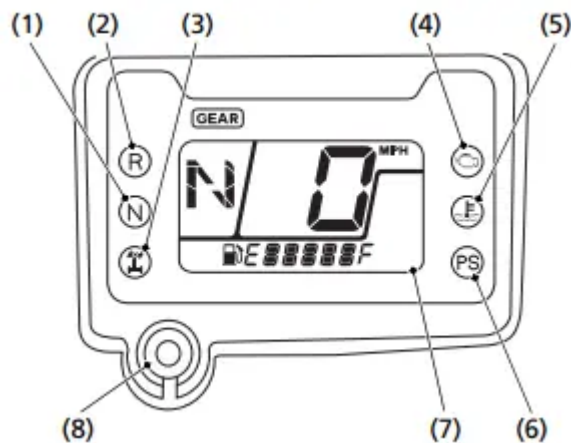


Indicators & Displays

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 (TRX520FA6/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 (I).

TRX520FA6/FA7:

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

The high coolant temperature indicator and PGM-FI indicator come 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.

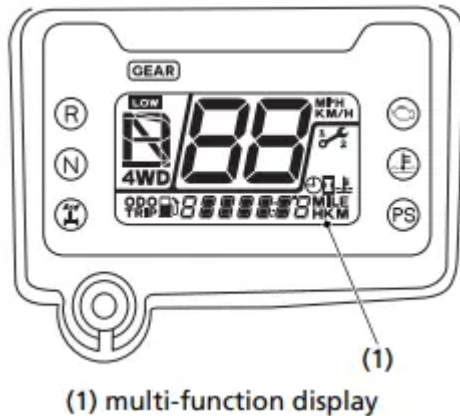
If one of these indicators does not come on when it should, have your dealer check for problems.

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. This is 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

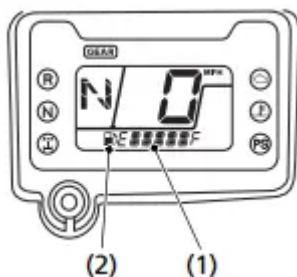
If the neutral indicator, reverse indicator, differential lock indicator, PGM-FI indicator or high coolant temperature indicator stays on and the gear position indicator “-” and coolant temperature gauge “C - - - - - H” blink, have your dealer check for problems.

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 (TRX520FA6/FA7)	Lights when there is an abnormality in the EPS (Electric Power Steering) system. See page 59. 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).
	Hour meter	Shows hours and tenths of hours of engine operation (page 31).
	Maintenance tripmeter	Informs when the mileage or operating hours on your ATV approaches and passes the interval specified on the maintenance schedule (page 32).
	Maintenance hour meter	
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 hour meter (page 32).

Fuel Gauge

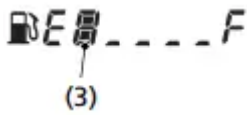
The fuel gauge (1) shows the approximate fuel supply available with the fuel mark (2). The fuel tank capacity is: **3.88 US gal (14.7 ℓ)**



(1) fuel gauge

(2) fuel mark

Regardless of what mode the display is in, when the fuel level reaches the 1st segment (3), the display will automatically switch to the fuel gauge display. You should refuel as soon as possible. The amount of fuel remaining when the fuel gauge reaches the 1st segment is approximately: **1.82 US gal (6.9 ℓ)**



(3) 1st segment



When the fuel gauge shows “E _____ F” (4) and “LO FUEL” (5) blinks 3 times alternately and the fuel mark blinks, you should refuel as soon as possible.

The amount of fuel reserve is approximately: **1.29 US gal (4.9 ℓ)**

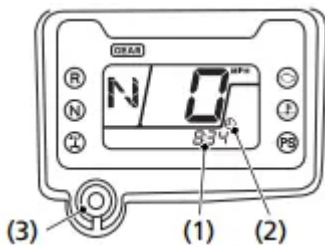
Fuel gauge failure: If the fuel gauge E – – – – – F (6) is blinking, the fuel gauge function has failed. See your dealer.



(6) “E – – – – – F”

Digital Clock

The digital clock (1) shows time with the clock mark (2) when the ignition switch is ON (I).



(1) digital clock

(2) clock mark

(3) mode select button

To adjust the time, proceed as follows:

1. Turn the ignition switch ON (I) and select the digital clock mode.
2. Press and hold the mode select button (3) until the display starts blinking.
3. To advance the display 1 minute at a time, press and release the mode select button for 0.5 seconds.

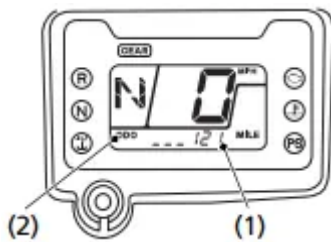
4. To advance the display more quickly, press and hold the mode select button.
5. Release the mode select button when the display reaches the desired time.
6. To end the adjustment, press and release the mode select button for less than 0.5 seconds or turn the ignition switch to OFF (O).

After the battery is reconnected (page 197), check the clock.

Readjust the clock if necessary.

Odometer

The odometer (1) registers total distance traveled in mileage while the ignition switch is ON (I) with the “ODO” mark (2). The odometer locks at 999,999 when the read-out exceeds 999,999.



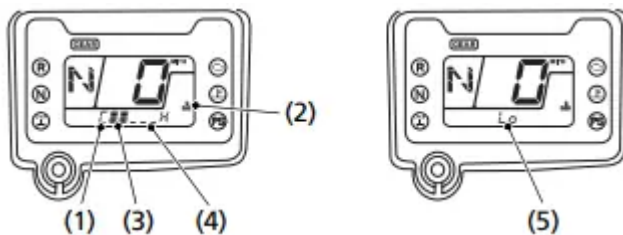
(1) odometer (2) “ODO” mark

Coolant Temperature Gauge

The coolant temperature gauge (1) shows coolant temperature with the coolant temperature mark (2) while the ignition switch is ON (I).

The normal operating temperature range is within the section between the 1st segment (3) and 4th segment (4).

When coolant temperature is low, the coolant temperature gauge will display “Lo” (5).

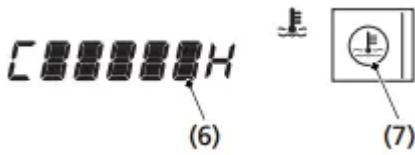


- (1) coolant temperature gauge
- (2) coolant temperature mark
- (3) 1st segment
- (4) 4th segment
- (5) “Lo”

When the coolant exceeds the specified temperature, the 5th segment (6) appears and the high coolant temperature indicator (7) lights.

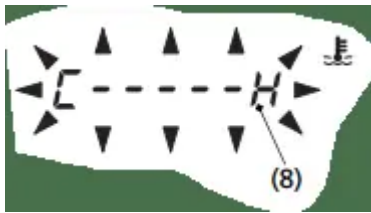
If this occurs, stop the engine and check the reserve tank coolant level. Read pages 230 – 231 and do not ride the ATV until the problem has been corrected.

NOTICE Continuing to ride with an overheated engine can cause serious engine damage.



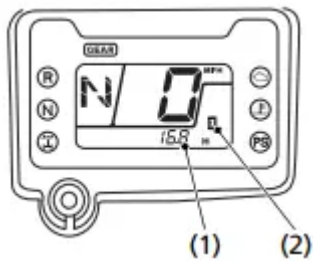
(6) 5th segment (7) high coolant temperature indicator

If the “C – – – – H” (8) blinks, the meter input signal has failed. See your dealer.



Hour meter

The hour meter (1) shows accumulated hours while the ignition switch is ON (q) with the hour meter mark (2). The hour meter provides accurate service period information for initial and regular maintenance. The hour meter locks at 99,999.9 when the read-out exceeds 99,999.9.



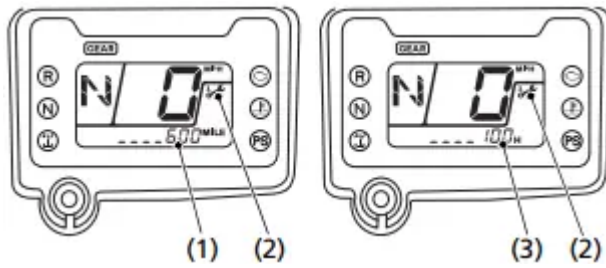
(1) hour meter (2) hour meter mark

Maintenance Tripmeter/Maintenance Hour meter

The maintenance tripmeter (1) shows mileage to maintenance while the ignition switch is ON (I) with the maintenance minder indicator (2).

The maintenance hour meter (3) shows remaining time to maintenance while the ignition switch is ON (I) with the maintenance minder indicator.





- (1) maintenance tripmeter
- (2) maintenance minder indicator
- (3) maintenance hour meter

The maintenance tripmeter decreases from 600 miles (1,000 km) after reset. The maintenance hour meter decreases from 100 hour after reset.

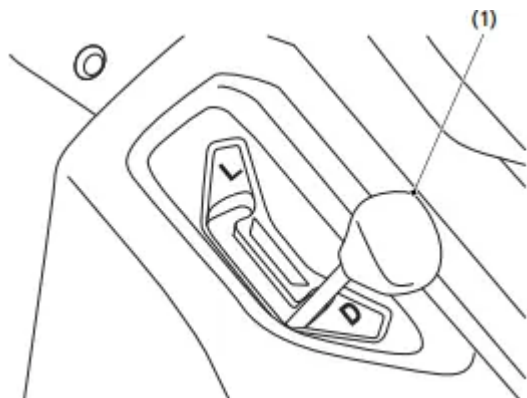
The initial setting of the maintenance tripmeter is 100 miles (150 km). The initial setting of the maintenance hour meter is 20 hours.

Controls & Features

Range Select Lever

The range select lever (1) has two positions: Drive (D) and Low (L). See *Shifting Gears*, page 97.

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 the machine is in motion and come to a complete stop before using the 4WD switch.

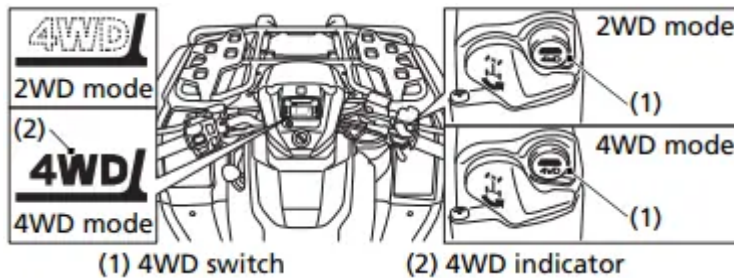
The 4WD switch is located above the throttle lever. To select the drive mode, with your ATV stopped, push the 4WD switch.

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 Override (Differential Lock Switch and Start/Override Button), page 40.



Front Differential Lock and Speed Limiter Override (Differential Lock Switch and Start/Override Button)

Your ATV is equipped with a front differential lock feature that includes a speed limiter and speed limiter override. 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/override button in this mode allows you to momentarily override 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 activate the speed limiter override mode:

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

LEFT HANDLEBAR

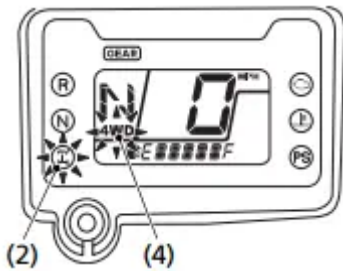


(3) start/override button

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.

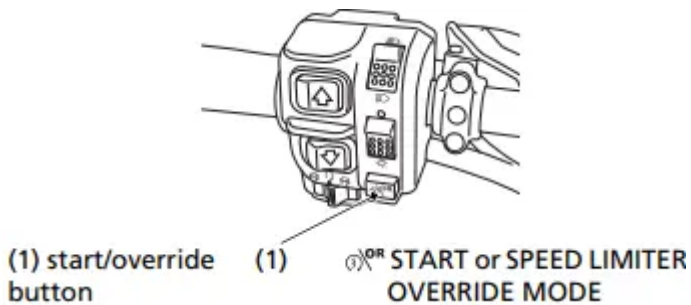
If both the differential lock indicator and 4WD indicator flash, reduce speed and take your ATV to your dealer as soon as possible.



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

Start/Override Button

LEFT HANDLEBAR



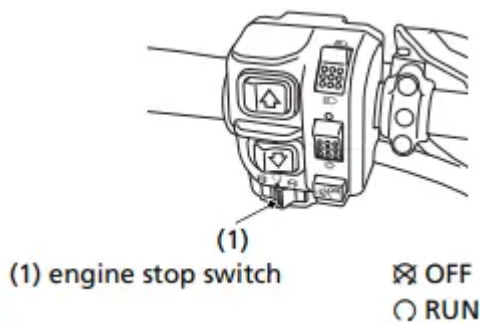
The start/override button (1) is used for starting the engine and activate the speed limiter override mode. Pushing the button in starts the engine. See Starting Procedure, page 86.

When the engine is not running and the start/override 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 (⊗) position when the start/override button is pushed.

To activate the speed limiter override mode, see Front Differential Lock and Speed Limiter Override (Differential Lock Switch and Start/ Override Button), page 38.

Engine Stop Switch

LEFT HANDLEBAR



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

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

Gearshift Switch

AUTO (automatic shift mode)

These gearshift switches [upshift switch (1) and downshift switch (2)] are used to select the drive (D), neutral (N) and reverse (R).

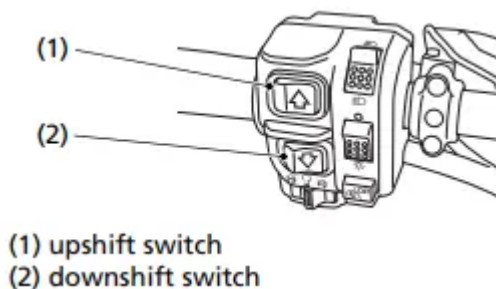
See *Shifting Gears*, page 91 and *Riding in Reverse*, page 98.

ESP (manual shift mode)

These gearshift switches are used to select the next higher or lower gear in the transmission. To operate, press the upshift switch (1) to engage the next higher gear or press the downshift switch (2) to engage the next lower gear.

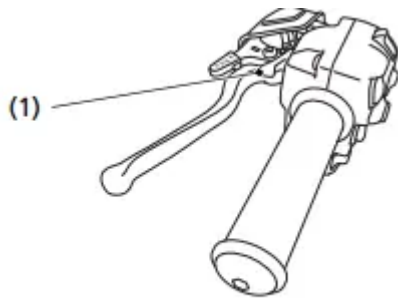
See *Shifting Gears*, page 91 and *Riding in Reverse*, page 98.

LEFT HANDLEBAR



Reverse Switch

LEFT HANDLEBAR



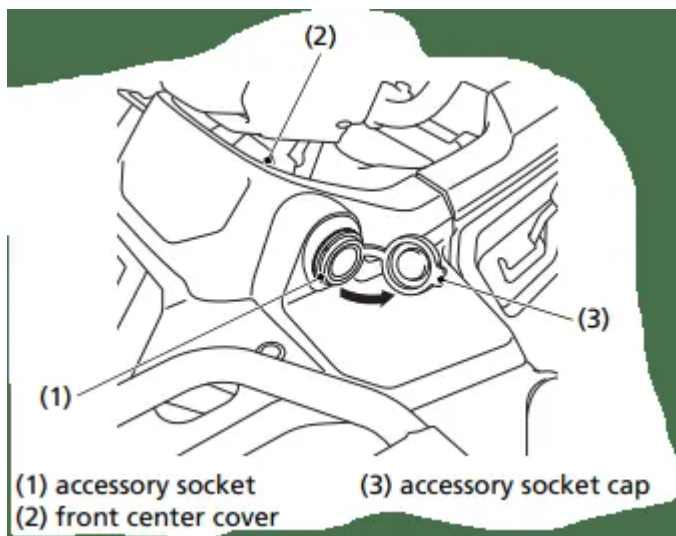
(1) reverse switch

The reverse switch (1) is used when shifting the transmission into reverse (R).

To shift into reverse (R), see *Riding in Reverse*, page 98.

Accessory Socket

LEFT FRONT



The accessory socket (1) is attached to the left side of the front center cover (2). You can use the accessory socket to power a trouble light, spotlight, CB radio, or cell phone, etc.

NOTICE Do not plug in any heat-generating accessory, such as an automobile cigarette lighter, because it can damage the socket.

To use the accessory socket, turn the ignition switch to ON (I), start the engine. Then turn the headlights OFF (●), and open the accessory socket cap (3).

Be sure the engine is on and the headlights are turned off before using the accessory socket, otherwise you may drain the battery.

The accessory socket's rated capacity is DC 12 V, 120 Watts (10 A) or less. If you exceed this limit, you may blow a fuse. See *If a Fuse Blows*, page 232.

When you are done using an accessory, unplug it and cover the socket with the cap.

Be careful not to flood this accessory socket when washing your ATV.

Side Utility Box

The side utility box (1) is located on the left side of the front fender. You may store small, lightweight items in the box.

To open:

Pull up the front of the side utility box cover (2).

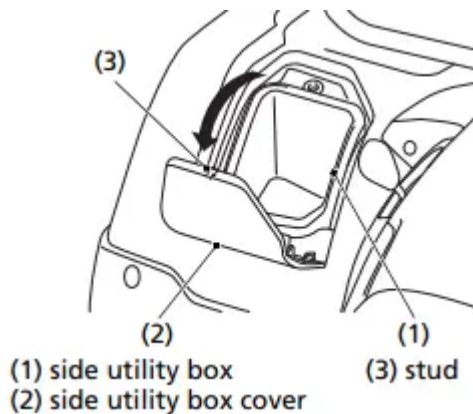
To close:

Push down the front of the side utility box cover until it locks in place. Make sure that the stud (3) is locked securely in position by pulling up lightly on the front of the side utility box cover.

NOTICE Do not store valuable items in the side utility box.

Be careful not to flood this area when washing your ATV.

LEFT FRONT FENDER



Front Utility Box

The front utility box (1) is located on the front center cover. You may store small, lightweight items in the box.

To open:

Pull up the front of the front utility box cover (2).

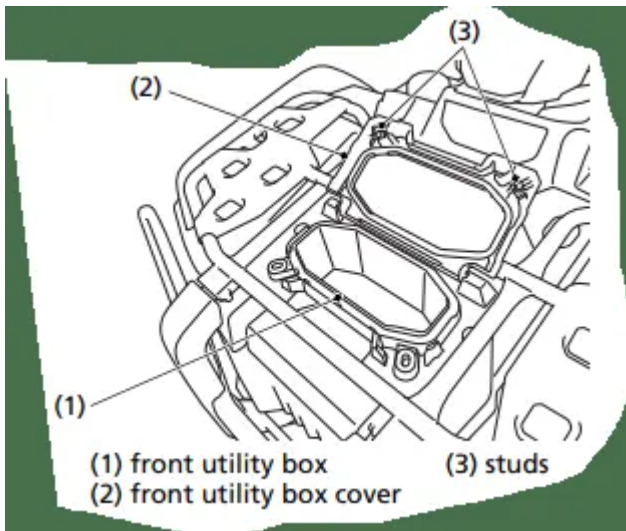
To close:

Push down the front of the front utility box cover until it locks in place. Make sure that the studs (3) are locked securely in position by pulling up lightly on the front of the front utility box cover.

NOTICE Do not store valuable items in the front utility box.

Be careful not to flood this area when washing your ATV.

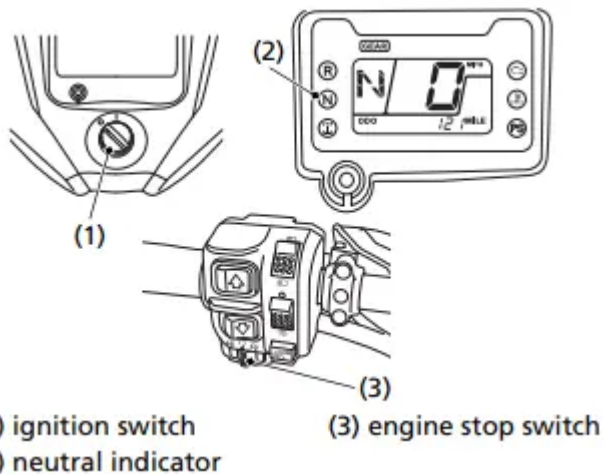
FRONT CENTER COVER



Basic Operation & Riding

Starting & Stopping the Engine

Preparation



1. Before starting, make sure the vehicle is on a level surface and lock the parking brake (page 50).
2. Turn the ignition switch (1) to ON (I).

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 (⊙).

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/override 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.

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 (O) position and then back to ON (I). The engine will not restart until you perform this procedure.

Shifting Gears

Learning when to shift gears comes with experience. Keep the following tips in mind:

- As a general rule, shift while moving in a straight line.
- Close the throttle completely before shifting. Improper shifting may damage the engine, transmission, and drivetrain.
- Upshift to a higher gear or reduce throttle before engine rpm speed) gets too high. Learn the relationship between engine sound and the normal shifting points.
- Downshift to a lower gear before you feel the engine laboring (lugging) at low rpm.
- Avoid downshifting to help slow your ATV when engine rpm is high. Downshifting when engine speed is near its allowable maximum may over-rev the engine and possibly cause damage.
- To prevent transmission damage, do not coast or tow the ATV for long distances with the engine off.

Recommended Shift Points

Ride in the highest gear that lets the engine run and accelerate smoothly. This will give you good fuel economy and effective emissions control.

Taking Care of the Unexpected

General Guidelines

- Keeping your ATV well-maintained is the best way to reduce the possibility of having a problem while riding. However, problems can arise even with well-maintained machines.

- Remember to take along your owner’s manual, the tool kit that came with your ATV, and any other items (such as tire repair supplies and additional tools) that might help you solve a problem on your own.
- If something goes wrong during a ride, the first thing to do is stop as soon as you safely can. Do not continue riding if you have a flat tire, or you hear an unusual noise, or your ATV just doesn’t feel right. If you continue riding, you could cause more damage and endanger your own safety.
- After stopping, take time to assess the situation. Carefully inspect your ATV to identify the problem, then consider your options before you decide what to do.
- If a problem is relatively minor and you have the tools, supplies, and skills to make a permanent repair, you may be able to fix it on the trail and continue riding. Or, you may be able to make a temporary repair that allows you to slowly ride back to your base where you can make a permanent repair or get help.
- When a problem is more serious — or you don’t have the tools, supplies, experience, or time to deal with it — you need to choose the safest way to get yourself and your ATV back to base. For example, if you are close enough, you (or you and another person) might be able to push it back.

Should you ever have a problem while riding, please follow these guidelines:

- Always put personal safety first.
- Take time to assess the situation and your options before deciding what to do.
- If the problem is relatively minor and you have the tools, supplies, and skills to make a temporary repair, be sure to have permanent repairs made as soon as possible.
- Do not continue riding if you are hurt or your ATV is not in safe riding condition.

Additional recommendations for specific problems follow.

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/override 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.

If Your Engine Quits or Won't Start

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 199). 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 87).
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 199). If charging doesn't help, see your dealer.
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	May damage catalytic converter. 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 136) or change your brand of gasoline. If the problem persists, see your dealer.
afterfires (backfires)	May damage catalytic converter. See your dealer.
pre-ignition (runs on after ignition switched OFF)	May damage catalytic converter. 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

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

See your dealer to check and restore the transmission.

If the gear position indicator shows “–” and blinks, or one or both shift switches do not function while riding, perform the following:

1. Stop the ATV.
2. Turn the ignition switch to the OFF (⊖) position.
3. After the engine stops, turn the ignition switch to the ON (I) 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.

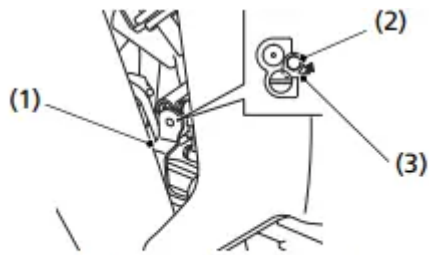
However, we urge you to have your ATV inspected by your dealer. If one or both switches are not functioning after restarting the engine, see Emergency Gear Selection & Operation, page 224.

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 override the clutch of the transmission.

1. Shift the transmission into 2nd gear.
2. Apply the parking brake (page 51).
3. Turn the ignition switch to the OFF (⊖) position.
4. Remove the oil check lid (page 142).
5. Using the gear change tool (1), loosen the screw (2) and release the lock plate (3).



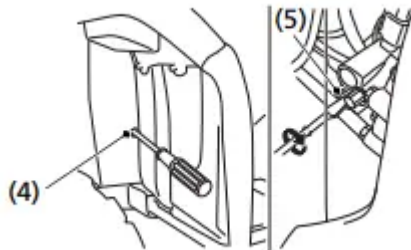
(1) gear change tool (3) lock plate
(2) screw

6. Locate the emergency valve access hole (4) inside the left front fender. Using a screwdriver, turn the emergency valve (5) all the way in. With the engine running, slowly open the throttle to move the ATV forward.

7. See your dealer as soon as possible.

LEFT FRONT

LEFT SIDE



(4) emergency valve access hole (5) emergency valve

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 (I) position.
2. Remove the seat (page 132) and tank cover assembly (page 134).
3. Remove the gear change tool from the storage compartment (page 130).
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 51).
6. Press the start/override 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.

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 192). Replacing a tire involves removing and reinstalling the wheel (page 228).

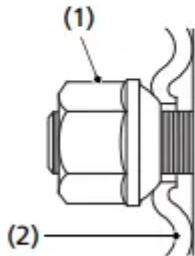
If you are unable to repair a flat tire on the trail, you will need to send for help. We strongly recommend that you do not try to ride with a flat tire. The ATV will be hard to handle, and if the tire comes off the rim, it may lock up the wheel and cause you to crash.

If You Have a Flat Tire

Emergency Wheel Removal/Installation

Refer to Safety Precautions on page 121.

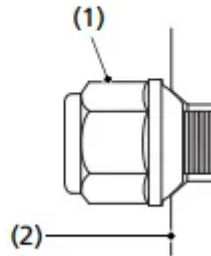
TRX520FA5/FA6
(Steel wheel model):



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

(1) wheel nuts

TRX520FA7
(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:

TRX520FA5/FA6 (Steel wheel model): 47 lbf·ft (64 N·m, 6.5 kgf·m)

TRX520FA7 (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 (I).

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 154). 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 142) 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).

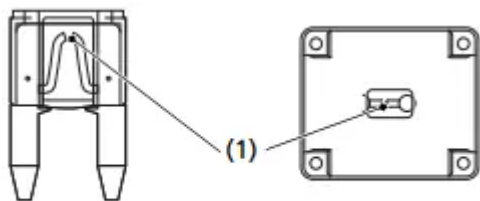
If there's a mild coolant leak, you can ride for awhile, carefully watching the coolant temperature gauge and indicator. Be prepared to stop and add more coolant or water. If the leak is bad, transport your ATV to your dealer (page 208).

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.

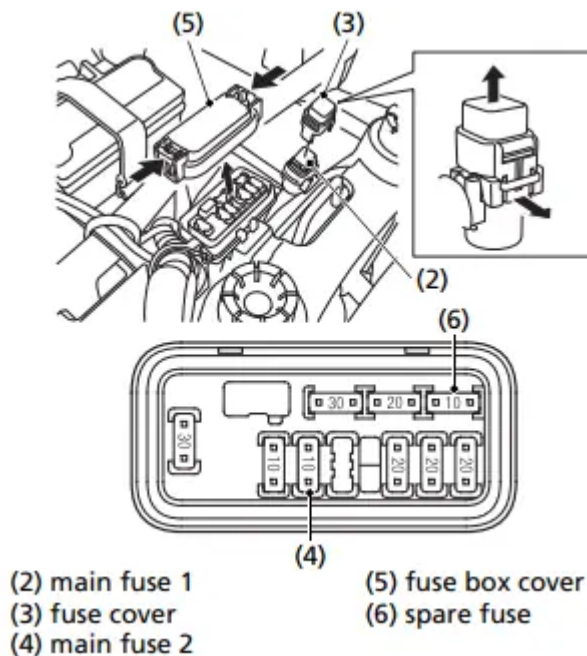
TRX520FA6/FA7: The EPS (Electric Power Steering) fuse is located under the rear fender cover.

If a Fuse Blows

Main Fuses Access

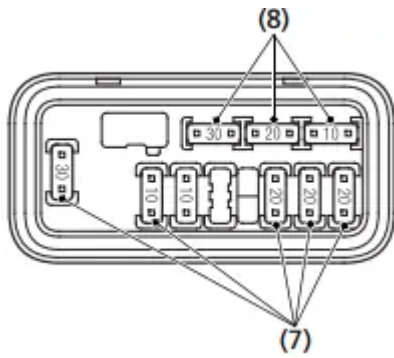
1. To prevent an accidental short circuit, turn the ignition switch to OFF (w) before checking or replacing the fuses.
2. Remove the seat (page 132).
3. Remove the rear fender cover (page 133).
4. To access the main fuse 1 (2), remove the fuse cover (3).
5. To access the main fuse 2 (4), remove the fuse box cover (5).

UNDER REAR FENDER COVER



6. Pull the main fuse 1 (2) out. If the main fuse 1 is blown, install the spare fuse on the underside of the rear fender cover (page 131).
7. Pull the main fuse 2 (4) out with the fuse puller on the underside of the rear fender cover (page 131). If the main fuse 2 is blown, install the spare fuse (6).
8. Install the fuse cover.

Circuit Fuses Access



(7) circuit fuses (8) spare fuses

9. To check or replace a circuit fuse (7), pull the old fuse out of its retaining clips with fuse puller on the underside of the rear fender cover (page 131). 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.

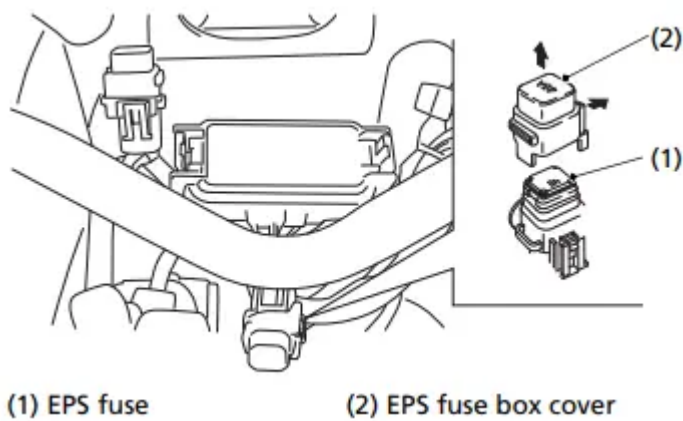
NOTICE Replacing a fuse with one that has a higher rating greatly increases the chance of damage to the electrical system.

10. Install the fuse box cover.
11. Install the rear fender cover.
12. Install the seat.

EPS (Electric Power Steering) Fuse Access (TRX520FA6/FA7)

1. Turn the ignition switch to OFF (w) before checking the fuse.
2. Remove the seat (page 132).
3. Remove the rear fender cover (page 133).
4. To access the EPS fuse (1), remove the EPS fuse box cover (2). If the EPS block fuse is blown, install the spare fuse (page 131).
5. Install the EPS fuse box cover.
6. Install the rear fender cover.
7. Install the seat.

UNDER REAR FENDER 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.

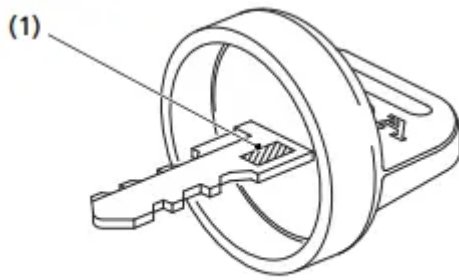
Sometimes, crash damage is hidden or not immediately apparent. When you get home, thoroughly check your ATV and correct any problems you find. Also, be sure to have your dealer check the frame and suspension after any serious crash.

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 (I) 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 130).
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 (O) position, then turn it back to the ON (I) position.
8. Use the recoil starter (page 90) 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.