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THE FIRST 2001 NEW MODELS**

# 4-WHEEL ATV ACTION

APRIL 2000

**4-STROKE vs. 2-STROKE  
SPORT SHOOTOUT:  
HONDA 300EX vs. SCRAMBLER 400**

**BIG 4x4  
AUTOMATIC  
SHOOTOUT**

**MAGNUM  
vs.  
ARCTIC CAT  
vs.  
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# TWIN 440EXs!

*You're not seeing double!*

**W**hen we got our first look at Honda's TRX400EX, released last year, frankly we were a bit surprised. With its little bug-eyed headlights and cosmetic similarities to Big Red's own 300EX, it simply didn't have the racy look of a 250R, Banshee or DS650. The motor, in stock trim, puts out very smooth, rideable power, but it doesn't give the rider quite the same thrill as the powerplants in other high performance machines.

Whew! The magic the aftermarket has performed on the EX in one year is astounding! To wit, check out these two almost identical CT Racing 440EXs. Cosmetically—and mechanically—they put the stocker to shame. Chris Lehuede from Southern California owns both machines, one for himself and one for his wife. Believe it or not, Chris actually owns a third 440EX, but it's not identical to these two.

Powering both of the beauties here is a CT Racing 440 kit, one a Full Race kit and the other a Midrange. The longer-life Midrange kit is designed for the woods rider and fast recreational rider, while the Full Race kit is

primarily for motocross racing. CT Racing tells us that the one of its 440EX kits was in the only Honda four-stroke to make all the main events it entered in the '99 PACE series.

The Midrange kit runs a 11:1 compression ratio and a 50/50 mix of race gas and super unleaded, while the Full Race version runs 12:1 and straight race gas. Both kits use a Web Cam, which disables the compression



No, you're not seeing double! The only significant visual difference between these two creations is a twist throttle on the machine with the Full Race motor. ►

## TWIN 440EXs!



How about that for chrome and polish! But CT's 440EX kit also cranks. The Wiseco pistons are machined for faster rearing and the carbs have grown to 39mm. The Full Race version (pictured here) has larger intake valves and welded rockers. CT has had good luck running Kondahl 10/40 motor oil, which they claim performs well under extreme usage.

◀ We were very impressed with the performance of the TCS shocks, ITP rolled edge rims (for strength) also grace the front end.

That "Go Away" seat graphic doesn't really apply to other 400EX owners—they probably won't be able to get close enough to read it! Check out the blue plastic-wrapped steel-braided brake line and HaloHot tires. A nice package! ▶

day. With +2" wider Lone Star A-arms and +4" rear axles, they are clearly designed for raging at warp speed *everywhere* in the sand.

To allow major air time, hard cornering and the best possible handling in deep whoops or rough terrain, Chris outfitted both machines with TCS/SCS suspension, available from CT Racing. TCS/SCS stands for "Total Control Suspension" and "Sag Control System."

Similar in concept to other long-travel, low ride-height suspension systems, CT's version allows the ATV to sit low in turns for more stability, while still allowing the shocks to stretch out and soak up hard landings from big jumps. The lower ride height up front helps counteract the tendency of the front to push in turns, CT tells us. Internally, unlike some other systems, the TCS uses a shim stack, which allows for more valving control and less reliance on the shock springs, according to CT.



release. Even so, the stock starter motor easily cranks over the Full Race 440. Both kits also use a CDI that bumps the rev limit up to 10,800 rpm, and a 39mm Keihin similar to that used in Yamaha's YZ400F motocross motorcycle.

The Full Race kit features welded rocker surfaces for greater durability—basically the same procedure used to make a high-lifter cam. The surface of the rocker is ground and then hard welded with a special welding rod. The Full Race kit also runs one millimeter oversize intake valves with shorter guides.

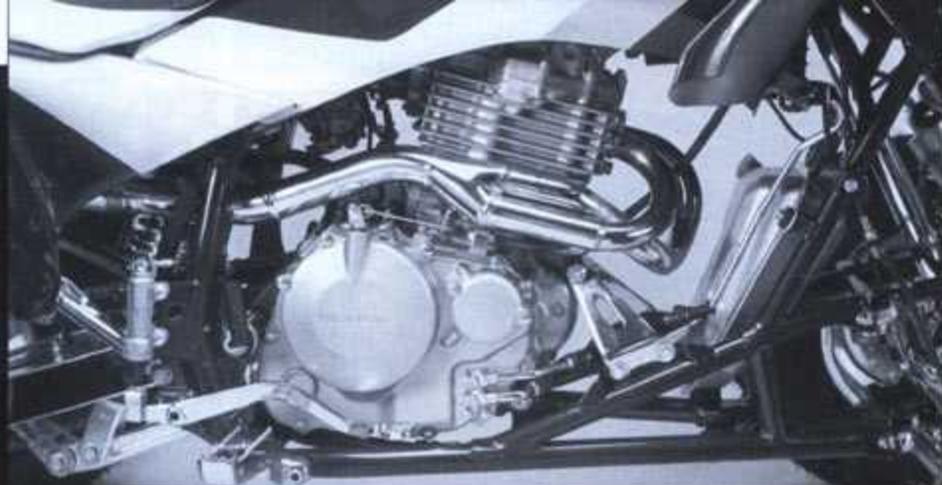
### CHASSIS MAGIC

These EXs are more than just motor. Chris and his wife ride them primarily in the dunes, but he wanted machines that could do more than simply race up and down the hill all

### TWIN BEAUTIES

Chris' EXs aren't designed as sand hillshooters, but they certainly look the part. The blue and white graphics are something we've never seen before and everyone at *ATV Action* agreed that the machines look incredible. Twisted Images is responsible for the blue paint and graphics, which were applied over Maier blue plastic. Cascade covered the seats, while CT Racing provided many of the polished aluminum components. Just about everything that isn't aluminum was chromed.

Yes, Honda's 400EX has come a long way in a year. This time last year we would have never imagined one EX—let alone two!—could perform *and* look as good as these. Seeing is believing.



◀ The Royal Blue color match among the frame, plastic and rest is excellent. The stainless steel CT exhaust system doesn't hurt the appearance, either.

## CT RACING 440EX

<b>RISER/BUILDER</b>		
Owner	Chris Lehmann	
Builder	CT Racing/Lone Star	
<b>MACHINE</b>		
Year	'99 Honda TRX400EX	
<b>MOTOR</b>		
Motor	CT/Honda 440 Kit	
Compression ratio (Full Race, Midrange)	12:1	11:1
<b>Parting and polishing</b>	CT	
Piston	Modified Wiseco	
Crank & rod	Stock	
Cam	Web Cam with welded rockers	
Ignition	Rev CDI Box	
Spark plug/spig	NGK DFR8Z/025"	
Carburetor	FDJ 39mm Keihin w/Dynast jet kit (stock 175 main)	
Airbox/filter/oil	Stock/K&N with Outwearers wrap/RJ1	
<b>Exhaust</b> (Full Race/Midrange)	CT	
Fuel	High Rev/CT Midrange VP CR 108 octane	
<b>DRIVE SYSTEM</b>		
Clutch basket plates/springs	Stock	
Transmission/oil	Stock/Kandari 10-40	
Chain/side	Tsubaki S20 Omega D-Ring/WO-40	
Sprockets	AFAM	
Gearing (Full Race, Midrange)	14-36, 14-37	
<b>FRONT END</b>		
A-arms	Lone Star +4"	
Spindles	Stock	
Front shocks/travel	TDS SCS (adjustable for compression and ride height)/11.5"	

<b>REAR END</b>		
Swingarm/length (Full Race, Midrange)	Lone Star 74" +2"	
Rear axle/width/carrier	Lone Star/+4/Lone Star	
Rear shock	Stock, modified by TDS SCS (ideal springs & adjustability for compression, rebound, ride height)	

<b>TIRES/WHEELS/WUBS</b>		
Tires	Holeshot	
Tire sizes f/r	21x7-10/20x11-9	
Tires-PSI f/r	B/B	
Wheels	ITP T-9 aluminum	
Hubs	Lone Star	
<b>BRAKES</b>		
Calipers & rotors	Stock	
Pads	Braking	
Brake lines	Fastline	
Brake fluid	Metul	
<b>HANDLEBARS/CONTROLS</b>		
Handlebars	AFAM quad bend	
Throttle (Full Race/Midrange)	Motion Pro/ stock thumb throttle	
Clutch lever	'99 Honda DR250	
Cables	Motion Pro	
Grips	Scott	
<b>DETAILS</b>		
Front bumper/grab bar	CT/stock	
Fuel tank	Stock	
Seat	Cascade	
Body plastic	Mayer	
Footpegs	Stock	
Graphics	Twisted Images	
Plating	Precision Plating	

## CT440EX PRICE LIST AND CONTACTS

CT Full Race 440 Kit (includes RSR cylinder and head, port head, install short valve guides, valve job, new valves including big intake, hard-faced rockers, 440 big-bore cylinder kit, modified piston, gaskets, h-output pipe w/SuperTrap, 39mm FDR carb w/cable)	\$2450
CT Midrange 440 Kit (includes port head, 440 big bore kit, gaskets, h-output pipe w/SuperTrap, Dynast jet set)	1162
IRSR top end add	\$150
H-rvc CDI box	90
TDS SCS front suspension	650
Chrome add 1000	
TDS SCS rear suspension	420
Lonestar +2" A-arms	699
Lonestar swingarm (any length)	499
Lonestar +4" axle	370
Tsubaki G-ring chain	90
Cascade seat cover	90
ITP Holeshot tire 21x7-10	55
ITP Holeshot tire 20x11-9	50
ITP T-9 Edge aluminum front rim	90
ITP T-9 Edge aluminum front rim	93
Stainless steel front brake lines	90
Stainless steel rear brake lines	45
Braking brake pads	23 ea 1
CT Racing	(562) 945-2453
Lone Star Racing	(800) 457-7223
Precision Plating	(760) 228-2529

## ATV ACTION ON THE EXs

Both of these machines are way faster than stock. Both have comparably strong bottom end power, while the Full Race version pulls harder in the mid and upper rpm range. However, the power is smooth and totally rideable. Anyone who can ride a stock 400EX will have no problem on either machine.

We did experience trouble shifting under power after the clutches got hot, and we'd recommend installing an aftermarket clutch on any modified 400EX.

The suspension is nothing short of

excellent. It's plenty plush for cruising, but works great at race speeds. The bike stays low and flat in the corners, yet soaks up big hits and lands smoothly from jumps. Plus, it's priced affordably so recreational riders—not just serious racers—can run it. Another consideration is the stock EX swingarm, which has been known to fatigue and crack. Good aftermarket rear suspension will help prevent this.

The +2" arms are also excellent for aggressive riding and offer much more stability than the stockers. With the added width, the front can push just a bit more in turns, but the trade-off for all-around stability is well worth it. Keep in mind that if most of your riding is in very tight woods,

you'd better take some measurements before going to wider A-arms!

Of the two swingarm lengths on Chris' EXs, +2" and +4", we preferred the shorter. Wheelies are easier and the handling is quicker. The +4" is almost overkill on the EX, even for hillracing. The Holeshots provide good traction and less sidewall flex than the stock radials, and this improves cornering. For riding over really sharp rocks or roots, we'd go with the Holeshot XC or XCTs.

Overall, we had a blast. Our only regret is that we were riding these two beautiful machines at our private test facility, rather than in a public off-road area where people could take notice! □