



PAUL TURNER 2-STROKE RACING EXHAUST

MODEL: Honda TRX 250R; RACE, ELIMINATOR and TYPE -6 Pipe

**FOR MAXIMUM PERFORMANCE IT IS HIGHLY RECOMMENDED TO USE PTR FAT BOY 2 SILENCER WITH ALL PTR PIPES.*

1. Remove front and rear fenders, and fuel tank.
2. Remove stock pipe and silencer. Retain all bolts, head pipe springs and pipe/silencer joint rubber clamps.
3. Remove the rubber pipe mount from under the gas tank area and mount it to the rear of the two motor mount bolts on the lower right side of the frame, in front of the engine. It should be on the outside of the frame with the rubber grommet part set to connect to the mount on the Paul Turner pipe. Leave the bolt loose for now. **NOTE: The OEM tear drop style mount is made with a built in off set. The off set can go either way (moving pipe in or out) depending on clearance required for kick starter and or radiator hose.*

NOTE: On 1987-89 models it is necessary to use a 30mm spacer between the lower pipe mount

And frame. To space out OEM tear drop style mount. A 30mm spacer, bolt and nut are supplied.

4. With the steering all the way to the left, slide the front section of the pipe through the frame and onto the exhaust flange. Connect exhaust springs only after installing header onto exhaust flange. **NOTE: Depending on the exhaust flange used, head pipe installation will vary.*

A) If an OEM exhaust flange is being used make sure that seal ring in flange is in good shape. Also make sure before installing header pipe that a small bead (about 1/4" wide and 1/4" down) of Hi-Temp silicon is used inside flange (female) on PTR header pipe.

B) If DRI dual O-Ring flange is being used, make sure o-rings are in good condition and inside of PTR flange is clean. Then just slide PTR header onto o-ring flange. No silicone is required.

5. Once the header is in place. Slide the rear section into the front section (install a 1/4" bead of Hi-Temp silicon on rear section of pipe approximately 1/2" from the end. Connect the (3) pipe springs (supplied); put the mounting bolt through the pipe.
6. Connect the silencer. (follow Fat Boy 2 installation instructions, available on DRI website in TECH CENTER) Do not tighten. Make sure to use OEM dual pipe mount on top of silencer and tear drop mount on lower mount of silencer.
7. With the mounts still loose, move the pipe around until the best fit is achieved. Swing kick starter through it's arc to make sure it clears pipe near the end-cone section



Lower Pipe Mount-'86 Model Only



'87-'89 Model



Pipe Mount w/30mm spacer



Pipe Clamp



8. Tighten all bolts.
9. As an added option the spring tabs that join the front and rear sections together may be double sprung. This can easily be done by adding a second spring on each pipe spring hook.
10. As an added option DRI offer's and recommends using an aluminum/rubber clamp that helps to seal the pipe & silencer joint. This clamp may be purchased at an additional charge.
This clamp is used instead of oem rubber clamp.



Fat Boy 2 Silencer

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. All pipes chromed by/through DRI are pre-fitted

NOTE: After pipe is chromed prior to installation. Make sure silencer slides on stinger of freshly chromed pipe. Excessive chrome build up can make silencer installation difficult. If necessary sand away material inside silencer until silencer slides on to chromed stinger on pipe.

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: Following is a basic starting point to get you started. Please call Duncan Racing technician at (619) 258-6306 for more information.

Jetting specifications are given for the following specifications: PTR Pipe (Type 6 / RACE / ELIMINATOR pipes), Fat Boy 2 Silencer, Stock engine (in good working condition), K&N Air Filter with air box lid off.

Temperature 70-90 degrees.

0-1000 Elevation

Stock OEM 34mm PJ Carburetor

*NOTE CALL for jetting assistance using alternate carburetors and modified engines.

TYPE 6 Pipe (Low End Pipe)

1986 Model	#48 Pilot	Stock Needle #3	Main Jet #155-#158
1987 Model	#48 Pilot	Stock Needle #3	Main Jet #158-#160
1988-89 Model	#48 Pilot	Stock Needle #3	Main Jet #160-#162

RACE Pipe (Midrange)

1986 Model	#48 Pilot	Stock Needle #3	Main Jet #158-#162
1987 Model	#48 Pilot	Stock Needle #3	Main Jet #160-#162
1988-89 Model	#48 Pilot	Stock Needle #3	Main Jet #162-#168

*Occasionally this pipe will require needle clip to be moved into 4th clip position.



ELIMINATOR Pipe (Midrange/Top End Combo)

1986 Model	#48 Pilot	Stock Needle #3	Main Jet #160-#165
1987 Model	#48 Pilot	Stock Needle #3	Main Jet #162-#165
1988-89 Model	#48 Pilot	Stock Needle #3	Main Jet #165-#168

*Occasionally this pipe will require needle clip to be moved into 4th 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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