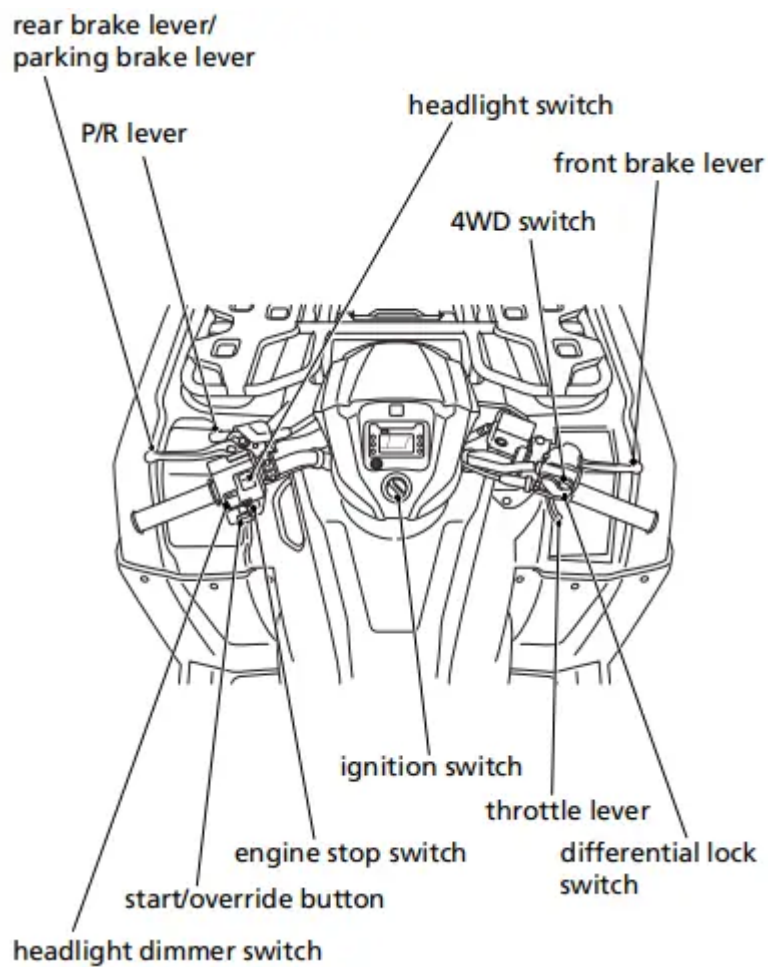
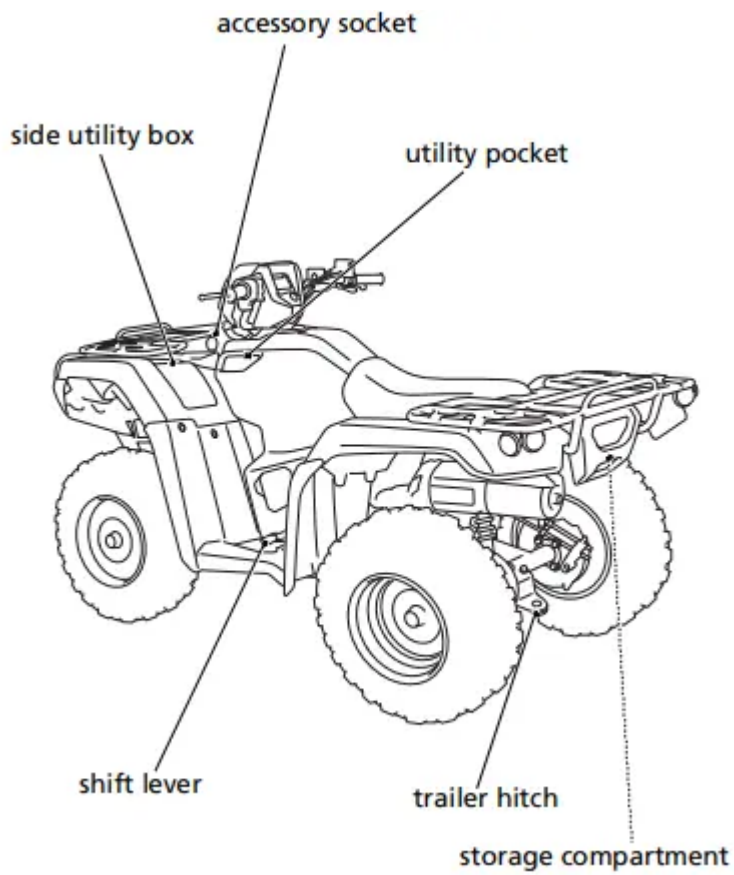
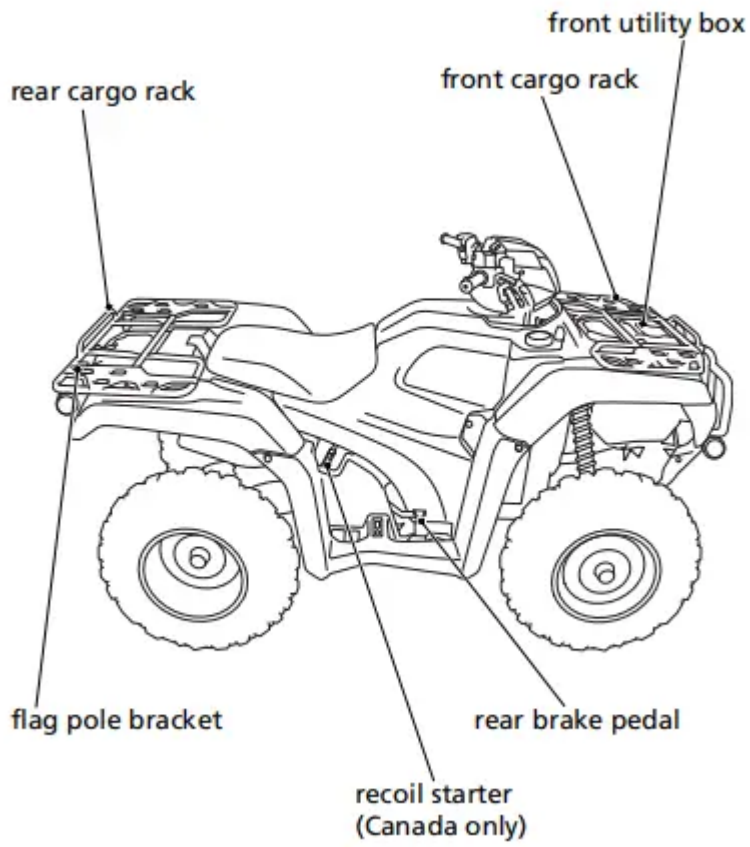


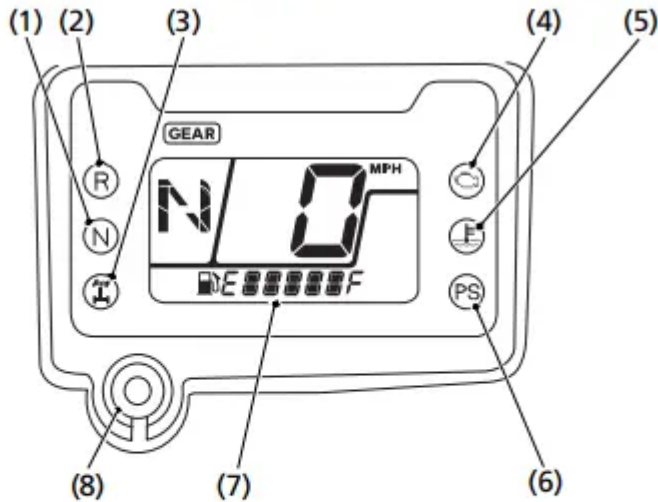
Operation Component Locations





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 | (5) high coolant temperature indicator |
| (2) reverse indicator | (6) PS (Electric Power Steering) indicator (TRX520FM2) |
| (3) differential lock indicator | (7) multi-function display |
| (4) PGM-FI indicator | (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).

TRX520FM2:

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 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 comes 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.

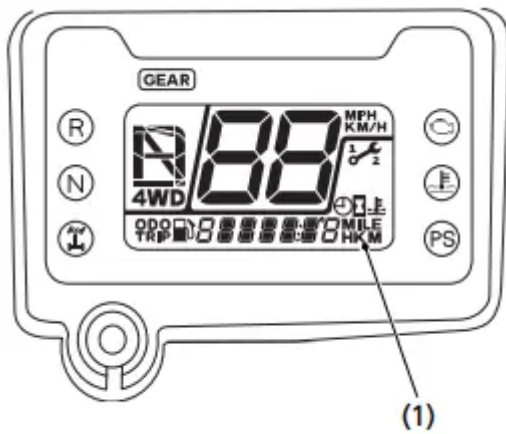
If one of these indicators does not come on when it should, have your dealer check for problems.

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.



(1) multi-function display

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” blinks, 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 38. 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 221. Lamp Check.
6	PS (Electric Power Steering) indicator (TRX520FM2)	Lights when there is an abnormality in the EPS (Electric Power Steering) system. See page 55. 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 38.
	Gear position indicator	Shows the gear position (page 23).
	Maintenance minder indicator	Shows when specified maintenance interval is reached (page 32).
	Speedometer	Shows riding speed.

	Fuel gauge	Shows approximate fuel supply available (page 24).
	Digital clock	Shows the time (hours and minutes) (page 26).
	Odometer	Shows accumulated mileage (page 27).
	Tripmeter	Shows mileage per trip (page 27).
	Coolant temperature gauge	Shows approximate coolant temperature (page 28).
	Hour meter	Shows hours and tenths of hours of engine operation (page 30).
	Maintenance tripmeter	Inform when the mileage or operating hours on your ATV approaches and passes the interval specified on the maintenance schedule (page 31).
	Maintenance hour meter	
8	Mode select button	Selects display in the lower parts of multi-function display. Adjusts the digital clock (page 26). Changes the speed and mileage units (page 22). Resets the tripmeter to zero (0) (page 27). This button also used to reset the maintenance tripmeter and maintenance hour meter (page 33).

Controls & Features

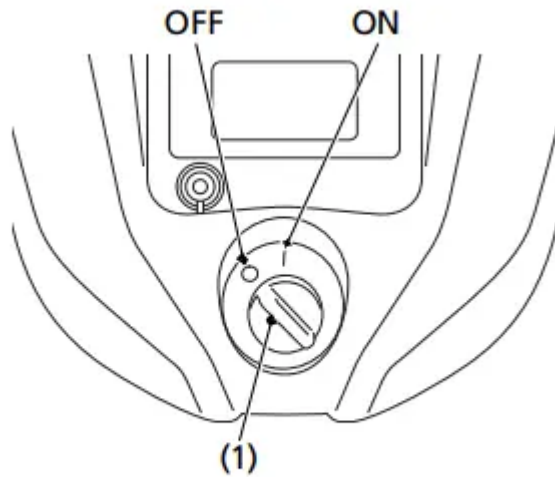
Ignition Switch

The ignition switch (1) is used for starting and stopping the engine (page 80). 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/ maintenance hour meter (page 33).

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

CENTER OF HANDLEBAR



(1) ignition switch q ON
w OFF

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.

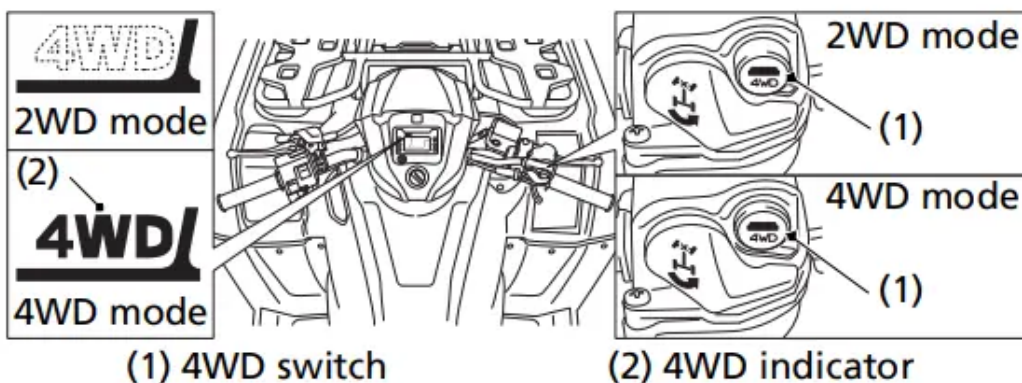
The 4WD switch is located above the throttle lever. To select the drive mode, with your ATV stopped, push the 4WD switch.

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 Override (Differential Lock Switch and Start/Override Button) page 38.



(1) 4WD switch

(2) 4WD indicator

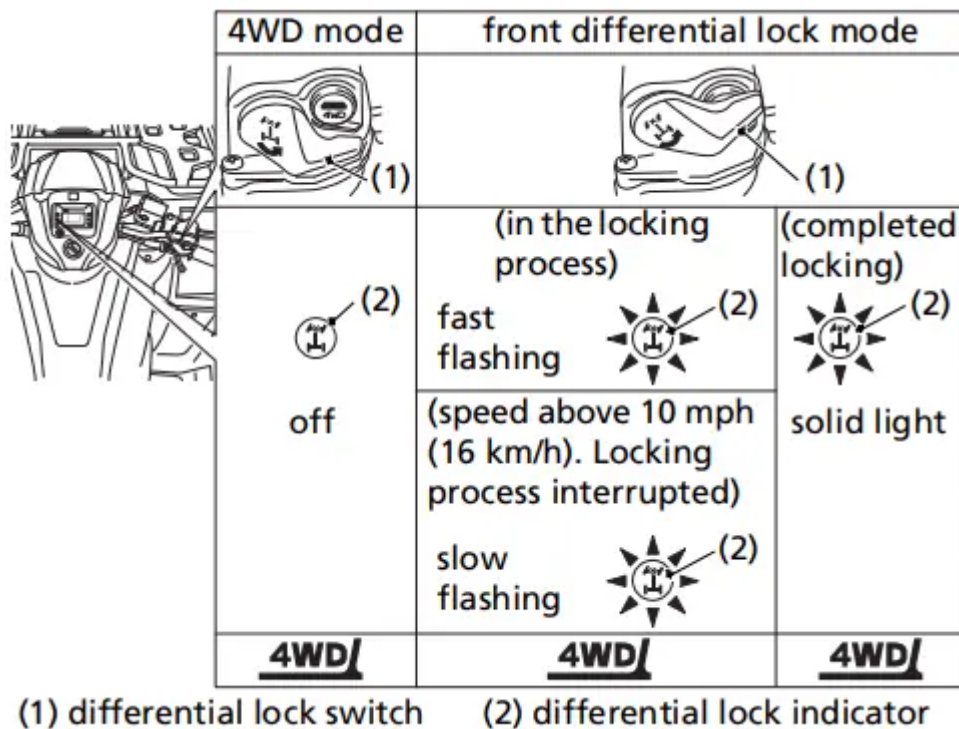


Front Differential Lock and Speed Limiter Override (Differential Lock Switch and Start/Override Button)

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 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 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.

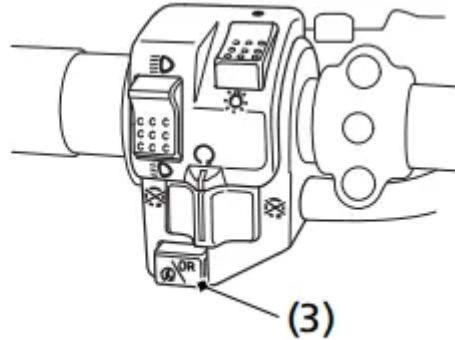
If the differential lock indicator does not stay on when the front differential lock mode is selected, steer the handlebar either to the left or right all the way while your ATV is stopped. If the differential

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 override mode:

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

LEFT HANDLEBAR

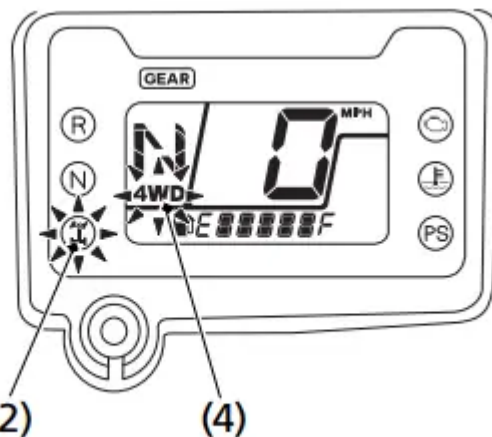


(3) start/override button

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.



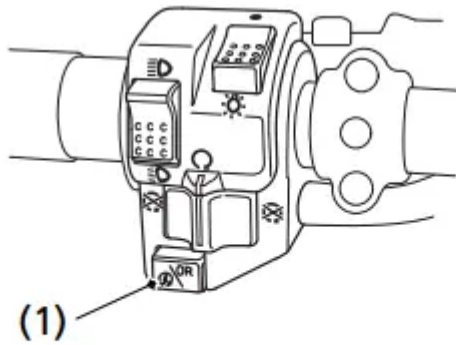
(2) differential lock indicator

(4) 4WD indicator

Start/Override Button

LEFT HANDLEBAR





(1) start/override button

OR START or SPEED LIMITER OVERRIDE MODE

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 82.

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 (r) position when the start/override button is pushed.

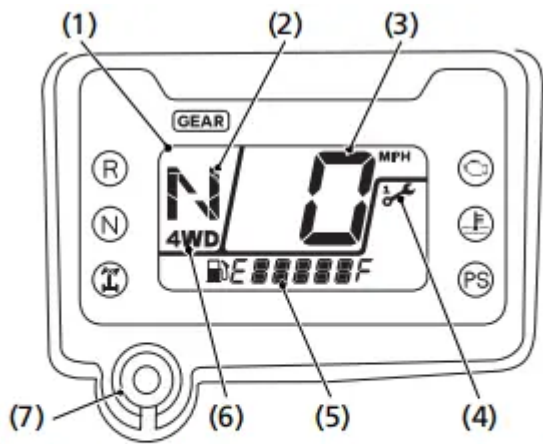
To activate the speed limiter override mode, see Front Differential Lock and Speed Limiter Override (Differential Lock Switch and Start/ Override Button), page 36.

Multi-function Display

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

4WD indicator	Odometer
Gear position indicator	Tripmeter
Speedometer	Coolant temperature gauge
Maintenance minder indicator	Hour meter
Fuel gauge	Maintenance tripmeter
Digital clock	Maintenance hour meter

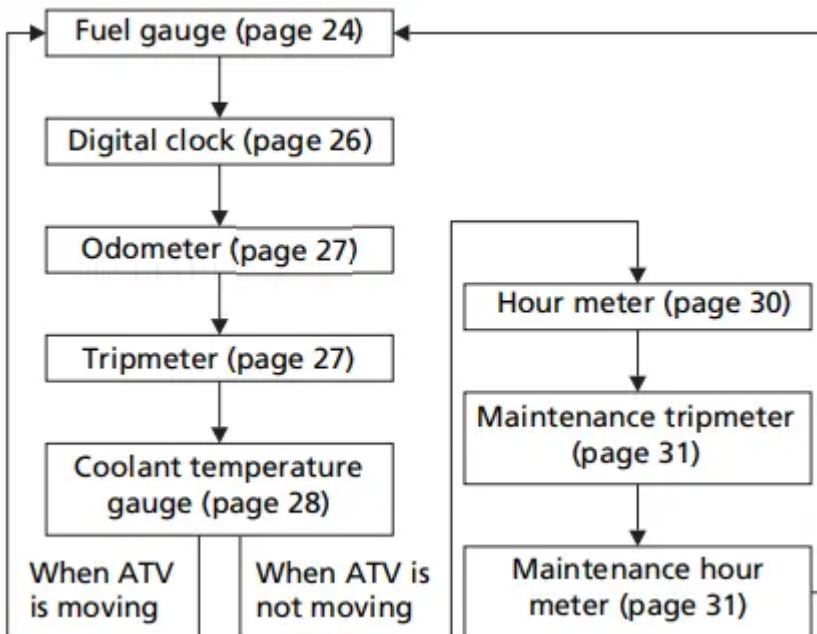




- | | |
|----------------------------------|--|
| (1) multi-function display | (5) lower part of the multi-function display |
| (2) gear position indicator | (6) 4WD indicator |
| (3) speedometer | (7) mode select button indicator |
| (4) maintenance minder indicator | |

The lower part of the multi-function display (5) shows the fuel gauge, digital clock, odometer, tripmeter, coolant temperature gauge, hour meter, maintenance tripmeter or maintenance hour meter. To change the lower part of the multi-function display, push the mode select button (7).

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



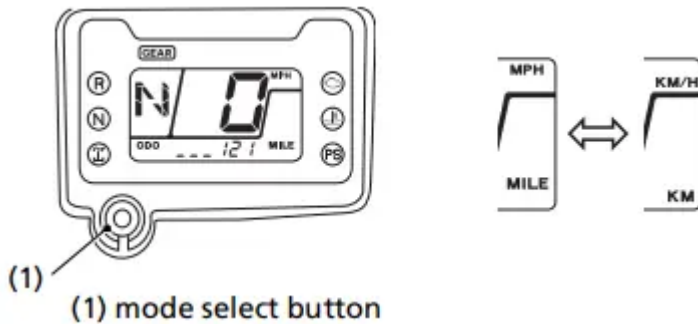
If there is a fuel warning with your ATV, the display will automatically change to the fuel gauge. If you try to change the display back to ordinary display, it will automatically return to the fuel gauge.

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

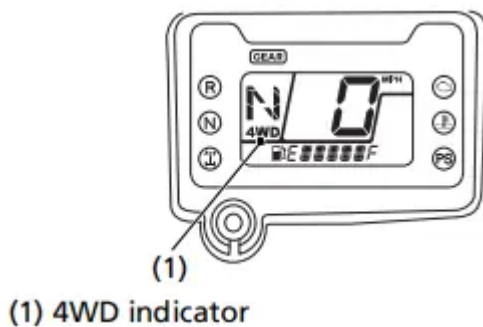
The speedometer, odometer, tripmeter, and maintenance tripmeter show in either “MPH” and “MILE” or “KM/H” and “KM”.

To change the speed and mileage units, press and hold the mode select button (1) for more than 5 seconds in the odometer mode (page 21) with the ATV stopped.



4WD Indicator

The 4WD indicator (1) shows when the 4WD mode engages (page 35).



Gear Position Indicator

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

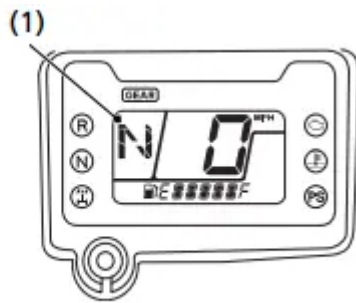
The indicator displays: N for neutral, R for reverse, and 1 – 5 for the five forward gears.

“–” 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 shows “–”, rock the vehicle back and forth and make sure the gear position indicator is displayed properly and then if the gear position indicator still shows “–” or blinks, see your dealer.

If the “–” on the gear position indicator is blinking, see your dealer.

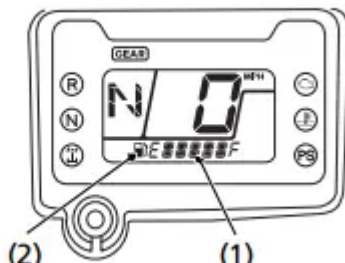


(1) gear position indicator

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 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



(4) "E _ _ _ _ F"

(5) "LO FUEL"

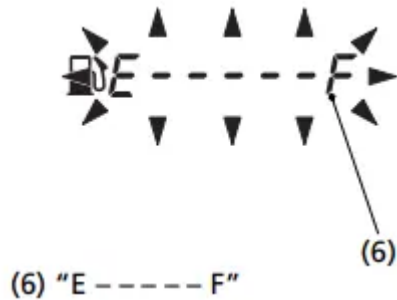
When the fuel gauge show "E _ _ _ _ F" (4) and "LO FUEL" (5) blink 3 times alternately and fuel mark blinks, you should refuel as soon as possible.

The amount of fuel reserve is approximately:

1.29 US gal (4.9 ℓ)

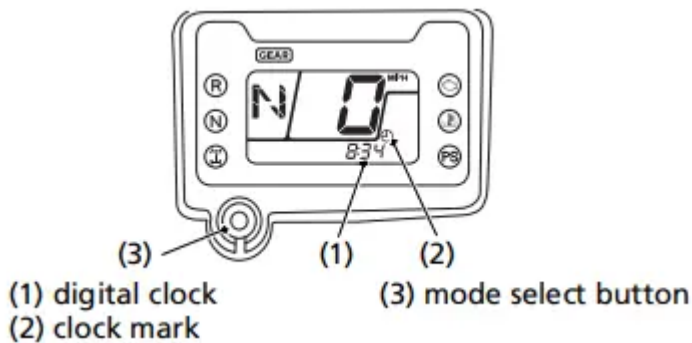
Fuel gauge failure:

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



Digital Clock

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



To adjust the time, proceed as follows:

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

Press and hold the mode select button the display will begin advancing fast. Press and hold the button for:

- 0.5 – 5.5 seconds: advance one minute at a time.
- 5.5 – 10.5 seconds: advance five minutes at a time.
- 10.5 seconds or more: advance ten minutes at a time.

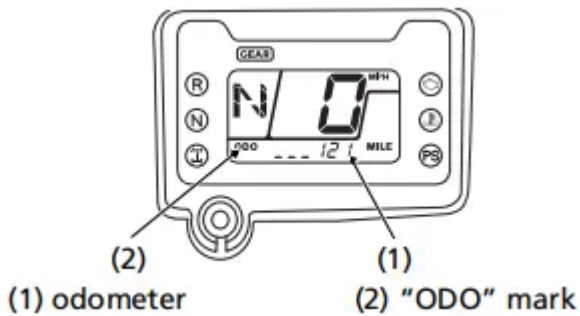
4. Release the mode select button when the display reaches the desired time.

5. To end the adjustment, press and release the mode select button for less than 0.5 seconds or turn the ignition switch to OFF (w).

After the battery is reconnected (page 193), check the clock. Readjust the clock if necessary.

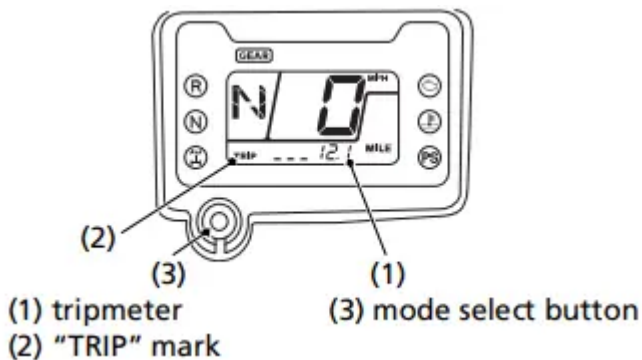
Odometer

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



Tripmeter

The tripmeter (1) shows mileage per trip since you last reset the tripmeter while the ignition switch is ON (q) with the “TRIP” mark (2). The tripmeter returns to 0.0 when the readout exceeds 999.9. To reset the tripmeter to zero, press the mode select button (3) and hold it in for at least 2 seconds in the tripmeter mode.

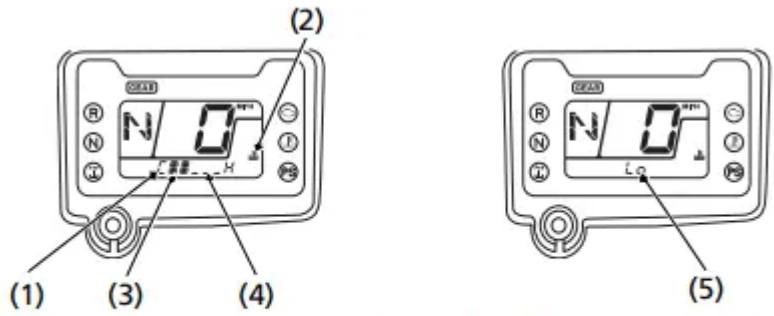


Coolant Temperature Gauge

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

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 is over 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 221 – 222 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 fails. See your dealer.

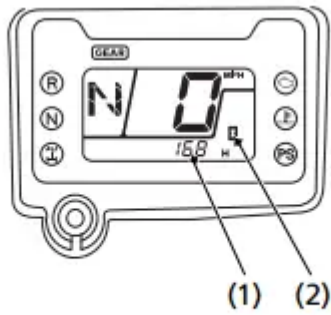


- (8) "C - - - - - H"

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 readout exceeds 99,999.9.





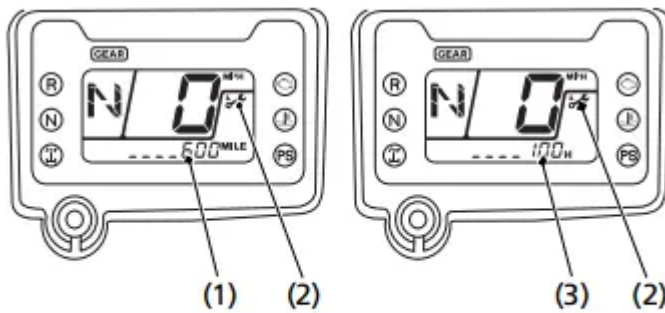
(1) hour meter

(2) hour meter mark

Maintenance Tripmeter/Maintenance Hour meter

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

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






(1) maintenance tripmeter
(2) maintenance minder indicator

(3) maintenance hour meter

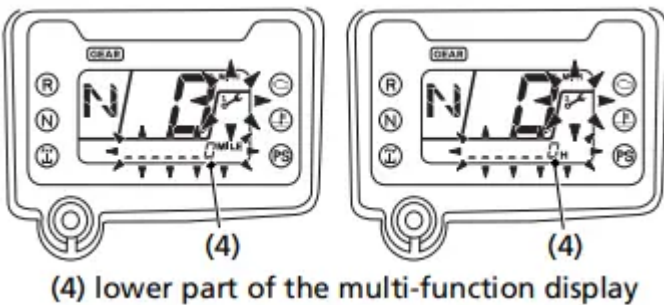
The maintenance tripmeter decreases from 600 miles (1,000 km) after reset. The maintenance hour meter decreases from 100 hour after reset.

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

Maintenance Minder Indicators:

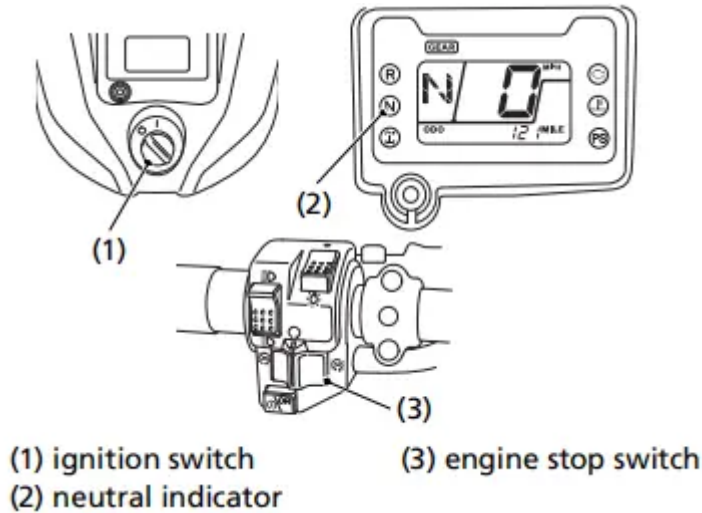
	<p>Initial Maintenance</p> <p>Appears at 100 miles (150 km) or 20 operating hours, whichever comes first.</p>
	<p>Regular Maintenance Interval 1</p> <p>Appears 600 miles (1,000 km) or 100 operating hours after the Initial Maintenance or Regular Maintenance Interval 2 is performed and maintenance minder is reset, whichever comes first in the maintenance schedule.</p>
	<p>Regular Maintenance Interval 2</p> <p>Appears 600 miles (1,000 km) or 100 operating hours after Regular Maintenance Interval 1 is performed and maintenance minder is reset, whichever comes first in the maintenance schedule.</p>

When the maintenance tripmeter or maintenance hour meter amounts to 0, the display of the maintenance minder indicator changes. When selected the maintenance tripmeter or maintenance hour meter, the maintenance minder indicator and lower part of the multi-function display (4) start blinking. When selected other mode, the maintenance minder indicator appears in the display.



Starting & Stopping the Engine

Preparation



1. Before starting, select a level surface and lock the parking brake (page 45).
2. Turn the ignition switch (1) to ON (q).

Confirm the following:

- The transmission is in neutral, 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

- Press the start/override button with the throttle completely closed.

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/override button for 5 seconds. (Canada) Press the start/override 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 214.

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/override button.

Do not press the throttle lever while starting in gear. The engine will not start if the throttle is fully open (because the electronic control module cuts off the fuel supply).

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)

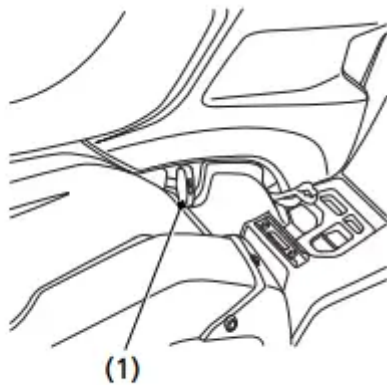
The recoil starter is used to start the engine when the battery is low. To operate the recoil starter:

1. Turn the ignition switch to ON and engine stop switch to RUN.
2. Check that the transmission is in neutral.
3. Grasp the starter grip (1) firmly, then pull it out slowly approximately 4 in (100 mm).
4. Pull the grip up briskly and fully.
5. 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.

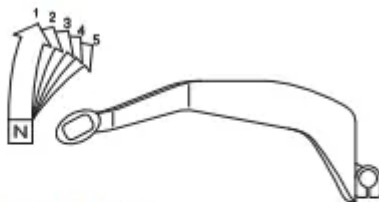
RIGHT SIDE



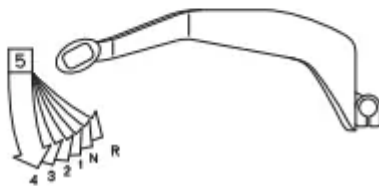
(1) starter grip

Shifting Gears

UPSHIFTING SEQUENCE



DOWNSHIFTING SEQUENCE



Your ATV has five forward gears: 1, 2, 3, 4, and 5.

The shift lever is located near the left footpeg. One full stroke of the shift lever shifts the transmission to the next higher or lower gear in the shifting sequence. The shift lever automatically returns to the horizontal position when released.

To upshift to a higher gear, put the toe of your boot under the shift lever and raise it one full stroke. To downshift, step on the shift lever and depress it one full stroke.

To select reverse, see Riding in Reverse (page 89).

After starting the engine and letting it warm up, follow this procedure:

1. With the transmission in neutral, release the parking brake, but continue squeezing the rear brake lever/parking brake lever.
2. With the throttle closed, raise the shift lever one full stroke to shift into 1st (first) gear.
3. Release the rear brake lever/parking brake lever and increase engine speed by gradually opening the throttle.
4. When speed increases, release the throttle and shift to 2nd gear by raising the shift lever one full stroke.
5. Repeat this sequence to progressively upshift to 3rd, 4th and 5th (top) gear.
6. To downshift, reverse this sequence. Remember to close the throttle each time you shift to the next lower gear.

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.

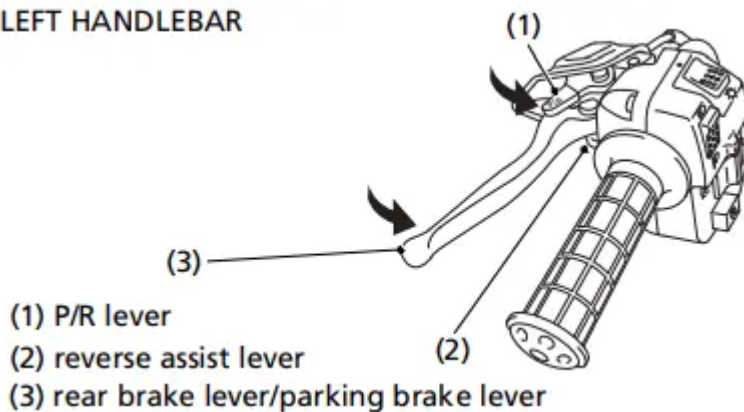
This will give you good fuel economy and effective emissions control.

Riding in Reverse

If you need to ride in reverse, make sure the area behind you is clear and only operate the ATV at low speed.

1. Bring the vehicle to a complete stop, then make sure the transmission is in neutral.
2. Be sure there are no obstacles or people in the way.
3. Fully rotate the P/R lever (1) counterclockwise to engage the P/R lever with the reverse assist lever (2).
4. While continuing to hold the P/R lever, squeeze the rear brake lever/parking brake lever (3), then depress the shift lever once to shift into "R" (reverse) gear.

LEFT HANDLEBAR



NOTICE Your ATV may be equipped with a reverse speed limiter, which helps the vehicle to maintain a safe speed while riding in reverse gear.

5. Make sure that the reverse indicator comes on and the gear position indicator shows "R".
6. Release the rear brake lever/parking brake lever.
7. Open the throttle gradually and ride slowly. Do not open the throttle suddenly or make abrupt turns.
8. To stop, close the throttle and gradually apply both the front and rear brakes. Do not abruptly apply the rear brake by alone.
9. To shift out of reverse and into neutral, raise the shift lever one stroke to shift into "N" (neutral) gear.

Braking

Your ATV is equipped with disc brakes on both front wheels which are hydraulically activated by operating the front brake lever. A single drum brake on the rear axle housing is mechanically activated by depressing the brake pedal or operating the left brake lever.

Although the front and rear brakes have separate controls, all four wheels are interconnected when your ATV is in the 4WD mode. So operating any brake control in the 4WD mode will cause braking at both the front and rear wheels.

As a general rule, the front braking system provides about 70 percent of total stopping power.

For full braking effectiveness, use both the pedal and lever simultaneously. Using both braking systems will stop your ATV faster with greater stability.

To slow or stop, apply the brake lever and brake pedal smoothly, while downshifting to match your speed.

Gradually increase braking as you feel the brakes slowing your speed. The increase in engine compression from downshifting will help slow your ATV.

Applying the brakes too hard may cause the wheels to lock and slide, reducing control of your ATV. If this happens, release the brake controls, steer straight ahead until you regain control, then reapply the brakes more gently.

When possible, reduce your speed or complete braking before entering a turn. Avoid braking or closing the throttle quickly while turning. Either action may cause one or more wheels to slip and reduce your control of your ATV.

Your ability to brake in a turn and to brake hard in an emergency situation are important riding skills.

When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.

Riding with your foot resting on the brake pedal or your hands on the brake levers may overheat the brakes, reducing effectiveness.

For information on how to apply the brakes in various riding situations, see the following section, *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.

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

Riding Your ATV



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 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.

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.

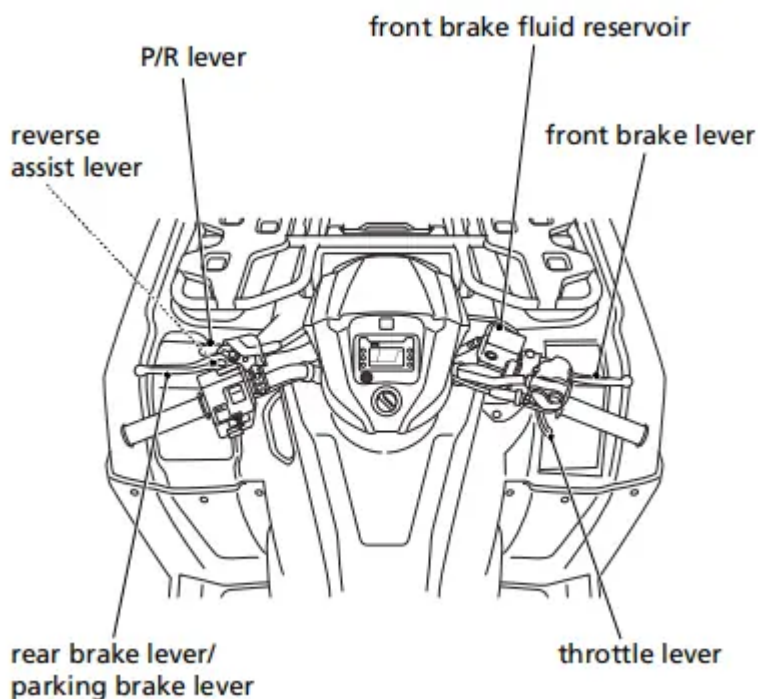
When climbing hills, you must shift weight toward the front wheels to help keep them on the ground. To do this, shift your body slightly forward on the seat and lean forward. For greater weight shift, move your body farther forward and lean forward.

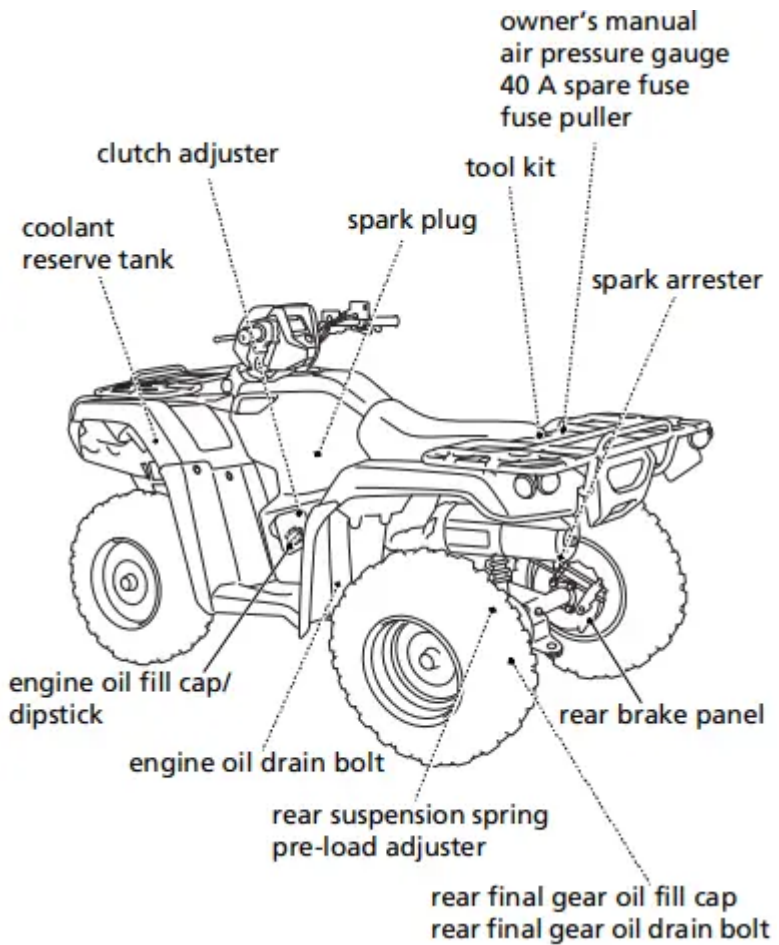
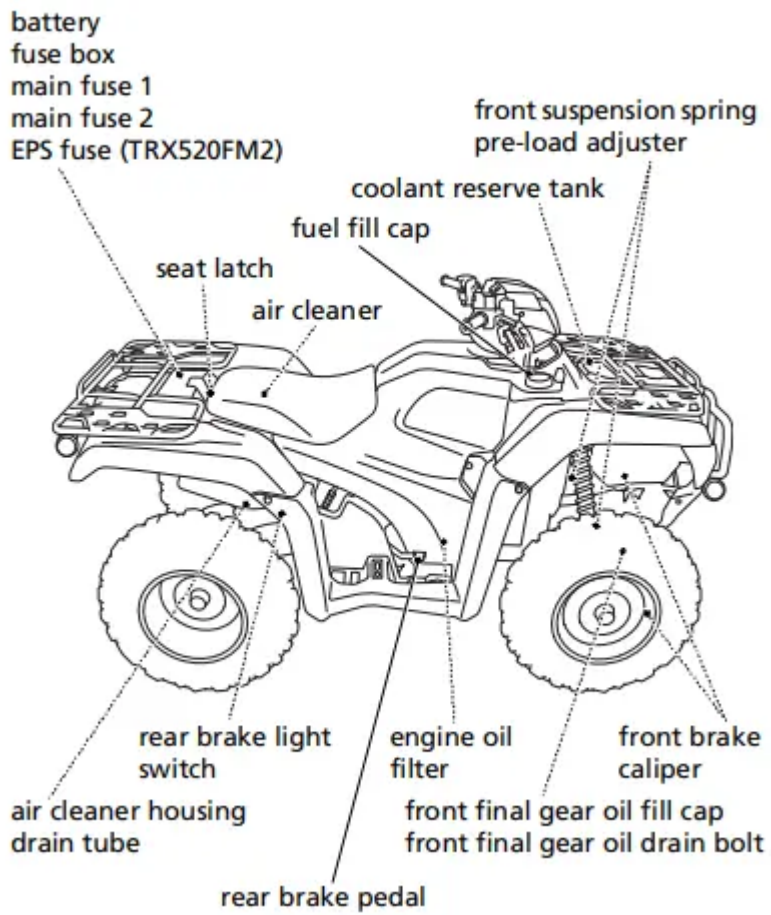


Shift weight forward when climbing hills.

- 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.

Maintenance Component Locations





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.

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 223).
battery lead loose	Tighten the battery lead.
low (or dead) battery	Charge the battery (page 195). 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 83).
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 195). 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 221.
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 126) 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 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.

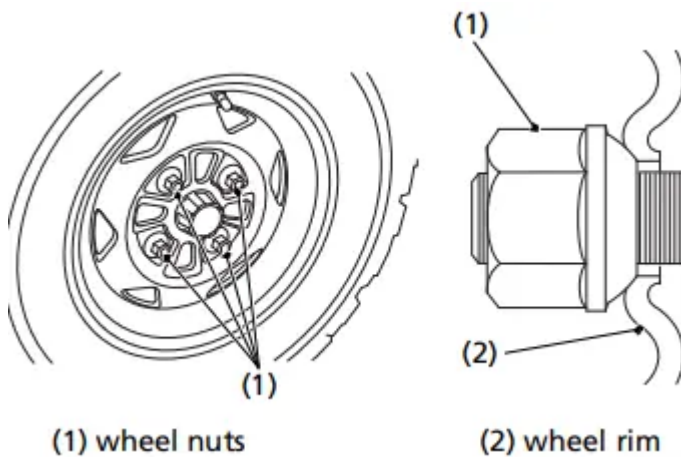
Whenever the ATV is to be operated far from service facilities or available transportation, we recommend that you carry a tire pump and a repair kit with the vehicle.

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 186). Replacing a tire involves removing and reinstalling the wheel (page 219).

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.

Emergency Wheel Removal/Installation

Refer to Safety Precautions on page 111.



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 the wheel nuts so that the tapered sides face 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:
47 lbf·ft (64 N·m, 6.5 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 224) 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 144). 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 204).

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 132) 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 204).

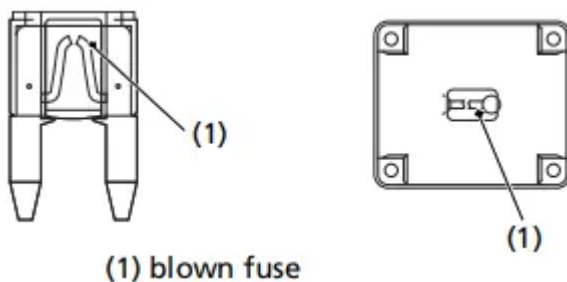
If there's a mild coolant leak, you can ride for awhile, carefully watching the coolant temperature gauge and indicator. Be prepared to stop and add more coolant or water. If the leak is bad, transport your ATV to your dealer (page 204).

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.



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

TRX520FM2:

The EPS (Electric Power Steering) block fuse is located under the rear fender cover.

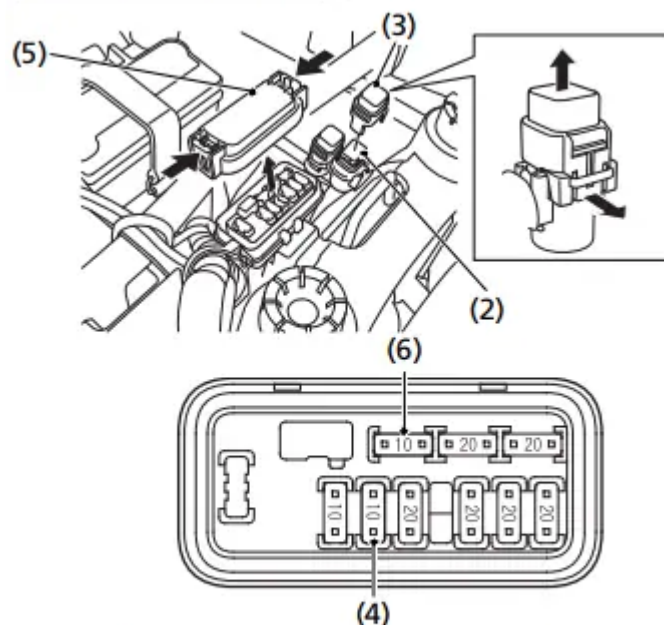
Recommended Fuses

main fuse 1	40 A
main fuse 2	10 A
other fuses	20 A × 4, 10 A
EPS (Electric Power Steering) fuse (TRX520FM2)	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 122).
3. Remove the rear fender cover (page 123).
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).

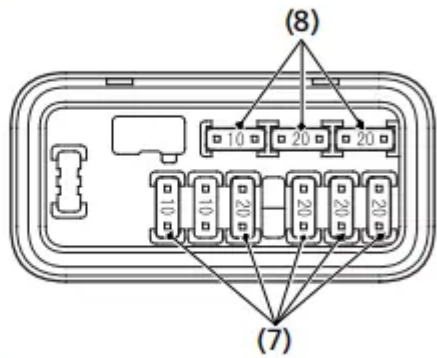
UNDER REAR FENDER COVER



- (2) main fuse 1
(3) fuse cover
(4) main fuse 2
(5) fuse box cover
(6) spare fuse

6. Pull the main fuse 1 out. If the main fuse 1 is blown, install the spare fuse on the underside of the rear fender cover (page 121).
7. Pull the main fuse 2 out with the fuse puller on the underside of the rear fender cover (page 121). 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 121).

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.

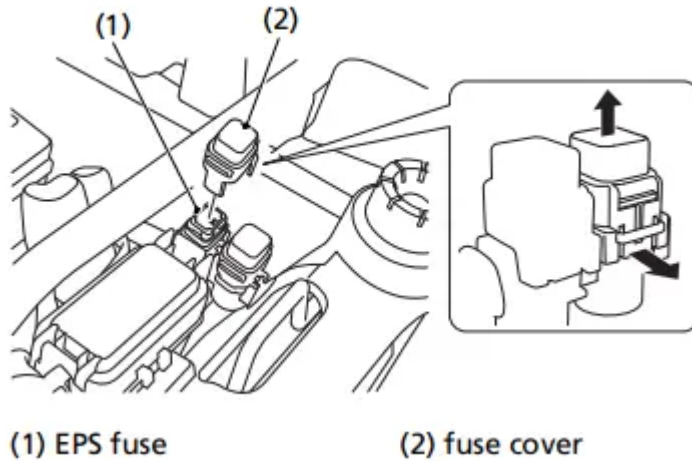
NOTICE Replacing a fuse with one that has a higher rating greatly increases the chance of damage to the electrical system.

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

EPS (Electric Power Steering) Fuse Access (TRX520FM2)

1. Turn the ignition switch to OFF (w) before checking the fuse.
2. Remove the seat (page 122).
3. Remove the rear fender cover (page 123).
4. To access the EPS fuse (1), remove the fuse cover (2). If the EPS fuse is blown, see your dealer for this service.
5. Install the fuse cover.
6. Install the rear fender cover.
7. Install the seat.

UNDER REAR FENDER COVER



(1) EPS fuse

(2) fuse 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.

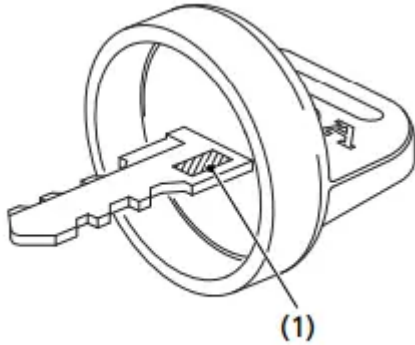
If there is minor damage, or you are unsure about possible damage but decide to try riding the ATV back to your base, ride slowly and cautiously.

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. Shift the shift lever in neutral position.
2. Apply the parking brake.
3. Turn the ignition switch to the ON (q) position.
4. Use the recoil starter (page 86) 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.

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