



Duncan Racing International 470 Kit for the Honda TRX450R

Let's talk about going fast, because that's what Duncan Racing International's 470 kit for the TRX450R is...damn fast! If you've been keeping up with your Sand Addiction, you may have read about the project 450R that we've been working on in conjunction with Duncan. They had added a lot of happy bling bling and some serious suspension and steering modifications to improve the handling and ride. Now it was time to make the engine mods. The bike traveled back to Duncan so they could work their magic on the last stage of the project...the go fast part.

Now, if you have ever ridden the TRX450R, you notice that it is nowhere near as powerful as its two-wheeled cousin, the CRF450R. The engine has been revamped for use in a quad and it has been tamed from tiger of the jungle down to kitten of the living room. It is still a lot of fun and easy, almost too easy, to bring up the front end, but out of the

box, it is underpowered compared to the YFZ450. As a Honda guy, this steamed me, because that 450R engine had to have a lot more huevos that hadn't been tapped yet and the folks at Duncan got my quad to drop it's pair and hang them proudly. How you ask?

Duncan has created the Honda TRX 450R DRI National 470cc Kit. The kit includes a Fat Boy 4 Complete Exhaust System, 470cc (12-1) piston kit, Cylinder Bore and ReNikasil, head gasket, Camshaft, HD Valve Springs with Titanium Retainers, Shortened Bronze Guides, DR Head Porting and Valve Seat Machining, K&N Air Filter, instructions, and tech support from Duncan Racing. There are 3 different camshafts available for this kit, depending on your needs. The X-11 Grind is the first and offers midrange/top end power gains. The second is the X-22 Grind which gives you midrange power gains. The last is the X-33 Grind which, as you may have guessed, is all about

top end power gains. The X-22 is the only cam that will work with the stock piston. Both the X-11 and the X-33 require shortened valve guides. All of the camshafts that DRI uses for the TRX450R are only Billet Camshafts and all the camshafts are made in the U.S.A. Supporting the U.S. of A's economy is always a good thing.

For our bike we used the X-11 camshaft, because this quad was going to be doing a lot of duning and we wanted the mid and top end power. We also used the HP4 valve train kit with porting and HP4 Duncan Big Valves. This kit alone, gives an approximate increase of 5 hp. This kit should only be installed by a trained professional and if you install the kit at the same time as you do a DRI Head Port and Valve Seat Cut, you won't be charged additional labor for the Big Valve Kit install. A Master Technician does in-house cylinder head porting and the valve guides are removed to allow for

Esco (forum name Esco) won the 90cc and under while Joe Myrick (forum name Joey) won the 90cc and above. It was amazing to see just how fast some of these machines could go!

Next was the cruise to Boardminville. Picture 40 or so ATC70's stuffed under fully grown adults all lined up riding to Boardminville. It was quite a site! People at Boardminville were amazed to see all these 70's. There were prizes to be had and trophies were passed out. Jack, aka Dr ATV from Oklahoma (sells many ATC70 parts to the 70's gang, (www.dratv.com) donated some cool parts, Slappy McDuner from Glamis Dunes.com donated some prizes along

with Bill Tranzow (forum name Stonehenge, aka 70's guru) donated some cool prizes as well.

To top the event off Slappy McDuner built a very custom ATC70 with an amazing dune theme paint job. He had it on display at the Sand Sports Super Show and sold raffle tickets for it. The lucky winner was Tim Atkins (forum name Tim5150). He was the happiest guy in the whole group!

The 1st Annual Tres Regatta was a great event! Everything went smooth and was tons of fun! Get your ATC70 shined up for next year's event!!



greater port reconfiguration. Duncan does all their valve seat cutting using a Serdi valve grinding machine, the same type of machine used by NASCAR and other race associations for the work on their engines. Just one of the many things that help to ensure that the work performed at DRI is always top quality.

For better breath ability on our quad, a Fat Boy 4 complete exhaust system and Pro Design Pro Flow Air Cleaner Kit were installed. The pipe looks and sounds great. There's lots of low rumble at idle and serious animalistic growl at higher RPM's. I've always been a supporter of the theory that loud pipes save lives, and you can definitely hear this bike coming. The Pro Flow air cleaner upgrades your air filter system by providing a CNC machined Pro Flow Adapter that allows you to run the largest filter possible for maximum air flow. This allows the air filter to be clamped on much more securely and makes the air box lid an unnecessary item. The adapter is also designed to reduce turbulence, further increasing the filters efficiency. This helps to give your ATV much cleaner air to breath and this is something that you should never take a chance with. A little sand through your air filter can ruin your whole day, not to mention your engine and the effect it will have on

your wallet.

For our carburetor, we went with the 40mm Keihin FCR. It is available with thumb or twist throttle set-ups and necessitates the purchase of a special clutch perch and hot start cable. The new perch looks cleaner and helps to eliminate the bulky, unnecessary parking brake and cable. Why do they even put those on? It is recommended that this carburetor be used in conjunction with the Pro Flow K&N Air Filter system and the Vortex X-10 Dual Programmable Curve CDI box (see Feb/Mar 2005 Vol.2#5 Issue or visit Duncan's web-site for more info).

As you can see, Duncan did a lot of work to our TRX450R and now you might ask, "Was it worth it?" I would answer you with an unequivocal, "Hell, yeah!" I got the quad back just before Presidents weekend at Glamis, where I followed the break in procedures provided by Duncan. It should be noted that they provide comprehensive directions on how to break in your DRI engine properly for maximum performance and reliability. They also provide Tech Support for all their work and their work is 100% guaranteed. After finishing the break in procedures, I took it out and opened it up and was ecstatic with what I found. This bike flat out screams through the dunes and is a

blast to ride. At the Gecko Flat drags, this bike owned everything, except for the drag only quads that are un-dunable, and they didn't beat me by much. I'd like to see them nudge with me though! Nudge, nudge, wink, wink, say no more! The power is smooth, clean, and aggressive and the new compression ratio does not make it hard to kick start, like it did on my 250R that became a 350R Power Valve. The kick is still almost effortless and that is a huge plus! It should be noted that this bike is not the same old never-needs-tuning four stroke. The TRX450R needs a lot of specialized maintenance in its stock form. These include frequent oil, oil filter, and air filter changes and more frequent inspections of cam and valve tolerances. Now these things need to be done more often, and, sure, it's a little more work for you, but the end-result is well worth the minor increase in maintenance.

I am ecstatic with my "new" bike and I am extremely impressed with the work done by Duncan Racing International. Duncan has the experience gleaned from over 25 years of involvement in ATV racing and has won more races than any of their competitors in the industry. Their wins have come in every type of ATV competition from motocross to desert, TT to flat track, cross-country to drags and beyond. They have a new R&D facility with engine dyno, flow bench, with port mapping feature, valve springs tester, camshaft mapping software, Serdi valve grinding machine and other tools to help them keep up with and beat up on the competition. Consistent quality backed by a tradition of winning, is what Duncan offers and they stand by their products. Visit their website at www.duncanracing.com. I highly recommend DRI for any and all of your ATV needs. Take care and be safe in the sand!

