

TWO-STROKE POWER TRICKS

FTZ Two-Stroke Porting & Polishing

Portwork is the most critical aspect of engine building. We grind each cylinder to our exact specs. Exhaust ports are polished completely and ports expertly chamfered. Don't trust anyone else for this precision work. FTZ Portwork.....Most \$250-\$300
We are very often able to update or "improve" some of our competitor's ported cylinders to our latest specs..call for a price quote.

***FTZ Porting is always best when used with FTZ "Dyno" head or head mods below...**

250 CYLINDER PACKAGES

Best when used with FTZ head below

FTZ PORTED CR250 CYLINDER

For TRX250R's. This is a very good optional setup for both the stroker motors and standard crank bottom ends. The power is the same as the TRX cylinder. The nikasil bore cools great and reliability is very good. No more bore jobs! Can be re-nikasil plated if damaged. New cylinder comes fully FTZ ported with powervalve plugs and covers, special base studs and special conversion exhaust spigot. Spacer extra if needed. Piston, rings, clips & pin included..... \$call

FTZ PORTED '89 TRX250R CYLINDER

Years of working with this cylinder has perfected the port shapes and sizes. We've tested this at over 70 HP on alcohol. We bore the new cylinder .010" to "true" the factory bore. Spacers extra if needed. Comes with Pro-X piston kit, rings, clips, pin.

*With new cylinder\$call
*Using your cylinder.....\$448

FTZ PORTED LT 250R CYLINDER

We have been famous for our Suzuki LT250R motor for many years. We use a special YZ piston that we re-pin both rings to align with the ports. The porting and head shapes are matched to this piston to make killer midrange and topend horsepower. Eliminates troublesome wristpin thrust washers. Includes portwork and decking, repinned piston, and bore job.

*With new cylinder.....\$call
*Using your cylinder.....\$495

FTZ HEADS & INTAKES

FTZ Cylinder Heads & Custom Domes

We feel we have determined the perfect dome shape and incorporated it in our special designed casting for overall power increases with increased cooling and reliability. This shape usually cannot be cut in stock heads or standard two-piece domes. This rigid design with special studs (included) help eliminate warpage and blown head gaskets. For TRX250R, CR250, Suzuki RM250, & LT250.....\$195

Head Mods for Stock heads. For models the FTZ Head is not available for. Cylinder head is completely remachined, cc'd and polished.....most \$75

Banshee Racecut on Stock Head for Race Gas or Alky. Our most popular Banshee Option..... \$140

Banshee Full Race Domes for Pro Design CoolHead High Compression for Race Gas or Methanol.....\$250

Banshee Billet Cool Head- Complete

Custom fit with FTZ Full Race Custom Domes.....\$395

We have TRX250R Head Gaskets in various bore sizes.

Banshee Intakes

For larger carbs-Raises carbs for more clearance. Has reed stuffers built in. Comes with quality slotless worm clamps & braided boots. **TRICK!**.....\$125 pair

FTZ "Hi-Velocity" Reed Cage & Manifold

Optimum power can't occur unless the intake can fill the crankcase!

After testing dozens of different reeds and intakes over the years this is the best intake system. This flowed reed & manifold will often allow 700 or 800 extra rpm's to the powerband, and gives long reed life. Comes with trick clamps & boot & special material reeds..\$175
Replacement reeds for most models.....\$38.95

Do not confuse this with other cast reed intakes!