

BILL'S CYCLE

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2011
ATV LINEUP
BEST ON EARTH™



TAKE THE TRAIL TO INNOVATION

***When you work hard and play harder,
you need reliability to get you home.***

Honda's reputation has been built by constantly pushing technological boundaries. Yet, there's a hidden focus behind the pursuit of engineering excellence. What Honda engineers have really been working on so fervently is the best possible operating experience for customers, no matter which Honda product they may choose.

Honda ATVs are no exception.

Honda invented the ATV introducing the humble ATC90 way back in 1970. Now with over 40 years of ATV manufacturing experience, Honda has elevated ATV design and the ATV riding experience to a level that can simply be described as Best On Earth™. The new 2014 Honda ATV Utility lineup may be harder working and harder playing than ever before, so as you would expect, there are a variety of enhancements. The improvements that are likely to be appreciated the most are some of the simplest ones — upgrades that improve the riding experience. Things like longer

suspension travel, thicker softer seats, brighter headlights and larger fuel tanks, just to name a few. Honda realizes that there's nothing more important to an ATV rider than simply getting home at the end of the day. So to make sure that Honda continues its unmatched reputation for durability and reliability, major engineering upgrades have also been included. Upgrades like increasing frame stiffness by up to 20% on some models or substantially increasing cargo carrying capacity. All this while providing even more value than you've already come to expect from Honda. And, it's good to know that Honda ATVs are proven to retain a high resale value over the life of the machine.

It's time to jump on a Honda ATV that will stand the test of time and experience the awe-inspiring Canadian backcountry.

**Honda welcomes you to a new way of riding.
Welcome to the world of TRX.**

Learn more at atv.honda.ca



Quality that lasts.

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Hold the value with a Honda. Durable, Honda ATVs in the 401-500 cc class hold among the highest retained values, according to the Canadian Blue Book, a trusted name in powersports valuation.

Key Differences at a Glance

	PGM-FI	MT	AT	DCT	HM	3TC	ESP	EPS
	Programmed fuel injection	Manual transmission with automatic clutch	Automatic transmission	Dual-clutch transmission	Hondamatic Hydrostatic	3 speed torque converter	Electric shift program	Electric power steering
TRX420FM	●	●						
TRX420FPM	●	●						●
TRX420FPA	●		●	●			●	●
TRX500FM	●	●						
TRX500FPM	●	●						●
TRX500FPE	●						●	●
TRX420PG CTE	●		●	●			●	●
TRX500PG CTE	●		●		●		●	●
TRX680F	●		●			●	●	

New and Improved Utility Features for 2014



Increased cargo carrying capacity



Longer suspension travel for increased ground clearance



Full Instrumentation



New thicker, softer seat for greater comfort



One-piece centre section removal (without tools) for easy maintenance

UTILITY

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TRX420DF SERIES



Better Than Ever.

The TRX420F series has been extremely popular with both utility and recreational riders ever since it was introduced. A large part of its success can be attributed to the benefit of its innovative engine architecture. The engine design offers a lower centre of gravity which improves just about every aspect of ATV handling, while the unique longitudinal mounting allows more of the engine's power to reach the wheels, improving overall performance.

It's little wonder that when Honda set out to redesign the TRX420F series they kept the proven 420 cc engine at its core. Just about everything else on the new 420s however has been re-engineered to improve performance and versatility. An all-new chassis is fitted with longer travel suspension and offers increased ground clearance. All-new bodywork gives

a clean modern look and includes a larger fuel tank, full instrumentation and more powerful headlights. To help retain their reputation as agile, easy to operate machines, the new 420s now feature a tighter turning circle and more powerful brakes. The increased alternator output helps power electrical accessories such as a winch or even heated handgrips, while a new thicker, softer seat means riders can spend longer days in the saddle.

The all-new TRX420F series offers three distinct variations, so there's bound to be one to meet your needs.

The base TRX420FM offers a rugged, manual shift transmission with automatic clutch. The TRX420FPM goes one step further adding the convenience of power steering. For the ultimate in ease of operation the TRX420FPA offers both power steering and Honda's revolutionary dual-clutch, fully automatic transmission.



TRX420FM

- SS** Swingarm suspension
- MT** Manual shift transmission with automatic clutch
- PGM-FI** Programmed fuel injection



TRX420FPM

- SS** Swingarm suspension
- MT** Manual shift transmission with automatic clutch
- PGM-FI** Programmed fuel injection
- EPS** Electric power steering



TRX420FPA

- SS** Swingarm suspension
- AT** Automatic transmission
- PGM-FI** Programmed fuel injection
- DCT** Dual-clutch, fully automatic transmission
- EPS** Electric power steering
- ESP** Electric shift program

ADD MORE. DO MORE.

Your new Honda TRX420F Series ATV is already an awesome machine. But if you're looking for a way to fine-tune it so it's tailor-made for you, then check out our line of Honda Genuine Accessories and Honda Signature Accessories at atv.honda.ca.



TRX500

FOREMAN SERIES

Innovation That Works, Even While You Play.

How do you improve on one of Canada's most popular ATVs? Very carefully.

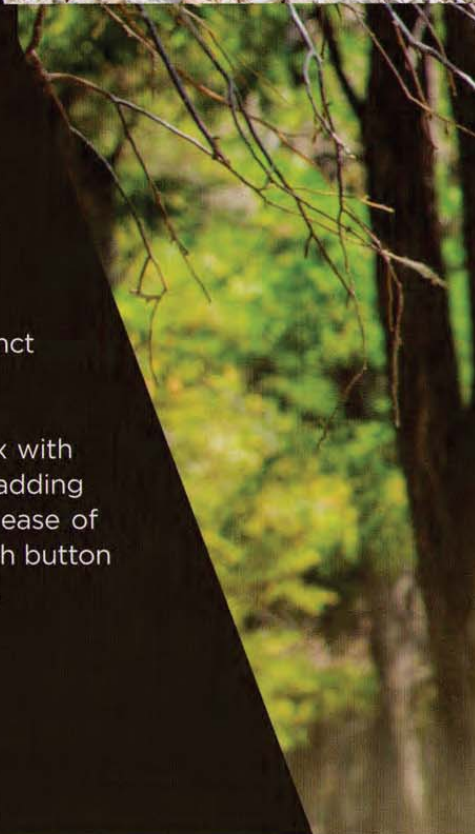
Honda's hard-working, hard-playing Foreman series has an almost cult like following, and with good reason. Its 'no nonsense' approach to getting the job done has earned it respect on the work site, while its uncanny ability to slog through seemingly impassable terrain without complaint has made it a favourite on the trail as well.

The benefits of the Foreman's innovative low centre of gravity engine layout and its longitudinal mounting system are almost legendary, so understandably the engineers chose to retain this advanced engine design. For 2014, engineers instead focused on a number of targeted improvements designed to enhance the Foreman's overall work and play capabilities. An all-new, stiffer frame is fitted with longer travel suspension at both

ends for improved comfort and handling. All-new bodywork gives a clean, modern look and includes full instrumentation, more powerful headlights and cargo racks with increased load capacity. A new electronic 2WD/4WD Diff Lock system will be appreciated when the going gets tough, as will the new thicker, softer seat. Even alternator output has been upgraded to a substantial 481 watts to help power an ever-increasing number of electrical accessories.

The all-new TRX500 Foreman series offers three distinct variations to accommodate the needs of most riders.

The base TRX500FM offers a rugged manual shift gearbox with automatic clutch. The TRX500FPM goes one step further adding the convenience of power steering. Offering the greatest ease of use, the TRX500FPE features both power steering and push button shifting with Honda's proven Electric Shift Program system.



TRX500FM

SS Swingarm suspension

MT Manual shift transmission with automatic clutch

PGM-FI Programmed fuel injection



TRX500FPM

SS Swingarm suspension

MT Manual shift transmission with automatic clutch

PGM-FI Programmed fuel injection

EPS Electric power steering



TRX500FPE

SS Swingarm suspension

ESP Electric shift program

PGM-FI Programmed fuel injection

EPS Electric power steering



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ADD MORE. DO MORE.

Your new Honda TRX500 Foreman Series ATV is already an awesome machine. But if you're looking for a way to fine-tune it so it's tailor-made for you, then check out our line of Honda Genuine Accessories and Honda Signature Accessories at atv.honda.ca.



BETTER BY

DESIGN

There's a reason you see so many Honda FourTrax ATVs on job sites, farms and trails right across Canada. In fact, there are plenty of reasons.

Fuel Injection

Honda's Programmed electronic fuel injection (PGM-FI) system enhances starting, driveability, fuel economy and emission control performance and its advanced design will allow pull starting if the battery ever dies.

Rear Suspension

The utility models feature high quality shocks and swingarm suspension that retain consistent ground clearance and other predictable handling through difficult terrain.

Transmission

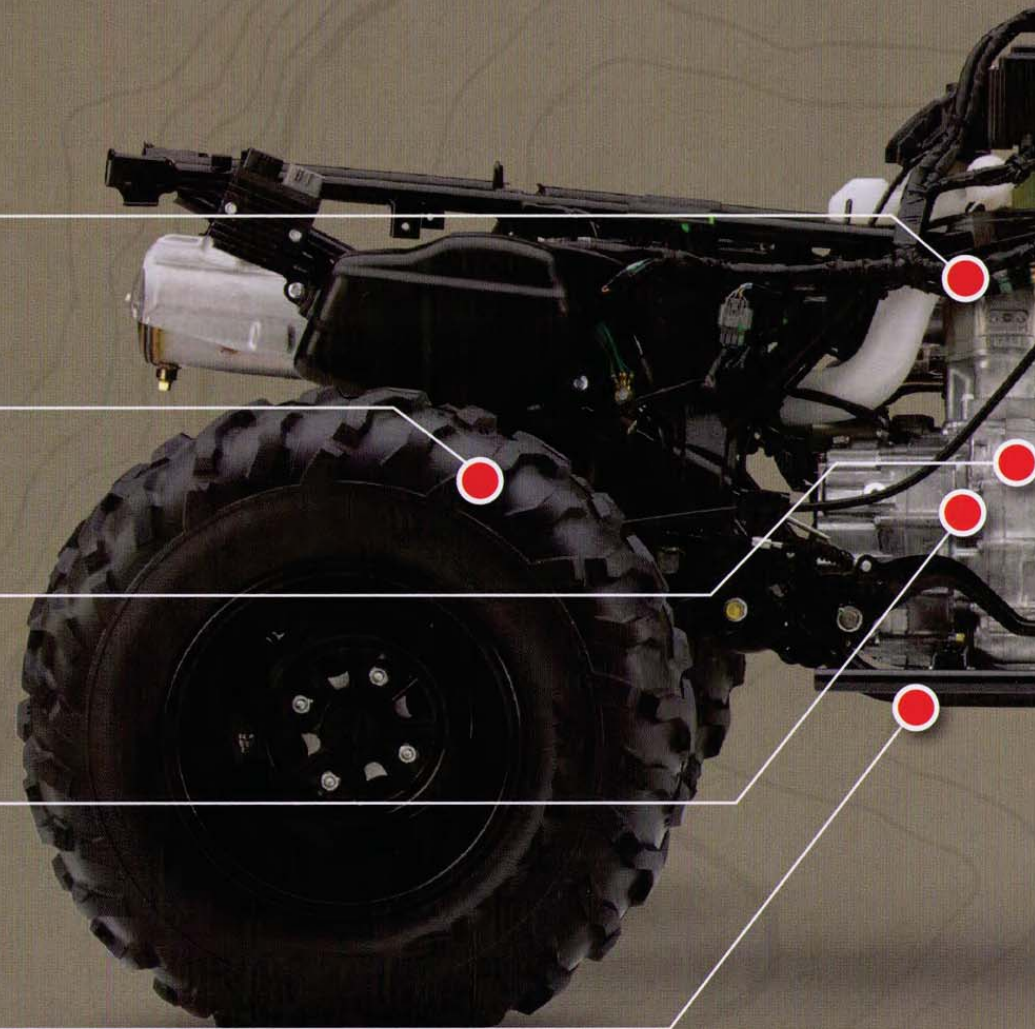
Honda offers a range of different, unique transmission systems, carefully chosen and designed for the ATVs intended purpose; designed for you and the way you ride.

Engine Layout

Longitudinal mounting design efficiently transfers power to the front and rear axles and equally distributes the weight over all four wheels, improving balance, traction and braking.

Lightweight Design

Honda's lightweight ATVs allow for quicker acceleration, easier braking and precise cornering, making the ride smooth and controllable.



2014 TRX500FPE

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Electrical

The switchgear on all Honda ATVs is protected from the elements by rubber boots and all wiring harness connectors are marine grade.

Engine Cooling

All Honda FourTrax ATVs feature liquid-cooled engines that run at a consistent operating temperature. This allows the engine to run at higher compression, meaning more horsepower with less demand on the engine, and less demand means longer-lasting.

Power Steering

Honda's Electric Power Steering (EPS) uses sensor technology to intuitively provide the operator extra steering assistance needed for getting around tight turns and obstacles.

Front Differential

Honda's exclusive torque-sensing front differential greatly reduces torque steer and steering effort, improving handling and reducing rider fatigue. (Front differential offers lock function on TRX500 Foreman models)

Brakes

Honda ATVs offer thicker, more durable brake pads and a patented built-in scraper system that helps keep the wheels, rotors and calipers clean and operating at full capacity.

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TRX420PG TRX500PG

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CANADIAN TRAIL EDITION





Technology Born on Canadian Soil.

Honda's ATVs have a long reputation for striking the perfect balance between work and recreation. For those riders who spend their time crossing the Canadian wilderness on one of the countless trail systems, Honda has created the TRX420 and TRX500 Canadian Trail Editions (CTE). Honda engineers spent months in Canada researching suspension settings to ensure that the CTE models met the unique requirements of Canadian ATV trail riders. The end results speak for themselves; perennial best sellers, these uniquely Canadian models have an extremely loyal following. Both 500 cc and 420 cc versions benefit from the proven longitudinally mounted engine configuration with low centre of gravity, but each offers a unique transmission. While both are fitted with an automatic transmission as preferred by trail riders, each has a design that is perfectly matched to its engine's characteristics. The TRX420 CTE features Honda's revolutionary dual-clutch transmission, similar to systems used in high-end sports cars.

This advanced design offers exceptionally high efficiency levels, maximizing performance. The TRX500 Rubicon CTE, on the other hand, features a hydrostatic transmission more similar to those found in heavy equipment, offering super-smooth hydraulic drive. Neither of these designs suffers from the internal frictional losses and slippage associated with more conventional belt-drive automatics.

The Canadian Trail Editions may be right at home in the Canadian bush, but this doesn't mean they aren't capable work machines as well. In fact, many survey, pipeline and cable companies that need to transport workers and equipment long distances across rugged terrain choose the CTEs for their superior comfort. When combined with Honda's unmatched reputation for durability and reliability, it's no wonder these sought-after ATVs enjoy such strong retained value at trade in time.



TRX420PG
Canadian Trail Edition



TRX500PG Rubicon
Canadian Trail Edition

- IRS** Independent rear suspension
- DCT** Dual-clutch, fully automatic transmission
- PGM-FI** Programmed fuel injection
- SS** Swingarm suspension
- ESP** Electric shift program
- AT** Automatic transmission
- EPS** Electric power steering
- EPS** Electric power steering
- ESP** Electric shift program
- HM** Hondamatic Hydrostatic

ADD MORE. DO MORE.

Your new Honda Canadian Trail Edition ATV is already an awesome machine. But if you're looking for a way to fine-tune it so it's tailor-made for you, then check out our line of Honda Genuine Accessories and Honda Signature Accessories at atv.honda.ca.



Winch



Rear Cargo Box



TRX Outdoor Cover

TRX680F

Follow the Leader.

It's the sophistication of the TRX680F Rincon's design that makes it such a delight to ride. Not only is it surprisingly light for a big-bore machine, but thanks to its unique engine layout, the Rincon also enjoys an exceptionally low centre of gravity. These combined qualities improve just about every aspect of ATV performance. Improved acceleration, improved stability climbing, descending or traversing hills, flatter cornering, improved traction during acceleration, improved braking and the list goes on. Further contributing to comfort and control, the Rincon has an advanced long-travel, four-wheel independent suspension system with aluminum alloy control arms and anti-sway bar. And, as if all this wasn't enough, the Rincon is also fitted with the industry's only fully hydraulic, torque-converter-style automatic transmission with electronic paddle shifting. The TRX680F - it may just be the most sophisticated ATV on the trails.



TRX680F Rincon

IRS

Independent rear suspension

ESP

Electric shift program

PGM-FI

Programmed fuel injection

AT

Automatic transmission

RINCON



TRX90X

It All Starts Here.

The TRX90X's wide, low stance creates a stable, confidence-inspiring platform on which young riders* can develop the skills necessary to safely operate an ATV. Lightweight, electric start and low-effort controls all help young riders learn quickly and they're sure to love the "cool" race inspired look of the bodywork. Parents will understand the importance of keyed ignition and an adjustable throttle limiter that help them control the speed at which their kids learn. Parents will also appreciate the reduced operating costs associated with the TRX90X's low maintenance design. And, Honda's typically high-retained value means it will be smiles all round when it's time to trade up to a larger machine. The TRX90X may be built for kids, but parents will love it too.



TRX90X

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* Ages 10 and older

TRX250X

On Track for Complete Control.

Make no mistake the TRX250X is a full-on sport ATV. Designed for riders age 16 and over, it offers a responsive engine, lightweight chassis, generous suspension travel and powerful brakes, but the TRX250X also has a unique, novice-friendly technology called SportClutch. This clever, Honda-patented clutch design features a normal handlebar-mounted clutch lever that offers all the benefits of a manual clutch, but includes a no-stall component that makes learning the delicate art of clutch control a snap. Riders will find the electric starter and reverse gear handy and those in charge of maintenance will appreciate the simple air-cooled engine design and durable shaft drive. Riders of all skill levels will find lots to love about the TRX250X.



TRX250X

TRX400X

Challenge the Trails.

The TRX400X may be made for the trails rather than the track, but it's still one serious ATV. The high-torque 397 cc, air-cooled, dry-sump engine is tuned for maximum drive off corners, while the lightweight chassis with its long-travel Pro-Link suspension and powerful disc brakes help you negotiate the rough stuff. High performance for sure, but the TRX400X is also easy to live with day-to-day with convenience features like electric start and reverse gear. And speaking of easy to live with, its durable, low maintenance design means it'll spend more time on the trail and less time on the bench.



TRX400X

TRX450ER

Performance at its Sportiest.

By winning in almost every form of ATV racing — including a string of exciting victories in the grueling Baja 1000 — the Honda TRX450ER has rightfully earned the respect of ATV enthusiasts who demand peak performance and ultimate excitement. But the real beauty of the TRX450ER is how its predictable handling, broad powerband and rock-solid durability make it a great choice for recreational riders as well.

The TRX450ER's high-tech 449 cc four-valve Unicam 4-stroke engine gets its DNA from Honda's awesome CRF motocross bikes, but has been carefully adapted for the unique demands of ATV use with a special piston and camshaft and a heavy-duty clutch. The lightweight chassis is just as high-tech, with a racy one-piece cast-aluminum swingarm, a removable aluminum subframe, double-wishbone front suspension and hard-stopping triple disc brakes. No matter what you have planned for your weekend of riding, you can count on the TRX450ER to make it a winning experience.



TRX450ER



2014 ATV LINEUP

SPECIFICATIONS



UTILITY

	TRX420FM	TRX420FPM	TRX420FPA	TRX500FM Foreman	TRX500FPM Foreman	TRX500FPE Foreman
ENGINE TYPE	Liquid-cooled, semi-dry-sump, longitudinally mounted, single-cylinder four stroke	Liquid-cooled, semi-dry-sump, longitudinally mounted, single-cylinder four stroke	Liquid-cooled, semi-dry-sump, longitudinally mounted, single-cylinder four stroke	Liquid-cooled, semi-dry-sump, longitudinally mounted, single-cylinder four stroke	Liquid-cooled, semi-dry-sump, longitudinally mounted, single-cylinder four stroke	Liquid-cooled, semi-dry-sump, longitudinally mounted, single-cylinder four stroke
DISPLACEMENT	420 cc	420 cc	420 cc	475 cc	475 cc	475 cc
BORE & STROKE	86.5 mm x 71.5 mm	86.5 mm x 71.5 mm	86.5 mm x 71.5 mm	92.0 mm x 71.5 mm	92.0 mm x 71.5 mm	92.0 mm x 71.5 mm
COMPRESSION RATIO	9.9 : 1	9.9 : 1	9.9 : 1	9.5 : 1	9.5 : 1	9.5 : 1
VALVE TRAIN	OHV, 2-valve	OHV, 2-valve	OHV, 2-valve	OHV, 2-valve	OHV, 2-valve	OHV, 2-valve
FUEL DELIVERY	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection	PGM-FI electronic fuel injection
TRANSMISSION	Five-speed, foot-shift, manual transmission with automatic clutch, reverse and ultra-low first gear.	Five-speed, foot-shift, manual transmission with automatic clutch, reverse and ultra-low first gear.	Fully automatic, five speed, Dual-Clutch-Transmission with selectable Electric Shift Program (ESP) and reverse.	Five-speed, foot-shift, manual transmission with automatic clutch, reverse and ultra-low first gear.	Five-speed, foot-shift, manual transmission with automatic clutch, reverse and ultra-low first gear.	Five speed, Electric Shift Program (ESP) push button shifting with automatic clutch, reverse and ultra-low first gear.
POWER STEERING	No	Yes	Yes	No	Yes	Yes
FINAL DRIVE	2WD/4WD; direct front and rear driveshafts with 2WD/4WD shifter and torque-sensing front differential	2WD/4WD; direct front and rear driveshafts with 2WD/4WD shifter and torque-sensing front differential	2WD/4WD; direct front and rear driveshafts with 2WD/4WD shifter and torque-sensing front differential	2WD/4WD; direct front and rear driveshafts with 2WD/4WD and torque-sensing front differential with lock feature	2WD/4WD; direct front and rear driveshafts with 2WD/4WD and torque-sensing front differential with lock feature	2WD/4WD; direct front and rear driveshafts with 2WD/4WD and torque-sensing front differential with lock feature
FRONT SUSPENSION	Independent double-wishbone with adjustable shocks; 170 mm (6.7 in.) travel	Independent double-wishbone with adjustable shocks; 170 mm (6.7 in.) travel	Independent double-wishbone with adjustable shocks; 170 mm (6.7 in.) travel	Independent double-wishbone with adjustable shocks; 185 mm (7.3 in.) travel	Independent double-wishbone with adjustable shocks; 185 mm (7.3 in.) travel	Independent double-wishbone with adjustable shocks; 185 mm (7.3 in.) travel
REAR SUSPENSION	Swingarm with single shock; 170 mm (6.7 in.) travel	Swingarm with single shock; 170 mm (6.7 in.) travel	Swingarm with single shock; 170 mm (6.7 in.) travel	Swingarm with single shock; 185 mm (7.3 in.) travel	Swingarm with single shock; 185 mm (7.3 in.) travel	Swingarm with single shock; 185 mm (7.3 in.) travel
TIRES	24 x 8 - 12 front; 24 x 10 - 11 rear	24 x 8 - 12 front; 24 x 10 - 11 rear	24 x 8 - 12 front; 24 x 10 - 11 rear	25 x 8 - 12 front; 25 x 10 - 12 rear	25 x 8 - 12 front; 25 x 10 - 12 rear	25 x 8 - 12 front; 25 x 10 - 12 rear
BRAKES	Front dual 190 mm hydraulic discs; rear 160 mm sealed mechanical drum	Front dual 190 mm hydraulic discs; rear 160 mm sealed mechanical drum	Front dual 190 mm hydraulic discs; rear 160 mm sealed mechanical drum	Front dual 190 mm hydraulic discs; rear 160 mm sealed mechanical drum	Front dual 190 mm hydraulic discs; rear 160 mm sealed mechanical drum	Front dual 190 mm hydraulic discs; rear 160 mm sealed mechanical drum
LENGTH	2,103 mm (82.8 in.)	2,103 mm (82.8 in.)	2,103 mm (82.8 in.)	2,103 mm (82.8 in.)	2,103 mm (82.8 in.)	2,103 mm (82.8 in.)
WIDTH	1,204 mm (47.4 in.)	1,204 mm (47.4 in.)	1,204 mm (47.4 in.)	1,204 mm (47.4 in.)	1,204 mm (47.4 in.)	1,204 mm (47.4 in.)
GROUND CLEARANCE	183 mm (7.2 in.)	183 mm (7.2 in.)	183 mm (7.2 in.)	191 mm (7.5 in.)	191 mm (7.5 in.)	191 mm (7.5 in.)
SEAT HEIGHT	856 mm (33.7 in.)	856 mm (33.7 in.)	856 mm (33.7 in.)	867 mm (34.2 in.)	867 mm (34.2 in.)	867 mm (34.2 in.)
WHEELBASE	1,267 mm (49.9 in.)	1,267 mm (49.9 in.)	1,267 mm (49.9 in.)	1,267 mm (49.9 in.)	1,267 mm (49.9 in.)	1,267 mm (49.9 in.)
CURB WEIGHT*	277 kg (611 lb)	283 kg (624 lb)	291 kg (642 lb)	287 kg (633 lb)	293 kg (646 lb)	294 kg (648 lb)
FUEL CAPACITY	14.7 litres including 4.9 litre reserve	14.7 litres including 4.9 litre reserve	14.7 litres including 4.9 litre reserve	14.7 litres including 4.9 litre reserve	14.7 litres including 4.9 litre reserve	14.7 litres including 4.9 litre reserve
COLOUR	Red, Green, Phantom Camo™	Green, Phantom Camo™	Orange, Green	Green, Blue, Phantom Camo™	Green, Phantom Camo™	Red, Blue

*Including required fluids and full tank of gas - ready to ride



RECREATION

YOUTH

SPORT

TRX420PG CTE	TRX500PG Rubicon CTE	TRX680F Rincon	TRX90X	TRX250X	TRX400X	TRX450ER
Liquid-cooled, semi-dry-sump, longitudinally mounted, single-cylinder four stroke	Liquid-cooled, semi-dry-sump, longitudinally mounted, single-cylinder four stroke	Liquid-cooled, semi-dry-sump, longitudinally mounted, single-cylinder four stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Air-cooled single-cylinder 4-stroke	Liquid-cooled single-cylinder 4-stroke
420 cc	499 cc	675 cc	86 cc	229 cc	397 cc	449 cc
86.5 mm x 71.5 mm	92 mm x 75 mm	102 mm x 82.6 mm	47 mm x 49.5 mm	68.5 mm x 62.2 mm	85 mm x 70 mm	96 mm x 62.1 mm
9.9:1	9.2:1	9.2:1	9.2:1	9.2:1	9.1:1	12:1
OHV, 2-valve	OHV, 4-valve	OHV, 4-valve	SOHC, 2-valve	OHV, 2 valves	RFVC, SOHC, 4 valves	Unicam SOHC, 4 valves
PGM-FI electronic fuel-injection	Single 36 mm CV carb	PGM-FI electronic fuel-injection	Single 15 mm carb	Single 20 mm carb	Single 38 mm carb with accelerator pump	Single 40 mm flat-slide carb
Five-speed with automatic clutch, reverse and ultra-low first gear	Fully automatic electronically controlled hydromechanical with selectable ESP and reverse	Fully automatic electronically controlled automotive-type three-speed with selectable ESP and reverse	Four-speed with automatic clutch	Five-speed with semi-manual SportClutch and reverse	Five-speed with manual clutch and reverse	Five-speed with manual clutch
Yes	Yes	No	No	No	No	No
2WD/4WD; direct front and rear driveshafts with 2WD/4WD shifter and torque-sensing front differential	2WD/4WD; direct front and rear driveshafts with switchable 2WD/4WD and torque-sensing front differential	2WD/4WD; direct front and rear driveshafts with switchable 2WD/4WD and torque-sensing front differential	2WD; 0-ring-sealed chain	2WD; direct rear driveshaft	2WD; 0-ring-sealed chain; 14T/39T	2WD; 0-ring-sealed chain; 13T/38T
Independent double-wishbone with hydraulic shocks; 160 mm (6.3 in.) travel	Independent double-wishbone with adjustable shocks; 170 mm (6.7 in.) travel	Independent double-wishbone with hydraulic shocks; 175 mm (6.9 in.) travel	Independent with Showa hydraulic shocks; 65 mm (2.6 in.) travel	Independent double-wishbone; 150 mm (5.9 in.) travel	Independent double-wishbone with adjustable Showa hydraulic shocks; 208 mm (8.2 in.) travel	Independent double-wishbone with fully adjustable Showa hydraulic shocks; 215 mm (8.5 in.) travel
Independent double-wishbone with hydraulic shocks; 160 mm (6.3 in.) travel	Swingarm with dual adjustable hydraulic shocks; 170 mm (6.7 in.) travel	Independent double-wishbone with hydraulic shocks; 203 mm (8 in.) travel	Swingarm with single Showa hydraulic shock; 65 mm (2.6 in.) travel	Swingarm with single hydraulic shock; 145 mm (5.7 in.) travel	Cast-aluminum swingarm with fully adjustable single Showa hydraulic shock; 231 mm (9.1 in.) travel	Cast-aluminum swingarm with fully adjustable single Showa hydraulic shock; 237 mm (9.3 in.) travel
24 x 8 - 12 front; 24 x 10 - 11 rear	25 x 8 - 12 front; 25 x 10 - 12 rear	25 x 8 - 12 front; 25 x 10 - 12 rear	20 x 7 - 8 front; 19 x 8 - 8 rear	22 x 7 - 10 front; 22 x 10 - 9 rear	22 x 7 - 10 radial front; 20 x 10 - 9 radial rear	21 x 7 - 10 radial front; 20 x 10 - 9 radial rear
Front dual hydraulic discs; rear single hydraulic disc	Front dual 180 mm hydraulic discs; rear sealed mechanical drum	Front dual 180 mm hydraulic discs; rear single hydraulic disc	Front dual sealed mechanical drums; rear sealed mechanical drum	Front dual 174 mm hydraulic discs; rear sealed mechanical drum	Front dual hydraulic discs; rear hydraulic disc	Front dual hydraulic 174 mm discs; rear 190 mm hydraulic disc
2,055 mm (80.9 in.)	2,108 mm (83 in.)	2,113 mm (83.2 in.)	1,489 mm (58.6 in.)	1,739 mm (68.5 in.)	1,822 mm (71.7 in.)	1,862 mm (73.3 in.)
1,172 mm (46.1 in.)	1,188 mm (46.8 in.)	1,189 mm (46.8 in.)	895 mm (35.2 in.)	1,062 mm (41.8 in.)	1,155 mm (45.5 in.)	1,177 mm (46.3 in.)
231 mm (9.1 in.)	190 mm (7.5 in.)	234 mm (9.2 in.)	100 mm (3.9 in.)	146 mm (5.7 in.)	105 mm (4.1 in.)	111 mm (4.4 in.)
822 mm (32.4 in.)	861 mm (33.9 in.)	875 mm (34.5 in.)	660 mm (26 in.)	797 mm (31.4 in.)	821 mm (32.3 in.)	833 mm (32.8 in.)
1,255 mm (49.4 in.)	1,286 mm (50.6 in.)	1,289 mm (50.8 in.)	983 mm (38.7 in.)	1,124 mm (44.3 in.)	1,217 mm (47.9 in.)	1,275 mm (50.2 in.)
291 kg (642 lb)	294 kg (648 lb)	294 kg (648 lb)	119 kg (262 lb)	171 kg (377 lb)	185 kg (408 lb)	176 kg (388 lb)
13.3 litres, including 2.6-litre reserve	15 litres, including 2.5-litre reserve	16.3 litres, including 4.3-litre reserve	6.3 litres, including 1-litre reserve	9.5 litres, including 2.6-litre reserve	9.7 litres, including 1.6-litre reserve	10.3 litres, including 2.9-litre reserve
Red	Red	Red	Red	Red	Red	White



SIDE-BY-SIDE

BILL'S CYCLE

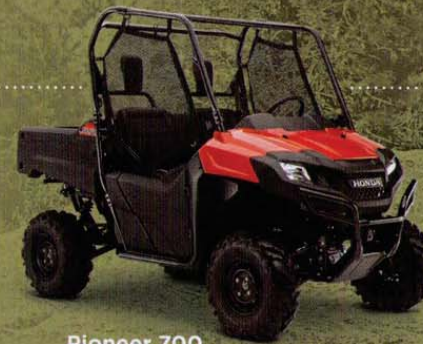
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LEADING THE WAY

THE ALL-NEW 2014

Honda Pioneer Side-by-Side Lineup.

Side-by-sides are rapidly gaining in popularity because of their incredible versatility. Now, the Honda Pioneer 700 lineup takes convenience to a whole new level. Both the two-person and four-person versions of the Pioneer can carry up to 454 kg (1,000 lbs) of gear and materials in their handy tilt bed or tow up to 680 kg (1,500 lbs). Even fully loaded the Pioneer's powerful 700-class engine pulls with authority, while the long-travel, four-wheel independent suspension floats over uneven terrain. Industry-leading safety features add a measure of security and a full lineup of over 60 accessories allow owners to personalize the Pioneer to their specific needs. The four-person Pioneer even features an innovative, adaptable seating system that allows either or both of the rear seats to be folded into the cargo bed. This allows the Pioneer to be used in two-seat, three-seat or four-seat configurations. Best of all, the rear seats fold quickly and easily without the need for tools, and once folded away, the Pioneer's tilt-bed retains full cargo capacity and dumping capabilities.



Pioneer 700



Pioneer 700-4



Honda Pioneer is recommended for drivers 16 years of age and older, tall enough to wear the seat belt properly and reach all the controls. The passengers should also be tall enough for the seat belt to fit properly and brace themselves, if needed, by placing both feet firmly on the floor while grasping the hand hold.



ADD MORE. DO MORE.

Let Honda take your Pioneer experience to the next level with Honda Genuine and Honda Signature Accessories. Honda has made it easy for you to dress up your new side-by-side, offering you a selection of specially designed accessory packages along with over 60 individual items. Choose the accessories that fit your lifestyle needs. With the all-new 2014 Honda Pioneer, what you add is up to you!



Discover all Pioneer accessories at sxs.honda.ca

Be a Responsible ATV Rider.

When you become a member of the Honda family, that's when the fun begins. Welcome, we look forward to riding with you.

At Honda, we believe in performance and leadership, and that's why we're taking a leadership position when it comes to the environment. We continue to develop low-emission technologies for our current and future motorcycles, ATVs and scooters. We already produce models that exceed the stringent CARB (California Air Resources Board) emissions requirements. And that's the kind of performance everybody can appreciate.

Riding an ATV is an exercise in responsibility — to yourself, to others and to the environment.

So remember, ATVs can be hazardous to operate. For your safety, wear a helmet, eye protection and protective clothing and never ride on paved surfaces or public roads. Never carry passengers and never engage in stunt riding. Avoid excessive speeds and be particularly careful on difficult terrain. And keep in mind that riding doesn't mix with drugs and alcohol.

All Honda FourTrax models shown are recommended for riders 16 years of age and older, with the exception of TRX90X, which is for riders 10 years of age or older. Honda recommends that all ATV riders take a training course and read their owner's manual thoroughly.

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

Exclusive Honda Phantom Camo™

More than just a styling exercise, the all-new Honda Phantom Camo™ is as high tech as the machines it's found on. Designed in-house by Honda R&D, Honda Phantom Camo™ is found exclusively on Honda ATVs and side-by-sides. Three main strategies were used to ensure maximum stealth. First, camo covers a larger area of the machine. Secondly, there are few repeats in the pattern, in fact no repeats of the pattern will be found on any single panel no matter how large. Finally the colouring and pattern were specifically chosen to blend into a wider variety of backgrounds. Satisfied with the pattern itself, Honda engineers then developed a new material and a new process to apply it to bodywork, increasing durability and resistance to fuel spillage.



Meet the rest of
the Honda family
at honda.ca



On-Road Motorcycles



Side-by-sides



Off-Road Motorcycles



Power Equipment



Outboards



Cars and Trucks

Why Honda?

Honda has built a reputation on superior design and innovation, strong performance and legendary durability, quality and reliability. Owning a Honda means having the confidence that your ATV is a superior product and will get you back home at the end of the day. It also means that you have the support of Honda dealers and technicians who are trained to maintain the original quality of your product throughout its lifetime. High quality products, dealer support and customer satisfaction, that's why so many people choose Honda.



Honda builds ATVs to meet some of the toughest engineering standards in the world, and formulates its oils and chemicals to those same high standards, thereby maintaining your Honda at peak performance. You bought a Honda because of its quality, performance and reliability. Why not match one of the finest products you can own with some of the finest oils and chemicals on the market. Don't settle for an imitation when you can buy the original.



Let Honda take your ATV experience to the next level with Honda Genuine and Honda Signature accessories.



Honda Genuine Parts are made for your Honda. They maintain the quality, reliability and performance of your product. When the time comes for you to service, repair or enhance your Honda, don't settle for an imitation. Only Honda Genuine Parts can maintain the original operating specifications of your Honda and offer a perfect fit every time. Let trained Honda technicians keep your Honda healthy with Honda Genuine Parts.



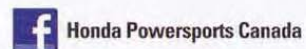
Plus

Honda Financial Services and Honda Plus

At Honda Financial Services, we aim to make your financing experience as simple as possible. For additional peace of mind, our Honda Plus protection covers most repairs for the duration of your plan. Choose from a wide variety of options to suit your lifestyle.



www.billscycle.ca 204-326-3683



TM Trademark of Honda Motor Co., Ltd.
Riding a motorcycle, ATV or side-by-side can be hazardous. For your safety, always wear a helmet, eye protection and protective clothing whenever you ride. Never ride under the influence of drugs or alcohol. Never engage in stunt riding. Inspect your vehicle before riding, read your owner's manual, and Honda recommends that all riders take a rider training course. Always obey local laws, use common sense and respect the rights of others when you ride. Whenever you ride off-road, always stay on established trails in approved riding areas. Make sure you obtain written permission before riding on private land. Keep your riding area clean and never modify the spark arrestor or exhaust system. Visit honda.ca for additional safety information.



honda.ca