

**DUNE BLASTING:** For the dunes, Duncan bolted on the Laeger's A-arms and ITP Sand Star tires. If a kid knows how to pick his lines carefully and maintain momentum on the Blaster, it's possible to run with the big boys.

# A CLASSIC BLASTER

Duncan Racing Turns An Old  
Two-stroke Into A Modern Delight  
By Bill "WBG0" Lanphier

YAMAHA HAS A KNACK FOR BUILDING UNIQUE ATVS THAT HAVE A LONG LIFE SPAN. And the Blaster, which lasted through almost 20 model years, is a perfect example of this. At 50cc less, and smaller in overall dimensions than the hot 250s of the late 1980s, still the Blaster became immensely popular. The 200cc Air-Cooled class in America's Grand National Championships might as well have been called the Blaster class.

For the inside scoop on what kind of mods this smaller two-stroke needs, we talked to Duncan Racing's Loren Duncan. "For the majority of Blaster riders, typically kids, a pipe and silencer is all the motor work they need. A kid will eventually grow out of the Blaster and you have to be careful how much money you dump into it."

# BLAST!

So, this machine retains the stock displacement and carb. Duncan bolts on his pipe, silencer, and Pyramid reeds. For insurance, Duncan also bolts on a clutch kit (fibers, steels and springs) and a Hinson Racing basket. "The stock clutch and tranny aren't very strong and I've seen problems over the years. A 350-pound person could ride a 300EX forever without damaging it, but a Blaster would be done by the end of the day."

Why not a big-bore kit on the Blaster? Well, it's the budget issue again, but Duncan says the Blaster actually runs better as a 200 than a 240, where the bigger piston limits the upper RPM. Plus, the bigger sleeve starts to encroach on the engine ports. "Everybody wants to go big," Duncan says, "but when a little kid on a CR80 blows by you in the sand pit, what does that tell you?" Duncan admits that his National Kit (which includes porting and high-compression piston) gives a substantial power gain over just a pipe and reeds. But, considering the additional \$1,500, a person can more wisely invest that money in a bigger quad.

## “Everybody wants to go big ...”

For me, at 160 pounds, a stock Blaster feels pretty darn slow. But this Duncan setup has impressive midrange- and top-end power. Bumping up the relatively low stock compression would help the bottom end, but Duncan wanted to run pump gas on this Blaster and that means leaving the compression stock. "The Blaster's forte is its midrange and top," Duncan says. "And that's typical of Yamaha. For their ATVs, Honda often goes with more bottom and Kawasaki goes with more top end. The Blaster has a very rideable powerband, but you do have to get it buzzing at least at half-throttle. With my mods, the Blaster is close



**HAULIN' AT HOLLISTER:** Cody Morgan puts Duncan's Blaster through its paces at the Hollister Hills off-road area, a few hours south of San Francisco.

## DUNCAN RACING BLASTER

### RIDER/BUILDER

Rider: Cody Morgan

Builder: Duncan Racing International

Sponsors: Duncan Racing International, Paul Turner Racing Exhaust, Yamaha, Elka Shocks, ITP Tires, DWT, Laeger's

### MACHINE

Model: 2006 Yamaha Blaster

Frame: Stock

### ENGINE

Type: 2006 Blaster

Bore & stroke: Stock (66 x 57mm)

Displacement: Stock (195cc)

Porting, head, piston, ignition: Stock

Reeds: Pyramid

Carburetor: Stock w/DR jetting

Airbox/filter: Stock/K&N

Pipe/silencer: PTR Pipe Midrange/Fat Boy 2

Fuel: VP C12 w/Maxima 927 oil

### DRIVE SYSTEM

Clutch: DR C32 kit (fibers, steels, springs)

Clutch basket: Hinson

Transmission: Stock

Chain: O-ring

Sprockets: Sunstar

Gearing t/r: 14/40

### FRONT END

A-arms: Laeger's +2 long travel

Front shocks: Elka long travel, 9" wheel travel

### REAR END

Swingarm: Stock

Rear axle: Team

Rear shock: Elka, 8" wheel travel

### TIRES/WHEELS/HUBS

Tires, dirt: ITP Holeshoot SX (20 x 6-10 / 18 x 10-8)

Tires, sand: ITP Sand Star (19 x 6-10 / 18 x 9.5-8)

Wheels: DWT with extended wheel nuts

### BRAKES

Calipers, pads, rotors: Stock

Brake lines: Crown Series steel braided

### HANDLEBARS/CONTROLS

Handlebars: TAG X5

Throttle: Motion Pro CR Twist

Clutch lever: Stock

Cables: Motion Pro

Grips: TAG

### DETAILS

Front bumper/grab bar: DR chrome/stock chromed

Swingarm skid plate: OMF

Seat: Stock with DR/DNE seat cover

Graphics: DRi

Foot pegs: Stock chromed

Chroming: Pacific Plating

More info: Duncan Racing International,  
(619) 258-6308; [www.duncanracing.com](http://www.duncanracing.com)



**BLUE MEANIE:** For an aggressive kid who can take advantage of a manual clutch, Duncan's Blaster is a great machine.

# BLAST

in power to the '86 Honda TRX250R. It runs hard and it's reliable."

To complement the increased power, the chassis is made more stable with +2" wider Laeger's A-arms and a wider beam rear axle. Elka shocks bump up the stock wheel travel of 7.1 inches to 9 front and 8 rear. Because I'm too big for the Blaster, the suspension is too soft and I blow through the plush portion of the travel right away. But it seemed like it would work great for a smaller rider. Duncan's photo rider, at 145 pounds, commented that the Elkas work way better for him than the stockers.

Duncan explained that anyone over around 130 pounds is pushing the size limits the Blaster can handle. "A bigger guy can ride it, but to keep up in the

dunes, for example, he's gotta be really good at picking lines and keeping up his momentum. Beginning riders usually

**"The Blaster's forte is its midrange and top ..."**

don't know how to do that."

In keeping with the smaller nature of

the Blaster, Duncan prefers slightly smaller front and rear tires, either in the dunes or dirt. "Many people make the mistake of running tires that are too big for the quad. The stockers on the Blaster provide good ground clearance, but they'll also dig a hole more easily," he said. "It's harder for the motor to pull them, and they're harder on the clutch and drive train." Though Duncan has had success with his Blaster mods, he admits that it's more rewarding to hop up larger quads that can more easily handle the power. "Putting a big motor on a quad that can't handle it is like putting a blower on a car with pizza-cutter tires."

Still, Duncan's mods to the Blaster earned his company several national championships back in the '90s. "It's a cool

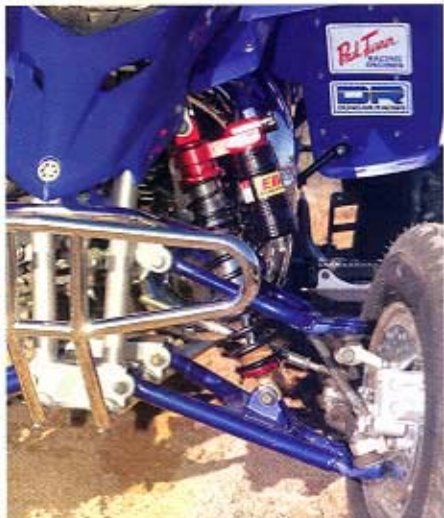
**THE PERFECT MODS:** A better-flowing exhaust, reeds and jetting kit are the extent of the engine mods. For most Blaster riders, this is perfect. A one-tooth larger front sprocket raises the gearing takes advantage of the added power.



little bike and it's fun to watch it being ridden by an aggressive kid who likes to rev the motor, shift and use the clutch. My friends and I have kids, so I'm always

fooling around with smaller bikes. Giving those kids a machine that's perfect for them is very satisfying." ■

**GO WIDE:** A Traxx rear axle widens the stance and improves stability.



**TRAVEL FARTHER:** Elka shocks provide a better ride and a little more wheel travel than the stockers. For our dirt cutting, we retained the stock

**PERFORMANCE MILEAGE:** Throughout the 19-year run of the Blaster, the motor, based on Yamaha's IT200 motorcycle, was virtually unchanged. As Loren Duncan says, "Yamaha knows how to get mileage out of a design."

