

PROJECT
HONDA MXER



CT RACING TRX450R

By golly it's fast; handles well too!

By the staff of Dirt Wheels

□Allan Knowles, of California's CT Racing, has been known to build some top-flight ATV race machines. Most recently, CT Racing took a tame Suzuki LT-290 (April 2008 issue) and turned it into a track ready mini racer. This time around, a 2008 Honda

TRX450R was the subject of the hop-up. After a brief look over, our opinions were high. It looked great and at the push of a button it sounded just right too. But did the CT Racing TRX450R's bite match the bark? We took it for a spin.

CT TRX450R

From the ground up, CT selects a whole slew of high quality aftermarket components to improve the stock unit. Starting with the motor, CT Racing popped out the stock TRX450R mill. Wanting to keep the TRX450R legal for non-open racing classes, the motor tuning was minor. The stock cam was replaced with Web Cam components, and the stock piston was switched out for a high compression JE piston.

The stock Honda exhaust system was replaced by CT Racing's own complete race system. Built from aluminum and stainless steel, the

CT system comes complete with a header, muffler, 12 muffler discs and a jet kit.

Stock clutch components were replaced with a complete Hinson system. This includes an inner hub, outer hub, clutch basket and clutch plates. CT also installed a Hinson clutch cover for some added cool.

The modified motor worked well. There was a slight delay in throttle response (which was later fixed by airscrew adjustments), but when the 449cc engine hit, the front end pulled up and you had better be hanging on. On a tight, technical track the motor is almost too much

for non-pro racers. The track featured a large table just out of a tight corner. A half twist of the throttle, and clearing was cake.

To help the big jumper land more smoothly, the chassis also received a nice makeover. The stock front A-arms were removed and replaced with Laeger's plus two inch Pro-Trax A-arms. To control the movement, CT went with new Race Tech shocks. The Race Tech shocks feature 5/8-inch diameter shafts, Gold Valves, RT High-Performance chrome silicone springs and high precision stainless steel spherical bearings. The reservoirs also fea-

ture compression dampening. This setup took the stock TRX450's width from 46.3 to 49 inches, and improved the wheel travel from 8.4 to 11 inches up front.

The rear of CT Racing's TRX450 took advantage of Honda's strong, lightweight and overall great-working stock swingarm. The rear shock was replaced with a single Race Tech shock, the same type of shock that graces the front of the Honda machine. A Durablue axle was also installed to extend the rear width from 46.3 to 48 inches.

The Race Tech shocks were assembled by hand and valving and spring rates were set up for our 180-pound test riders. Before first adjustments, the shocks seemed to be under-valved and set up for a 150-pound test rider. The suspension was soft, and bottoming out on larger jumps was inevitable. We brought it back in, and AK tweaked the shocks' rebound and compression settings.

CT's TRX450R rode on Maxxis Razr front and rear tires. They wrapped new Douglas aluminum wheels. The cool billet center wheels looked great, and were matched by OMF beadlocks in the rear.

This Maxxis tire selection was perfect for the hard packed track we tested on. The tires tracked well in loamy and sand sections. The fronts were not good for small mud sections, though.

BA DA BLING!

The lame stock Honda TRX450R graphics were ripped off and



CT Racing's Honda TRX450R is fast, handles and looks awesome! CT graphics are matched with a Quad-Tech seat and nosepiece. Douglas wheels, Maxxis tires and Fasst Co's Flexx bars and billet black ASV levers add some finishing touches.

CT 450R

CT 450R

replaced with CT Racing's Zing-made graphics kit. The seat cover was improved by a Zing setup as well. A Quadtech carbon fiber nosepiece replaced the stock light and nosepiece too. We love the Quadtech nosepiece! It looks awesome, and is a great width for a number plate.

A Laeger's steering stem replaced the heavy stock unit. The stem is available with standard or oversized bar mounts. CT opted to go with the large mounts to install a set of Fasst Company Flexx bars. We have installed Flexx bars on multiple project units. They are expensive at nearly \$330, but it will be the best handlebar investment you will ever make!

The stock hand controls were replaced with ASV unbreakable levers. These billet clutch and brake levers have great bling appeal and also offer a year guarantee. The clutch lever features a quick adjustable reach as well.

Spider grips were installed further out on the Flexx bars. These could be some of the most comfortable grips on the market.

To complete the Honda's race ready transition X-Factor was brought in to install a number plate-ready, aluminum front bumper, and rear grab bar. The stock foot pegs were removed and replaced with X-Factor aluminum nerfbars with Pro style racing pegs. Behind the nerfbars, aluminum heel guards were installed.

FINAL THOUGHTS?

We came away impressed by the CT modified ATV. The CT Honda TRX450R's motor was improved, and is still legal to run in non-open classes. The bottom end power was ultra torquey and delivered hair-raising power all the way through the powerband. Although the CT TRX450R could be too much power for a tight, technical MX motocross track, this ATV on a high-speed track, or dunes, would bring smiles to any enthusiast's face. The Laeger's front end is one of the best available. The Race Tech suspension is not the best setup on the market, but at under \$2000, it could be the best for the price. Bling and protection from Quadtech, ASV, Fasst Co, OMF and X-Factor put great finishing touches on CT Racing's TRX450R. □



There is no lack of power on this TRX450R! The power is smooth, explosive and very fun on a motocross track.

PARTS & PRICES

ASV Pro clutch lever	\$155
ASV brake leve.....	\$100
CT Racing Exhaust pipe.....	\$508
CT Racing graphics kit	\$140
Durablue Axle	\$523
Fasst Flexx bars.....	\$330
Hinson Clutch and cover.....	\$300
JE Piston.....	\$200
Laeger's Protrax front end.....	\$2400
Maxxis Razr MX front and rears ..	\$89/100
OMF rear black bead locks	\$100
QuadTech carbon fiber nosepiece ..	\$200
Race Tech front shocks.....	\$1075
Race Tech rear shock.....	\$900
Spyder Grips	\$15
Webcam	\$285
X-Factor front bumper	\$119
X-Factor nerfbars w/ Pro pegs.....	\$254
X-Factor heel guards	\$150

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