

## Engineering Triple Clamps:



Until recently, for the average rider, buying a set of triple clamps was more to dress up your motocross bike rather than improving the handling of your motorcycle. However, manufacturers are now doing much more testing with stock clamps, and they are finding ways to improve the handling characteristics of your ride. Ride Engineering found that the CRF 450's 24mm offset was not the optimum setup for the bike, so they created a set of clamps with a 22mm offset which dramatically improved the handling of our CRF 450 test bike. Their clamps do this by moving the top of the forks towards the rider, which allows the rider's weight to be more centered over the front wheel, thereby improving the turning characteristics of the CRF 450. Many triple clamp manufacturers are now selling the sets with the stem and bearing already installed, and Ride Engineering's clamps are no exception. Ride Engineering also included a set of their bar mounts, which are not normally included if you buy a set of their triple clamps. Retail on the set that we tested is \$389.90.

### Workmanship

Visually, the quality of the clamps is apparent. They are so trick and look totally factory. The workmanship is first rate. The clamps themselves are CNC machined aluminum and feel lighter than stock. They are anodized for hardness and wear.

The guys at Ride Engineering also sent over the oversized bar mounts. They are also machined aluminum – very light and very strong. The pictures show the quality and everything is top notch and very durable. The clamps also allow for the installation of the stock rubber mounts which make for a much more plush

ride. The mounts can be turned either way for adjustability either fore or aft. We turned them to allow more room in the rider compartment, which was a very nice touch.

### Installation

They installed easily. Our pair came with the stem and bearing installed – which is very nice as there was no need to press out the stem and bearing from the old pair. They were bolted on quickly and came with the required hardware. Even the hardware was very sturdy and high quality, which rounded out the package nicely.

### Review

We tested the clamps on our Honda CRF 450 test bike at Glen Helen Raceway and Perris Raceway – both located in Southern California. Glen Helen is a rough, sandy and very outdoor style track with long straights and higher speeds. Perris, on the other hand is a little smaller technical track with more jumps and tighter turns. The dirt is loamy, but is decomposed granite, which holds up very well.

As any CRF owner knows, the only complaint against this machine is that it does not turn as well as the 250 two stroke. This is due in part to the triple clamps being 24mm offset. The clamps from Ride Engineering have a 22mm offset, which will allow the bike to turn better.

The first ride was at Glen Helen. Almost instantly, the bike handled more easily. The bike stuck in the corners and allowed much more speed through the corners. As the day progressed, we gained confidence, and the tendency of the bike to “stand up” in corners was significantly subdued. This allowed for charging into corners faster and really aided confidence allowing for increased speed throughout the day.

The pushing feeling of the CRF was reduced and cornering was definitely better. In addition, a few times when the bike was really laid over – almost on accident – it would recover, when previously; the bike would have gone down.

Another positive was that the rubber mounts allowed for longer motos and the reduction of arm pump. The utilization of the rubber mounts gave a much

smoother ride, which helps to significantly reduce arm pump. Obviously, this is a great improvement.

The second ride was at Perris Raceway. While the difference was not as dramatic, the bike turned much better. Tighter lines through the corners were possible and the overall feeling of the bike was improved on the tighter and smaller Perris track. In addition, the bike seemed to track better over some severe braking bumps going into corners. This was not as noticeable on the first ride at Glen Helen. Prior to installation, the bike would buck a little more with the stock clamps. This allowed for greater speed into corners and more control and steadiness, and the bike felt more predictable, which instilled confidence.

Overall the clamps are great. They definitely improve the turning of the CRF 450. Moreover, they dramatically reduce arm pump. Helping this old vet turn better and reduce arm pump is invaluable. That in turn aids confidence and enhances the ability to charge into the turns. Not to mention that the clamps add the bling factor, but who cares how you look when you ride...right? 🤩

The Moto Show is a motocross related radio program that is broadcast via the internet. Interviews with the top motocross stars, product reviews, tech tips, riding tips and more are archived for on-demand listening at [www.TheMotoShow.com](http://www.TheMotoShow.com)