

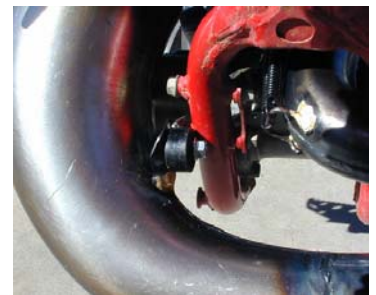


## PAUL TURNER 2-STROKE RACING EXHAUST

**MODEL: 1985-86 Honda ATC 250R HIGH REV and or TYPE 6 Pipe**

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

1. Remove rear fender 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 bottom outside of the two motor mount bolts on the lower right front side of the frame (by the water pump). Remove and replace motor mount bolt, sliding thin end of tear drop mount in between bolt head and motor mount. It should be on the outside of the frame with the rubber grommet filled end set to connect to the mount on the Paul Turner pipe. Off set should be to the inside. Leave the motor mount 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: Pipe mount has been moved to lower location so PTR pipe may be removed and installed without removing fuel tank.*

4. With the steering turned to the right, slide the pipe onto the exhaust flange. Connect exhaust springs only.



*\*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. Pipe flange and exhaust flange must clean for silicone to be effective. Silicon can required up to 24 hours to fully set.*



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

5. Once the pipe is in place. Slide the mounting bolt through the tear drop mount and screw into the nut attached to the backside of 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. Tighten all pipe and silencer mounting bolts.
8. As an added option DRI offers and recommends using 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.*

**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 or High Rev Pipe), 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 foot altitude

Carburetor identification: 1985 model uses a 34mm PE (round slide) carburetor. 1986 model uses a 34mm PJ (oval slide) carburetor.

TYPE 6 Pipe (Low End Pipe)

1985 Model	#52 Pilot	Stock Needle #3	Main Jet #145-#150
1986 Model	#42-#45 Pilot	Stock Needle #3	Main Jet #148-#152

HIGH REV (Midrange-Top End Combo) Pipe

1985 Model	#52 Pilot	Stock Needle #3	Main Jet #150-#152
1986 Model	#42-#45 Pilot	Stock Needle #3	Main Jet #152-#158

\*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.

View our website at [www.duncanracing.com](http://www.duncanracing.com)

*Paul Turner Racing Engines is a division of Duncan Racing International, Inc.*

