



IMS/DUNCAN/ROLL DESIGN ELKA DESERT RACER

APPLICATION 2006 HONDA 450R

- Roll Design Lobo II A-Arms, Roll Design Tie rods, Elka Elite Shocks: \$3,138
- Roll Design Desert Swingarm, Elka Elite Shock: \$2,190
- Gaffer Front and Rear Brake Lines \$105
- Gaffer Wave Rotors Front and Rear \$520
- Team Axle \$499
- Duncan 470cc National Motor Kit \$2,195
- Duncan Graphics Kit \$129
- ITP T-9 Pro-Series Pro-Lock Wheels \$1,160
- ITP GNCC Tires 23 front 21 rear \$440
- IMS-Roll Pro Series Nerf Bars \$199
- IMS-Roll Pro Series Foot Pegs \$199
- IMS-Roll Pro Series Heel Guards \$179
- IMS Intimidator Off-Road Bumper \$129
- IMS-Roll Pro Series Off-Road Grab Bar \$74
- IMS Dry Break Tank \$225
- IMS Screw Cap Adapter for Tank \$69
- Quad Tech Hood \$225
- Quad Tech Shock Guards \$145
- Roll Steering Stem \$349
- Universal Bars \$195
- Powermadds with Wraps \$90
- Joker Machine Twist Throttle \$189
- Works Connection Perch \$179
- Denton Racing Stabilizer \$139
- Project 321 Gas Cap \$69
- T.M. Design Chain Slider Kit \$117
- Full Hinson Clutch Kit with Cover \$1,049

THE HOP-UP A few years ago, Steve Valli was racing dirt bikes. While helping his boss at IMS, Scott Wright, at an event, he noted how much easier it must be to race quads. Soon afterwards, Valli raced an ITP Quadcross event at Glen Helen Raceway and won the intermediate class. He was hooked. "It took a totally different set of skills to ride a quad on a track," remembers Valli. "It was more fun than racing dirt bikes."

After racing the local SoCal moto scene for a bit, Valli decided he wanted to try his hand at desert racing. He and his buddy Matt Duhamel teamed up and began building a quad for the Best In The Desert (BITD) series. The Honda you see here is the platform they decided to start out with.

Valli turned to longtime IMS friends Roll Design and Elka suspension to help fine-tune the suspension. Valli went with Roll's Lobo II A-arms and tie rod setup in the front and a Roll desert swingarm. Elka provided the high- and low-speed-adjustable Elite shocks front and rear (piggyback reservoir fronts with remote reservoir rear). Elka also supplied its Pro Dual Linkage to complement the rear swingarm.

At the heart of the 450R is a potent Duncan Racing powerplant—the 470cc National Kit. Valli absolutely raves about the engine. "The motor is unbelievable—it pulls like a dream," he said. "It's extremely torquey, thanks to the higher-compression piston and X22 grind cam. The power rolls on nice and smooth from start to finish and it has plenty of useable overrev. And since there's so much torque, we're able to gear the bike really tall. It almost pulls like a two-stroke the way it's geared." Included in the extensive engine kit is a complete Fat Boy 4 exhaust, a 470cc piston kit (12:1 compression), cylinder bore and re-Nikasil, a head gasket, camshaft, big valves, heavy-duty valve springs with titanium retainers, shortened bronze guides, head port work, Serdi valve-seat machining, a K&N air filter, and DR tech support.

THE RIDE The new ITP GNCC tires feature a brand-new radiused edge, which gives less feedback at the bars when you hit rocks and roots. It's definitely more noticeable at high speeds and it keeps the bike stable. And the suspension is dialed, too. "The first two coils on the shocks are set really soft for my ride weight, and the second two are set up for my teammate Matt, who is heavier. When I start slamming into the rough stuff, it handles great, because I get the soft initial stage to absorb any harsh hits and then the stiffer stage springs handle the rest of the hit," Valli said. "We also used a taller-than-stock Roll steering stem with rubberized anti-vibration mounts—with that, the shocks, and the tires, I think it's the perfect setup for desert racing."

In their first 2007 BITD race, Valli and his teammate finished eighth overall in the Pro class. "We would have done better, but we had some vapor lock in our dump can and we ran out of gas on the first lap. We were stuck on the side of the road for over an hour," said Valli. "But we're definitely going to be ready for our next race!"

CONTACT IMS Products, (800) 237-9906 or www.officialims-roll.com; Duncan Racing, (866) 379-7223 or www.duncanracing.com; Roll Design, (760) 731-9610 or www.rolldesign.com; Elka Suspension, (800) 557-0552 or www.elkasuspension.com

TOTAL ADD-ONS \$14,196

