



## PAUL TURNER 2-STROKE RACING EXHAUST

**MODEL:** Yamaha Blaster *MIDRANGE* or *HIGH REV*

1. Remove front right side fender, and fuel tank.
2. Remove stock pipe and silencer. Retain all bolts, head pipe springs and pipe/silencer joint rubber clamps.
3. Clean exhaust flange surface on cylinder so it is free from any oil and dirt. Make sure to retain existing OEM exhaust gasket, that fits into cut away around exhaust port exit. Install (enclosed) PTR exhaust flange on to your cylinder. Use a fine coat of Hi-Temp Silicon to seal flange to cylinder. Make sure to install (enclosed) 8mm flat washers onto the exhaust studs before you install the nuts.
4. Slide your PTR pipe onto exhaust flange. Then attach the (enclosed) pipe springs. Install top bolt in upper pipe mount, **DO NOT TIGHTEN AT THIS TIME.**

*NOTE: Top spring may touch fender support bar. This is normal.*

5. Slide Fat Boy Silencer onto stinger of your PTR pipe. Install bottom bolt first, then the top bolt. Leave bolts loose.
6. Inspect pipe and silencer from front to back to make sure everything fits correctly and nothing is touching pipe or silencer that should not.
7. Remove pipe and silencer and repeat steps 4 thru 6. Before repeating step 4, apply a 1/8" bead of Hi-Temp Silicone into the inside of the head pipe on your pipe. After repeating step 6, tighten all bolts.

*NOTE: FOR MAXIMUM EXHAUST SEAL ALLOW SILICONE SEALER 24 HOURS TO SET UP BEFORE STARTING YOUR MACHINE.*

### ***IF YOU ARE INSTALLING A DR/PTR ALUMINUM EXHAUST CLAMP, PLEASE REFER TO THE FOLLOWING INSTRUCTIONS:***

Before repeating step 5, slide inner rubber over end of silencer. Slide exhaust clamp onto stinger of pipe (**MAKE SURE ALLEN BOLTS ARE ON THE BOTTOM SIDE OF THE PIPE, WITH HEADS POINTING OUT**). After repeating step 5, but before all bolts are tightened, slide inner rubber over Pipe/Silencer joint. Then slide pipe clamp down over inner rubber making sure rubber is covered completely by aluminum clamp. Tighten Allen bolts.

**PIPE CHROMING:** We recommend pre-fitting all pipes before they are chrome plated or painted. If by some small chance some adjustments need to be made, it is much easier to do it before chrome. DR/PTR is not responsible for pipes that are not pre-fitted.





**TECHNICAL ASSISTANCE:** We at Duncan Racing are very concerned that every customer who purchases one of our products gets their money's worth. Our technicians will give any technical assistance necessary Tuesday thru Friday 9:00am – 5:00pm PST at (619) 258-6306.

**CARBURETOR RE-JETTING IS REQUIRED:** Please call Duncan Racing technician at (619) 258-6306 for more information.

Jetting specifications are given for the following specifications: (As a starting point)

PTR Pipe (Midrange or High Rev Pipe) and Fat Boy 2 Silencer

Stock engine (in good working condition)

K&N Air Filter with air box lid on and snorkel removed.

\*It is mandatory to remove the snorkel from the stock air box lid, or machine will hardly run.

Temperature 70-90 degrees.

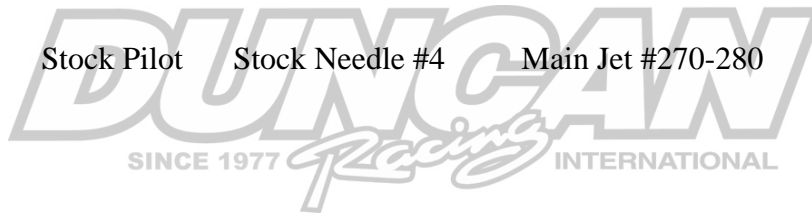
Midrange Pipe

All Models

Stock Pilot

Stock Needle #4

Main Jet #270-280



High Rev Pipe

All Models

Stock Pilot

Stock Needle #3

Main Jet #280-#290\*occasionally this pipe

will require needle clip to be moved into 4<sup>th</sup> clip position.

CALL US FOR YOUR OTHER PERFORMANCE NEEDS. WE OFFER A FULL LINE OF PERFORMANCE PARTS AND ACCESSORIES TO COMPLIMENT YOUR NEW PTR PIPE. SUCH AS PTR PORTING AND HEAD MODS, POWERHEADS, CARBURETOR KITS, INTAKE MANIFOLD SYSTEMS etc.

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