



DRI YAMAHA BANSHEE NATIONAL KIT ASSEMBLY TIPS

1987-2008 Models

SPECIAL NOTE: DRI does not recommend working on the engine of your Yamaha Banshee without the assistance of the Genuine OEM Yamaha Service Manual.

ASSEMBLY: It is strongly recommended to follow all instructions in OEM Yamaha Service Manual, specifically for torque values.

Also consult the DRI Tech Sheet for *2-Stroke Top End Assembly*.

PRESSURE TEST: All reassembled 2-Stroke engines must be pressure tested to ensure correct operation. For more information, please consult the DRI Tech Sheet for *2-Stroke Pressure Testing*.

BREAK-IN: Read and follow instructions for DRI TECH Sheet *2-Stroke Engine Break In*.

*NOTE: Engine will run better after it has 3-5 hours on it.

PISTON RINGS: Piston ring installation is a very delicate procedure and should be performed by a trained professional. Always install rings with trademark facing UP. All rings **MUST** have gap checked. Gap should be .015" to .020".

SPARK PLUG: Use NGK BR9EIX Gap: .028"
Champion N6YC Gap: .028"

*NOTE: Do not use 8 heat range plugs.

AIR INTAKE: DRI recommends using a Pro Flow Air Cleaner kit, with K&N Filter. For best performance it is recommended to use stock air box with lid removed. See DRI Tech Sheet for *Air Filters* for proper air filter maintenance instructions. With installation of 34mm and 35mm Keihin carburetors, stock air box to carburetor boots will need to be modified. For more information, see DRI Tech Sheet for *Banshee Keihin Carburetor Installation*.

EXHAUST: For maximum performance use Paul Turner 2-Stroke Pipes and a Fat Boy 2 Silencers. Midrange PTR Pipe applications include Dune Riding, MX, XC and Trail Riding. Midrange pipes have a great pull from ¼ to ¾ throttle. High Rev PTR Pipe applications include Sand Drags, Hill Racing, TT and Oval Track. High Rev pipes have a great pull from ½ to full throttle. Make sure silencers are freshly packed and cores are installed properly. Only use genuine Fat Boy 2 packing. Consult PTR Banshee Pipes *Instruction Sheet* for installation instructions and additional information.

FUEL: Fuel: Recommended usage Sonoco STD (www.racegas.com) or VP C12 (www.vpracingfuels.com)

TRANSMISSION OIL: Maxima MTL *Endurance 85 WT*

*Consult Yamaha OEM Service Manual for oil capacity specifications.



PREMIX OIL: Maxima 927. Mix at 32:1 (4oz per Gallon).

In conditions where temperature is below 40° use Maxima Super M or Maxima K2.

CARBURETION/INTAKE: It is recommended when installing these engine kits to upgrade the carburetion. DRI recommends either dual Keihin 34mm PJ (midrange) or 35mm PWK (top end) Carburetors. It is also recommended to use Masterflow intake manifold assembly and Pyramid reed valves. DO NOT use reed spacers.

JETTING: Consult DRI Tech Sheet for *Keihin Carburetor Jetting* for information on how to properly set Keihin Carburetors.

TOP END SERVICE

For maximum performance top end should be serviced at least every 20 hours. For standard usage top end should be serviced at least every 50 hours.

A top end service includes checking pistons, reed valves, piston to cylinder clearance, etc. Piston clearance should be kept between .0025" and .004". Not to exceed .005"

CRANKSHAFT: For Standard usage stock rod should be sufficient. Under serious performance conditions crankshaft may require to have pins welded. Contact DRI for additional details.

GEARING: OEM Gearing 14/41, Dune Riding 14/40, Hill Racing 13/40 – 14/41, MX Racing 15/38-40, High Speed 16x40.

IGNITION: Stock ignition is adequate for most applications. But it should be checked that it is producing proper power output. (As Banshee stators become older or get exposed to moisture they tend to weaken power output, causing engine to perform improperly) However, a flywheel modification is recommended for better performance and reliability. DRI also offers the Vortex X10 CDI unit for 1995-2007 models.

CLUTCH: The clutch must be kept in excellent condition and properly adjusted for maximum performance to be delivered. DRI recommends using a Hinson billet clutch basket and DR C33 Clutch Kit. Call DR Tech department with any questions regarding clutch performance or upgrades.

NOTES

1. Squish clearance should be checked. Piston to head squish should be minimum .040"

DRI is not responsible for any engine component (gears, rod, etc.) fatigue or failure due to increased horsepower and torque.