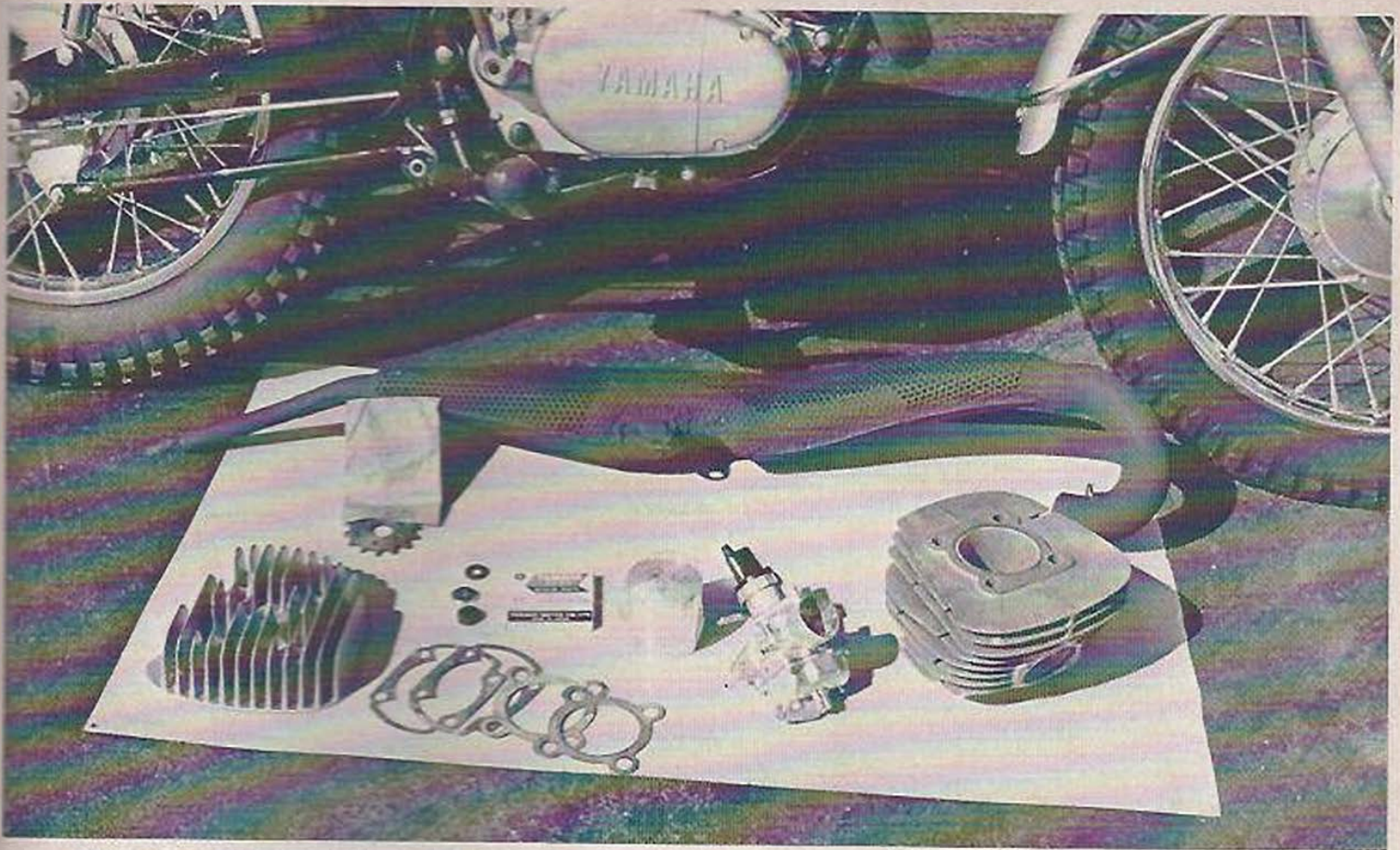


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GYT A KIT

It's really no big thing to...

CYCLE GUIDE



1) The GYT-KIT consists of everything you will need to do the job, including a spare set of base and head gaskets. The expansion chamber in itself is supposed to make a large difference

2) Although installation could be accomplished without removal of the gas tank, it makes the job a lot easier and tank is very easily removed. All dirt should be wiped from frame to avoid contaminating the engine when the cylinder is removed.

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by Mike Capalite

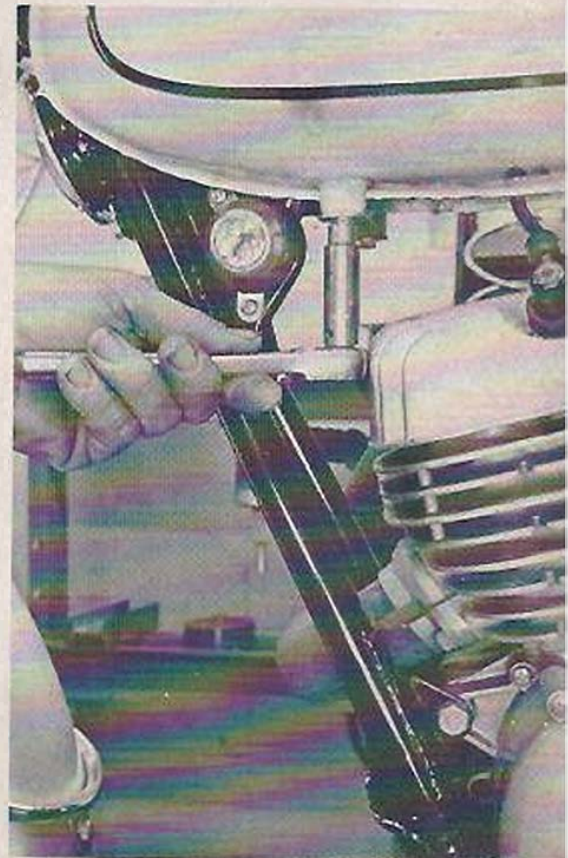
RIDERS OF THE Yamaha DT-1 Enduro don't have one problem that really bothers owners of other machines — namely they don't have to worry about where, how and what parts to buy in order to get some more urge from their engines.

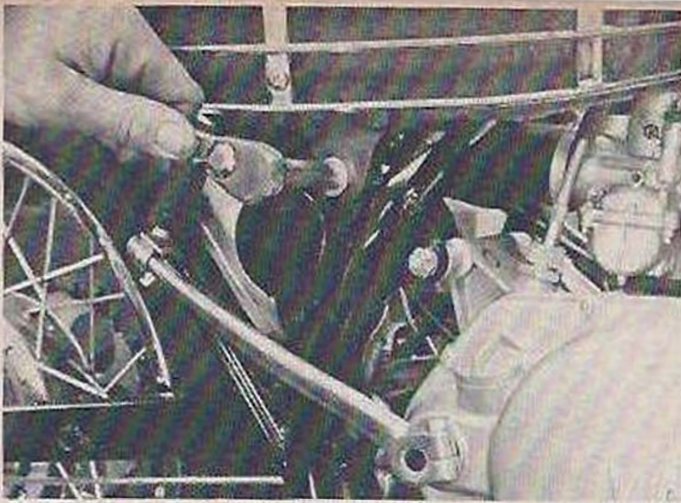
An Enduro owner can ride up to his nearest dealer and buy a complete tuning kit. The kit comprises the whole bundle; everything from gaskets to a racing expansion chamber — all the rider needs is time, a few tools and a fair hunk of bread. The kit isn't exactly what anyone would call cheap — selling as it does for \$150.00. It is supposed, however, to boost the horse-

power to around 30 (at the same rpm) from the standard rating of 22.

We found that the kit can be used in conjunction with the stock muffler although the performance is reduced considerably. This can be useful, however, as it is possible to break the kit in on the street without running the risk of attracting unwanted attention.

To get full benefit from the kit, the bike really needs to be stripped of its road essentials, to reduce the weight. Also it needs drastic down-gearing to give a top speed of around 55 mph in the dirt. Standard gearing gives too high a top speed and not enough grab at low speeds. Actual gearing must be decided by the rider, however, and will depend on the way in which he splits the street/dirt riding time.

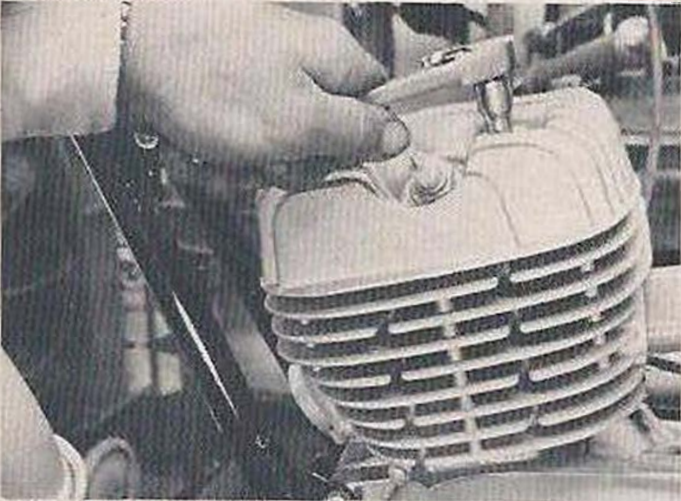




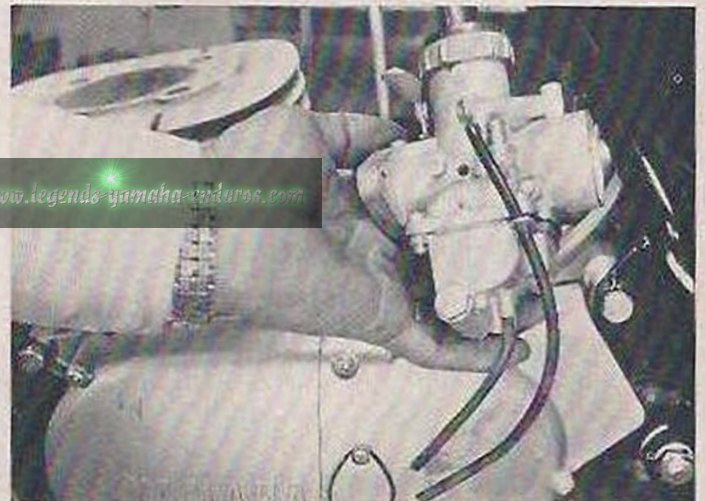
3) Remove the two springs on the front of the exhaust pipe and the two bolts securing the rear of the pipe. Bracket bolted to the rear shock mount will be used with the expansion chamber as well as the two springs to hold it onto the cylinder.



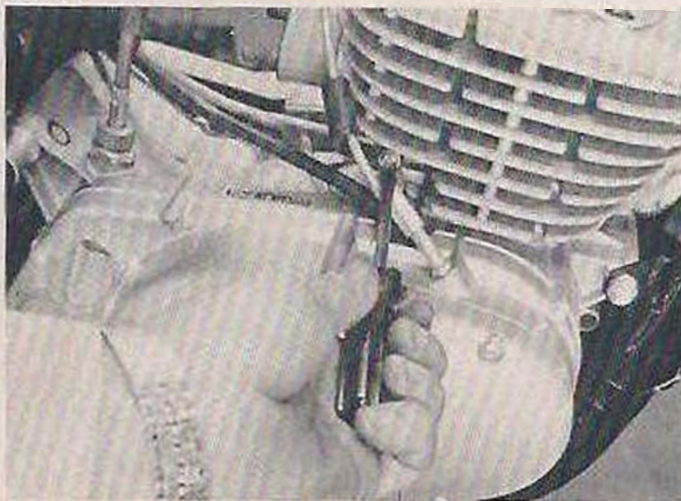
4) If you are contemplating using the expansion chamber on a stock engine, the head is already cut away, but the top three fins of the cylinder will have to be cut as shown.



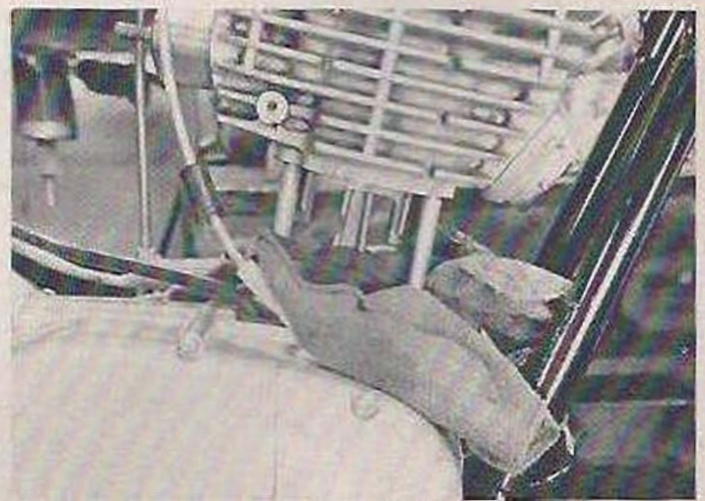
5) Remove the head bolts with a 21mm socket wrench. Break each head bolt loose before removing any of them to avoid warping the head. Keep in mind that someday you may want to re-install the stock parts onto the machine.



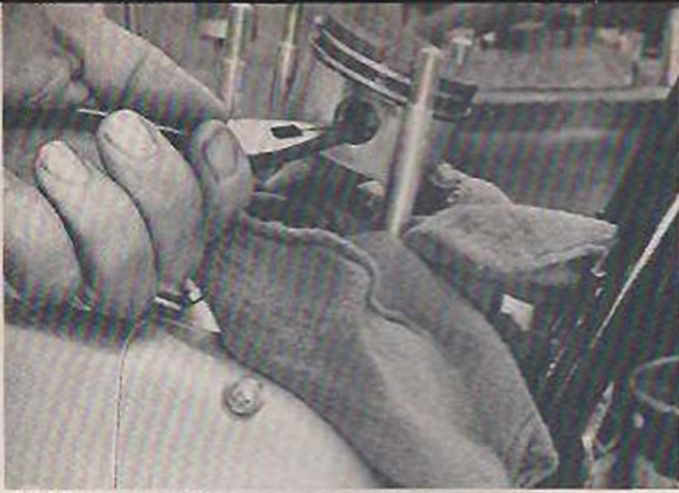
6) Remove entire carburetor, air cleaner may be used on GYT-KIT carb if so desired. Same throttle cable is used, so strip carburetor cover, spring and slide from the cable.



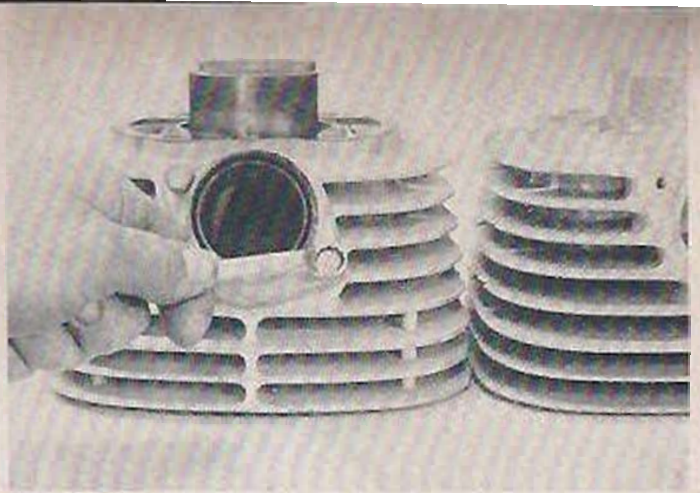
7) Remove oil feed banjo bolt on cylinder. If oil injector is not going to be used, this hole must be plugged in the GYT-KIT cylinder with a 6mm bolt (5mm long) and one of the fiber washers.



8) Break cylinder loose and lift up, but before clearing the piston, stuff crankcase orifice with clean rags to avoid contamination or possibility of dropping pieces of broken rings into crank area.

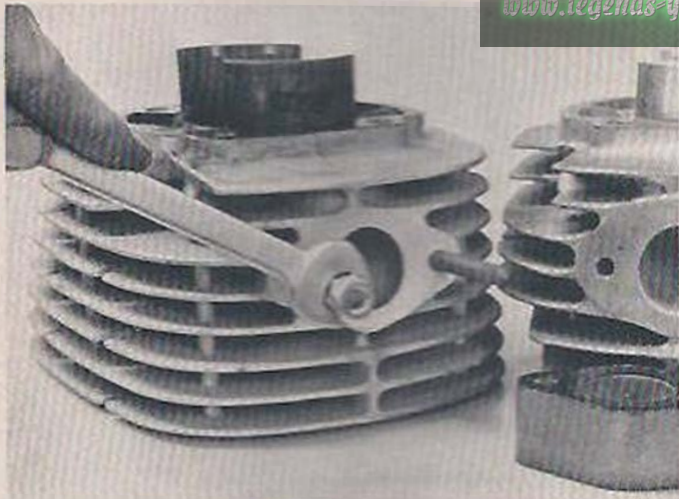


9) Remove gudgeon pin keepers, gudgeon pin and piston. Check small end bearings, if it shows any signs of wear it should be replaced. New piston uses same gudgeon pin and bearing.

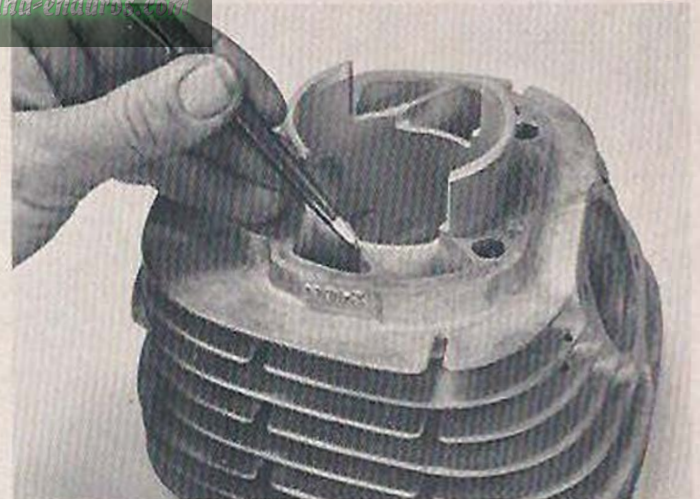


10) Exhaust mounting flange must be removed from old cylinder and transferred to the GYT-KIT cylinders. Don't forget the countersunk exhaust gasket in the old cylinder.

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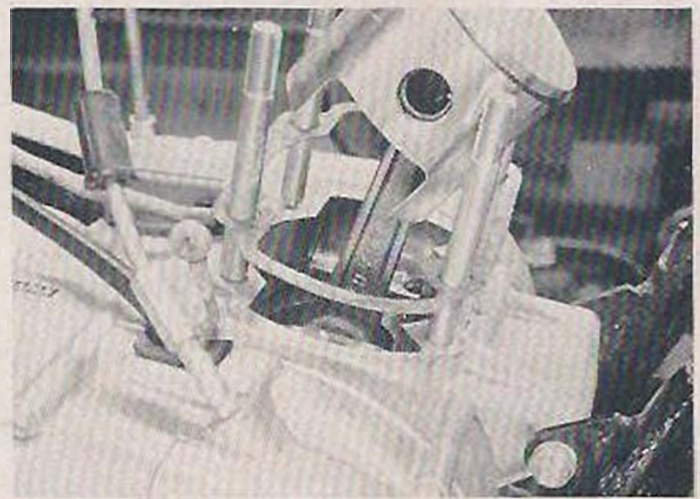
11) Carburetor insul block and mounting studs are to be used on the new cylinder. Double nut the studs and remove, if stubborn, heat cylinder slightly with torch.



12) A little extra performance may be obtained by beveling these flat edges similar to the standard cylinder. Ports may also be matched up to passages in crankcase.

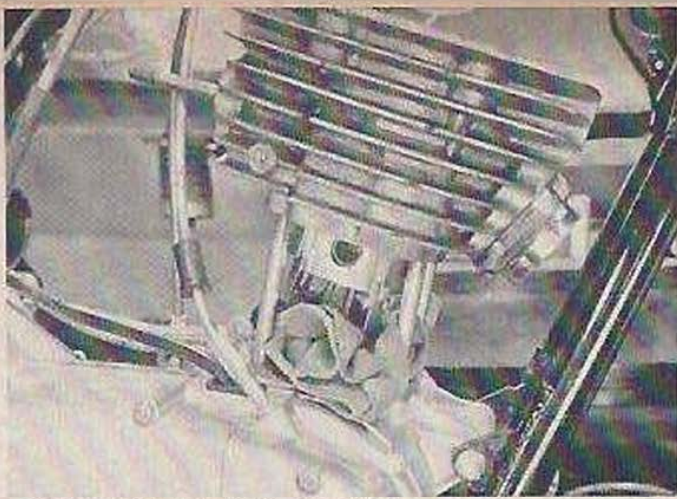


13) Install the single ring on the piston, lubricate piston, pin and bearing and install piston with arrow pointing toward exhaust port. New circlips should be used if available.



14) Grease base gasket and set into position on case, carefully noting that it clears all the transfer ports and that it is positioned correctly. If you should happen to tear it upon installation, replace it.





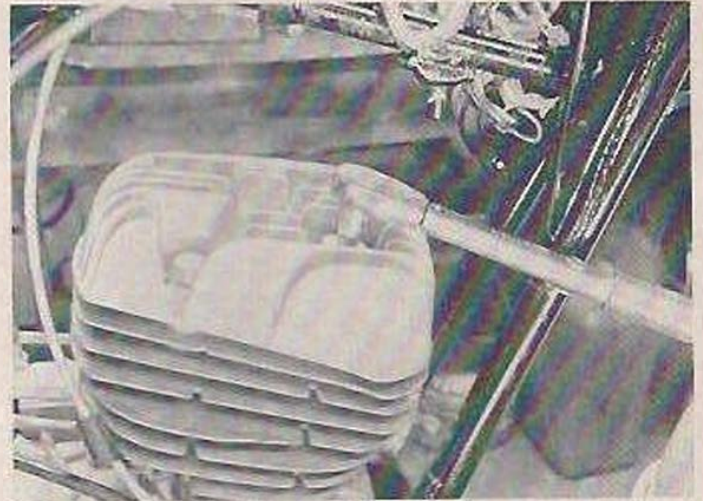
15) Lubricate cylinder wall and fit over piston, taking care that the piston ring end gap is at the locating pin in the ring groove. Keep the rag stuffed in the crankcase until you are ready to set the cylinder down into it.



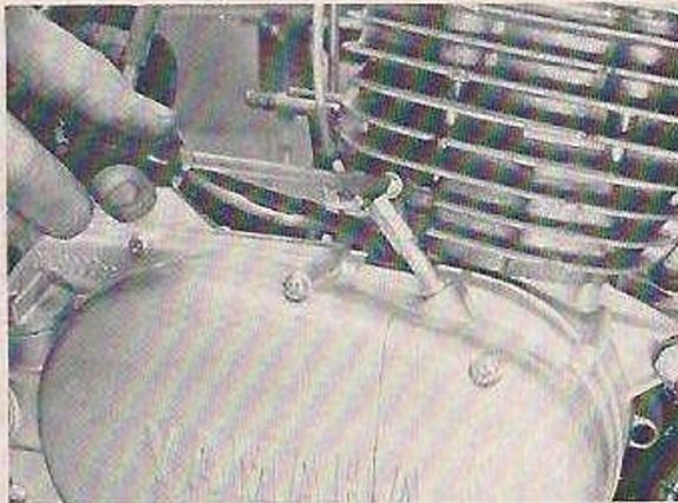
16) New cylinder head on the right has considerable compression increase as well as a centrally located plug to give it a true hemispherical combustion chamber.



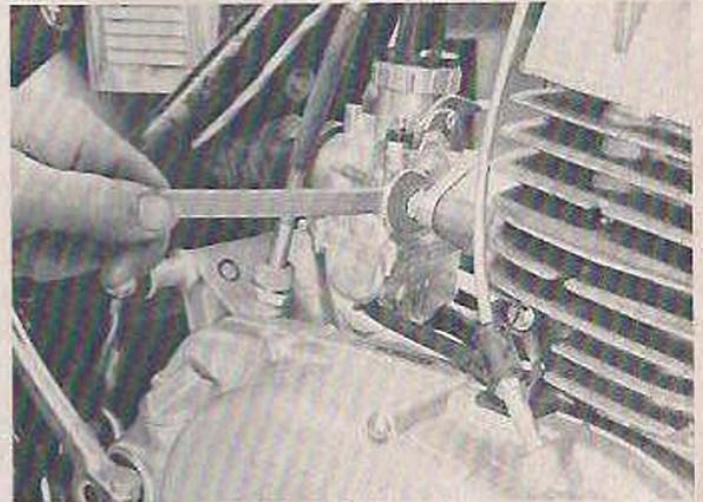
17) Fit head gasket with ridges up, insert head nuts into new head and install. Head gasket will not match holes if turned 90 degrees, so check it closely.



18) Torque head down to 30 foot pounds. To avoid damage to head, torque it down progressively and in a criss-cross pattern. After engine has been run and cooled off, torque it down again.



19) Install oil line banjo bolt if you are going to use the oil injection system. It is recommended that the gasket washers on the banjo bolt be replaced before assembly.



20) Install carburetor insul block and 30mm carb and connect air cleaner. Take care not to overtighten the mounting nut or you may possibly warp the mounting flange.



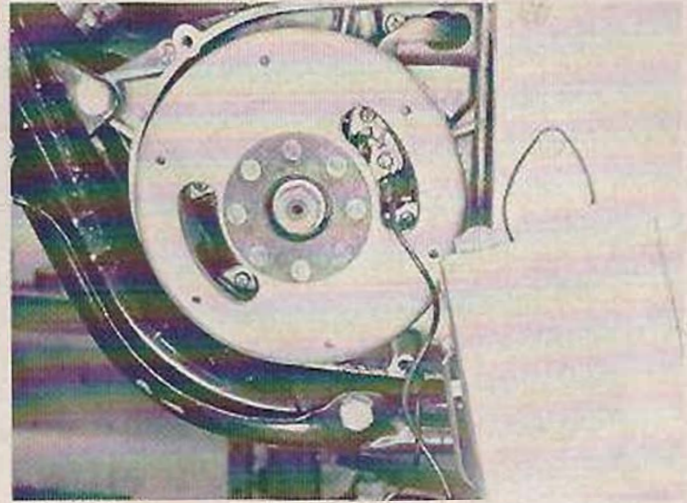
21) Install expansion chamber using the same mounts and mounting system as the stock muffler. Be sure to add rubber grommets provided for the bottom mount.



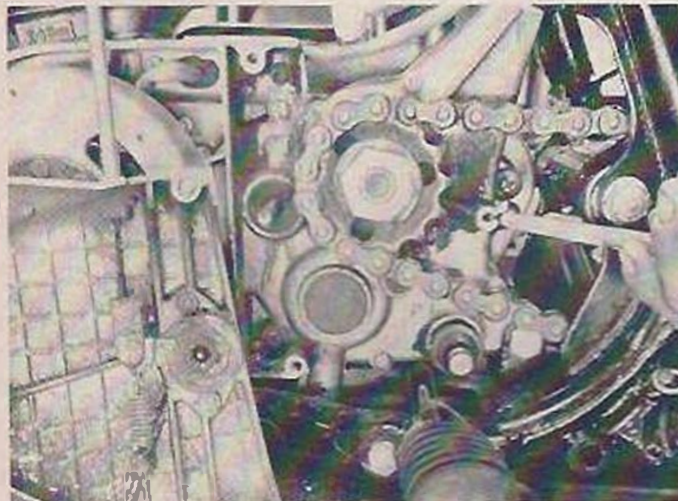
22) Shift lever must be removed for access to magneto to time engine. Now is also the time to install the 14-tooth drive sprocket behind rear side cover.



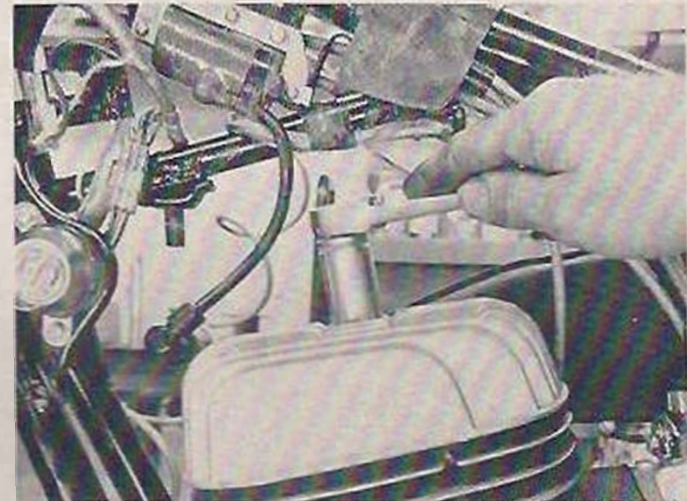
23) Center-located spark plug hole now allows the setting of the timing with the use of a dial indicator which is the way to go for the rider who wants an accurate spot-on ignition setting.



24) First clean and gap contacts and then set timing so that points break at 2.3mm before top dead center. Timing tester being used is one sold by brand S.



25) The 14-tooth sprocket comes in GYT-KIT, avoid too small a sprocket mounted here as excessive rear shock movement can cause chain to break away this mounting screw boss.



26) Install B8EN or B9EN NGK racing spark plug, replace gas tank with a 40-1 mixture for break in and run it for 20 to 30 miles at 4,000 to 4,500 rpm to break it in and you are ready to race. ■