

HONDA X8RS-X /SFX DE-RESTRICTION /PERFORMANCE ENHANCER PACKAGE

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 staff are ready to assist.

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

Most prices have now been reduced in line with the cheapest global web sites; please check our website for latest bargain prices. Enter the part number listed into our search facility to go directly to the product you want, there you will see a product image and price. Then simply 'add to basket' and follow the online prompts. Or search by machine make year and model.

www.pmtuning.co.uk

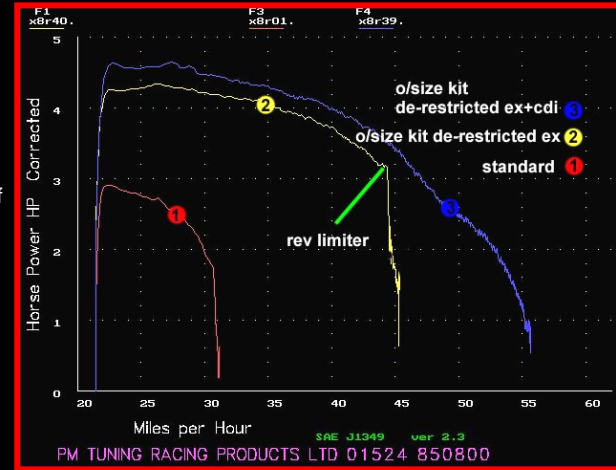
Power graphs explained...

Along the vertical is power output indicated in corrected hp 1-2-3 and so on. Along the horizontal is speed in mph starting at 20mph going up at 5 mph to 55mph at any chosen speed. You can simply follow the vertical line to see how much power is being developed. Power readings are taken at the rear wheel and not the crankshaft as per manufactures figures so that you can see what is actually being put down to the road.

Graph line 1: Shows the stock power output note how power climbs to almost 3hp before tailing off to just over 30mph making this machine just over the legal limit by 1 mph.

Graph line 2: We opted to use the stock exhaust system in this case some sports exhausts do offer better performance. With the stock cylinder arrangement. (See stage 1. below) Set-up. Graph 2 shows power output with restrictor washer/sleeve remove from exhaust port flange on the entry to the down pipe this is best achieved by using a 20mm starret hole saw or similar. Variator parts 1 and 2 extend the speed range to approx 45mph (7500rpm). Note the difference in pulley diameter compared to stock pulley (A). Rev limiter cuts in 45mph @7500rpm to spoil the fun and stops the machine from reaching the full terminal speed. Kevlar drive belt (Extended to suit new variator) fitted for improved durability

Graph line 3: Shows an adjustable racing CDI box fitted note how the power climb's a further 0.50 hp (due to improved spark lead and intensity) across the speed range and allows the motor to rev on past 45mph to a higher terminal speed of 55mph. with more noticeable swift acceleration from standstill.



Parts you will need to fully de-restrict to approx 5hp and 55mph

1. Polini **PO241.580** oversize variator kit
2. Polini **PO244.040** oversize outer pulley
3. Polini **PO248.016** over size belt polini Kevlar re-enforced drive belt
4. PM Tuning Ignitor **PMDR58** RPM adjustable de-restricted CDI box
5. Variator / clutch holding and removal tools **PM9403 PM9404**

Honda de-restriction kit



note: undersize pulley A compared to O/Size kit

55 MPH NOT FAST ENOUGH? ADD THE FOLLOWING STAGES1/2/3/4/5..

Stage 1 Leo Vince ZX **LV4487** exhaust E-marked
Leo Vince TT **LV4046** exhaust E-marked
Leo Vince GP **LV7490** exhaust E-marked
Arrow **AR33505ET** exhaust

SFX only Endy ENTB-402 OR ENTB-402C chrome
PMMOD1 de-restrict E-marked exhaust

Stage 2 **Option A:** PM Tuning **PMCA0001** adjustable race clutch a must for instant take off.
Option B: PM Tuning **PMCB0003** lightweight clutch bell with alloy ring to help dissipate heat

Stage 3 **Option A:** Polini **PO213.0049** reed valve cartridge with carbon fiber reed petals increase throttle response +0.5hp

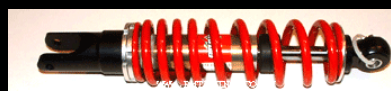
Option B: Top Racing **TR6306259** oversize reed block/and manifold housing with 4-petal reed assembly (*19mm or 20mm carb required Polini PO177.0061 - option B best with some mild inlet porting)

Stage 4 Polini **PO119.0078/ST** 70cc big bore kit complete with gaskets etc
Malossi **M319879** 70cc big bore kit complete with gaskets etc
PO119.078 SFX 70cc big bore kit complete with gaskets etc

Stage 5 PM TUNING **PMGK0004** X8R/SKY etc +14% gearing rise
Polini gear-up kit **PO202.1340** SFX/BALI

HANDLING TO MATCH THE POWER INCREASE

BISC082YZB01 REAR SHOCK HONDA SFX
BISC111YZB01 REAR SHOCK HONDA X8R



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PM Tuning Ignitor re-mapped CDI ignition unit for most 50cc-70cc autos explained

No complex re-wiring or re-timing. Simply unplug the original CDI and plug in the new CDI for optimum ignition boost improved spark lead and intensity without in built fixed rev limiter /restrictor.

Various auto manufactures build in a fixed rpm ceiling into there CDI box's, and no amount of tuning or bolt on performance parts will see an increase in power after a certain rpm example Honda's X8R+SFX use this idea as part of there 30 MPH restriction in the UK.

PM Tuning can offer for most auto's a race coil + re-mapped CDI box available with or without variable spark advance (engine cannot be damaged) the adjustable RPM rev limiter, once pre-set to the desired rpm ceiling, (E.G. 30mph legal limit) can then be switched on or off by means of a toggle switch or small key type switch (2x supplied).

The reason for this feature was originally for certain European countries. For example German police units use a mobile dyno if you were unfortunate to be pulled over you could simply switch on the rev limiter, this would then restrict the machine to the legal power limit leaving the police baffled after seeing a tuned machine just out accelerate a Porsche. Other advantages of this system are your machine can be loaned to a friend safe in the knowledge that he/she cannot over rev your engine when switched on.

Disclaimer: Performance parts affect the reliability of your machine and are designed for race use only "prohibited for public highway use" any damages, direct incidental or consequential, to person or property, due to the installation of any performance products are the responsibility of the purchaser / end user.

PM Tuning Racing Products LTD makes no warranty as to the performance parts, express or implied, including but not to limited to any implied warranties of merchantability or fitness for a particular purpose. Performance parts include, but are not limited to exhausts, cylinders kits, carburettors cdi etc. and related components. All parts, if not marked expressly are prohibited for public highway use, usable only for race or exhibition use only.

