

A wider stance makes a huge difference in turns and whoops, particularly with the motor built up.

PERFORMANCE PROJECT: DUNCAN RAPTOR 700



TERROR IN THE DUNES

STORY & PHOTOS BY BILL "WBGO" LANPHER

To be honest, serious MX racers were a bit bummed when the Raptor was released five years ago. They were hoping for a fast and nimble machine. Instead they got a rather bulky quad that was pretty fast, but more suitable for the desert and trails than a track. It took a fair amount of work to make it into a machine any racer could be happy with, even as a play bike.

Well, the 2006 Raptor is much closer to what serious racers and duners are looking for. Yamaha improved the chassis and beefed up the motor. Now, with only a few bolt-ons, it becomes a terror. We hooked up with Duncan Racing to check out its choice bolt-ons.

First up is the Duncan Fat Boy exhaust and Pro Design Pro Flow kit, which Duncan says boost the midrange and top. However, without a Vortex EFI Interceptor, the mods would be pointless. The Raptor's stock fuel injection will compensate for changes in air temp and altitude, but not for aftermarket products which increase airflow. The programmable Vortex does it automatically and plugs right into the wiring harness.



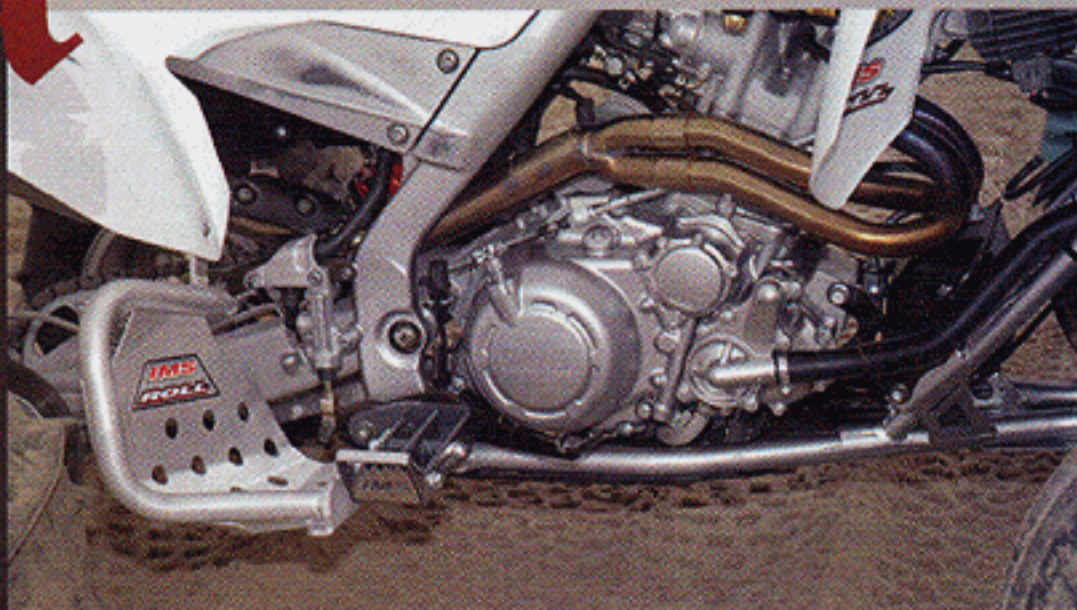
If the rear end hooks up in a turn and lightens the front end, these dual-ribbed ITP fronts help maintain steering precision.

For a 165-pound rider, the Elka shocks are set up perfectly for jumping or hammering over the bumpy, rutted Pismo sand.



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TERROR IN THE DUNES



T The upturned IMS footpegs are a must for helping keep your feet planted.

W We like the bend of the TAG bars and, for chopped-up dunes, a GPR steering stabilizer is a great thing.

SPECIFICATIONS

Duncan Racing Stage I Yamaha Raptor 700

Exhaust: Duncan Fat Boy 4 complete stainless

Fuel Injection mod: Vortex EFI Interceptor

Airbox Mods: Pro Design Pro Flow air cleaner kit

A-arms: Roll Design LOBO II

Shocks: Elka

Steering stem: Roll Design w/cast stainless head

Steering stabilizer: GPR

Rear axle: Team

Tires: ITP Sand Stars

Wheels: Douglas Cast QUAD-ROK

Hubs f/r: DR Billet Aluminum/Team

Brake lines: Crown Series steel braided

Handlebars: TAG X5

Throttle: Motion Pro twist

Grips: TAG

Front bumper: DR chrome

Footpegs, heel guards: IMS/Roll

Contact: Duncan Racing,

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I Internally, the 700cc motor is stock, but Duncan's Fat Boy exhaust and Pro Flow kit open up the breathing. **ATVS**

