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PAUL TURNER 2-STROKE RACING EXHAUST

MODEL: Yamaha Banshee

1. Remove front and rear fenders, and fuel tank.
2. Remove stock pipes and silencers. Retain all bolts, head pipe springs and pipe/silencer joint rubber clamps.
3. Adjust protective spring on lower radiator hose. To do this, slide spring from stock position down hose away from radiator approximately 6". Before spring is moved roll rubber ring on radiator hose down to desired location so spring can be held in place. You also need to place a zip tie on the other end of the radiator hose to hold spring in desired position. Make sure zip tie is tight enough to hold spring, but not tight enough to restrict hose. The spring is designed to protect hose from exhaust pipes, if the modification is made correctly they may touch your pipes but, pipes will not harm radiator hose. * NOTE: If you have CHROME pipes we recommend wrapping the lower radiator hose with an additional (not supplied) piece of rubber hose instead of the stock spring. Use zip ties to secure rubber hose in place. *The reason for the rubber hose instead of spring is because spring may scratch chrome finish.*
4. Coil must be relocated. Unplug *Orange (+)* and *Black (-)* and unbolt coil. Coil needs to be mounted in same location, but on top of existing frame mount. File paint off top side of mount where coil will touch. (This is required to ensure a proper ground. Reinstall mounting bolts and reattach wires.
5. Install o-rings into o-ring grooves inside header flanges on PTR pipes. In most case you can remove them from your stock pipes. In the event they are missing or are not in good condition. You may purchase new from Yamaha part #93210-45742. **DO NOT ASSEMBLE WITHOUT O-RINGS.**
When o-rings in good condition are used it is not necessary to use any sealer or silicone. Just be sure spigot on cylinder (where pipe slides onto) is clean and dry.
6. Install pipes. First install LH side. Slide pipe onto cylinder and attach both oem springs from cylinder to pipe. Install 8mm bolt into upper pipe mount hanger, do not tighten bolt at this time. Leave finger tight.
7. Repeat Step #5 for RH pipe.
8. Before installing silencers, pipe clamps must be installed. Stock clamps may be used, but DRI recommends using billet aluminum clamps with special rubber



insides. Which ever clamp is used slide on all the way so end of PTR pipe is exposed.

9. Install Fat Boy silencers. PTR pipes are matched to Fat Boy 2 silencers, *PTR pipes should only be used with Fat Boy 2 silencers.* Fat Boy 2 silencers mount the same way as stock oem silencers. Install LH side then loosely install (3) 8mm mount bolts.
10. Repeat step #8 for RH silencer. After both silencer are on. Recheck fit of both pipes and silencers then secure all mounting bolts in both pipes and silencer.
11. Slide exhaust clamps into position and secure. Then reinstall fenders and tank.
12. Carburetor rejetting is mandatory. PTR pipes work well with both stock and modified engines. Below are some recommendations for stock engine set ups.

Jetting Recommendations:

The following guidelines are for Banshee's with the following type set-ups.

Sea Level Temperature between 60° and 90°

PTR Midrange Pipes and Fat Boy Silencer

Stock Engine Pro Flow Kit with K&N Air Filter Air Box Lid Removed.

Pilot #stock
Needle Stock #4 (down from top)
Main Jet: #280

*For High Rev Pipes use stock pilot jets, stock needles #3 clip and #290 mains.

The above specs should be an excellent starting point for most installations. Jetting should be checked after install. Be careful not to run machine too lean-engine damage may result. Too rich power will be lost.

Jetting Notes:

Colder temperature requires richer settings.
Higher elevations cause engine to be low on compression and generally require leaner settings.
Air box lid on requires leaner settings than with lid off.

For more information contact:

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Check our Website for additional Banshee Performance items.
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