



PAUL TURNER 2-STROKE RACING EXHAUST

MODEL: Suzuki LT 500 1987-90

1. Remove front fenders.
2. Remove stock pipe and silencer. Retain all bolts, pipe mounts, head pipe nuts and silencer mount rubbers, collars and bolts.
3. Clean exhaust flange surface on cylinder so it is free from any oil and dirt. Install (enclosed) PTR exhaust flange on to your cylinder. Use a fine coat of Hi-Temp Silicon to seal flange to cylinder. Makes sure to leave stock OEM exhaust gasket into cylinder behind PTR exhaust flange. Reinstall the 3 OEM 6mm flange nuts to secure PTR exhaust flange. Torque to 7 ftlbs.
4. Slide your PTR pipe onto exhaust flange. Then attach the 2 (enclosed) pipe springs. Install bolt into upper pipe mount into it's original location. Then take the mount from the lower left side and install it on to the PTR pipe on right hand side at the lower radiator mount., **DO NOT TIGHTEN AT THIS TIME.**
*NOTE: It is mandatory that both OEM pipe mounts are used to secure your PTR pipe.
5. Slide Fat Boy Silencer onto stinger of your PTR pipe. Install front top silencer bolt first, then the top second bolt. Leave bolts loose.
*NOTE: Your Fat Boy 2 silencer is designed to be installed with the stock OEM rubbers, collars and bolts.
6. Inspect pipe and silencer from front to back to make sure everything fits correctly and nothing is touching pipe or silencer. It is always advisable to prefit a new exhaust system.
7. Remove pipe and silencer and repeat steps 4 thru 5. 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 5, tighten all bolts. Reinstall fenders.

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

REJETTING IS MANDATORY. SEE RECOMMENDATIONS BELOW.

OEM = Original Engine Manufacture



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

Before repeating step 4, slide collar and 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: Basic starting point for re-jet is listed below. Please call a Duncan Racing technician at (619) 258-6306 if more information is required. It is advisable to call for technical assistance if using a carburetor other than the stock Mikuni

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

Stock Mikuni Carburetor
PTR Pipe and Fat Boy 2 Silencer
Stock engine (in good working condition)
K&N Air Filter with air box removed.

Temperature 70-90 degrees.

1987 Model Stock Pilot Stock Needle #3 Main Jet #450-#460

1988-90 Model Stock Pilot Stock Needle #3 Main Jet #380-#400
*occasionally this pipe will require needle clip to be moved into 4th clip position.

**These specifications are supplied for stock carburetor. If carburetor other than stock is being used it is recommended to call DRI Tech line for additional recommendations

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, PYRAMID REED VALVES, ENGINE KITS etc.

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