

CODENAME: PROJECT MARSHMALLOW

WE TAKE THE “SHOCK” OUT OF RIDING



photo: Ryann Petersen

Everyone, and we mean *everyone*, likes a comfortable ATV. When was the last time one of your buddies told you, “Man, my quad is way too comfortable”? We’re guessing never. Cody, Lumpy, and Joe are all riders. We here at *ATV Action* ride the same ATVs on the same trails as our readers, so we typically enjoy the same things. In our everlasting search for more comfortable riding, we’ve come across some pretty phenomenal products, so we decided to do a little mini-build with a budget in mind.

For less than \$750, we wanted to transform one of our favorite sport ATVs into a trail machine you can ride all day—fast. Starting with a 2010 YFZ450X, we began our search. Our first hit landed us with a set of Houser Pro Bounce pegs and nerfs that we tested last month, and our second—rounding out our budget at a square \$705 total—was a set of Precision Racing Products’ Shock & Vibe handlebar clamps. In addition, we’ve done a ton of testing to bring you some proprietary suspension settings you won’t find anywhere else that will transform the ride of your YFZ!

FEET

Houser’s Pro Bounce peg/nerf combo received a rave review here last month, as it offers protection from the shock of hard landings and square-edge impacts. Easy installation, fair pricing, and a great working product landed them a five-star rating. So what’s different this month?

We’ve played with the preload on the bumper balls and come up with a great all-around feel that you can’t really notice moving while you ride. Our set came at the loosest

setting, and after testing, we turned the bolts in three quarters of a turn to make them slightly tighter. This still allowed for plenty of movement from the pegs, but not enough to make it noticeable. The wide platform of the pegs further makes it more comfortable when standing. This is a product you shouldn’t overlook. It provides a huge increase in comfort and shock absorption through your feet, making even the hardest of landings much more comfortable. As an added bonus, they’re a conversation piece around the track or camp!

HANDS

After testing Precision’s Shock & Vibe bar clamp setup, we can safely say that this is one of the biggest surprises to come our way in a while. Paying \$229 may seem like a lot for a set of bar clamps, and it is. But what these clamps offer is more like better suspension for \$229. Using a shim-type system to adjust the preload of the rubber blocks in the clamps, the bar literally floats inside the billet blocks. There is no back and forth movement or twisting, but the bars can move up or down individually side-to-side. The difference over Fasst Flex bars is that the entire bar remains on the same plane the entire time; the angle of the grips in relation to the center of the bar never changes. You can use 7/8-inch or 1-1/8-inch bars, but you must install new grips with the clamps, as they slide over the ends of the bars to install.

The difference on the trail is immediately noticeable. Vibration from the Yamaha’s already smooth engine is non-

existent, and it feels like the shocks have a few inches more travel. It's a phenomenal difference, especially in side-to-side rocking motions. Solid-axle quads have a tendency to shake the bars back and forth in rough terrain, making it hard to hang on at a fast pace. The Precision Shock & Vibe clamps take that motion and flatten it, allowing you to loosen your grip and ride more comfortably. We wish we could put a set on every ATV in our test fleet!

SHOCKS

The Yamaha's dual-speed adjustable shocks are works of art: large bodies and insane amounts of adjustability make them perfectly suited to any rider. The stock settings on the X offer a great mix of bottoming prevention and ride quality, but it's set up for fast riders doing just that: going fast. If you're planning on cruising the trails comfortably and not hitting big jumps, deep whoops or hard G-outs, we'll show you the settings that will make your YFZ ride buttery smooth.

FRONT SHOCKS

STANDARD:

Rebound 12 clicks out
 High-speed compression 1 turn out
 Low-speed compression .. 10 clicks out
 Preload 289mm
 Preload minimum 279mm
 Preload maximum 299mm

PROJECT MARSHMALLOW SETTINGS:

Rebound 17 clicks out
 High-speed compression 2 turns out
 Low-speed compression .. 10 clicks out
 Preload 289mm

REAR SHOCKS

STANDARD:

Rebound 11 clicks out
 High-speed compression 1 turn out
 Low-speed compression .. 18 clicks out
 Preload 265mm
 Preload minimum 253mm
 Preload maximum 273mm

PROJECT MARSHMALLOW SETTINGS:

Rebound 16 clicks out
 High-speed compression 2 turns out
 Low-speed compression .. 11 clicks out
 Preload 265mm

THE END RESULT

Impressive. That's the only way to describe the improvements the products and suspension tuning made. The ride is much more forgiving, less fatiguing and more enjoyable as well. If this were a product evaluation, the Shock & Vibe bar clamps would also receive a full five stars. If you haven't ridden with a set yet, pick some up. You will not be disappointed. So in our everlasting quest for more riding comfort, we've found the budget holy grail, and we hope some of you try it! □



Precision's \$229 Shock & Vibe bar clamps provided the most dramatic improvement in comfort while riding. No more hanging on for dear life!



The Houser Pro Bounce nerf and peg combo takes the shock out of hard landings, with adjustable preload for the bumper that damps the peg. They also provide great grip and a comfortable standing surface.



Renthal hooked us up with a set of their tried and true Fatbars in a CR-HI bend to bring the bars up a bit. The Precision clamps will also move the bars up about a half inch, so taller riders will enjoy the benefits of this package. Besides being strong as an ox and looking great, the Renthal Fatbars help dampen some of the shock and flex of fast-paced trail riding.