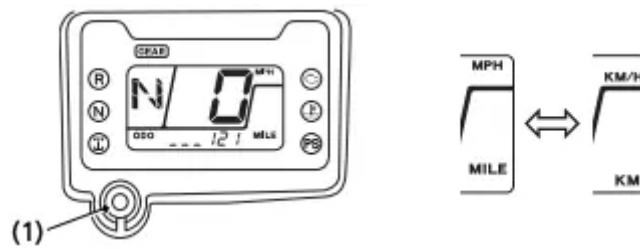
If there is a fuel warning with your ATV, the display will automatically change to the fuel gauge. If you try to change the display back to ordinary display, it will automatically return to the fuel gauge.

If there is a coolant temperature warning with your ATV, the display will automatically change to the coolant temperature gauge. If you try to change the display back to ordinary display, it will automatically return to the coolant temperature gauge.

Speed and Mileage Unit Changing

The speedometer, odometer, tripmeter and maintenance tripmeter show in either “MPH” and “MILE” or “KM/H” and “KM”. To change the speed and mileage units, press and hold the mode select button (1) for more than 5 seconds in odometer mode (page 28) with the ATV stopped.

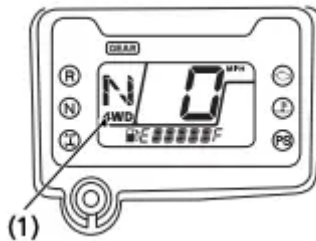




(1) mode select button

4WD Indicator

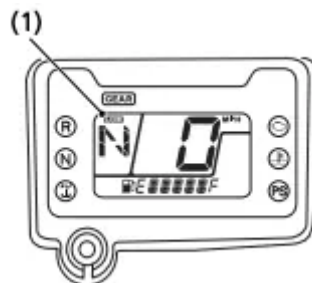
The 4WD indicator (1) shows when the 4WD mode engages (page 37).



(1) 4WD indicator

LOW Indicator

The LOW indicator (1) will be displayed when low (L) range is engaged with the ignition switch in the ON (q) position (page 95).



(1) LOW indicator

Gear Position Indicator

The gear position indicator (1) shows the gear position when the ignition switch is in the ON (q) position.

AUTO (automatic shift mode)

The indicator displays N for neutral, R for reverse, and D for drive.

ESP (manual shift mode)

The indicator displays N for neutral, R for reverse, and 1 – 5 for the five forward gears.



“–” will be displayed on the gear position indicator when the transmission is not shifted into gear properly. Before riding, check that the gear position is properly displayed on the gear position indicator.

If the gear position indicator shows “–” or blinks, turn the ignition switch to the OFF (w) position, and then turn it back to the ON (q) position again. If the gear position indicator still shows “–”, check that the range select lever is securely in a gear, rock the vehicle back and forth. Make sure the gear position is properly displayed in the gear position indicator, if the gear position indicator still shows “_” or blinks, see your dealer.

Controls & Features

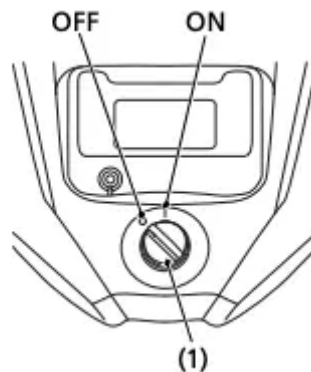
Ignition Switch

The ignition switch (1) is used for starting and stopping the engine (page 82). Insert the key and turn it to the right for the ON (q) position.

The ignition switch is also used to reset the maintenance tripmeter and the maintenance hourmeter (page 34).

Key Position	Function
ON (q)	Electrical circuits on.
OFF (w)	No electrical circuits function.

CENTER OF HANDLEBAR



(1) ignition switch

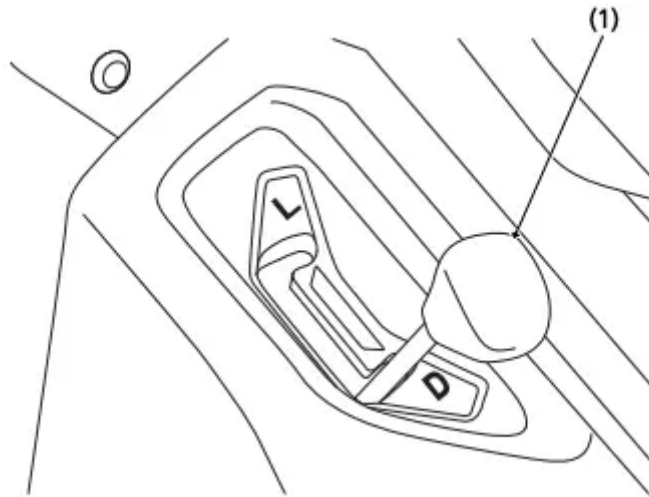
q ON

w OFF

Range Select Lever

The range select lever (1) has two positions: Drive (D), Low (L). See Shifting Gears, page 95.

LEFT SIDE OF FUEL TANK



(1) range select lever

4WD Switch

Your ATV is equipped with a 4WD switch (1), which permits a choice between the “2WD” and “4WD” drive modes. Select a drive mode that’s suitable for your riding.

Keep both hands on the handlebar while machine is in motion and come to a complete stop before using the 4WD switch.

The 4WD switch is located above the throttle lever. To select the drive mode, with your ATV stopped, push the 4WD switch.

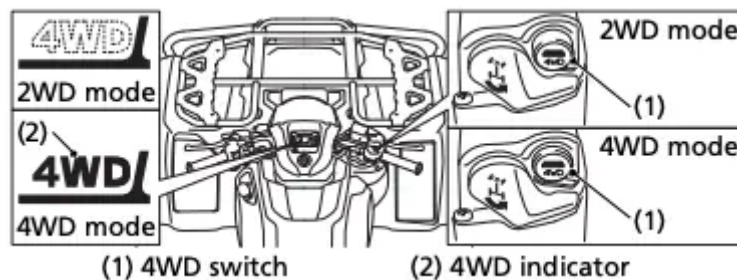
To check your present drive mode, look at the 4WD indicator (2).

2WD mode: the 4WD indicator disappears when the 2WD mode engages.

4WD mode: the 4WD indicator appears when the 4WD mode engages

If the 4WD indicator does not appear when selecting the 4WD mode, accelerate your ATV slowly until the 4WD indicator appears.

The 4WD indicator and differential lock indicator both flash together when there is any abnormality in the front final gear system. See Front Differential Lock and Speed Limiter Over-Ride (Differential Lock Switch and Start/Over Ride Button), page 40.

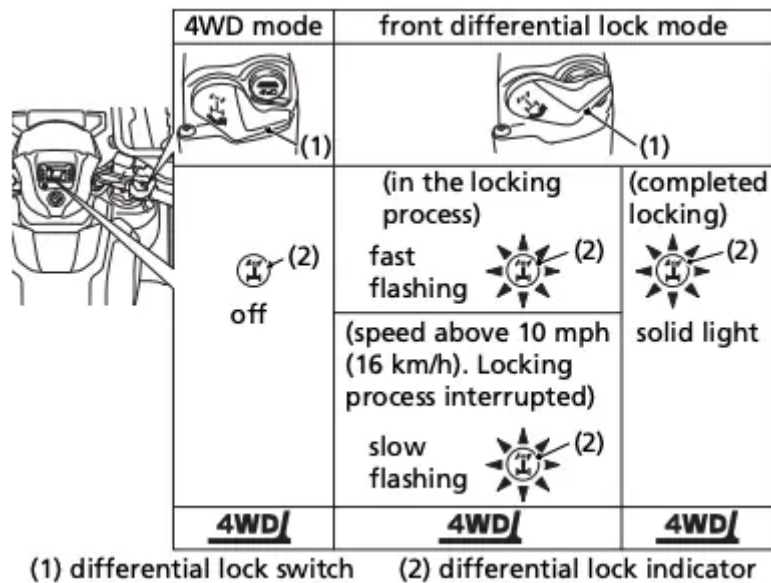


Front Differential Lock and Speed Limiter Over-Ride (Differential Lock Switch and Start/Over Ride Button)

Your ATV is equipped with a front differential lock feature that includes a speed limiter and speed limiter over-ride. This system is designed to provide maximum use of available traction to help you escape from situations where the vehicle might otherwise become stuck, in the mud for example. When the front differential lock mode is activated, the front differential gear is locked causing all four wheels to rotate at the same speed. Because locking all four wheels together changes the way the vehicle handles and increases the amount of room necessary to turn, a speed limiter restricts the speed to 20 mph (32 km/h). Pushing and holding the start/over ride button in this mode allows you to momentarily over-ride the 20 mph (32 km/h) speed limiter, up to 40 mph (64 km/h), to help you free the vehicle in more severe conditions. You should only use this feature where maximum traction is required and only in low speeds. For normal riding, use 2WD and 4WD modes.

To select the front differential lock mode:

When the 4WD mode is engaged, reduce the speed of your ATV to below 10 mph (16 km/h) and slide the differential lock switch (1) over the 4WD switch. The differential lock indicator (2) will flash fast and the front differential locking process begins. When the locking is complete, the differential lock indicator stays on.



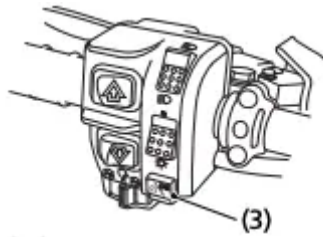
If the speed of your ATV is above 10 mph (16 km/h), the locking process will be interrupted and the differential lock indicator will slowly flash.

If the differential lock indicator does not stay on when the front differential lock mode is selected, steer the handlebar either to the left or right all the way while your ATV is stopped. If the differential lock indicator is still flashing, move your ATV slowly while steering the handlebar all the way to right or left.

To activate the speed limiter over-ride mode:

Push the start/over ride button (3) when the front differential lock mode is activated.

LEFT HANDLEBAR

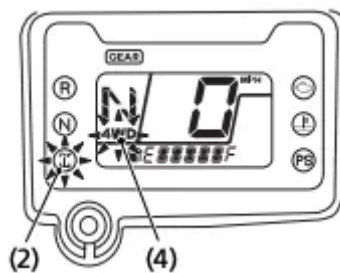


(3) start/over ride button

Front final gear system failure:

The differential lock indicator and 4WD indicator (4) will both flash when there is any abnormality in the front final gear system. If this occurs, the front final gear actuator will stop moving, and the front final gear system will be fixed in the current position, either 2WD mode, 4WD mode or front differential lock mode.

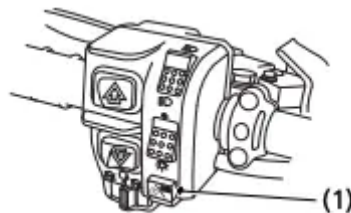
If both the differential lock indicator and 4WD indicator flash, reduce speed and take your ATV to your dealer as soon as possible.



(2) differential lock indicator. (4) 4WD indicator

Start/Over Ride Button

LEFT HANDLEBAR



(1) start/over ride button

 START or SPEED LIMITER OVER-RIDE MODE

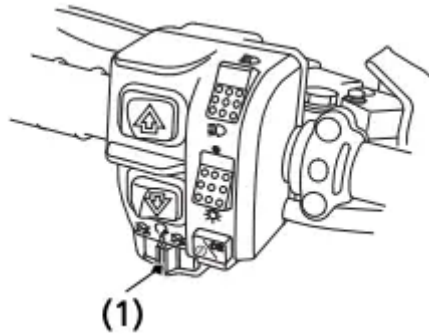
The start/over ride button (1) is used for starting the engine and activate the speed limiter over-ride mode. Pushing the button in starts the engine. See Starting Procedure, page 84.

When the engine is not running and the start/over ride button is pushed, the starter motor will crank the engine. The starter motor will not operate if the engine stop switch is in the OFF (r) position when the start/over ride button is pushed.

To activate the speed limiter over-ride mode, see Front Differential Lock and Speed Limiter Over-Ride (Differential Lock Switch and Start/ Over Ride Button), page 38.

Engine Stop Switch e r

LEFT HANDLEBAR



(1) engine stop switch

r OFF

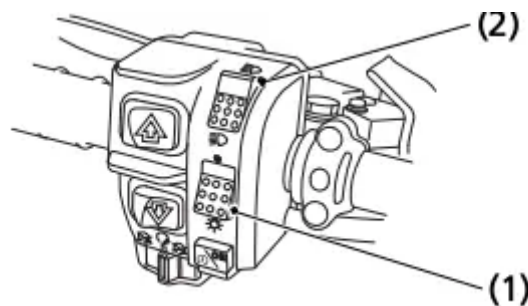
e RUN

The engine stop switch (1) is used to stop the engine in an emergency. To operate, slide the switch to the OFF (r) position. The switch must be in the RUN (e) position to start the engine, and it should normally remain in the RUN (e) position even when the engine is OFF.

If your ATV is stopped with the ignition switch ON (q) and the engine stop switch OFF (r), the battery will discharge. Turn the ignition switch to OFF (w) to prevent battery discharge.

Headlight Switch y t

LEFT HANDLEBAR



(1) headlight switch

y ON

t OFF

(2) headlight dimmer switch

u HI

i LO

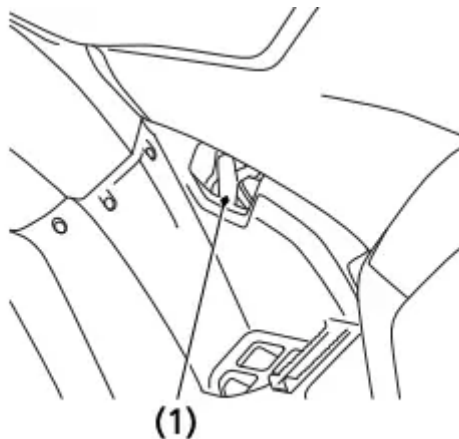
The headlight switch (1) is used to turn the headlights and assist headlight ON (y) or OFF (t). The assist headlight turns on only when the headlight dimmer switch (2) is in the HI (u) position. To operate, turn the switch to ON (y) or OFF (t).

Headlight Dimmer Switch. u i

The headlight dimmer switch (2) is used to change between the high and low beams of the headlights and to activate the assist headlight. To operate, turn the switch to HI (u) for high beam of the headlights and activate the assist headlight, LO (i) for low beam of the headlights and deactivate the assist headlight.

Recoil Starter (Canada only)

RIGHT SIDE

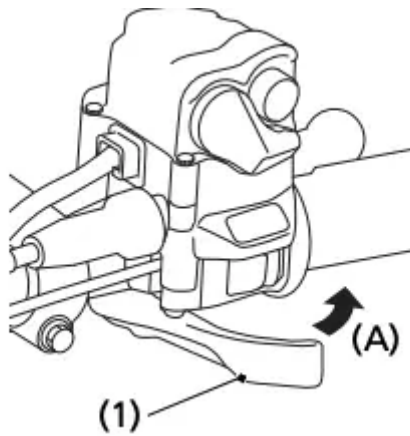


(1) recoil starter

The recoil starter (1) is used to start the engine when the battery is low. See Using the Recoil Starter (Canada only), page 88.

Throttle Lever

RIGHT HANDLEBAR



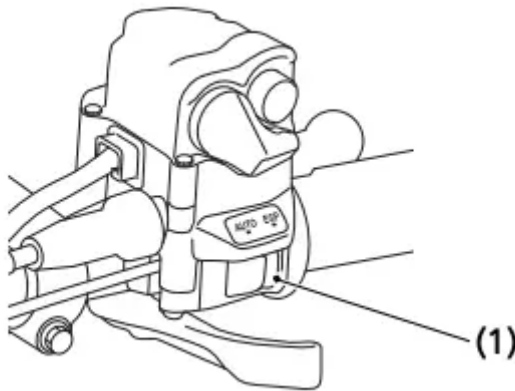
(1) throttle lever (A) to open the throttle

The throttle controls engine rpm (speed). To increase engine rpm, press the throttle lever (1) with your thumb. To reduce engine rpm, release pressure on the throttle lever. The throttle will automatically return to the closed position (engine idle) when you remove your thumb.

Drive Mode Select Switch

The drive mode select switch (1) has two positions: AUTO (automatic shift mode) and ESP (manual shift mode). See *Shifting Gears*, page 89.

RIGHT HANDLEBAR



(1) drive mode select switch

Basic Operation & Riding

Starting & Stopping the Engine

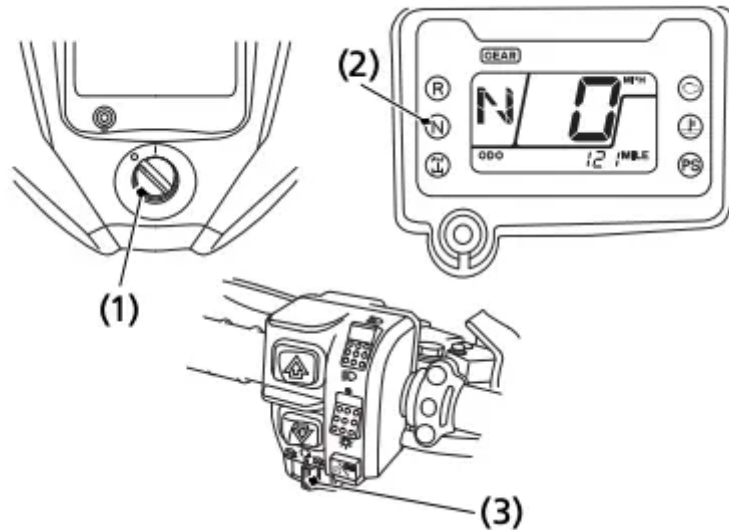
Always follow the proper starting procedure described below.

For your safety, avoid starting or operating the engine in an enclosed area such as a garage. Your ATV's exhaust contains poisonous carbon monoxide gas which can collect rapidly in an enclosed area and cause illness or death.

If you turn the ignition switch to the OFF (w) position while in reverse, the transmission will automatically return to neutral (N) when the ignition switch is turned to the ON (q) position.

The starter motor will operate when the transmission is in neutral or the front brake lever is pulled in.

Preparation



(1) ignition switch

(2) neutral indicator

(3) engine stop switch

1. Before starting, make sure the vehicle is on a level surface and lock the parking brake (page 49).
2. Turn the ignition switch (1) to ON (q).

Confirm the following:

- The transmission is in neutral, and the neutral indicator (2) is ON and the gear position indicator shows "N".
- The engine stop switch (3) is set to RUN (e).

Starting Procedure

This ATV is fuel-injected with an automatic choke. Follow the procedure indicated below.

Any Air Temperature

- With the throttle completely closed, press the start/over ride button.

The engine will not start if the throttle is fully open (because the electronic control module cuts off the fuel supply).

Snapping the throttle or fast idling for more than 5 minutes may cause exhaust pipe and muffler discolorations.

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine:

1. Leave the engine stop switch set to RUN (e).
2. Open the throttle fully.
3. (USA) Press the start/over ride button for 5 seconds. (Canada) Press the start/over ride button for 5 seconds (or operate the recoil starter several times).
4. Follow the normal starting procedure.
5. If the engine starts, then open the throttle slightly if idling is unstable. If the engine does not start, wait 10 seconds, then follow steps 1 – 4 again.

If the engine still won't start, refer to If Your Engine Quits or Won't Start, page 218.

Bank Angle Sensor Ignition Cut-off System

Your vehicle's banking (lean angle) sensor system is designed to automatically stop the engine if the vehicle is overturned.

Before restarting the engine, you must turn the ignition switch to the OFF (w) position and then back to ON (q). The engine will not restart until you perform this procedure.

Stalled Engine

You can restart the engine while the vehicle is stopped by squeezing the front brake lever and pressing the start/over ride button.

Do not press the throttle lever while starting in gear. Your ATV is equipped with a start inhibitor system that will cut off the ignition if the throttle is open while attempting to start in gear.

Once you have started the engine, release the front brake lever, then apply throttle gradually.

How to Stop the Engine

Normal Engine Stop

To stop the engine, make sure the transmission is in neutral by checking that the neutral indicator light is on, then turn the ignition switch to OFF (w).

The engine stop switch should normally remain in the RUN (e) position even when the engine is OFF.

If your ATV is stopped with the engine stop switch OFF (r) and the ignition switch ON (q), the battery will discharge.

Emergency Engine Stop

To stop the engine in an emergency, use the engine stop switch. To operate, slide the switch to either OFF (r) position.

Using the Recoil Starter (Canada only)

The recoil starter is used to start the engine when the battery is low.

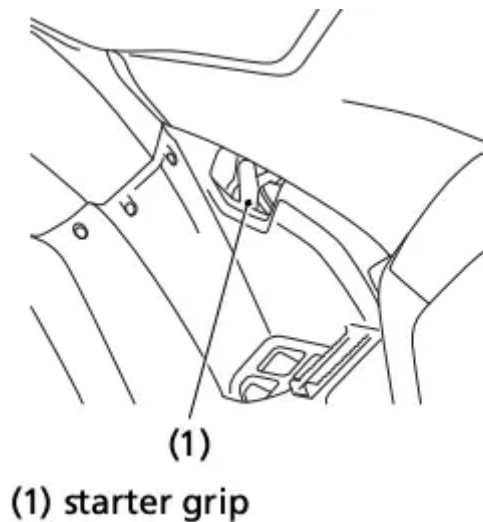
To operate the recoil starter:

1. Check that the transmission is in neutral.
2. Grasp the starter grip (1) firmly, then pull it out slowly approximately 4 in (100 mm).
3. Pull the grip up briskly and fully.
4. After the engine starts, allow the starter grip to return slowly.

Pull the recoil starter grip straight out so that the cord does not touch the side cover. Repeated contact with the side cover can damage the starter cord.

If the starter grip does not return smoothly (because of dirt in the assembly), see your dealer.

RIGHT SIDE



Your ATV has two shift modes: AUTO (automatic shift mode) and ESP (manual shift mode). You can select the desired shift mode with the drive mode select switch.

AUTO (automatic shift mode): Use this mode for everyday riding. The transmission automatically shifts to keep the engine at the best speed for riding condition. The gear position indicator shows "D" for forward gears, "N" for neutral, and "R" for reverse. Select gear position with the gear shift switches.

ESP (manual shift mode): In this mode, you can shift gears much like a manual transmission, but without operating a clutch. You can select five forward gears neutral and reverse by operating the gearshift switches. The gear position indicator will show “1, 2, 3, 4, or 5” for forward gears, “N” for neutral, and “R” for reverse.

When you tow a trailer, select the 1st shift position for proper performance.

Riding Your ATV

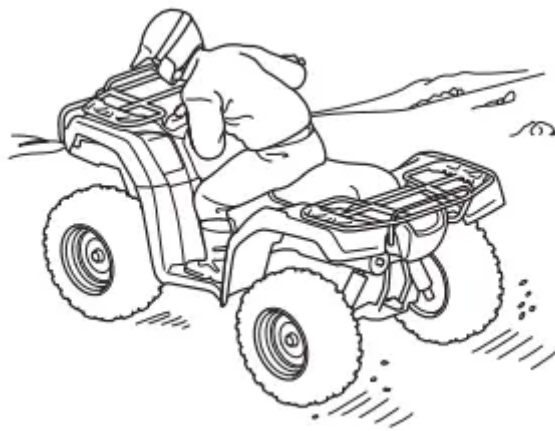
Making Turns

Learn how to turn your ATV properly. Practice the techniques outlined in this section on level ground and at low speeds until you are confident in making turns.

WARNING Turning improperly can make the ATV go out of control, causing a collision or overturn.

- Always follow proper procedures for turning as described in this owner’s manual.
- Practice turning at low speeds before attempting to turn at faster speeds.
- Do not turn at excessive speeds.

Remember that steering the handlebar in the front differential lock mode will cause steering to be heavy and increase turning radius.



Lean your body to the inside of a turn and forward.

To make a turn on level ground: Steer the handlebar and lean your body toward the inside of the turn. Leaning helps balance the vehicle, and it feels more comfortable. Leaning into a turn is an important technique to master in riding an ATV.

To make a sharp turn at low speed: It helps to shift your body slightly forward on the seat, and lean inside, as you steer the handlebar. Shifting weight forward allows the rear wheels to turn easier, and it also improves front-wheel steering.

To make a turn from a full stop: Apply the throttle gradually when you turn and start up at the same time. Remember to shift your body forward to make sharp low-speed turns and whenever you turn while accelerating from a full stop.

Skidding or Sliding

The terrain surface can be a major factor affecting turns. Skidding during a turn is more likely to occur on slippery surfaces, such as snow, ice, mud and loose gravel. If you skid on ice, you may lose all directional control. To avoid skidding on slippery terrain, keep your speed low and ride with caution.

WARNING Skidding or sliding improperly may cause you to lose control of this ATV. You may also regain traction unexpectedly, which may cause the ATV to overturn. Learn to safely control skidding by practicing at low speeds and on level, smooth terrain.

If your ATV skids sideways during a turn, steer in the direction of the skid. Avoid hard braking or accelerating until you have regained directional control.

Remember that steering the handlebar in the front differential lock mode will cause steering to be heavy and increase turning radius.

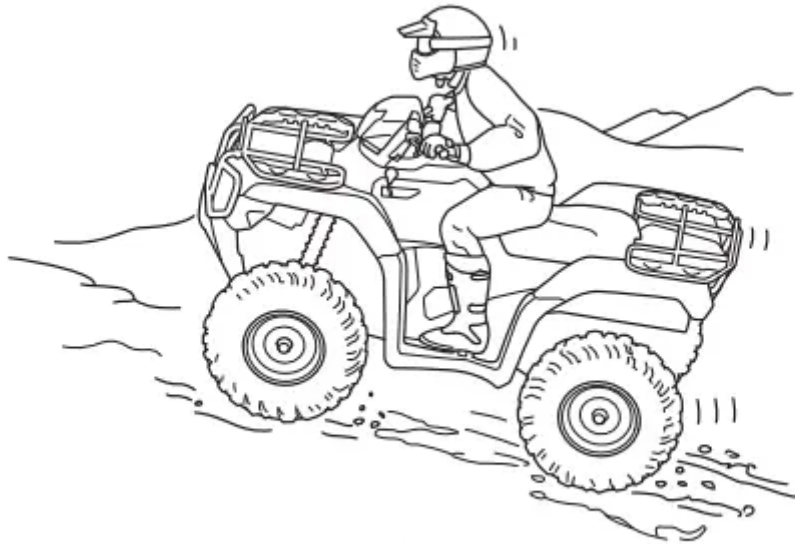
Riding Up Hills

The ATV's ability to safely climb hills largely depends on the rider's skill and judgment. Begin by practicing on smooth, gentle slopes. As you gain experience, you'll learn the hazards and your own limitations. You may then proceed to ride on more difficult terrain. However, you must be able to decide which hills or hazards might cause the ATV to overturn. Avoid excessively steep hills.

WARNING Operating on excessively steep hills can cause the vehicle to overturn more easily than operating on level surfaces or small hills. Never operate the ATV on hills too steep for the ATV or for your abilities.

When climbing hills, you must shift weight toward the front wheels to help keep them on the ground. To do this, shift your body slightly forward on the seat and lean forward. For greater weight shift, move your body farther forward and lean forward.

WARNING Climbing hills improperly could cause loss of control or cause the ATV to overturn. Always follow proper procedures for climbing hills as described in this owner's manual.



Shift weight forward when climbing hills.

- Always check the terrain carefully before you start up any hill.
- Never climb hills with excessively slippery or loose surfaces.
- To climb a hill, take a running start in an appropriate gear and speed for the conditions. Maintain a steady speed as you ascend the hill.
- Never open the throttle suddenly or make sudden gear changes. The ATV could flip over backward.
- Never go over the top of any hill at high speed. An obstacle, a sharp drop, or another vehicle or person could be on the other side of the hill.

Stalling the ATV and/or Rolling Backwards:

If you incorrectly estimate climbing capability or terrain conditions, the ATV may not have enough power or traction to continue uphill. If this happens, the ATV can stall and/or roll backwards.

WARNING Stalling, rolling backwards or improperly dismounting while climbing a hill could result in the ATV overturning. Always follow proper procedures for climbing a hill as described in this owner's manual.

What to do if the ATV stalls or rolls backwards when climbing a hill:

If you are about to lose all forward speed:

1. Using the front and rear brakes together, bring the ATV to a stop with the vehicle pointed straight uphill.
2. Get off the ATV while you continue holding the brakes.
3. Shift into neutral, set the parking brake and turn the engine off.
4. Then assess the situation.

If the ATV starts rolling backwards before you begin braking:

1. Keep your weight uphill.
2. Carefully apply the front brakes first, then carefully apply the rear brake. Do not apply either brake abruptly if you are rolling backwards, or the vehicle may overturn.

If the ATV continues sliding backwards:

After you've applied the brakes, get off and away from the vehicle.

Remember that operating any brake control in the 4WD mode will cause braking at both the front and rear wheels.

What to do after the ATV has stalled or rolled backwards:

If the hill is too steep or too slippery, or if you have any doubt whether you can safely walk the ATV back down the hill, leave the vehicle where it is and get help. If possible, block the wheels so the vehicle doesn't roll backwards.

If the hill is not too steep and you have good footing, you may be able to walk the ATV back down the hill. Make sure your intended path is clear in case you lose control of the ATV.



Be sure your legs are clear of the wheels.



Body position for backing down a hill.

1. Stand with your body facing downhill, beside the vehicle so you can reach the rear brake lever/parking brake lever with your right hand.
2. Be sure your legs are clear of the wheels. Check your footing.
3. Slowly and carefully back the ATV down the hill using the rear brake lever/parking brake lever to control speed.
4. If you lose control of the ATV, for your safety, get away from the vehicle.

Riding Down Hills

It's usually advisable to descend hills with the ATV pointed straight downhill. Avoid angles that would cause the vehicle to lean sharply to one side.

WARNING Going down a hill improperly could cause loss of control or cause the ATV to overturn. Always follow proper procedures for going down hills as described in this owner's manual.



On downhills, shift your weight back.

As you approach a downhill, stop and survey the terrain below. Never ride past the limit of your visibility. Never go down a hill at high speed.

When you've selected a safe downhill path, shift into a lower gear, shift your weight back with your arms extended and braced against the handlebar, then go down slowly with the throttle closed.

Use mainly the rear brake to control speed. Avoid using either the front brake or rear brake hard or abruptly when riding down hills.

Remember that operating any brake control in the 4WD mode will cause braking at both the front and rear wheels.

Remember, braking effectiveness is reduced on any hill with a loose surface.

Crossing or Turning on Hills or Slopes

Riding on hills or slopes is different from riding on level terrain. Be careful when riding on any hill. Make sure that you practice on gentle, smooth slopes before attempting to ride on steeper or more difficult terrain.

WARNING Improperly crossing hills or turning on hills could cause loss of control or cause the ATV to overturn. Always follow proper procedures for crossing or turning on slopes as described in this owner's manual. Avoid crossing steep hills if possible.

Remember that steering the handlebar in the front differential lock mode will cause steering to be heavy and increase turning radius.

Crossing Hills or Slopes

- To maintain balance and stability when riding across a slope, you need to shift weight toward the uphill side of the vehicle. To do this, move your body off the center of the seat and lean toward the uphill side.

- On a slippery or loose surface, you may also need to steer slightly uphill to maintain a straight course across the slope.
- Avoid crossing hills that are excessively steep, slippery or rough.



Shift weight uphill when crossing slopes.

Making Turns on Slopes

- Compared to riding on level ground, you may need to shift more weight and lean more when making turns on slopes.
- Do not make turns on any slopes until you have first mastered the techniques for making turns on level terrain.

Riding Over Obstacles

Before operating in a new area, check for obstacles. Watch out for bumps, rain ruts, potholes and other obstacles in the terrain. When you approach any obstacle, reduce your speed and be prepared to stop.

Never try to ride over large obstacles, such as large rocks or fallen logs.

WARNING Improperly operating over obstacles could cause loss of control or a collision and could cause the ATV to overturn. When you go over obstacles, always follow proper procedures as described in this owner's manual.

Riding Through Water

Your ATV is designed to travel through water up to approximately 10 inches (254 mm) deep. Before crossing a stream, make sure the water is not too deep or flowing too fast.

WARNING The ATV tires have some ability to float. Operating this ATV through deep or fastflowing water may cause a loss of traction and loss of control, which could lead to a crash. Never operate this ATV in fast-flowing water or in water deeper than that specified in this owner's manual.

NOTICE Water entering the muffler may damage the oxygen sensor and result in emissions control system malfunction. Have your ATV dealer inspect the oxygen sensor immediately after water enters the muffler.

1. Choose a path where both banks have gradual slopes.
2. Proceed through the water at a slow, steady speed.
3. Watch out for submerged obstacles and slippery rocks.
4. Avoid getting the spark plug or air cleaner wet, as this would cause the engine to stop.
5. After leaving the water, always test both the front and rear brakes.
 - Riding through water can make the brakes less effective than normal, and may reduce stopping ability.
 - If necessary, apply the brakes repeatedly until they dry out and operate normally.

Parking

1. Look for level parking area. Make sure the ground surface is firm.
2. After bringing your ATV to a stop, hold the brakes while you shift into neutral.
3. Set the parking brake (page 50).
4. Turn the ignition switch to OFF (w).

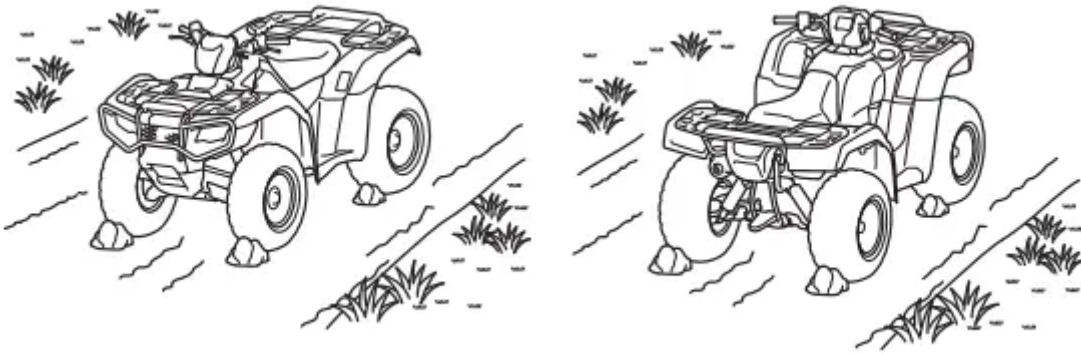
If it is necessary to start the engine when your ATV is in gear and is stopped on a grade, rock the vehicle back and forth to allow shifting the transmission into neutral.

The brake light is activated by applying the parking brake. When using the parking brake, be sure to turn the ignition switch to OFF (w) to avoid discharging the battery.

Parking on a Steep Incline or a Loose or Slippery Surface

If you must park your ATV on a steep incline or loose or slippery surface, use the following procedure:

1. While holding the brakes, set the parking brake.
2. Turn the ignition switch to OFF (w) and release the brakes.
3. If the ATV begins to move, either while sitting on it or after you dismount, find a better parking location.
4. If rocks or other objects are available, you can block the wheels as shown for additional security.



Storing Your Honda

If you won't be riding for an extended period, such as during the winter, thoroughly inspect your ATV and correct any problem before storing it. That way, needed repairs won't be forgotten and it will be easier to get your ATV running again.

For more information about storage, refer to the Honda Winter Storage Guide, available from your dealer (USA only).

We suggest you perform the following procedures to keep your ATV in top condition. These storage procedures will reduce the deterioration that can occur during storage.

Preparation for Storage

Refer to Safety Precautions on page 119.

1. Change the engine oil and filter (page 140).
2. Make sure the cooling system is filled with a 50/50% antifreeze solution (page 151).
3. Fill the fuel tank. Make sure the fuel fill cap is properly installed.
4. To prevent rusting in the cylinder, perform the following:
 - Remove the spark plug cap from the spark plug (page 168).
 - Remove the spark plug. Do not connect the spark plug to the spark plug cap.
 - Pour a tablespoon (15 – 20 cc) of clean engine oil into the cylinder and cover the spark plug hole with a piece of cloth.
 - With the engine stop switch in the RUN (e) position, press the start/over ride button several times to crank the engine and distribute the oil.
 - Reinstall the spark plug and spark plug cap.
5. Remove the battery and charge it fully. Store it in an area protected from freezing temperatures and direct sunlight. Slow charge the battery (page 198) once a month.

WARNING The battery gives off explosive hydrogen gas during normal operation. A spark or flame can cause the battery to explode with enough force to kill or seriously hurt you. Wear protective clothing and a face shield, or have a skilled mechanic do the battery maintenance.

6. Wash and dry your ATV. Wax all painted surfaces.
7. Inflate the tires to their recommended pressures (page 187).
8. Store your ATV in an unheated area, free of dampness, away from sunlight, with a minimum of daily temperature variation.
9. Place your ATV on blocks to lift all tires off the floor.
10. Cover your ATV with a porous material. Avoid using plastic or similar non-breathing, coated materials that restrict air flow and allow heat and moisture to accumulate.

NOTICE Do not store your ATV in an upright position for extended periods of time. The ATV should be stored with all four tires on the ground. This can damage the vehicle, and leaking gasoline could be a hazard.

Removal from Storage

Refer to Safety Precautions on page 119.

1. Uncover and clean your ATV.
2. If your ATV has been stored for more than four months — change the engine oil (page 143).
3. If your ATV has been stored for more than two months — ask your dealer to drain and replace the fuel.
4. Charge the battery (page 198) as required. Install the battery.
5. Perform a pre-ride inspection (page 65), then test-ride your ATV at low speeds.

Taking Care of the Unexpected

If Your Engine Quits or Won't Start

Proper operation and maintenance can prevent starting and engine performance problems. In many cases, the cause of the problem may be a simple operational oversight.

If you have a problem starting the engine — or experience poor engine performance — the following information may help you. If you can't correct the problem, see your dealer.

If your ATV won't start, listen as you press the start/over ride button. If you don't hear the starter motor turning, refer to the Starter motor doesn't operate symptom. If you can hear the starter motor working normally, refer to the Starter motor works, but the engine won't start symptom.

SYMPTOM: Starter motor doesn't operate.

POSSIBLE CAUSE	WHAT TO DO
ignition switch OFF	Turn the ignition switch ON
engine stop switch OFF	Slide the engine stop switch to RUN.
transmission not in neutral	Shift into neutral or squeeze the front brake lever.
blown fuse	Replace with a new fuse of the same rating (page 232).
battery lead loose	Tighten the battery lead.
low (or dead) battery	Charge the battery (page 198). If charging doesn't help, see your dealer.
faulty starter motor	If all possible causes are negative, the starter motor may be faulty. See your dealer.

SYMPTOM: Starter motor works, but the engine won't start.

POSSIBLE CAUSE	WHAT TO DO
out of fuel	Fill the fuel tank.
flooded engine	See Flooded Engine (page 85).
loose or unconnected spark plug cap	Install the spark plug cap securely. If the engine still won't start, see your dealer.
loose battery cables	Tighten the battery terminal bolts.
weak battery	Charge the battery (page 198). If charging doesn't help, see your dealer.

SYMPTOM: Engine starts, but runs poorly.

POSSIBLE CAUSE	WHAT TO DO
high coolant temperature	Check the coolant temperature gauge and high coolant temperature indicator. Refer to If the High Coolant Temperature Indicator Lights, page 230.
runs erratically, misfires	See your dealer.
blubbers (rich fuel mixture)	See your dealer.

sooty exhaust (rich fuel mixture)	See your dealer.
detonates or pings under load	If applicable, switch to the recommended octane gasoline (page 134) or change your brand of gasoline. If the problem persists, see your dealer.
afterfires (backfires)	See your dealer.
pre-ignition (runs on after ignition switched OFF)	See your dealer.
SYMPTOM: Engine starts, but runs poorly or dies when hot.	
POSSIBLE CAUSE	WHAT TO DO
poor or inadequate fuel flow due to clogged fuel filter	See your dealer. (ensure clean fuel supply)

If the Transmission Is Not Functioning Properly

ESP (manual shift mode):

If one or both shift switches do not function, see the following instruction. If proper function cannot be restored, see your dealer.

1. Stop the ATV.
2. Turn the ignition switch to the OFF (w) position.
3. After the engine stops, turn the ignition switch to the ON (q) position.
4. Press both shift switches and check that they are functioning.
5. If both switches are functioning, shift into neutral and restart the engine. If one or both switches are not functioning, see Emergency Gear Selection & Operation, page 224.

If the Transmission Is Not Functioning Properly

AUTO (automatic shift mode):

When the automatic transmission is not shifting properly, the gear position indicator will show “–” and blink.

See your dealer to check and restore the automatic transmission.

If the gear position indicator shows “–” and blink while riding, perform the following:

1. Stop the ATV.
2. Turn the ignition switch to the OFF (w) position.

3. After the engine stops, turn the ignition switch to the ON (q) position.
4. Check the gear position indicator.

If these efforts do not restore proper operation, have your ATV inspected by your dealer.

When the “-” is blinking in the gear position indicator:

Restart the engine; drive the ATV to a location where it can be loaded and transported to your dealer.

When the display on the gear position indicator returns to normal:

You may drive on the ATV as usual after restarting the engine. However, we urge you to have your ATV inspected by your dealer.

If the Transmission Is Not Functioning Properly

If the ATV does not move, even through “-” is not blinking in the gear position indicator:

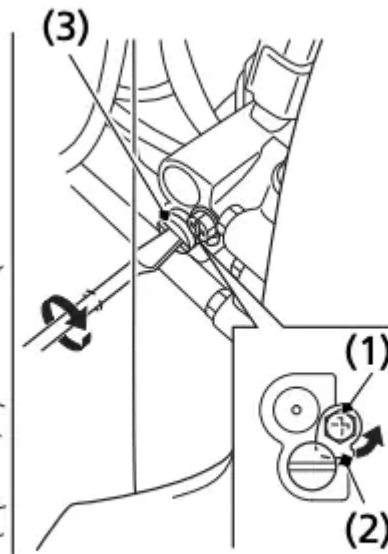
If your ATV won't move, it is possible the transmission system has malfunctioned. Use the following procedure to manually over-ride the clutch of the transmission.

1. Shift the transmission into 2nd gear.
2. Apply the parking brake (page 50).
3. Turn the ignition switch to the OFF (w) position.
4. Loosen the screw (1) and release the lock plate (2).
5. Locate the emergency valve access hole (4) inside the left front fender. Using a screwdriver, turn the emergency valve (3) all the way in. With the engine running, slowly open the throttle to move the ATV forward.
6. See your dealer as soon as possible.

LEFT FRONT



LEFT SIDE



(1) screw

(2) lock plate

(3) emergency valve

(4) emergency valve access hole

When the battery is low (or dead):

- See If the Battery Is Low (or Dead), page 239.

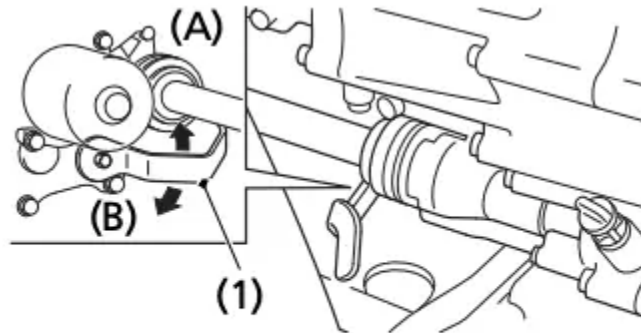
Emergency Gear Selection & Operation

If the shift switches do not operate, use the following procedure to manually select a gear so you may drive the vehicle to a location where it can be loaded and transported to your dealer.

1. Turn the ignition switch to the ON (q) position.
2. Remove the seat (page 130) and tank cover assembly (page 132).
3. Remove the gear change tool from the storage compartment page 128).
4. Check the neutral indicator. If the transmission is in neutral, go to step 5. If the transmission is not in neutral, use the gear change tool to shift to neutral so you will be able to start the engine. Refer to How to Shift Gears Manually: (page 225).
5. Apply the parking brake (page 50).
6. Press the start/over ride button to start the engine.
7. Set 2nd gear position. Refer to How to Shift Gears Manually: page 225).
8. Return the gear change tool to the storage location.
9. Install the tank cover assembly and seat.
10. Get on the ATV, release the parking brake, and drive it at a safe speed to a place where it can be repaired or serviced.

Emergency Gear Selection & Operation

How to Shift Gears Manually



- (1) gear change tool** **(A) downshift (counterclockwise)**
(B) upshift (clockwise)

- With the ATV unoccupied, align the hexagonal hole of the gear change tool (1) with the hexagonal end of the secondary spindle which is located on the front crankcase next to the front propeller shaft.
- To downshift, turn the gear change tool to counterclockwise (A). To upshift, turn the gear change tool to clockwise (B).
- If the transmission does not shift, rock the vehicle back and forth and try again.
- Return the gear change tool to the storage location.

Do not attempt to shift gears manually using the gear change tool while riding.

If the transmission is shifted manually when the electric shift system is functioning, the system will shutdown automatically and the shift switches will not operate. To reactivate the system, turn the ignition switch to the OFF (w) position, then turn it back to the ON (q) position. It may be required to rock the ATV back and forth to get proper transmission gear alignment to allow shifting between gears.

If You Have a Flat Tire

How you handle a flat tire on the trail depends on how serious the tire damage is, and what tools and supplies you have with you.

If you have a slow leak or a minor puncture, use the plug method to make a temporary repair. (The plug method is applied from the outside of the tire and is the same as that for conventional tubeless tires.)

A plug-type repair kit, available at most auto parts stores or service stations, provides a plug, an installation tool, tire cement, and an instruction sheet. Follow the instructions provided with the repair kit to make a temporary repair.

As soon as possible, have the tire permanently repaired by your dealer. Any tire that cannot be repaired should be replaced.

Whenever the ATV is to be operated far from service facilities or available transportation, we recommend that you carry a tire pump and a repair kit with the vehicle.

If the leak is more serious, or a temporary repair doesn't hold, the tire must be replaced. The tire will also need to be replaced if it is damaged (page 191). Replacing a tire involves removing and reinstalling the wheel (page 228).

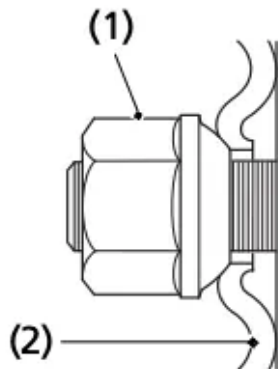
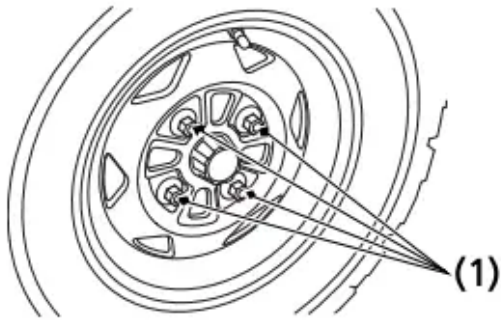
If you are unable to repair a flat tire on the trail, you will need to send for help. We strongly recommend that you do not try to ride with a flat tire. The ATV will be hard to handle, and if the tire comes off the rim, it may lock up the wheel and cause you to crash.

WARNING Riding your ATV with a temporary tire repair can be risky. If the temporary repair fails, you can crash and be seriously injured or killed. If you must ride with a temporary tire repair, ride slowly and carefully until the tire is permanently repaired or replaced.

Emergency Wheel Removal/Installation

Refer to Safety Precautions on page 119

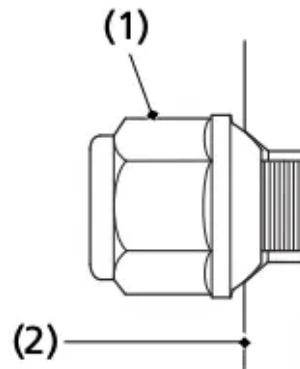
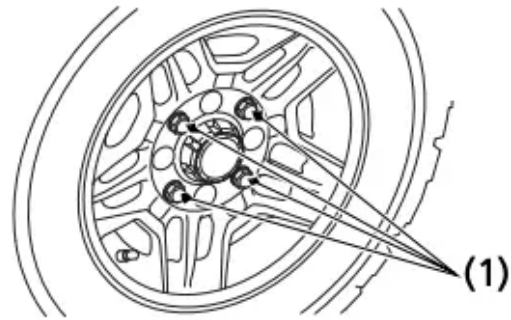
**TRX500FA5/FA6
(Steel wheel model):**



**Wheel nuts:
47 lbf·ft (64 N·m, 6.5 kgf·m)**

(1) wheel nuts

**TRX500FA7
(Aluminum wheel model):**



**Wheel nuts:
62 lbf·ft (84 N·m, 8.6 kgf·m)**

(2) wheel rim

Removal

1. Park your ATV on a firm, level surface.
2. Loosen — but do not remove — the wheel nuts (1).
3. Raise the front (or rear) wheels off the ground and place a support block under the vehicle.
4. Remove the wheel nuts.
5. Remove the wheel.
 - Avoid getting grease, oil, or dirt on the front brake disc or pad surfaces when removing and installing each wheel. Any contamination can cause poor brake performance or rapid pad wear after reassembly

Installation

1. Position the wheel.
2. Position each wheel nut so that the tapered side faces the wheel rim (2).

3. Hand-tighten the wheel nuts on the wheel, then lower the ATV to the ground before tightening the nuts in a crisscross (rather than circular) pattern to the specified torque:

TRX500FA5/FA6 (Steel wheel model): 47 lbf·ft (64 N·m, 6.5 kgf·m)

TRX500FA7 (Aluminum wheel model): 62 lbf·ft (84 N·m, 8.6 kgf·m)

If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly. Improper assembly may lead to loss of braking capability.

If the High Coolant Temperature Indicator Lights

Normally, the high coolant temperature indicator will only light momentarily when you turn the ignition to ON (q). High coolant temperature may be caused by restriction of air flow to the radiator (such as mud caked on the radiator), extended idling, an oil leak, a coolant leak, a low oil level, a low coolant level, or extended operation under adverse conditions. If the all segment of the coolant temperature gauge and high coolant temperature indicator are on while you're riding, don't ignore it. Pull safely to a stop. Stop the engine as soon as it's safe to do so, and let it cool.

NOTICE Continuing to ride with high coolant temperature or an overheated engine can cause serious engine damage.

- A steaming engine indicates a coolant leak. Shut the engine off and wait until the steaming stops. Look for a leak, but don't touch the engine or radiator system. Let everything cool off first.
- Check for any restriction of air flow to the radiator.
- If there's no obvious problem, leave the engine on so the fan and coolant circulating system can continue working. Monitor the coolant temperature gauge and high coolant temperature indicator. The indicator may turn off after a brief stop with no load on the engine.
- Check the radiator fan. If the fan is not working, turn the engine off. Open the fuse box (page 233) and check the radiator fan fuse. If the fuse is blown, replace it with the proper (same rating) spare fuse. Start the engine. If the all segment of the coolant temperature gauge and high coolant temperature indicator stays on, turn the engine off. If the radiator fan is working, visually check the coolant level in the reserve tank, located under the left front fender. It isn't necessary to touch the radiator system.
- If the reserve tank is low or empty, don't ride without adding coolant (page 152). After adding coolant, turn the engine on and check the coolant temperature gauge and high coolant temperature indicator. If the indicator doesn't turn off, do not ride. The engine needs repair. Transport your ATV to your dealer (page 208). If the temperature drops to normal, check the coolant level. If it has gone down, add more coolant.
- Check for an oil leak.

- Check the oil level. If necessary, add the recommended oil (page 140) to the upper level mark. If you must leave your ATV to get oil, secure it as much as possible.
- Start the engine, and check that the coolant temperature gauge and high coolant temperature indicator goes off.

If you are able to resume riding, continue to monitor the coolant temperature gauge and high coolant temperature indicator frequently.

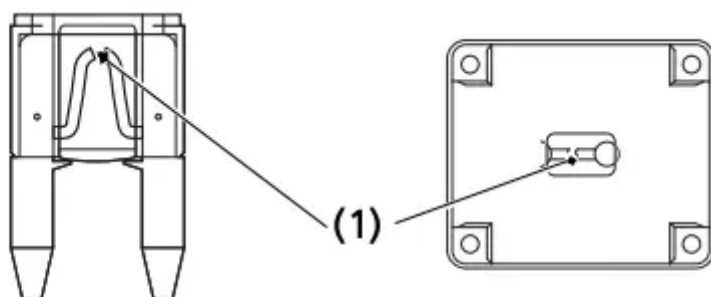
If there is an oil leak — do not ride the ATV until the leak is repaired by your dealer (page 208).

If there's a mild coolant leak, you can ride for awhile, carefully watching the coolant temperature gauge and indicator. Be prepared to stop and add more coolant or water. If the leak is bad, transport your ATV to your dealer (page 208).

If a Fuse Blows

All of the electrical circuits on your ATV have fuses to protect them from damage caused by excess current flow (short circuit or overload).

If something electrical on your ATV stops working, the first thing you should check for is a blown fuse (1). Check all the fuses before looking elsewhere for another possible cause of the problem. Replace any blown fuses and check component operation.



(1) blown fuse

The main fuse and the circuit fuses are located under the rear fender cover.

TRX500FA6/FA7: The PS (Electric Power Steering) fuse is located under the rear fender cover.

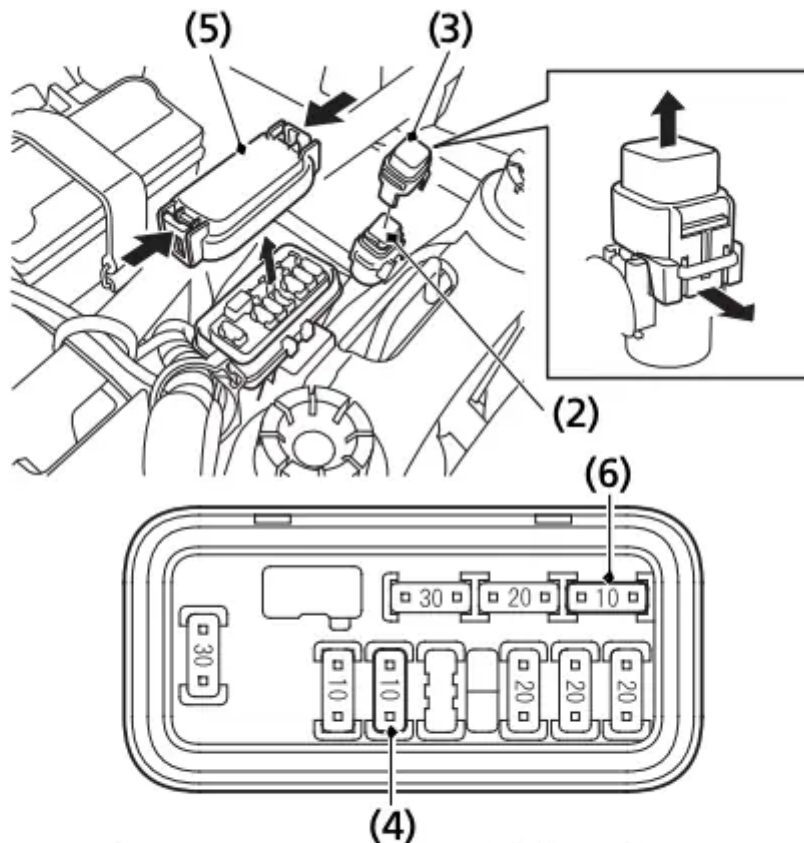
Recommended Fuses

main fuse 1	40 A
main fuse 2	10 A
ES (shift motor) fuse	30 A
other fuses	20 A × 3, 10 A
PS (Electric Power Steering) fuse (TRX500FA6/FA7)	40 A

Main Fuses Access

1. To prevent an accidental short circuit, turn the ignition switch to OFF (w) before checking or replacing the fuses.
2. Remove the seat (page 130).
3. Remove the rear fender cover (page 131).
4. To access the main fuse 1 (2), remove the fuse cover (3).
5. To access the main fuse 2 (4), remove the fuse box cover (5).

UNDER REAR FENDER COVER



(2) main fuse 1
(3) fuse cover
(4) main fuse 2

(5) fuse box cover
(6) spare fuse

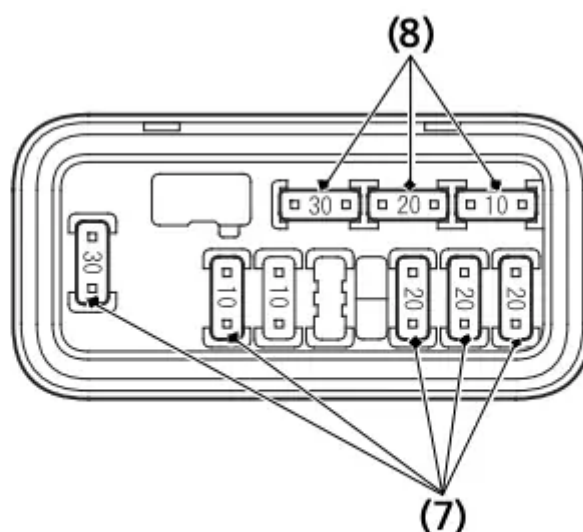
6. Pull the main fuses out.

If the main fuse 1 is blown, install the spare fuse (page 129).

If the main fuse 2 is blown, install the spare fuse (6).

7. Install the fuse cover.

Circuit Fuses Access



(7) circuit fuses

(8) spare fuses

8. To check or replace a circuit fuse (7), pull the old fuse out of its retaining clips. If the fuse is blown, replace it with a spare fuse (8) of the same rating.

If you do not have a replacement fuse with the proper rating for the circuit, install one with a lower rating.

NOTICE Replacing a fuse with one that has a higher rating greatly increases the chance of damage to the electrical system.

9. Install the fuse box cover.

10. Install the rear fender cover.

11. Install the seat.

PS (Electric Power Steering) Fuse Access (TRX500FA6/FA7)

1. Turn the ignition switch to OFF (w) before checking the fuse.

2. Remove the seat (page 130).

3. Remove the rear fender cover (page 131).

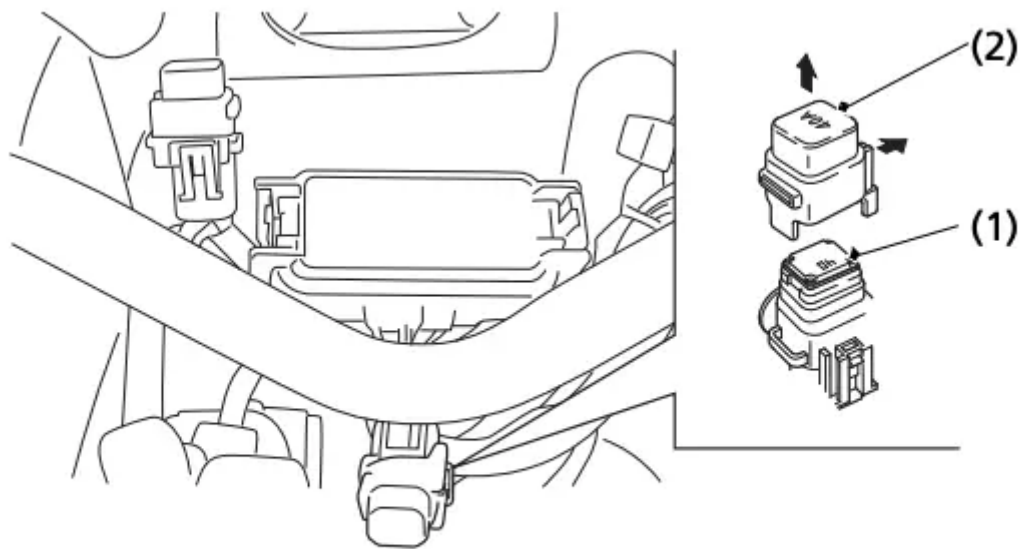
4. To access the PS fuse (1), remove the PS fuse box cover (2). If the PS fuse is blown, install the spare fuse (page 129).

5. Install the PS fuse box cover.

6. Install the rear fender cover.

7. Install the seat.

UNDER REAR FENDER COVER



(1) PS fuse

(2) PS fuse box cover

If you do not have a spare fuse and you cannot ride the ATV without fixing the problem, take a fuse of the same rating or a lower rating from one of the other circuits that you can do without temporarily.

If you replace a blown fuse with a spare fuse that has a lower rating, replace the fuse with the correct rating as soon as you can. Also remember to replace any spare fuses that were installed.

If the replacement fuse of the same rating burns out in a short time, there is probably a serious electrical problem on your ATV. Leave the blown fuse in that circuit and have your ATV checked by your dealer.

If You Crash

Personal safety is your first priority after a crash. If you or anyone else has been injured, take time to assess the severity of the injuries and whether it is safe to continue riding. If you cannot ride safely, send someone for help. Do not ride if you will risk further injury.

If you decide you are capable of riding safely, carefully inspect your ATV for damage and determine if it is safe to ride. Check the tightness of critical nuts and bolts securing such parts as the handlebar, control levers, brakes, and wheels.

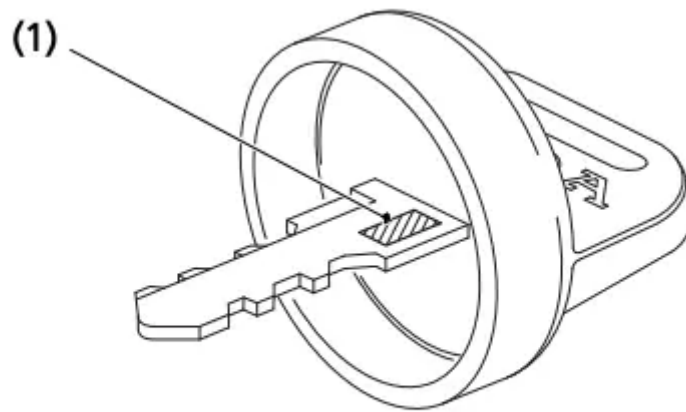
If there is minor damage, or you are unsure about possible damage but decide to try riding the ATV back to your base, ride slowly and cautiously.

Sometimes, crash damage is hidden or not immediately apparent. When you get home, thoroughly check your ATV and correct any problems you find. Also, be sure to have your dealer check the frame and suspension after any serious crash.

If You Lose Your Key

Be sure to record your key number (1). Store the spare key and recorded key number in a safe location. You'll need this number to have a duplicate key made.

If you lose your key and aren't carrying a duplicate, either get your spare or have one made. If you don't know your key number, call the dealer where you purchased your Honda ATV. They may have it listed in their records. If they don't, transport your ATV to them or the nearest dealer. The dealer will probably have to remove the ignition switch assembly to find the key number so they can make a key for you.



(1) key number

If the Battery Is Low (or Dead)

Jump starting is not recommended, especially if you use an automobile battery. The greater amperage of an automobile battery when the car engine is running can damage your ATV's electrical system.

Bump starting is also not recommended.

If you can't charge the battery or it appears unable to hold a charge, contact your dealer.

(Canada only)

Your ATV will operate even if the battery is low (or dead), as long as the engine is running. If the engine is not running, it may be started using the recoil starter.

1. Turn the ignition switch to the ON (q) position.
2. Check if the transmission is in neutral by moving the vehicle back and forth.
3. If the transmission is in neutral, the vehicle will move easily. Go to step 6. If the transmission is not in neutral, the vehicle will not move.
4. Remove the gear change tool from the storage compartment (page 128).

5. Use the gear change tool to shift to neutral so you will be able to start the engine. Refer to How to Shift Gears Manually: (page 225).
6. Apply the parking brake.
7. Turn the ignition switch to the OFF (w) position, then turn it back to the ON (q) position.
8. Use the recoil starter (page 88) to start the engine.

If a Component Fails

The brake levers or pedal, control cables, and other components can be damaged as you ride in dense brush or over rocky terrain. Making a trailside repair depends on how serious the damage is and what tools and supplies you have with you.

- If any component of the brake system is damaged, you may be able to ride carefully back to your base using the other brake components for slowing or stopping.
- If you damage a throttle cable or other critical component, your ATV may be unsafe to ride. Carefully assess the damage and make any repairs that you can. But if there is any doubt, it's best to be conservative and safe.

Warning

This content is compiled from multiple sources and is provided for reference purposes only. It may not be complete or fully applicable to all situations. If you are unable to resolve your issue, please contact the product manufacturer or an authorized service provider for official support.