



Dubach Racing built the Kawasaki with heavy influence from Jimmy White, who managed Kawasaki's racing team in 2009. He knew exactly where to go for the best results per dollar spent.

**DUBACH RACING
KAWASAKI KFX450F**

Hot on the heels of winning last month's 450 cross-country shootout, our Kawasaki KFX450 underwent a transformation from mild-mannered trail machine to full-blooded racer. In stock form, it suffers from familiar shortcomings. It's meant for twisting between trees more than track riding. It even has reverse. Like the Honda, it also has fluffy tires and a mild power delivery.

In our past experiences with the Kawasaki, we have complained of twitchy steering, particularly on motocross tracks. We rode Josh Creamer's Monster Energy Kawasaki last year and found none of this issue, so when Dubach Racing built our KFX, we asked that he borrow heavily from the testing that the race team did last year. Jimmy White managed that team, and he was happy to share his secrets as well as some leftover parts.

First on the list was Walsh A-arms that were 2.5 inches wider than stock. These are more than just wider; they alter the geometry to calm the KFX's hypertension. The actual units that we



With only KX450 cams, a Fuel Customs airbox, a DR.D pipe & a Mod Box, the KFX was the fastest machine in the mod squad.

used were leftover veterans from the race team, but identical units can be ordered from Walsh. PEP had longer, steel-braided brake lines in stock and ready-to-go. Another used race team part that we gobbled up was the Lonestar rear axle. That carries a price in the \$420 range.

The widening process left the Kawasaki at a disadvantage. The KFX starts off at almost \$8000, so there was very little money left for the motor. Jimmy White listed the priorities in this order: 1) exhaust, 2) airbox, 3) fuel controller, 4) cams, 5) head, 6) compression. Dr.D supplied the exhaust and the Mod Box; we installed cams from the KX450F motocross motorcycle, then took the quad to Fuel Customs for an airbox and dyno testing. Garret at FC took one look at the dyno numbers and proclaimed the motor a winner. He made some minor adjustments to the Mod Box metering and said there was no need for a piston or head work. Call Fuel Customs for the specs.

The damper we used was a GPR (just like the Kawasaki race team used last year). And like the others, Fox suspension was used all the way around. When you order the Float Evol from shocks, you have to specify what A-arm you have. In the rear, the race team used an extended swingarm, but we didn't have the budget, so the Podium X shock was valved for the standard KFX swingarm. Like the Honda, the KFX needs an upgrade in the handlebar and nerf bar department, where we used Renthal and DG, respectively. Tires and wheels were again DWT, which were the control item for all the quads.

RESULTS

We thought the KFX would be hand-icapped in the motor department. Man, were we wrong. It turned out to be the fastest machine in the test. It wasn't just a little bit more powerful than the others; it was a monster. Our test KFX could give Josh Creamer's 2009 race quad a run for its money.

Once past the shock of the motor's incredible output, we were pleased to learn that the KFX was very good in the turns. It still had very quick steering, but there was no jerkiness. It tracked well and was fairly stable in a straight line. Overall, we feel that our modified KFX is one of the only quads that was ready to race in the Pro class.

Kawasaki KFX450F	\$7949
Walsh A-arms.....	\$1500
	(386) 364-4942
Lonestar axle	\$420
	(800) 457-7223
PEP brake lines	\$200
	(909) 590-4111
KX exhaust cam	\$142.52
KX intake cam	\$182.73
	Kawasaki dealers
Dr.D SS exhaust	\$599
Dr.D Mod Box	\$299
	(877) 382-2241
Fuel Customs airbox.....	\$310
	(909) 594-6082
DG nerf bars	\$419.95
DG bumper	\$109.95
	(714) 577-7499
Renthal Fatbar	\$79.99
	(800) 369-1000
GPR steering damper.....	\$495
	(619) 661-0101
Fox Float front shocks.....	\$1495
Fox Podium X shock	\$895
	(800) FOX-SHOX
DWT wheelset	
(G2 Beadlock & Rokout)	\$452.95
(2) DWT MXFV2 front tires.....	\$143.90
(2) DWT MXFV1 rear tires	\$233.98
	(760) 758-5560