Raptor660

The kit will fit stock arms with some slack and extended A-Arms just right. The Legacy Series are based upon our previous generation technology with steel shock body, external reservoirs and basic adjustments. They are ideal to upgrade or replace the stock shocks on older ATVs or for riders on a budget looking for an affordable solution. Model of ATV. Type of A-arms. Rear swing arm shock linkage Stock or type. Rider Weight In full Gear. The Lone Star Racing Universal ATV Light Mount is designed to attach in between the steering stem and handlebar clamp so you can have light in any direction you turn the bars. Without the bars being jerked, the quad's movement is felt in the foot-pegs as the quad kicks left to right. This allows the rider to keep balance and position over the quad by just lifting a leg as the peg rises. The Stage 5 shocks are our top-end model featuring High-Flow technology, ultra-lightweight design and low-friction internal components. They are ideal for racers and enthusiasts who are looking for maximum performance and total control over all suspension parameters without compromise. Year of ATV. It comes with the front needle bearings, billet bearing housing and billet brake plate. The Lone Star Racing Axcalibar Pro Racing Axles are one of the most highly recommended axles on the market for both racers and recreational riders. The axles are built from a special stainless material so you no longer have to worry about chrome chipping or rust. Axcalibar axles are easy to install and vastly improve the stability of your ATV while providing extraordinary strength and radiant looks. Axle is fully adjustable for each riders needs. Type of A-arms standard or Long Travel. The Lone Star Racing Billet Aluminum Rear Wheel Hubs are one piece rear wheel hubs and are made from billet aluminum for superior strength and excellent weight savings over stock. The rear wheel hubs have the same pressed in metric studs as stock hubs and will fit the OEM axle as well as the Axcalibar Pro Racing Axle. The Stage 4 shocks offer the performance of our latest technology in a package that is more accessible and easier to use. They are ideal for racers and weekend warriors who are looking for high-performance shocks with great adjustability of key parameters. Baja Designs' latest LED light bar comes with a few new perks! This pattern is not suitable for driving. Lighting Zone 7. The Stage 3 model is derived directly from our top-end Stage 5 model, with which it shares most of the same components. It features a single external compression adjustment knob that controls the low-speed compression damping that is combined with an internal high-speed blow-off circuit which relieves peak pressure upon impacts to achieve race-level performance in a package that is more accessible and easier to adjust. All shocks are built to order and are non-returnable. It will fit on stock or LSR axles. They come complete as a pair with high performance, sealed bearings and a billet dust cap. They are made from chromoly steel for superior strength and feature our quick camber and quick caster adjustments. The A-Arms are backed by our Lifetime Warranty. They are made from chromoly steel for superior strength and feature our quick caster adjustments and are camber adjustable as well. The Sport kit will use stock length shocks but we recommend aftermarket shocks to compensate for the additional width. It is amazing how much difference our Stage 1 can make on your ATV. Even if you just cruise along at moderate speed, these shocks will erase the bumps and get rid of the vibration so you can ride comfortably and in perfect control. However, the more you press the throttle, the more your Stage 1 shocks will come alive and make a night-and-day difference to the handling and performance of your ATV. Close menu. Log in. Close cart. Instagram Facebook. Quick view. E-Brake Block Off Plate. Steel Braided Rear Brake Line. Billet Brake Line Clamps. Elka Stage 5 Rear Shock. Yamaha Raptor Chassis Gusset Kit. Yamaha Raptor Swing Arm. Elka Stage 5 Front Shocks. Yamaha Raptor Billet Sprocket hub. Yamaha Raptor Billet Locknut. Elka Stage 4 Rear Shock. Elka Stage 3 Front Shocks. Elka Stage 4 Front Shocks. Elka Stage 1 Front Shocks. Close esc. Shipping calculated at checkout. The plate uses the OEM hardware. Parts Stock. Some products could have a lead time of 10 weeks or more. We also have distributors that might have the part you are looking for in stock and we can point you in that directions. Universal kit will fit all models unless listed separately. If purchased for LSR stem it will come with anti-vibe hardware to make it work. The Lone Star Racing Chassis Gusset Kit is designed to improve the strength of the stock chassis by welding in gussets in high stress areas to prevent fatigue. Uses stock chain slider. Factory 6 bolt pattern. Come as a pair 4 x bolt pattern. The Lonestar Racing Billet Locknut is designed to replace the two stock steel locking nuts with one Billet Aluminum unit that has double pinch bolts and is threaded to fit all Stock or Axcalibar Racing Axles. The Stage 3 is our most popular shock model and it can turn your ATV into a real performance machine with true sports capabilities The Stage 3 model is derived directly from our top-end Stage 5 model, with which it shares most of the same components. Sign up and save Get info on the latest sales and new product releases. Enter your email Subscribe. Previous Next. During this time, Yamaha led the pack with its legendary sport quads, namely the famous Banshee , Blaster , and four-stroke Warrior There were also stricter emissions standards, and the Japanese manufacturer knew it had to come up with a better, bolder

machine that was as thrilling to ride as it was emissions compliant. Due to this pressing need and the tight competition among companies, Yamaha gave birth to the Yamaha Raptor Also known as the sport quad king, this vehicle had dual carburetors, a five-valve cylinder, and a racy aerodynamic design. The Raptor instantly became the crowd favorite due to its speed and power. Despite its short-lived stint, the Raptor made such a lasting impression with riders that other prominent manufacturers saw the promising future of big-bore quads. Can-Am tried to butt heads with the Japanese firm with its release of the DS in Kawasaki followed suit with its KFX in While these four-wheelers were spectacular, none of them matched the performance, sales, and acceptance of the Raptor So, what makes this vehicle so great? Read on to discover. In , the Yamaha Raptor was the benchmark for sport ATVs, and rightfully so since the four-wheeler intended to replace the iconic Banshee The Raptor utilized dual mm carburetors and a five-valve cylinder head â€" the largest power mill ever placed in a vehicle in ATV history. This purpose-built sport quad was produced from to and released in the market for four consecutive years, starting with the Yamaha Raptor Not only did the Raptor begin a whole new category, but it also inspired the creation of cc and higher-class behemoths. This is the main reason the Raptor only ran for four years, immediately giving birth to the most powerful outdoor ATV ever done by the Japanese firm, the Yamaha Raptor , in model. This German engine was market-changing and provided the power and technology that competition ATVs did not have. The radiator had to be positioned higher on the front, right below the handlebars. Likewise, engineers had to strengthen the Raptor starter clutch to handle the added weight and traction load. One of the things that the Raptor was successful in since its inception up to the Yamaha Raptor was that it handled exceptionally well and according to its power output. As if this were not enough, Yamaha further developed the Raptor into the Yamaha Raptor , released in to the eager public. The engine configuration between the two sibling models was almost similar, except for a larger-bore aluminum cylinder, a cc power mill, electronic fuel injection, and enhanced bodywork. A new suspension geometry allowed for more rear shock travel. The Yamaha Raptor wowed many consumers with its list of features and overall performance. However, the quad was just almost perfect. The Raptor is a great purchase and will serve you many years on the trail. But for meticulous buyers, it is best to take a closer look at both sides of this vehicle. Most of these flaws are anecdotal, while some have either been permanently resolved as in the second-gearing issue, which Yamaha corrected from Raptor onwards or conveniently fixed through a simple mod. To the untrained eye, these drawbacks may not even be noticeable. But for enthusiasts who want more from the quad, they can rectify these slight nuisances with appropriate upgrades. Customizing this machine seems endless, as evident in numerous impressive monster Raptors. Experienced mechanics and professional outfitters have fitted these machines with all kinds of Yamaha Raptor parts in addition to turbo kits, advanced suspension, ported cylinders, and machined heads over the years. Depending on personal preference or need, you can turn this brute into the ultimate trail quad, dune shredder, or MX track master. This next section covers upgrades that you can do on your four-wheeler â€" regardless of whether your objective is more power, higher top-end speed, or better riding comfort. The latter set of changes can increase your ponies by at least 20 hp. Compared to stock, a new stem brings the bars up higher to allow for a more open riding position. Rubber-damped bar mounts specifically kill vibration to your hands and arms â€" best for off-roaders who often traverse rocky terrain. Not to mention that aftermarket stems and handlebars are typically more durable and better aesthetically. Replace the semi-footrests with rubber-damped Nerf bars, which permit suspension travel. These replacements also function like the stem and handlebars, reducing vibration and shock under rough landings or hits. Some variants are aluminum tubes that bolt to strong steel mounts. When installing Nerf bars, the only downside is threading the nets, but some packages come with small steel buckles that make threading simple. The stock rear brake pedal of the Raptor tends to be loose and floppy. A billet-aluminum clevis with machined stainless insert and pivot would perfectly fit the quad and eliminate slop. There is a multitude of upgrades that you can do on and parts that you can add to a Yamaha Raptor to tailor it to your requirements. ATV magazines are good resources for your next Raptor build project. A bottom-end rebuild is also something that most experienced owners do on their Raptor, as demonstrated by MotoEsh in this video:. This world-renowned leader has established product offerings in motorsports, off-road vehicles, personal watercraft, speed boats, and outboard motors. There is nothing but good things to say about the Yamaha Raptor It is a legendary four-wheeler that the riding community adores, and the whole family is sure to love. The vehicle is fast, offers excellent handling, and its reliability is unquestionable. It has helped many riders get through difficult situations that would have otherwise left them stranded in the middle of nowhere. It may have been in the limelight only for a while. But thanks to its massive success, the sport king quad has spurred different-class models that are still in

production. Synonymous with hard work, the Kawasaki Mule has come a long way from its 1,class predecessor. This multi-functional quad is no longer just for agricultural applications. Through the years, This wheeler was Polaris' Skip to content. Replacing the Crowd Favorite One of the things that the Raptor was successful in since its inception up to the Yamaha Raptor was that it handled exceptionally well and according to its power output. It has an engine displacement of cubic centimeters, a compression ratio of 9. A dual mm Mikuni BSR33 carburetor and a wet-type air filtration system handles the air-fuel mixture. It has a spur gear and a secondary chain drive system. It has an AC-magneto generator system and requires a 12V, 12 Ah battery with assembled dimensions of 6. Front and rear tire pressure recommendation is Avoid going beyond limits of 3. The minimum ground clearance is The seat height is Engine oil capacity is 2. Radiator capacity is 1. The two-wheeler came standard with hand grips, front and rear fenders, footrests, and front and rear bumpers. Yamaha Raptor Pros and Cons The Yamaha Raptor wowed many consumers with its list of features and overall performance. Pros It delivers tons of power and gives excellent performance on hard-packed roads, dunes , and hills. The torquey machine is easy to ride, especially around corners and on

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  technical terrain. Power sliding is spectacular. Plus, you can easily make wheelies in third. It is incredibly reliable on the trails. The engine sounds great, and the vehicle has a solid grab. Even in stock form, the Raptor is perfect for racing. So much so that it can go head to head with a Raptor SE. Cons Weak Raptor starter clutch does the four-wheeler injustice. It has transmission issues, specifically in the second gear range. Cold starting can sometimes be a challenge. The quad can be very touchy. This machine is not ideal for all-day riding due to its weight. The Upgrade King Customizing this machine seems endless, as evident in numerous impressive monster Raptors. Stem and Handlebars Compared to stock, a new stem brings the bars up higher to allow for a more open riding position. Footrests Replace the semi-footrests with rubber-damped Nerf bars, which permit suspension travel. Brake Pedal The stock rear brake pedal of the Raptor tends to be loose and floppy. Continue Reading.