

# EXCLUSIVE 2005 450 SHOOTOUT

DIRT  
BIKE

WPS  
34355

# DIRTBIKE

NOVEMBER 2004



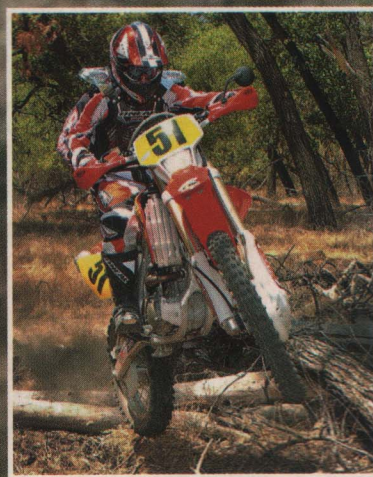
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- BRUTAL YZ450
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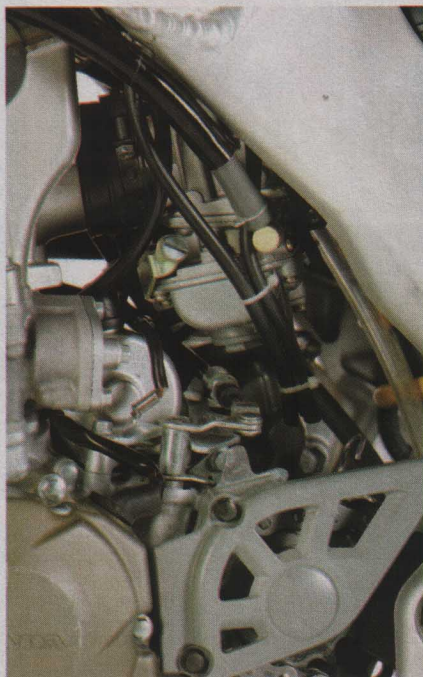
# THE PRICE IS RIGHT

The goal: quiet with more snort



► The Honda CRF-X is a stunning machine. It has four superb attributes; good roll-on power, it's quiet, it has wonderful trail manners and smooth sponge'em-up suspension. The object of this story was to enhance the positives of the 'X' while keeping within a budget. We contacted Rocky Mountain MC with this proposal and let them throw their store at the machine, keeping in mind that every dollar needed to count. We only wanted what they considered to be the 'best' investments for the steed, and it had to remain quiet. The following test consists of their top products along with a few tricks that we have discovered along the way.

# THE PRICE IS RIGHT



*Dual Power Now's (the PN Plus for the intake and standard PN for rear carb bell) really sparked up bottom-to-mid power. They're very cost-effective mods.*



*FMF's Power Bomb header was mated to their Q muffler. This keeps the sound level forest-friendly and helped elevate the performance.*

## EXHAUST

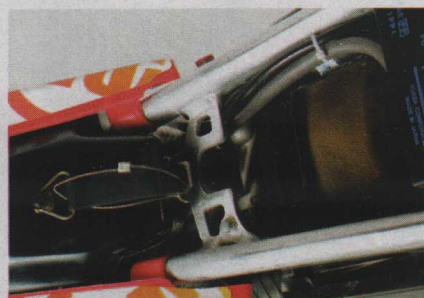
It's no secret that FMF has been on the leading edge of quiet technology, and the Q, when mated to the Power Bomb header, is stealthy and provides a good power enhancement. You get improved roll-on, a meatier mid-range and a longer stronger pull on top. With the duo in place the dB level raises just 'one' decibel. More dramatic performance increases can be felt with a less restrictive moto arrangement, but then the off-road appeal dissipates. Our goal was quiet with more juice, and the FMF system performed this task nicely.

## INTAKE

Rocky Mountain MC equipped the CRF-X with the new dual Power Now system. That's the original Power Now for the rear of the carb and the Power Now Plus for the intake portion of the carburetor. With this setup, the entire carb throat is divided into an upper and lower section, providing substantial torque increases at very low to mid throttle openings. You can ride a gear higher and just 'roll it on' with the extra torque. On the trail this additional out-of-the-hole power translated into better lugging, the ability to short shift, far less stalling and more bark.

## AIRBOX

The engine needs more air at this point to really wake it up. The problem is that if you open it up on the sides of the box, it lets the air in but also lets the intake noise out. The result is increased and very noticeable 'racket'. You can actually hear the carb slide rattling around at the lower rpm and the suction of air at the higher rpm. This can and does increase the decibel reading taken during a sound test. The solution is to open the box to the world at the top of the box. This way the intake noise is muffled by the seat. We cut an approximate 3.5 by 3.5 inch square in the top of the box. The key to making this work, however, is to also remove the rubber flap that runs from the front/top of the airbox onto the gas tank. Removing the flap lets air get to the box, so the box top modification can let it get into the filter.



*By opening up the airbox on top, the saddle helps to deaden the additional noise produced. Performance is improved, although jetting is required.*



*Snipping the Pink wire lets the CRF-X rev an additional 1000 rpm. It helps.*

## JETTING

The jetting of the CRF-X depends greatly on the airbox mods. With our amount of air intake increase, we had to increase the main jet to a 140 and the pilot to a 45. The stock needle profile works real well and the clip is best in the standard position, which is third down from the top of the needle. The fuel adjust screw was set at 2-3/4 out from lightly seated. This jetting worked well from sea level to 9000 feet. And yes, we did ride it in that many ranges of elevation.

## THE REV LIMITER

It's the famous gray wire on a Yamaha WR, but on the CRX, it's the pink wire running into the CDI that gets snipped. It allows the bike to rev from its 12,000-rpm stock limit to 13,000. It's nice to have the extra rpm because the power doesn't fall off too dramatically. The gear ratios are wide on this bike, which makes it hard to shift up on hills, and with the mod you can keep it pinned and pull the hill.

## GEARING

It ended up stock because of the funny internal ratios. First gear hardly ever gets used because there is so much torque right off idle, so you don't want a bigger rear sprocket. The space between fourth and fifth gear is so wide with the internal gearing, you don't want less teeth on the rear. This bike still goes 65 down the



The suspension was left stock, 909 bars and Masher handguards were mounted into the cockpit, and Maxxis tires were fit for their durability and bite.

highway at 7000 feet elevation. This bike is street legal and registered in Arizona. Like we said, we've ridden this thing everywhere.

## TIRES

Once the stock knobs were worn down to the nubs, we installed a set of Maxxis HT tires. Their strong suit is durability and because our testing incorporated rocky, silty and sandy conditions, plus a heaping of tarmac (remember, this machine was licensed in Arizona) their longevity proved to be outstanding.

## CONTROLS

909 bars were used with the team bend, along with 909 half waffle grips and 909 Masher full wrap handguards. We slammed some tight trees and dropped it in some nice boulder piles and all is still straight—and best off all, we still have our fingers.

## DRIVELINE

Rocky Mountain has its own line of sprockets and chains called Primary Drive. They last long and have great prices, so we used these and saw no wear after hundreds of miles of off-road testing.

## BRAKES

Once we wore the stock rear pads paper thin, we slipped in Rocky Mountains Tusk pads. They're priced right and do a nice job of hauling the "X" down from speed. And consider-

# THE PRICE IS RIGHT



We experienced strong gains via the FMF pipe, Power Now's, Rev wire, airbox opening and jetting changes. All worthwhile, all cost-effective.

### Price list:

909 Bars.....	\$67.99	O-ring Chain .....	\$38.40
909 Mashers handguards .....	89.95	Maxxis 80/100x21 H/T .....	\$35.99
909 Half waffle grips .....	7.99	Maxxis 110/100x18 H/T .....	\$42.99
FMF Power Bomb		Tusk Sintered Metal Brake Pads..	\$14.99
Header Pipe .....	\$139.99	Primary Drive Front Sprocket .....	\$6.99
FMF Power Core IV		Titax Self Cleaning Aluminum	
Q Spark Arrestor .....	\$263.99	Rear Sprocket .....	\$29.99
Power Now Plus.....	\$99.95	Attack Graphics Pre Printed	
Power Now.....	\$99.95	Number Plate Backgrounds.....	\$29.99
		Rocky Mountain MC	
		(800) 336-5437	

ing that our bike witnessed everything from Arizona to Colorado, they last nice and long.

## GRAPHICS

Attack Graphics is Rocky Mountain's in-house graphic line and they made these tricky graphics, along with pre-printed number plate backgrounds for the number of our choice. Real nice.

## ODDS AND ENDS

We rid ourselves of a lot of hassle during maintenance by re-routing the carb vent lines. We then cut many of them short and tied them together for easy jetting changes. The breather line from the valve cover was just run down past the engine as a single line and the vent in the top of the air boot was plugged off with silicone. The vent line from the crankcase was also run as a single line down. The radiator reservoir line that acts as the overflow was snipped short and left inside the side panel. The reservoir line that goes to the radiator was routed along the other side of the airbox with the battery wires. Now you can pull the subframe and just drop it to one side, along with being able to get at the carb much easier for work.

## ON THE TRAIL

The Honda CRF-X is a great bike—stock. With the help of Rocky Mountain MC and a little budget, we made it healthier, more polished, enhanced the rugged factor and kept it quiet all in the same sentence. The test mainly consisted of products offered by Rocky Mountain MC and the overall price is nothing compared to the results we enjoyed. And the best part is, you can get all the goods with just one call to Rocky Mountain MC. □