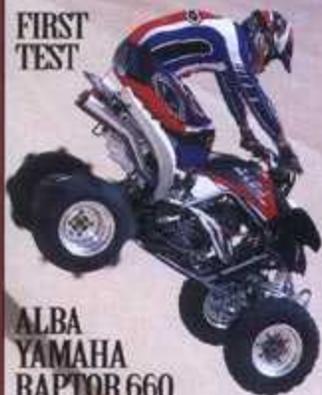


KAWASAKI'S V-TWIN 650 SPORT QUAD!

FIRST TEST



ALBA
YAMAHA
RAPTOR 660

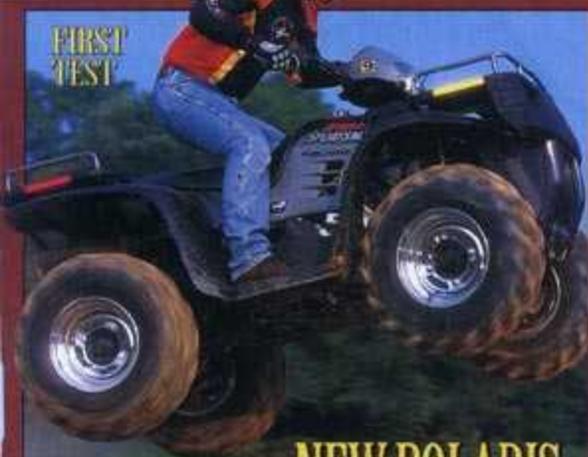
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FIRST TEST



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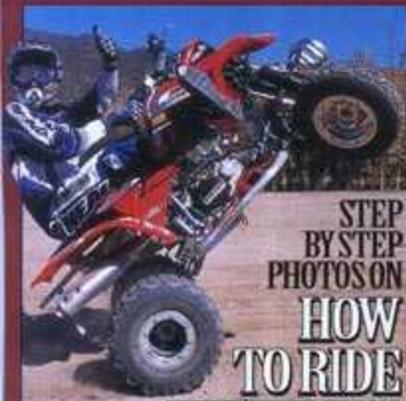
FIRST SHOOTOUT



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MORE FIRST TESTS:
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STEP
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PHOTOS ON
HOW
TO RIDE
WHEELIES!



SUZUKI 400 QUAD RACER

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HOW TO RIDE WHEELIES

Yes, there is a practical purpose for them!

What practical application does the wheelie have? Aside from the fact that they make you look cool in front of your riding buddies, being able to pull off a good wheelie at any given moment is a riding skill that all ATVers should have in their arsenal.

Despite the warning labels on your machine stating "No Wheelies," there are many times out on the trail, and even on the racetrack, when it's desirable to lift the front end of your quad. There might be an obstacle you have to get over while trail riding—for example, a log across the path. Or perhaps you need to lift the front end of your machine up a bit while navigating some especially tough whoops on the track. Being able to wheelie is an essential skill, and we are going to show you the right way to do it. Keep in mind that this is an advanced skill, and you should not attempt anything beyond your capabilities.

And yes, it's true—pulling off a good wheelie will impress your buddies. Even if they're goofin' on you while you're doing it.

In these photos, the rider has gone back too far. Only his rear brake can save him now. Simply letting off the gas won't drop the front end quickly enough.

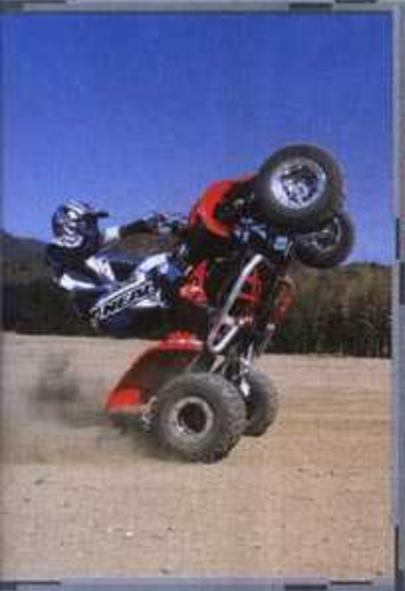




To pull a wheelie, start by pulling in your clutch and giving the engine a little gas. Next, let the clutch out while giving the machine a bit more throttle. At the same time, pull back on the bars. You don't want to pull back too hard on the bars—just enough to go along with the natural pull of the engine. Always remember that it is crucial to keep your foot near the brake pedal. Just a touch on the rear brake will drop the front end.



This is a perfect example of a high-speed/low-lift wheelie being done. This style of wheelie is best when approaching rough stuff like larger bumps, ruts or whoops. Or, if you're out trailriding and you need to get your front end over some tree roots or other objects in the trail, this is the type of wheelie to master.



Here, the rider has lifted the front end up too far and is dragging his rear grab bar in the dirt.



When it comes to wheelies, the rear brake can save you. Make sure your foot can find it easily, and don't forget to use it if you think you're about to loop out.



If the front end starts to drop, apply a little more throttle while pulling back on the bars to bring the front back up.



The Alba Raptor is one mean machine. Our test rider felt that when compared to a stock machine, the Alba Raptor produces at least five or six more horsepower.

TEAM ALBA YAMAHA RAPTOR 660R

More bang for your buck!



For the same sticker price as a stock Yamaha Raptor, you can pick up one of Alba's versions complete with some hot mods.

Let's say you were to walk into your local car dealership to have a look at that brand new Toyota Tundra 4x4 you've been drooling over. Yeah, it's a sweet truck. Isn't it? Well, how'd you like to get a fully-loaded version of the Tundra for the list price of the stripped-down model? Yes, that's right—more truck for the same money! You'd be crazy not to jump on it, right?

Well, that's exactly what Alba Action Sports (contact: [800] 487-3236) is offering with new Yamaha Raptor. For the list price of the stock Raptor, Team Alba is offering you a Raptor that comes complete with such extras as a ceramic-coated exhaust system, a jetting kit, a Pro-Flow air filter kit, a high-grip seat cover and last, but not least, one of Alba's own trademark Interflex graphics kits. Add in the approximately \$300 in labor costs that it takes to get the machine in this condition (a cost that is *not* passed along to the buyer) and you've got one heck of a bargain that just can't be ignored!

How do they do it, you ask? How can a dealer sell a machine that thoroughly modified for the same price as a stocker? It seems unbelievable! Well, it's simple, actually—they do it through volume. No, not the kind on your car stereo. Alba Action Sports have become so popular by selling its quads in this fashion that it can't keep machines in stock. Instead of selling a few dozen Raptors throughout the year like a typical dealer, Alba sells hundreds.

Looking for something a little more? While Alba features specifically modified machines for sale, don't think for a minute that they're not up for making customers a machine more wild than their average "base" model. They've built some really trick custom machines for people. How does a Banshee with a 400cc stroker motor and nitrous along with all the other goodies such as suspension work and custom paint sound? You want it, they'll build it.

ADAM HITS THE THROTTLE "Hey! It's our turn!"

● We brought along ATV Action associate editor and pro racer Adam "Spud" Campbell to shoot photos as well as to ride the modified machine for the performance evaluation. Here's what Adam had to say after his extended riding session—we say "extended" because we had a difficult time getting him to give up control of the machine!

I have lots of time on stock Raptors, and this one has plenty more power. The pipe, jetting and intake mods alone make a world of difference. In stock trim, the five-valve 660cc engine feels a little restricted, and the addition of the Alba pipe and jetting really help open things up. Just based on my gut feeling, I'd say you're getting approximately five or six extra horsepower, and I feel that my guess is a little on the conservative side. Plus, the machine just looks awesome! The graphics kit really gives it a unique look. It's pretty amazing that this machine costs the same as a stocker! ●



A unique Interflex graphic kit really helps the machine stand out from the crowd. When the sun hits it just right, you'll think you're on the Vegas Strip!



Alba offers their Raptor with one of their own ceramic-coated pipes complete with spark arrestor.

