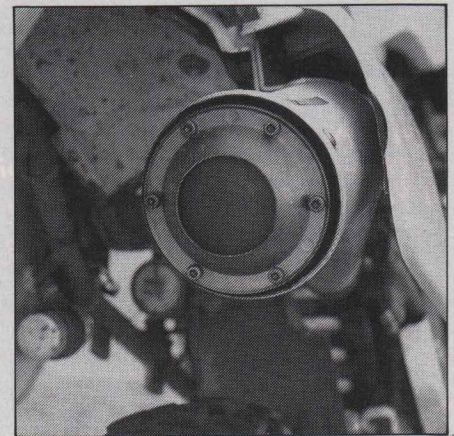


▲ White Bros. built the DR441S to be a no-excuses motocross bike. It was an expensive but successful experiment that proves the DR350 has the potential to be more than a good trail bike.

In some cases, the things missing from the 441 made it better. A cap for the racing Megalloy silencer let us have fun without everybody knowing about it. A 6-oz. capacitor (mounted near the shock reservoir) replaced the 12-volt block of lead. ▶

If you have problems with hills, the 441 is like a big brother who can beat them up for you. Instant roll-on power from any engine speed and an endless thirst for revs arm you against the hills' best attempts at making you look bad.



The heart of the matter. Suzuki DR350s seem capable of doing everything you need to have fun, until you ride one with a White Bros. 441 kit. After that, you're spoiled.



As the 441 became more of a dirt bike, its street equipment began shrinking. Actually, the tiny turn signals are White Bros. units. They don't snag your boot every time you swing your leg over the bike and, at \$12.95, they don't snag your wallet like the \$30 stock units when you smash one.



The full-race 441 engine is just as pleasant as a stock DR350S's. Starting and low-speed tractability are excellent.

All the White stuff

DR DONE RIGHT!

It's really street-legal? Wow! Nobody expects a street-legal machine to have the kind of engine performance or handling the White Bros. Suzuki DR441S has. It's a good dirt bike. Not "good for a dual-sport," but good compared to any dirt bike. It took some heavy modifications and serious money to bring the DR350S to this level, but it was worth doing just to prove it could be done. At 252 pounds it's on the heavy side, but that's the only thing keeping it from being a great dirt bike from a performance standpoint. Cost is another obstacle. At \$3778.60 beyond the \$3399 price of a '91 DR350S, not everyone can go this far and few really need to, so let's see what the key ingredients are for those looking to bring the performance of their DR or DRS close to this project bike's.

FROM 4-STROKE TO FORCE-STROKE

No matter what terrain you're on, it's impossible to ignore the long, strong pull of the 441 engine. Even with the Megalloy silencer's racing end cap purposely blocked and just six discs installed for quietness, the DR lunges forward in response to a quick blast of throttle, lofting the front end from engine speeds barely above idle. Roll the throttle on and the Mikuni flat slide feeds the engine evenly enough to mimic the stock DRS' buttery-smooth carburetion. Technical climbs are effortless because the 441 is tractable, but with huge reserves of power and an extremely high rpm ceiling. Some modified four-strokes have a clear single-rpm-range power advantage over the stock engines they're based on, and it's rare to find a big-bore-kitted engine that outreps a stock one. This one betters the stocker everywhere.

White Bros. offers hundreds of possible modification combinations for DR engines but we're so impressed by the full 441 bore kit with the mild cam, Mikuni carb and large-diameter header exhaust that we think you should go for it if your budget allows, or work toward it, piece by piece. It's what makes this bike so much fun, and its total cost, at \$905.85, is just a sliver of the entire project's price.

THE BUMP STOPS HERE

If a White Power inverted fork and a White Power Super Adjuster shock seems extreme for a dual-sport bike, it should. White Bros. built the DR441S to race it in the 500 Pro motocross class at the Four-Stroke World Championships, so they didn't want to allow their competition, which

would include White Power suspended motocross bikes from KTM and ATK, to have a suspension advantage. We don't think they did. The White Power parts with White Bros. setup reminded us, once again, how well the Dutch-made equipment can be made to work. White Bros. White Power forks and shocks respond to tiny ruts and garden hose-size roots and keep the ride composed even on G-outs, high-speed downhills and sudden hits.

As good as the motocross-ready White Power suspension is, most riders will find the modified stock fork and shock will meet their needs. If you have the 441 engine, you'll need to ready the suspension for the speeds you'll be traveling. Fortunately, the stock parts offer a respectable 11 inches of travel at both wheels, which gives you a reasonable starting point. Once it's sorted out, the action from the original suspension should suit all but the most hardcore riders for dual-sport, trail riding, enduros and even the occasional motocross. White Bros. can revalve and respring the original suspension for \$340.90, a \$1368.10 savings compared to the \$1709 price tag for the full White Power suspension package.

DIET BY CATALOG

Dozens of parts on the 441S were replaced with lighter, stronger ones in an effort to drop useless weight. Some parts, like the ignition switch, passenger pegs and brackets, have been removed for the same reason. No single part is responsible for a massive weight loss by itself, but the group effort certainly reduced the machine's heft and improved the 441's feel. Even together, these parts won't change your DRS' performance as dramatically as serious engine or suspension work, so this is where the budget-minded can save some money in an effort to approach the 441 project bike's performance at a lower cost. Some parts that were added weigh as much or more than the stock items, but were deemed necessary for strength or performance reasons. All but the Suzuki DR350 tank and the Yamaha speedometer/odometer can be purchased from White Bros.

- Bridgestone's M23 front and M58 rear knobbies help the 441S cling to off-road terrain.

- A Polisport front fender (\$18.95) with cooling vents replaces the unvented stocker.

- The compact, lightweight speedometer/odometer from an '83 Yamaha XT550 replaces the bulky stock speedo, tach and idiot

light set. Any similar instruments, including the ICO odo/speedo, could do the same.

- Polisport's lighter, more compact headlight/number plate (\$36.95) replaces the stock item.

- An aluminum Renthal handlebar (\$69.95) takes the place of the stock steel unit, and a DeBruzer II crossbar pad (\$6.95) protects the rider from unplanned contact with the bar.

- Roko Lever skins (\$6.95) add grip to the front brake and clutch controls.

- A DR350 plastic tank (assembly with cap, hose, decals and petcock: \$229.92) adds fuel capacity and weighs less than the stock steel tank. White Bros. offers larger, less expensive tanks, but the DR tank has plenty of capacity for the motocross racing the bike was originally built for, and it's stylish.

- CEET's non-slip seat cover (\$49.95) helps keep the rider in place.

- Maier's Tumbleweed mini pack (\$21.50) adds useful storage space.

- A rugged DOT-approved, Lexan-lensed, rubber-mounted taillight/license plate holder (\$28.95) replaces the bulkier Suzuki items.

- An ACCEL battery eliminator (about \$24) takes the place of the hefty battery. Check your local highway vehicle inspection laws before using this part for street use. Most states require at least some lights to be battery-operated.

- An aluminum sidestand (\$59.95) replaces the stock steel unit.

- A sturdier-than-stock White Bros. shift lever (\$21.95) takes over the gear-changing chores

- Devol alloy guards protect the disc rotors (front: \$39.99; rear: \$45.99), rear caliper (included in rear rotor guard kit), master cylinder (\$18.99) and oil filter housing (\$23.99).

- White Bros.' heavy-duty aluminum skid plate (\$74.95) protects the DRS' underbelly more completely than the stock tube-type guards.

- A Sprocket Specialists (\$47) alloy rear sprocket replaces the stock steel sprocket.

- Tsubaki's QR Pro Series O-ring chain (\$39.95) is used instead of the stock chain to better handle the 441's extra power.

WHITE BROS. DR441 ENGINE PARTS

441 kit w/10.5:1 piston \$261.00

441 liner installation 150.00

.390" lift cam (w/exchange) 89.00

Valve spring kit with titanium retainers and short valve guides 208.09

36mm flat slide Mikuni carb. 197.76 □