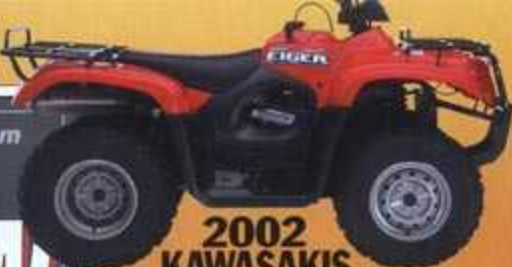


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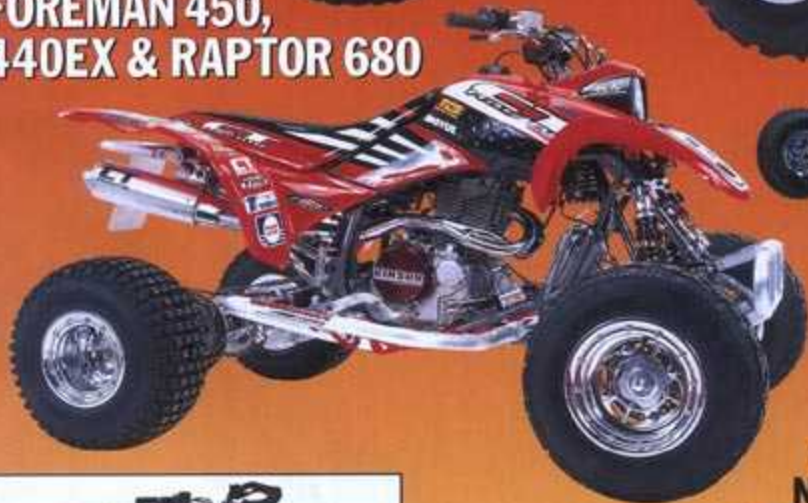
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WORLD CHAMPIONSHIP

Inside Adam's CT racer

Last month, we told you about the Four Stroke World Championships held at Glen Helen Raceway in southern California. In this issue, we are going to go into more detail on just how our project quad was set up.

Unlike a traditional TT track, the one held at Glen Helen was more like a sandy moto-cross track minus the jumps rather than a hard-packed blue-groove style that most TT racers are used to. Most of the racers had their machines set up for the motocross race the next day.

We started out with a stock Honda 400EX. It was then taken over to CT Racing where it was treated to a total, talk-show-type makeover. Since we were going to participate in two separate events, we had to come up with a setup that would work best for both types of racing.

THE FRAME

The first order of business was to tear the quad down to the frame. We then sent it out to get powder-coated. The color of choice for this project was silver vein, which doesn't show pitting as much as a standard powder coating, and has more longevity.

Next, we worked on A-arms, swing arm, and steering stem. Laeger's provided us with all the necessary hardware to outfit our new racer. To help get better stability for our project 400EX, we installed a set of Laegers plus two inches wide and plus one forward chrome A-arms.

Next was a Laeger's steering stem.



A +1.5" Laeger swingarm and Durablu +4" axle give the 400 a race ready stance.

FOUR-STROKE TT 440EX



The 440 Midrange motor creates mighty but manageable power. The kit includes head porting, resleeving, lapping the valves, gaskets, a complete exhaust system and proper jetting.



WORLD CHAMPIONSHIP FOUR-STROKE TT 440EX

CT's alloy
airbox
feeds the
deep-
breathing
440.



Race Series SCS
Version II shocks
feature larger
shafts and
improved pistons.



Braking
pads and
Fastline
braided
steel
brake
lines keep
the stop-
ping
power in
line with
the go
power.

which is much stronger than stock. All of the controls of the quad would be mounted to a pair of Tag high bend bars with a Tag clamp kit.

And to finish off the front end and to shave off a little more weight, a set of Durablue aluminum front hubs with caps slid perfectly onto the stock spindles.

In order to help smooth out all the harsh bumps Glen Helen has to offer, as well as getting the quad to sit lower for the TT event, we then made a call to TCS suspension. TCS recommended their new sag control series 2 Race Series shocks.

Unlike the last year's model, Race Series shocks have larger shafts, larger bodies, improved piston design, and Heim bearings all the way around for smoother travel. The Race Series is a triple rate spring no-preload style, with adjustable ride height.

As for the rear, TCS revalved and modified the stock shock so that you can adjust the ride height. It worked as well as any high dollar shock on the market.

With the front of our quad complete, it's time to move on to the rear. Once again we installed a Laeger's plus one and a half-inch swingarm to increase stability as well as strength. Now we needed to add a little width in the rear. We achieved that by installing a Durablue Eliminator plus four-inch axle.

Now that we had our chassis modifications taken care of it was time to make our new racer move. And move it did.

THE MOTOR

Allen Knowles of CT Racing recommended that we use his CT 440 mid range kit.

The kit includes CT porting, lapped valves, installing the 440 sleeve in the cylinder, a Ross racing piston kit, top end gaskets, CT complete exhaust system and CT jet set with titanium needle. Other parts include a Durablue air filter and CT aluminum airbox. CT topped it all off with a Hinson clutch basket and quick change cover.

OTHER GOODIES

Some of the other odds and ends we installed are a CT gearing 15/37 kit with RK O-ring chain, a Pro Design kill switch, Graydon Proline nerf bars, CT front bumper, rear block-off plate, grab bar, and graphics kit.

To help slow down our new racer, we installed Fastline brake lines front and rear.

We also installed a Works Connection clutch lever, and last Hinson billet rear brake lever upgraded our controls.

THE FINAL PRODUCT

With no time to test out our latest creation, we went right to the track, broke it in, and started racing. The overall handling of the CT 440EX was impressive. The smooth pulling power of the CT 440 made it extremely predictable while riding, with plenty of power to get you out of trouble when you needed it. In comparison to a slightly modified Banshee, it feels just as fast but without the harsh powerband. It's a motor that can help casual riders and pro racers. The CT Mid Range kit is faster, but just as controllable as the stock 400.

As far as handling goes, racers who like a smaller quad will love the modified 400 because it's easy to throw around, even with the wider, modified chassis. The TCS suspension smoothed out the biggest jumps but was still compliant enough to soak up those nasty little brake bumps that want to pull your arms out of the sockets. The shocks seem to make riding even in the roughest conditions a breeze.

Our 440EX-project quad was a great all-around race machine. This project reminded us how adaptable the Honda 400EX is to a full-race setup. The mods and the machine really work together! □