



MEET THE NEW FOURTRAX RUBICON 4X4 AUTOMATIC

When it comes to our 2024 TRX700, there's big news this year, and some big improvements too — so many that it has a new name: formerly known as the Rincon, it's now called the FourTrax Rubicon 4X4 Automatic. Check out these highlights — new, bigger 26-inch tires with a more aggressive tread pattern, mounted on new cast-aluminum wheels. New instruments with a bigger screen that's easier to read. More integrated storage. New racks front and rear that can carry heavier loads (50 percent more for the front and 42 percent more for the rear) and now feature our super-convenient Honda Pro-Connect accessory quick-attach system. Updates to the automatic transmission. A bigger, tougher front bumper, and sharp new styling. What hasn't changed is the fact that it's the largest-displacement ATV in our lineup — with the same engine as in our hard-working Pioneer 700 side-by-side — and it offers our smooth-shifting fully automatic transmission, selectable TraxLok® four-wheel-drive system, and fully independent rear suspension, a big part of the Rubicon's uncompromising comfort, making it perfect for day-long rides. So say hello to the new FourTrax Rubicon 4x4 Automatic — your new favorite top-of-the-line ATV from Honda!

UTILITY ATVS ARE RECOMMENDED FOR RIDERS 16 YEARS AND OLDER. ATVS CAN BE HAZARDOUS TO OPERATE. FOR YOUR SAFETY, BE RESPONSIBLE. READ THE OWNER'S MANUAL. ALWAYS WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING. BE CAREFUL ON DIFFICULT TERRAIN. NEVER RIDE AFTER CONSUMING DRUGS OR ALCOHOL. ON PAVED SURFACES. ON PUBLIC ROADS, WITH PASSENGERS, OR AT EXCESSIVE SPEEDS. NO STUNT RIDING. RESPECT THE ENVIRONMENT WHEN RIDING. FourTrax®, Foreman®, Rubicon®, Honda Pro-Connect™, TrueTimber Atera Camo® and TraxLok® are registered trademarks of Honda Motor Co., Ltd. ©2024 American Honda Motor Co., Inc.



2024 FourTrax Rubicon 4x4 Automatic



Accessorized model shown.



FourTrax Foreman Rubicon 4x4 Automatic



SPECIFICATIONS

ENGINE TYPE	—	675cc longitudinally mounted liquid-cooled single-cylinder four-stroke
BORE AND STROKE	—	102.0mm x 82.6mm
COMPRESSION RATIO	—	9.2:1
VALVE TRAIN	—	OHC; four valves per cylinder
INDUCTION	—	Electronic fuel injection (PGM-FI); 40mm throttle body
STARTER	—	Electric with auxiliary recoil
TRANSMISSION	—	Automatic with hydraulic torque converter; three forward gears, reverse, and electronic controls
FRONT SUSPENSION	—	Independent double-wishbone; 6.9-inch travel
REAR SUSPENSION	—	Independent double-wishbone; 8.0-inch travel
FRONT BRAKES	—	Dual 180mm discs
REAR BRAKE	—	170mm disc
FRONT TIRES	—	26 x 8-12
REAR TIRES	—	26 x 10-12
LENGTH	—	86.5 inches
WIDTH	—	47.5 inches
WHEELBASE	—	50.6 inches
SEAT HEIGHT	—	34.8 inches
CURB WEIGHT	—	701 pounds (Includes all standard equipment, required fluids and full tank of fuel)
FUEL CAPACITY	—	4.4 gallons, including 1.2-gallon reserve
TOWING CAPACITY	—	848 pounds
FRONT RACK	—	99 pounds
REAR RACK	—	187 pounds
TURNING RADIUS	—	10.8 feet

One Year Included Transferable, unlimited-mileage warranty

Optional Extended Extended coverage available with a HondaCare® Protection Plan

FEATURES & BENEFITS

SEMI-DRY-SUMP ENGINE DESIGN

Compact and lighter-weight, the Rubicon's overhead-valve, semi-dry-sump design creates an engine that's shorter from top to bottom. That returns two big benefits: it enhances handling by lowering the engine's center of gravity, and it also allows for greater ground clearance.

INDEPENDENT REAR SUSPENSION (IRS)

The Rubicon's Independent Rear Suspension (IRS) offers two big advantages: First, it helps ensure constant tire contact with the ground for superior traction; second, it gives you an ultra-smooth ride over rough terrain, so you don't get beat up on the trail.

NEW AUTOMATIC TRANSMISSION

New for 2024, the Auto Mode Manual Override feature now lets you shift up and down while you're in "Auto" mode, giving you even more control and convenience than before.

TRAXLOK®

TraxLok lets you select either two-wheel drive or four-wheel drive. Two-wheel drive gives you lighter steering on flat ground, while four-wheel drive maximizes available traction when you need it. Choosing between them couldn't be easier, and you get the best of both worlds.

