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# DUNCAN RACING

# TRX470R

# FACTORY DUNE QUAD

DUNCAN GIVES A DUNER THE WORKS!

**T**wo things make riders blow the budget, drain the college fund or miss the truck payment more than everything else—building a no-compromise race quad to chase a championship and building an over-the-top duner to roost all over your sand riding friends.

If money wasn't a concern and you were as obsessed with quality as performance, you'd probably wind up at the same place whether you wanted a racer or a duner—Duncan Racing International (DRI). If you wanted a duner built like a championship-level race quad, you'd build the machine *ATV UTV Action's* friend Thad Dirksen did, a duner with Duncan's full National engine kit, but not the 450 class-legal 450cc version, the 470cc monster.



## DOES A RACE ENGINE MAKE SENSE IN THE DUNES?

Some engine builders disrespect reliability when building race engines, but Duncan Racing knows championships are earned with engines that finish every race, and every engine has to be tuned properly for its purpose. The full National engine kit used for the 470R is an absolute powerhouse race motor that requires race gas, but it's set up more like a long-distance desert racing or Baja engine than a motocross spec, so it can do a season of brutal full-throttle duning with no more than regular air-filter service and oil changes. A Hinson clutch and Sunstar chain and sprocket set keep the driveline trouble-free.

## WHAT'S THE POWER LIKE?

It's big. The 470 feels like a much larger engine because the power comes in so early, but it's even more free-revving than the stock 450, which gives it that ripping 450 race quad feel. The top-end power is just crazy, which is perfect for slinging huge roosts at the tops of massive dunes!

## WHAT'S THE SUSPENSION PACKAGE LIKE?

Like the engine, it's a full race-spec setup. Roll Design MX Lobo II A-arms with Elka long-travel Stage 5 shocks provide a wide, stable stance, more travel than stock and complete adjustability. The biggest difference is the huge improvement in ride quality over the Honda's stock suspension. The Duncan/Roll Design/Elka suspension is firm enough for the most insane jumps, but it's so compliant that some of our testers initially thought it was set up too soft. There is no way to adjust the 450R's stock shocks that will produce anything like the smoothness the Elkas provide.

An Elka long-travel Stage 5 rear shock and Elka linkage transform the rear end from good to what national champions and Baja winners feel. Like the front, the bottoming resistance is amazing, and the compliance and smoothness have to be felt to be believed.

The GPR steering stabilizer is part of the suspension package too. The spikes it keeps from reaching the rider make riding more relaxing whether the terrain is choppy or smooth.



*The 470R has the full Duncan Racing National engine. It's an absolute powerhouse race motor that requires race gas, but the dune version is set up more like a long-distance desert racing or Baja engine than a motocross-spec motor, so it can do a season of duning with no more than oil changes and air-filter maintenance.*



*Elka Stage 5 shocks offer adjustable high- and low-speed compression, rebound and spring preload, but the ride quality created by their low-friction internals and lightweight design is what really sets them apart from stock shocks.*

## FINISHING TOUCHES

You can't build a machine like the full-race Duncan duner and have it look ordinary. The quad won't allow it. Duncan Racing gave it the look of one of its top-level race bikes, with DRI graphics, seat and front bumpers,

Douglas wheels and a Hinson clutch cover. The only danger in taking a machine to the dunes that looks and runs like a DRI race team quad is you may be mistaken for a motocross, off-road or Baja champion, but it's a chance we didn't mind taking. □



The big-bore cylinder and custom piston are only responsible for part of the 470's big, broad power spread. The real magic comes from the combination of big valves, DRI head porting, SERDI valve seat machining, a special cam profile and meticulous assembly.

This duner has the same suspension national champions win on, custom-tuned for the dunes and the machine's lucky owner, Thad Dirksen. Duncan Racing sets up all the suspension it sells to the rider's weight, riding conditions and preferences.



Duncan Racing's Fat Boy 4 full-stainless steel exhaust lets the big motor exhale freely and it sounds great. ITP Sand Star tires put the 470's power to the sand.

## RIDER/SPONSORS

**Bike owner:** Thad Dirksen

**Bike builder:** Duncan Racing International:  
www.duncanracing.com, (619) 258-6306

**Contributors:** Roll Design/ Elka Suspension/  
Vortex Ignitions/Hinson/GPR Stabilizer /  
RK Chains/Fat Boy 4 Exhausts/Pro Design/  
Maxima/Works Connection

## MACHINE

Quad: 2009 Honda TRX450R  
Quad weight: 350 lb.

## MOTOR

Duncan Racing "470" cc National Kit (following price breakdown for individual components)

Complete kits are available starting at \$2495

Head mods: DRI HP4 Valve Train Kit, \$1495  
Includes: DR Head Port, SERDI Valve Seat Machining, Heavy Duty Valve Springs w/ Titanium Retainers, Oversize +1mm S/S Valves, HP Guides, Bill X11 Camshaft

Big Bore/Piston: OEM Cylinder Mod to 470cc/ DRI 470cc 13:1 JE Custom Piston/ Head Gasket, \$595

Ignition/timing: Vortex X10 Programmable CDI, \$539

Crankshaft: Balanced (call for pricing)

Carburetor & mods: Stock Keihin FCR (Duncan jetted)

Airbox/filter/oil: Stock Air Box/Pro Design Pro Flow Kit w/ K&N, \$149.95

Exhaust (muffler): Fat Boy 4 Complete Stainless Exhaust System, \$649

Fuel: VP C12

4-stroke oil: Maxima Premium 4 10w30

Spark plug/gap: NGK IFR8H11

## DRIVE SYSTEM

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

Transmission/oil: Maxima Premium 4 10w30  
Chain/lube: Maxima Chain Wax

Sprockets: Sunstar

Gearing f/r: 14/38

Chain: RK Premium ATV Chain O-Ring, \$99

## FRONT END

A-arms/width: Roll Design MX Lobo II A-Arms \$1495

Spindles: OEM

Front shocks/wheel travel: Elka Long Travel Stage 5, \$1795

Steering stem: Roll Design, \$349

Steering stabilizer: GPR, \$349

## REAR END

Swingarm/length: Stock OEM w/ Guide, \$49.95

Rear axle/width/carrier: RPM \$419/Tapered Bearing Carrier, \$205

Rear shock/wheel travel: Stage 5 Rear Shock \$1295/ Elka Linkage, \$425

Reservoir Mount, \$149

Suspension Limiter, \$49.95

## TIRES/WHEELS/HUBS

Tires f/r: ITP Sand Stars

Wheels f/r: DWT QuadRok

Hubs f/r: OEM

## BRAKES

Calipers f/r: OEM

Pads: OEM

Rotors: OEM

Brake lines: DR Crown Series Steel Braided front \$119/rear \$39.95 (made in USA)  
Brake fluid: Maxima 550

## HANDLEBARS/CONTROLS

Handlebars/bend: Flexx Handlebars \$349

Handguards: N/A

Throttle: Motion Pro Vortex

Clutch lever: Works Connection \$155 w/o hot start

Cables: Motion Pro

Grips: Pro Taper

## MISCELLANEOUS

Footpegs: Roll Design \$199

Heel guards: Roll Design \$199

Front bumper/grab bar: DR Chrome, front bumper, \$199/stock rear grab bar

Skid plates: OMF skid plate, \$249

Seat: OEM

Tank: OEM 2013

Body plastic: OEM

Footpeg location: Stock

Powdercoating: Powder 1

## OTHER SPECIAL SETUPS

DRI Graphics Kit and Seat Cover (seat cover no longer available)

DRI/Hinson Quick Change Clutch Cover RED, \$199

DR Parking Brake Block Off, \$14.95

DR Chain Guard, \$29.95

Lowrance HDS 5 Baja GPS Unit

Custom mount by DRI