

WASH AND RINSE SAND OFF THE DIRT



DEVIL INSIDE: This red devil of a Honda really loves being mischievous in the sandy playpen that is Glamis.

*An IMS-BUILT Honda TRX470R Provokes The ANGEL On Our SHOULDER

By Chris Vogtman

Want to shred the competition? So do we. And it's even easier on a quad like the IMS-built Honda TRX450R with a Duncan 470cc National motor kit. This purpose-built desert quad inspired confidence and adrenaline with every turn of the twist throttle during a recent test ride at the Glamis dunes. We have a little creed here at *ATV Sport*: ride fast and take chances. It's a belief we try to take seriously — when our wives and girlfriends aren't

telling us the opposite at least. OK, we admit, as we get a little older taking chances is replaced by don't be stupid. But, with a little red devil sitting on our left shoulders provoking the angel on our right and a 470cc thumper beneath us, we figured it was best to live the creed for a few hours. Sorry honey!

This IMS Honda ripped.

FIRE WITHIN

The Honda 450R was bumped up to a 470cc displacement with the addition of Duncan Racing Internationals' 470 National kit. For the 2007 Honda we were testing, a high-compression piston churns at a ratio of 12.5:1. The kit requires you to send DRI your machine's engine and includes a cylinder bore and ReNikasil, head gasket, Baja camshaft for improved bottom and midrange — three cam profile options are available: motocross, Baja/cross country and TT/drag racing — Big Valves S/S IN & EX (optional), HD valve springs with titanium retainers, shortened bronze guides, head porting and Serdi valve seat machining, K&N air filter instructions and DRI tech support.

Mated to the engine is the complete Fat Boy 4 exhaust system, which cranks up ponies even more. The exhaust is included in the \$2,195 price.

With a three-person test crew swap-



SOLID PLATFORM: The Duncan Racing-modified engine was accompanied by a full Hinson clutch assembly and proven IMS/Roll parts.



TEAMWORK: While the Team Industries rear axle added strength, the Galfer braking upgrade improved its stopping power.



PADDLIN': ITP paddle tires were the perfect fit for this Honda and its hearty power. Simply twist the throttle and watch the sand fly!

DARE DEVIL: The little red devil on our shoulder coaxed us into trying a few dune jumps on this Honda. We're glad we indulged.



IMS HONDA TRX450R

Front suspension package: \$3,190

— Roll Design A-Arms, Elka Elite
Shocks, Galfer Brake Lines

Rear suspension: \$995 —

Elka Elite Shock

Galfer rear brake lines: \$53

Galfer Wave rotors front and rear:
\$520

Team axle: \$499

Duncan 470cc National motor kit:
\$2,195 — Featuring Fat Boy 4 Exhaust

Vortex CDI ignition: \$399

Duncan graphics kit: \$129

IMS-Roll Elite Series Pro-Pegs:
\$299

IMS-Roll Elite Series heel guards:
\$179

Intimidator Off-road bumper: \$129

**IMS-Roll Pro Series Off-road grab
bar:** \$74

IMS tank: \$225

Quad Tech hood: \$225

Quad Tech shock guards: \$145

Quad Tech seat cover: \$125

Roll steering stem: \$349

Universal handlebars: \$195

Motion Pro Vortex twist throttle:
\$59

PowerMadd handguards w/wraps
\$90

Works Connection perch: \$179

Project 321 gas cap: \$69

Full Hinson Clutch kit w/cover:
\$1,049

ping machines in the desert, it took a lot of persuasion to coax the rider off the Honda.

"Damn!" one tester exclaimed after hopping off the machine. "This is a fun hill shooter. When you open it up it just asks for more. This machine excels from the bottom through the midrange. You definitely can notice a big difference over a standard 450."

With the addition of the National kit, a full Hinson clutch kit was installed for increased performance and reliability. The complete kit includes a clutch basket, inner hubs, pressure plate, steel and fiber plates and clutch cover. The new clutching components improve clutch performance, heat dissipation, eliminate clutch chatter and reduce heat created by clutching.

"I've ridden a lot of 450s with bolt-on kits and they weren't even close to how smooth this built 470 rode," one tester said. "It had minimal vibration and transitions through gears were spot-on when railing and clutching around desert brush."

Second-gear starts were easily doable and the machine stayed as planted as the rider wanted. Lifting the front end up and rolling wheelies was fun and made the little red devil on our shoulder beg for more.

IMS installed a Vortex X10 CDI ignition for precise power mode control. The X10 can be programmed with up to 10 hi-resolution 3D maps that customizes the engine's power delivery and suited the Duncan National engine configurations and our riding style. The kicker with the X10 installed on the IMS Honda was the Dual Curve CDI that allowed us to switch

modes via a handlebar-mounted switch.

The two power modes IMS set were for hill shooting and high-speed desert riding. For a few drags up Competition Hill, we switched between modes and the difference through the powerband was noticeable. With the hill-shooting power mode, hammering up the hill was far easier and faster than the standard high-speed mode.

RIDIN' ON TOP

Desert riding is fun, but deep whoops that leave your kidneys and legs begging for a permanent vacation can be worse than a week visiting the in-laws. With the IMS Honda, it made those nightmare-inducing whoops an afterthought. The faster you hit them, the more compliant the ride got.

With a suspension package that included Roll Design A-arms and Elka Elite shocks, the Honda wanted to be ridden fast and on top of the whoops. We blasted down a half-mile section of non-stop whoops multiple times and the Elka Suspension soaked up everything we asked them to without fading.

"I let off the throttle at one point and I immediately asked 'What the hell am I doing?' as I tail whipped a little bit," one tester said. "I responded by going faster. The Honda liked to be pushed and was super controllable at fast speeds. The whoops cried into submission!"

Up front, the Roll Design Lobo II arms widened the ride and provided more control over the terrain. "Everything communicated well up front with the Elkas,"

a tester said. "The Roll Design arms increased travel and made it possible to pound through the whoops without worrying about snapping a crucial component and turning me into Superman."

The rear Elka Elite shock retained the stock linkage and IMS left the stock swingarm, which has proved to be a solid component on the Honda. Additional peace of mind was provided by the Team axle, which shook off hard whoops hits and handled our Glamis jumps like a champ.

RIDIN' DIRTY

With all the bolt-on components IMS included in this build, you'll look like the pimp at your local ATV playground. Just don't be caught riding dirty, playa. Among the list of slick bolt-ons are the Intimidator bumper, IMS Roll Pro Peg nerfs, Elite Series heel guards and PowerMadd handguards.

The real bling comes in the way of QuadTech's shock guards, hood and seat cover. A Project 321 gas cap and Duncan graphics add the finishing touches.

Performance-wise, Universal bars mounted to a Roll steering stem add reliability. Easier clutching is also aided by a Works Connection perch. Galfer rear brake lines and rotors front and rear added to the overall braking performance.

"This was a fun machine to hammer through the dunes and desert. It put the power to the ground and was really controllable," a tester said. "If I had money to spare, building a replica wouldn't be out of the question." ■

PERFECT COMBINATION: The Roll Design Lobo II front end and the Elka Elite shocks proved to be a perfect combination for our test in the Glamis sand.



MAP BUTTON: The Vortex X10 CDI included this conveniently located toggle switch that let us choose between two preprogrammed maps: hill shooting and high-speed desert!

