

HONDA *With A* TWIST

IMS/ROLL DESIGN CREATE ONE WICKED TRX450R DUNING DEVIL

BY CHRIS VOGTMAN

Some things are just better with a twist. A vodka tonic just wouldn't be the same without a twist of lime. There would be a lot of broke Hollywood movie producers and directors if they couldn't add a little dramatic twist in their films. And, there would be a bevy of pathetic dancers out busting a move if they didn't twist and shout (thanks Isley Brothers!).

All right, we admit that last one might be a stretch, but there's a point behind our madness: IMS/Roll Design's Honda wouldn't have been the

same without a twist. A twist throttle to be exact. We've tested a gaggle of ATVs in the dunes, but they usually come standard with the same boring thumb throttle. Not this time — we got to blast the sand with a Motion Pro twist throttle kit leading our every move.

Riding the desert and dunes for extended periods of time is flat-out easier with a twist throttle. If you haven't experienced the desert with a twist, we recommend you try it. You might end up preferring it full-time



Boyan Kobylecka



IMS/ROLL DESIGN HONDA TRX450R

Estimated prices in parenthesis

ENGINE

Type: Honda TRX450R

Engine Mods: Honda HRC kit: cam, airbox lid, pipe insert, jetting (\$377)

Carburetion: Stock

Air filter: Pro Design (\$100)

Exhaust: Duncan Racing full system (\$575)

Starting: Electric

Radiator: IMS by Fluidyne (\$399)

DRIVE SYSTEM

Clutch basket/plates/springs: Stock

Transmission: Stock

Chain: Stock

Sprockets: Stock

FRONT END

A-arms: Roll Design (\$3,190 for A-arms, Galfer brake lines and Elka shocks)

Brake lines: Galfer

Spindles: Stock

Rotors: Galfer Wave (\$260)

Front shocks: Elka

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like Factory Yamaha's Kory Ellis or Harold "The Bee" Goodman.

But, really, the throttle is just the beginning of our appreciation for a Honda that surprised us at every roosted turn, sand whoop and jump. IMS/Roll Design concocted a 2006 450R that was simply a devil in the dunes.

HONDA'S HRC KIT; IS IT FOR REAL?

There's a reason professional racers like Grand National Cross Country powerhouse Chris Borich use Honda's HRC 450R kit in their machines: It's a stalwart for the price.

You've asked if it was worthy, and now we can answer with a pointed yes. The HRC power-up kit from Honda includes an airbox lid, pipe insert, a better-performing cam and

jetting. A free-flowing system results in an improved power curve and a better ride for you. Of course, the IMS/Roll Honda we tested came with a full Duncan Racing exhaust system and Pro Design air filter kit, which gave us a few more notches on the horsepower belt compared to those who just opt for the HRC kit.

With the Duncan Racing exhaust system and Pro Design filter, it only took a blip of the twist throttle to extract power from the Honda. When testing the 450R off the line, it had plenty of power to pull easy second-gear starts. And, when we wanted to attack a steep, sandy bowl, we never had a moment of hesitation. The HRC kit and Duncan Racing pipe were a solid match for the dunes.

If you only had enough money to select a

few mods from this IMS/Roll Design Honda, we'd suggest the HRC kit at the very least.

STAY COOL

We won't spend too much time preaching why a top-functioning cooling system is needed in the desert; it's obvious, right? The IMS radiator by Fluidyne ensured we weren't going to be stuck in the middle of the Easy-Bake Oven desert wishing our quad would stay cool. The radiator increased the 450R's cooling capacity, and that's crucial when the sun heats up the sand, causing a 90-degree day to feel more like 110.

FRONT TO BACK


For a lot of SoCal and Southwestern riders, it's been a long summer break awaiting the start of duning season and the return of desert riding. When you make the journey back into sand heaven, we suggest you do it with an ATV that won't lead you astray.

Roll Design and Elka have combined their talents to make one whoop- and corner-eating front end. Carving bowls and busting through the inevitable sand highway filled with whoops was a much easier task. The Roll Design A-arms add width while the Elka Duning Edition shocks were dialed in for a smooth ride for this test rider.

We've tested Elka's Dune Edition shocks before with positive results and this test was no different. While we did have a few testers find the shocks too soft for their liking, we were able to dial-in a better setting to improve the ride for each specific rider.

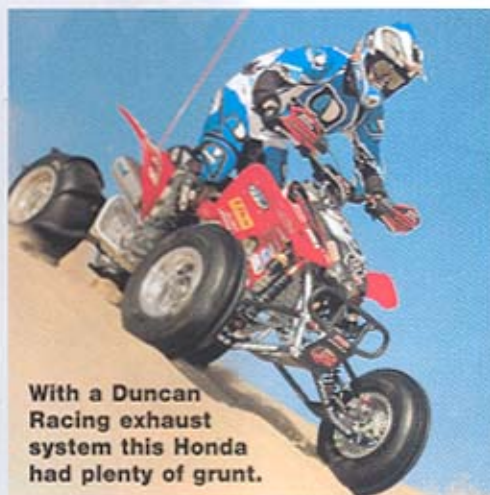
A Roll Design Lobo swingarm and Elka's dual-rate shock rear absorbed all the kidney-jarring hits and made us happy. Of course, the

Elka's Dune Edition shocks results in fun carving bowls and airing it out.



With the HRC power up kit (bottom left), this 450R was a riot in the dunes.

Daneta Kobylecka



With a Duncan Racing exhaust system this Honda had plenty of grunt.



Honda became more controllable and powerslides were a riot thanks to the ripping rear end — thankfully free of swamp fumes!

The swingarm/rear shock duo also helped when slapping down landings. We did flat land a few times, and the entire front and rear suspension package handled the brunt hits admirably.

IMS/Roll added Galfer steel-braided brake lines and Galfer Wave rotors front and back for a tougher-performing brake system. The improved rear brake was a stellar performer during wicked soft-sand downhill descents. And the front braking system proved worthy whenever we needed a quick squeeze of the brake lever.

And, once again, we were pleased with the ITP Sand Star tire and wheel package that has been a top performer in the dunes since its debut.

IT'S ALL IN THE WRISTS

One of the best features of this 450R reminded us of one of our all-time favorite golf movies

"Happy Gilmore," because it's all in the wrists. Many times, the handlebars and controls get overlooked as performance add-ons. Some make the mistake of thinking the aftermarket handlebars and controls are only there for style.

The IMS/Roll steering stem and handlebars matched our ergos perfectly. IMS/Roll also bolted on its bar mounts for a top-performing handlebar combination. Spider grips, with their unique acoustical rebound technology — whatever that is — reduced wear on our palms and fingers.

And, thanks much to the twist throttle and forearm-loving Works Connection clutch perch, the handlebar setup allowed us to ride for hours without experiencing maddening arm pump.

HEY, GOOD LOOKIN'

What this IMS/Roll Design Honda has cookin' is a lot of hot add-on parts. If you are building a project quad, you can't miss with most of what IMS/Roll has

to offer. The Intimidator bumper screams tough and the Pro Series footpegs and heel guards serve their purpose. We didn't find ourselves searching for the pegs thanks to an aggressive design.

The IMS/Roll graphics, dash panel, shift lever, brake reservoir cover and E-Brake block off plate add all the smaller details we couldn't do without. An AC Racing belly pan was a nice addition for desert riding, but we could have dismissed it during our dune test.

Quad Tech has been behind the uprising of the carbon-fiber rage for several years now, and its 450R nosepiece doesn't disappoint. And, while the seat cover appears to be just an ordinary piece of fabric, what one may not realize by just looking is the additional seat foam. Increased comfort is key for a long desert ride, and so too is the extra grip provided by the cover.

The bottom line is this IMS/Roll Honda 450R had plenty of good looks, but doesn't wuss out when it's put into action. **ATVS**

Steering Stem: IMS/Roll (\$349)

REAR END

Swingarm/carrier: IMS/Roll Lobo
Rear axle: Team (\$499)
Rear shock: Elka dual-rate (\$995)
Rotor: Galfer Wave (\$129)
Brake line: Galfer (\$53)

TIRES/WHEELS/HUBS

Tires, front: ITP Sand Stars
Tires, rear: ITP Sand Stars
Wheels: ITP (\$675 for tire and wheel package)
Hubs (fr): Stock

HANDLEBARS/CONTROLS

Handlebars: IMS/Roll (\$79)
Handlebar clamp: IMS/Roll (\$79)
Handguards: PowerMadd (\$90)
Clutch lever: IMS/Roll (\$80)
Dash panel: IMS/Roll (\$45)
Clutch perch: Works Connection (\$129)
Throttle kit: Motion Pro (\$56)
Grips: Spider (\$16)

DETAILS

Footpegs: IMS/Roll Pro Series (\$239)
Heel guard: IMS/Roll Pro Series (\$149)
Bumper: IMS/Roll Intimidator (\$129)
Fuel tank: IMS/Roll (\$225)
Block off plate: IMS/Roll E-Brake (\$20)
Brake reservoir cover: IMS/Roll (\$20)
Graphics: IMS/Roll (\$75)
Antenna mount: IMS/Roll (\$30)
Seat cover: Quad Tech plus foam (\$170)
Nosepiece: Quad Tech Scoop (\$190)
Brake guard: Quad Tech (\$54)
Skid plate: AC belly pan (\$110)

Quad Tech's carbon fiber nosepiece is a sharp touch to the 450R's front end style.

ITP's Sand Star tires were a good match for our riding style in the dunes. These tires made carving bowls and riding razorbacks a cinch.

