

TRX500FA/TRX500FPA 2012 Press Information

Introduction

Both strong and smart, the new TRX500FA/TRX500FPA is equally ready for adventures or tough chores. It features Hondamatic transmission, a unique continuously variable, hydromechanical design that gives this ATV formidable off-road prowess. This is combined with Honda's easy-to-use TraxLok™ 2WD/4WD system, a Torque-Sensitive Front Differential and Electric Shift Program (ESP®). The TRX500FPA features Honda's Electric Power Steering.

Colours

- Patriot Red

Features

- Electric Power Steering (EPS), available on the TRX500FPA features sophisticated torque sensors that measure how much force you're applying and then tailor how much extra assist you need. It makes your life much easier, especially when riding over ruts, rocks and logs or on sidehills.
- Hondamatic transmission is a continuously variable, hydromechanical design that eliminates belts altogether. It is compact, quiet, maintenance-free and very rugged. Hondamatic transmission features true engine braking, unlike conventional belt-drive designs.
- Multi-function LCD digital instrumentation is compact, tough and waterproof, featuring large readouts for Hondamatic transmission modes, gear selector position, speedometer, fuel gauge, odometer, resettable trip meter and hour meter/clock. Instrument housing includes LEDs for Reverse, Neutral and temperature warning indicator.
- Large front and rear cargo racks are rated at 29.9 and 60.3 kilograms, respectively.
- Unique rear-opening storage compartment allows access when rack is loaded.
- Waterproof accessory socket provides 12-volt, 10-amp power with a built-in temperature-type fuse.
- Uniquely designed floorboards allow the rider's feet to grip the footrests while keeping away mud and debris.

- Triple headlight system with single 45-watt upper light and dual 30-watt lower lights with multi-reflector lenses for optimal light distribution plus a 21-watt brake light and taillight.

Engine/Drivetrain

- Liquid-cooled overhead-valve single-cylinder 499cc four-stroke engine is mounted longitudinally in the frame, allowing direct driveshaft alignment to front and rear wheels for improved drivetrain efficiency.
- Camshaft is located adjacent to the cylinder head, reducing engine height. Together with the external engine-oil tank, engine height is further reduced for a low centre of gravity and excellent handling.
- Four-valve cylinder head utilises two short pushrods to provide a broad powerband for optimum performance and engine efficiency.
- TraxLok™ selectable 2WD/4WD system.
- 20-watt integrated carburetor heater for reliable cold-weather starting.
- Torque-Sensitive Front Differential.
- Standard high-flow oil cooler ensures optimal engine lubrication under difficult operating conditions.
- Stainless-steel exhaust system provides superior corrosion resistance.
- Powerful 361-watt AC generator.

Hondamatic Automatic Transmission

- The Hondamatic transmission utilizes variable hydraulic pressure and mechanical torque amplification to provide seamless job-handling power and excellent acceleration. Engine power drives a hydraulic pump. The pump, in turn, drives a hydraulic motor with variable fluid capacity. Utilizing pump and motor pistons and a variable-pitch motor-side swash plate, hydraulic capacity and pressure are varied, producing continuously variable output speed. In addition, torque is increased as output-shaft speed is reduced.
- Electric Shift Program (ESP®) allows rider the option of push-button shifting.
- The Hondamatic is extremely efficient, with operating efficiencies ranging from 75-81 percent in full-reduction mode and from 87-92 percent when input and output speeds are the same (1:1 ratio).

Chassis/Suspension

- Dual Independent double-wishbone front suspension uses premium preload-adjustable shock absorbers to provide 170,2mm of suspension travel for a plush, comfortable ride. Steel swingarm and dual preload-adjustable rear shock absorbers provide 170,2mm of suspension travel for superb comfort and compliance.
- Dual front disc-brake calipers feature a patented built-in scraper system to remove mud and snow from inside the front wheel to help prevent buildup of debris between caliper and rim and ensure consistent braking performance.
- Dual Brake pads feature thick, long-wearing material with improved durability, feel and control. An internal scraper gives audible warning when pad life is low.
- Dual Powerful, single-piston caliper, front hydraulic 180mm disc brakes and sealed rear mechanical drum.

Specifications

Model: TRX500FA/TRX500FPA

ENGINE

Type: 499cc liquid-cooled OHV dry-sump
longitudinally mounted single-cylinder four-stroke
Bore and Stroke: 92.0mm x 75.0mm

FUEL SYSTEM

Induction: CD with electronic advance
Fuel Tank Capacity: 15,14 litres (including 2,65 litres reserve)

ELECTRICAL SYSTEM

Ignition: Full transistor with electronic advance
Starter: Electric with auxiliary recoil

DRIVETRAIN

Transmission: Fully automatic hydro-mechanical, continuously variable
with electronic controls
Final drive: Direct front and rear driveshafts with
TraxLok and Torque-Sensitive Front Differential

CHASSIS

Dimensions 2108.2 x 1188.7 x 1178.6mm
Seat Height: 861.1mm
Ground Clearance: 190.5mm
Wheelbase: 1285.3mm
Turning Radius: 3291.8mm
Kerb Weight: 285.8kg (TRX500FA)/ 293.9kg (TRX500FPA)

SUSPENSION

Type Front: Independent double-wishbone; 170.2mm travel
Rear: Swingarm with dual shock absorbers; 170.2mm travel

BRAKES

Type Front: 180mm front discs with single-piston calipers
Rear: Sealed mechanical drum

WHEELS

Tyre size Front: 25 x 8-12
Rear: 25 x 10-12

All specifications are provisional and subject to change without notice.