



DR.D's mods to the KTM 350SX-F targeted the motocrosser's appetite for a more versatile gait. The machine featured their new exhaust, motor mods, suspension alterations and a good dose of boss bolt-ons.

THE DOCTOR'S KTM 350SX-F

DR.D broadens the appeal

There is no doubt that the reputation of the KTM 350SX-F is one of the most batted-around subjects in the dirt world. Is it competitive? Is it slow? Is it too heavy? Whether you're on the fence about its ability to win a Supercross race at the pro level or not, the reality is that the machine is selling. The buyers are the journeymen of the sport, the riders, the doers and the enthusiasts.

We got together with DR.D Racing and tested their modified version of the KTM 350SX-F, which was being set up for Malcolm Smith. Since there's a pretty good chance that Malcolm steers clear of any jump-laden SX circuits, preferring the canyons, hills and obstacles of the off-road world, DR.D's objectives with the KTM 350 mods were performance, acceptable (noise) decibels and handling surgery.

THE DR.D GAME PLAN

DR.D actually went into the engine in an attempt to coax out some additional power. They left the bottom end alone and concentrated on head mods. The DR.D head service includes removal and inspection of the complete valve train. The ports and combustion are altered for maximum performance. The valve seats are recut, and finally the head is reassembled and ready for installation.

The brand-new DR.D exhaust is tagged with the PHD complete SS/AL system. They have been testing the new system for months, and like most of the major high-performance exhaust companies, DR.D has focused on a header bypass that staggers the exhaust wave, effectively quieting the pulse and giving it more bottom by making it think that the header pipe is actually longer. **The new rear can has a quiet core, helping to cut the roar down to the 93 dB range.**

Dubach kept the focus on broad power, a less ambient racket and handling improvements through suspension, steering dampers and a new triple clamp with an 18mm offset.



THE DOCTOR'S KTM 350SX-F

Dubach has had a long relationship with Enzo Racing, and their goal was to soften the SX-F suspension for a plusher ride while retaining resistance to bottoming just in case the rider encounters some big jumps or G-outs on the trail. Enzo kept the stock front springs, installed lighter valving to obtain the desired settings, and, in the rear, went to a lighter spring teamed with softer valving specs.

Racing rubber-mounted 18mm triple clamps equipped with a stabilizer-ready sub mount were fitted for three reasons: the triple clamps provide a very sano way of mounting the Scotts stabilizer, the rubber mounting adds a cushy feel on long rides, and testing has proven that the 18mm offset design gives riders a quick steering feel on tight trails without sacrificing stability in high-speed sections.

DR.D finished off the project by installing ODI limited-edition soft half-waffle grips, ARC composite folding levers, Decal Works 22mm gripper-enhanced graphics, a Supersprox lifetime warranty sprocket set, a TM Designworks rear chain guide, SealSavers, Cycra wraparound handguards, a Hinson Racing inner clutch hub with clutch cover, and an almost indestructible Ricochet skid plate with built-in engine guards. All these items added their own little contribution to the DR.D KTM 350's plush yet functional feel.

THE HAMMERTIME TEST

Here's the skinny on how the mods performed on the 350 Katoom.

HANDLING

We loved the Applied 18s. The rubber mounting is subtle but nice, and the mounting system for the Scotts damper is superb. The Scotts damper worked wonderfully on quicker-turning trails and rates an A-plus in feel and adjustability.

The Enzo suspension got mixed reviews. Our fast guys praised it, saying that it stayed up in the travel and loved to whack big hits. Our more trailworthy testers claimed that it was too harsh and that they felt all of the hack on the trail. It just goes to show you that suspension is all about personal preference.

THE BITS

- The Ricochet skid plate offered great coverage, but had the ability to store sound and vibrated.
- The ARC composite levers had a good ergonomic feel. They felt a little flexy when you just sat on the bike, but worked flawlessly on the trail. The more we rode with them, the more comfortable we got.
- Top marks go to the Decal Works' gripper graphics. They're tough and actually provide a service!
- DR.D fitted a Hinson inner hub for durability and feel. It didn't seem to help with the pull, but we know for a fact that it will help with premature clutch wear.
- The ODI grips were super soft and held up well.
- The TM Designworks guides are some of the toughest and most durable in the business. Every off-road machine can use them.
- Top marks go to the Supersprox hybrid rear sprocket. It was very strong, though a bit on the heavy side. Still, for the off-roader, it is worth it.



The PHD header was originally brainstormed nearly 100 years earlier. The concept of absorbing and releasing exhaust pressure targets improved bottom power. DR.D fit a Hinson inner hub and clutch cover for durability and looks.



The new rear can is 2 1/2 inches longer than a normal DR.D can. It also has a smaller end cap, special core and quieter cough than the standard motor design.



The Supersprox sprocket proved incredibly durable, as did the TM Designworks chainguide. Both are excellent off-road mods.



Rubber-mounted Applied 18s improve the front tire's contact patch and offers quicker manners. The Scott's damper helps to ward off any front-end sneezing that may have arrived courtesy of the faster traits.



Ricochet's skid plate is thick, takes hits quite well, but does need some foam under the frame rails to quiet it down.



The new ARC composite levers had a little give, but retained good feel even under duress.

- The AP brake pads received good scores from all of the testers. They offer strong braking power, are durable and refused to squeak during our testing.

THE POWER

It really didn't feel a whole lot gnarlier than a stocker, though the decibel level was much friendlier. This is actually great news, since sound and useable power are the goals for an off-road-targeted powerband. The new SS/AL PHD system alters the stock motocross powerband by enhancing roll-on via the new header, which is pretty much balanced out by the confines of the new quiet rear can. Quietness is key, but it always affects initial power—and not in a good way. **Still, the combination of the DR.D head mods and the new SS/AL exhaust helped the engine retain its best traits at a fraction of the sound. We'll take that all day long!** □

COMPLETE MODS LIST

SS/AL PHD DR.D System 93 dB: \$495, www.dubachracing.com
 DR.D Hour Meter: \$36.99, www.dubachracing.com
 DR.D Motor Work: \$549.99, www.dubachracing.com
 Ricochet Skid Plate: \$89.95, www.ricochetoffroad.com
 18mm Applied Racing Stabilizer-Ready Kit: \$426.72, www.appliedrace.com
 Scott Stabilizer & Post: \$339.99, www.scottperformance.com
 ARC Composite Levers: \$59.99, www.arclevers.com
 Enzo Front Fork Revalve: \$180, www.enzoracing.com
 Enzo Rear Shock Revalve: \$180, www.enzoracing.com
 Enzo Rear Spring: \$122, www.enzoracing.com
 Decal Works Custom Graphics: \$199, www.decalmx.com
 Decal Works Custom # Plates: \$69.99, www.decalmx.com
 TM Designworks Rear Chain Guide: \$92, www.tmdesignworks.com
 AP Racing Brake Pads: \$35, www.apbrakesusa.com
 Renthal Twinwall Bars: \$119.95, www.renthal.com
 Supersprox Rear Sprocket: \$79.99, www.supersproxusa.com
 ODI Soft Grips: \$14.99, www.odigrips.com
 Hinson Racing Clutch Cover: \$159.99, www.hinsonracing.com
 Hinson Racing Inner Hub: \$309.99, www.hinsonracing.com
 Motul Assorted Lubricants: N/A, www.motul.com
 Turn Tech 2.5-Amp Battery: \$99, www.turntechbattery.com
 SealSavers: \$19.95, www.sealsavers.com

Quiet, versatile and broad power plus suspension mods catered to our more aggressive riders and made the DR.D a fun play bike, but also a weapon that we would love to hit a WORCS or GNCC race on.

