

FAST CORE HONDA CRF469R


BY THE TESTING STAFF OF *TRANSWORLD MOTOCROSS*

RATING: 9

How fast is too fast? Truth be told, it's all relative and largely dependent on the track and the rider. But when it comes to today's average rider, a 450cc motocrosser usually produces plenty of ponies. In the case of this test, however, we took a fresh 2010 Honda CRF450R, and told engine builder extraordinaire Jay Clark to give the motor everything he's got in his bag of tricks. What did we get from that? A ridiculously fast bike that demanded respect each and every time we threw a leg over it.

In stock trim, the CRF450R powerplant can best be described as soft. While it is fast, it doesn't hit hard and has a powerband that some of our faster test riders just wanted a little more from. Beginning with the cylinder, Millennium Tech bored it out to 98mm or 469cc, giving the bike the initial punch we were searching for. From there, Fast Core ported the head to the same specs of a full race-ready National motor—yes that means it's fast. The ports are opened up, the valve guides are reshaped, and the transition to the valve seat pocket is closely scrutinized. Overall, the porting is aimed at improving both airflow and power. To complement the porting, copper/beryllium A25 valve seats were installed to improve reliability and performance, by increasing heat dissipation and drastically reducing valve bounce. These valve seats also feature a 45-degree sealing angle, which stays concentric much longer, thereby allowing for less adjustment over the life of the motor. It's worth noting, however, that if you are in the market for getting some head porting done to your motor, Fast Core can do it far cheaper by using a brand-new head, as the valves and valve seats don't need to be replaced. Lastly, to complete the motor package, an FMF exhaust system, consisting of a PowerCore 4 Slip-on and titanium MegaBomb header, was slapped on the bike, allowing the motor to work at its maximum potential.

At first glance, the casual observer might not notice that underneath the exterior of the aftermarket graphics and bling of our test bike was a lighting fast fire-breathing motor. Upon kicking over the beast for the first time, the exhaust note didn't sound drastically different than that of a stock 450, and in fact, one of our testers didn't even know that it was bored out to 469cc until he was told—and rode it for the first time. If you're a serious Vet racer where displacement doesn't matter, these mods might be an excellent covert way to get an advantage over your competition. To put it plainly, this is one of the fastest bikes we've ever ridden. From the bottom all the way up to the top, there is tons of power, and the roll-on throttle response is insane. The power rolls on strong, but not so strong that it's uncontrollable; it's smooth and powerful. Through the mid- to top-end portion of the powerband, the bike really gets up and goes. Almost like a 500cc two-stroke, the power just continues to pull, nearly to the point that it feels as if it will never stop. No longer were we left wondering if we would make the big leaps that are littered around most of our local SoCal tracks, as a quick turn of the throttle removed any doubt. Like we said—and for good reason—this bike is one of the fastest we've ever ridden.

Why would anyone build a bike this fast? We asked ourselves that question numerous times over the course of this test, if you're a pro-level racer or a slightly "bigger boned" vet racer, a bike this powerful probably isn't too much to handle. It might take some getting used to, but with the right rider at the controls, it's possible to become completely comfortable aboard this machine. As a small word of caution, though, this motor isn't for the faint of heart or inexperienced rider—it demands respect. The time we have spent riding the bored out and ported CRF has been very enjoyable, and with plenty of power to get you into trouble, but then get you out of it just as quickly, this bike is one that quite a few riders would enjoy swinging a leg over and spinning laps. It's a lot of fun. 

SPEC SHEET/HONDA CRF469R	PRICE	CLICK IT
CP Piston	\$229.75	www.cppiston.com
Millennium Tech Over bore	\$234.95	www.met-llc.com
Hot Cams	\$209.95	www.hotcamsinc.com
FMF PowerCore 4 Slip-on	\$349.99	www.fmfrcing.com
FMF Titanium PowerBomb Header	\$299.99	www.fmfrcing.com
Fast Core Mods Head Work	\$830	www.fastcoremods.com
Tokyomods ECU Programming	\$50	www.tokyomods.com