

Duncan Racing's Fat Boy 4 Exhaust

ARTICLE & PHOTOS BY ALAN KLUMPH

Duncan Racing International, the recognized leader in the ATV racing and sport performance market, introduced a new exhaust system for popular 4-stroke ATVs earlier this year. It is called the Fat Boy 4, 4-Stroke Power Exhaust, and is derived from their popular high performance Fat Boy silencers that they have had for 2-stroke ATVs for a while now.

I recently had the opportunity to try out one of these fine exhaust systems on my 2000 Honda TRX400EX and I have to say it is very remarkable. After talking with the folks at Duncan Racing and some of their racers and clients I have found that they are quite a remarkable company too. Please read on and find out more about the Fat Boy 4 and Duncan Racing. If you ride one of the popular sport model ATVs that they service, manufacture and distribute aftermarket performance parts for you will benefit as I and many others have from knowing more about them.

First of all let me tell you about their new Fat Boy 4 system. There are a number of aftermarket exhaust systems available today. They all seem to have their own unique gimmicks and claims. While most are lighter and produce more power than stock systems I haven't seen or heard of any that stand up to the performance and quality in craftsmanship of the Fat Boy 4.

The attention to detail in the materials and craftsmanship is one of the first things you will notice about the Fat Boy 4. This alone sepa-

rates it from most of the other systems available. It uses only the finest materials available. The pipes are CNC formed from 308 stainless steel and use CNC machined stainless steel header flanges. The muffler has a custom extrusion, 100 inch



thick wall, aluminum body with CNC machined billet aluminum end caps. Even the muffler mounting tab is CNC machined billet aluminum attached to the muffler body with perfect looking welds. Most other pipes on the market have sheet metal mounting tabs which are prone to cracking under the strain of the vibrations imposed by off-road use.

For my testing I removed a DMC exhaust system that I had installed on my 400EX two years ago. The DMC system is almost identical to Duncan Racing's previous Double



Barrel exhaust system which was replaced by the Fat Boy 4 design.

Installing the Fat Boy 4 system was very straightforward and it went on without a hitch. I followed the instructions supplied with it and they were right on the money. Everything went together just as they said it would. That in its own right was impressive to me. With many other things I have purchased in the past it seems that the instructions usually are not very accurate. Not so in this case.

In their instructions they recommend using a K&N air filter with an Outerwear on it and to remove the air box lid. I already had the K&N and Outerwear and had previously cut large holes in the lid with a hole saw. I preferred this approach to the lid because I feel that it still offers some protection from flying dirt, mud and water that is kicked up by the rear wheels. They also give you recommendations on the jetting changes required which apply to the main jet primarily.

For my testing and use I installed the optional spark arrestor and bolt-on turn down exhaust tip. I did this because I would be riding in areas that require a spark arrestor and it uses the turn down to hold it in place. The turn down also has the

added feature that it makes the exhaust a little quieter.

An example of the designed in quality of Duncan's products is reflected in the turn down. Most other manufacturers make theirs out of sheet metal tubing. The Fat Boy 4 turn down is machined from aluminum making it stronger and less likely to bend and it has an o-ring seal. Also the mounting bolts fit into blind holes in the muffler end cap. This means the holes are not drilled all the way through so when you remove the bolts they do not have carbon built up on them which damages the threads. I had this problem with my DMC pipe and the bolts/end cap that held on its spark arrestor.

One other modification that I did, not related to the exhaust system, was actually an un-modification. I removed the White Brothers CDI unit that I had previously installed and replaced it with the stock CDI unit. I did this on the recommendation from the folks at Duncan Racing when I picked up the Fat Boy 4. They told me that they do not recommend using the White Brothers CDI unit on the 400EX because it will allow the engine to over rev which can cause damage.

After making all the changes I fired it up and did a couple of test runs up and down my driveway. I could tell right away what an improvement it made when the front end popped up like it wouldn't do before under the same throttle setting. So I loaded up the quad in the truck and headed out to McCain Valley to see how it worked in the dirt.

I was very surprised at the improvement that it made. It was much



stronger overall throughout the RPM range. It pulled better down low, was much more responsive in the mid range and kept pulling strong as far as I wanted to twist the throttle open. I remember that I had been pretty happy with the DMC system I had put on a couple of years ago over the stock exhaust system. The Fat Boy 4 seemed to be that much (or more) better than the DMC as compared to the DMC over stock. What I mean is that it felt like it made twice as much more power as the DMC made. And this was without the performance CDI unit!

I don't know what the secret is but they sure did a great job with the design of the Fat Boy 4 system. The most obvious and main difference from the DMC/Double Barrel design is that the Fat Boy 4 brings the two separate exhaust pipes from the head together into one in a collector just before the muffler. The DMC/Double Barrel systems pretty much keep the twin exhaust separate all the way from the head through the muffler. I'm sure there is a lot more to it than that but whatever it is it definitely works great.

In preparing for this article I interviewed four other quad riders and racers that have been using the Fat Boy 4 exhaust systems for about six months now. One of them is 4-stroke MX ATV World Champion Doug Eichner. Two are ATV support riders, Clark Evernham and Brian Radovich. The fourth one is a long time and dedicated customer Mike Boyd. These guys obviously have much more experience with the Fat Boy 4 exhaust system than I do but they all had the same impression as I did. They all said how much better their quads performed after installing the Fat Boy 4 exhausts. It allowed them to win or beat

most of the other quads in their class at the races and to pull away from the other quads in the dunes. Brian told me that friends of his have bought other aftermarket pipes at discounts for their quads but now want to get rid of them and get the Fat Boy 4 systems.

As you can probably tell, it's hard to say enough about this new exhaust system but it's time to move on to other things. Let me tell you about the business and people behind it.

When I went to Duncan Racing to pick up the Fat Boy 4 exhaust system I met Lenny Duncan. He spent a considerable amount of time showing me around and telling me about their business. I was just as impressed with that as with their new exhaust system. I have to say that after meeting Lenny, seeing their operation and talking to the guys mentioned earlier that I feel that Duncan Racing is truly a first class operation second to none. That is a pretty strong statement coming from me. I have very high standards and don't give away praise like that very often.

The guys that I interviewed could not say enough good things about

Duncan Racing. Doug has been racing for them and helping them design new products for ten years now. He says they are very professional and are willing to spend the time to help anyone out, even if they are not using their products. According to Doug, Duncan's products are the best around for the money and performance.

Mike has been a customer of theirs since the late 80's due to their superior service and products. He says they are driven to make products better than everyone else. Clark has been using their products for five years and says they have done a lot



to help him with racing. Great people, fair, honest and straight forward are words he used to characterize them.

Lenny and Doug both told me that they will spend as much time and effort as is needed to work on the design and perfect their products to make them the best available anywhere before any of them leave their shop to go to a customer. Sometimes this may mean that their stuff

might be a little a little more expensive than the competitors but they feel it is more important to be the best. I think their customers understand that because they keep coming back. Mike said that he wishes that everybody could understand that these guys are that much better than everybody else.

Much of Duncan's testing and development takes place on the race tracks around the world. They feel that the competition environment is the best place to determine what works and what doesn't. They have won in all types of ATV racing: motocross, stadium, flat track, cross country, ice racing, desert racing and sand drags. This helps make

their extensive ATV product line the best in the world, bar none.

Duncan Racing was founded in 1977 in Santee under the name of Danny's Machine Works. Danny R. Duncan, Lenny's father, started the business which quickly became known as one of the premier hi-performance motorcycle and ATV shops specializing in 4-stroke vehicles. In

1986 Loren Duncan, Danny's oldest son, took over the business and changed the name to Duncan Racing International. Loren is still running the business today with his parents, Danny and Judith, brother Lenny, sister Kevie White and her son Allen White, making it truly a family business.

In case you haven't figured it out by now, the folks at Duncan Racing are strongly committed to quality and professionalism in everything they do. They manufacture and distribute the best hi-performance parts and accessories available for the ATV sport.

Their service department can professionally handle all your ATV modification and upgrade needs. Whether you have a 2-stroke or 4-stroke ATV they have and can do what you need. From a new set of handle bars, the new Fat Boy 4 exhaust system, an engine rebuild with any level of hop-up to building you a complete ready to go factory race quad they can do it.

Duncan Racing is located at 10734 Kenny Street in Santee, California, 92071. Their phone number is (619) 258-6306. They have a great web site at www.duncanracing.com. You can check it out to see more about their products, their business and they have lots of valuable information to help you maintain and service your ATV yourself. Contact them and request one of their catalogs to see their complete line of parts and accessories and you will be on your way to building your dream quad.



(Left to right): David Sanchez, Loren Duncan, Danny Duncan, Lenny Duncan, Kevie White, Allen White