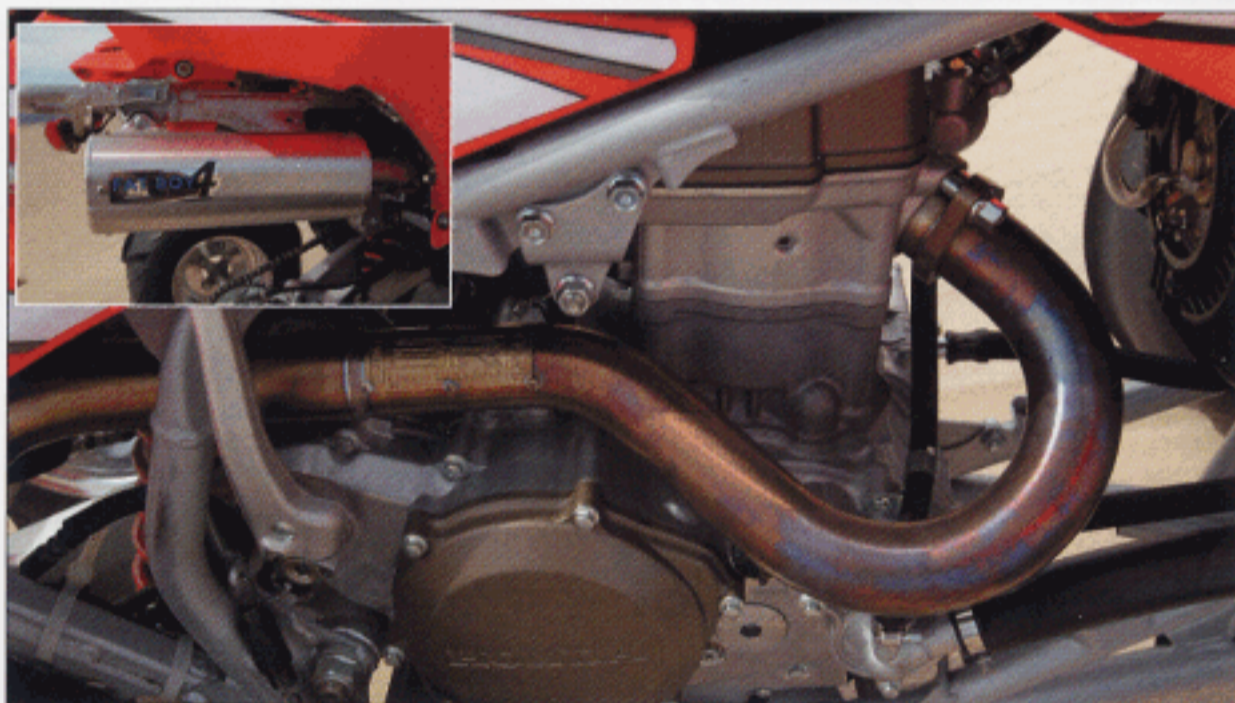


# PROJECT 450R



Duncan Racing International was founded in 1977 in Santee, CA, by Danny Duncan under the name Danny's Machine Works. It soon became widely recognized as a premier speed shop for motorcycles and ATV's. In 1986 Loren Duncan took over the family business and changed the name to Duncan Racing International. Since then Lenny Duncan has joined the team and Duncan Racing has become a world renowned leader in the aftermarket ATV industry! Duncan Racing cuts no corners when it comes to developing aftermarket ATV parts. Teamed with other top manufactures of aftermarket accessories such as Roll Design and IMS (to name a couple) they spend many hours designing, developing, and testing high performance engine and chassis parts for just about all ATV's. Much of this R&D process is done at the race track where Duncan Racing dominates the racing scene.

Most of you have read our review of the stock TRX450R in our last issue. Since we are avid duners we are rarely satisfied with the stock power from an ATV in the dunes. We wanted more from the TRX450R (can you ever have enough HP in the dunes?), so we contacted



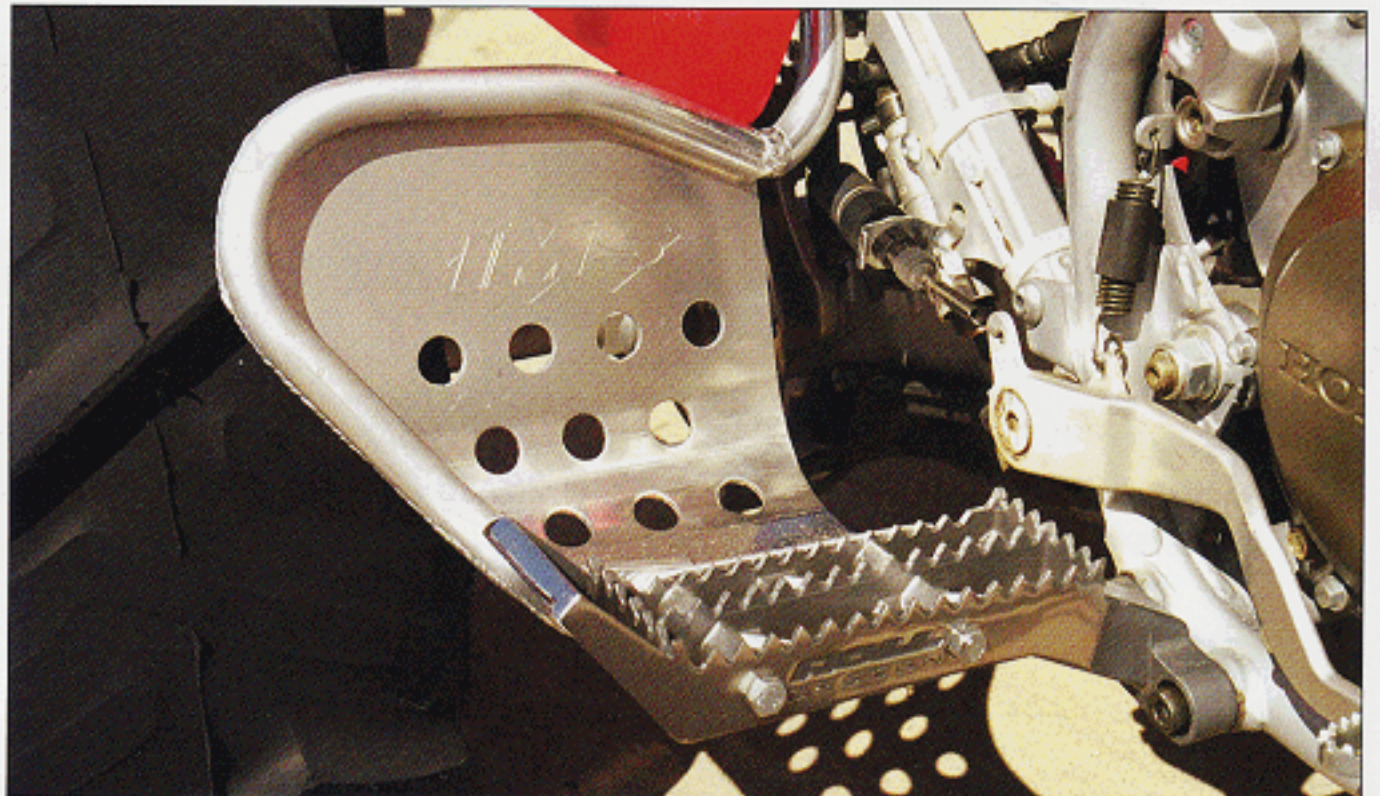
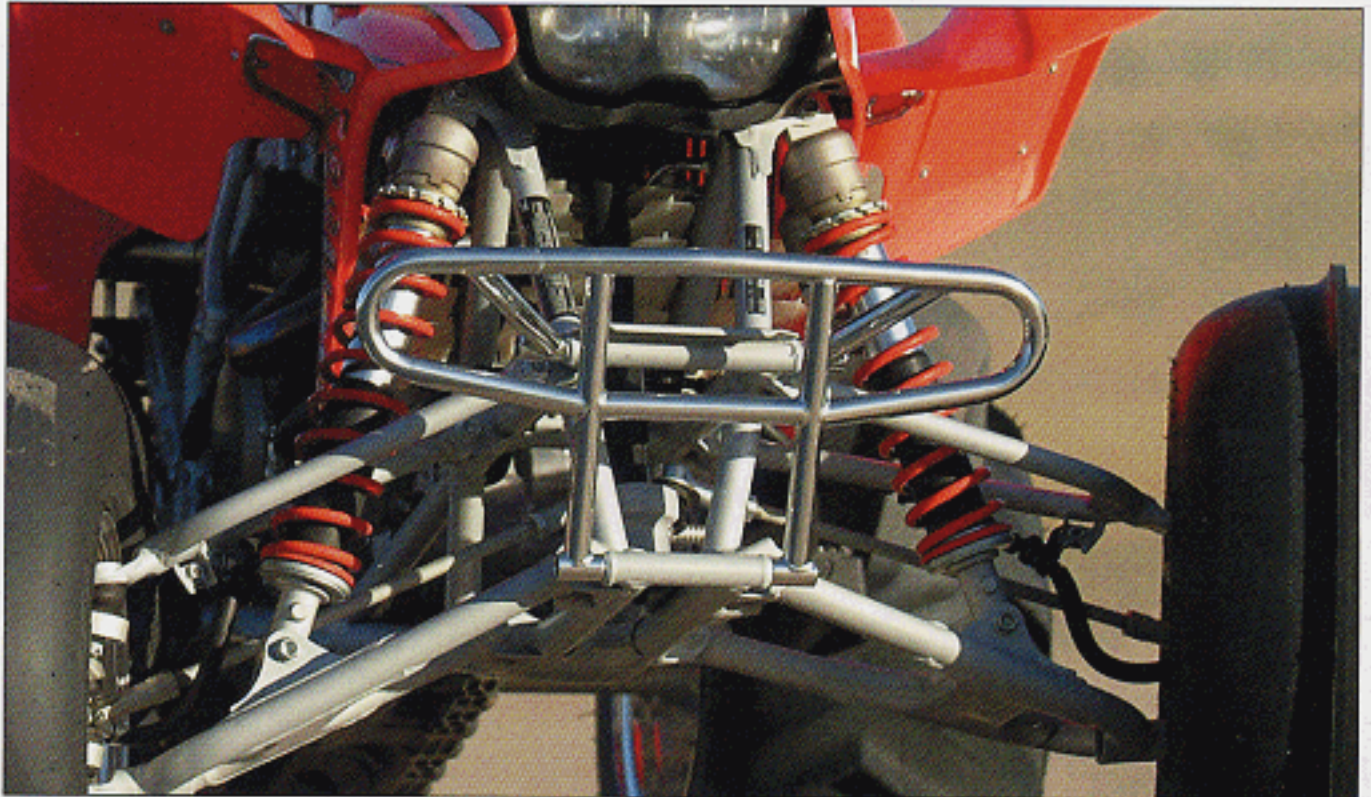
Duncan racing to tackle this task! Lenny Duncan told us about all the options we had for our project. We decided to start with the bolt-on goodies Duncan Racing has to offer. This includes a Fat Boy 4 full exhaust system, K&N air filter, rejeted carburetor, stylish full graphic's kit, IMS wide foot pegs with aluminum heel guards, and a Duncan Racing front bumper. These bolt-on parts will give your 450R a stylish, aggressive look as well as bring out the potential power the 450R motor has to offer.

The Fat Boy 4 exhaust system features a CNC bent 304 stainless steel head and mid pipe along with a stainless header flange. The silencer has a .100" aluminum body with CNC machined end caps and an o-ring seal between the silencer and mid-pipe section. The pipe can be ordered in a standard or bright finish, while the silencer can be fully polished. All silencers have stainless muffler cores, can be rebuilt, and can be ordered with a turn down tip and spark arrestor. This exhaust kit comes with a

K&N filter with Outerwear and new jets. Duncan suggests removing the air box lid and changing the countershaft sprocket depending on the tires being used and riding conditions. We decided on a 12 tooth counter sprocket for some added grunt on the hills. Duncan states this exhaust system adds 22% more peak horse power!

With 20" paddle tires, 12 tooth counter sprocket, and the new Fat Boy 4 exhaust system we noticed an incredible difference on the 450R in the dunes. When starting the motor and cracking the throttle you hear the thump of the Fat Boy 4! It's crisp and not obnoxiously loud! Riding it we soon found out the low and mid range pulled TONS harder. We had a hard time keeping the front tires on the ground. A stock 450R was sluggish out of the hole in a drag race. With the added Fat Boy 4 and filter kit our 450R really woke up and pulled hard out of the hole. We were able to 'cruise' the dunes in 4th gear, where in stock we found we needed to shift between 2nd and 4th. The throttle response was crisp and immediate! Many times we would aim towards a small razor back in 2nd or 3rd gear, we'd lug the motor to a near stall and just at the face of the razor back we'd blip the throttle and soar upwards into the air. We had a blast! We also noticed the huge power difference when racing the hill, it accelerated much harder out of the hole and pulled strong throughout the mid-range. The mid to top end power was also increased. We got a chance to race a stock 450R up the hill and we were able to gain 4-5 bike lengths! Some of our test riders had comments such as: "wow", "much better grunt", "the sound gives me goose bumps". As you can see we were more than happy with the added power the Fat Boy 4 exhaust offers.

The IMS foot pegs and aluminum heel guards provide sure footing. The peg is double the width of stock, features a 'kick-up' on the end of the peg and are made from heat treated, cast, stainless steel. They provide very secure footing at any speed. The width of the peg makes a huge difference. Not only providing a secure foot-hold, but also gives the rider less fatigue over time. The kick-up on the end of each peg is nice to push against in a high speed turn. The aluminum heel guards protect both your foot, if you happen to slip off the peg, as well as protect the radiator from debris that may fly off your rear tires.



The graphic's kit is made exclusively for Duncan racing and features the names of all the top brands they use. The entire kit gives the 450R a whole new look. The gas tank section is covered with a perforated red color. The holes in this area let the gas tank breathe, thus keeping the graphic's from peeling or bubbling over time. A wider than stock front bumper offers more protection and an aggressive look.

The Duncan racing bolt-on items for the TRX450R really woke up this sleeping beauty. More power is always good and the graphic's kit is like no other! You can be assured that if you have anything from Duncan Racing it has a lot of time and development put into it. You're not just getting a product from Duncan Racing, your also receiving a service. They take the time to advise you what will work best for your situation. We are close enough to Duncan Racing to be able to drop our 450R off at their shop. They wouldn't let us unload or load the 450R from the truck. After our work was finished they had cleaned it up and put a shine on the plastic and tires, all part of the service (this was not an extra for Sand Addiction, we have seen them do this to all ATV's that leave the shop)! Their attention to detail and customer service (during and after the sale) is unmatched in the ATV industry!

We're not finished with this project. Stay tuned as we add better suspension and of course, more power! We're not talking about the 'mild' HRC kit offered by Honda. We're talking a totally reworked power-plant! Look for more details in an upcoming issue of Sand Addiction magazine!

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