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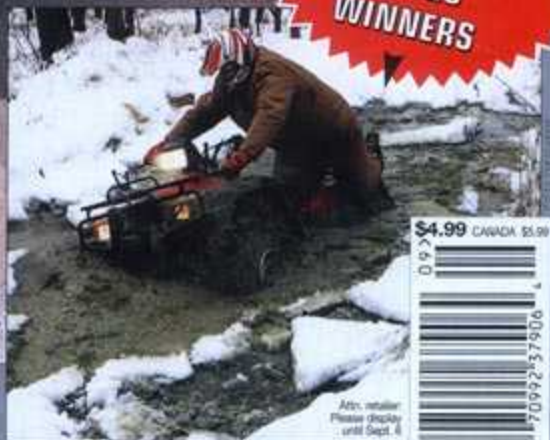
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# SUPER RAPTOR

Is this the trickiest 660R in the country?

By the Staff of Dirt Wheels

Quinn Michael doesn't mess around. When he became an ATV enthusiast just one short year ago, he hit this sport full-tilt. Now he has perhaps one of the most coveted quads in the country.

"I started riding just last summer," the 35-year-old Bryan, Ohio, contractor explains. "And my first ATV was a Polaris Express 300. I loved it! I quickly stepped up to a Honda FourTrax

400EX and then when the Raptor came out I had to get that, too."

Quinn is so into the sport that he has already competed in organized motocross racing. "After I bought the Raptor I made a decision to make it as trick as possible. Now, not just an engine kit, pipe and some wheels or bumpers. I wanted to make a machine that would turn the heads of just about anyone who was into quads. I wanted to stylize out every possible part I could."

After barely riding his new stock Raptor, Quinn set about his task. "I simply leafed through the pages of *Dirt Wheels* just like anyone else to see what was available. Since the Raptor was an all-new model that just came out, I had to make a lot phone calls to see if any of these com-

panies had performance parts yet. Any parts that I couldn't replace were going to get chromed or have 24-carat gold plating. This quad was going to be both a locker and a rocket ship on the track."

## GOOD EXPERIENCE

Working with companies such as Timmy Boy, CT Racing, Hinson Clutches, LoneStar, Trinity, WebCam, and Maxxis Tires, Quinn began his quest "just like any other Joe Blow garage guy". "I'm not a big racer dude," he explains. "I came into this project very humbly and paid for everything just like everyone else. What I was really impressed with is how helpful the people in this quad industry are. I dealt with a lot of companies and I have nothing but praise for the service I got."





**Owner Quinn Michael** sprints his Super Raptor sideways on a Michigan motocross track. "In stock form," he reports, "The Raptor tends to two-wheel so I widened it up for racing."



**The Renthal Banshee-bend handlebars and billet aluminum gas cap** got the trick look by having the cap and the handlebar clamps plated with 24K gold!

Quinn's two main goals with his Raptor were to set it up for motocross racing and make it a looker to boot. He began with the CT Racing Raptor High-Output Engine Kit that consists of a CT pipe, SuperTrapp spark arrester, Pro-Design Pro-Flow air filter kit and jet set. "That kit really brought the engine to life," reports Quinn. "In stock form it's quite constricted." Then he worked on the front end by replacing the stock A-arms with a set of Timmy Boy A-arms that were two inches wider and one inch forward. The rear is also wider with a +4-inch replacement axle. "In stock form the Raptor wants to rail around corners and two-wheel. It needs to be widened for motocross racing," he says. Now this baby is a slider!

A LoneStar +1-inch chromed

swingarm lengthened the wheelbase another inch, giving it a total of two inches over stock. "In stock form it was a real wheelie machine. I couldn't even stay on the gas for a start. Now with the longer wheelbase I can hammer it and it drives hard and straight."

A set of Total Control Shocks (TCS) provide over 11 inches of wheel travel front and rear, while allowing the quad to maintain a low position for optimum cornering. "What a difference over stock," reports Quinn. "These things are sweet. During our photo session I went off the wrong side of a tabletop jump and dropped straight down about 15 feet. I was already bracing for the impact when the shocks just soaked it right up. I couldn't believe it. I have yet to bot-

tom them out and I've done some pretty big jumps."

#### **YOU GOTTA PAY TO PLAY**

Quinn figures he has over \$22,000 in his Super Raptor, which includes the initial cost of the new machine. "This is what I wanted to do. The complete project took me about six months and lots of hours in the garage. As you can see, just about every part has been tweaked in some way," he proudly states. "I've taken the quad to a couple of ATV events and everyone says it's the coolest-looking machine they've ever seen. Hey, what can I say. I'm into it!"



## YAMAHA 660R SUPER RAPTOR

Owner.....Quinn Michael  
 Motor.....2001 Raptor Liquid-cooled,  
 5-valve, SOHC, 4-stroke  
 Frame/Stock w/ silver vein powder coat  
 Displacement.....660cc  
 Bore & Stroke.....100mm x 64mm  
 Port work.....CT Racing  
 Head mods.....Clean & polish-  
 CT Racing  
 Piston.....Ross 11:1 compression ratio  
 Rod.....Stock  
 Crank.....Stock  
 Camshaft.....Stock  
 Ignition/timing.....Stock  
 Carburetors/mods.....Stock-CT Jetted  
 Airbox/filter.....CT Aluminum  
 Air Box No Lid/K&N  
 Pipe/silencer.....CT Racing/aluminum

### DRIVE SYSTEM:

Clutch.....Hinson Banquet, stock clutch  
 Transmission.....Stock  
 Chain.....D.I.D. ER 520

### FRONT END:

Spindles.....Stock  
 Steering stem.....Stock  
 A-arms.....Timmy Boy Design +2"  
 Steering Stabilizer.....CT/adjustable

### REAR END:

Axle.....Dana Blue Eliminator +4"  
 Swing arm/length.....Lonestar round  
 housing w/bearing carrier/+1"

### TIRES/WHEELS/HUBS:

Wheels/f.....Douglas Ultimate  
 Billet w/beadlock 1-4 offset  
 Wheels/rf.....Douglas Ultimate  
 Billet w/beadlock 2-3 offset  
 Hubs.....Stock

### BRAKES & CONTROLS:

Brake lines.....Stainless steel  
 Brake fluid.....Dot 4  
 Handle Bars/Controls/Throttle.....Stock  
 Cables.....Stock  
 Grips.....Scott

### MISCELLANEOUS:

Nett bars.....AC Pro Pegs  
 Seal.....Stock w/custom graphics  
 Other Special Effects.....All stock bolts  
 were replaced with stainless steel  
 Allen head or chromed bolts. Polished  
 & chromed swing arm, brake lever,  
 shift lever, miscellaneous stock bolts,  
 headlight and tail light brackets,  
 lug nuts, spindle  
 Paint.....Jeff Clark (BadBrushDesign)

Chrome.....Subframe, entire motor,  
 side covers, rims, pro pegs, rear grab  
 bar, aluminum airbox, rear brake  
 master cylinder, rear shock linkage, oil  
 lines on motor, motor mounts, oil drain  
 plug, Larry Soles Motor Sports- Stryker,  
 Ohio, Joe @ Pro Ship, Ft. Wayne, IN  
 Universal Plating  
 Fuel.....Turbo Blue  
 Handlebars.....Renthal Banshee Bend  
 Odds & ends.....Lone Star radiator  
 screen, throttle body, oil tank

### EXTRA SPECIAL HIGH DOLLAR MODS:

24K Gold Plating.....Billet Aluminum gas  
 cap, handlebar clamps, miscellaneous  
 motor brackets, billet aluminum brake  
 block off

### SPECIAL THANKS TO:

To my wife, Nancy, for her support and  
 understanding and to my best ridin' bud  
 die; Jerry "Rajet" Parlee, Steve "Super  
 Sailor" Sauber and Dave "Kutch"  
 Kaichenritter, for all their help and  
 patience working through this project.

**ESTIMATED COST** (including stock  
 Raptor price tag): over \$22,000!



A set of Total Control Shocks (TCS) provide over 11 inches of wheel travel front and rear, while allowing the quad to maintain a low body positioning for optimum cornering.



Even the oil filter gets the custom treatment on Quinn's Super Raptor. The exhaust is a CT Racing unit with an aluminum silencer.



Check out this chrome and gold-plated engine! It also features a CT Racing Raptor High-Output Engine Kit that really brings this quad to life.



A gold-colored DID ER 520 chain completes the trick custom look of this show 'n go racing quad.



The front end features Timmy Boy Design +2" A-arms and a CT Racing adjustable steering stabilizer. The shocks are TCS units with 11" of travel.



Even though Quinn Michael is a relative newcomer to the sport, this Ohio resident has put together one of the trickiest Raptors in the midwest. He hopes to actually race the machine in a few Nationals (Vet Class) before the year is out. ☐