



# TWO-STROKE POWER TRICKS



## FTZ Porting and Polishing

Portwork is the most critical aspect of engine building. We grind each cylinder to our exact specs. Work is done in great detail and exhaust ports are polished completely. Don't trust anyone else for this precision work.....most.\$250

**Head Modifications** Recommended for all 125s, Kawasakis and Yamahas. We have spent years developing these very unique head shapes. The stock head casting is completely re-machined & cc'd.....most \$75  
\*We make Custom domes in-house for 250's,265's,& 271's....call

**Bottom-End Rebuilding** Most micro engines need the crank rebuilt or replaced every winter to insure a trouble free racing season. We install new bearings and seals, repair the cases if necessary, check out the transmission, everything loc-tited and assembled.....most \$175 plus parts

**Clutch Lockout & Removal** Clutch basket is machined off and welded to lighten rotating weight and prevent slippage.....\$75 to \$90  
**Lightened Counter-Balancer** TRX250R motors only. This smooths the vibration at high rpms and lets the motor rev quicker.....\$60

**GET IT DONE,  
RIGHT!**



## Cylinder Boring

precision bored, honed and port edges expertly chamfered. Done right!  
Most.....\$48

**Cylinder Replating & Repair** We can repair and get Nikasil replated on even badly gouged cylinder bores. Approx.3 week turnaround on most models.....\$195 up

## Case Repairing & Lapping

We can repair most damaged crankcases by welding, machining, saving you big bucks!

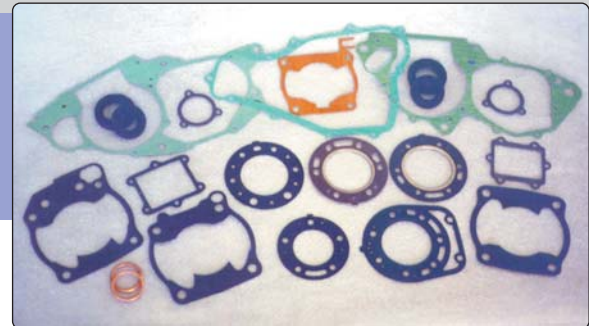
**Crank Rebuilding & Truing**.....\$60

**We do EXPERT  
ALUMINUM TIG WELDING  
Repair it and Save \$\$**

## PISTONS, GASKETS & PARTS

*We stock a huge supply of Honda 250 & 125 engine parts  
At great prices!*

**•Pistons•Reeds•Bearings•Seals•Gears•Cases•Rods & Cranks•Cylinders**  
*Our central location allows us to ship ground to most areas in 2 or 3 days or less*



**We stock all Common Gaskets**  
*In stock and ready to ship!*

**For a difference  
you can feel!**

## RACING IGNITIONS

### FTZ Battery-Fired Racing Ignition System for 250's

This is our exclusive, constant loss, multi-spark ignition that we have developed for the 250 motors. Just like a 600's ignition, there is no drag on the engine. It uses a special box made for us by MSD. Spark energy and reliability are far superior to any flywheel and stator type ignition. Easier to clean out (better starts), consistent power (won't heat up), better timing curves that widen the powerband (Pulling harder in corner and revving farther down the straights). Use our battery below or any 12volt power source, 7 amp/ hr. or more.

**Complete Ignition System** with our special waterproof toggle switch and instructions. less battery.....\$685  
**Battery** this proven, sealed Yuasa battery works best with the ignition.....\$75  
**Waterproof Toggle Switches** These are the only trouble free switches we know of.....\$30

< **Digital Racing Ignition** This conventional stator /rotor type ignition offers another alternative to troublesome stock ignitions...\$475

