

Fun on four wheels

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With the girls all set to have some dirty fun at our inaugural Dirt Diva Day earlier this year, I couldn't help but feel a little left out.

However the chance to act as the go-between around the MX course during the day gave me the opportunity to try out Honda's latest quad racer, the TRX450ER.

To say that the TRX450ER is more fun than a tornado in a trailer park is an understatement. Hop on, thumb the electric start, chuck it into 1st, twist the throttle and let the grin spread as you are catapulted into some serious dirt-spitting frivolity.

But this isn't just a super fun quad to slide around your empty back paddock, no sir. The TRX450ER is a race-ready, lightweight quad, capable of some serious speeds. The CRF-based engine pulls like nothing else and it takes a little getting used to if you're not prepared. The TRX family has a number of big race wins under its belt, including the Baja 1000 so it's well-regarded among the quad-racing fraternity here and overseas.

Sure, the Honda TRX450ER makes huge horsepower. But it also handles with a

confidence-inspiring predictability that lets you have fun with that power. Its 449cc four-valve engine comes from the CRF450X race bike, but it has been carefully adapted for ATV use with a special piston and camshaft and a heavy-duty clutch.

To make sure you can put all that power to good use, the TRX450ER boasts a lightweight chassis with a racy cast-aluminum swingarm and double-wishbone front suspension with fully adjustable Showa™ shocks.

Looking around the TRX, it's easy to see how it rises to Honda's industry-leading level of trickiness and intelligent design. Super-light, trick, aluminum items include the front bumper, front fender stays, shifter, brake pedal and rear grab bar. Braking hardware consists of 174mm discs and dual-piston, aluminum calipers up front; out back, a huge single-piston, aluminum caliper clamps a 190mm disc.

A fat steering stem resides in front of a well tucked-in radiator; engine oil is checked by a convenient sight glass; air-filter maintenance is a snap; the swingarm's eccentric axle adjustment makes chain-slack fixes a breeze; the radiator cap is easily accessible, as are the suspension's clickers and preload collars.

Overall, the TRX is a great trail/race/dirt-digging quad that can take the knocks and

is just as at home ripping around the back paddocks and trails as it is ripping around a race track. If you're thinking about adding a quad to your collection of trail bikes or just want something different than the standard farm quad to have a bit of fun on, you can't go past the TRX450ER. I just wished I had more time on it – I was very nearly at the point of testing the suspension out on a couple of triples before I had to pack up for the day! 🏍️

SPECIFICATIONS

Honda TRX450ER

Engine type	Liquid-cooled single-cylinder 4-stroke 4 valve SOHC
Capacity	449cc
Bore x stroke	96mm x 62.1 mm
Fuel system	Keihin 40mm flat slide carburettor with throttle position sensor (TPS)
Transmission	Five-speed
Final drive	O-ring-sealed chain
Front suspension	Independent double-wishbone with dual single-rate springs; 267mm travel
Rear suspension	Independent double-wishbone with piggyback reservoir shocks; 235mm travel
Front brakes	Dual hydraulic 174mm discs
Rear brake	Single hydraulic 200mm disc
Kerb weight	176kg
Seat height	833mm
Fuel capacity	10.3L
Price	\$12,775



- Awesome acceleration
- Great handling
- Laugh-out-loud fun



- Could be a bit intimidating to newbies
- It doesn't live in my garage!



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Dealer Pointer

Fancy a TRX450ER for yourself? Check out Keown Honda's ad on p127 and give them a call. There's a TRX fun quad waiting for a new home now!