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FIRST TEST



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DUNCAN RACING TRX275R

Ultimate racer turned ultimate fun machine

Established in 1977, Duncan Racing International's (DRI) experience in ATV racing and their access to the newest performance parts and technology make the company the source for some of the most effective race machines available today. It also means DRI has a wealth of experience with every high-performance ATV ever produced. When DRI combines its resources on a modern build of a Honda 250R, the winningest two-stroke racing ATV ever made, the results are bound to be spectacular.

DUNCAN RACING TRX275R



DRI's use of premium-quality parts and precise assembly show in the engine's unusually low vibration; the slick, precise way the transmission shifts; and the smooth, light action of the clutch. Riding such a well-prepared two-stroke racer is a rare experience, but it's the best way to experience how great the Honda was and is.

A RACE MACHINE GOES OFF-TRACK

Lee Thompson, the 250R's owner, had DRI prepare the Honda like a race machine, with the best available engine and suspension modifications, even though the machine would be ridden mostly for fun and raced only occasionally. The machine's list of mods is like a mechanical dream team.

ENGINE EXCELLENCE

The 250R's two-stroke engine was treated to DRI's PC2000 275cc midrange engine kit to give the machine serious performance, but with broad, easy-to-ride power that is more controllable for trail riding.

The kit includes DRI's exclusive PC2000 variable exhaust-port cylinder,

one of the keys to the engine's combination of usable power delivery, and massive top-end pull. The PC2000 billet head accepts different domes for a variety of compression settings. A 39mm Keihin PWK carburetor provides better flow and throttle response than the stock carb, and a Paul Turner exhaust is used to maximize the engine's output. A Hinson/DRI clutch is used to assure smooth, reliable clutch operation with the more powerful engine. The engine and transmission were blueprinted and assembled at the DRI race shop.

CHASSIS CHANGES

Handling on Honda's 250R is as legendary as its engine performance, but modern chassis parts and shock technology let DRI improve the suspension to a new level. Duncan Racing began with a new frame and added Roll Design A-arms, and a +1/2-inch Roll Design swingarm with Elka Stage 5 shocks to provide more travel and full adjustability. A GPR steering stabilizer is used with a Roll Design steering stem, anti-vibe handlebar mounts, and Flexx shock-absorbing handlebars for better control and increased comfort.

GREATNESS REIMAGINED

Riding a 250R that is essentially brand new from the front bumper to the rear bearing carrier is a rare experience, but it's the best way to experience how



The light, two-stroke 275R feels like it weighs nothing. It accelerates and brakes instantly, with an unmistakable two-stroke hit to the power, and it turns like a housefly.



DRI's exclusive PC2000 power-valve cylinder gives the engine broad power delivery and massive top-end pull. The PC2000 billet head accepts different domes for a variety of compression settings.



Elka Stage 5 shocks give Honda the latest in suspension technology. The ride is fluid and smooth with amazing bottoming resistance.

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great the Honda was and is. Riding one meticulously prepared by one of the world's best race shops is incredible. DRI's 275R is ferociously fast, but the feel of the machine is unlike any four-stroke 450. The 275R feels like it weighs nothing. At 350 pounds, the machine is 55 pounds lighter than a four-stroke 450! It accelerates and brakes instantly, with an unmistakable two-stroke hit to the power, and it turns like a housefly. Thanks to high-end racing suspension, the ride is fluid and smooth with unbelievable bottoming resistance.

The luxuries of premium parts and precise assembly show in the engine's unusually low vibration; the slick, precise way the transmission shifts; and the smooth, light action of the clutch. At first, the thought of not racing such a well-prepared race machine seemed a little strange, until we found out how enjoyable just riding it is. □

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DUNCAN RACING TRX275R

Duncan Racing's TRX275R is essentially brand new—from the front bumper to the rear bearing carrier. It looks and performs like a fresh, new machine.



DUNCAN RACING HONDA TRX275R

Machine Owner Lee Thompson

MACHINE

Quad Honda TRX250R
Quad weight 350 lb.
Frame/mods.. Chromoly Stock Replacement

MOTOR

Motor Mods... .. PC 2000 275cc "Midrange"
Engine Kit \$2595
Kit includes..... PTR Pipe, Fat Boy 2
Silencer, PC 2000 Cylinder, Pyramid
Reed Valve, Keihin Pre-Jetted Carb,
Jet Kit, K&N Filter, Outerwear

INDIVIDUAL PARTS & PRICES

Cylinder PC 2000 275cc Power Valve
Cylinder and Matching PC 2000
Billet Head, \$1795
Piston..... PC 2000
Reed Cage Pyramid Reed Valve, \$199
Spark plug/gap..... NGK BR9EIX
Crankshaft..... DR Rebuilt
Carburetor..... Keihin 39mm PWK \$249
Airbox/filter Stock Air Box/K&N
Pipe/silencer (muffler) Paul Turner Eliminator
triple-plate Chrome Pipe and Fat Boy 2
Silencer, \$589
Fuel Sunoco STD
Pre-mix oil Maxima 927 32-1

DRIVE SYSTEM

Clutch basket/plates/springs.Hinson Basket/
DRI Clutch, \$249/\$199

Transmission/oil..... Maxima MTL Endurance
Chain/lube..... Maxima Chain Wax
Sprockets..... Sunstar
Gearing f/r 14/38
Chain..... RK Premium ATV O-Ring, \$99

FRONT END

A-arms/width..... Roll Design MX
Lobo II A-Arms
Kit Price..... A-Arms, Stage 5 shocks,
Steel Braided Brake Lines, \$3395
Spindles 400EX OEM
Front shocks Elka Long-Travel Stage 5
Steering stem Roll Design, \$299
Steering stabilizer GPR w/H-Mount

REAR END

Swingarm/length Roll Design + 1/2"
Rear axle/carrier RPM Axle/Tapered
Bearing Carrier, \$499/ \$249
Rear shock..... Elka Long-Travel Stage 5,
\$1195

TIRES/WHEELS/HUBS

Tires: f/r..... STI/STI Tech 4 XC
Tire sizes: f/r..... 22x7x10/12x11x9
Wheels: f/r..... DWT
Beadlocks/Hubs: f/r OEM

BRAKES

Calipers: f/r..... 400EX/TRX 250R
Brake lines..... Crown Series Steel
Braided (front) \$119/\$39.95
Brake fluid Maxima 550

HANDLEBARS/CONTROLS

Handlebars/bend..... Flexx Bars, \$349
Clutch lever Works Connection, \$129

LIGHTS

Lights LED
Stator Ricky Stator
Light Mounts Custom Mods to DRF Bumper/
Custom Upper Handlebar Headlight

MISCELLANEOUS

Front bumper/grab bar..... DR Chrome/
AC Racing, \$199/\$39.95
Skid plates ... Engine and Swingarm Custom
Seat OEM w/ Vintage DR Cover
Tank IMS
Body plastic OEM
Footpegs..... Roll Design, \$199
Powdercoating Powder 1

OTHER SPECIAL SETUPS

DRI Graphics Kit and Seat Cover, \$129
DR Parking Brake Block Off, \$15
DR Billet Shifter, \$89.95
Custom Aluminum Rear Brake Pedal
DR Chain Guard, \$29.95
Special thanks Paul Turner Racing Exhausts,
Roll Design, DWT Wheels, STI Tires,
GPR Stabilizers, Elka Suspension, Hinson
Clutches, Maxima, RK Chain,
Works Connection
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