

It's all too easy to wrongly pigeonhole a performance company: "Oh yeah, Duncan Racing only does Yamaha Banshees."

True, the Southern California company does do championship-winning Banshees like Doug Eichner's #1 Open Pro-Am ride, Mark Ehrhardt's Pikes Peak-winning machine and the Banshee both Mark and Doug rode to three Pont de Vaux championships in France.

However, Duncan Racing also does hot performance work on Hondas and, as we learned here, Suzukis. After putting in some ride time on Duncan's latest, an LT250R duner, we talked with Loren Duncan.

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4-Wheel ATV Action: What's your background with Suzukis?

Duncan: We've been doing them for years. Grand National Pro Barry McCarty rode a Duncan/Suzuki and Aaron Duggin won three 250A GNC championships on one of our LTs. We do one Suzuki kit a week and did a half-dozen motors for cross-country last year.

4WA: What kits do you offer for Suzukis?

Duncan: The same as we do for Hondas: National XC, National Mid-range, High-Rev, Eliminator and Hyperdyne.

4WA: What is the Hyperdyne?

Duncan: That kit includes a Nikasil-

◀ **GNC Open Pro/Am champ Doug Eichner takes a break from his Banshee and TRX/Lobo to check out the Suzuki side of things.**



coated aluminum cylinder liner with four exhaust ports. The Nikasil is highly resistant to seizure and works better with an aluminum liner because heat dissipation is better.

4WA: Before we get into this duner, let's talk about the pros and cons of Suzukis in general.

Duncan: Most people dump on Suzukis, but I like doing them. Granted, the '85 and '86 LT250Rs weren't that good and they gave the later models a bad rap. The '91s and '92s are actually good bikes.

4WA: Then what is the complaint with Suzukis?

Duncan: The biggest knock on Suzukis is that they can't take as much abuse as Hondas and it takes more fi-

DUNCAN LT250R

Photo rider.....Doug Eichner
Sponsors.....Duncan Racing International
[619] 258-6306, Paul Turner Racing
Douglas Wheel, RPM, Braking, Maxima, Trick
Motion Pro, Hot Dog Design, Tsubaki

MACHINE

Quad.....'92 Suzuki QuadRacer LT250R

MOTOR

Motor.....'92 Duncan/Suzuki LT250R

Porting.....PTR/DR Eliminator

Head.....PTR/DR Powerhead

Compression.....190 lb.

Piston.....Stock

Spark plug.....Champion NGYC

Manifold/reefs.....Stock (w/DR mods)/Pyramid

Carburetor & mods.....39mm Keihin PWK
w/DR Superflow mod

Airbox/filter/oil.....Stock/K&N/FAB 1

Pipe/silencer.....PTR Midrange (triple-plate chrome)/
Fat Boy Quiet

Exhaust clamps.....Cascade (billet aluminum)

Fuel.....Trick 112

2-stroke oil/ratio.....Maxima 927/32:1

DRIVE SYSTEM

Clutch.....Stock

Transmission/oil.....Stock/Maxima MTL Endurance

Chain/lube.....Tsubaki 520 O-ring/Maxima Chain Wax

Sprockets.....Sprocket Specialists

Gearing f/r.....13/42

FRONT END

Steering stabilizer.....DR

REAR END

Rear axle/width/carrier.....RPM Dominator
(LT250R-style)/48"/Stock

TIRES/WHEELS/HUBS

Tires f/r.....Stock/Sand Skate II

Tire sizes f/r.....21x7-10/20x11-8

Tires-PSI f/r.....3/4

Wheels f/r.....Douglas Black Label

Rear hubs.....RPM Taperlock (TRX style)

BRAKES

Pads & rotors.....Braking

Brake lines.....DR steel-braid

Brake fluid.....Maxima

HANDLEBARS/CONTROLS

Handlebars/bend.....Renthal/QuadRacer

Throttle.....Motion Pro (CR-style)

Clutch lever.....Suzuki RM250

Cables.....Motion Pro

Grips.....Scott Hurricane

MISCELLANEOUS

Front bumper.....DR

Grab bar.....Stock

Fuel tank.....Stock with Cascade billet cap

Seat cover.....Cascade

Body plastic.....Stock trimmed by DR

Footpegs.....Stock

Chromed.....Front bumper, pipe, brake lever,
kickstarter, light bracket, footpegs, grab bar

Other products.....DR Shockwears, Cascade
parking brake block-off, RPM axle nuts

SUZUKI

SAND

SHREDDER

Duncan Racing LT250R

SHREDDER

ness to work on them. When you put the cases back together, the gasket surfaces have to be perfect. You have to chase threaded holes with a tap more often and you have to pay more attention to bearings and bushings. You just can't take a Suzuki for granted like you can a Honda.

4WA: *How about the positive front end camber? Negative camber is better for high-performance machines.*

Duncan: Suzukis ride much better than they look like they would ride; they actually turn quite well. For that matter, the '88-'89 Honda TRX250R had an incorrectly designed spindle and one side had a few more degrees camber than the other. But you didn't feel it when you were riding.

4WA: *Let's talk about this LT. Why did the owner of the quad want the Eliminator kit? Wouldn't the High-Rev have been better for the dunes?*

Duncan: The owner wanted something he could trail ride with, too, and the Eliminator kit has good low and mid.

4WA: *Yes, the low and mid are strong, and the motor works well in tight terrain, but the top flattens out a*



Duncan Racing's Eliminator kit, with Powerhead and 39mm Keihin PWK carb, cranks out good low-end and midrange for the trails and more technical riding.

bit too much for the dunes, which is surprising with a 39mm carb. This kit is great for all-around riding, but for dunes-only, we would go with your High-Rev setup.

Duncan: The top end is easy to get

back by taking out some of the compression. This bike has around 190 pounds and we can alter that as much as 15 pounds, either way. The stock clutch on this bike was starting to go, and that doesn't help the top end, ei-

