



PTR POWERHEAD YAM YFZ 350 BANSHEE (1987-2005)

Following are some helpful instructions to help ensure your enjoyment and success with our fine product.

1. Remove plastics & fuel tank. Drain coolant from engine (make sure engine is cool) remove radiator hoses from cylinder head. Remove cylinder head.
2. Remove the ten cylinder head studs and replace them with the supplied studs. You may do this in one of two ways. A) Use a special stud removal tool, such as Motion Pro Part # 99-0IST, available through DRI. B) Use two nuts wedged back to back and unscrew one stud at a time. **DO NOT USE PLIERS OR VISEGRIPS TO REMOVE THE STUDS! THEY WILL DAMAGE THE STUDS, WHICH MAY CAUSE A PROBLEM WITH O-RING SEAL.**
NOTE 1: Two of the ten studs are longer, they go in the front side (exhaust) of each cylinder. It is helpful to put a drop of oil on the threads of each stud before installing. It is NOT necessary to Loctite them.
3. Clean the cylinder head surface thoroughly. You may do this with the supplied scotch pad or a razor blade. Make sure not to scar the gasket surface or drop debris in the cylinder.
NOTE 2: A clean gasket surface is absolutely essential for maximum O-Ring seal.
4. Remove O-Rings from bag. Fit the (2) O-Rings on the main body of the POWERHEAD where it will meet the cylinder surface.* Install the (2) orange O-Rings on the Compression Domes.* Install the (1) Large and (2) Small O-Rings into the Top Plate.*
**NOTE: Use a light film of Grease on all O-Rings to help hold them in place.*
NOTE 3: No sealer of any type is required on studs.
5. Loosely fit compression domes on top of cylinders. Each head/dome is notched to ensure proper location. The notches of each dome should be pointing directly towards the exhaust.
6. Install main body of your POWERHEAD on top of the domes. Make sure domes are installed properly into head shell. Do this by making a thorough visual inspection. Also be sure that the O-Rings do not slip out of their grooves.
7. Install (10) Small stud O-Rings on top of main body, using a light film of grease. Install top plate with O-Ring. Install nuts and finger tighten them.
NOTE 4: Only use OEM nuts, DO NOT use serrated nuts.
8. Torque head to 22 ft. pounds. Do this in a criss-cross pattern in 5 ft. pound graduations.
9. Re-install waterhoses, Refill engine with fresh coolant/water mix. Install sparkplugs and attach plug caps.
10. Install fuel tank and start machine. Let machine idle for 5 minutes. Let machine cool for 10-15 minutes and re-check coolant. Reinstall plastics and go riding.
NOTE 5: Jetting must be checked if engine compression has been changed.
NOTE 6: Race Fuel may be required with certain domes. Call a DRI Technician with and questions.

Package Includes:

- (1) Body with water fitting.
- (2) Compression Domes
- (1) Top Plate

****CONTINUED ON REVERSE****

(10) Studs (8 Standard, 2 Long)

(1) O-Ring Kit (2 Small Top Plate, 2 Compression Dome, 2 Body, 10 Stud, 1 Large Top Plate)

The **POWERHEAD** offers you a large array of compression dome options for your various power needs and altitude changes. If you have any question on what compression you machine should have for your various applications or need jetting or fuel recommendations, please contact a **DUNCAN RACING** technician at **(619) 258-6306**, Tuesday thru Friday, 9:00 am to 5:00 pm PST.

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