

# DUBACH RACING RAPTOR 700R

MOD  
QUAD



WORDS BY NICK NELSON PHOTOS BY ENRICO PAVIA

## APPLICATION 2008 YAMAHA RAPTOR 700R SE

**THE HOP UP** A few months ago, Dubach Racing called us to ask if we would be interested in having them assemble a project quad for us. Their idea was to build our Yamaha Raptor 700 with the same product lines they use on Dustin Nelson's ITP QuadCross-winning Yamaha YFZ450. The one catch was that everything was to be purely bolt on, as the bike was due to return to Yamaha at the end of the year. After about three seconds of listening to their plan, we quickly agreed.

In stock form the Raptor 700R is a fun to ride, comfortable, all-around sport quad and we couldn't wait to ride it with the laundry list of improvements. Basically everything used on our Raptor 700 is what Dustin currently uses on his race 450, right down to the custom valving in the Ohlins shocks. While the 700 build is not specifically setup for any one type of racing, it is a very attainable build that would be right at home on anything from a weekend in the desert with the boys, to being the envy of the local gravel pit.

A DRD competition exhaust system combined with a Velocity air filter kit and DRD Mod Box takes care of the horsepower/engine improvements. DRD also installed their reverse lever relocation switch, as well as a hourmeter to help keep tabs on engine maintenance and use. The Raptor 700 and YFZ450 both use the same front suspension setup, so DRD hooked up the 700 with a set of Roll Design control arms and a set of Dustin's personal prototype Ohlin PDS shocks directly from a race bike. Utilizing Dustin's shocks helped cut a lot of the guesswork and tuning time out of the build. A TAG Metals billet ATV bar mount was used to mount the comfort-enhancing T2 bars and TAG grips. To further enhance the control factor of our 700, DRD also installed a sub-mount GPR Stabilizer and Galfer stainless braided brake lines.

To match up the rear end with the new long-travel wider front end, a lifetime warranty Lone Star Racing axle was installed in the stock swingarm and carrier. ITP black powdercoated Trac-Lock bead locks were installed with a set of six-ply 20-inch rear and 22-inch front ITP Holeshoot GNCC tires. Finishing off the build included IMS-Roll GP Series Pro Peg nerfs, heel guards, and one of their Classic Series bumpers.

**THE RIDE** Our new Raptor is night and day different from the stocker. It is hard to believe how much hidden power can be found by adding nothing more than a pipe, filter, and a new fuel map. The DRD 700 pulls harder from top to bottom—midrange pull is exceptional and there is plenty of overrev. The DRD Raptor is very impressive, especially when you consider