

***A sand sport enthusiast builds himself a dune shredding machine using Suzuki's race-bred quad***

# TRUE EXCITEMENT

**BY MICHAEL SOMMER & JARROD BULLARD**

Now that you've had the chance to fully review the results of our long-term Sand Sports Suzuki LT-R450 Project in this same issue on pages 74-76, we thought you'd enjoy reading about how a fellow enthusiast modified his own machine with the goal of building the ultimate duner. We conceived the idea for both of these articles in the late part of last year, following the Sand Sports Super Show in September. Here's how it happened.

After seeing the brand new Limited Edition Suzuki that we rolled into one of our booths at the show, Jarrod Bullard of San Diego, California (owner of True Excitement) told us about his longtime plans to build a duner using the same exact Suzuki model. We compared notes, came up with a game plan, and both the stories you see here are the results of our hard work. We hope you agree that they complement each other well.



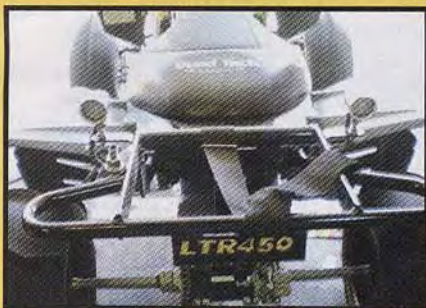
## BEFORE



## AFTER



Photos above give a clear look at the transformation that Jarrod's LT-R450 underwent during the six month period of time that it took for him to complete the project. It's almost hard to believe this is the same quad. Modifications include the seat, graphics, wheels and tires, shocks, lighting and a few engine modifications. The rear cooler rack was purchased from KD Cycle and then we had it anodized black. The desert racing seat was ordered from Quad Tech, which has proven to make our Suzuki more comfortable on longer rides. The shocks were supplied by Elka, and we installed a set of Lazer Star's HID headlights and LED taillights.



Having made up his mind long ago that this was the quad he wanted, Jarrod saved his money for about a year before purchasing his LT-R450 in November of 2007. He then spent another six months doing the modifications you see. There were a few reasons why he chose Suzuki's Limited Edition model, the major one being that it came with the blacked-out paint scheme which made it a perfect platform to do several cosmetic modifications. The other rea-

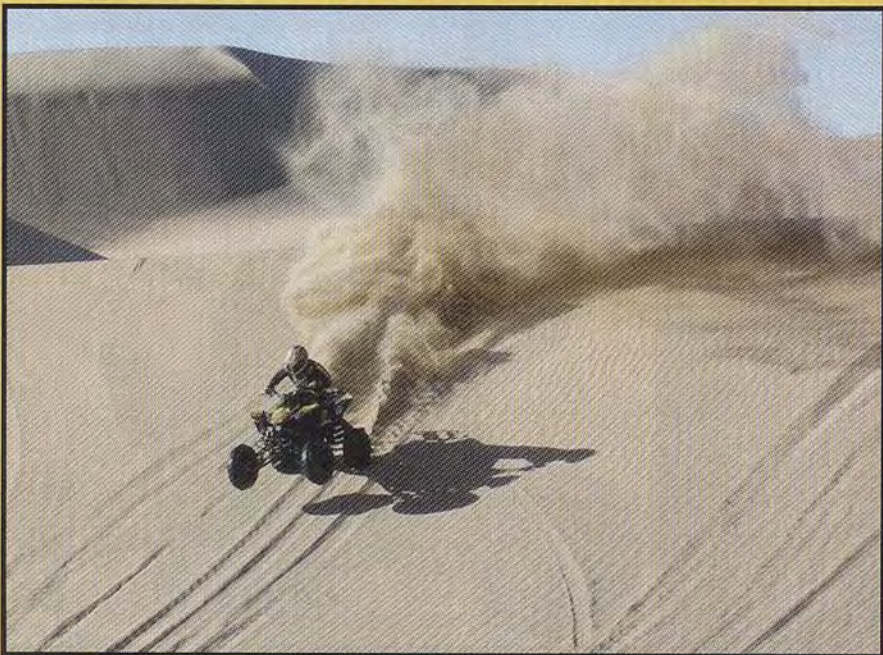
sons were the fuel injected engine with its crisp throttle response, and the fine tuned suspension that offered plenty of travel and didn't necessarily need A-arm and swingarm upgrades to make it a capable duner. It already offers everything you could ask for.

Jarrod began his modifications with the sand tires and new wheels. He called Sand Tires Unlimited, and Mark Harms (owner of S.T.U.) took the time to talk with Jarrod and

answer all of his questions about which tire would be best for his Suzuki. They decided on 20x11-10 Sand Skate II paddles for the rear and 22x8-10 Razor Backs for the front, which are wrapped around black anodized aluminum racing wheels from DWT (Douglas).

During one of his trips to Glamis, Jarrod was riding through vendor row and stopped at KD Cycle. While visiting with owner Kathe Godley, he noticed the selection of cooler racks for quads. They had one for the Suzuki which had "LT-R450" cut out of the back panel. Jarrod quickly purchased the rack, realizing it would be a perfect addition to his quad for those long dune rides where he'd want a cold beverage. After bringing it home, Jarrod had it anodized black, and then backed up the letters with a piece of sheet metal that he painted bright yellow.

The next order of business was auxiliary lighting. He contacted Lazer Star and purchased a set of their internal ballast HID headlights. They are mounted on billet brackets fastened to the frame just above the front bumper. Jarrod also bought a set of Lazer Star's LED taillights, and a set of amber light strips. The LED lights are mounted on the sides of the cooler rack using a set of 1-inch wide x 1/8-inch thick sheet metal straps that Jarrod bent and drilled for this application. The amber light strips are zip-tied to the quad's frame just beneath the fuel tank. Another upgrade that was made to improve rider comfort was the installation of a desert racing seat from





The company that we spent the most time (and money) with was Duncan Racing International. They suggested installing a Vortex computer, which is designed to achieve the most power when any of the other engine modifications are done. Duncan also supplied one of their Pro Design K&N air filter kits, Fat Boy 4 exhaust system, and the Elka shocks. Carbon fiber covers from Quad Tech were installed to dress up the looks of the frame where the fuel pump mounts, as well as to conceal the rear brake parts.



Quad Tech. (Jarrod suggests sending your seat to Quad Tech and paying them to mount the seat, because he and fellow duner Mark spent over an hour wrestling with the seat to get it on.) Jarrod finished off the quad with a pair of good looking carbon fiber covers from Quad Tech for the rear brake and fuel pump.

By far, the company that Jarrod spent the most amount of time with during the buildup of this quad was Duncan Racing

International. Jarrod said, "Lenny Duncan and Kevie White were absolutely a pleasure to work with. Kevie is a delightful person who handles also the sales and keeps the office running smoothly. She also helps keep brother Lenny on track with work that needs to be done. Lenny is all over the shop, handling the customer's questions, shipping orders, and building an array of different quads which range in style from dune machines designed for play to full

blown desert race bikes that compete in major events."

After talking with the folks at Duncan Racing International (DRI) about the type of performance that Jarrod wanted to have, Lenny suggested he start out with a Vortex Computer. This single upgrade will help achieve the most power when any engine modifications are done. DRI also installed a Pro Design K&N air filter kit, as well as a Fat Boy 4 exhaust system. Lenny Duncan

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