



DUNCAN RACING RAPTOR 700

Good, better ... BEST duner!

STORY & PHOTOS BY BILL
"WBGO" LANPHIER
Test Rider: Mike Young

You'd think that with all the motor and chassis upgrades Yamaha made in 2006 to its biggest displacement sport quad, the Raptor, most duners would be pretty darn happy with it. Well, pretty happy. Duners are a funny breed who always seem to crave a little more.

Duncan Racing's Loren Duncan, who modified this Raptor for us, says the difference between the stock 2005 and 2006 Raptor is night and day. "It's an incredible ATV," Loren says. "It handles great and has the motor to back it up. After our mods, it's arguably the best duner we've ever ridden, which is pretty impressive considering we were talking about bolt-on mods only."

The bolts-ons responsible for the power gains are Duncan's Fat Boy exhaust and Pro Design Pro Flow Kit. But there's another crucial ingredient that makes it all come together, the Vortex EFI Interceptor.

Although the Raptor's stock fuel injection system automatically compensates for changes in altitude and air temperature, it's not designed to compensate for changes in airflow when running aftermarket pipes and airbox mods. But the small Interceptor, which plugs into the standard wiring harness, compensates for this, as well as other flow mods such as cam, head work and compression changes.

Loren says the mods on this Raptor breathe fire mainly into the midrange and top end, with the fuel injection system providing excellent throttle response. In comparison to a stock Raptor 700R, we felt serious power gains primarily in the bottom- and mid-range, with plenty of top-end for wide-open duning.

"In a 300-yard drag race with the stocker, it's close for the first 50 yards," Loren says, "then the modified Raptor takes off and pulls ahead by 25 bike lengths."

As with the motor on the 2006, the chassis is a big improvement over the old Raptor. But, for really aggressive riding,

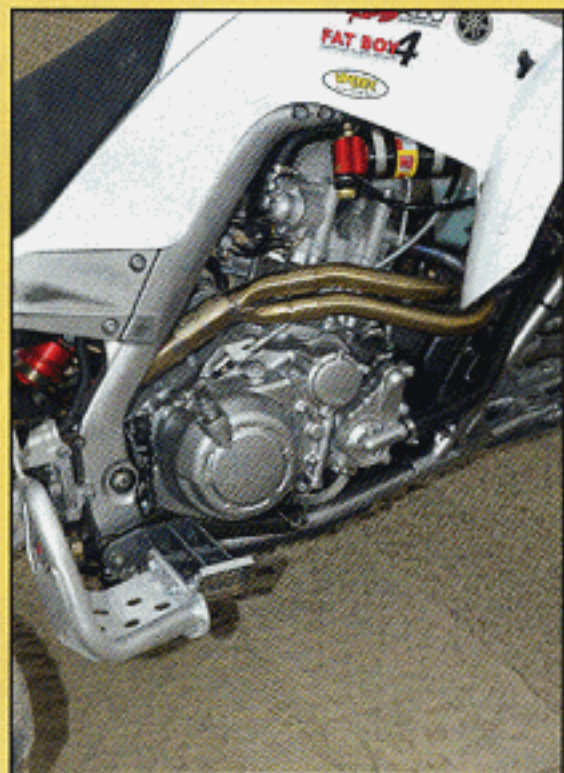




Yamaha YFZs, Predators, and Honda 450Rs are one thing ... but a modified Raptor 700R in the dunes is an entirely different thing. This quad has it all, from its wider A-arms and ribbed front tires, to the responsive suspension. Test rider Mike Young was quite pleased with the Duncan Raptor, saying it was fast and comfortable.



It may have been a rather gloomy day at Pismo during our photo session, but this incredible-looking Raptor sure did brighten our day. Of course, being in the sand is always better than spending the day in the office. BELOW, l to r, a steering dampener is a personal preference, but most fast riders and racers swear by them, even in the dunes. GPR unit is integral with steering clamp. Check out the Duncan exhaust system and IMS footpegs (we love the upturned ends). That's the Elka rear shock reservoir positioned just to the right of the cylinder head, beneath the fuel tank plastic.



serious duners will want a wider, better-suspended Raptor with more precise steering and more traction. Roll A-arms, Team rear axle and Elka shocks take care of the width and suspension, while ITP Sand Star tires improve steering and hook up.

In fact, the rear Sand Stars provide almost too much hook up and it's takes a bit of body english to set up for power slides. The dual-ribbed front Sand Stars make steering much more precise when accelerating through those power slides, and they are an important component of the package.

Although the Elka shocks were set up a little too soft for Pro-level racer and big guy Mike Young, they were perfect for a 165-pound fast duner. The modified Raptor chassis is very stable and predictable in turns, whoops and jumps. We were also very impressed with the ergonomics of this machine, and really like the combination of the GPR steering dampener, Tag bars and grips, plus IMS footpegs with upturned ends.

Yamaha turned the Raptor into a great machine! Now, Duncan Racing and other aftermarket specialists make it that much better for serious duning. **SAND SPORTS**

**DUNCAN RACING STAGE 1
YAMAHA RAPTOR 700R**

EXHAUST: Duncan Fat Boy 4 complete stainless

FUEL INJECTION MOD: Vortex EFI Interceptor

AIRBOX MODS: Pro Design Pro Flow air cleaner kit

A-ARMS: Roll Design LOBO II

SHOCKS: Elka

STEERING STEM: Roll Design w/cast stainless head

STEERING STABILIZER: GPR

REAR AXLE: Team

TIRES: ITP Sand Stars

WHEELS: Douglas Cast QUAD-ROK

HUBS (f/r): DR Billet Aluminum/Team

BRAKE LINES: Crown Series steel braided

HANDLEBARS: TAG X5

THROTTLE: Motion Pro twist

GRIPS: TAG

FRONT BUMPER: DR chrome

FOOTPEGS, HEEL GUARDS: IMS/Roll

CONTACT: Duncan Racing, (866) 379-7223; <www.duncan-racing.com>

The Vortex EFI Interceptor (nestled in by the left rear of the airbox) allows the higher-flow Pro Design Pro Flow Kit to work with Yamaha's stock EFI system.

