



FITTING INSTRUCTIONS FOR PM52 X-TECH PIPE KIT AIR COOLED GILERA/PIAGGIO/APRILIA125

Thank you for purchasing a hand crafted PM52 X-Tech performance pipe - The end product of many months' dyno research and development. Please read these instructions carefully before fitting. Please note the PM52 is supplied as standard in an oil finish and must be de greased and coated with a suitable heat resistant paint or lacquer before fitting. Check condition of drive belt use 12.g roller weights with stock variator call if in doubt. (In order to obtain peak performance machines with 1500 miles or more and mainly used around town will more often than not require at least new variator rollers.)

FITTING EXHAUST SYSTEM

1. Remove old exhaust as required.
2. Fit new hanging bracket finger tight on to engine casing with the original bolts.
- 2/2. Fit down pipe in place with gasket provided, down pipe finger tight on to cylinder at this stage.
3. Offer chamber onto cleaned slip joint [use silicone instant gasket on slip joint and cylinder joint] fit 2x retaining springs.
4. Locate the 2x chamber bolts through main hanging bracket with the rubber mounting in between use 2x M8 flat washers and nylocks to secure loosely at this stage.
5. Adjust system into position taking care that there is sufficient clearance between the center stand and engine,
6. Starting from the cylinder nuts tighten all fasteners with the system in the correct position n.b. do not over tighten chamber rubber mounting bolts, it is important that the system sits in an unstressed position as you secure all fasteners.
N.b. re check all fasteners after approx first 50 miles.

MUFFLER FITTING DETAILS. (OFTEN FACTORY ASSEMBLED)

After fitting chamber as above please follow these muffler fitting instructions carefully

1. Fit muffler to muffler mounting flange using 3x flat m6 washers x3 m6 nylocks provided fit muffler with badge facing outwards.
2. Next slide stainless steel strap over muffler and locate onto captive m8 bolt and secure with m8 washer and m8 special self locking nut provided.

****Important**** *the strap has been designed to fit one way only with both tabs on top of securing bracket if the end tabs do not line up parallel to securing bracket try reversing/flip strap over for better fitment.
N.b. re-check all fasteners after 50 miles or so.*

7. JETTING /CARB DETAILS

Permanently remove the foam stuffer fitted in one side of the steel air intake tube/frame under the bodywork. (Skipper 125/150 only) remove air snorkel on Aprilia SR.

8. Remove the carb top and lift out the slide.
9. Compress the slide spring and lift up the small plate, unhook the cable and unscrew the needle holder, reset the circlip into the top groove re assemble in reverse order.
10. Remove the carb float bowl and replace the standard main jet (# 82.5 mikuni) 82 Dellorto with a # 85 supplied. Or try stock main jet on L/C engines.
11. Adjust air screw [small screw angled up front side of carb] in all the way [do not over tighten] and back out 1+3/4 turns out.

Spark plug

Use NGK B85EGV set electrode gap to 20 thou.

Ignition technical spec: Use standard factory set ignition timings.

1.30mm B.T.D.C. @ 2500 RPM. SELF-RETARDING TO 0.50mm B.T.D.C. @ MAXIMUM RPM.

The above details are typical to most Skipper 125cc models and have been tried and tested to the best of our ability. However we cannot be held responsible or, control the many factors that affect an engines performance. If yours does not respond to the above base line settings it may be necessary to re jet and/or adjust, in any case you will need to check the colour of the spark plug centre electrode for signs of correct jetting e.g. black too rich white too weak oatmeal/light brown is the ideal. Always use 97/98 octane fuel we endorse and recommend the use of Castrol TTS fully synthetic two stoke oil.