

DUNCAN



RACING MODIFIED YAMAHA BLASTER

See you later, Dad!

In the great record of ATV history (which you're reading right now, by the way; *ATV Action* has been around since the sport's beginning), the Yamaha Blaster is sure to rank among the most important machines ever offered. Even completely stock, it's fast and fun. It's rugged and reliable, too. Best of all, modifications release much more performance from the Blaster. Modify the 200 extensively and you've got a machine that's more than a class above the stocker, and not just because the engine can grow from 198cc to nearly 300. With balanced improvements to the chassis and engine, the Blaster can become a full-blown race machine or a higher-performance ATV for fun on the trail.

We wanted to see what a Blaster is like when it's built close to the outer limits of its performance envelope, but we wanted to retain the manageable, fun feel that makes the machine such a pleasure to ride. We also wanted mods that would let us treat the Blaster like the trail machine it is. Basically, we wanted more performance without much more maintenance.

That meant increasing the handling and suspension performance at least as much as engine output, and the engine mods would have to be carefully engineered. Even though the Blaster is a relatively simple machine, that's a more complex job than it sounds. To get the results we wanted from the Yamaha's engine and its handling, we released our Blaster into the capable hands of Duncan Racing. They're the people who make motocross and cross country race quads for many of the world's fastest pros and their machines perform and stay together like something a NASCAR race shop would prepare for the Daytona 500. We discussed the various changes to the machine, and the testing and planning that went into them, with the President and owner of Duncan Racing, Loren Duncan.



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ENGINE

Engine kit.....Duncan Racing Blaster Hi Rev Kit; Includes Paul Turner porting and head modification, Paul Turner pipe and silencer, jetted Kihin 34mm PJ carburetor; Pyramid reed valve assembly, masterflow intake manifold, K&N filter and DR flywheel modification, \$1099

Displacement.....195cc (stock)
Bore.....66mm (stock)
Stroke.....63mm (stock)
Porting.....Paul Turner, \$395
Reed valve.....Duncan Racing Pyramid reed block, \$165

Crank.....Stock
Carburetor.....34mm Kihin PJ, \$185
Intake manifold.....Master Flow, \$89
Rod.....Stock
Ignition.....Stock
Airbox.....Modified Honda 250R
Filter.....K&N
Pipe/Silencer.....Paul Turner (chrome finish)/ Fat Boy 2, \$400

Fuel.....Trick Racing gasoline
Oil.....Maxima 927, 32-1

DRIVE SYSTEM

Clutch basket.....Hinson, \$225
Clutch plate/spring kit.....Duncan Racing C-32, \$175
Trans Oil.....Maxima MTL Endurance
Chain.....Tsubaki, \$100
Sprockets f/r.....Stock/Stock
Gearing f/r.....15/40

FRONT END

A-arms.....Stock

Spindles.....Stock

Front shocks.....Eika Sport wiremate reservoirs, \$895

Front suspension travel.....+1 (8.17)

Steering stem.....Roll Design Anti-Vibration \$349

REAR END

Swingarm.....Stock

Rear axle.....Dominator, \$409

Rear shock.....Eika w/TCS ZPS conversion, \$450

Rear suspension travel.....+1 (8.17)

TIRES

Front.....21x8-10 ITP Holeshot, \$69

Rear.....20x10-8 ITP Holeshot, \$59

Wheels.....Douglas, \$250 each

Beadlocks.....Douglas, \$

Hubs.....Stock

BRAKES

Calipers f/r.....Stock

Pads f/r.....Braking, \$29

Brake lines f/r.....Crown, \$109

HANDLEBARS/CONTROLS

Handlebars.....Tag, \$60

Grips.....Tag, \$13

Throttle.....Stock

Clutch lever.....Works Connection E2 Adjust, \$129

Clutch cable.....Motion Pro, \$24

MISCELLANEOUS

Nerf Bars.....AC, \$150

Bumper.....DR chrome, \$170

Grab bar.....AC, \$47

Graphics/seat.....DR Team Graphic Kit w/ seatcover \$119

MODIFIED BLASTER



Elka remote reservoir shocks make a dramatic improvement in the Blaster's handling. Unlike the stock shocks, they're rebuildable and tuneable.



The Elka rear shock has a larger shaft and body than the stock unit.



It's amazing how much performance Duncan Racing gets from the Blaster engine without resorting to a big bore kit. This engine has earned five National motocross championships. It's fast!

ATV Action: *Duncan Racing is a big name in National competition, especially for its Honda 250R-based race quads, but we'd guess most riders don't think "Duncan Racing" when it comes to the Yamaha Blaster.*

Loren Duncan: Our main focus is high-end racing machines, but we've been modifying Yamaha Blasters for more than a decade. We approach all our performance products similarly. We test all the parts and modifications we offer thoroughly to get results we're satisfied with, so we're confident our customers will be pleased. If customers don't like their Duncan Racing modifications, it costs us, not them. We offer a 30 day money-back guarantee for complete satisfaction for performance, quality and reliability. I know of no performance company that offers a similar guarantee on parts that are used for racing.

ATV: *Does that cover a refund on, say, a full-race engine that a customer might order, install, ride with, and then have to return because his wife or girlfriend said he spent too much?*

LD: No. We just cover satisfaction

for performance, quality and reliability. Satisfaction of wives and girlfriends is the customer's responsibility.

ATV: *Right. So, as if we didn't know, what areas of performance did Duncan Racing seek to improve on the Blaster?*

LD: To start with, the stock suspension is a bit behind the engine. It's harsh, and the shocks, front and rear, have a short life. They work adequately initially for most riders, but even an average rider can wear the shocks out in less than a year's worth of aggressive riding.

ATV: *We know the front shocks are non-rebuildable, but is it possible to continue using the rebuildable rear shock if it is revalved?*

LD: The rear shock can be used if it gets worked on before the soft aluminum body is ruined. Racing quality shocks, like the Elka shocks we installed on the project Blaster, have hard anodized bodies that last almost indefinitely if they are serviced regularly.

ATV: *Duncan Racing usually runs Custom Axis shocks on its race*

machines. Why did you go with Elkas on the Blaster?

LD: The least expensive Custom Axis shocks for the Blaster cost over \$1400 for the set. The Elka set for the Yamaha goes for about \$1100, which is more within the reach of trail riders.

ATV: *Suspension-wise, the Blaster didn't even feel like a Blaster with the Elka shocks on it. There's no way we could have done the jumps we did bottoming the stock suspension painfully hard. The control in corners, whoops and at high speeds is far better, too. The machine feels much more glued to its lines.*

LD: As the stock shocks age, they tend to blow through their travel more easily and the rebound fades, which makes the handling imprecise.

ATV: *Let's talk about the engine. What all went into it?*

LD: We've got three engine kits for the Blaster which give riders three power and price levels to choose from. This machine has the National Midrange Kit. The Paul Turner porting and cylinder head modification is the heart of this kit; it's the key to getting

MODIFIED BLASTER

50 percent more power from the 200 without going to a big bore kit. Keeping the bore size stock helps the engine keep its snappy, high-revving power delivery. It also keeps the engine smooth at high revs. The other parts of the kit, the Paul Turner pipe and Fat Boy 2 silencer, prejetted 34mm Keihin PJ carburetor, Pyramid reed valve assembly, masterflow intake manifold, K&N filter and DR flywheel modification broaden the power so it pulls solidly off the bottom, and has a useable powerband for trails.

We also added a modified Honda 250R airbox to this machine. It's not part of the kit, but it does breathe better than the stock Blaster airbox.

ATV: *The kitted Blaster has enough power to smoke a bunch of today's strong-running stock high-performance quads. It can easily pull a Honda 400EX in a drag race. Not bad for a 200! The power is controllable, too. A skilled rider won't have any trouble negotiating technical trails with this motor. Beginners don't need this much power. They should get to the point where they're riding their stock Blasters wide open in challenging terrain before they step up to this engine.*

LD: Quick learners can deal with the power, but it's always best to get familiar with the way the engine pulls in easy, open terrain.

ATV: *It seems weird to be discussing a Blaster having too much power.*

LD: This engine is roughly as fast as a stock Honda 250R. It has won five air-cooled-class National motocross championships.

ATV: *Can someone buy a Blaster with these modifications on it from Duncan Racing?*

LD: We're the source of all the performance parts on the project Blaster and retail customers can get them from us. Customers who want new, pre-modified Blasters can purchase them from Temecula Motorsports, (909) 698-4123. Temecula Motorsports can ship the machines to customers anywhere in the country.

ATV: *The Duncan Racing Blaster kit is supposed to come with a Duncan Racing T-shirt. Where's ours?*

LD: I'm wearing it. □