

PERFORMANCE PARTS AND DETAILS

JETS: depend on location of elevation the higher the elevation the lower the jet.

REDNECK MOD: #122-125(cold temps up to #130)

AFTERMARKET: #127-135 (depending on elevation and the season)

AIR INTAKE- (UNI-FILTER): for a 150cc you will need a 1 ½” uni-filter a 4” piece of radiator hose, 2 hose clamps, and a 5-6” piece of chrome straight drain pipe. For a 250cc you will need a 1 ¾” uni-filter and it mounts right on. We also carry a service kit which includes oil and cleaning foam.

PERFORMANCE EXHAUST KIT: 25-30% more performance. Primarily in low end torque. The kit consists of a new ceramic coated header pipe and exhaust, air intake, UNI filter and Jet.

ROLLERS: - 9 gram rollers REDUCE top speed by 2-3 mph, and KILL acceleration horribly. The only advantage is unbeatable low-end torque.
- 10 gram rollers are great for overall performance. Good sustainable low-end power, and improved acceleration. Lights the tires up at takeoff on loose terrain. Does not reduce top-speed. Best for pavement racing.
- 12 gram rollers reduce wheel spin at takeoff and smooths out acceleration. Terrible low-end power when compared to 9 and 10 gram weights. Otherwise they are the same as 10 grammers in every performance aspect. Best for loose terrain racing.

- **1500RPM spring** increases and smooths out acceleration with NO top-end loss. Works in conjunction with roller weights. Gives better acceleration with 12 grammers than the stocker, while at the same time gives much better low-end with 9 grammers than the stocker.

KOSO CLUTCH: a lighter clutch that has larger semi-metallic pads versus organic for longer life, has higher RPM engagement with stronger springs.

KOSO VARIATOR: is a larger variator for more top end speed it's Teflon coated and the ramps are angled different for better acceleration.

IRIDIUM SPARK PLUGS: cleaner more frequent spark.

HIGH OUTPUT COIL: creates a more consistent spark through a better quality wire it also increases overall RPM.

RACING CDI: advances timing and ELIMINATES rev. limiters

30mm PUMP CARB: its 6mm larger than the stock carb and has a pump which sprays gas in the mouth of the carb and has larger intake needs power intake for a 150cc fits right on 250cc

HIGH RPM CAM SHAFT: increased RPM builds up the torque, and builds up the horsepower

4 VALVE HEAD: more intake more exhaust 4 vs. 2

BIG BORE KIT: more overall power up to 172cc, has to be c and c and it involves complete engine teardown

TACHOMETER: with trip meter, rpm tachometer, and speedometer (trail techs have temperature also)