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We ride Duncan Racing's Dune Superhero



Above Getting all the ponies to the sand was managed with ease by ITP Sand Stars mated to Douglas Quad-Rok wheels. We ran the tire pressure at 8 psi in the front and 6 in the rear.

Right Hidden underneath its visually striking exterior were the majority of the real mods that transformed this mild-mannered racer into a dune superhero.

Opposite Doug Eichner demonstrates his and the Honda's skills. The red duner flew gracefully and landed just as smoothly.



It all began with a conversation between Loren Duncan and Adam Campbell one day on building the ultimate dune machine. Next thing we knew, Duncan had a sweet ride lined up for Campbell to put to the test in the Glamis dunes. Upon laying eyes on the tricked-out TRX, it was pretty obvious Duncan pulled out all the stops on this project.

As any duner knows, sand robs power faster than you can say, "paddle tire." So with the need for ponies, especially in the $\frac{1}{4}$ to $\frac{3}{4}$ throttle, Duncan went with bigger displacement—bumping the engine to 515cc with a DRI National kit. His goal was maximum power without forfeiting the Honda's reliability. To cope with the increased power, the shop needed to perform a little porting before finishing off with a top end and a beefier clutch. Then it was time to work on the suspension and controls. To widen and lengthen the stance, a Roll Design MX Lobo II A-arms and Team Axle rear axle nudged the numbers up to 50 and 49 inches wide in the front and rear, respectively. Elka shocks took care of absorbing the bumps and keeping the tires glued to the dunes as needed.

A smattering of goodies from Hinson and IMS were capped off with a DRI graphics kit and seat cover, and the beauty queen was ready for her sand debut.

Factory off-road racer Doug Eichner accompanied Duncan to Glamis, and we let him ride just long enough to get our photo needs satisfied before it was time to see how the TRX515 performed. Right off the bat, its boosted power was unmistakable. In fact, the machine was easier to ride than a stocker and needed less left foot action while climbing any dune in its path. Don't get us wrong, this was no slouch. It was scary fast. Exiting corners on the Duncan TRX redefined fun—just light the afterburner, let the front end head for the sky and row the gearbox while watching the scenery blur.

However, without the capable Elka and Roll Design combination setup, this ride would not have made our cheeks hurt from grinning so much. Campbell proclaimed it to be one of the plushiest sand quads he's ever ridden. It was like riding on a virtual cushion of air as the suspension soaked up even the nastiest of sand hazards, allowing the pilot to enjoy the speeds the engine was able to produce. In the ergonomic department, it was home, sweet home as everything was in the proper location, from the levers to the pegs. Although Campbell is an A-class bubba, he felt that Duncan's creation could appeal to any TRX fan looking for a good time in the sand. Giving it back was probably the worst part of our experience.



Above The ultimate duner, Duncan-style. Translation: Lots of muscle with enough bling to make anyone look good in the sand.

Left The IMS heel protector is much stronger than the stock plastic and is easy to keep clean.

Below left The Duncan duner was equipped with a GPR steering stabilizer and Roll Design steering stem; both are stronger and lighter than OEM.

Below The Fat Boy 4 series race exhaust won't meet any 96-decibel rules, but it sure adds to the horsepower.



Duncan Racing International, Inc. 866/379-7223;
www.duncanracing.com
2005 Honda TRX450R and all OEM parts were
supplied by Escondido Cycle Center. For more
information, contact ECC at 800/564-8078;
ask for Buzz in the parts department.

Motor

DRI National 515cc Kit, \$3495

Kit includes: Fat Boy 4 complete stainless exhaust system, cylinder strip/bore/replate, DRI-modified stroker crankshaft with knife rod X11 camshaft, DRI head porting (with SERDI valve seat machining), JE Piston kit (DRI 515cc 12:1 stroker piston), DRI HP4 kit (DRI head port, SERDI valve seat machining, billet camshaft, heavy-duty valve springs with titanium retainers, guides and big valve kit)

Vortex X10 programmable CDI, \$399

NGK IFR9H11 spark plug

DRI FCR 40.0mm carb with hot-start, \$699

VP C12 fuel by Step Ahead Products

Maxima Premium 4 10w30 four-stroke oil

Drive system

DRI/Hinson Quick-Change clutch cover, \$215

Hinson basket, \$230

DRI clutch, \$199

Maxima Premium 4 10w30 transmission oil

Maxima Chain Wax chain lube

Sunstar 14/38 front/rear sprockets

Tsubaki Omega O-ring chain

Front end

Lobo II front suspension kit, \$2995

Kit includes: Roll Lobo II A-arms, Elka Long Travel Elites front shocks, Crown brake lines

Roll Design steering stem, \$349

GPR steering stabilizer, \$425

Rear end

Roll Design + 1/2-in. swingarm, \$1295

Team Axle 49-in. rear axle, \$399

Team tapered bearing carrier, \$249

Elka Elite rear shock, \$995

Elka rear linkage, \$275

Tires/wheels/hubs

ITP Sand Stars

21x7-10 front, \$47.99

20x10-9 rear, \$62.99

Douglas Quad-Rok wheels

10x5 front, \$62.80

9x8 rear, \$65.32

Team rear hubs, \$99.99

Brakes

Galfer pads, \$29.95

Galfer rotors, \$29.95

Crown Series braided-steel brake lines,

Front, \$109.50; rear, \$39.95

Maxima 550 brake fluid

Handlebar/controls

TAG T2 handlebar CR Hi bend, \$94.95

Thumb throttle with DR billet cover, \$39.95

Works Connection clutch lever, \$169.95

Motion Pro cables, thumb, \$13.50; clutch,

\$22.90

TAG grips, \$12.95

Pro Design tether kill switch, \$34.95

Miscellaneous

AC grab bar, \$54.95

Chrome plating by Pacific Plating

DR chain guard, \$29.95

DR parking brake block-off, \$14.95

DRI reinforced frame

DRI graphics kit and seat cover, \$119.95

Duncan Racing chrome front bumper, \$169

IMS/Roll Design 1/2-in. lower footpegs, \$239

IMS/Roll heel guards, \$149

IMS/Roll rear brake pedal, \$129.95

IMS/Roll stainless shifter, \$79.95

Powder 1 silver/clear powder coat

Polishing by Jim Brown at DRI