



SIDE-BY-SIDE 2021



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PIONEER™ 1000 Series

| Powerful performance

Our ultimate Side-by-Side needs plenty of power, so we built it around a 999 cc fuel-injected twin-cylinder engine with Honda's famed four-valve Unicam cylinder head.

| Smart transmission

Honda's fully automatic six-speed Dual-Clutch Transmission (DCT) senses how you're riding, monitoring throttle input, engine rpm, vehicle speed and more. Going downhill? The Pioneer stays in a lower gear for superior engine braking. If you want to choose a specific gear, upshift or downshift yourself in demanding conditions or even override the automatic gear selection, the twin paddle-type shifters make it easy and fun. And of course, there are no belts to worry about.

| Clean air flow

The engine's air intake is located up high and under the hood to help ensure a clean air supply. The viscous air-filter element flows air well for increased performance, and also provides a longer service interval.

| Reduced vibration

The rubber-mounted engine and exhaust system insulates you from annoying vibration, adding to the superb comfort.

| Smooth steering

Honda's automotive-style Electric Power Steering lessens steering effort and helps eliminate bump steer, especially over rocks, logs and on sidehills. Plus, a tilt steering wheel lets you find a position that's just right for you.

| Exceptional stopping power

With a Side-by-Side this powerful and capable, you need brakes that are up to the job, too. Honda's extensive automotive experience means you know the all-wheel disc brake system is up to the task.

| Powerful Towing

You can load a full half-ton (1,000 lb.) into the bed. And when it's time to unload, the bed's hydraulic-assisted tilting feature makes dumping firewood, gravel, feed or other items easy. And because it's able to tow a full ton (2,000 lb.) – with a hitch mount – the Pioneer 1000's can take on big jobs that otherwise would require a tractor or a truck.

| Secure design

The Occupant Protection Structure uses large-diameter tubing and includes integrated handholds, recessed top tubes and a more spacious structure to enhance protection. Hard doors and roll-up side nets provide a secure feel and keep mud and debris out of the cabin, while automotive-style three-point belts with an Emergency Locking Retractor mechanism help keep everyone secure.

| Intuitive display

Deluxe, multi-function LCD instrumentation displays fuel level, engine speed (RPM), vehicle speed, tripmeter, odometer, a clock, gear position and much more.

| Adventurous style

Colour-matched doors and bed panels* add to its striking good looks. A host of optional accessories allow you to tailor your Pioneer to your needs.

*Available on 1000-5 models only

	2021 PIONEER 1000 EPS	2021 PIONEER 1000-5 DELUXE	2021 PIONEER 1000-5 LE
2WD to 4WD, 4WD with Differential lock	■	■	■
2WD and Intelligent 4WD (i-4WD)	■	■	■
Brake Traction Control System (BTCS)	■	■	■
Hill Start Assist (HSA)	■	■	■
Electronic Brakeforce Distribution (EBD)	■	■	■
Turf mode	■	■	■
Automatic Dual-Clutch Transmission (DCT)	■	■	■
High/Low range transmission	■	■	■
Auto/Manual transmission modes with paddle shifting	■	■	■
LED lights	■	■	■
Electric Power Steering (EPS)	■	■	■
Auto-Levelling Rear Suspension	■	■	■
Fox QS-3 (Quick Switch – 3 positions) suspension (Front & Rear)	■	■	■
Aluminum wheels	■	■	■
QuickFlip™ folding in-bed passenger rear seats	■	■	■
Std. Aluminum skid plate, A-arm protection, and Front bumper guard	■	■	■



	2021 PIONEER 1000 EPS	2021 PIONEER 1000-5 DELUXE	2021 PIONEER 1000-5 LE
Displacement & Engine Type	999 cc liquid-cooled longitudinally mounted Unicam parallel twin-cylinder		
Bore & Stroke	92 mm x 75.1 mm		
Compression Ratio	10.0:1		
Fuel Delivery	Fuel Injection (PGM-FI), 44 mm throttle body		
Transmission	Fully automatic, six-speed plus reverse, Dual-Clutch Transmission (DCT) with Sport mode and Manual mode with paddle shifting. High/Low range sub-transmission. Drive modes: Turf, 2WD, 4WD and 4WD with differential lock	Fully automatic, six-speed plus reverse, Dual-Clutch Transmission (DCT) with Sport mode and Manual mode with paddle shifting. High/Low range sub-transmission. Drive modes: Turf, 2WD, 4WD and 4WD with differential lock	
Front Suspension	Independent Double A-arm with hydraulic shocks, self-leveling; 268 mm (10.6 in.) travel		Independent Double A-arm with FOX QS3 (Quick Switch – 3 position) hydraulic shocks; 268 mm (10.6 in.) travel
Rear Suspension	Independent Double A-arm with hydraulic shocks; 254 mm (10 in.) travel	Independent Double A-arm with hydraulic shocks, self-leveling; 268 mm (10.6 in.) travel	Independent Double A-arm with adjustable FOX QS3 (Quick Switch – 3 position) hydraulic shocks; 254 mm (10 in.) travel
Tires	Front: 27 x 9 - 12, 6 ply rating Rear: 27 x 11 - 12, 6 ply rating	Front: 27 x 9 - 14, 4 ply rating Rear: 27 x 11 - 14, 4 ply rating	Front: 27 x 9 - 14, 4 ply rating Rear: 27 x 11 - 14, 4 ply rating
Brakes	Front: Dual 210 mm discs Rear: Dual 210 mm discs		
Wheelbase	2,038 mm (80.2 in.)	2,036 mm (80.2 in.)	
Ground Clearance	326 mm (12.8 in.)	314 mm (12.4 in.)	310 mm (12.2 in.)
Dimensions	Length 2,966 mm (116.8 in.) Width 1,599 mm (63 in.) Height 1,932 mm (76.1 in.)	2,961 mm (116.6 in.) 1,599 mm (63 in.) 1,940 mm (76.4 in.)	2,987 mm (117.6 in.) 1,599 mm (63 in.) 1,940 mm (76.4 in.)
Towing Capacity	907 kg (2,000 lb.)		
Bed Capacity	454 kg (1,000 lb.)		
Fuel Capacity	30 litres, including 6.4-litre reserve		
Curb Weight*	703 kg (1,550 lb.)	775 kg (1,709 lb.)	804 kg (1,772 lb.)
Colours	Patriot Red	Patriot Red	Close Range Camo® Matte Molasses Brown Metallic

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

PIONEER™ 700 Series

| Refined performance

The liquid-cooled 675 cc single-cylinder engine has plenty of torque and power. Fuel injection means it's designed to start right up, even on cold days or at high altitude. And the engine is rubber mounted for reduced vibration.

| Advanced transmission

The automotive-style automatic transmission uses a heavy-duty torque converter with three hydraulic clutches. It's tough, with no belts to worry about, and also smart — a two-stage shift map is engineered to sense when you're aggressive or light with the throttle, and optimizes power delivery accordingly.

| Shifting options

Paddle shifters on the steering wheel allow you to override the transmission's shift points on the fly, or switch to manual mode (MT) and use the paddles to shift manually. Fully automatic, automatic with manual override, or fully manual — you get to choose.

| Dynamic ride comfort

Front independent double A-arm suspension with dual-rate springs provides a substantial 200 mm (7.9 in.) of travel for excellent handling and all-day riding comfort.

| Preload adjustability

In addition to a fully independent rear suspension with 230 mm (9.1 in.) of travel, the rear shocks feature preload adjustability to handle the Pioneer 700's generous load capabilities.

| Power steering

The automotive-style electric power steering lessens steering effort and helps eliminate bump steer, especially over rocks, logs and on sidehills.

| Advanced brake construction

A patented scraper system on the two front 200 mm brake discs helps prevent debris buildup between caliper and rim. An inboard mounted rear 170 mm brake disc saves weight and is better protected from rocks and other debris.

| Safety technology

The sturdy Occupant Protection Structure, standard doors with an automotive-style double latching system, roll-up side nets, and three point belts with an Emergency Locking Retractor mechanism (a speed limiter prevents travel faster than 24 km/h if it detects that a seat belt isn't being worn), all designed to help keep you and your passengers safe and secure.

| Aluminum wheels

Stylish aluminum wheels look great while also helping to reduce unsprung weight for improved handling and ride comfort.

| Excellent visibility

The 37.5-watt headlights have excellent balance and light distribution, eliminating uneven light patterns and dark zones within their illumination area.


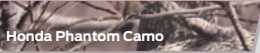

| Roomy Seating

The Pioneer 700's two-passenger contoured bench seat provides lots of room and allows easy entry and exit. The Pioneer 700-4 features innovative QuickFlip™ convertible rear seating that offers the convenience and versatility of switching between two, three or four person seating, and provides full bed space and tilt function while in two-person mode.



2021 PIONEER 700-4 DELUXE

2021 PIONEER 700 DELUXE

	2021 PIONEER 700-4 DELUXE	2021 PIONEER 700 DELUXE
Displacement & Engine Type	675 cc liquid-cooled longitudinally mounted single-cylinder	
Bore & Stroke	102 mm x 82.6 mm	
Compression Ratio	9.2:1	
Fuel Delivery	PGM-FI electronic fuel injection with 40 mm throttle body	
Transmission	Automotive-style automatic with hydraulic torque converter, three forward gears and reverse. Equipped with AT/MT modes and paddle shifters.	
	Drive modes: 2WD, 4WD and 4WD with differential lock	
Front Suspension	Independent Double A-arm with hydraulic shocks; 200 mm (7.9 in.) travel	
Rear Suspension	Independent Double A-arm with adjustable hydraulic shocks; 230 mm (9.1 in.) travel	
Tires	Front: 25 x 8 - 12 Rear: 25 x 10 - 12	
Brakes	Front: Dual 200 mm discs Rear: Single 170 mm disc	
Wheelbase	1,950 mm (76.8 in.)	
Ground Clearance	270 mm (10.6 in.)	
Dimensions		
Length	2,910 mm (114.6 in.)	2,910 mm (114.6 in.)
Width	1,525 mm (60.0 in.)	1,525 mm (60.0 in.)
Height	1,985 mm (78.1 in.)	1,970 mm (77.6 in.)
Towing Capacity	680 kg (1,500 lb.)	
Bed Capacity	454 kg (1,000 lb.)	
Fuel Capacity	30 litres, including 4.5-litre reserve	
Curb Weight*	647 kg (1,426 lb.)	582 kg (1,283 lb.)
Colours	 	

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



TALON 1000X

| High-performance engine

The Talon boasts a 999 cc, quick revving, naturally-aspirated, parallel twin engine which builds off years of experience with the Pioneer 1000 and the Africa Twin. From the shared 999 cc base platform, the Talons engine has been updated, refined and tuned to provide increased performance while maintaining Honda engine durability; essentially purpose-built for the Talon 1000X.

| Unicam head design

Engineers have adopted the Unicam head design with its low-friction roller rocker arms from the CRF motocross bikes, and have tuned the exhaust to create a sound like no other – especially when it's at full throttle.

| Smart transmission

Connected to the 999 cc engine is a fully-automatic six-speed Dual-Clutch Transmission (DCT). The transmission's computer uses throttle position, RPM, and brake input, to establish driving style. For instance if you are an "aggressive driver" the character will be adjusted to be more exciting by allowing the engine to rev higher as it moves through the gears.

| Quick shift

The Dual-Clutch Transmission (DCT) offers quick and seamless shifts between gears. Don't like the gear selected in Automatic mode? Paddle shifters allow you to override the selected gear at any point and then seamlessly drop back into automatic mode. Want more control? Switch into Manual mode and use the paddle shifters to fly through the gears.

| High and Low range sub transmission

Talon was the industry's first sport Side-by-Side to offer a gear-driven transmission with a high and low-range. For challenging terrain, drivers can choose between two traction settings. The Low Range Mode reduces the transmission's gear ratio through a sub-transmission like a four-wheel drive truck. The transmission still shifts through all six gears, giving maximum engine torque and braking for hills and technical terrain.

| Intelligent 4WD (i-4WD)

The Talon 1000X includes a suite of stability assist features designed to make your ride safer, easier and more fun. Using technology developed for cars and trucks, this includes Brake Traction Control System (BTCS) and Electronic Brakeforce Distribution (EBD). When i-4WD is engaged using the dashboard-mounted switch, BTCS applies additional drive to the tire with more grip, providing better traction. EBD automatically optimizes front and rear braking power to the conditions, helping to make slowing down or coming to a stop more efficient and stable.

| Hill start assist (HSA)

Getting going when you're stopped on a hill can be a bit of an adventure. That's why the Talon 1000X comes standard with Hill Start Assist (HSA). Activated with a dashmounted switch, HSA is designed to automatically maintain brake pressure so you can move your foot to the gas pedal and you're under way. No more need to two-foot it or heel-and-toe shifting when conquering steep hills - meaning no rollback.



	2021 TALON 1000X
Displacement & Engine Type	999 cc Liquid-cooled longitudinally mounted naturally-aspirated parallel-twin cylinder
Bore & Stroke	92 x 75.1
Compression Ratio	10.0 : 1
Fuel Delivery	PGM-FI electronic fuel injection with 46 mm throttle bodies
Transmission	Fully Automatic, Six-speed plus Reverse, Dual Clutch Transmission (DCT) with Sport Mode and Manual Mode with Paddle Shifting, High/Low Range Sub-transmission, Switchable 2WD / i-4WD
Front Suspension	Independent double A-arms with Fox Podium 2.0 QS3 (Quick Switch – 3 position) hydraulic shocks; 370 mm (14.6 in.) travel
Rear Suspension	3-Link trailing arm with Fox Podium 2.0 QS3 (Quick Switch – 3 position) hydraulic shocks and sway bar; 384 mm (15.1 in.) travel
Tires	Front: Maxxis MU9H, 28 x 9 – 15, 6 ply rating/ Aluminum wheels Rear: Maxxis MU9H, 28 x 11 – 15, 6 ply rating / Aluminum wheels
Brakes	Front: Dual 250 mm cross-drilled disc brakes with twin piston calipers and EBD (Electronic Brakeforce Distribution) Rear: Dual 250 mm cross-drilled disc brakes with single piston caliper and EBD (Electronic Brakeforce Distribution)
Wheelbase	2,226 mm (87.6 in.)
Ground Clearance	323 mm (12.7 in.)
Dimensions	
Length	3,147 mm (123.9 in.)
Width	1,625 mm (64 in.)
Height	1,913 mm (75.3 in.)
Towing Capacity	N/A
Bed Capacity	136 kg (300 lb.)
Fuel Capacity	27.5 litres (4.3 litre reserve)
Curb Weight*	679 kg (1,497 lb.)
Colour	Pearl Tangelo Orange

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

/ Why Honda?

Our nature is to move forward. It's what drives us to pursue new ideas; always striving to remain at the forefront of innovation and performance. True craftsmanship is the result of expertise and passion coming together to create something that looks, feels and functions in a way that showcases uncompromising attention to detail. Extensive testing and fine-tuning drives every stage of our engineering process so the end result is optimized for the most thrilling and comfortable experience possible. Honda strives to offer optimal performance through every product we develop, from grassroots to pinnacle; from the track to the street; from dirt to concrete. We build products for those who truly desire proven performance without sacrificing the reliability that comes with the Honda name.

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. Some of the technologies described in this brochure come with limitations. See owner's manual for complete details. Specifications, descriptions and illustrations contained in this brochure are based on information believed to be correct at the time this publication was approved for printing. Although descriptions, specifications, model images, colours and accessories are believed to be correct, accuracy cannot be guaranteed. Errors and omissions excepted. Specifications are subject to change without notice. All specifications in this brochure apply only to models sold and registered in Canada by an authorized dealer. Some of the models and/or accessories may not be exactly as shown. Some or all of the accessories described or illustrated in this brochure may not be standard and may be available only at an extra cost. Visit honda.ca for additional safety information

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