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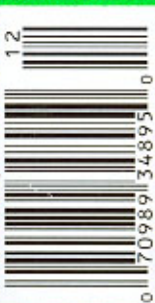
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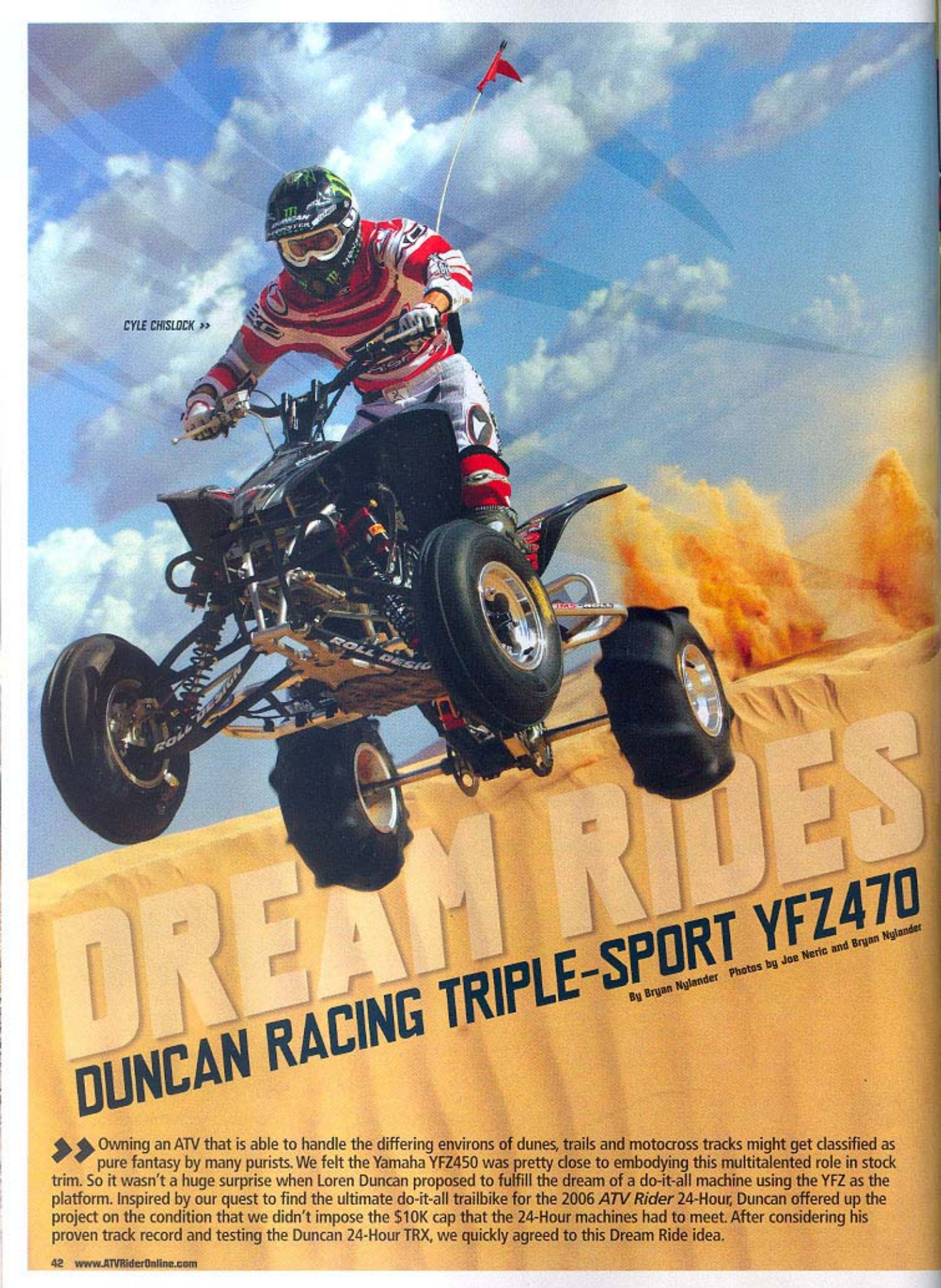
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DECEMBER 2006



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CYCLE CHISLOCK >>

DREAM RIDES

DUNCAN RACING TRIPLE-SPORT YFZ470

By Bryan Nylander Photos by Joe Neric and Bryan Nylander

►► Owning an ATV that is able to handle the differing environs of dunes, trails and motocross tracks might get classified as pure fantasy by many purists. We felt the Yamaha YFZ450 was pretty close to embodying this multitasking role in stock trim. So it wasn't a huge surprise when Loren Duncan proposed to fulfill the dream of a do-it-all machine using the YFZ as the platform. Inspired by our quest to find the ultimate do-it-all trailbike for the 2006 *ATV Rider* 24-Hour, Duncan offered up the project on the condition that we didn't impose the \$10K cap that the 24-Hour machines had to meet. After considering his proven track record and testing the Duncan 24-Hour TRX, we quickly agreed to this Dream Ride idea.



As the delivery date approached, we were like a bunch of expectant fathers who couldn't wait to see their babies. We met Duncan and his team at our favorite spot in the Imperial Dunes for the first leg of testing and to shoot the statics of the triple-play machine in its different guises. The YFZ470 was a standard DRI work of art. The basis of the YFZ revolves around being able to ride dunes, trails or moto with a simple wheel change and, in our case, swapping the plastic for each role. The standard for all three arenas was a 470cc big-bore kit massaged further with porting and breathing through a Pro Design Pro Flow K&N

filter kit and exhaling through a DRI header and Fat Boy 4 exhaust. The big motor unleashes a herd of ponies—claimed to be over 55 horsepower—when the throttle gets cracked open that reveals its racing heritage and will protest any time the rider doesn't charge fast enough. It is certainly torquey and for those who like a big yank off the bottom, it's a winner.

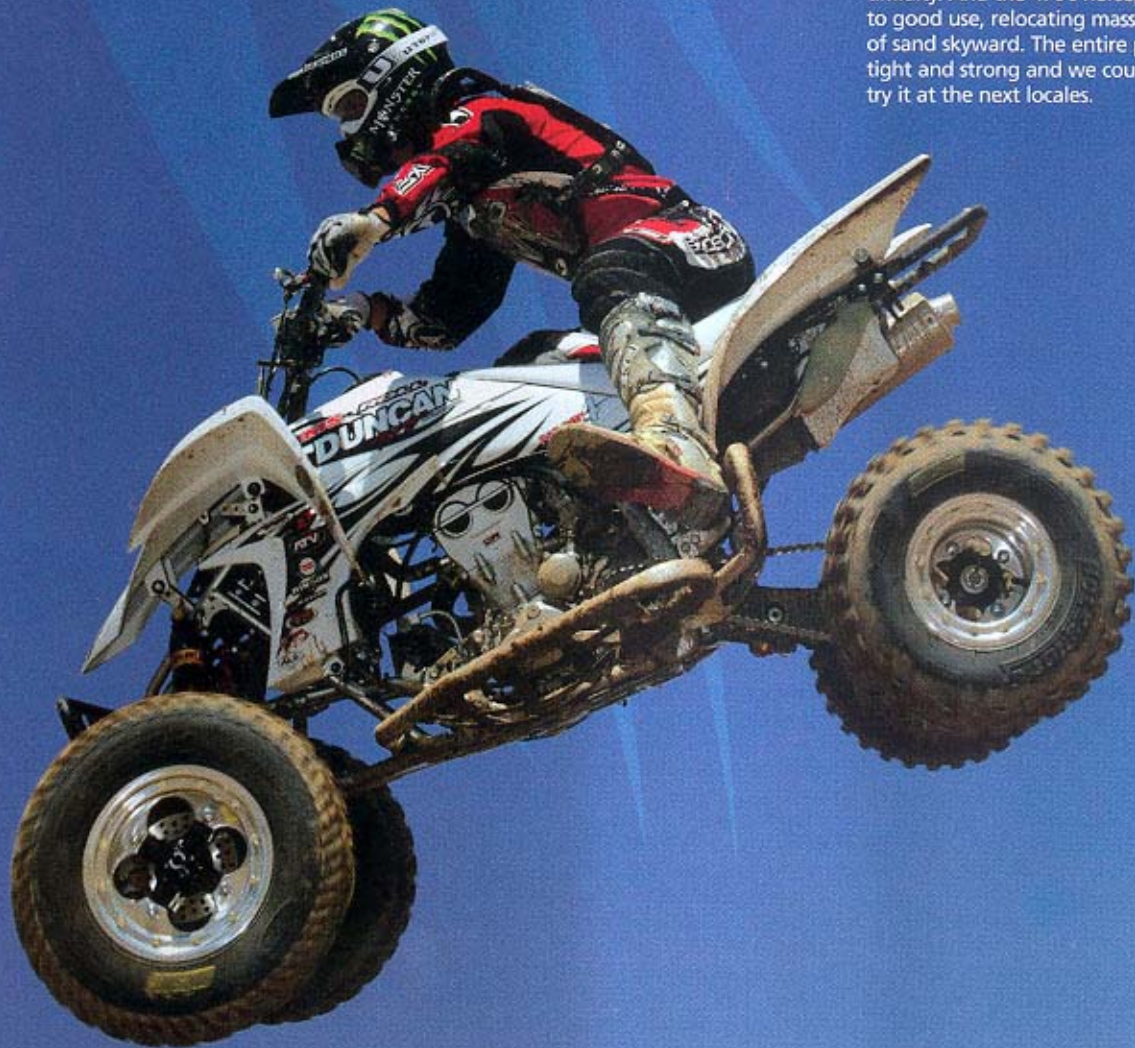
The engine isn't the only asset of the YFZ (though we could be happy with it alone); it also got a host of goodies from the shiny new tube subframe to the aluminum text black bumper on the front. A taller steering stem was mated to a Tag handlebar, allow-

ing for better ergos for the pilot while a GPR stabilizer will keep the impacts on the trail from being too harsh. Originally, it had a Motion Pro quarter-turn twist throttle on it, but we swapped that with a stock thumb unit for some of the MX testers who prefer thumbing it over twisting. The MP throttle was a good match to the abrupt engine and allowed good finesse—an important thing with a fire-breather like this. Further-aiding control were the wider Roll Design A-arms and Elka shocks that were set up ideally for the trail and dunes but were a tad soft for moto. But happiness was only a few clicks away, so we didn't lose any sleep over that.

ACTION

We began our testing in the big dunes at Glamis. The paddles were a good thing in the hot, dry sand—yeah, it was only 104 degrees Fahrenheit in the shade—but the show must go on. Resplendent in its black plastic, the Duncan YFZ was ready to rumble in the dunes. It climbed and blasted off

ledges while we tortured pro rider Cyle Chislock in the heat to keep styling it for our cameras. When we finally got our turn, the surge right off the start was delicious and readily accessible. As with anything, too much is often bad—well, maybe on the trail or track, but not when assaulting a towering dune face that promises to smite you for any signs of timidity. And the 470's horsepower was put to good use, relocating massive quantities of sand skyward. The entire package felt tight and strong and we couldn't wait to try it at the next locales.





« CODY ROBERTS



For our moto experience, we headed to Lancaster, California, and the AVMotoplex that's adjacent to the Apple Valley fairgrounds. The dirt there was a mix of hard-pack and loam. Unfortunately, workers were expanding the course and rebuilding a section, so it was a bit challenging for the testers to get the full taste of the now-white-clad YFZ. No worries, we had enough room to play and get an opinion. And though we were smitten with the average-Joe-friendly moto engine power, our pro racers commented that they get more out of their rides; they needed to be able to fly over the big jumps that frequent national-level tracks. That's OK since they are among

the handful of people who can really use more power. Besides the previously mentioned softness in the suspension, the machine displayed no bad habits, and we were pleased to mark off another skill set the Yamaha could handle.

Next we headed to Rowher Flats (aka Texas Canyon) with the Duncan YFZ now dressed in standard Yamaha blue and sporting PowerMadd hand shields along with the requisite wheel change to uncover the YFZ's trail prowess. The boost in torque meant finer throttle finesse was required, but countering that was an ease in wheeling it over any obstacles. One of the non-visible modifications on this '06 machine that we really liked was the installation of a Pin Oiler, which squirts a bit of oil on the piston from below. It's one of the updates on the '07 YFZ450 aimed at improving the durability of the motor. This should be good news to any Yamaha owner looking to improve the lifetime of his pre-'07 450, and it's a plus in our books. The suspension really shined on the trail, and we let Chislock and IMS pro Steve Valli show off the ease with which it floated over the rocks of Texas Canyon. Other than being a

bit too stall-prone even with this twosome riding, the machine gobbled up trail like Homer Simpson devouring food at an all-you-can-eat buffet. Make no mistake about it—this is not a put-down of the trail ATV. It demands speed and is happy to oblige any scenery-blurring requests from the pilot. At low speeds, a deft left hand is required to keep the mill from sputtering into silence. A quiet tip on the silencer smooths out some of the hit, but the 470 is still a rager on the trails and will please anyone considering a tool that will let them cruise the trails or line up on a cross-country starting line. This is the dream of many sport owners, and we think Duncan has certainly made this nighttime vision come true.



*"This quad is tailor-made for the
guy who only races once in a
while because he works 8 to 5."*

-Steve Valli



STEVE VALLI >>



OPINIONS

Cody Roberts/5'11"/160 lb/Pro

The motor was very smooth and easy to ride. It had good low to midrange power that didn't wear me out riding it, and its Vortex ignition worked really well and was easy to use. The Roll Design A-arms and Elka shocks made the quad feel like it was on rails—it never pushed in the turns and felt like it was glued to the track. The front shocks soaked up the breaking bumps and never bottomed off jumps. But the rear shock felt like it needed to be adjusted a little more. Its rebound was too fast; however, it never bottomed out. Overall, the machine sat low and did not feel as if it wanted to tip over. The IMS pegs were nice, and I really liked the kick-ups at the end of them. It had really strong brakes, and the steering damper was cool because you could adjust it while riding the quad. The things I didn't like were the too-tall steering stem and heel guards that felt too short—I could not put my heel back far enough.

Steve Valli/5'7"/160 lb/Pro-Am

Being that I am a big fan of the stock YFZ, riding the Duncan 470 was a blast. All the modifications really stood out, from the footpegs and heel guards to the height of the handlebars. These additions help make the Yamaha more comfortable for long trail rides. The suspension was smooth on the trail but still was stiff enough to jump and take tight turns without too much body roll. The main thing that I liked about it was the insane amount of power. Where most motors fall flat, this one kept going and going. This quad is tailor-made for the guy who only races once in a while because he works 8 to 5 but still likes the sand dunes and doing some off-road riding. And it'll give you more bragging rights with your buddies thanks to its looks!

DUNCAN RACING INTERNATIONAL, INC.:

866/379-7223, WWW.DUNCANRACING.COM

Machine

Quad weight: 350 lb

Special thanks: Pro Design, Douglas Wheel, ITP Tires, IMS, Elka Suspension, GPR Stabilizer, Vortex, PWR Performance Products, IMS/Roll Design and Yamaha Motor Corp.

Motor

DRI National 470cc kit: \$2675

Customer must send in head and cylinder to DRI or purchase new OEM core parts. Kit includes a DRI HP4 kit (includes DRI head porting, SERDI valve seat machining, billet X12 camshaft, heavy-duty valve springs with titanium retainers and oversize stainless steel intake and exhaust valves and guides), a JE Pistons forged 470cc 12:1 piston kit and cylinder strip-bore-replate and a Fat Boy 4 complete stainless exhaust system with HQ muffler. (add \$50 for HQ quiet muffler).

Special Engine Mods Pin Oiler modification: \$75

Vortex X10 programmable CDI: \$399

Pro Design Pro Flow K&N filter kit: \$169.95

VP C12 fuel: \$5.95 per gal.

PWR oversize radiator: \$399

Drive system

Hinson basket clutch basket: \$230

DRI clutch: \$169

Maxima Premium 4 10w30 transmission oil: \$6.50 per liter

Sunstar 15/38 front/rear sprockets: \$30.95

Tsubaki Omega O-ring chain: \$80.32

Front end

Roll Design Lobo II front suspension kit (includes Lobo II 50-in. A-arms, Elka Long-Travel Elites front shocks and Crown brake lines): \$2995

Roll Design text black paint upgrade: \$200

Roll Design Elite front shock upgrade: \$175

Roll Design steering stem: \$349

GPR steering stabilizer: \$425

Rear end

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

TEAM 49-in. rear axle: \$399

TEAM tapered rear bearing carrier: \$249

Elka Elite rear shock: \$1045

TEAM axle lock nut: \$99.95

Elka rear linkage: \$275

Brakes

Galfer pads: \$31.95 ea.

Galfer rotors: \$129

Crown Series braided-steel brake lines, front/rear: \$109.50/\$39.95

Maxima 550 brake fluid: \$4.95 per 8-oz. bottle

Handlebar/Control

Universal Solex handlebar CR HI: \$94.50

Motion Pro Vortex twist throttle, dune: \$34.60

Works Connection clutch lever: \$129.95

Motion Pro throttle cables: \$29.90

Tag grips: \$12.95

Miscellaneous

IMS/Roll Design nerf bars: \$199.95

IMS/Roll Design heel guards: \$159.95

DRI text black front bumper: \$169

DRI aluminum text black grab bar: \$92.95

Laeger chrome-plated subframe (plating done by Pacific Plating): \$800

OEM black, white and blue body plastic: \$496.87 (each set)

IMS/Roll Design 1/2-inch-lower-location footpegs: \$199

Other special setups

DRI/Hinson quick-change clutch cover: \$199

DRI parking brake block-off: \$14.95

DRI chain guard: \$29.95

DRI off-road aluminum swingarm skid plate: \$99.95

PowerMadd hand guards: \$54.95

Sand wheels, tires and hubs, front/rear

Douglas Wheel Quad Rock, 10x5 3B+2N/9x8 3B+5N: \$62.82/\$65.32

ITP Sand Star, 21x7-10/20x11-9: \$43.40/\$61.36

MX wheels and tires, front/rear

Douglas Wheel Shamrock Beadlock, 10x5 4+1/8x8 3B+5N: \$265/\$212

ITP Holeshoot MXR6, SX 20x6-10/18x10-8: \$80.95/\$92.03

Off-road wheels and tires, front/rear

Douglas Wheel solid billet beadlock with interior reinforcing ring,

10x5 4+1/9x8 3B+5N: \$169.60/\$164.30

ITP GNCC, 22x7-10/20x11-9: \$97.64/\$116.96

DRI billet front hubs/TEAM rear hubs: \$399/\$99

GALLERY

Photographer: Joe Neric
Rider: Cyle Chislock
Place: Imperial Sand Dunes (Glamis), California

