



AUTO 50cc SCOOTER TUNING PARTS LIST GUIDE

THE BEST SELECTION OF PM APPROVED 50/70/85/90cc SCOOTER TUNING PARTS, In house Dyno Tested for best performance /value.
Not sure how to proceed?

Stages may vary according to each machine and type. We can select a package to suit your budget, performance requirements and put together a comprehensive starter package if you wish. Our helpful sales team are ready to assist.

Just give us a call. On 01524 850800 for fast friendly advice. Checkout full listings in the relevant website sections.

Listed below are various bolt on tuning stages to suit the majority of modern auto 50cc machines. Parts have been in house dyno developed to bring you the best tuning combinations. Carefully selected to give you a guide on the biggest increase in performance, reliability and value for money. We are constantly pushing the edge of development on these machines, to give you the end user the performance and reliability expected, however as new parts or updates /methods become available, we reserve the right to alter stages, products, brands, methods and prices, as required.

If you wish to proceed in separate stages please follow the format below for best results. We can provide an in house fitting and dyno service for optimum performance and reliability.

All our prices are constantly being monitored to bring you our valued customer the keenest prices of any global website;
Please check our website for latest bargains.

Enter the part number listed into our search facility to go directly to the product you want, alternatively select by machine make or brand there you will see product images and prices, add to basket and follow the online prompts.

Stage 1

Choosing the correct exhaust is vital for the performance of an automatic 2 stroke. Power delivery that's too peaky can lead to difficulties in setting up. Maintaining good all-round performance is essential, as opposed to just higher top end speed with poor snail like performance off the line. These issues have been carefully evaluated, with the selection of exhausts systems we stock. All have been tried and tested on our in house rolling road dyno to get the best performance combinations. The best of the best and at a price to suit all performance targets and budgets. Use your exhaust as the main platform for the following stages.



Stage 2

Reed valve induction. Choose from our selection of reed valve cartridges, reed petals and manifolds to optimize crankcase or cylinder induction. Helps improve throttle response and overall power output.

Stage 3

Variator kit (inner front pulley) some compete with more than 1 set of 6 rollers that can be combined for optimum set-up. Speed control kits consist of a comprehensive package that allows for greater adjustment, due to the torque springs included and a suitable drive belt (in most cases Kevlar) to complete the package. Improves range of usable power and in most cases will extend the top MPH speed as well. Ideal for kitted or stock machines.

Stage 4

Kevlar reinforced belts-the best drive belt available, eliminates belt slip due to power increase or worn out belts. Recommended if your machine has covered more than 1500 miles.

Stage 5

Adjustable racing clutch kit modified motors can suffer from poor standing starts, solution...easy -fit an adjustable race clutch, With cam spring adjustment mechanism to allow you to dial in clutch to drum contact for a perfect take off, up-rated linings prevents clutch fade suitable for stock machines too. Complement stage 5 with a racing clutch drum. The clutch drum is one of the fastest rotating parts in an auto motor. Our aim was to minimize the weight without compromising the strength. The outer alloy cooling wing helps dissipate heat quickly away from the clutch and vital transmission parts in order to help avoid power fade.



Stage 6

Cylinder /big bore kits: 50/70/85/90cc to suit all budgets and performance targets chose from one of Europe's largest selection MALOSS, PM TUNING, POLINI, PARMakit, ETC manufactured from alloy ceramic/nicasil/ or cast iron complete with head, piston kit, gaskets etc. Fuel injected motors Di-Tech, Gilera Pure-jet 70 kit Malossi complete with ECU control box for part No M3112043. Aprilia Di Tech, Gilera pure-jet 70 kit complete with mechanical fuel control unit Polini Part No PO100.0001



Stage 7 Final drive Gear-Up kits: Straight cut teeth relieve side thrust and reduce frictional losses as used on most up-rated secondary and primary gear sets, essential when your machine is producing 25% or more power over stock. An Ideal point of fitment is when fitting any big bore kit the idea is to harness the extra power for maximum effective acceleration and to extend top speed. Use secondary gear kits when possible primary gear set as suitable alternative. Select 10% to 35%+ gear ratio rise according to your level of tune and machine type. Not sure? Please Ask..! Note: Fitting a big bore kit without a suitable gear up kit usually leads to harmful over revving.

Stage 8 Race Crankshafts: Full circle flywheels improve primary compression for greater transfer pressure during the transfer cycle with reduced crankcase turbulence, ideal for reed valve motors or modified motors with larger transfer areas / passages. Made from high grade steel and heat treated throughout for increased strength. Dynamically balanced using bore plugs to reduce vibration yielding improved power output. Best served on today's performance type kits applications. Large "V" grooved oil ways help improve lubrication to big end bearing increasing longevity and reliability for motors operated at high loads / RPM. INA silver cage big end bearing shimmed to exacting tolerance. Complete with high performance small end bearing. Don't forget to select a fibre caged up rated race main bearing and oil seal kit to correctly complete the install.

Stage 9 Rear pulley half (torque driver): corrects any power dips in drive train by means of a selectable 2-3 position ramp pin spiral which allows for slow or fast torque ratio control.

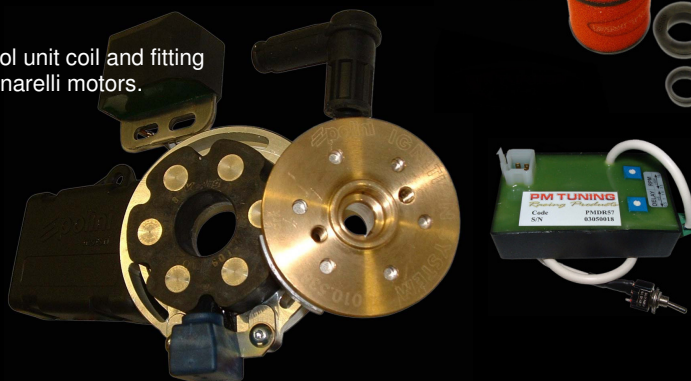
Stage 10 PM Tuning, Polini, Malossi 21mm/19mm/25mm/28mm big bore Carb kit most kits, some include Manifold, cables, etc. most include manual choke mechanism-, gaskets, etc. An essential metering device to allow for increased breathing, better tune-ability, and larger volume float bowl to meet increased fuel demands.

Stage 10a PM Tuning Polini Malossi sports foam filter pods to suit most applications. Remove that cumbersome stock air box and add some free flowing induction noise increase performance when used with stage 1-2 upwards. Note an increase in main jet size in the order of 10% to 20% will be required based on removal of the stock air box. For big bore carburetors use a PM jet correction kit dyno calibrated for optimum performance.

Stage 10b PM Jet correction kits
Contains all the right jets and settings to suit your standard and big bore carb kits.

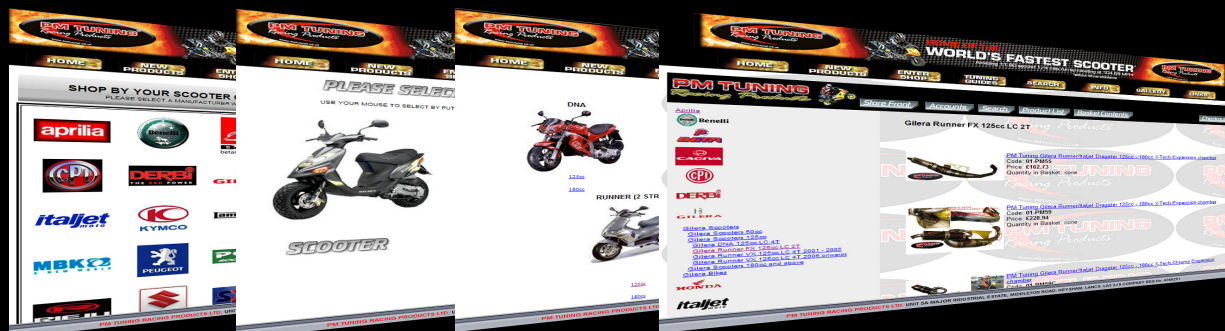
Stage 11 De-restricted ignition CDI box (essential for full power on some machines E.G. HONDA X8R SFX etc use as stage 1.) Available 1/ ignition trim potentiometer to fine tune ignition advance 2/ switchable rev ceiling limiter return back to restricted power output at the flick of a switch.

Stage 11a Polini Lightweight ignition rotor and stator kit
Digital ignition advance – retard control compete with control unit coil and fitting hardware available for most popular Piaggio/ Gilera and Minarelli motors.



HOW TO ORDER ON-LINE BY MACHINE TYPE

To select parts for your specific machine



Follow steps to select make > Select model from list > Select part > Add to basket > Go to checkout.