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**YA-5035B**

**YAMAHA BLASTER 200 to 240cc**

**BIG BORE SLEEVE KIT 1988-2001**

**GENERAL MACHINING and INSTALLATION**

Thank you for your interest in **L.A. SLEEVE** and **PROXCROSS** Genuine Racing Parts products, and congratulations on purchasing your Big Bore bolt-on kit!

**Before beginning any installation procedures, please be sure to check that all parts ordered are in the shipping carton.**

**Parts required for this application:**

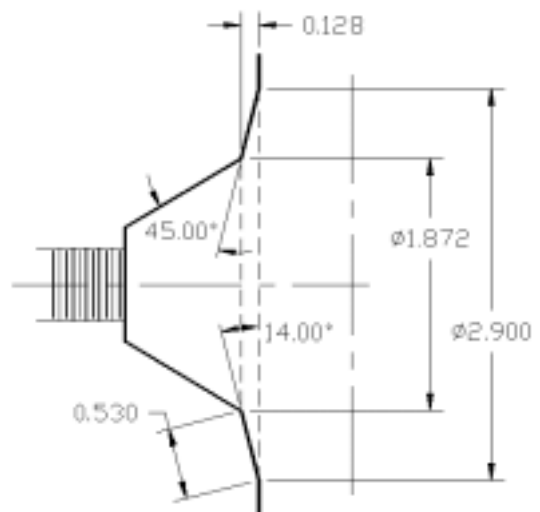
Sleeve Part No. YA-5035B

Piston Kit Part No. W876PS (includes rings, clips, wrist pin)

Gasket Kit Part No. GS5035 (head and base)

These tips are intended to be a guide for installing sleeves into cylinders. There are always exceptions to the rule and care must be taken on special applications.

1. Always check to make sure cylinder has not been previously decked.
2. Cylinder must be bored to accept the new sleeve.
3. Recommended interference fit is .004.
4. A countersink at the top of the cylinder is needed to accept the flange. Interference fit here should be .000 to .0005.
5. Heat the cylinder to 400° for 45 minutes to an hour. The sleeve should drop right in if the barrel is heated properly. You will have 5 to 10 seconds to line up the ports.
6. Under a hydraulic press, keep pressure on the sleeve as the cylinder cools.
7. Milling the top deck of the cylinder always adds a quality touch. A caution here, some cylinders may not be able to have the top surface decked.
8. For 2-stroke cylinders, blending or matching the ports is vital to the performance of the engine.
9. Blend cylinder to match the sleeve ports, not visa-versa.
10. Bore cylinder to fit the piston. Allow .003 piston clearance measured 90 degrees from wrist pin hole at the skirt bottom or largest diameter. Ring end gap should be .010 to .012. Arrow on top of the piston should point towards exhaust side of the cylinder after installation.
11. Re-chamber the head to accept the 72mm piston. Use specifications shown on the drawing.
12. Make sure all parts are clean before installing to the Blaster.
13. Preferred compression is 155 lbs. to 165 lbs.





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**TECHNICAL NOTES and INSTALLATION INSTRUCTIONS**

The Blaster 240 Big Bore kit is a relatively easy bolt-on kit at about the cost of a new cylinder. The kit is designed to use with a stock carb and pipe, but to truly utilize all the available horsepower we highly recommend using our pre-jetted Keihin 35mm carb and FMF pipe. Stage II porting will also add brutal mid-range to top end power. The Big Bore package will give you the power of a 250 with the feel of a 200.

1. Inspect all parts to be sure they are clean. Replace any worn or broken parts such as wrist pin bearing, reed petals, etc.
2. Install piston to rod using circlips provided with the piston kit. Note: Clips **do not** interchange with O.E.M. Yamaha clips. Install new base gasket, oil cylinder wall and install cylinder. Use special big bore head gasket provided. Torque the head using Yamaha specs and method.
3. When installing the piston, arrow on top should always point towards the exhaust port.
4. Be sure air filter is clean. It is recommended you replace the old filter with a new one.
5. Re-install carb and exhaust system.
6. See recommended break-in procedure on next page.
7. Use O.E.M. recommended 2-stroke oil requirements. ELF oil is an excellent alternative.
8. A gas/oil ratio of 32:1 is recommended (large carb only).
9. After break-in the compression should be 160 lbs.

**CARBURETION NOTES**

It is recommended that the pre-jetted Keihin 35mm PWK be used with the Blaster 240 kit. If you use the stock carb and pipe, here are some jetting specs. (Specifications tested at 0-1000 feet and may vary according to riding area.) Always check jetting using spark plug as a guide. A light brown tip color indicates the proper jetting.

1. Stock Carb and Stock Pipe  
Main Jet: 250      Needle Jet: 345 P6 (stock)      Needle: 5J22 (stock)
2. Mikuni Flat Slide 34mm Carb  
Main Jet: 290      Pilot: 50      Needle: 389Q6      Slide: 4.0      Air Screw: 1-1/2 turns out
3. Keihin 35mm PWK Carb  
Needle: CGL      Pilot Jet: 68      Main: 158

About the Keihin Carb: The Keihin carbs are now being used by the big four Japanese race teams and are the hot set-up. We have pre-jetted the 35mm PWK carb to match the 240 kit. The carb is supplied with 2 extra main jets. Note: The carb installation is a very tight fit.

Needle adjustment: This affects primarily the mid-range of your powerband. If your Blaster bogs or hesitates when accelerating, try richening your needle by lowering the needle clip one position at a time. If the Blaster sputters when accelerating, try leaning the needle by raising the clip.

Main jet: This jet primarily affects \_ throttle to full throttle of the top end of your powerband. First try running the cycle at full throttle for a couple of minutes. Remove your spark plug and look at the insulator tip. If the insulator is white and/or blistered, then you are too lean. A black and wet insulator means you are too rich. A light brown color indicates the proper main jet. Remember, it is better to start off with too rich of a main jet and work your way down. Too lean of a jet could cause engine damage. A rich main jet will cause the Blaster to sputter and not clean out on the top end.