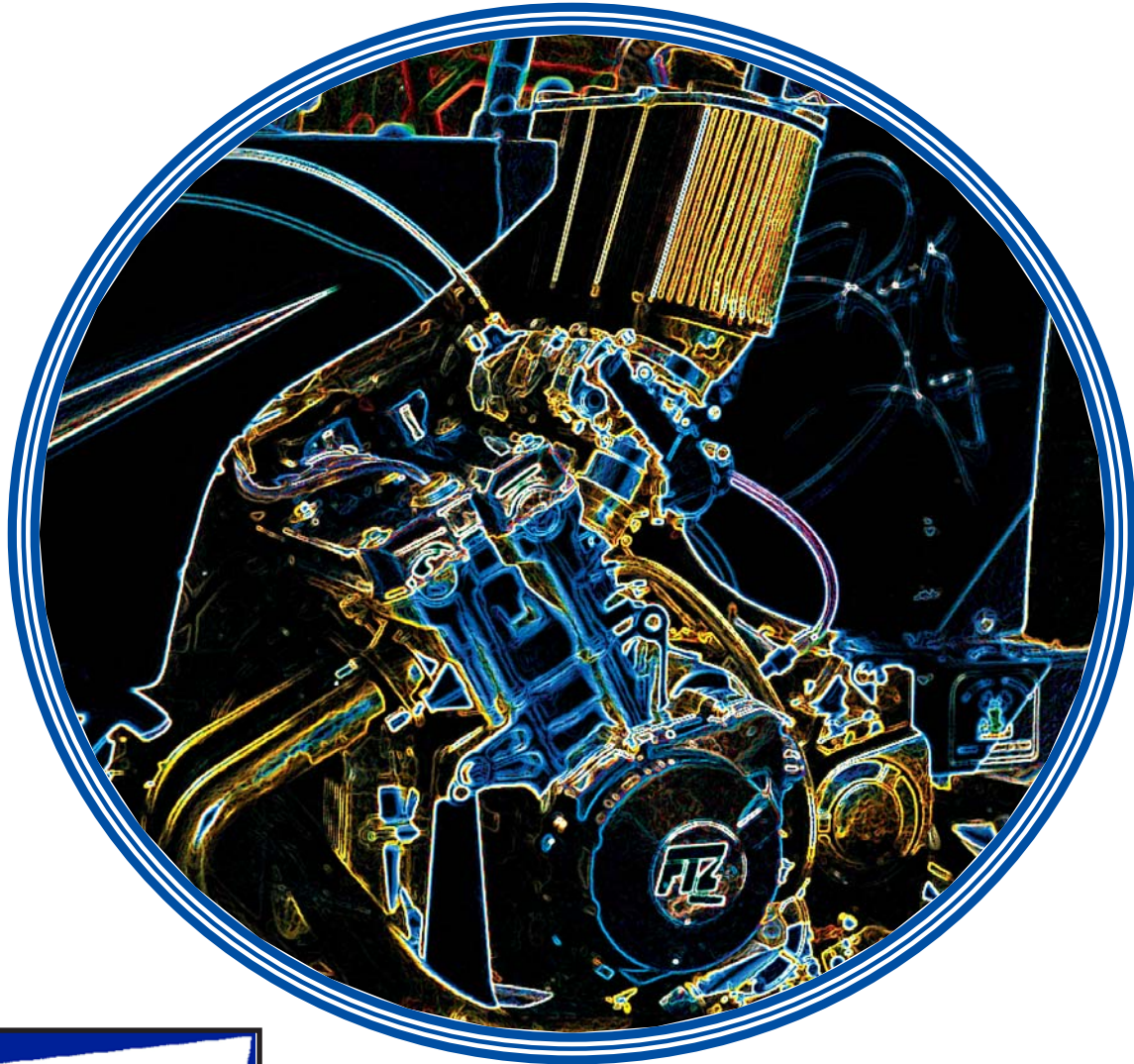


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Performance, Inc

The Serious Source for
MICRO SPRINT 2004

Racing Accessories & Services

NMMA AAM CHAMPIONS 1995 thru 2003

FTZ Performance - Micro Sprint Catalog

Thank you for your interest in our products!

Welcome to our new .pdf catalog. The product line has changed some but the idea is the same: We aim to provide the best racing engines and race products available. We realize you are looking for an edge or you could use a local builder or build a motor yourself. Make no mistake, we are the experts and we realize that racing is hard enough without having to worry about the motor being competitive or unreliable.

FTZ 600 Micro Motors

2003: A tremendous season for FTZ Built 600's! For Eight consecutive years our seemingly timeless Honda F3/F2 Multi Motor has been used to capture the NMMA National Championship! 19 year old Derrick King took one of his Dad's (Rick) carbureted FTZ F3's and won 23 times as well as setting fast time no less than 30 times this season!.-Including at the NMMA Nat'l's! Derrick had top finishes at most of the big NMMA shows and an awesome string of weeklys to amass over 2600 points! He also won the Belle-Clair Outlaw series and capped off the year by winning the Farmington Multi-Madness Outlaw race in October. Monte Frey took his carbureted F3 to win the Oklahoma Outlaw Nat'l's in August. Last year's National Champ, Scott Sawyer, took his F3 to Garden City, Kansas and won both the Friday and the 50 lap Region 5 race against a field of "newer" motors. He finished 2nd at the Centrals as well. Paul Esworthy had another successful season, finishing 2nd in national points. Dusty Parkhurst won the US-24 Outlaw Nat'l's for the 2nd year in a row. Gabe Maycock took Brian Homer's FTZ F3 to win the Pepsi Outlaw Nat'l's at Pike County Raceway.This makes most of the Midwest's big "Outlaw" races in 2003 won by FTZ F3's....

But on the other hand, Other racers have had great success with FTZ built F4i motors..(and Yamaha R6's): Oklahoma's Kris & Matt Reagan have had many successful races so far this season with their new FTZ F4i multi's. Matt finished 3rd at the NMMA Nat'l's and won the "Centrals", with brother Kris finishing 3rd. Kris won the '03 Nebraska State Championship race. The FTZ F4i's have proven to be both very fast and reliable. Matt appears to have finished 3rd in NMMA points.

The Yamaha R6 now appears to be the preferred choice for the both the "A" class and the "R" Restrictor class. The higher rev limit seems to be the main advantage and reliability seems good. Rick King asked us to build him an "A" class R6 to try this season, and the car has proven to be very fast. It appears that Rick has secured the NMMA "A" class points Championship as well. Rick finished 2nd at the NMMA Nationals and won the "Easterns" and also made time to slip away to a few Outlaw races, a few of which he won! See the Which is best? page for more....



Many "Outlaw" racers had tremendous seasons as well. FTZ outlaw customers won several other 2003 Track & Series Championships, too many to list. Thanks to all you guys, for making our motors look good. I would like to add that most of the above racers bought motors "off the floor". The point is; everybody gets the same quality motor here. Also...most of these guys did no more than set the valve clearance on their motors during the season! To all out 600 racers: **GREAT JOB GUYS!**

What is so great & different about a FTZ 600? Whether it is a "Open" motor, "Pennsylvania" type motor or one of the "Stock" class motors, we feel like our 600 motor packages are in a class by themselves. New owners of our 600's will often tell me "I can't believe how hard it pulls". Most people don't realize all that we do to these motors, and the extent that we fuss over them during the machining and assembly. We have been inside several of the competition's motors, some of which are downright scary! I can't imagine anyone doing the bore jobs or the valve seats like we do. This amount of old fashioned hand work takes a lot of time, but this is one big reason why most of the motors look great inside, even after 3-4 seasons or more! These motors will usually hold up all season without having to be rebuilt.

Why spend more money for less torque & less reliability?

We think our Honda F3 600 Multi motors are one of the biggest bargains in racing! This is due to the tremendous torque made by our special high-velocity porting & head mods, in combination with the Cosworth pistons. By the way, don't be too concerned about the new model bike engines that come out every year. The bike manufacturers are continually shortening the stroke, etc. to increase rpm's and top speed at the sacrifice of torque. We cannot tolerate this loss of torque in a dirt car. We all know that it has to pull off the corner or you won't pass anyone. Nothing pulls off the corner like the FTZ F3 Multi!

Remember: Anyway you do it, it takes some money to build one of these things, the *value* comes if it wins and lasts several seasons... Give us a call & Good luck.

We work very hard to have the fastest turnaround time in the business on parts or service work. You can depend on us to get you what you need..and when you need it. You can't always say that about the other guys!

600cc Multi, Outlaw, "A", "R", and Pa. Class Owners: Don't wait too late to get a motor built...or rebuilt!

Thinking about a new motor?

We have been trying to build up a stock of our built FTZ 600 motors but demand has been high. Ordering early will insure you get yours when the season starts. We can start on it with the receipt of a deposit and then you can pick it up at your convenience or when you are ready to finalize payment.

Yours or Ours?

You can ship in your stock motor or we can supply one. Please realize your motor may need gears, oil pump, valves, guides to be rebuilt "right". Call for details on shipping by truck lines.

Need a rebuild?

If you have more than 20 shows on your motor then you should probably send it to us to get "freshened up" before the season begins. We tear it down, clean and de-carbon it, carefully replace the rod & main bearings, rings, cam chain, valves, seals, hone the bores and do our expert valve job. Then it is painstakingly assembled, shimmed and set up to our specs. Don't trust anyone else to do this critical work. This is well beyond the average motorcycle shop to do this precision work. Our rates are very reasonable given the time spent.

Also don't forget to get the fuel system rebuilt;

We recommend a thorough carb cleaning, new needle & seats, new fuel lines and a new fuel pump to insure a totally trouble free season.

FTZ 250 & 125 Motors

Looking for an Edge? We have been building top of the line two-stroke motors and accessories for nearly 20 years. When the top micro racers in the Midwest migrated to the 600 classes we naturally followed as we felt at home with the Four-Strokes as well. But, what a lot of micro racers don't know is we have continue to developing cutting edge Two-strokes for the ATV market.

Many of the fastest TT, Oval track, Ice and Drag racers in the country use our motors, pipes and fuel systems. Many of these new tricks apply to the Two-Stroke Micro classes. Whether it is a 125, 250, 265 or a 271cc class, we have killer setups for you.

Call for specific recommendations for your rules and your budget.



Scott Sawyer- 2001 &
2002 NMMA AA-M #1



Rick King 2002 NMMA
"A" Class #1



Travis Senter

Paul Esworthy



FTZ Exhausts

**For All Classes and Motors.
New 2004 Designs. More horsepower.**
see our specific exhaust pages
Also Ceramic coating now available



Check out our web site : www.ftzracing.com
Business Hours 9:00 to 5:30 Mon.- Fri. Central Time
Phone 573-334-5439 24 Hour Fax 573-334-0900

HONDA CBR600 F3 ENGINE SERVICES

Call or check the Website for similar items for the F4i and Yamaha R6

For 10 years we have done extensive development work on the Honda 600s, keeping in mind that strong low-end torque, smoothness and a wide powerband are as important as peak horsepower. A built motor does not have to be peaky and hard to control! This one makes terrific power everywhere on the track. Our very unique cylinder head modifications are the main element to this awesome tuning combination. *And Totally Reliable!*



FTZ Head Modifications w/ Special Valves

Tremendous airflow and intake velocity increase. Hi-Tech Porting & Polishing, combustion chamber mods, deck machining and trick valve seating—all expertly done. Special oversize stainless alloy valves are included and installed with new guide seals. Complete Headwork w/valves.....\$1750

FTZ F3 Fiber Head Gaskets This trick composite gasket will eliminate the common leaking gaskets on the F-2's & F-3's....\$50

Racing Valve Springs These slightly stiffer springs control and prolong the life of the valves. A must for a reliable engine..\$290 set.

Lightweight Titanium Retainers More reliability insurance.\$215

Cosworth Forged Racing Piston only the best will do at 14,000 rpm plus! For several years we have bought Cosworth's entire production run of these..... Call for price and availability

Close-Ratio Gear Set for F3, F4, F4i

This replaces third gear with a ratio slightly higher than 2nd, allowing a gear change of an equivalent of approx. 1 1/2 teeth on rear sprocket.....\$250. A overdrive 4th gear is also available for large tracks.....\$350

Racing Clutch Kit

Built to take the added load of these motors. Special friction plates and springs are included.....\$108



Call us for the easiest way to ship these engines

600 PARTS & ACCESSORIES

FTZ-FCR Keihin Downdraft Alcohol Carb Kit

Modified for alcohol and properly set up for the 600's. Includes our oversize Air Filters and Filter Adapters.....\$1150

Jet Kit for FCR Carbs Includes 2 sizes richer and 2 sizes leaner for full adjustment of mixture. Drilled and Radiused for consistent flow\$80

FTZ Fuel Pump Kit This self regulating fuel pump is easy and reliable.\$99.95

K&N Oversize Air Filters A full 280 Square Inches of filter area! Why pay for big airflow increases, then choke it down with a single short filter?\$100 set

Outerwear for above K&Ns. This single 4 into 1 outerwear protects your filters in muddy conditions. Black in color.....\$29.95



FTZ Exhaust Systems - the latest designs offer the best torque and topend power.

Complete Exhaust System with FTZ Lightweight Stainless Clad Muffler.....\$450

Castrol Synthetic Motorcycle Racing Oil

This is the ultimate way to protect your 600 motor investment. This motorcycle only 20w-50 grade replaced the 20w-60 that we previously recommended. This full synthetic has excellent high temperature viscosity and will hold better oil pressure when hot.....\$7.95 qt.

OEM Honda Oil Filters Don't think of using another brand!.\$8.95

Uplon Upper Lube Most guys use 1/2 ounce per gallon of fuel for top-end lubrication.....\$7.95 qt

F2/F3 Racing Ignition Coils & Wires

These allow increased spark voltage and all round performance.

Coils.....\$135

Silicone Hi-Performance Wire set. These are our favorite wires and match the above coils.....\$45



We stock a huge supply of Honda 600 engine parts-At great prices!

•Gaskets•Bearings•Rods•Seals•Cam Chains•Valves & Shims•Valve Guides & Seals •

Our central location allows us to ship ground to most areas in 2 or 3 days

In stock and ready to ship!

FTZ Performance 573-334-5439 9:00 to 5:30 CT

600 AA Multi/Outlaw Honda F3 Motor Packages

Complete FTZ Honda F3 600cc "Car Kit"

We have done extensive development work for many years on the Honda F2/ F3 600s, keeping in mind that torque, smoothness and a wide power band are as important as peak horsepower. A built motor does not have to be peaky and hard to control! This one makes terrific power everywhere on the track. Our very unique cylinder head modifications are the main element to this awesome tuning combination. Nothing beats a FTZ 600 off the corner. Our Hondas have amassed an awesome reliability record with many still running after 5 or more seasons. This is the exact engine package used to win the NMMA AA-Multi Class National Championship for the last 8 years.

FTZ Multi/Outlaw "Car Kit" includes:

Fully built Honda 600 Engine with exclusive FTZ Hi velocity porting, combustion chamber & head modifications with our special shape stainless steel valves. Align Bored .040" oversize with Cosworth Pistons installed. Cams degreed & shimmed, w/ modified cam sprockets. Barnett Racing Clutch and new carb boots w/ trick clamps are installed, Blueprint assembled and ready to bolt in and race. FCR Keihin Flatslide Carbs w/ Stacks & oversize K&N Air Filters, and the 2002 FTZ Hand-built Exhaust System with Stainless steel muffler.

FTZ Multi 600 "Car kit" Package above..... All for \$6650

FTZ Multi 600 Built Engine. Exactly the same engine unit and work as the "Car Kit" package above, without the carbs & filters, Ignition or Exhaust System.....\$5350

FTZ Multi 600 Engine Building. Same work as engine work above except that customer supplies his Honda F2/F3 motor. Bearings, seals, cam chain and racing clutch are included.....Most motors average about \$3895: plus any other parts your motor may need such as valve guides, oil pump, gears, etc We will call you with a detailed quote after your motor is torn down and inspected.

Motor Options: add to motor package price:

Close Ratio Transmission Equivalent to 1 1/2 rear sprocket teeth.3 speed....add \$250, or overdrive 4 speed...add \$350
FTZ 600 Ignition. This unit provides many times more spark energy as well as our trick timing curve programmed expressly for alcohol micro's. Increased lowend, midrange and topend to 14,000 rpm are all gained. This makes gearing the car much easier due to the much wider power band. Includes: Control Box with wiring, Hi-Output Coils and Spiral Wound Plug Wires, Magnet Rotor, Trigger Coils and Timing Cup and CNC machined Engine Timing Cover.
With complete Instructions.....\$789 or \$665 without Coils & Wires.

Hi RPM Valve Train update. This includes our absolute best & latest Valve Springs and lightweight Titanium Retainers for both Intake & Exhaust. This will provide the best insurance for reliable valve control when using racing ignitions with higher than stock rev limits.....\$360

Below is a list of popular items applicable to the modified F2/F3:

FTZ- Step-Header Exhaust- 4-2-1 Design- This is our new 2004 design we have developed on our Dyno for the 600 motors. We have seen considerable high rpm increases over our previous exhausts. Don't ignore this important (and legal) tuning aid. Adds both torque & horsepower. Ceramic coating now available- add \$135.

Comes complete with our tapered core muffler with Stainless steel shell and exhaust gaskets.....\$450

FTZ-FCR Keihin Downdraft Alcohol Carb Kit- Modified for alcohol and properly set up for the 600's. Includes our oversize Air Filters and Filter Adapters.....\$1150

Jet Kit for FCR Carbs-Includes 4 sets of main jets from richer to leaner for full adjustment of mixture .Drilled and Radiused for consistent flow\$80

FTZ Hi-Flow Lo-Pressure Fuel Pump- This is a new, small, self-regulating fuel pump is easy and reliable. Maintains a smooth hi volume fuel flow, without the hassle of a bypass or regulator\$99.95

*Many guys are mounting two of these pumps side-by-side for the ultimate in reliable fuel delivery!

K&N Oversize Air Filters- A full 280 Square Inches of filter area! Why pay for big airflow increases, then choke it down with a short undersized filter setup?.....\$100 set

600 Outerwear- This single outerwear covers all 4 of our oversize K&N filters on the FCR Keihen 600 Carbs. Works great to keep mud off the filters\$32.95

FTZ Performance 573-334-5439 9:00 to 5:30 CT

600 AA Multi/Outlaw Yamaha R6 Motor Packages

Complete FTZ Yamaha R6 "Car Kit"

In the winter of 2003/2004 we did extensive dyno development on the Yamaha R6s, producing some awesome horsepower numbers. We were able to pull much more torque off the corner than the R6's were known to have. Our very unique cylinder head modifications are the key element to this awesome tuning combination. Reliability has been very good. The top three finishers at the 2004 NMMA Nationals in the AA-Multi class were equipped with FTZ big valve heads and exhausts.

FTZ Multi/Outlaw "Car Kit" includes:

Fully built Yamaha R6 Engine with exclusive FTZ Hi-velocity porting, combustion chamber & head modifications with our special shape oversize stainless steel valves. Cams degreed & shimmed, w/ modified cam sprockets. A Kevlar Racing Clutch and springs are installed and the engine is blueprint assembled and ready to bolt in and race. FTZ modified Carbs with special custom FTZ pleated Air Filters, and the 2004 FTZ Exhaust System with Stainless steel muffler complete the package.

FTZ Multi 600 "Car kit" Package above..... All for \$5300

FTZ Multi 600 Built Engine. Exactly the same engine unit and work as the "Car Kit" package above, without the carbs & filters, Ignition or Exhaust System.....\$4000

FTZ Multi 600 Engine Building. Same work as engine work above except that customer supplies his Yamaha R6 motor. Bearings, seals, cam chain and racing clutch are included.....Most motors average about \$2300: plus any other parts your motor may need such as valve guides, oil pump, gears, etc We will call you with a detailed quote after your motor is torn down and inspected.

Motor Options: add to motor package price:

Drain Plug relocation Please specify if you want it to drain from the rear, or from the left side of the sump.

Transmission work. 4th, 5th, 6th gear are removed and replaced with spacers. Shift drum is locked out and oiling system is modified\$125

Below is a list of popular items applicable to the modified R6:

FTZ- Step-Header Exhaust 4-2-1 Design- This is our new 2004 design we have developed on our Dyno for the 600 motors. We have seen considerable high rpm increases over our previous exhausts. Don't ignore this important (and legal) tuning aid. Adds both torque & horsepower. Ceramic coating now available- add \$135.

Comes complete with our tapered core muffler with Stainless steel shell and exhaust gaskets.....\$450

Below is a list of popular items applicable to the modified R6:

FTZ- Stock Carb Alcohol modifications- Big Power and cooler temperatures are gained by this. Do not confuse our Alcohol conversion with what most other people are doing. We take the carbs much further and they will make more power for you. We have maximized the carb mods with our dyno. Make the most of your motor by letting us go through your carbs. These carbs are matched-tuned to our special air filter system to gain more power off the corner. Combine with our 2004 exhaust for best results.

Alcohol modifications to stock carbs. Includes adjustable needles installed and Jet kit w/ instructions.....\$250

Note: In our most recent Yamaha R6 Dyno testing, we have found gains of 7 to 8 horsepower by tweaking the stock carbs beyond that of other popular modified carbs. This was similar to gains we had found with the Honda F3 and F4 in previous years.

FTZ Hi-Flow Lo-Pressure Fuel Pump- This is a new, small, self-regulating fuel pump that is easy and reliable. Maintains smooth hi volume fuel flow, without the hassle of a bypass or regulator\$99.95

***Many guys are mounting two of these pumps side-by-side for the ultimate in reliable fuel delivery!**

FTZ Oversize Air Filters- Over 200 Square Inches of filter area! Why pay for big airflow increases, then choke it down with a short undersized filter setup?.....\$100 set

600 Outerwear- This single outerwear covers all 4 of our oversize FTZ filters on the R6 Carbs. Works great to keep mud off the filters\$32.95



600 NMMA "A" Class and "Restrictor" Class Legal Modifications

Nov '03: We are now recommending the Yamaha R6 as first choice of engines in these classes.

With the popularity of the 600 stock, or "A" class, as well as the 600 Sportsman or "Restrictor" class motors, we have been asked many times to come up with more legal power for these cars. We can't blame them for not wanting to run a motor as is, straight from the junkyard! Also, as new motors become more expensive and harder to find, many guys just want their old motor rebuilt or freshened up for another season.

Below is a list of popular items applicable to the Honda 600 F3 and F4, and Yamaha R6:

***"A" class/ Restrictor Engine Rebuild-** We've done many of these, and have had very good feedback from the customers. They have been very pleased with the extra power and most feel like they now have an edge on the competition. Our valve seating and our precision assembling are major factors in making the motor "better than new." Legal with all rules. Includes all new rod & main bearings, rings, seals, cam chain, etc. Most models will run about \$1050 to \$1300 depending on what is needed in your motor. We can supply motors as well.

Fast Turnaround! We can also arrange freight pickup from here. Please call with any questions.

***FTZ- Step-Header Exhaust- NEW Design for 2004!!** - For the Honda F2/F3 & F4 and the Suzuki GSXR600 and Yamaha R6's- This is our new unique design we have developed on our Dyno for the 600 micro motors. We have seen considerable power increases over our other exhausts. Don't ignore this important tuning aid. Adds both torque & horsepower...Comes complete with our tapered core muffler and stainless steel shell and exhaust gaskets.....\$450 **Ceramic Coating now available!**

***FTZ- "A" class/ Restrictor Alcohol Carb modifications-** Big Power and cooler temperatures are gained by this. Do not confuse our Alcohol conversion with what most other people are doing. We go much farther and will make much more power for you. We have maximized the carb mods with our dyno. For years the "A" class guys have raced, way down on power, simply because the carbs aren't what they should be. Make the most of your motor by letting us go through your carbs. These carbs are matched-tuned to our air filter/ air box system to gain more power off the corner. Combine with our exhaust for best results.

Methanol modifications to stock carbs. Includes adjustable needles installed and Jet kit w/ instructions...\$250

Note: In our most recent Yamaha R6 Dyno testing, we have found gains of 7 to 8 horsepower by tweaking the stock carbs beyond that of other popular modified carbs. This was similar gains we had found with the Honda F3 and F4 in previous years.

***We have a new Hi-Flow Lo-Pressure on-demand type fuel pumps for both the FCR and the stock carbs. This lightweight pump gives high flow rates without excessive pressure. No troublesome regulators or bypass needed. \$99.95**



FTZ Plenum Airbox
w/ Inside Filter

Call for latest info on Air box & Air Filter modifications: We have a new Plenum type Airbox for the F4 (also adaptable to the R6) as well as our F3 fabricated aluminum airbox top, both of which match the carb mods to maximize power. Most chassis's will accept the filter under the hood (left) while some have to have the filter outside the hood (right).



FTZ Plenum Airbox
w/ Outside Filter

FTZ Performance 573-334-5439 9:00 to 5:30 central time



600cc Pennsylvania Area Legal Modifications

****NOVEMBER '03:** As an alternative to our proven Honda F3 Pa. motor package, we are now recommending the Yamaha R6 motor as a less expensive alternative. We have developed an excellent stock carburetor setup and a special exhaust system to match. The results are a smooth easy-to-gear wide powerband, revving past 15,000 rpm. Call for pricing and details.

As for the 2003 rules changes at the various tracks: Some tracks allow either .040" or .080" over bore and decking the head as well as timing the cams. We suggest you contact your track tech official for exact details of what you can and can't do. Then call us for a detailed quote for building your motor.

You will not get a better motor built for your track, nor will a motor of this quality be built for less.

With the popularity of the 600 class in the Northeast we have been often asked to come up with more power for these cars. You really don't know what you get with a motor from a salvage yard. Also, as new motors become more expensive and harder to find, many guys want their motor rebuilt or freshened up for next season. Many of the fastest 600 Racers in the Northeast have ran our Honda 600 F-3's. Randy West, Sammy Cassella, Randy Wolfe, Mike Miller, Mike Dicely and the King Chassis's house cars are among a few of the guys that have won with FTZ F3's over the years.

***Honda CBR600 F3 Pa. legal or "Linda's" type motor rebuild-** (This is a typical 2002 rules motor) This has been the most popular motor setup for the Northeast to date. This is a similar motor to the NMMA "A" class except that boring is legal. This allows us to align bore and straighten out the factory bores, which oftentimes aren't on centerline. Our valve seating and our precision assembling are major factors in making the motor "better than new". The motor is rebuilt using all new rod & main bearings, piston rings, seals, cam chain, etc. Specify if cam timing is legal at your track. Most cost about \$1650 using your motor unless other parts are needed. We can also supply the motor.

Call for specific quotes on other type motors.

***FTZ- Step-Header Exhaust- NEW Design for 2004!!** - For the Honda F2/F3 & F4 and the Suzuki GSXR600 and Yamaha R6's- This is our new unique design we have developed on our Dyno for the 600 micro motors. We have seen considerable power increases over our other exhausts. Don't ignore this important tuning aid. Adds both torque & horsepower...Comes complete with our tapered core muffler and stainless steel shell and exhaust gaskets.....\$450 **Ceramic Coating now available**

***FTZ Alcohol Keihin FCR33 downdraft carbs for Honda F2/F3:** This is easy to tune, our time proven carb setup. Comes with filter adapters and our 5" tall K&N filters.....\$1150

***Call on the best in stock carb conversions and latest FTZ Airbox setups.**

We carry most Honda 600 engine parts in stock.

***We have a new Hi-Flow Lo-Pressure on-demand type fuel pumps for both the FCR and the stock carbs. This lightweight pump gives high flow rates without excessive pressure. No troublesome regulators or bypass needed..... \$99.95**

Fast Turnaround! We can also arrange freight pickup from here. Please call with any questions.

FTZ Performance, Inc. 573-334-5439 9:00 to 5:30 central time

FTZ 2-STROKE ALCOHOL CARBS & Fuel Systems

The Best Alcohol Carb in the World...

We can't say enough about our alcohol carbs.
In 14 racing seasons the Booster-Type carb has proven
itself to be reliable, easy to adjust and not fussy about

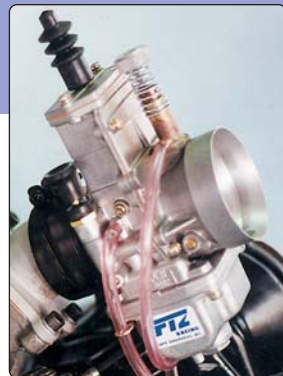
weather conditions. This now improved version requires smaller jets, allowing cleaner starts and tons more high rpm power - *Safely!* Our dyno testing shows a substantial increase over our competitors carbs. This is due to the superior fuel atomization of the Booster jet. Combine this with the ability to change the dump tube & wide range of adjustability of the Mikuni carburetor and the choice is clear.

Why risk running anything else?

"Booster" Alcohol Carb Smooth-bored for 250's or 125's with instructions\$320

Jet Kit With Dump Tubes and Main Jets-allows wide range of jetting adjustment.....\$30

We carry a huge stock of Needle & Seats, Floats, Main & Needle jets: All jets reamed & radiused in .001" increments.



Double Fuel Pump Pkg. for 250's. Two Hi-Output pumps and pulse lines, all necessary hardware & instructions. On 250's we have used our double fuel pump set up for many years now with very good results. Sometimes a single pump does not get a good pulse at every RPM. We've seen many motors burn down because of a single pump. *Why risk trouble?* Includes Pumps, Tee's, Line & Filters.....\$100

Single Hi-Output Pump for 125's or as a spare.....\$49.95

Alcohol Pump Diaphragm Kits for alky pumps. Gasoline diaphragms stiffen up in just a couple of weeks and won't pump enough fuel. Be safe and replace every 4 weeks.....\$10.95ea

Super Blue Fuel Line Stays soft with gas or alcohol & holds like crazy to the fittings\$1.50ft

Alky Fuel Filters These filters are our favorite filters. They will not stop up like paper element filters! Change them every 2-3 weeks.....\$2.50ea

K&N Air Filters With long angled neck to prevent wetting at low rpms. Keep spares on hand.....\$24.95

Outerwears for above Filters. Black\$11.95

Foam Filter Wrap This thick foam wrap protects the Filter & motor in dusty or muddy conditions. Fabric wraps are too restrictive.\$6.95

K&N Filter Oil.....\$6.95 **Foam Wrap Oil**.....\$7.95



FTZ Super Throttle Cable We specially designed these top quality cables for micro's. 6ft long & teflon lined with clamp-on end. Can be shortened easily to fit your application.....\$24.95

FTZ TWO-STROKE EXHAUST SYSTEMS



Over years of Dyno testing we have made our pipe designs the #1 priority. Our Micro Designs offer a super wide power-band while making great lowend & peak power.

All our pipes are hand rolled, welded and hammered from top grade sheet steel for durability and good looks. We recommend a new exhaust every year to update power and insure against cracking. Our 250 pivot joint eliminates cutting and welding of the pipe to fit your car and adds strength to the header. Pipe springs included.

You can't beat a FTZ pipe for Performance, Quality and Style
Why settle for less?

Quiet versions are available if they are required at your track.

250cc Pipe\$275

125cc Pipe.....\$275

Specify if Right or Left side Mount

Super Quiet versions add \$40



EXHAUST ACCESSORIES:

Pipe Springs Offset Design. Carry some spares!.....\$2.50 ea.

Special Spigots '86 to '91 CR 250's & Suz LT's.....\$25

Conversion Spigot for '86 to '91 CR250 cyl to TRX type cup w/ring.\$45

Hi-Temp O-Rings for '92up CR250's, Suz RM's and Kaw's.....\$2.50

Silencer Packing Material Most silencers need repacked every 4 races or so. This long stranded fiberglass packing works well.....\$8.95



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. Use FTZ "Dyno" head on Honda & Suzuki 250s. We have spent years developing these very unique head shapes. The stock head casting is completely re-machined & cc'd.....most \$75

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

TWO-STROKE POWER TRICKS

**GET IT DONE,
RIGHT!**



Cylinder Boring

precision bored, honed and port edges expertly champhered. Done right!
Most.....\$45

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!

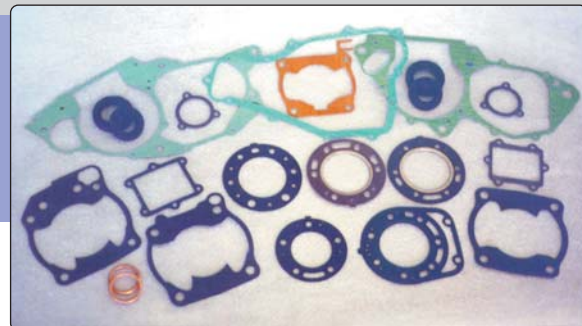
Crank Rebuilding & Truing.....\$60

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

PISTONS, GASKETS & PARTS

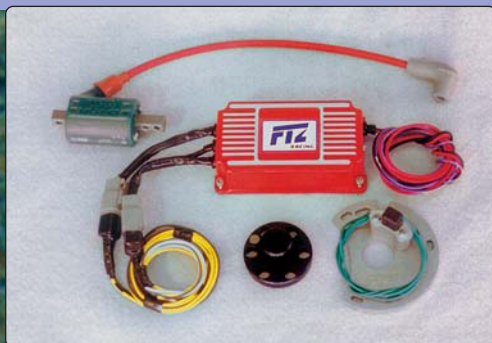
*We stock a huge supply of Honda 250 & 125 engine parts
At great prices!*

•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!**

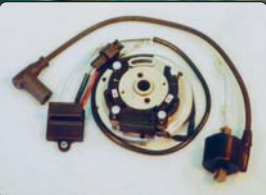
FTZ Battery-Fired Racing Ignition System for 250's

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.....\$585
Battery this proven, sealed Yuasa battery works best with the ignition.....\$55
Waterproof Toggle Switches These are the only trouble free switches we know of.....\$28

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



RACING IGNITIONS

PLUGS, GAUGES & Other Necessities



Racing Two Stroke Spark Plugs

These are the only 2-stroke plugs we recommend. This plug will give you more "safety margin" on overheating and burning a piston. Box.....\$18.95

600 Spark Plugs Most.....\$5.50 ea



Digital Water Temperature Gauge For 2 or 4 Strokes!

We recommend maximum 140 degree water temp on all Two-Strokes.

This is the best gauge we have found. You can tell the motor's temperature from 0 degrees up with this 12 volt electronic gauge.....\$74.95 Will even work with a 9v battery for 2-Strokes!

Fitting for above temp. gauge

We make up these inline "T" fittings for installing the temp sensor in 3/4" hose.....\$10.95



Tach & Exhaust Gas Temp. Gauge

This is a new dual gauge that is just the thing to set up your gearing and jetting. This digital instrument can warn you of a lean condition that could blow your motor. Has memory and is back lighted for night use. Don't confuse this with cheaper models Tach & EGT.....\$349

Regina RX3 520 Chain

This is the toughest chain you can buy for your car. 120 links w/master link.....\$59.95

Dial Indicator & Timing Gauge

Use this for checking ignition or cam timing, crankshafts, etc. W/ Spark Plug adapter..\$29.95



Front Sprockets Heat treated & case hardened. For most Two strokes...\$19.95 For 600's.....\$26.95

Rear Sprockets Top Quality. Made from Aircraft Alloy aluminum.....\$34-40 We stock Rear Sprockets from 42 to 52 teeth

OILS, LUBES & CHEMICALS

Water Wetter Add a few ounces of this wetting agent to your coolant and your motor can run several degrees cooler....\$8.95

Synthetic Gear Lube for Two-stroke Transmissions

This is the best we've ever used. This stuff is cheap compared to gears & shift forks! Mix with 2 ozs. of energy release for the ultimate in protection and efficiency.....\$11.95

Energy Release - Metal Conditioner

This amazing product actually treats and smooths metal surfaces causing a great reduction in heat & friction. Use 2ozs. in a Two-stroke transmission, or add 1oz. per quart of the engine oil in your Four-stroke. Try it in your tow vehicle-it really works!

E.R. 5 oz. bottle...\$9.95 **E.R.** 16 oz. bottle...\$29.95

Call us if you are interested in selling this product

Slime Tire Sealant Wipe some of this stuff inside your tires and they will hold air much longer.....\$7.95

Motul Racing Hi Temp Brake Fluid Great stuff...\$7.95



Klotz "BéNOL" Racing Castor This is our only recommended 2-stroke mixing oil for Alcohol or Gasoline. It contains red dye so you can be sure its mixed. Gallon..... \$34.95

Ratio Rite mixing cup Makes mixing fuel easy.....\$3.95

Motul Chain Lube This is our favorite chainlube. It does not fly all over your car & you. Try it you'll like it!.....\$7.99

Castrol Synthetic Motorcycle Racing Oil

This is the ultimate way to protect your 600 motor investment. This 20w-50 grade replaced the 20w-60 that we previously recommended. This full synthetic has excellent high temperature viscosity and will hold better oil pressure. Case is 12qts..\$7.95 qt.

Shipping Address:

FTZ Performance, Inc.
408 S. Kingshighway
Cape Girardeau, MO 63703

PLEASE CALL IF YOU HAVE ANY QUESTIONS..

573-334-5439

Business Hours 9:00 to 5:30 Mon.- Fri.
Central Time

WWW.FTZRACING.COM
24 Hour Fax Orderline
573-334-5439