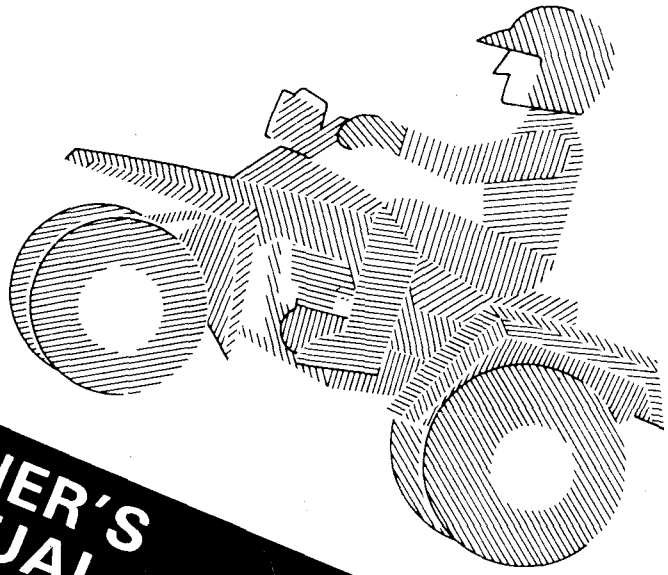
TRX 70 H

HONDA



OWNER'S MANUAL

IMPORTANT NOTICE

- **OPERATOR ONLY. NO PASSENGERS.**

  This vehicle is designed and constructed as an operator-only model. The vehicle load limit and seating configuration do not safely permit the carrying of a passenger.

- **NOT RECOMMENDED FOR CHILDREN UNDER 12 YEARS OLD.**

- **FOR OFF-ROAD USE ONLY.**

  This vehicle is designed and manufactured for off-road use only.

- **READ THIS OWNER'S MANUAL CAREFULLY**

  Pay special attention to statements preceded by the following words:

⚠ WARNING

Indicates a strong possibility of severe personal injury or loss of life if instructions are not followed.

CAUTION:

Indicates a possibility of personal injury or equipment damage if instructions are not followed.

NOTE: Gives helpful information.

This manual should be considered a permanent part of the TRX and should remain with the TRX when resold.

HONDA TRX 70
OWNER'S MANUAL

PREFACE

This booklet is your guide to the basic operation and proper maintenance of your new Honda TRX 70. Please take the time to read it carefully. Details necessary for riding the Honda TRX are given to acquaint the new owner with special riding techniques to be learned. When service is required, remember that your Honda dealer knows your vehicle best. If you have the required mechanical "know-how" and tools, your dealer can supply you with an official Honda Shop Manual to help you perform many maintenance and repair tasks.

Thank you for selecting a Honda. We wish you continued riding pleasure in the miles ahead.

CONTENTS

	Page
TRX SAFETY	1
Message to Parents and Riders	1
Modifications	3
Post-Ride Cleaning and Inspection	3
Precautions	4
DESCRIPTION	10
Parts Location	10
Serial Numbers	12
Parts Function	13
Fuel	19
Engine Oil	21
Tires	23
OPERATION	25
Pre-Ride Inspection	25
Starting the Engine	26
Break-in	28
Riding	29
Parking	37
MAINTENANCE	38
Maintenance Schedule	38
Tool Kit	40
Engine Oil	41
Fuel Strainer Screen	42
Carburetor	43
High Altitude	44
Spark Plug	46
Air Cleaner	47
Valves	48
Clutch	50
Brakes	51
Drive Chain	53
Throttle Cable	54
Skid and Guard Plates	55
STORAGE GUIDE	56
TRANSPORTING	58
SPECIFICATIONS	60
WIRING DIAGRAM	61

MESSAGE TO PARENTS AND RIDERS

The TRX 70 is designed for junior riders (rider weight of 150 pounds (68 kg) or less). It is a fine machine for learning to ride TRX's as long as the following precautions are observed:

* The parent must be fully familiar with the TRX 70 and the TRX's controls before starting to teach a junior rider. Both the parent and their son or daughter must fully understand everything in this manual before riding instruction begins.
* The TRX 70 is an OPERATOR-ONLY model. The rider weight limit of 150 pounds (68 kg) must be observed.
* The practice location must be a level, uncongested off-road area free of obstacles.
* It is illegal to ride the TRX 70 on public streets, roads or highways. It must be ridden only in off-road areas where such activities are permitted. If it becomes necessary to cross a public roadway, remember to get off the TRX and push it across.
* For safety, the TRX must be properly adjusted and maintained. Be sure to make a "Pre-ride Inspection" and be sure to impress your son or daughter with the importance of checking all the items thoroughly before riding the TRX.
* Don't mix alcohol or drugs with riding fun. Even small amounts of alcohol in the rider's bloodstream can impair his judgement and slow down his reaction time. Drugs, even if prescribed by a physician, can interfere with the rider's ability to operate the TRX 70 safely. Consult your doctor to be sure it is safe to operate a motor vehicle after taking medication.
* Do not allow your child to ride without your close supervision.

* A prime objective in the instruction process is developing the young rider's self-confidence. This self-confidence comes with a total familiarization with the TRX's controls and their functions, plus los of PRACTICE.
* Always obey local off-road riding laws and regulations.
* Obtain permission to ride on private property. Avoid posted areas and obey "no trespassing" signs.
* When the basic riding techniques have been mastered by the young rider, remember these next few words of caution: The young rider should always ride in the company of an adult on another TRX so they can assist each other in the event of trouble.
* Familiarity with the TRX is critically important should a problem occur far from help.
* Caution the young rider never to ride beyond his or her ability and experience or faster than conditions warrant.
* If you are not familiar with the terrain, the adult should lead the way and ride cautiously. Hidden rocks, holes or ravines could spell trouble.
* Your ability to operate the TRX safely is largely dependent upon your proper judgement.
* Do not use the flag pole bracket as a trailer hitch.
* Maintain a safe distance between your TRX and other off-road vehicles.
* Do not ride on or near railroad tracks as it is difficult to hear an approaching train.

MODIFICATIONS

WARNING

* *Modification of the TRX, or removal of original equipment, may render the vehicle unsafe or illegal. Obey all federal, state and local equipment regulations.*
* ***Spark arresters and mufflers are required in most areas. Don't modify your exhaust system.***
* ***Remember that excessive noise bothers everyone and creates a bad image for off-road vehicles.***

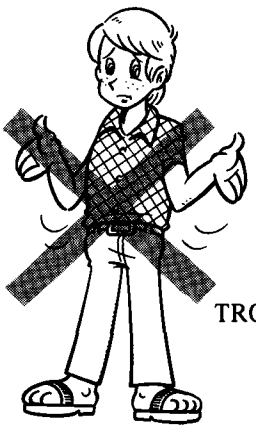
POST-RIDE CLEANING AND INSPECTION

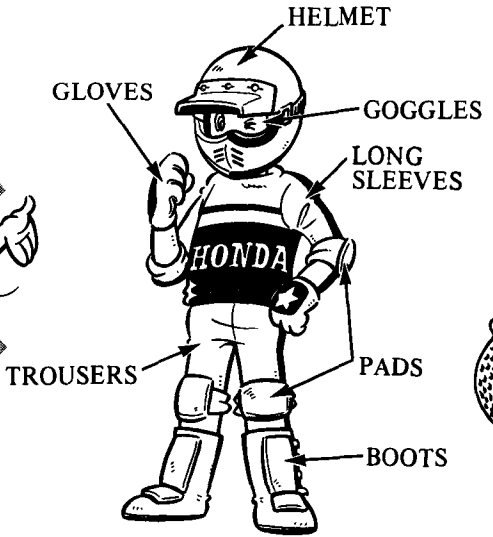
To ensure safe handling and braking efficiency, thoroughly clean the entire vehicle after riding, and then carefully check the brake system, steering system, tires and under side of the vehicle. Replace or repair any part that is damaged. Also, carefully inspect the exhaust system; replace or repair the exhaust system if necessary.

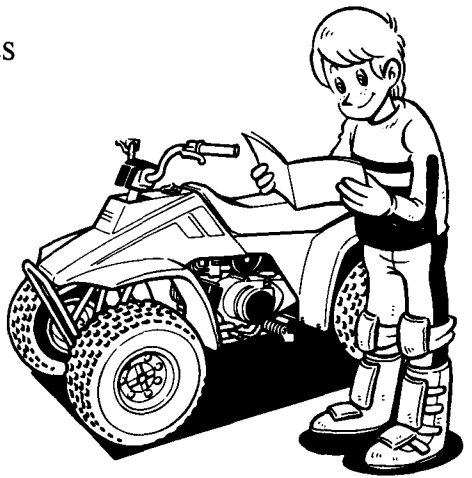
PRECAUTIONS

READ WITH YOUR SON OR DAUGHTER

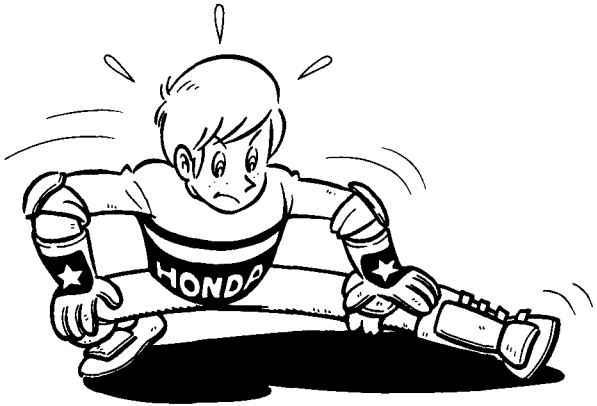
* Be sure to observe these precautions: ALWAYS wear a helmet, face shield or goggles, boots, gloves, and protective clothing.
* For your safety, READ THE OWNER'S MANUAL CAREFULLY before you ride.



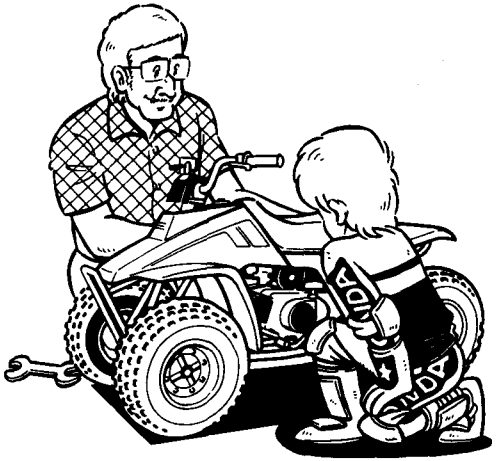




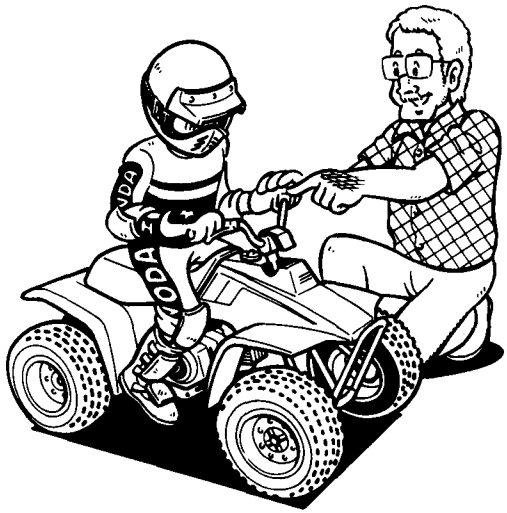
* WARM UP before riding by performing some simple stretching exercises.



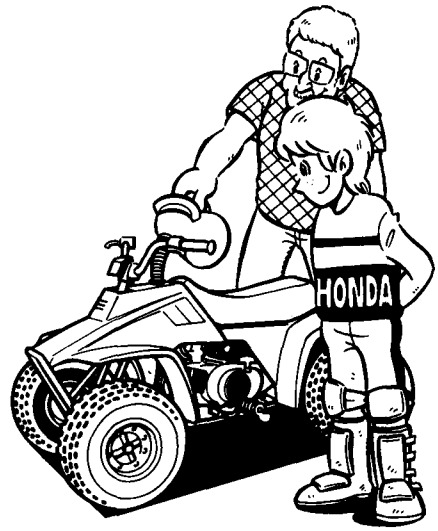
* NEVER ride the TRX 70 unless it has been properly serviced. Don't ride the TRX unless allowed to do so.



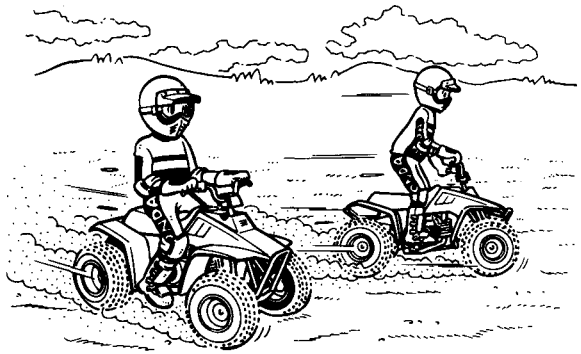
* LEARN to ride the TRX 70 properly. Get proper instruction from an expert. Good coaching shortens the learning process and ensures safety. safety.



* ASK your parent or instructor to refuel the fuel tank.
Gasoline is extremely flammable and is explosive under certain conditions.

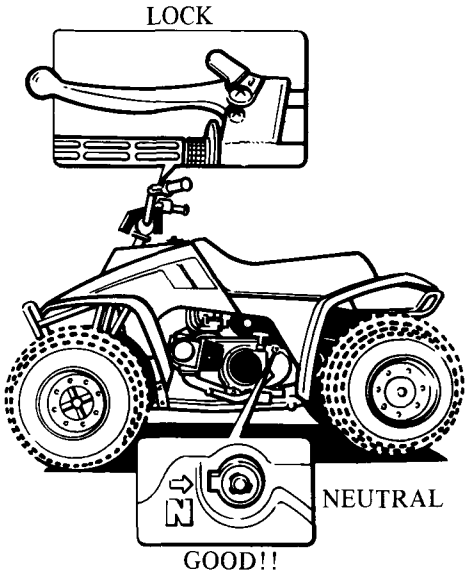


* NEVER ride the TRX 70 on public streets, roads or highways.
  Ride only in off-road areas. Transport the machine on a carrier to an off-road area. Ride under supervision of your parent or instructor and in company with at least one other rider so that you can help each other in case of trouble.



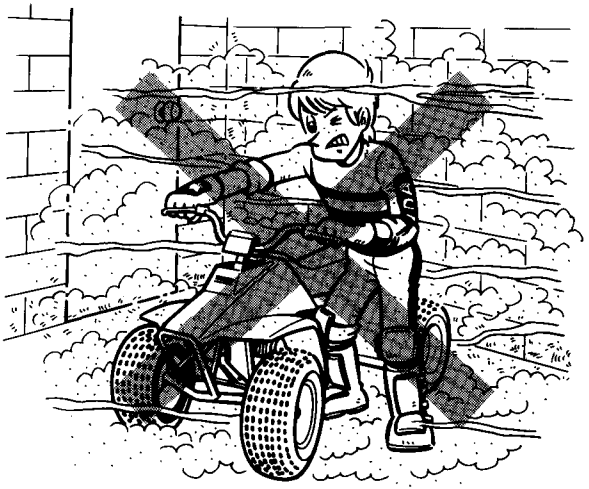
* To prevent loss of control, always make sure the throttle is fully closed before shifting the transmission. This is especially important when first starting off or when riding at slow speeds.

* BE SURE to place the TRX on level ground, lock the parking brake and shift the transmission into neutral before attempting to start the engine. Be sure to release the parking brake before riding.



WARNING

* ***NEVER run the engine in a closed area. The exhaust contains poisonous CARBON MONOXIDE GAS that may cause loss of consciousness and lead to death.***

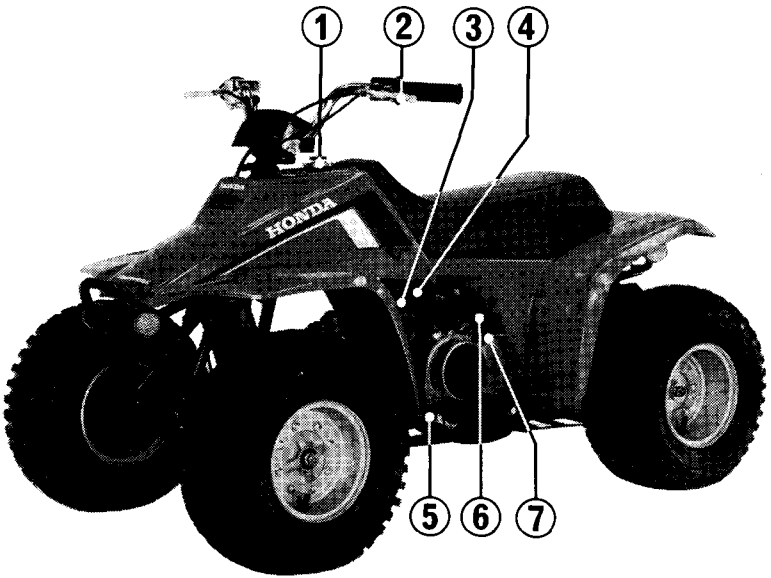


* The TRX 70 is an OPERATOR ONLY MODEL.
  Riding with a passenger is an extreme safety hazard.
  Never ride with a passenger.
  Handling and control will be severely affected.

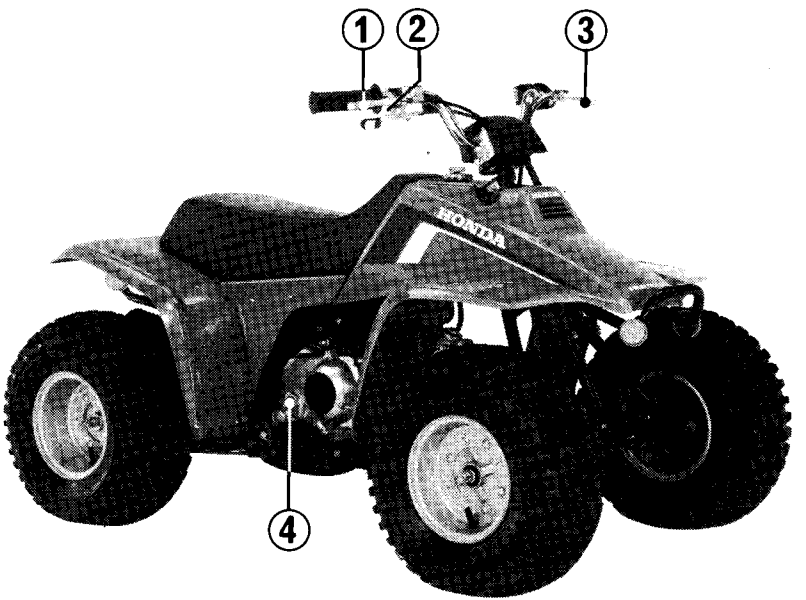
* DON'T touch any part of the engine, muffler and exhaust pipe.
  The engine, muffler and exhaust pipe become very hot during operation and remain hot after operation.

PARTS LOCATION

(1) Fuel tank cap
(2) Engine stop switch
(3) Fuel valve
(4) Choke lever
(5) Gearshift pedal
(6) Recoil starter
(7) Neutral indicator



(1) Front brake lever
(2) Throttle lever
(3) Rear brake/parking brake lever
(4) Oil filler cap/dipstick

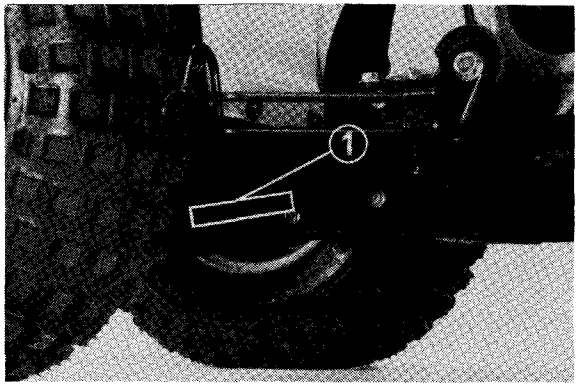


SERIAL NUMBERS

The frame and engine serial numbers are required by your dealer when ordering replacement parts. Record the numbers here for your reference.

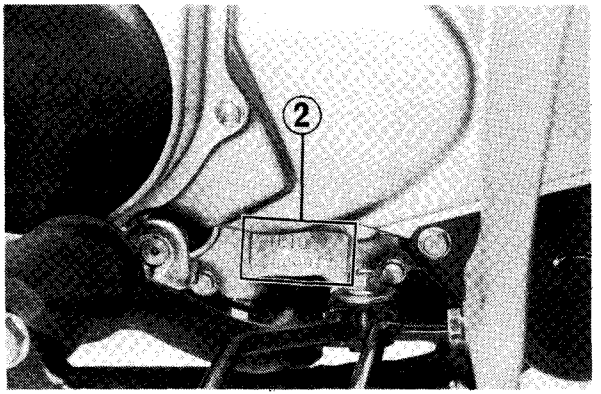
The frame serial number (1) is stamped on the right side of the frame. The engine serial number (2) is stamped on the left side of the crankcase.

FRAME NO. _____



(1) Frame serial number

ENGINE NO. _____

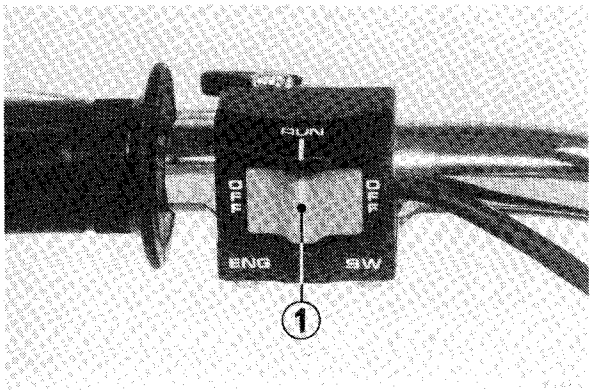


(2) Engine serial number

PARTS FUNCTION

Engine Stop Switch

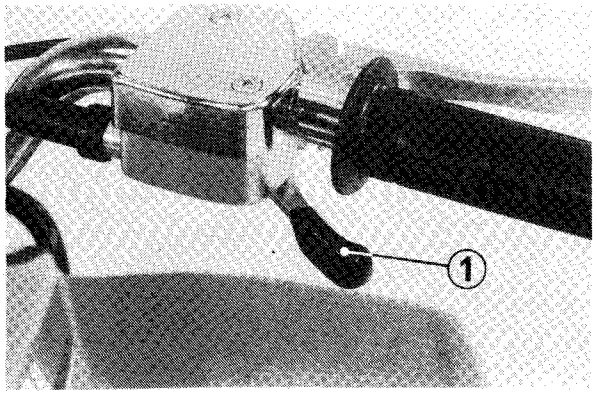
The three position engine stop switch (1) is on the left handlebar. When the switch is in the RUN position, the engine will operate. When the switch is in either OFF position, the engine will not operate. This switch can be used as a safety or emergency switch.



(1) Engine stop switch

Throttle Lever

The throttle lever (1) is next to the right handlebar grip and is operated by the rider's thumb. Pressing the lever forward opens the throttle. When the lever is released, spring tension closes the throttle automatically.



(1) Throttle lever

Rear Brake/Parking Brake Lever

The left brake lever (1) applies the brake to the rear wheels only. The left brake lever has the added feature of a lock (2) which allows the lever to be used as a parking brake.

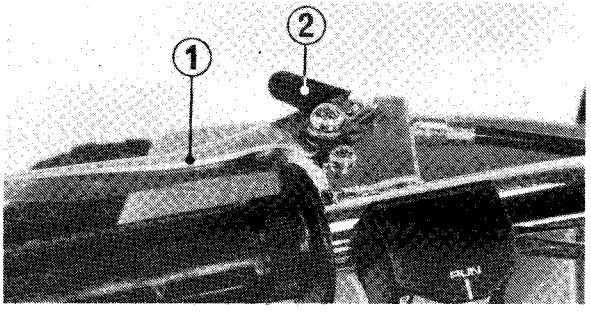
Pull the left brake lever back and lock it with the lock. Always apply the parking brake when parking the TRX and when starting the engine.

The parking brake is unlocked by squeezing the left brake lever.

The front brake lever is at the right handlebar grip.

NOTE:

* Use of the parking brake in freezing weather may cause the brakes to freeze in the locked position.

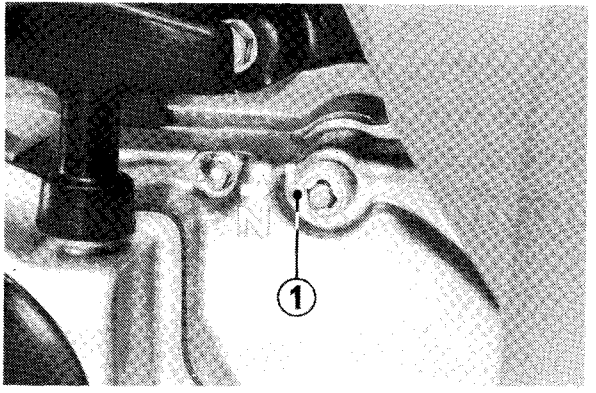


(1) Rear brake/Parking brake lever (2) Lock

Neutral Indicator

The neutral indicator (1) is on the left crankcase cover, just behind the recoil starter. This feature enables the rider to verify that the transmission is in neutral before starting the engine.

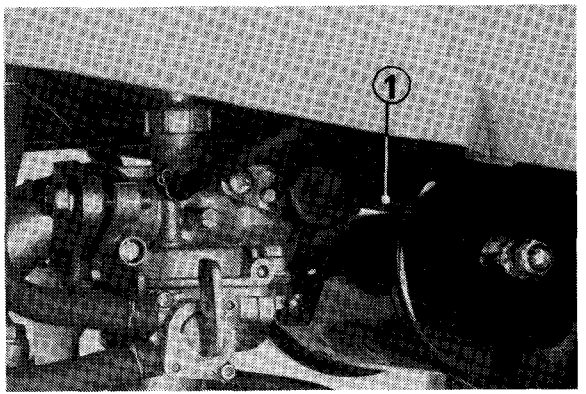
The indicator rotates as the gears are changed. When the indicator aligns with the N mark on the crankcase, the transmission is in neutral.



(1) Neutral indicator

Choke Lever

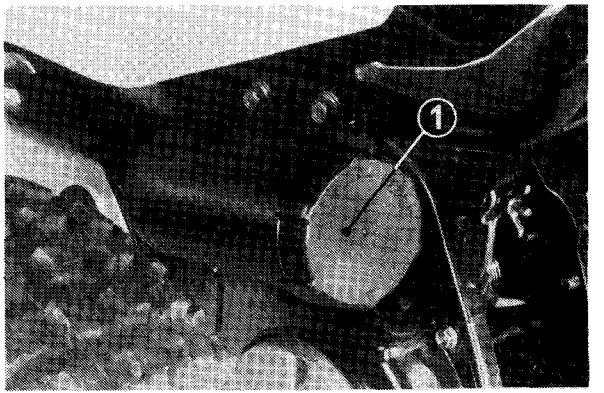
The choke lever (1) is on the left side of the carburetor.
Raising the choke lever will close the choke valve. When the lever is raised, the carburetor delivers a rich fuel mixture for starting the engine when cold. Lower the lever to open the choke valve as the engine attains normal operating temperature.



(1) Choke lever

Storage Compartment

The storage compartment (1) is located on the left side of the frame. The Owner's Manual and tool kit should be stored in this compartment.
When washing the TRX 70, be careful not to flood this area with water.



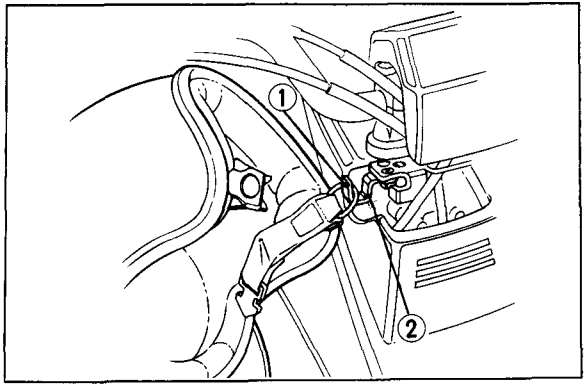
(1) Storage compartment

Helmet Holder

The helmet holder (1) is located on the right side of steering shaft. To use the helmet holder, hang your helmet on the hook (2).

WARNING

* ***Do not operate the TRX with a helmet attached to the holder; your ability to steer will be impaired. The helmet holder is designed for use while parked.***



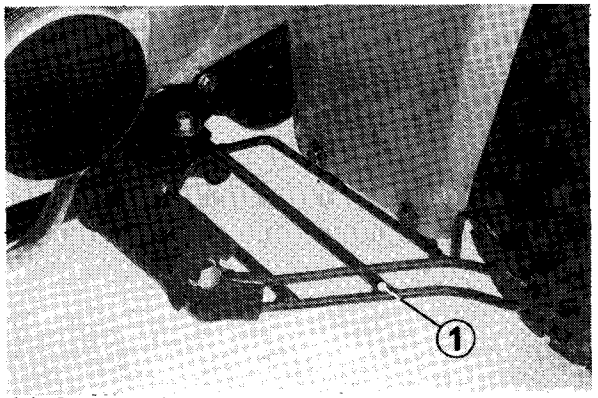
(1) Helmet holder (2) Hook

Step Guard

The step guards (1) are attached to the right and left footpegs.

WARNING

* ***To prevent injury to feet and legs, do not remove the step guards from the TRX 70.***



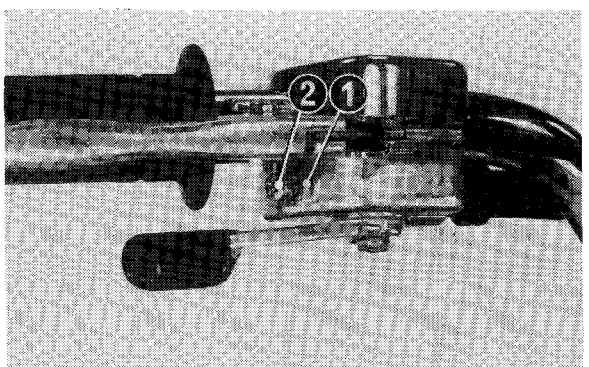
(1) Step guard

Speed Limiter

The speed limiter is a screw installed in the throttle control case This limiter is for beginning riders .
After the rider becomes proficient, the speed limiter can be removed by loosening the lock nut (1) and removing the speed limiter screw (2). After removing the speed limiter, plug the hole with the screw that was supplied with the TRX 70.

WARNING

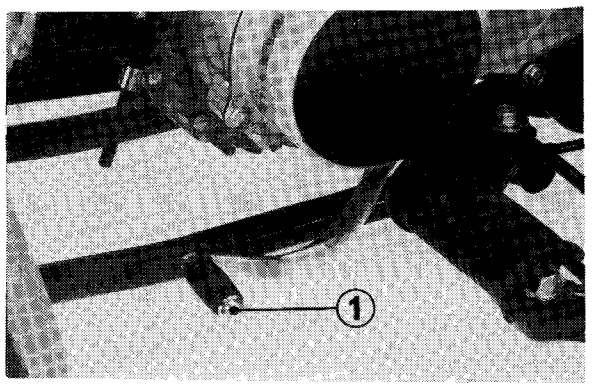
* ***Failure to plug the hole after removing the speed limiter screw will allow dirt to enter, and may cause the throttle to stick open.***



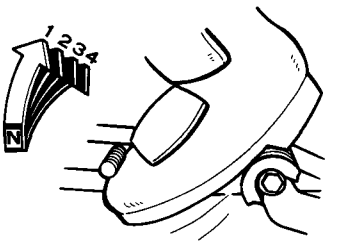
(1) Lock nut (2) Speed limiter screw

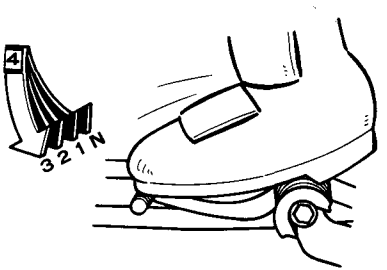
Gearshift Pedal

The gearshift pedal (1) is near the left footpeg. One full stroke of the gearshift pedal will shift the transmission. The pedal automatically returns to the horizontal position when released. Each stroke of the pedal engages the next gear in sequence.
Raise the pedal to shift to a higher gear and depress the pedal to shift to a lower gear.



(1) Gearshift pedal





Shifting sequence

FUEL

Fuel Valve

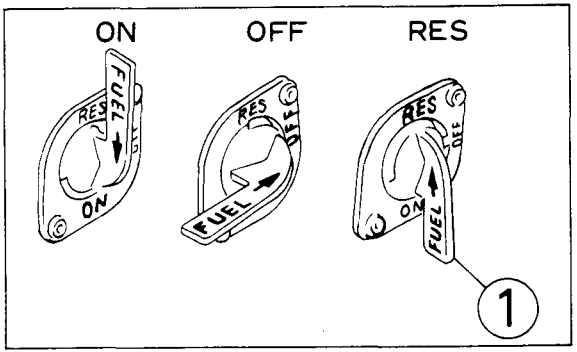
The three way fuel valve (1) is on the left side of the carburetor.

OFF
With the fuel valve at OFF, fuel cannot flow from the tank to the carburetor. Turn the valve off whenever the TRX is not in use.

ON
With the fuel valve at ON, fuel will flow from the main fuel supply to the carburetor.

RES
With the fuel valve at RES, fuel will flow from the reserve fuel supply to the carburetor. Use the reserve fuel only when the main supply is gone. Refill the tank as soon as possible after turning to RES. The reserve fuel supply is 0.9 ℓ (0.24 US gal).

NOTE:
* Do not operate the TRX with the fuel valve in the RES position after refueling. You may run out of fuel with no reserve.



(1) Fuel valve

Fuel Tank

Fuel tank capacity is 3.8 ℓ (1 US gal) including 0.9 ℓ (0.24 US gal) in the reserve supply. Remove the fuel tank cap (1) by twisting it counterclockwise. Automotive gasoline with a pump octane number ($\frac{R+M}{2}$) of 86 or higher, or research octane number of 91 or higher may be used.

FOR NEW SOUTH WALES ONLY:
Use unleaded fuel with a research octane number of 91 or higher.

If knocking or pinging occurs try a different brand of gasoline or a higher octane grade.

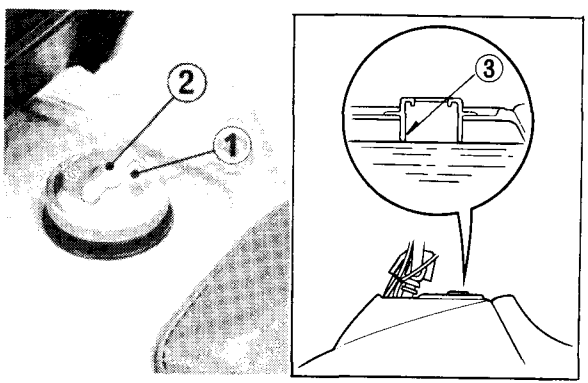
CAUTION:

* *Should knocking or pinging persist while holding a steady speed on a level road, try changing brands of gasoline. If knocking or pinging still persists, consult your Honda dealer.*

After refueling, be sure to tighten the tank cap firmly by turning it clockwise until the arrow on the cap faces forward.
The fuel tank cap (1) has a lever (2) with ON and OFF positions to open or close the tank vent. The lever should be turned to ON to allow fuel to flow when running the engine.
Turning the lever to OFF will prevent fuel from flowing out the vent hole when transporting the TRX.

WARNING

* ***Gasoline is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow open flames or sparks in the area where the vehicle is refueled or where gasoline is stored.***
* ***Do not overfill the tank (there should be no fuel in the filler neck (3)). After refueling, make sure the tank cap is closed securely.***
* ***Avoid repeated or prolonged contact with skin or breathing of vapor. KEEP OUT OF REACH OF CHILDREN.***



(1) Fuel tank cap
(2) Cap lever
(3) Filler neck

ENGINE OIL

Engine Oil Level Check

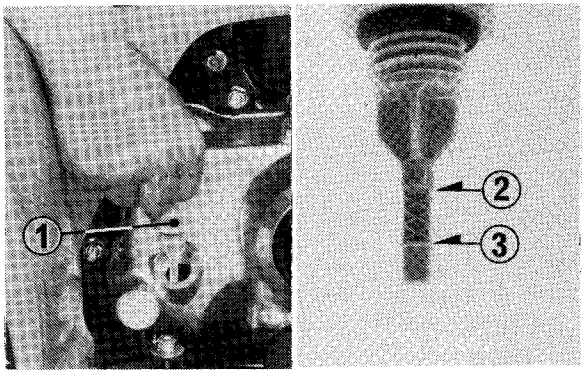
Check engine oil level each day before operating the TRX.

The oil filler cap/dipstick (1) is on the right crankcase cover and contains a dipstick for measuring the oil level. The oil level must be maintained between the upper (2) and lower (3) level marks on the dipstick. To check the oil level:

1. With the TRX on level ground, remove the oil filler cap/dipstick and wipe it clean.
2. Reinsert the dipstick without screwing it in. Remove the oil filler cap/dipstick again and check the oil level.
3. If required add the specified oil up to the upper level mark. Do not overfill.
4. Replace the filler cap/dipstick.

CAUTION:

* *Running the engine with insufficient oil can cause serious engine damage.*



(1) Oil filler cap/dipstick
(2) Upper level mark
(3) Lower level mark

Engine Oil Recommendation

USE HONDA 4-STROKE OIL OR AN EQUIVALENT.

Use only high detergent, premium quality motor oil certified to meet or exceed US automobile manufacturer's requirements for Service Classification SE or SF.

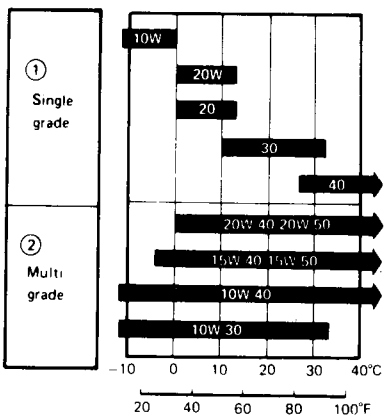
Motor oils intended for Service SE or SF will show this designation on the container. The use of special oil additives is unnecessary and will only increase operating expenses.

CAUTION:

* *Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent, vegetable, or castor based racing oils, are not recommended.*
* *Do not use oils with graphite or molybdenum additives: they will adversely affect clutch operation.*

Recommended Oil Viscosity:
SAE 10W-40

Other viscosities shown in the chart below may be used when the average temperature in your riding area is within the indicated range.



TIRES

Although the tires are designed specifically for off-road use, they are not immune to punctures. Always select your riding area with care.

WARNING

* *The TRX is not designed to be driven on paved surfaces. Handling and control will be severely affected.*

Check tire pressure frequently with the air pressure gauge supplied with this TRX.
Tires should be inflated to the recommended pressure.

NOTE:

* Tire pressure should be checked when the tires are "cold," before you ride.
* Check the tire pressure before you ride.

	Front	Rear
TIRE SIZE	16x8.00–7	16x8.00–7
TIRE BRAND	OHTSU	OHTSU
Recommended pressure	2.2 psi (15 kPa, 0.15 kg/cm²)	2.2 psi (15 kPa, 0.15 kg/cm²)
Max. pressure	2.6 psi (18 kPa, 0.18 kg/cm²)	2.6 psi (18 kPa, 0.18 kg/cm²)
Min. pressure	1.8 psi (12 kPa, 0.12 kg/cm²)	1.8 psi (12 kPa, 0.12 kg/cm²)

WARNING

* ***Maintain proper tire air pressure. Improperly inflated tires may adversely affect maneuverability and may cause loss of control.***
* ***When replacing tires use only the size, type and brand identified in the chart. The use of different sizes or types of tire can severely effect vehicle handling.***

If you have a flat tire, use the plug method to make temporary repairs. The plug method is the same as that for conventional tubeless tires. A plug type repair kit, which is available at most auto part stores or service stations, provides a plug, an installation tool, tire cement, and an instruction sheet. Follow the instructions provided in the repair kit to make a temporary repair until the tire can be permanently repaired by the cold patch method. Any tire which cannot be repaired by the plug method should be replaced.

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

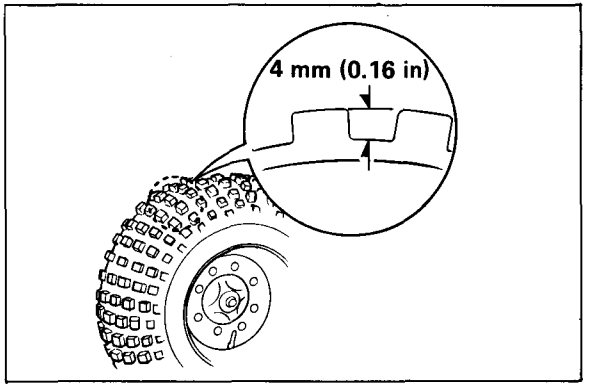
Tire Tread Condition

Measure the groove depth of tires at the center as shown. Operating the vehicle with excessively worn tires will decrease traction and cause skidding.

WARNING

* ***Replace tires before tread depth at the center of the tires reaches the following limit.***

Minimum tread depth
4 mm (0.16 in)



PRE-RIDE INSPECTION

* ***Failure to conduct the listed maintenance checks and adjustments may lead to equipment failure that could cause an accident.***

Inspect your TRX every day before you ride it. The items listed here will only take a few minutes to check and in the long run can save time, expense, and possibly your life.

1. Engine oil level – if required, add engine oil (page 22). Check for leaks.
2. Fuel level – fill the fuel tank when necessary (page 20). Check for leaks.
3. Brakes – check operation. If necessary, adjust free play (pages 51–52).
4. Tires – check condition and pressure (pages 23–24).
5. Drive chain – check condition and slack (page 53). If necessary, adjust and lubricate.
6. Throttle – check for smooth opening and closing in all steering positions (page 54).
7. Engine stop switch – check for proper function (page 13).
8. Nuts, Bolts, Fasteners – check the wheels to see that the axle nuts are tightened and secured by cotter pins. Check the security of all other nuts, bolts and fasteners.
9. Steering – check that the wheels turn properly as you steer the handlebars.

Correct any discrepancy before you ride. Contact your authorized Honda dealer for assistance if you cannot correct the problem.

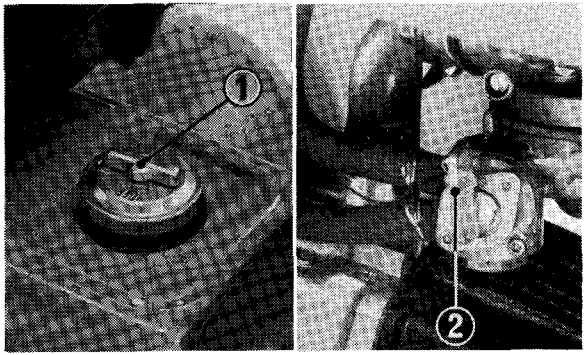
STARTING THE ENGINE

WARNING

* ***Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas that may cause loss of consciousness and lead to death.***
* ***Do not try to start the engine with the transmission in gear. You may injure yourself or damage the vehicle.***

NOTE:

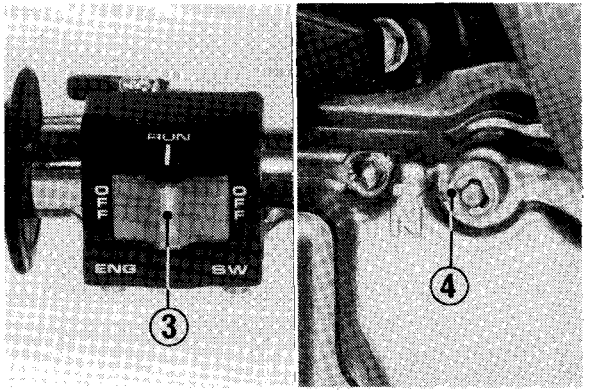
* The engine will not start unless the transmission is in NEUTRAL.



(1) Fuel cap lever (2) Fuel valve

Starting Procedure

1. Select a level surface and lock the parking brake before starting the engine.
2. Turn the fuel cap lever (1) and fuel valve (2) to ON.
3. Move the engine stop switch (3) to RUN.
4. Make sure that the transmission is in neutral by depressing the shift lever and checking that the neutral indicator (4) is at N.



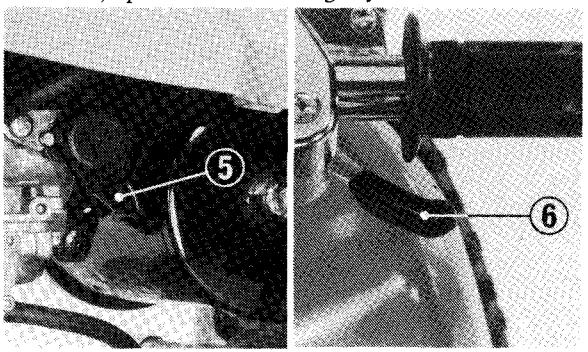
(3) Engine stop switch (4) Neutral indicator

5. Raise the choke lever (5) completely and open the throttle (6) slightly.
6. Pull the recoil starter (7) slightly until compression is felt, then pull the starter rope briskly to start the engine.

NOTE:

* In cold weather, leave the choke lever up for several minutes after the engine starts and then gradually push the choke down as the engine warms up.

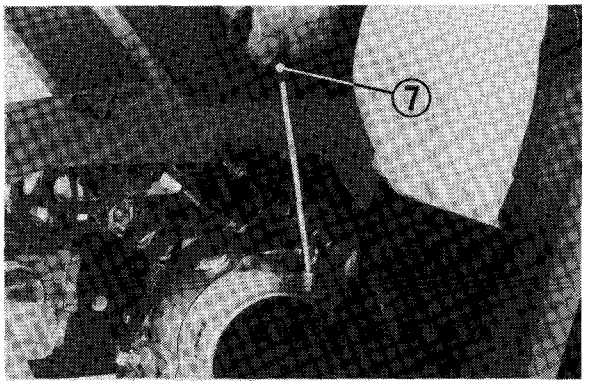
7. About a half minute after the engine starts, push the choke lever all the way down. If idling is unstable, open the throttle slightly.



(5) Choke lever (6) Throttle lever

CAUTION:

* *Extended use of the choke may impair piston and cylinder wall lubrication.*
* *Do not race the engine during the warm up period. Racing a cold engine wastes fuel and increases engine wear.*



(7) Recoil starter

Flooded Engine

If the engine does not start after several attempts, it may have become flooded with excess fuel. To clear the engine, turn the engine stop switch off, push the choke lever down completely, hold the throttle fully open, and pull the recoil starter rope several times. When the engine is cleared, turn the ignition switch on and repeat the normal starting procedure, but do not use the choke.

BREAK-IN

During the first few days of riding, operate your new TRX so that the engine neither pulls laboriously nor approaches maximum rpm in any gear. Avoid full throttle operation, and shift gears frequently to vary engine speed. Careful break-in during the initial operating period will measurably extend the service life of the engine.

RIDING

WARNING

* *Review TRX Safety (pages 1– 9) before you ride.*
* *Avoid "Wheelies" and jumping as they may cause loss of control.*
* *Ride with your feet on the footpegs at all times. If your feet are removed from the footpegs and touch the ground while the TRX is moving, they may come in contact with the rear wheels.*
* *The TRX 70 is not designed to be ridden on paved surfaces. Handling and control will be severelly affected.*
* *Do not allow your child to ride without your close supervision.*

Under normal riding conditions it is not necessary or desirable to touch the ground for balance. For your initial riding practice, select a safe area free of obstacles with a level surface of dirt, sand or snow, etc.

1. Make sure the transmission is in neutral and set the parking brake.
2. After the engine has been warmed up, release the parking brake. The TRX is ready for riding.
3. While the engine is idling, raise the gearshift pedal to shift into 1st (low) gear.
4. Increase engine speed by gradually opening the throttle.
5. When your speed increases, close the throttle and shift to 2nd gear by raising the gearshift pedal.

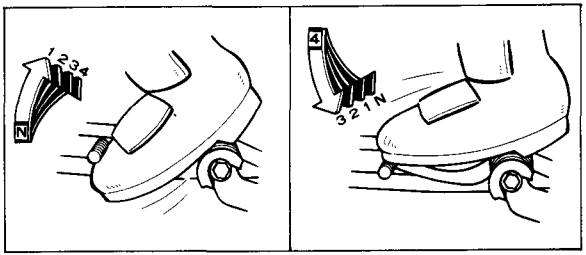
CAUTION:

* *Do not shift gears without closing the throttle. The engine and drive train could be damaged by overspeed and shock.*

6. This sequence is repeated to progressively shift to 3rd and 4th (top) gear.

CAUTION:

* *Do not tow the TRX or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.*



Turning Maneuvers

For better traction in off-road use, the TRX has been fitted with a rear axle which drives both rear wheels equally at all times.

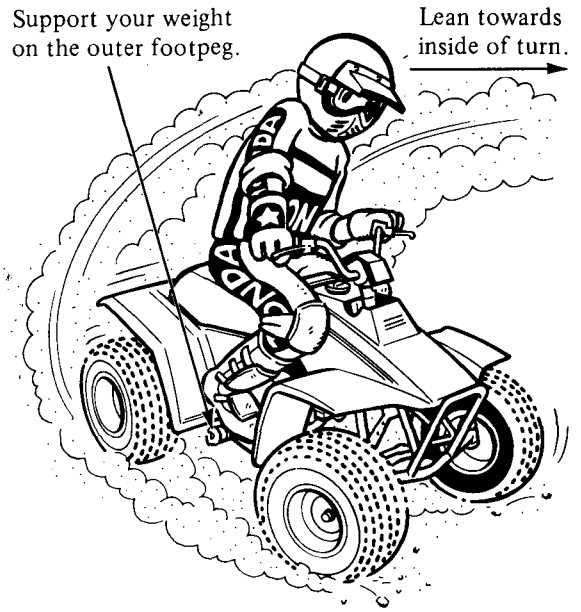
When negotiating a turn, the wheel on the outside of the turn must travel a wider radius and thus a greater distance than the inside wheel. As the rear axle does not permit a differing rate of wheel rotation, it is not enough to merely steer the TRX into a turn. The new rider must learn to shift his or her weight and control the throttle to allow the rear tires to negotiate the turn. This is the primary technique to be mastered in riding the Honda TRX. For your initial riding practice, operate the TRX in low gear.

Practice turning the TRX at slow, constant speeds. Defer higher speeds until you are confident of your proficiency.

To turn, steer in the direction of the turn, leaning your body to the inside of the turn, while supporting your weight on the outer footpeg. Use the throttle to maintain power throughout the turn.

This technique allows the TRX to lean slightly toward the outside, altering the balance of traction between the rear wheels sufficiently to allow them to negotiate the turn.

Once this technique is learned, turning maneuvers can be performed within a relatively small area.



Incorrect turning techniques may cause the front wheels to slide straight ahead when steered without affecting the TRX's direction of travel. If this should occur, close the throttle and come to a stop. Then continue practicing the technique outlined on the preceding page.

If the front wheels tend to skid in mud or snow, you may be able to improve control under these conditions by leaning forward, transferring additional weight to the front wheels.

If the rear wheels inadvertently skid sideways, correct your slide by steering in the direction of the skid if you have room to perform this maneuver safely. Avoid braking or accelerating until you have regained directional control.

To avoid skids while traveling on slippery terrain, the rider must exercise a high degree of caution.

WARNING

* ***Surface composition is a major factor affecting traction. Surfaces that provide extremely good traction or are slippery must not be used for skidding maneuvers. It is dangerous to skid on ice, because you may lose all directional control, and it is dangerous to skid on pavement, because you may regain traction suddenly and unexpectedly, which can cause you to lose your balance and overturn.***

Climbing Hills

Practice climbing on evenly surfaced slopes of less than 20°. The TRX's capability in climbing hills or traversing any specific terrain is dependent upon rider skill. As you gain experience in handling the TRX and learn the hazards to be encountered and your own limitations, you may then proceed to ride more challenging terrain. However, you must first be able to discern and avoid any hill or hazard that would cause the TRX to overturn.

The riding technique for hill climbing involves transferring your weight toward the front wheels to keep them in contact with the ground. This may be done by leaning forward, or for greater weight transference, by standing on the footpegs and leaning forward.

Take a running start, in the appropriate gear and speed for the ascent, and climb at a steady rate of speed.

WARNING

* ***Do not apply power suddenly by opening the throttle or changing gears while ascending a hill, or the front wheels may rise from the ground. If the front wheels lift, rider control will be lessened and the TRX may overturn backward.***

If you should find that you have incorrectly estimated climbing capability and lack the power or traction to continue the ascent, then turn the TRX around if space permits, while you still have the forward speed to do so and descend. Avoid stalling part way up a hill, as maneuvering will then become more difficult.

WARNING

* ***Before attempting a turn on a hillside, the rider should first master turning techniques on level ground.***

If you do lose all forward speed and can neither continue uphill nor maneuver the TRX under its own power, apply the front brake to stop. Then dismount and physically turn the machine around. If it cannot be turned and must be backed down, first shift the transmission into neutral. However, we strongly recommend that the rider turn the TRX around rather than back it downhill.

WARNING

* ***To avoid overturning, the rider must exercise a high degree of caution when dismounting or moving the TRX on a hillside***

* ***Applying the rear brakes or engaging the transmission while rolling backward downhill can easily cause the TRX to overturn and fall on the rider.***

Descending Hills

It is usually advisable to descend hills with the TRX pointed directly downhill, avoiding angles that would cause the vehicle to lean sharply to one side. As you approach the point of descent, stop and survey the terrain below. Never ride headlong past your limit of visibility. When you have picked a safe path of descent, shift the transmission into low gear and descend slowly with the throttle closed. Sit back on the seat, with arms extended and braced on the handlebars.
When descending sand dunes, we recommend that the rider apply the rear brake intermittently to further reduce forward speed.

WARNING

* ***Use the front brake cautiously when descending a hill. Hard or sudden application of the front brake could cause the TRX to overturn.***

Braking effectiveness is, of course, reduced while descending any incline with a loose surface.

Traversing Slopes

When riding across a slope at right angles to the incline of the hill, lean your body uphill and keep your weight on the downhill footpeg to maintain balance and stability. On a loose surface such as sand, it may become necessary to steer slightly uphill in order to maintain your course of travel.

WARNING

* ***Balance is more precarious while the TRX is tilted to one side. Avoid traversing slopes where there is slippery or difficult terrain.***

Riding Through Water

WARNING

* ***Do not ford any stream with fast flowing water. The tires may float, making it difficult to maintain control.***
* ***Do not ride the TRX through water beyond its limit.***

The Honda TRX can ford water to a depth of approximately 7 inches, although the rider must be careful to avoid getting the spark plug or air cleaner wet.

When crossing streams, choose a course where both banks have gradual inclines. Proceed at a slow, steady speed and take care to avoid submerged obstacles and slippery rocks.

After riding through water, the brakes may be less effective than normal. Test the brakes after traveling through any water, and if necessary, apply the brakes repeatedly until the heat of friction has dried them, and the brakes regain their normal effectiveness.

PARKING

1. Stop the vehicle, shift the transmission into neutral, turn the fuel valve, fuel cap lever, and engine stop switch OFF.
2. Pull the rear brake/parking brake lever back and lock it. (See page 14.)
3. Lock the steering to help prevent theft.

WARNING

* ***Do not park on an incline. If you must park on a hill, place the TRX across the incline so that it neither faces downhill nor uphill.***

MAINTENANCE SCHEDULE

- The maintenance intervals shown in the following schedule are based upon average riding, conditions. TRXs subjected to severe use, or ridden in unusually dusty areas, require more frequent servicing. Perform the Pre-ride Inspection (page 25) at each scheduled maintenance period.

I: Inspect and Clean, Adjust, Lubricate or Replace, if necessary C: Clean R: Replace A: Adjust L: Lubricate		EVERY	INITIAL SERVICE PERIOD (First week of operation)	REGULAR SERVICE PERIOD (Every 30 operating days)	Refer to page
*	FUEL LINE	YEAR I			–
*	FUEL STRAINER SCREEN	YEAR C			42
*	THROTTLE OPERATION		I	I	54
	AIR CLEANER	NOTE 1		C	47
	SPARK PLUG			I	46
*	VALVE CLEARANCE		I	I	48–49
	ENGINE OIL		R	R	41
**	ENGINE OIL STRAINER SCREEN	NOTE 3		C	–
**	ENGINE OIL CENTRIFUGE FILTER	NOTE 3		C	–
*	CARBURETOR IDLE SPEED		I	I	43
	DRIVE CHAIN	NOTE 1, 2	I, L	I, L	53
	DRIVE CHAIN SLIDER			I	–

I: Inspect and Clean, Adjust, Lubricate or Replace, if necessary C: Clean R: Replace A: Adjust L: Lubricate		EVERY	INITIAL SERVICE PERIOD (First week of operation)	REGULAR SERVICE PERIOD (Every 30 operating days)	Refer to page
*	BRAKE SHOE WEAR	YEAR I NOTE 2			51–52
	BRAKE SYSTEM		I	I	51–52
	SKID PLATE, GUARD PLATE			I	55
*	CLUTCH SYSTEM		I	I	50
*	NUTS, BOLTS, FASTENERS		I	I	—
**	WHEELS		I	I	—
**	STEERING SHAFT HOLDER BEARING	YEAR I			—
**	STEERING SYSTEM	YEAR I			—

* SHOULD BE SERVICED BY AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED. REFER TO THE OFFICIAL HONDA SERVICE MANUAL.

** IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY AN AUTHORIZED HONDA DEALER.

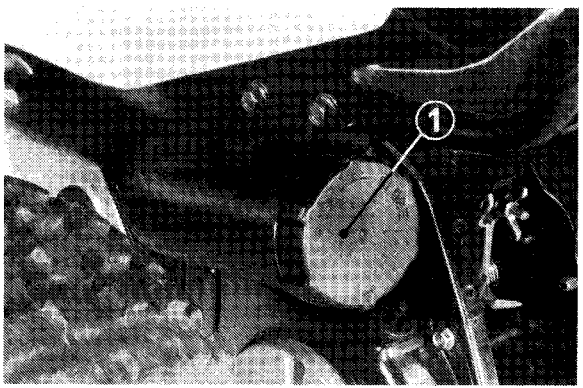
NOTES: 1. Service more frequently when riding in dusty areas, sand or snow.
2. Service more frequently after riding in very wet or muddy conditions.
3. Clean at first 30 days of operation and every year.

WARNING

* *Always turn the engine off before performing any maintenance operations unless otherwise stated.*
* *To maintain the safety and reliability of your HONDA TRX do not modify it and use only new genuine HONDA parts or their equivalent when servicing or repairing.*
  The use of replacement parts which are not of equivalent quality may impair the operation of your TRX.

TOOL KIT

A spark plug wrench and handle should be stored in the storage compartment (1). Any extensive work requiring additional tools should be performed by an authorized Honda dealer.

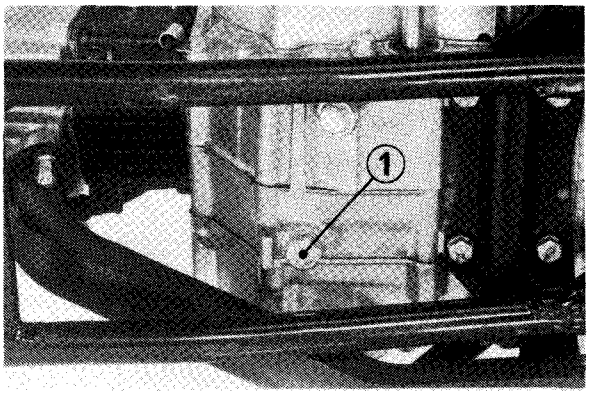


(1) Storage compartment

ENGINE OIL

Engine oil should be changed in accordance with the maintenance schedule. Use motor oils of the grade and viscosity recommended on page 22.
When changing oil, drain the oil from the crankcase while the engine is still warm. This will ensure complete and rapid draining.

1. Remove the oil filler cap from the right crankcase cover.
2. Place a drain pan under the engine to catch the oil, and then remove the drain plug (1) with a 17 mm socket wrench.
3. After the oil stops draining, turn the engine stop switch OFF and pull the recoil starter several times to drain any oil which may be left in the engine.
4. When the oil has been completely drained, check that the drain plug sealing washer is in good condition and install the drain plug.
5. Fill the crankcase with approximately 0.7 ℓ (0.7 US qt) of the recommended grade of motor oil.
6. Make sure that the oil level is between the upper and lower level marks on the dipstick. If necessary, add more oil but do not overfill.



(1) Drain plug

FUEL STRAINER SCREEN

The fuel strainer is on the left side of the carburetor. The fine mesh screen of the strainer prevents dirt from entering the carburetor passages. Dirt which accumulates in the fuel strainer must be removed periodically, or the fuel flow will eventually be restricted.

WARNING

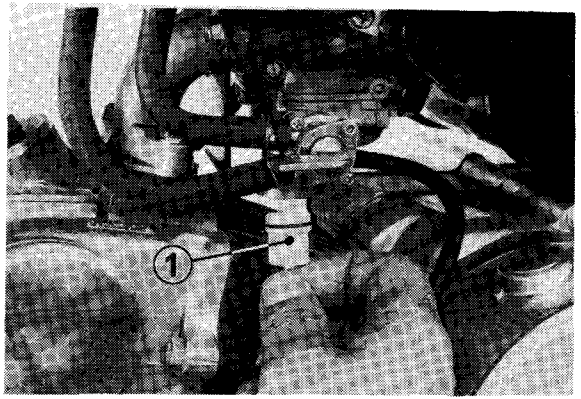
* ***Gasoline is extremely flammable and is explosive under certain conditions. Perform this operation in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area.***

1. Turn the fuel valve OFF.
2. Remove the strainer cap.
3. Remove the filter screen (1).
4. Wash the screen in non-flammable or high flash point solvent.

WARNING

* ***Never use gasoline or low-flash point solvents for cleaning the fuel strainer. A fire or explosion could result.***

5. Reassemble by reversing the disassembly sequence.
6. Turn the fuel valve ON, and check for leaks. Correct if necessary.



(1) Filter screen

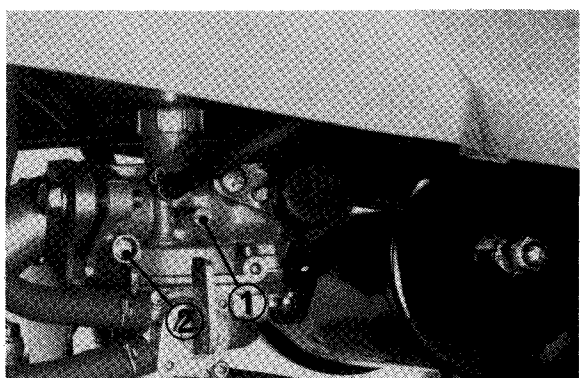
CARBURETOR

The engine must be warm for accurate idle adjustment. Ten minutes of stop-and-go riding is sufficient.

NOTE:

* Do not attempt to compensate for faults in other systems by carburetor adjustment. See your authorized Honda dealer for regularly scheduled carburetor adjustments.

1. Warm up the engine.
2. Adjust idle speed with the throttle stop screw (1).
   IDLE SPEED: 1700 ± 100 rpm
3. To adjust the fuel mixture, turn the pilot screw (2) clockwise until you hear the engine miss or decrease in speed, then counterclockwise until the engine again misses or decreases in speed. Center the pilot screw exactly between these two extreme positions.
   Usually the correct setting (between extremes of rich and lean) will be found to be 1-3/4 turns open from a fully closed position.
   If idle speed changes after adjusting the fuel mixture, readjust the throttle stop screw.



(1) Throttle stop screw (2) Pilot screw

HIGH ALTITUDE

When operating this vehicle at high altitude the air-fuel mixture becomes overly rich.

Above 5,000 feet (1,500 m) driveability and performance may be reduced and fuel consumption increased.

A high altitude jet is available for carburetor modification to compensate for this high altitude richness. Although installation and adjustment procedures are offered here, we strongly urge that this carburetor modification be performed by your authorized Honda dealer, unless you are mechanically proficient and have the necessary tools.

CAUTION:

* *Sustained operation at altitudes below 5,000 feet (1,500 m) with the high altitude jet installed may cause engine overheating and damage.*

Altitude	Main jet	Pilot screw
0–5,000 feet	No. 62	Factory preset
4,500–6,500 feet	No. 60	Factory preset

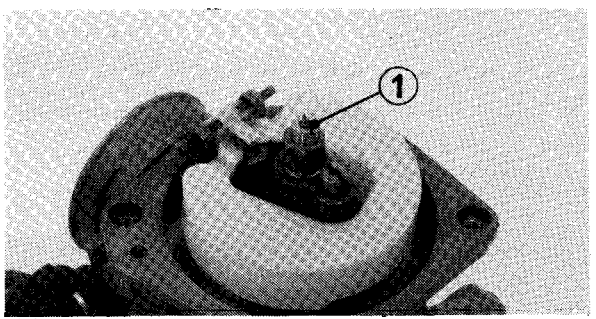
Installation:

1. Turn the fuel valve OFF.
2. Place the carburetor drain tube in a suitable container. Turn the carburetor drain screw counterclockwise and drain the carburetor.

WARNING

* ***Gasoline is extremely flammable and is explosive under certain conditions. Perform this operation in a well-ventilated area. Do not smoke or allow flames or sparks in the area.***

3. Remove the carburetor.
4. Remove the float chamber.

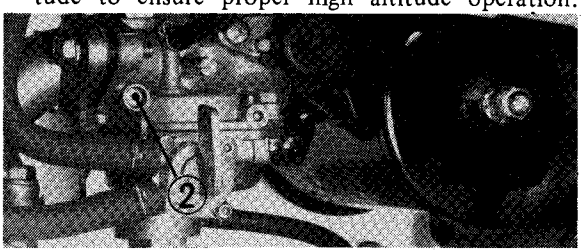


(1) Main jet

5. Remove the standard No. 62 main jet (1) and install the high altitude main jet in accordance with the chart. Reinstall the float chamber.
6. Install the carburetor. Assure that the drain screw is turned fully clockwise. Turn the fuel valve ON.
7. Check to see if the throttle returns without hesitation and the throttle valve comes down to the lowest position without fail.
8. Make sure that the fuel tube and overflow tube are correctly routed as they were originally installed.
9. Start the engine. Adjust the idle speed and pilot screw (2) (page 43).

NOTE:

* Adjust the idle speed and pilot screw at high altitude to ensure proper high altitude operation.



(2) Pilot screw

Removal:

1. Follow installation steps 1–4.
2. Reinstall the original No. 62 main jet.
3. Reinstall the carburetor. Adjust the idle speed and pilot screw (2).

NOTE:

* Adjust the idle speed at low altitude to ensure proper low altitude operation.

SPARK PLUG

Standard spark plug
NGK: CR7HS
ND: U22FSR-U

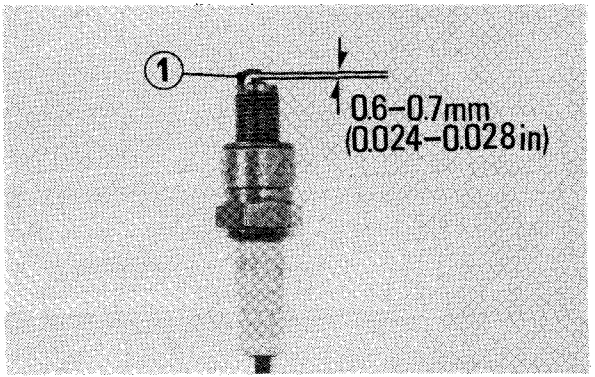
CAUTION:

* *The use of spark plugs of incorrect size or heat range can cause serious engine damage.*

1. Disconnect the spark plug cap.
2. Clean any dirt from around the spark plug base.
3. Remove the spark plug.
4. Visually inspect the spark plug electrodes for wear. The center electrode should have square edges and the side electrode should have a constant thickness. If the electrodes and insulator tip appear unusually fouled or burned, we suggest that you contact an authorized Honda dealer. Discard the spark plug if there is apparent wear or if the insulator is cracked or chipped.
5. Make sure that the spark plug gap is 0.6–0.7 mm (0.024–0.028 in) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (1) carefully.
6. When installing the spark plug, screw it in finger tight and then tighten with the plug wrench another 1/2 turn to compress the washer. If you are reusing a spark plug, it should only take 1/8–1/4 turn after the plug seats.

CAUTION:

* *The spark plug must be securely tightened. An improperly tightened plug can become very hot and possibly damage the engine.*

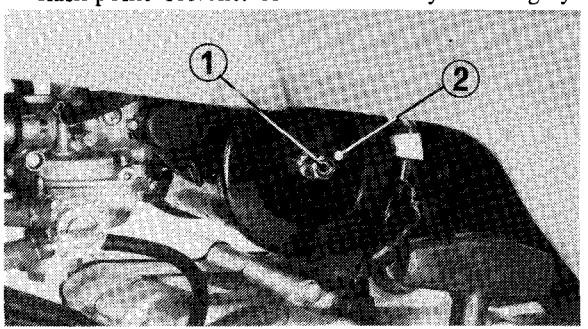


(1) Side electrode

AIR CLEANER

The air cleaner element accumulates dust and must be cleaned periodically. If the TRX is ridden in unusually dusty areas, the element must be cleaned at more frequent intervals than specified in the MAINTENANCE SCHEDULE. To clean the filter element:

1. Remove the cap nut (1) and air cleaner cover (2).
2. Remove the filter element (3) from the air cleaner case.
3. Remove air filter element tube (4) and support (5) from the filter element.
4. Wash the element in a non-flammable or high flash-point solvent. Allow it to dry thoroughly.



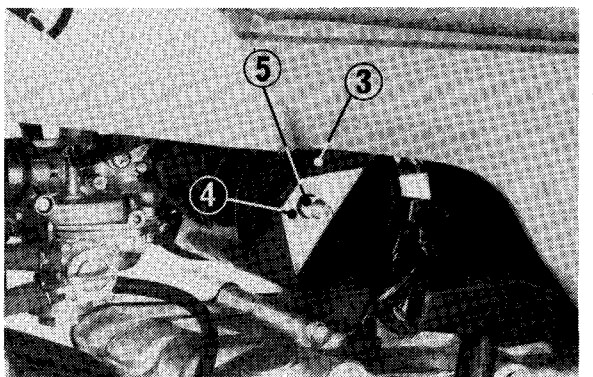
(1) Cap nut (2) Air cleaner cover

WARNING

* ***Never use gasoline or low flash point solvents for cleaning the air cleaner element. A fire or explosion could result.***

Soak the filter element in clean gear oil (SAE 80–SAE 90) until saturated, then squeeze out the excess oil.

Reassemble in the reverse order of disassembly.



(3) Filter element (5) Filter element tube
(4) Support

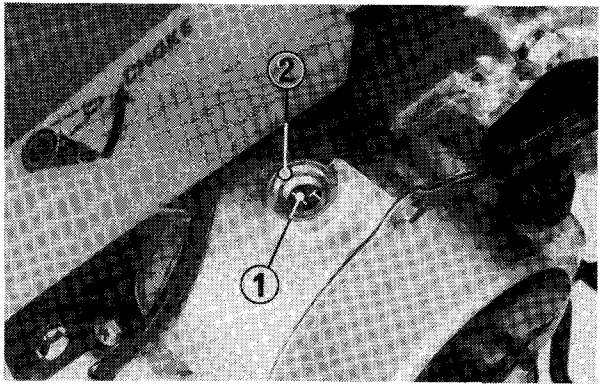
VALVES

Valve clearance should be maintained at 0.05 mm (0.002 in). Excessive clearance will cause noise. Insufficient clearance will cause loss of power and could cause valve damage.

NOTE:

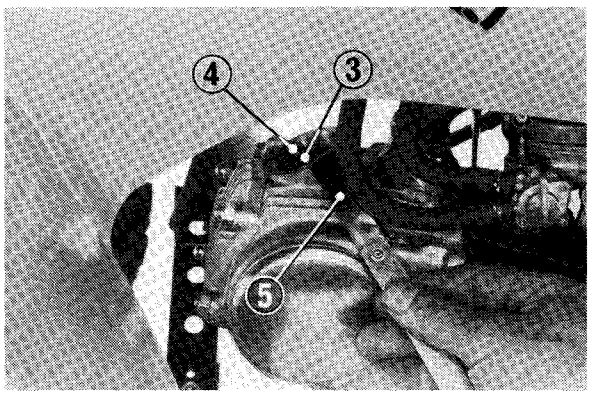
* Check and adjust valve clearance while the engine is cold. The clearance will change as the temperature rises.

1. Remove the timing hole cap and valve adjusting hole caps.
2. Using the recoil starter, rotate the alternator rotor counterclockwise until the T mark (1) on the alternator rotor lines up with the timing index mark (2) on the left crankcase cover.
   In this position, the piston may either be on the compression or the exhaust stroke. The adjustment must be made when the piston is on top of the compression stroke, when both the intake and exhaust valves are closed. This can be determined by moving the rocker arms by hand. If they are free, it is an indication that the valves are closed and that the piston is on the compression stroke. If they are tight and the valves are open, rotate the alternator rotor 360° (one complete revolution) and realign the T mark to the timing index mark.
3. Check the clearance of both valves by inserting a 0.05 mm (0.002 in) gauge between the adjusting screw and valve stem.



(1) T mark (2) Index mark

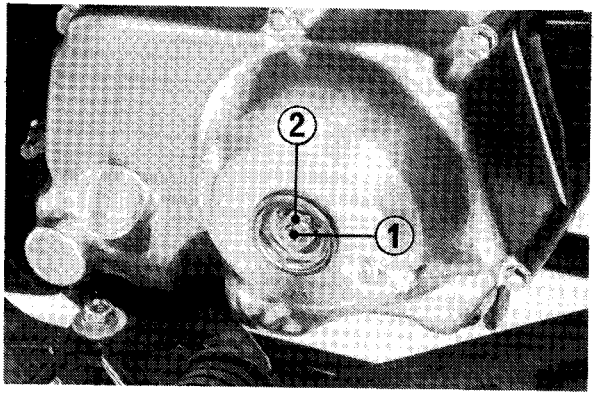
4. If adjustment is necessary, loosen the adjusting screw lock nut (3) and turn the adjusting screw (4) so that there is a slight resistance when the gauge is inserted.
5. After adjustment, tighten the lock nut while holding the adjusting screw to prevent it from turning.
6. Recheck the clearance to make sure that it has not changed.
7. Reinstall the valve adjusting caps and timing hole cap.



(3) Lock nut
(4) Adjusting screw
(5) Feeler gauge

CLUTCH

1. Make sure the engine stop switch is OFF.
   Remove the dust cover from the right crankcase cover.
2. Loosen the lock nut (2), and turn the clutch adjuster (1) counterclockwise until you feel resistance. Then turn 1/8–1/4 turn clockwise and tighten the lock nut to hold the adjuster in this position. Reinstall the dust cover.
3. After adjustment, start the engine and test ride the TRX to be certain that the clutch is operating properly.



(1) Clutch adjuster (2) Lock nut

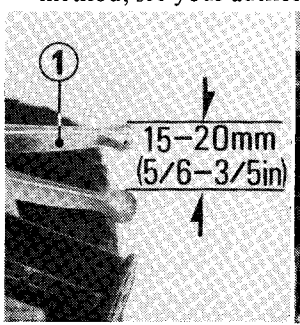
BRAKES

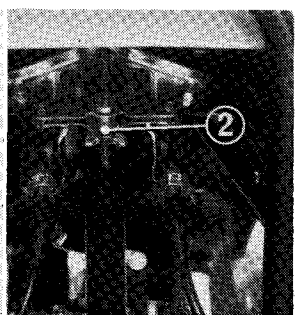
Front Brake Lever

Measure the distance the brake lever moves before the brake starts to take hold.
Free play, measured at the tip of the front brake lever (1), should be within 15–20 mm (5/8–3/4 in).
Adjust by turning the adjusting nut (2) until the correct free play is obtained.

NOTE:

* Make sure the cut-out on the adjusting nut is seated on the brake arm pin.
* If proper adjustment cannot be obtained by this method, see your authorized Honda dealer.





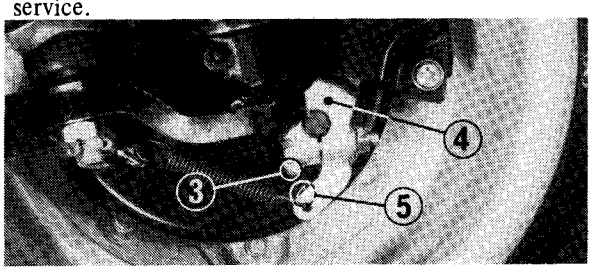
(1) Front brake lever (2) Adjusting nut

Other Checks:

Check the brake cable for kinks or signs of wear that could cause sticking or failure. Lubricate the brake cable with a commercially available cable lubricant to prevent premature wear and corrosion.
Make sure the brake arm, spring, and fasteners are in good condition.

Wear Indicator:

When the brake is applied, an arrow (3) attached to the brake arm (4) moves toward a reference mark (5) on the brake panel.
If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced. See your authorized Honda dealer for this service.



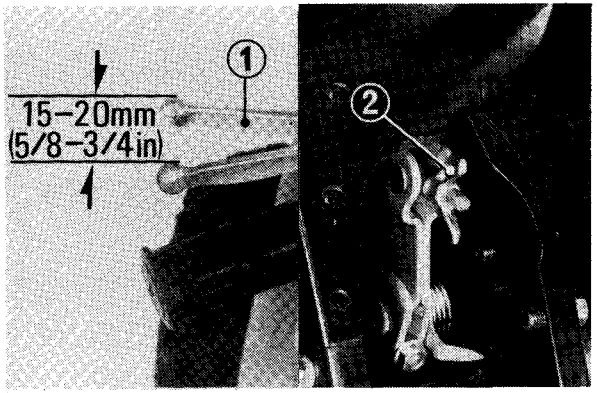
(3) Arrow (5) Reference mark
(4) Brake arm

Rear Brake Lever/Parking Brake

Free play, measured at the tip of the rear brake lever (1), should be 15–20 mm (5/8–3/4 in).
Adjust by turning the adjusting nut (2) located on the brake operating rod at the rear of the frame.

NOTE:

* Make sure the cut-out on the adjusting nut is seated on the brake arm pin.



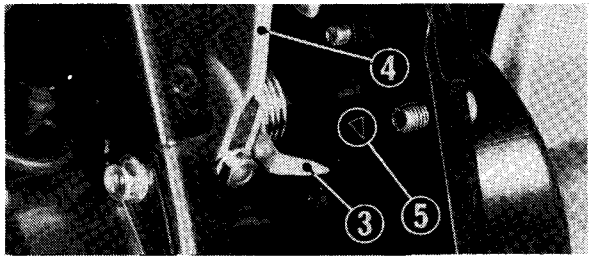
(1) Rear brake lever (2) Adjusting nut

Other Checks:

Check the brake cable for kinks or signs of wear that could cause sticking or failure.
Lubricate the brake cable with a commercially available cable lubricant to prevent premature wear or corrosion.
Make sure the brake arm, spring, rod and fasteners are in good condition.

Wear Indicator:

When the brake is applied, an arrow (3) attached to the brake arm (4) moves toward a reference mark (5) on the brake panel.
If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced. See your authorized Honda dealer for this service.

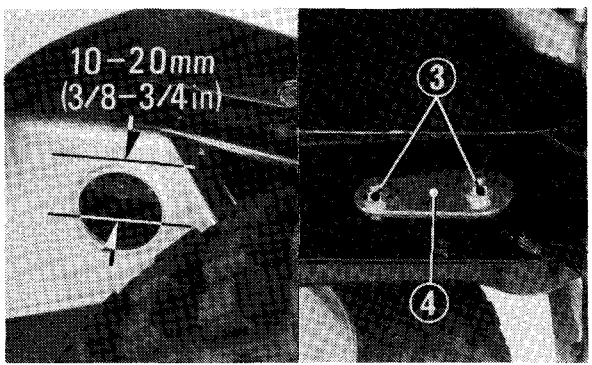


(3) Arrow (5) Reference mark
(4) Brake arm

DRIVE CHAIN

The drive chain (1) will wear with use and requires periodic adjustment in accordance with the maintenance schedule.

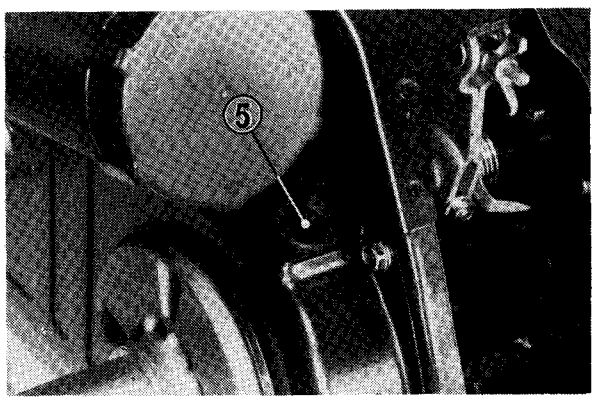
Shut the engine off. Remove the inspection cap. Chain tension should be checked by measuring the amount of chain slack through the inspection hole (2). The amount of slack should be 10–20 mm (3/8–3/4 in). To adjust slack, raise the left side of the TRX, loosen the lock nuts (3) and move the chain tensioner plate (4) to obtain correct chain slack. Tighten the lock nuts. Install the inspection hole cap.



(1) Drive chain
(2) Inspection hole
(3) Lock nuts
(4) Tensioner plate

Lubrication:

The drive chain can be lubricated through the lubrication hole (5). Lubricate the chain only with SAE 80 or 90 gear oil. This hole is capped to prevent dirt from entering the chain case. Be sure to reinstall the cap after lubrication.

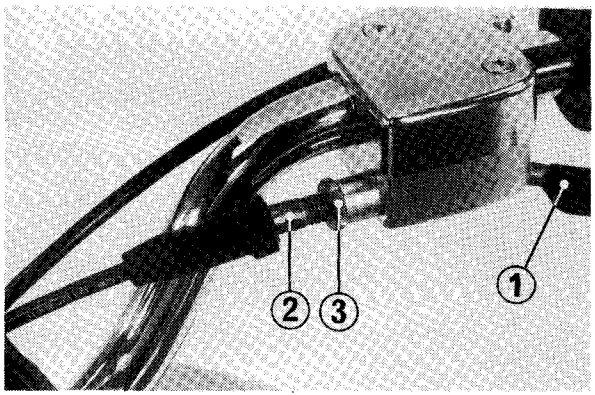


(5) Lubrication hole

THROTTLE CABLE

Inspect throttle cable condition and operation. Replace the cable if it has become worn or kinked. Lubricate the cable with a commercially available cable lubricant to prevent premature wear or corrosion. Free play, measured at the tip of the throttle lever (1), should be maintained at 5–10 mm (3/16–3/8 in).

Adjustment can be made with the adjuster (2) on the throttle lever housing. Loosen the lock nut (3) and turn the adjuster.



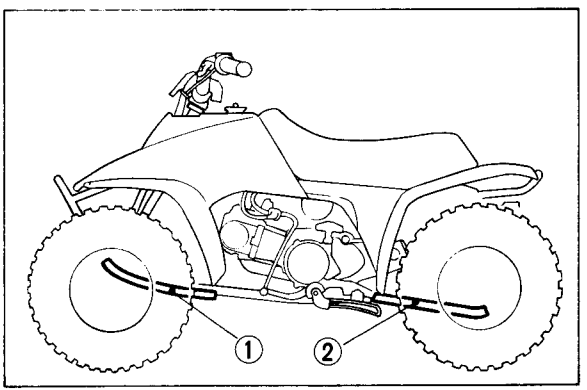
(1) Throttle lever (2) Adjuster
(3) Lock nut

SKID AND GUARD PLATES

Skid plate (1) and guard plate (2) protect the engine and rear axle from rocks. Check the plates for cracks, damage or looseness at intervals shown in the Maintenance Schedule (page 38).

Replace the plates with new ones if they are cracked or damaged.

If the plate bolts are loose, tighten them securely.



(1) Skid plate (2) Guard plate

Storage

Extended storage, such as for winter, requires that you take certain steps to reduce the effects of deterioration from non-use of the TRX. In addition, necessary repairs should be made BEFORE storing the TRX, otherwise, these repairs may be forgotten by the time the TRX is removed from storage.

1. Change the engine oil and the oil filter screen.
2. Lubricate the drive chain.
3. Drain the fuel tank and carburetor. Spray the inside of the tank with an aerosol rust-inhibiting oil. Reinstall the fuel cap on the tank.

WARNING

* ***Gasoline is flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks near the equipment while draining fuel.***

4. Remove the spark plug and pour a tablespoon (15–20 cc) of clean engine oil into the cylinder. Operate the starter for a few seconds to distribute the oil, then reinstall the spark plug.

NOTE:

* When turning the engine over, the Engine Stop Switch should be OFF and the spark plug placed in its cable cap and grounded to prevent damage to the ignition system.

5. Wash and dry the TRX. Wax all painted surfaces.

6. Inflate the tires to their recommended pressures. Place the TRX on blocks to raise all of the tires off the ground.
7. Cover the TRX (don't use plastic or other coated materials) and store in an unheated area, free of dampness with a minimum of daily temperature variation. Do not store the TRX in direct sunlight.

Removal from Storage

1. Uncover and clean the TRX. Change the engine oil if more than 4 months have passed since the start of storage.
2. Drain any excess aerosol rust-inhibiting oil from the fuel tank. Fill the fuel tank with fresh gasoline.
3. Perform all Pre-ride Inspection checks (page 25). Test ride the TRX at low speeds in a safe riding area.

When transporting your TRX, drain the fuel to prevent fuel leakage.

1. Turn the fuel valve (1) and fuel cap lever (2) to OFF.
2. Place the carburetor drain tube in a suitable container.
3. Turn the drain screw (3) counterclockwise to drain the gasoline from the carburetor.

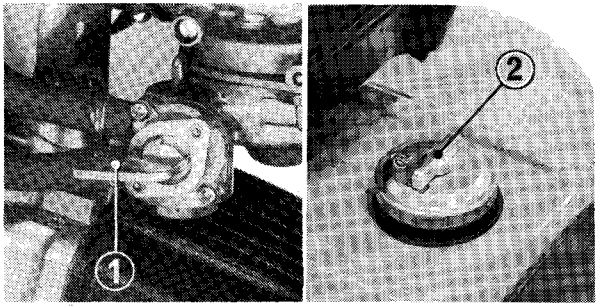
WARNING

* ***Gasoline is flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks near the equipment while draining fuel.***
* ***Never incline the machine with the front wheel up, or rest it on its side without draining the fuel. Fuel vapor or spilled fuel may ignite.***

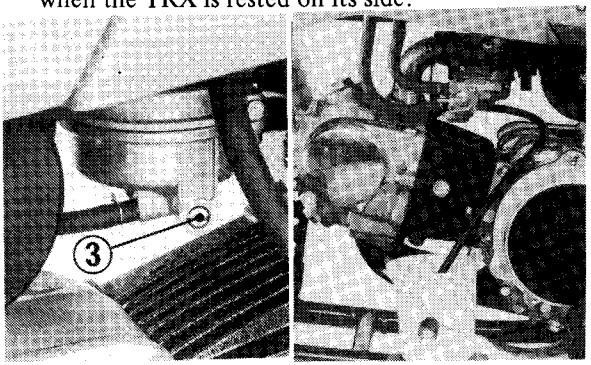
4. After draining, turn the drain screw clockwise until tight.

NOTE:

* Be sure the fuel drain is closed (screw turned clockwise) before refueling the TRX.
* It is unnecessary to drain the engine oil from the crankcase, as no appreciable oil leakage will occur when the TRX is rested on its side.



(1) Fuel valve (2) Fuel cap lever

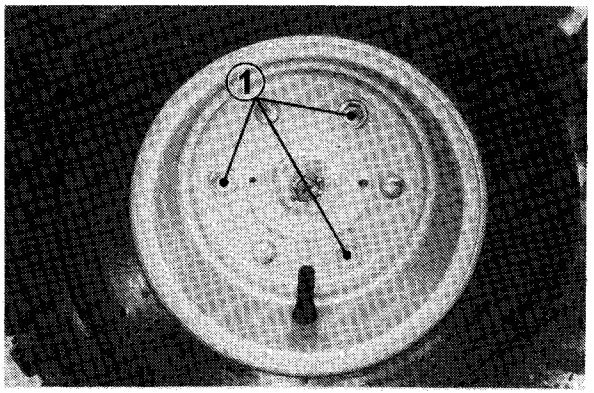


(3) Drain screw

If wheel removal is required when transporting, follow this procedure.

Removal:

1. Place a support block under the vehicle and raise the front and rear wheels off the ground.
2. Loosen the wheel bolts (1) with a 12 mm socket wrench.
3. Remove the wheels.



(1) Wheel bolts

Installation:

Reinstall the front and rear wheels and tighten the wheel bolts (1) in a cross-pattern, torquing them to 24–30 N·m (2.4–3.0 kg-m, 17–22 ft-lb).

WARNING

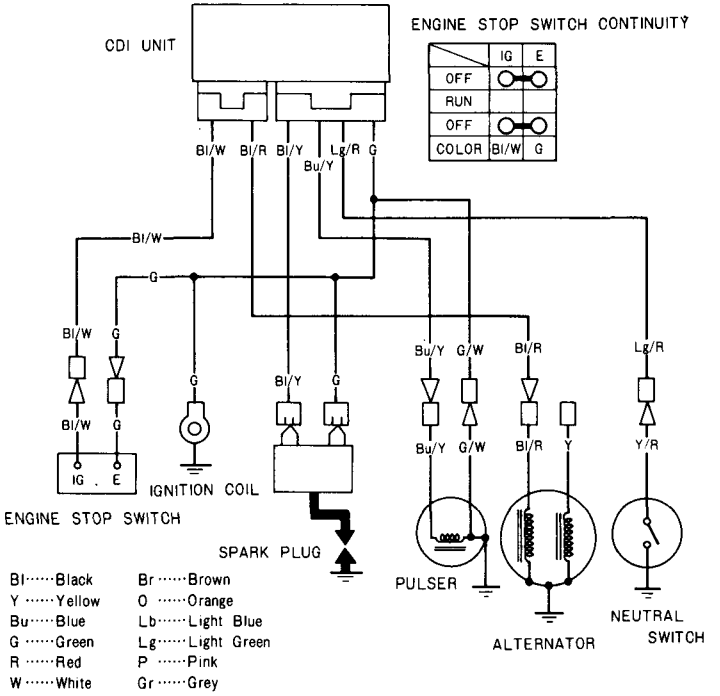
* ***If a torque wrench was not used for installation, see your authorized Honda dealer as soon as possible to verify proper assembly.***

SPECIFICATIONS

DIMENSIONS	
Overall length	1305 mm (51.4 in)
Overall width	795 mm (31.3 in)
Overall height	795 mm (31.3 in)
Wheelbase	895 mm (35.2 in)
WEIGHT	
Dry weight	85 kg (187 lbs)
CAPACITIES	
Engine oil	0.8 ℓ (0.85 US qt)
Fuel tank	3.8 ℓ (1.0 US gal)
Fuel reserve capacity	0.9 ℓ (0.24 US gal)
Passenger capacity	Operator only
ENGINE	
Bore and stroke	47 x 41.4 mm (1.85 x 1.63 in)
Compression ratio	7.5 : 1
Displacement	72 cc (4.39 cu-in)
Spark plug gap	0.6–0.7 mm (0.024–0.028 in)
Valve clearance	0.05 mm (0.002 in)

CHASSIS AND SUSPENSION	
Caster angle	5°
Trail length	22.6 mm (0.89 in)
Tire size, Front	16 x 8.00–7
Rear	16 x 8.00–7
POWER TRANSMISSION	
Primary reduction	4.059
Final reduction	2.769
Gear ratio, 1st	3.273
2nd	1.938
3rd	1.350
4th	1.043

WIRING DIAGRAM



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