



## **Yamaha Blaster**

### **B-1 Racing Pipe Kit      Installation Instructions**

**Thank you for your confidence in Toomey Racing USA!**  
We endeavor to produce products of the highest quality, and functionality. We hope you will be very satisfied with your purchase from Toomey Racing.

If for any reason you are not, we want to hear about it, so please let us know! Some of the best ideas come from customers! Contact our engineers directly by email at [tech@toomey.com](mailto:tech@toomey.com)

This new B1 Racing Pipe Kit is the result of many hours of research and development by our highly knowledgeable Toomey Racing Engineers. Each pipe is hand crafted by our talented in-house craftsmen and women. It is truly a TEAM effort, of which we are all very proud. In keeping with the Toomey Racing USA tradition, this pipe kit is the highest power, finest quality, nicest looking, best fitting Blaster pipe kit on the market.

This B1 pipe kit produces 25% more horsepower than the stock pipe, on a standard engine. As you can see on the dyno chart, the B1 Pipe Kit also produces more power over a wider rpm range than any other pipe on the market. We compare to FMF and ProCircuit because they are the 2 next best pipes on the market.

In addition to the power advantage, you will also realize a 6 pound weight advantage too! That is HALF the weight of the stock system.

## **Installation Procedure:**

To install this pipe kit, you will need the following tools:

- 1.) 10mm socket wrench on a long extension to mount the pipe
- 2.) 12mm socket wrench to mount the silencer
- 3.) 5mm Allen Wrench for the silencer
- 4.) #2 Phillips Screwdriver for the carburetor
- 5.) 6mm wrench or socket to change the main jet
- 6.) 1" hole saw for your drill motor to install the airbox vents

**NOTE:** It is possible to remove the stock pipe and install the Toomey Racing B1 pipe kit without removing anything else from the frame, no fender braces or plastic bodywork.

Loosen the rubber joint seal clamps between the stock silencer and the stock pipe. Remove the silencer by removing the two 8mm bolts (12mm head) that mount the silencer to the frame. Pull the silencer from the bike.

Remove the two 8mm nuts (12mm Hex) from the front of the cylinder exhaust flange. You will re-use these two nuts to mount the Toomey Racing B1 Cylinder pipe flange. Remove the 6mm bolt (10mm hex) at the top of the pipe where it meets the frame mounted rubber mount. You can now remove the pipe.

With some acetone or other similar solvent, carefully clean all around the exhaust port and flange surface. Keep the stock circular exhaust gasket, we use that with our flange.

Place our blue billet flange up on the exhaust port studs, with the stock gasket in place, and tighten the two 8mm nuts (12mm hex) to **2.5kgm** (18ft-lbs) **EVENLY**. Hook the two pipe springs in the spring holes in the blue flange and let them hang for now.

From the left side of the bike (as you sit on it) put the B1 pipe on, aiming the stinger tip in first, and slide the pipe up on the cylinder flange, (you may want to rub a little oil on the o-ring in the pipe flange to make it easier to slip up on the cylinder flange) and hook it with the two pipe springs. Then fasten the pipe to the rubber frame mount using the 6mm hex (10mm hex) bolt that held the stock pipe to this mount. Torque = **1.0kgm** (8 ft.lbs.)

Mount the long stinger tube to the silencer using the two Stainless 6mm Allen bolts (5mm Allen wrench) from the silencer. Note the new design here, no more dealing with messy wet silicone seal, this new Silicone O-Ring seals perfectly by itself. 6mm Allen bolt torque = **1.0kgm** (8 ft.lbs.)

Using the included green silicone stinger tube seal, slide the seal over half of the length of the expanded end of the stinger tube, and clamp using the stock pipe seal clamps. Now you can mount the silencer/stinger to the pipe, and bolt the silencer aluminum/rubber mount to the frame using the same 8mm bolt (12mm head) that mounted the stock silencer.

Next, bolt the second (lower) rubber/aluminum frame mount to the frame in the same place the stock silencer mounted using the same 8mm bolt. Be sure you have pushed the expanded end of the stinger tube all the way up onto the pipe stinger tube, and clamp the other end of the rubber pipe

seal tube with the other seal clamp from the stock pipe. Now you can tighten the silencer mounting bolts, The 8mm bolt to 2.5kgm (18ft.lbs.) and the stainless steel Allen bolt to 1.0kgm (8.ft.lbs.)

## **Jetting:**

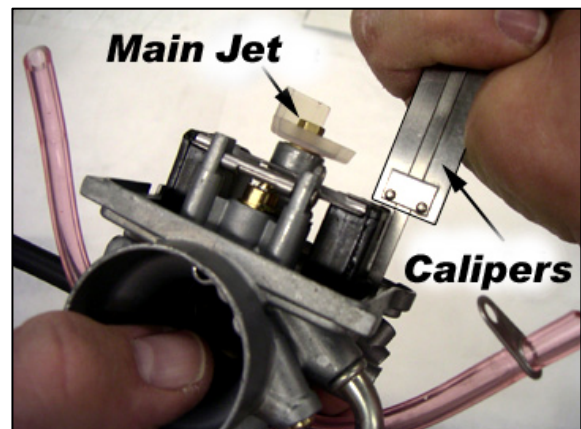
**MAIN JET CHANGE:** Using the Phillips screw driver, loosen the clamps at the front and back of the carb, the manifold clamp and the airbox boot clamp. Now you can either rotate the carb to expose all of the float bowl screws, or simply remove the carb from the bike and hold it out to the side so that you can work on it. Remove the float bowl, and find the Main Jet, which is the Brass hex shaped jet right in the middle of the carb. Using the 6mm wrench or socket, remove the Main jet and replace it with the included #310 Main jet we supply.

## **Needle Clip Groove Position Change:**

Remove the Throttle slide from the top of the carb, disconnect it from the cable by first removing the yellow metal cable keeper, and sliding the cable end out sideways. Unscrew, using the #1 Phillips, the two screws in the slide that hold the cable keeper in. The needle is under this. Remove the jet needle, and change the needle clip position to the third groove down from the top (#3) from the #2 (std) position. Replace the needle, cable keeper, and slide to the carb, and tighten the top by hand, gently.

Confirm ALL the carburetor settings as follows:

- Floats are set to the stock specification, 20.5mm TO 21.5mm using a depth gauge or the tail end of a measuring caliper. (See Photo)
- Pilot jet, #32.5 (stock)
- Jet Needle, (stock #5J22), on the 3<sup>rd</sup> groove down from the top (in the case of the new 2003 and later Blaster, there is a new needle, #5JFJ34, that comes on the 3<sup>rd</sup> groove. It is a better needle.)
- Needle Jet #345 P-6 (stock)
- Pilot Air Screw  $\frac{3}{4}$  turns out from full in
- Main Jet #310 (provided in the kit)



Replace the float bowl and re-install the carb in the manifold, and airboot, making sure the boot fits all the way around the carb inlet mouth. Tighten the air boot and manifold clamps. Check the routing and connections of the fuel line, and all drain and cable connections and exercise the throttle to make sure of proper operation, before starting.

## **Ventilate the Airbox Lid (or remove):**

If you do not want to drill the lid, it is perfectly ok to simply remove the lid entirely. Otherwise, drill the lid and install the filtered vents. Using the one-inch hole saw in your drill, drill 12 one-inch holes in the lid of the airbox, in a nice straight pattern, 6 rows, 2 columns. De-bur the edges of the holes with a knife or de-bur tool, and snap into these holes the 12 Uni-Vents. Replace the stock filter with the included Uni-Filter Element after properly oiling it. Be careful to not over-oil, just a light spray is sufficient.

From all of us at Toomey Racing USA, Thank you!

If for any reason you wish to discuss matters concerning your B1 Pipe Kit, please direct them to

Technical Service (805) 239-8870 or email at [tech@toomey.com](mailto:tech@toomey.com)

We are deeply interested in your assessment and satisfaction, and as always are open to suggestions! We usually answer your question in less than an hour.

Be sure to visit our website for more products and information including the latest technical documents relating to your Toomey Racing products at:

**[www.toomey.com](http://www.toomey.com)**

## **WARRANTY AND LIMITS OF LIABILITY NOTICE**

Toomey Racing USA, Inc. (Toomey) warrants only to the original purchaser the equipment purchased is free from defects in material and workmanship under normal use and service. Components of the equipment are supplied to Toomey by others and Toomey warrants such components to the purchaser only to the extent that such components are warranted to Toomey by the supplier. Toomey's obligation under this warranty shall be limited to the repair or exchange of any part or parts which may thus prove defective under normal use and service within one year from date of the invoice and which Toomey's examination shall disclose to Toomey's satisfaction to be thus defective. This warranty is expressly in lieu of all other warranties expressed or implied and of all other obligations or liabilities on our part, and Toomey neither assumes, nor authorizes any other person to assume for Toomey any other liability in connection with the sale of this equipment or any part thereof which has been subject to accident, negligence, alteration, abuse, or misuse. Toomey makes no warranty whatsoever in respect to accessories or parts not supplied by Toomey. The term "original purchaser", as used in this warranty, shall be deemed to mean that person for whom the equipment is originally invoiced. This warrant shall apply only within the boundaries of the continental United States.

The remedy defined in this statement shall be the Purchaser's exclusive remedy against Toomey Racing USA.

In no case shall Toomey Racing USA be liable hereunder for any consequential damages.

**THERE ARE NO WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY WARRANTY OF MERCHANTABILITY, WHICH EXTEND BEYOND THE FACE OF THIS STATEMENT**