

HOCUS P

With more than \$4,000 in aftermarket accessories, our Yamaha Warrior takes on a whole new look and attitude.



We added typical woods riding parts and other cosmetic components to make our Warrior stand out.

HOCUS

By Jerrod Kelley

An Affordable Potion For Making Your Yamaha Warrior Excel

Many people see the Yamaha Warrior 350 four-stroke as old hat. It's slower than all the newfangled four-stroke models, it's as ugly as a hippopotamus and some would argue it's as heavy as one, too.

For other reasons, however, people continue to buy this fun-but-aging model. That's probably why Yamaha hasn't rushed to create a magic potion to improve or alter the Warrior. Yamaha must believe in the "if it ain't broke, don't fix it" slogan, at least for this quad.

We don't consider the Warrior broken either. It's more like a frog waiting for a kiss. We love ATVs, but kissing them is a little odd, even for us. So we did the next best thing. We brewed our own special spell to transform the Warrior into a more appealing woods machine. Hocus-pocus!

Why?

The first reason we did this project was to satisfy many of our readers' requests. Ask and you shall receive, right? Secondly, we've always liked this ATV, but knew it could be much better. Third, the last time we rode our bone-stock Warrior, the headlight bulbs popped out after landing a few large tabletop jumps. Finally, we have the power to do this sort of thing, and we're bringing you along for the ride.

We could have made this quad really fly and nearly as competitive as some of the Pro Production bikes in the GNCC series, but we also wanted to build a Warrior everyone could afford. Think of this Warrior as a first-stage woods racer.

You could use these products to build your own Warrior, or you could pick and choose — according to your budget — which items you need the most. We didn't build the quad to race, because it would require a kill switch, number plates and more. But that may be the next logical step.

Duncan Racing

(619/238-6306; www.duncanracing.com)

Because of cost concerns, we stayed away from significant engine modifications and opted for an easier and more affordable alternative. Duncan Racing gave us a K&N filter, Outwears filter cover, a DR Fatboy 4 four-stroke exhaust system including jets and a front bumper. The Outwears let us run the Warrior with its airbox cover removed.



The Warrior isn't the largest bike or the most powerful, but by adding suspension, exhaust system and airbox mods, it's much better than stock.

Though the Fatboy system is much louder than the Warrior's stock silencer, it has a spark arrester and adds more useable power, especially down low and through the mid-range. The stainless-steel system has what Duncan calls a "brite finish." It uses an O-ring seal between the tail pipe and the muffler joint. The rebuildable and repackable muffler uses a stainless core, too.

On the trail, our Warrior impressed us with both its hearty sound and improved power. The throttle was snappier and the power didn't require us to downshift as much to climb hills. The Warrior now has a steady power delivery that carries around sharp corners, without needing to change gears. Instead, we just feather the clutch and pound the throttle upon exit.

In stock form, the Warrior would have a difficult time roosting our R&D center's tacky dirt with the heavier tire-and-wheel combo we added. The additional power kept the more-aggressive tires churning around grippy corners.

Duncan Racing says jetting, components and riding conditions play an important part in gaining the most performance — up to a 15 percent increase — from this system.

By adding the Pro Design Pro Flow airbox flange, better air filter, pipe and proper jetting, our Warrior now bumped out around 21 hp, roughly two more than the stocker.

We also added a polished DR bumper to round out our Warrior's

front end. This bumper might not add as much protection as some larger units, but it increases the Warrior's coolness.

AFCO Racing

(812/897-0900; www.afcoracing.com)

Aside from adding more power, we knew we had to improve the Warrior's suspension, especially for our 200-pound test riders. We added AFCO Racing's cross-country shocks in the front and rear. The front shocks will accept a remote reservoir, though we opted to go without. The front shocks use a dual-rate spring system and are adjustable for compression damping.

As crazy as it sounds, we mounted the shocks two ways — AFCO said it's up to the rider. The first setup puts the secondary spring on bottom and the second configuration puts the secondary spring on top. We liked the results from the second approach. It reduced the front end's rebound, improved the overall handling feel for our test riders and made the most sense.

The rear shock has a remote reservoir and a dual-rate setup. We found the most trouble riding across a flat field and hitting a small washout at full speed. The back end would often swap and rebound too quickly. We had to bump up the compression ratio — via a reservoir-mounted knob — to improve the rear shock. After our switch, however, the rear shock performed more smoothly.

AFCO designs the rear shock with a thin secondary spring, which compresses as soon as a rider mounts the ATV, for safety reasons. This setup keeps the shock parts intact during rough conditions.

Maxxis International

(800/4-MAXXIS; www.maxxis.com)

We chose 21 x 7-10 front Razr 2 tires and the highly aggressive 20-inch rear Razr 2s. Both the front and rear tires are six-ply, a perfect setup for the woods.

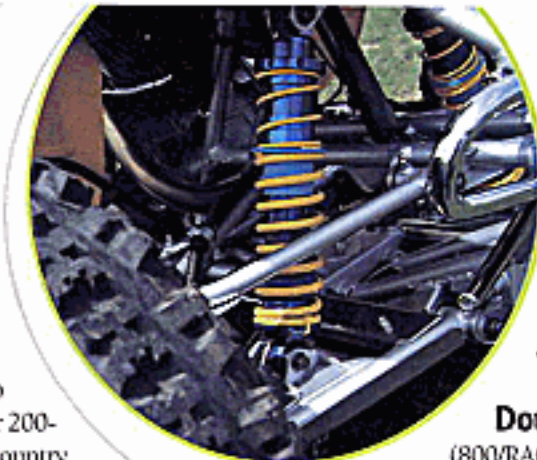
Maxxis says these tires have a deeper, more aggressive lug designed to increase traction in all sorts of terrain and improve braking, too. We agree! These tires supplied our Warrior with more than enough traction, no matter if we rode in the sand, hardpack or the wet, black dirt of our R & D center.

The Razr 2 tires seem to track better than the original Razr treads, at least during this test. We never found the back end wanting to slide around or slip through a corner like the Razr MX tires did in our tire test earlier this year. Better traction and braking, more resistance to

Prices

- Fatboy 4 complete exhaust (\$399)
- Bolt-on turndown (\$40)
- Spark arrestor screen (\$15)
- K&N filter (\$55)
- Replacement jet (\$3)
- Pro Design Pro Flow kit (\$100)
- Magura Jack hydraulic clutch system (\$240)
- Magura X-Line Bulge handlebars (\$90)
- X-Line pad (\$13)
- X-Line Bulge Bar clamp kit (\$45)
- Front Maxxis Razr 2 21 x 7-10 (\$96 ea.)
- Rear Maxxis Razr 2 20 x 11-9 (\$111 ea.)
- Douglas Wheel Ultimate standard spun aluminum (front \$160, rear \$155)
- CEET Flame graphics kit, complete (\$180)
- Maier plastic: front fenders, rear fenders and front hood (\$422)
- DG Performance alloy nerf bars (\$190)
- Cycra Pro Bend Racer Pack, aluminum (\$105)
- DP Brakes clutch kit (\$60+)
- DP Brakes brake pads (\$32+)
- PRM Products: Desert bar (\$53), swingarm plate (\$90), A-arm plates (\$56+), bottom frame plate (\$85+)
- AFCO Racing shocks (\$1,426)

Total (\$4,428)



We added AFCO Racing shocks all the way around. The dual-rate springs improved our Warrior's ride, but did add to the overall price.

punctures, less rollover and better tracking ability make these tires ideal for woods riding. They excelled in the mud better than the original Razr tires we've tested in the past.

Douglas Wheel

(800/RACE-RIM; www.douglaswheel.com)

Douglas Wheel partnered with Maxxis for this project. Maxxis mounted its Razr 2s on Douglas Wheel Ultimate wheels. These standard spun-aluminum wheels have an integral bead lock with steel nut plates for maximum strength.

This is a typical setup for cross-country racing because rocks and trees can rip a tire off the bead. Obviously, bead locks prevent this from happening. The wheels look awesome, too, with a polished finish and beefier design. The rocks and stumps on our property didn't phase this tire-and-wheel combination.

DP Brakes

(716/681-8806; www.dp-brakes.com)

DP Brakes does more than just braking equipment. It also introduced its own line of replacement clutches. We inserted a DP Brakes clutch kit — which consists of friction plates, springs and drive plates — into our Warrior. This kit doesn't need to be soaked in oil and installs in roughly 15 minutes. Make sure you have a replacement clutch cover gasket and the proper tools (torque wrench, owner's manual) before diving into this project.

The kit claims to increase traction, flywheel effect and starting because it is almost a pound heavier than the stock system. The clutch performed flawlessly for us.

We also installed DP's Pro ATV brake pads all the way around. These pads are designed for extreme conditions, wet or dry. The HH-rated friction material is supposed to create on-a-dime stopping power without fading. Installing these pads was a snap. It takes, literally, 15 minutes to do all three.

The DP Brakes pads were superior compared to our stock pads, which had been abused by mud, sand and water. The pads improved our Warrior's stopping abilities and meant we could hold on to the power that much longer when entering a turn. Combined with the Maxxis Razr 2 tires, our braking is far better than stock.

PRM Products

(541/665-3805; www.prm-atv.com)

PRM Products is known in the GNCC racing series for some of the most well-made and beefy ATV armor. Hundreds of racers

Maxxis International supplied the GNCC race-proven Razr 2 tires for the Warrior. These six-ply tires improved our machine's traction and braking. Douglas Wheel Ultimate wheels with bead lock retainers made sure the Razr 2 tires stayed on.



Without tearing apart the engine — and with the airbox cover off — we increased horsepower with a Duncan Racing Fatboy 4 exhaust, K&N filter, Pro Design Pro Flow flange and proper jetting.

run its skid plates, Summit bumpers and grab bars. We added a bottom frame plate, A-arm plate set, swingarm plate and Desert grab bar.

These components are heavier than their plastic counterparts, but they are stronger and better looking, too. The armor mounted easily and was a valuable asset during our test. Part of our property has rocky, grass-covered slopes along a creek. Most of the rocks are hidden and can cause serious damage to the underside of an ATV if it doesn't have adequate protection.

We clipped several rocks and crossed at least a dozen downed trees. Aside from a penny-sized ding, the PRM frame plate held up to the rocks and logs. The A-arm plates keep large roots, rocks and logs from getting stuck inside the A-arms and destroying them.

The rear Desert grab bar is made extra large with handles. For machines without reverse gear or for stuck ATVs, it gives a rider somewhere to grab to turn the quad around.

DG Performance

(714/630-5471; www.dgperf.com)

Though some riders say nerf bars are just another component to get hung up on during the race, we think they protect our feet and legs and consider them a must. They also save your rear wheels from getting hooked up on trees. We tested this theory at our woods track and found it valid.

We mounted the DG Alloy nerf bars. Unlike some systems, however, these nerfs required us to use the Warrior's stock plastic heel guards. Though this setup worked for our situation, we prefer replacement aluminum foot wells, because they offer more protection and strength.

Cyera

(614/866-9662; www.cyera.com)

Any true woods racing vehicle has to have handguards. They save knuckles and controls, including the costly new hydraulic clutch controls we just added. Cyera sent us its Pro Bend Racer Pack which includes oversized plastic handshields, aluminum bar ends, right-fit clamps and Pro Bend handguards.

We had to attach the plastic handshields to the aluminum bars using six supplied self-tapping screws and washers. Unlike some systems we've tested, the aluminum bars are pre-drilled, however, and fit the handshields perfectly. The tri-axis mounting system lets a rider adjust the handguards for a perfect fit and to work around other handlebar



components. We could have used a smaller front brake lever — our stocker had to be mounted differently to accommodate the right handguard — but a simple adjustment did the trick.

Magura

(618/395-2200; www.magura.com)

Because we were building a woods machine, we wanted to reduce arm pump when using a manual-shift machine. We added a Magura Jack hydraulic clutch system that does just that. It creates an easier pull and adjusts on the fly, too, for convenience. Hydraulic clutches have less fading and require less pull when the clutch is applied.

We found attaching both the clutch and its slave cylinder a tad tricky. The tapered X-line Bulge bars left only a small amount of room to mount the master cylinder, stock ignition switch and handguard mounts we added to the Warrior; typical of a narrower and fatter tapered bar. We used zip ties and clever craftsmanship to hold the slave cylinder in place. It mounts where the old clutch cable connects to the clutch side of the engine.

The Bulge handlebars retail for less than \$100, but that doesn't include the mandatory Bulge Bar clamp kit or X-line bar pad. The clamp kit lets the fatter handlebars attach to the Warrior stock steering stem. All our test riders liked the handlebars and found the ride height ideal.

Maier Manufacturing

(530/272-9036; www.maier-mfg.com)

The Warrior's stock black-and-red color scheme with fender extensions looked drab, so we asked Maier for replacement front fenders, rear fenders and a vented hood.

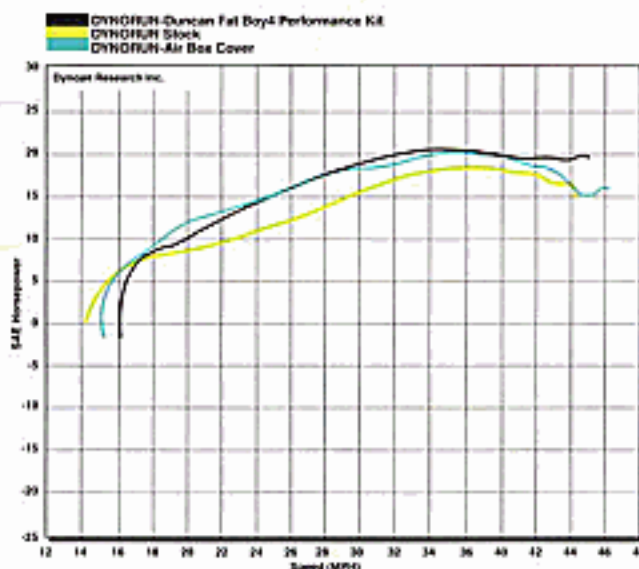
To save roughly \$400, you could skip buying new plastic. In our minds, we were building a new Warrior, so we wanted a new look, too. Plus the Maier plastic produced a better shine than our old plastic and it seemed more scratch resistant, too.

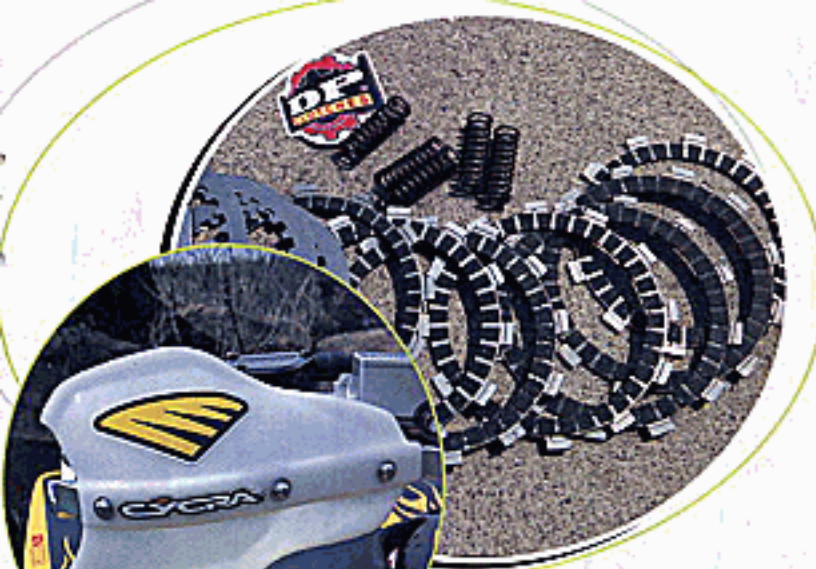
Mounting the plastic was simple and every connection lined up. We did have to drill two holes for the nose cone mounting screws, but it took 10 seconds. The plastic accepted the CEET Racing graphics kit without incident. After our initial ride, the plastic didn't seem to be any worse for the wear and cleaned up nicely at the local wash bay.

CEET Racing Products

(760/599-0111; www.ceetracing.com)

When we do performance projects, we want them to be unique and attractive. To help with this part of the project, we added CEET Racing's Flame graphics kit. We added the entire Flame Kits package, which includes a seat cover and graphics for both the tank and fenders.





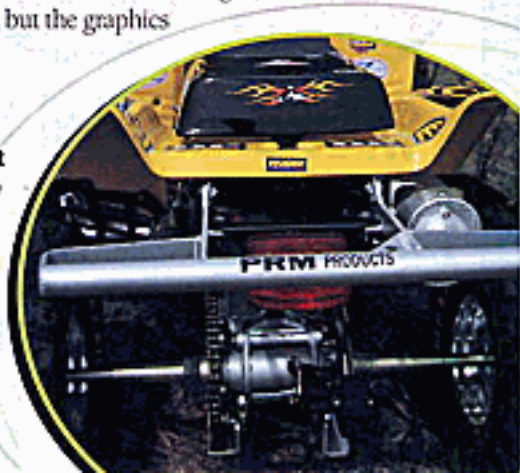
Because we planned on riding the Warrior in the woods, we added security for our hands with Cycra's Pro Bend handguards. Our Warrior received a new Magura Jack clutch lever and DP Brakes clutch to withstand the pressure of a tough woods journey.

There are rules for mounting graphics kits (visit CEET's Web site). We had brand new Maier plastic, so we couldn't use water mist to mount the graphics. Instead, we cleaned the new plastic with warm soap and water to remove any hidden chemicals. After drying the plastic, we carefully cut the larger sticker's backing with a sharp knife.

This let us put a portion of the graphics on while avoiding both air bubbles and a crooked look. We took our time with this, but you could do it in less than 30 minutes.

The seat cover installation is tricky because it requires a good stapler and patience. We set our new seat cover in the sun to make it easier to stretch, but a heat gun works, too. First, we removed our old seat cover. After checking for any remaining staples, we slowly added our new cover. For more on the recommended mounting procedure, visit CEET's Web site. The new cover incorporated the Flame elements on the rear of the seat and a very tacky "gripper" material in the middle of the seat and around the fuel tank. The graphics held up to mud, a high-pressure washer and fuel. That's right, we overfilled the fuel tank on our Warrior, but the graphics didn't budge. **ATVS**

PRM Product's Desert grab bar might not be essential for woods racing, but its frame plate, swingarm plate and A-arm plates protect vital components from obstacles like rocks and fallen trees.



INVEST

IN

The 2003 MX season opener saw a decent turnout of Pro Production quads. At next year's opener, expect to see many more. Battling here are John Natalie (13), Josh Starrett (64), Tim Farr (4), Tavis Cain (6), Kory Ellis (53), Doug Gust (55) and Jason Dunkelberger (19).



TIMING

STOCK

BY BILL "WBGO" LANPHIER



CAN THE PRO PRODUCTION CLASS LEVEL THE PLAYING FIELD?

New for the 2003 racing season, the All-Terrain Vehicle Association's (ATVA) Pro Production class hoped to help reduce the cost of building a high-end race bike, level the playing field and bring in sponsors. With a list of guidelines, the ATVA hopes it can create a more appealing class that maintains a high-level of competition. This class can run only stock frames with stock mounting points for the suspension and only the engine cases originally designed for that frame. In theory this means these race ATVs are much closer to the machine sold at dealerships and big sponsors are more likely to come onboard.



Doug Gust has been dominating on this Pro-Production based Suzuki Z400.

Will it work? We're not sure, yet. But, to get a better idea, we rounded up a group of people closely associated with the new Pro Production class. Duncan Racing's Loren Duncan was a major player in getting the class started. Duncan's top rider in the class, Tavis Cain, is fifth in the current points standings. Tom Carlson (TC Racing) is the chief mechanic and tuner for the current class leader and former GNC champ Doug Gust. We also spoke with multi-time GNC champ Tim Farr, who's second in the points race and Kory Ellis, now running in third.

Editor's Note — Elsewhere in this story, we'll take a closer look at the Pro Production race quads of Gust, Farr, Ellis and Cain.

ATV Sport: How did the new class come about?

Loren Duncan: The future of the original Pro class started coming up in talks with Wayne Hinson [Hinson Racing] and we both felt that the best thing for the sport would be to get the cost down. To build a competitive Pro class machine now takes upwards of \$30,000 and there is often a long wait to get parts. This makes the playing field uneven and entries have been down slightly in the Pro class. Wayne and I felt the sport needed some long-term direction and a Pro Production class would make the most people happy;

ATV Sport: How was the initial response?

Duncan: Almost everyone we approached filled out a petition in favor of the class. Most of the chassis builders, who see the most profit from components other than frames, were in favor of a Pro Production class allowing only stock frames.

ATV Sport: Tell us about the class and sponsorships.

Duncan: It opens the doors to sponsorship at all levels. The quads on the track are more similar to the quads seen in ads and at the dealerships, the machines can be raced competitively with relatively simple and inexpensive mods and the dealers are more likely to sponsor racers. If only 25 percent of the dealers get involved, that will make a huge difference in the sport.

ATV Sport: How about sponsorship from the big manufacturers?

Duncan: The way the class is set up, we'll be OK if they don't get involved. But, if the manufacturers see the dealers doing well, then they'll probably get involved. And, if just one manufacturer threw in \$100K, that would be great. The manufacturers aren't interested in sponsoring quads with

aftermarket frames and motorcycle engines, and Pro Production limits the class to quads everyone can relate to.

ATV Sport: Tim, with new sport quads coming out all the time, there are more choices for the racer, right?

Tim Farr: Yes, that's awesome, and it's something I've never seen in my racing career. Until now, it's always been 250R-based machines and the expense got out of hand. Now, with Pro Production, many types of quads are competitive. Luburgh is extremely fast on that Cannondale and he beat Gust in the second moto at round three; I can't beat Gust half the time! No one has re-sleeved the (Polaris) Predator down to 440cc yet, but that's another option.

DISADVANTAGES?

ATV Sport: Are there any disadvantages to the Pro Production class?

Farr: The class should be raced on Sunday, like the original Pro class, instead of Saturday. Sunday is promoted as Pro day and Pro Production needs to be seen, too. The thinking was to save the guys racing both Pro classes from having to compete all in one day. But, I had originally planned on racing both classes and I was in favor of having them both on Sunday. Another drawback with Pro Production is that payback is 80 percent of entry fees, rather than a guaranteed purse.



Farr is one of the larger Pros, but he's impressed with how well his Suzuki is holding up to the abuse of Pro-level racing.



ATV Sport: Let's hear from you other guys about the pros and cons of Pro Production.

Kory Ellis: On the plus side, it's easier to get parts if you're not racing an exotic quad and it's easier to get support from a dealer when you're racing a machine that's pretty close to something he can sell. On the negative side, the Pro Production quad is harder to ride, the stock frame isn't as strong as the aftermarket ones, and assuming you don't have support from a dealer, it's expensive to replace.

Tom Carlson: Yes, the stock sport quads aren't as state-of-the-art as a motocross motorcycle like Honda's CR250. The sport quads are basically trail machines we're making into racing quads. I do think, however, it's just a matter of time before the manufacturers make a chassis as good as the top aftermarket versions.

ATV Sport: Loren, what do you see in the future of the Pro class, as compared to Pro Production?

Duncart: Whatever class draws the sponsors will be the premier class and, one day, Pro Production will be the premier class. Next year we'll see a hard lobby for an additional Pro Production class, 451cc to Open. The original Pro class is still the premier class but, one day, it may go away entirely. I will support that class, however, for as long as it's around.

COMPARED TO PRO?

ATV Sport: Gust and Farr put on an amazing Pro Production race at the MX opener, but is the excitement and speed always there? How

Kory Ellis is the only Pro running the same machine in both Pro and Pro Production. The stock frame and 10cc disadvantage slow down Ellis a bit in the Pro class, but he's already had two podium finishes with the quad in Pro Production.

do the lap times compare between the Pro and Pro Production classes?

Duncart: Pro Production is only slightly slower. On some tracks the times might be equal. At the first race, the difference was two to five seconds a lap.

Carlson: Pro Production isn't all that much slower than Pro — maybe within one percent. In the whoops, the Pro Production bikes buck you around a little more, but Doug Gust is an animal and his strength helps

him. He's riding fast, but he's smooth and that helps save the bike. He's easy on the clutch and lands lightly.

Ellis: The Pro machines have been around for a while. Pro Production is a new class and it takes time to dial in something new. But, the quads are really close now.

ATV Sport: Where do you see the difference in performance on the track?

Ellis: Mainly braking bumps and whoops. The stock rear shock linkage doesn't have as much travel as you get from the CR500, YZ or CRF motorcycle linkage used on the Pro class quads. So, the shock on the stock frame goes through the travel faster and has to work harder. The frame isn't made to do what we're trying to do with it.

Farr: You also see the difference in cornering. The Pro quads have a lower center of gravity. My CRF motor almost drags the ground and that quad is more top heavy than a 250R! The Pro Production quads have a higher center of gravity still. Combine that with less suspension travel and a different swingarm pivot position and we're hitting our heels on the ground more often. Don't get me wrong, though. I'm not ripping on the machines, which work really well. Pro Production bikes

put everyone on a more equal playing field, which is good, and I'm extremely impressed with the reliability. I'm pounding the bike, and with just a little gusseting, the frame is holding up as well as my Laeger's/CRF. We take the Suzuki motor apart every weekend and it's been spotless. The motor on the practice bike has seen the equivalent of an entire season on it and all we have done is change the oil and filter. I believe you could race all season on the same engine.

A GROWING CLASS?

ATV Sport: How has the turnout been in Pro Production?

Farr: Lately it's been around 15 riders per event. I think some guys were scared off initially by the 20-minute motos. They thought it was going to be easy, but it's not — it's full on. I think the class is going to grow and it has a ton of potential. Entries will probably stay about the same this year because it's too late in the season for someone to get into it. But I think you'll see a lot of the top guys running next year and I expect the number of entries in Pro and Pro Production to eventually even out.

Carlson: Yes, I'm sure in time we'll see more Pro Production riders.

Duncart: I would have expected more at the first race, but there are plenty of guys working



After Tavis Cain finished racing for the weekend, we got a ride on his Pro Production Kawasaki and were impressed with its performance.



Carlson: The rules now governing the class are good. I don't think any changes are needed there until we find out what new quads are coming along.

Duncan: There are no disadvantages to Pro Production, but we're lacking in specific leadership. The promoters, riders and business owners are all providing input. The problem is, at the end of the day we don't have any one person or group calling the shots and running the show. In the last two or three years we've seen many positive things happen in ATV racing, and we just need to take it to the next level of leadership and series sponsorship. Where would NASCAR be today without Winston's sponsorship?

on getting into the class, even without the official involvement of the manufacturers. When the manufacturers come along, the class will go crazy.

ATV Sport: What could be done to make the class even better?

LOOKING AHEAD

ATV Sport: Do you think the ATV manufacturers are going to get more involved?

Carlson: That's a tough question. I'd say there's a 50-50 chance.

Ellis: It's hard to say, but I'd love to see them

get into it. They're already selling every performance quad they build. I'm sure more media coverage would entice them.

Farr: We'll see new bikes, but the manufacturers might not jump into racing right away. It could be slow at first, but I think they'll start to come around.

ATV Sport: What do you see for the future of Pro Production?

Carlson: Maybe not as soon as next year, but eventually it could become the premier class. If we see factory involvement, the racing will follow. If not, we'll probably see Pro and Pro Production stay about the same size. Even without factory involvement, Pro Production will be a continuing incentive to the factories to get involved. I don't think the class will ever go away.

Ellis: Yes, and if the factories do help, the class could get really big.

Farr: Within a few years, I see Pro Production as the premier class. I think it's going to take off.



WE RIDE CAIN'S PRO PRODUCTION KAWASAKI!

Holding down fifth place in the KFX400 is Duncan Racing's Tavis Cain. Yes, the base machine is identical to the Suzuki Z400, but Cain's machine has some interesting twists. With a thumb switch, Cain can select, on the fly, different ignition curves provided by the Vortex X10 ignition. For more ground clearance and cooler brake performance in back, an ATV Innovations' brake caliper allows running a smaller diameter Braking Wave rotor.

The Duncan Racing 450 National kit bumps the horsepower, while Roll Design and Elka provide suspension components. Cain runs ITP tires.

At the series opener in Georgia, we put in a half hour on the Kawasaki. Although the machine wasn't fully dialed in, performance was still impressive. Built as a low-end and mid-range motor, the 449cc four-stroke has strong response in those areas and powers well out of corners. Though Cain felt the Elka shocks still needed some fine tuning, they worked well for us over rough terrain with square-edged bumps and kept the machine flat in turns.

Clutch action, thanks to an adjustable lever from Works Connection, is light. Braking action in front really needed some help and Duncan explained that they simply needed bleeding. Overall, we came away impressed.

Quad: 2003 Kawasaki KFX400
Frame mods: Gusseted and reinforced
Displacement: 449cc
Valves/cams/springs: Duncan MX canis, HD valves springs with titanium retainers, shortened guides and Duncan flow testing
Ignition: Vortex X10 programmable and rider selectable
Carburetor: Edelbrock 36mm
Exhaust: Fat Boy 4 stainless
Clutch: Hinson basket, DRC24 clutch kit
A-arms: Roll Design Lobo 2, 50-inches wide
Shocks: Elka
Swingarm: Roll Design, 18.5-inches long
Rear axle: Dominator
Tires: ITP MXR
Wheels: Douglas Ultimate
Brakes: Stock front, rear ATV Innovations caliper w/Braking wave rotors
Handlebars: TAG T-2
Throttle: 400EX thumb
Main sponsors: Duncan Racing International, Roll Design, IMS, Golden West, ITP, Temecula Motorsports, Douglas Wheel, Elka, Hinson Racing, Vortex Ignitions, Yukon Gear & Axle, TAG Metals, One Industries, Braking, Maxima, Motion Pro, Outerwears, Sunstar, Pro Design, Tsubaki, Pro Design, Works Connection, AC Performance, GPR, Trick, O'Neal, Smith Goggles, Winex Helmets.