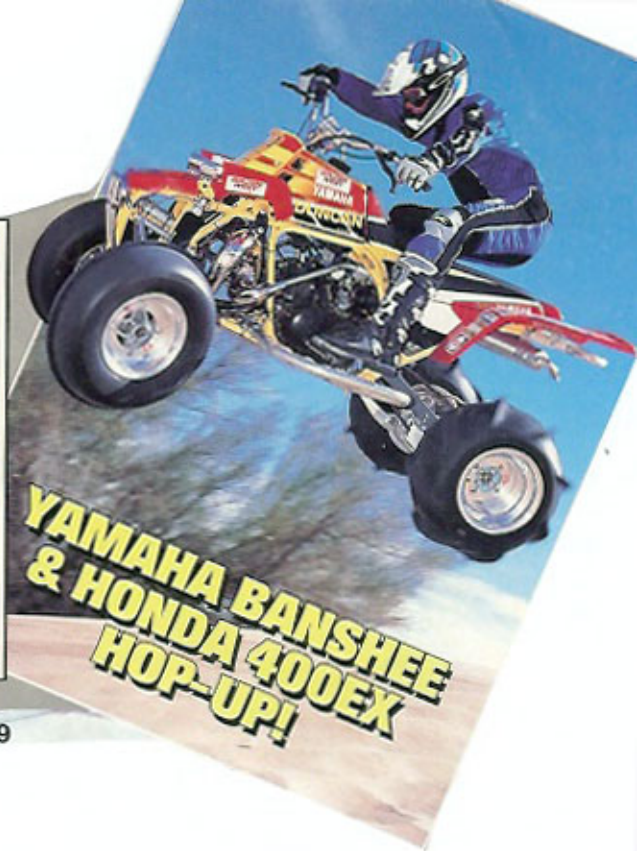


WPS
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4-WHEEL ATV ACTION

JUNE 1999



**YAMAHA BANSHEE
& HONDA BANSHEE
HOP-UP!**



GOLDEN WEST BANSHEE

Bolt-on sand shredder!



You're seeing fewer and fewer purpose-built hillshooters," claims John Gregory, winning SCORE desert racer for Golden West Cycle. "Not too many people want an ATV that you have to truck to the hill and then can ride only once before it blows up."

Good point. By John's estimate, 80 percent of the dune crowd prefers a machine that is reliable, fast, looks good and can do everything—not simply race up and down the hill. Golden West Cycle's answer is their totally bolt-on-and-go Banshee duner. Golden West, one of the largest

ATV mail order companies, supplies everything to turn a stock Banshee into something much more. After taking a spin on the machine at Glamis, we climbed into the Golden West Cycle motorhome to learn more from John.

☆☆☆☆

ATV Action: *That was fun! It's got a nice, snappy bottom end and a more even powerband than most modified Banshees.*

Gregory: Yes, that's what we were after. Strong, even power. It's very rideable and user-friendly, perfect for all 'round duning. Plus, you could go out and win a motocross on it.

ATV Action: *What's been done to the motor?*

Gregory: With the exception of the welded crank for greater reliability and the shift star mod for smoother shifting, everything is bolt-on. It's got Paul Turner midrange pipes, Pyramid reed valves, IMS rods, TZ crank bearings and the stator's been rewound to 200 watts by Ricky Stator. Compression is stock, but we run race gas because it's more consistent and doesn't contain harmful additives.

ATV Action: *The quad handles much better than a stock Banshee. Tell our readers what's been done to the chassis.*

Gregory: Up front we're using two-inch wider and two-inch forward Roll Design A-arms. The more forward position gets more weight over the front end and improves steering precision, while the additional width is better in whoops and makes cornering more stable. The weight bias is now closer to a 250R. The quad doesn't wheelie as easily, but the



With 2+2 Roll A-arms and Works shocks, the Golden West Banshee handles markedly better than the stocker and it loves to jump. Those Ricky Stator lights are tiny but mighty.

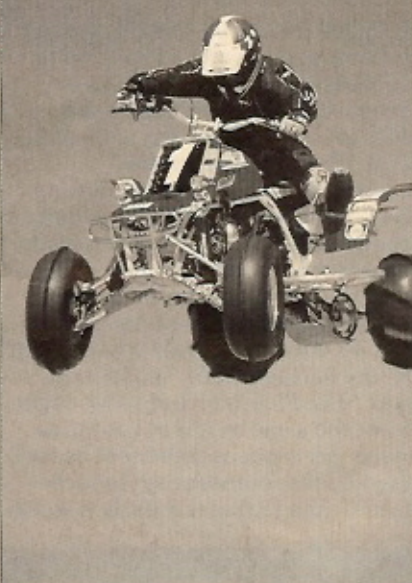


If you've had any experience with the miserable stock Banshee chain adjustment system, this bearing carrier is a mighty pleasant sight. That glide plate smooths out hard landings and eases the traversing razorbacks.



Strong but smooth power. Check out the GWC boost bottle above the carbs, the Cascade exhaust clamps and liberal use of chrome.

GOLDEN WEST DUNE BANSHEE



RIDER/BUILDER
Photo rider Steve Bielman
Builders John Gregory, GWC (Golden West Cycle/
 Duncan Racing
Owner GWC

MACHINE
Quad '98 Yamaha Banshee 350
Frame Stock w/Roll Design mods
 (gusseted: rear shock mount, shock
 reservoir mounts, tank mounts, subframe,
 near footpegs, between A-arms)

MOTOR
Motor '98 Banshee 350 twin cylinder, 2-stroke
Bore 0.20" over
Stroke Stock
Compression ratio Stock
Porting & head Stock
Pistons Wiseco Pro-Lite
Rods IMS Pro-Series
Crank Trued and welded by Duncan Racing,
 TZ road race crank bearings for durability
Ignition/timing Ricky Stator high-output 200 Watts/
 Pro Design adjustable timing plate
Spark plugs/gap Splitfire SF406C/.028"
Reed cages & reeds Duncan Pyramid
Carburetors & mods Stock w/GWC Jet Kit,
 Motion Pro Idle Kit, GWC boost bottle
Airbox/filter/oil Stock with GWC vent kit &
 Pro Design Pro Flow/K&N/K&N
Pipes/silencers Paul Turner midrange triple-plate
 chrome/Fat Boy
Exhaust clamps Cascade
Fuel Motion Pro
2-stroke oil/ratio Maxima 927/32:1

DRIVE SYSTEM
Clutch basket/plates & springs Hinson/
 Barnett; Dirt Digger
Transmission/mods/oil Stock/Duncan Racing Shift
 Star/Maxima MTL 85W
Chain/tube Tsubaki O-Mega 520 O-ring/
 Maxima Chain Wax
Sprockets Sunstar (aluminum rear)
Gearing t/r 14/40

FRONT END
A-arms Roll Design 2+2
Steering stem Roll Design

Front shocks/travel Works Performance with
 GWC Valving and Outerwear covers/12"

REAR END
Swingarm/length Roll Design round axle carrier
 housing/-1"
Rear axle/width/carrier Lone Star Axcaliber/42"/
 Lone Star Twin Row
Rear shock/wheel travel Works Performance Ultra-
 cross with GWC valving &
 Outerwear covers/10.5"

TIRES/WHEELS/HUBS
Tires t/r GWC Kit (Sand Skate IIs and GBC
 Dune Trackers)
Tire sizes t/r 22x8-10/20x11/10
Tire pressure t/r 6 psi/4 psi
Wheels Douglas Red Label 10x5
Hubs Stock

BRAKES
Pads Braking
Brake lines GWC stainless steel w/clear wrap
Brake fluid Maxima

HANDLEBARS/CONTROLS
Handlebars Answer Pro-Taper CR High
 w/GWC mount kit
Throttle Motion Pro
Clutch lever GWC
Cables Motion Pro Terminator
Grips Renthal

DETAILS
Nerf bars GWC Bolt-On Kit
Front bumper/grab bar Duncan Racing/GWC
Skid plates DG (glide and swingarm)
Fuel tank Stock
Seat One Industries
Body plastic GWC Fender Kit: Maier front and rear
 (tank and radiator cover stock)
Graphics One Industries
Lighting Dual 55W Ricky Stator Aluminators
Footpegs Stock w/Roll Design extenders &
 triple-plate chrome
Chromed Pipe, footpegs, kick starter, brake pedal,
 steering stem, bumper
Polished Nerf bars, handlebars, grab bar
Powdercoated Frame, A-arms,
 swingarm, shock springs
Contact GWC, (800) 383-6776

GOLDEN WEST BANSHEE PARTS LIST

COMPONENT	BENEFIT	PRICE
Answer Pro-Taper bars	Improved ergonomics and control	\$ 90
Barnett clutch kit	Durability and better clutch feel	100
Cascade exhaust clamps	Better exhaust seal and appearance	70
Duncan Racing chrome bumper	Protection and appearance	126
GWC aluminum bolt-on kit (bumper, nerf bars, grab bar)	Protection and appearance	220
GWC boost bottle	Improved low-end carburetion	35
GWC chain kit w/Sunstar sprockets	Durability and more gearing options	130
GWC fender kit	Appearance	170
GWC sand tire kit	Affordable traction and turning precision in sand	340
GWC Stage II Performance Kit (pipes, silencers, jets, air filter, plugs, reed valves)	Strong, even powerband	650
GWC steel braided rear brake line	Positive brake feel and response	40
GWC steel-braided front brake lines	Positive brake feel and response	100
GWC/DG glide plate	Protection and appearance	125
GWC/DG swingarm skid	Protection and appearance	90
Hinson clutch basket	Durability and better clutch feel	210
Lone Star Axcaliber axle	Strength and cornering stability	370
Motion Pro throttle/idle kit	Replaces TORS system and facilitates idle adjustment	80
Outerwear shock covers (3)	Protection and appearance	40
Pro Design Pro-Flow w/K&N	Better airflow and foolproof filter mounting	100
Ricky Stator Aluminators	Improved illumination	200
Roll Design A-arms	Strength, cornering stability and improved handling	770
Roll Design steering stem w/ chrome GWC Pro-Taper mount kit	Durability	325
Roll Design swingarm	Strength and improved handling	835
Works Triple Rate fronts w/ reservoirs	Better handling and ride	480
Works Ultracross rear w/ finned reservoir	Better handling and ride	560

the key word here.

Gregory: That's it. There is so much exotic stuff out there and it is nice. But not many people are willing to

spend \$8000 on a rolling chassis and not even have a motor to show for it. This Banshee is a quad anyone can get into. □

greatly improved handling more than makes up for that. This Banshee handles as good or better than any 250R.

ATV Action: And the minus one-inch swingarm also improves the bias.

Gregory: Right. Also, now you don't have to lean way back when you stand up on the pegs. You're already in a more comfortable position in relation to the wheels.

ATV Action: Other chassis mods?

Gregory: We're running Works shocks, which are a big improvement over the stockers. And the frame has been gusseted in key areas. The quad not only jumps much better, it's much more durable and can stand up to mega airtime.

ATV Action: You guys also did nice work with the cosmetics.

Gregory: Yes, the Maier front and rear plastic has nice lines and the One Industries graphics and seat cover add a lot.

ATV Action: How about tires and aluminum?

Gregory: We've gone with Sand Skate IIs in back for great cornering. The Dune Trackers up front greatly improve steering precision in sand, and they add only a half-pound each compared to Razorbacks, which isn't that critical on an all-round duner, and they are very affordable. The nerfs and other aluminum bolt-ons add a few pounds, but they look good, and if you ever race they are a must.

ATV Action: Sounds like bolt-on is

