WHICH PIPE FOR SUZUKI’S LT-R450?

ATV OF THE YEAR!
SPORT & UTILITY HEAD TO HEAD

SAVING TRAILS
WHAT NOT TO DO

TECH
TOP END REBUILDS
MINUS THE MYSTERY

KID KOOL
KAWASAKI’S NEW
KFX50 & KFX90

WHERE TO RIDE
L.A.’S DIRTY SECRET...
ROWHER FLATS

WE’RE SCARED!
COLORADO GHOST TOWN ATV TOUR

NOVEMBER 2006
When Suzuki released its 2006 QuadRacer LT-R450, the ATV industry was galvanized. Racers everywhere rejoiced that someone had the lug nuts to launch an all-new quad engineered specifically for racing. With its wide stance and race-pace suspension, the LT-R has no problem buzzing around the track like a big yellow hornet. However, what this wasp lacks is a potent sting.

After they spent some seat time with the LT-R over the past few months, the same phrase kept coming from our test riders as they idled back into the pits, shoulders shrugging, searching for the perfect word: “This quad is awesome, but it just needs more...snap!”
To address this, we decided a pipe test was in order. Although we invited scores of companies to send a pipe, only a dozen arrived at our office before the deadline. Of course, as it is a new model, some of the invitees were still testing their setups and could not participate. Nonetheless, we had enough to keep us busy for two long days—16 configurations in all. The staff braved broiling trackside temperatures, suffered a few second-degree burns from scorching exhaust pipes, and endured sonic torture in K&N's dyno room in the quest to find an aftermarket exhaust pipe that could wake up Mellow Yellow while still passing our sound requirement of 102 decibels.

Our plan was simple: gather the collection and head to K&N Filters to hook up with its dyno master, Charlie Tissen. Here we would weigh the units and then mount them on the LT-R for their dyno runs. Next, we would commute to an open spot in the industrial-sized parking lot to let sound guru Chris Real measure the decibels in his thorough test procedure. Our second day of pipe swapping found us at L-5MX bright and early to get a seat-of-the-pants perspective from our MX test monkey, Adam Campbell, and play Johnny Law with the radar gun to see just how much each system had on acceleration and top speed. Those numbers and charts are available on our website, www.atvrideronline.com.

So after making enough pipe switches to bore even a Harley enthusiast, we're headed for a cold shower, then to the first-aid kit for some burn spray and Neosporin. The strain of trying to sort out the minute differences of this talented crowd has left us, frankly, not in the mood to look at another pipe for a long, long time.