



PIONEER™ 
HONDA

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2014 Honda Pioneer Development



2014 Pioneer 700-4

2014 Pioneer 700



With the introduction of the 2014 Pioneer 700 and Pioneer 700-4, Honda ushers in an exciting new generation of side-by-side off-road machines. These brand-new two-person and four-person Pioneer models not only replace the highly respected Big Red in the Honda lineup, they also kick off a whole new phase of Honda side-by-sides, with more exciting Pioneer models to come in the future. For this debut these two Pioneer machines, designed by Honda Research and Development in Ohio, and built at Honda South Carolina (using domestically and globally sourced parts), have plenty to offer off-road enthusiasts who like to use their machines to work hard and play hard while also bringing folks along for the ride.

Creation of the Pioneer models began with an all-new chassis formed around Honda's proven 700cc-class liquid-cooled OHV single-cylinder four-stroke engine coupled to a unique automotive-style automatic transmission. This brand-new chassis incorporates a long-travel suspension system for a smooth ride over tough terrain, and the distinctive, all-new bodywork comes standard with integrated doors and headrests. The ability to carry hefty loads over many different kinds of challenging terrain also ranked high in design priority, as well as the ability to tow big loads. And perhaps best of all, these two machines deliver fantastic value, slotting into the popular, rapidly expanding multi-purpose category of side-by-sides with the two-person Pioneer 700 at \$9,999, while the Pioneer 700-4 starts at \$11,699—about the same neighborhood where some competitor two-seat machines live. Bottom line: once again, Honda is offering innovative new models packed with Honda's fabled quality, fit and finish at a superior value.

One of the big attractions of the Pioneer 700-4 is its convertible seating arrangement; it can be quickly and easily converted from two-seat to three-seat or four-seat configurations and back to an open load-carrying bed without the use of tools—an industry first. Each of the two rear seats simply tilts up out of the bed structure with the release of a latch and locks into place, converting to three-person or four-person capabilities depending on the needs at hand. The rear passengers can also easily access the three-point seat belts, which are



located up on the Roll Over Protection Structure (ROPS) where they stay out of the way when not in use. And when the seats are folded in the down position, the bed maintains its full tilting functionality.



The tough and durable heavy-duty steel frame used by both Pioneer models features a wheelbase just slightly longer than the Big Red's—76.8 inches versus 75.7 inches—yet overall length has been reduced just a pinch and overall width is narrower by four inches to make the Pioneer models more compact with more agile handling. This new configuration also gives the Pioneer a tight 14.8 feet turning radius and there's plenty of ground clearance available—10.5 inches. However, perhaps the most telling specification focuses on suspension travel: both new models deliver comfortable and well-controlled 7.9 inches of travel via double-wishbone independent front suspension system, while the double-wishbone independent rear suspension system (IRS) provides a full 9.1 inches of travel for excellent off-road capabilities. The twin rear shocks are adjustable for spring preload, so it's easy to adjust the rear suspension for added comfort during recreational use, then quickly ramp up the spring preload when it's time to carry heavy loads. With this 2.0-inch gain in travel at both ends, these new Pioneer models deliver an appreciably plush ride whether it's on the trail or at the jobsite. In addition, both versions of the Pioneer 700 also feature new front tires sized 25 x 8-12. These new tires help give the Pioneer improved steering feel and more agile steering response.





Another very significant innovation involves a new engine mount system developed specifically to help tune out vibration and produce a noticeably smoother ride. Thanks to a newly developed engine-mounting subframe and accompanying vibration-isolating bushings, every contact point for the driver and passenger—steering wheel, handholds, floor, seat bottom and seat back—now transmit noticeably less engine vibration. The result is markedly improved comfort and a newly elevated, high-quality feel.

Both Pioneer models are powered by Honda's proven 675cc liquid-cooled OHV single-cylinder four-stroke four-valve engine with Programmed Fuel Injection (PGM-FI) for spot-on fuel metering under a wide variety of operating conditions. This muscular yet smooth-operating powerplant delivers strong acceleration and good top speed, and it's coupled to an automotive-style Honda automatic transmission that features a hydraulic torque converter, three hydraulic clutches and an Electronic Control Module (ECM) to automatically select one of three forward gears and one reverse gear. The ECM monitors throttle opening, vehicle speed, engine rpm, gear selector position, brake application and engine oil temperature for optimum performance. Also, on downhill slopes the transmission provides positive engine braking that supplements the hydraulic disc brakes for slowing power, technology that is superior to side-by-sides with electronic engine braking systems that can result in inconsistent performance in real-world conditions.



New to the Pioneer models is a dual shift-mapping program that automatically selects between two transmission shifting modes—either Cruise or Sport mode—for optimum shift timing depending on the driver's pattern of throttle operation. During aggressive use, the Sport mode kicks in and holds the transmission in gear longer before shifting to deliver more aggressive performance. During more casual operation, the Cruise mode allows the transmission to shift up sooner for more casual performance and extended range from the Pioneer's 8.2 gallon fuel tank. All in all, the driver enjoys optimum performance—automatically.

To convert all that power into terrain-grabbing traction, both Pioneer models feature full-time true 2WD for improved traction. Thanks to a new rear-wheel drive setup that now incorporates a non-differential rear end—one related to the setup used on Honda ATVs equipped with IRS—the Pioneer delivers superior drive characteristics. When the going gets especially tough, a handy gearshift selector makes it easy to positively engage the 4WD mode, and there's also the option to engage the front differential lock for maximum pull.

In keeping with the design of all Honda side-by-sides and ATVs, the Pioneer forgoes a belt-style transmission for the more positive automotive-style automatic transmission and durable shaft-drive design.





When it's time to load up the Pioneer and get to work—whether it's supplies and tools on the job or an entire camping setup for a multi-day backwoods trip—both the Pioneer 700 and Pioneer 700-4 are more than up to the task. The versatile tilt-bed is rated for an outsized 1000-pound hauling capacity, plus the Pioneer offers an impressive 1500-pound towing capacity. Multiple D-rings on the bed and wall of the cargo area provide convenient tie-down points for securing cargo while underway—a welcome convenience.

Both versions of the Pioneer abound with Honda's distinctive attention to detail: Redesigned 37.5 watt headlights provide a more even distribution of light for driving after dark; an improved air intake system is more resistant to ingestion of dust and water; a higher AC generator output—from 410 watts on Big Red to 450 watts—provides power for added accessories; increased fuel capacity adds greater driving range; a larger-capacity, sealed glove box provides more room to pack items, and much more. There's also a full line of Honda Genuine and Signature Accessories—over 50 different items—allowing owners to configure their Pioneer to meet their specific needs.

It all adds up to an innovative Pioneer duo that meets the widely varied needs of off-road recreational users, hunters, outdoor-oriented families, hard-working job sites, and everything in between. The new 2014 Pioneer 700 and Pioneer 700-4 deliver a whole new level of side-by-side capabilities along with incomparable Honda quality and value.







Red (Pre-production model shown)

Pioneer 700-4

Now you don't have to choose between a two-person or four-person Side-by-Side: The all-new Honda Pioneer™ 700-4 boasts an innovative convertible design that allows the two rear seats to fold into the bed. Owners can opt to use the Pioneer with 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 space can be fully utilized. Long-travel suspension combines a comfortable ride with high-performance handling, and helps give the Pioneer the load capacity to haul up to 1000 pounds or tow 1500 pounds. Available in three colors, Red, Olive and the new Honda-designed and trademarked Honda Phantom Camo®, this workhorse of a machine can also be dressed up, modified and personalized by choosing from the full line of more than 50 Honda Genuine Accessories/Honda Signature Accessories.

Features and Benefits

- + Powered by Honda's proven fuel-injected 700cc-class liquid-cooled OHV single-cylinder four-stroke engine that features an automotive-style automatic transmission with hydraulic torque converter, three forward gears and reverse.
- + All-new convertible seating design offers the versatility and adjustability of two, three, or four-person seating configurations.
- + Seating arrangement can be quickly and easily changed thanks to a folding, stow-away rear-seat design, and provides full bed space and tilt function while in the two-person configuration.
- + With the overall dimensions of a two-person design, the Pioneer 700-4 maintains a high level of maneuverability while still being able to seat up to four people.
- + Long-travel suspension with 7.9 inches in front and 9.1 inches in the rear provides a plush ride with class-leading stability.
- + All-new rugged, aggressive and exciting styling.
- + Three colors available including Red, Olive, and the new Honda-designed and trademarked Honda Phantom Camo.
- + Load capacities of up to 1000 pounds hauling, or 1500 pounds towing.
- + Full line of more than 50 accessories will be available.
- + The Pioneer's design incorporates proven Honda technology for legendary Honda reliability.
- + Transferable one-year limited warranty; extended coverage available with a Honda Protection Plan.

Honda Signature Accessories †

Hard Roof, Fabric Roof/Rear Panel (Camo, Black), Bimini Roof, Glass Windshield, Glass Windshield Wiper Kit, Hard Front Doors, Fabric Front Doors (Camo, Black), Fabric Rear Doors (Camo, Black), Hard Cab Rear Panel 2P for 4P, Soft Rear Panel (Black), Soft Rear Panel 2P/4P (Black), Bed Extender, Rear Cargo Net, Roll Cage Cargo Bag, Full Storage Cover, Rubber Floor Mats (rear row, front row), Front Seat/Headrest Covers (Camo), Rear Seat/Headrest Covers (Camo), Poly Bed Liner, Bed Mat, Switch Plate/Auxiliary Wiring Harness, Heater/Defrost Kit, Auxiliary Lights, Light Bar, Flag with Mount, Graphics Kit, Rear View Mirror, Side Mirrors on Hard Doors

Honda Genuine Accessories †

Poly Two-Piece Windscreen, Poly Windscreen, Poly Half Windscreen, Winch, Snow Plow, Hitch Ball, Receiver Hitch Plug, Draw Bar, Bed Extender, Aluminum A-Arm Guards (FR, RR), Rear Bumper, Front Bumper, Backup Alarm, Horn Kit, Side Mirrors

† **WARRANTY:** Because we're so confident in the quality of each of our Honda Genuine Accessories, we're pleased to offer one of the best warranties in the industry. One-year warranty begins on the day accessories are purchased by the customer.

Final accessory list TBD and subject to change without notice.



2014 Pioneer 700-4 Specifications

Model: SXS700M4

Engine Type: 675cc liquid-cooled OHV single-cylinder four-stroke

Bore and Stroke: 102.0mm x 82.6mm

Compression Ratio: 9.2:1

Induction: Fuel Injection (PGM-FI), 40mm throttle body

Ignition: Full-transistorized with electronic advance

Clutch: Automatic

Transmission: Automotive-style with hydraulic torque converter, three forward gears and Reverse. Three drive modes include 2WD, 4WD and 4WD with differential lock

Driveline: Direct front and rear driveshafts

Suspension

Front: Independent double-wishbone; 7.9 inches travel

Rear: Independent double-wishbone; 9.1 inches travel

Brakes

Front: 200mm hydraulic disc

Rear: 170mm hydraulic disc

Tires

Front: 25 x 8-12

Rear: 25 x 10-12

Length: 114.8 inches

Width: 60.0 inches

Height: 78.3 inches

Ground Clearance: 10.5 inches

Wheelbase: 76.8 inches

Turning Radius: 14.8 feet

Towing Capacity: 1500 pounds

Payload Capacity: 1000 pounds

Fuel Capacity: 8.2 gallons, including 1.2-gallon reserve

Colors: Red, Olive, Honda Phantom Camo

Curb Weight*: 1396 pounds

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*

Meets current CARB and EPA off-road emissions standards.

Recommended for drivers 16 years of age and older.

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Specifications subject to change.



Honda Phantom Camo



Red



Olive



Pioneer 700

In 2014, Honda's Pioneer™ 700 sets the standard as the ultimate in hard-working, hard-playing side-by-sides. Whether you're off to the job site or a weekend adventure in the woods, this newest version carries two people and a load of gear and supplies—up to 1000 pounds—to those spots that are especially tough to reach. Quick acceleration, good top speed and smooth-riding long-travel suspension are some of the keys to what makes the Pioneer 700 so special. The handy tilt bed adds lots of versatility and, being a Honda, it also features industry-leading safety features—plus outstanding value. Available in three colors, Red, Olive and the new Honda-designed and trademarked Honda Phantom Camo®, this workhorse of a machine can also be dressed up, modified and personalized by choosing from the full line of more than 50 Honda Genuine Accessories/Honda Signature Accessories.

Features and Benefits

- + Powered by Honda's proven fuel-injected 700cc-class liquid-cooled OHV single-cylinder four-stroke engine that features an automotive-style automatic transmission with hydraulic torque converter, three forward gears and reverse.
- + Long-travel suspension with 7.9 inches in front and 9.1 inches in the rear provides a plush ride with class-leading stability.
- + All-new rugged, aggressive and exciting styling.
- + Three colors available including Red, Olive, and the new Honda-designed and trademarked Honda Phantom Camo.
- + Load capacities of up to 1000 pounds hauling, or 1500 pounds towing.
- + Full line of more than 50 accessories will be available.
- + The Pioneer's design incorporates proven Honda technology for legendary Honda reliability.
- + Transferable one-year limited warranty; extended coverage available with a Honda Protection Plan.

Honda Signature Accessories †

Fabric Roof/Rear Panel (Camo, Black), Hard Roof, Bimini Roof, Glass Windshield, Glass Windshield Wiper Kit, Hard Front Doors, Fabric Front Doors (Camo, Black), Hard Cab Rear Panel, Rear Cargo Net, Roll Cage Cargo Bag, Full Storage Cover, Rubber Floor Mats (front row), Front Seat/Headrest Covers (Camo), Bed Mat, Switch Plate/Auxiliary Wiring Harness, Heater/Defrost Kit, Auxillary Lights, Light Bar, Flag with Mount, Graphics Kit, Rear View Mirror, Side Mirrors on Hard Doors

Honda Genuine Accessories †

Poly Windscreen, Poly Two-Piece Windscreen, Poly Half Windscreen, Winch, Snow Plow, Hitch Ball, Receiver Hitch Plug, Draw Bar, Aluminum A-Arm Guards (FR, RR), Rear Bumper, Front Bumper, Backup Alarm, Horn Kit, Side Mirrors

† **WARRANTY:** Because we're so confident in the quality of each of our Honda Genuine Accessories, we're pleased to offer one of the best warranties in the industry. One-year warranty begins on the day accessories are purchased by the customer.

Final accessory list TBD and subject to change without notice.



2014 Pioneer 700 Specifications

Model: SXS700M2

Engine Type: 675cc liquid-cooled OHV single-cylinder four-stroke

Bore and Stroke: 102.0mm x 82.6mm

Compression Ratio: 9.2:1

Induction: Fuel Injection (PGM-FI), 40mm throttle body

Ignition: Full-transistorized with electronic advance

Clutch: Automatic

Transmission: Automotive-style with hydraulic torque converter, three forward gears and Reverse. Three drive modes include 2WD, 4WD and 4WD with differential lock

Driveline: Direct front and rear driveshafts

Suspension

Front: Independent double-wishbone; 7.9 inches travel

Rear: Independent double-wishbone; 9.1 inches travel

Brakes

Front: 200mm hydraulic disc

Rear: 170mm hydraulic disc

Tires

Front: 25 x 8-12

Rear: 25 x 10-12

Length: 114.8 inches

Width: 60.0 inches

Height: 77.6 inches

Ground Clearance: 10.5 inches

Wheelbase: 76.8 inches

Turning Radius: 14.8 feet

Towing Capacity: 1500 pounds

Payload Capacity: 1000 pounds

Fuel Capacity: 8.2 gallons, including 1.2-gallon reserve

Colors: Red, Olive, Honda Phantom Camo

Curb Weight*: 1261 pounds

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*

Meets current CARB and EPA off-road emissions standards.

Recommended for drivers 16 years of age and older.

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Specifications subject to change.



Honda Phantom Camo



Red



Olive

2014 Pioneer Image Guide

Pioneer 700-4



14_Pioneer700-4_Red



14_Pioneer700-4_Olive



14_Pioneer700-4_Camo



14_Pioneer_700-4_RHP_Red_pre-production



14_Pioneer_700-4_RHP_Camo



14_Pioneer_700-4_RHP_Olive



14_Pioneer_700-4_RR34_pre-production



14_Pioneer_700-4_Footwell



14_Pioneer_700-4_DET



14_Pioneer_700-4_DET_V1



14_Pioneer_700-4_DET_V2



14_Pioneer_700-4_Act01



14_Pioneer_700-4_Act02



14_Pioneer_700-4_Act03



14_Pioneer_700-4_Act04



14_Pioneer_700-4_Act05



14_Pioneer_700-4_Act06



14_Pioneer_700-4_Act07



14_Pioneer_700-4_Act08



14_Pioneer_700-4_Act09



14_Pioneer_700-4_Act10



14_Pioneer_700-4_Act11



14_Pioneer_700-4_Act12



14_Pioneer_700-4_Act13

Pioneer 700



14_Pioneer700_Red



14_Pioneer700_Olive



14_Pioneer700_Camo



14_Pioneer_700_RHP



14_Pioneer_700_FR34



14_Pioneer_700_RL34



14_Pioneer_700_RR34



14_Pioneer_700_RR78_bed_up



14_Pioneer_700_glovebox



14_Pioneer_700_riderview



14_Pioneer_700_Act01



14_Pioneer_700_Act02



14_Pioneer_700_Act03



14_Pioneer_700_Act04



14_Pioneer_700_Act05



14_Pioneer_700_Act06



14_Pioneer_700_Act07



14_Pioneer_700_Act08



14_Pioneer_700_Act09



14_Pioneer_700_Act10



14_Pioneer_700_Act11



14_Pioneer_700-4_Access01



14_Pioneer_700-4_Access02



14_Pioneer_700-4_Access03



14_Pioneer_700-4_Access04



14_Pioneer_Poly_Windscreen_Optical



14_Pioneer_Rear_Bumper



14_Pioneer_700-4_Access05



14_Pioneer_700-4_Access06



14_Pioneer_Bimini_Top_2P



14_Pioneer_Bimini_Top_4P



14_Pioneer_Fabric_Front_Door_Open



14_Pioneer_Rear_Cab_Net



14_Pioneer_Roll_Cage_Cargo_Bag



14_Pioneer_Fabric_Front_Door



14_Pioneer_Fabric_Rear_Panel_Open_4P



14_Pioneer_Fabric_Rear_Panel



14_Pioneer_Front_Bumper



14_Pioneer_Flag_Kit



14_Pioneer_Side_Mirror



14_Pioneer_Soft_Build



14_Pioneer_Fabric_Roof_4P



14_Pioneer_Full_Storage_CVR_4P



14_Pioneer_Glass_Windshield



14_Pioneer_Hard_Build



14_Pioneer_Hard_Cab_Rear_Panel_4P



14_Pioneer_Soft_Rear_Doors_4P



14_Pioneer_Soft_Rear_Doors_Open_4P



14_Pioneer_Hard_Front_Door



14_Pioneer_Hard_Roof_4P



14_Pioneer_Poly_Half_Wind_Deflector



14_Pioneer_Poly_Two-Piece_Windscreen_Optical_Open



14_Pioneer_Poly_Two-Piece_Windscreen_Optical



14_Pioneer_Soft_Rear_Panel_2P-4P



14_Pioneer_Windshield_Wiper





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