

Rad Little R

By Bill "WBGO" Lanphier

Duncan Racing Yamaha 350 Play Quad

The stock Yamaha Raptor 350 is a great machine but, as you'll see in our shootout next month (you're getting some proprietary info here, dude!), it's not quite up to the level of the current 400cc sport quads. After all, the Raptor's motor and the quad itself are a little smaller and it's not really intended to compete head on. By the way, it's also \$800 cheaper than them!

That being said, is it possible to get the Raptor closer to these machines? The answer is yes, if you ask Duncan Racing, which set up this machine. "The Raptor is 100 times better than the Warrior, on which it's based," Loren Duncan said. "If Yamaha would have had that machine in 1999, it would have taken away a lot of Honda 400EX sales. But, it's not a race bike and we're not trying to make it into one. We're simply enhancing a great

Even without widening the stance, the combination of the Elka shocks and Maxxis Razr tires greatly reduced sway in turns, one of our main complaints with the stock Raptor 350.



Duncan tells us that its exhaust and Pro Flow kit are responsible for most of the gains in performance. Other major motor mods to this Raptor include carb, cam and piston.

ptor



Can You Feel It?

While at California's fast I-5 MX Park testing sport quads for upcoming shootouts, we put in a several laps on the Duncan Raptor 350. Yamaha kindly provided a stock Raptor for us to use for comparison.

Compared to the stocker, there's a substantial gain in the bottom- and mid-range power. Though no dyno numbers are available yet, Lenny Duncan says that the top is stronger, too. The little thumper barks on the bottom end and hooks right up. The sound is much fatter.

The stock tires already offer pretty good steering precision, but the back tires, which are from a Yamaha Banshee, leave a lot to be desired, especially when searching for optimum traction. By comparison, the Maxxis Razr rear treads offer significant gains in traction versus stock. Probably as a function of both the Elka shocks and tires, there is much less side-to-side sway in turns. A lighter test rider bottomed the fronts once, but a little more preload in front solves that.

Ergos are already good on the stock Raptor but we really like the TAG bar bend, which moves the bars a little more forward. Aggressive riders will like this.

More than just a bunch of gimmicky products tacked on, all the mods to the Duncan Raptor provide solid, functional upgrades. And they look good, too.

Contact: Duncan Racing; (866) 379-7223;
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trail bike. With paddle tires, it would make a great duner, too."

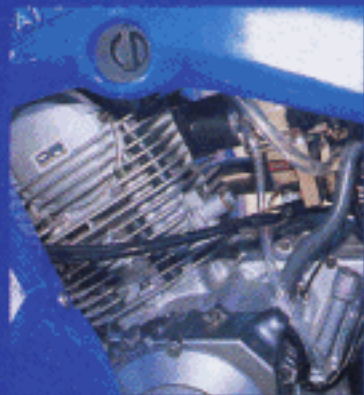
Duncan tells us that the Raptor 350 is perfect for a beginner or novice rider. His mods are great for a person who wants a little more, but doesn't want to step up to something like a Yamaha YFZ450. And, a heavier person, around 200 pounds, could definitely benefit from the motor mods.

"The exhaust and Pro Flow air filter kit do the most," Duncan explains. "The added power makes the bike feel much lighter." Other motor mods include Edelbrock carb, cam, heavy duty valve springs, high-compression piston and head porting.

Boring is not really an option with this machine because of reliability issues. "The studs are too close to the cylinder wall," Duncan says. "Strokers are okay, but the typical Raptor buyer isn't going to spend that kind of money for a 20cc gain. With our



Duncan Racing's Lenny Duncan skys the Raptor. This was Lenny's first magazine photo shoot and he was concerned he wouldn't look as good as some of our other test riders. You rock, dude!



Though no dyno numbers were available for the Raptor motor with Duncan mods, on an MX track we felt a substantial gain in the low- and mid-RPM range.



DUNCAN RACING RAPTOR 350

Exhaust: Fat Boy 4 Complete System \$499

Carb kit: Edelbrock 32mm x 36mm (includes Motion Pro Vortex twist throttle) \$446

Air filter kit: Pro Flow with K&N and Outerwear wrap \$130

Cam: Duncan billet All Around X1 \$175

Valve springs: Duncan heavy-duty w/titanium retainers \$102

Piston: 11:1 JE Forged \$225

Head porting: Duncan and Serdi Valve Seat Cut \$355

Front shocks: Elka \$715 (pr)

Rear shock: Elka \$820

Nerfs: AC Racing \$190

Bumper: AC Racing \$90

Steering dampener: Golden West \$200

Tires/Wheels: Maxxis Razr /Douglas Ultimate beadlocks \$1,250

Steering stem: Roll Design \$349

Handlebars: TAG X5 \$80



mods, we're trying to give people the most bang for their buck."

Handling is improved with Elka shocks, Maxxis Razr tires on Douglas wheels and a Golden West steering dampener. Other chassis mods include AC nerfs and bumper, Roll Design steering stem, TAG bars and a Motion Pro twist throttle.

We asked Duncan if there's anything inherent in the Raptor design that he would like to change but can't: "I wish the quad was wider for more stability. Just 1/2 to 3/4 inch would have made a huge difference. But, like a stroker kit, A-arms are beyond the budget of the typical Raptor buyer. Overall, though, the quad is really nice. With our mods, better still," he said. **ATVS**

The TAG bars are a little more forward than stock and make an already comfortable machine even nicer.

