

PRODUCT EVALUATION

PRECISION SHOCK & VIBE HANDLEBAR MOUNTS

More cushion for your hands

By the staff of Dirt Wheels

□ Every level of racer in every genre of ATV competition should run a steering stabilizer. A Precision Racing Products stabilizer is mounted to 19 of the top 20 pro ATV racers around the country. Nine-time GNCC Champ, Bill Ballance, and 2008 and 2009 AMA ATV MX Champ Dustin Wimmer, among many others, swear by the product. It is not the only unit around, but it currently has a stronghold.

While perusing the 2010 Indy Dealer Show, Ron Lawson discovered the release of another Precision product. The Shock & Vibe handlebar mounts (\$229) replace the stock mounts and add a new element of shock and vibration absorption to the handlebars. Precision spent over a year on testing and development with the help of 20 of the top ATV racers. Check it out.

SHOCK & VIBE

The Shock & Vibe system replaces your old handlebar clamps and mounts to most stock and aftermarket stems. They are available for Fat Bars (1-1/8 inch) or standard bars (7/8 inches) for the same \$229. If you were already looking to change up to a 1-1/8 bar, that alone could take close to \$100 off the cost of these mounts. We installed the mounts to our Yamaha YFZ450R. This machine is already equipped with 1-1/8-inch bar mounts and Pro Taper fat bars.

The installation takes about 10 minutes with minimal tools. Remove the levers and light switches, then loosen and remove the stock handlebar mounts. You want to leave the bars on. This will make removing the mount nuts a much easier task. If your bars have crossbars, they must be removable, or you cannot mount this system. After installing the mounts, the height of your bars remains the same, and so will the overall weight of the YFZR.

There are removable caps on top of the clamps. Under the caps is a plastic polymer that holds small metal shims into place. These shims are



used to adjust the tension of the clamps. Adding more shims removes flex, and vice-versa.

HOW DID THEY WORK?

The Shock & Vibe clamps allow your bars to move up and down to flow with the terrain you're riding. We hopped on the machine at a standstill and pushed and pulled on the bars. At neutral, the grip height is 39 inches. Pushing down it is close to 37 inches, and pulling up it is close to 40 inches.

While riding, your bar angle doesn't change when the bars aren't being jerked. The quad's movement is felt in the footpegs as the quad kicks left to right. This allowed us to keep balance and position over the quad by just lifting a leg as the peg rises. You can actually feel the pegs move while you hammer through the rough stuff, rather than the bars flexing.

Without a steering stabilizer, the bars still felt the jerk. We hit a few square edges on the track and roots in the trail where it would rip the bars out. A good steering damper, like Precision's (\$395), will eliminate most of this and allow the mounts to do their job more efficiently.

We were able to keep centered better on our YFZR, which had us moving around less. It put more pressure on our legs and took a huge amount of hit out of our arms and hands. On a MX track, our arm pump was reduced significantly over the stock



For \$229, the Precision Shock & Vibe mounts eliminated a significant amount of hit we received on rough terrain. Our arm pump was reduced, and we were able to hammer out more lap times.

◀ The top-mounted caps remove, allowing the use of tension-adjustment shims. More shims equal less flex. Remove the shims equally, and you will achieve more vibration and shock reduction.

setup, and we were able to put in more laps as well.

While testing on faster and smoother trail rides, we installed two adjustment shims to both sides of the clamps. This took a bit of movement out of the machine. It didn't make a huge impact, but for more sensitive riders, you will notice the change.

BUY IT?

Yes. These bar mounts will be found on many top pros' machines in no time. In fact, top racers have already won a couple times in the WORCS. Brian Wolf has notched a few Pro-Am GNCC events. Wayne Matlock mounted his the day before the Baja 1000 and rode home to a two-hour margin of victory.

If you were looking to get an anti-vibe stem or handlebars, or wanted to make the move from 7/8 to 1-1/8-inch handlebars, then this might be a good way to go. A good anti-vibe stem could run up to \$300 alone, and it doesn't offer the same amount of shock reduction as the Precision mounts. You can also run the mounts with anti-vibe stems for even more shock reduction. Anti-vibe bars on the market run from \$200 to \$400, and larger mounts alone start at \$100. For \$229, Precision's design should eliminate a few costs, and the relief of arm pump is an awesome result! Check Precision out online at www.precision-rp.com, or give them a call at (209) 365-1850. □