

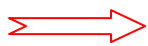
All this modifications are made for racing purpose only

All modifications shall make this bike no homologated. All warranty claim will be cancelled. We decline any responsibilities.

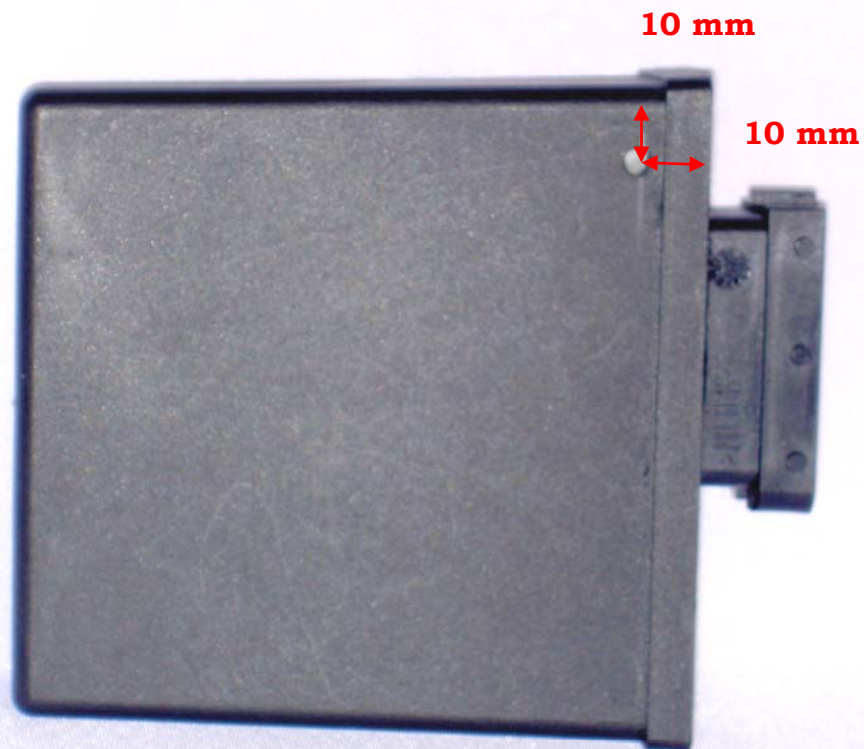
You have to make all the fallowing modifications to have a normal engine functioning

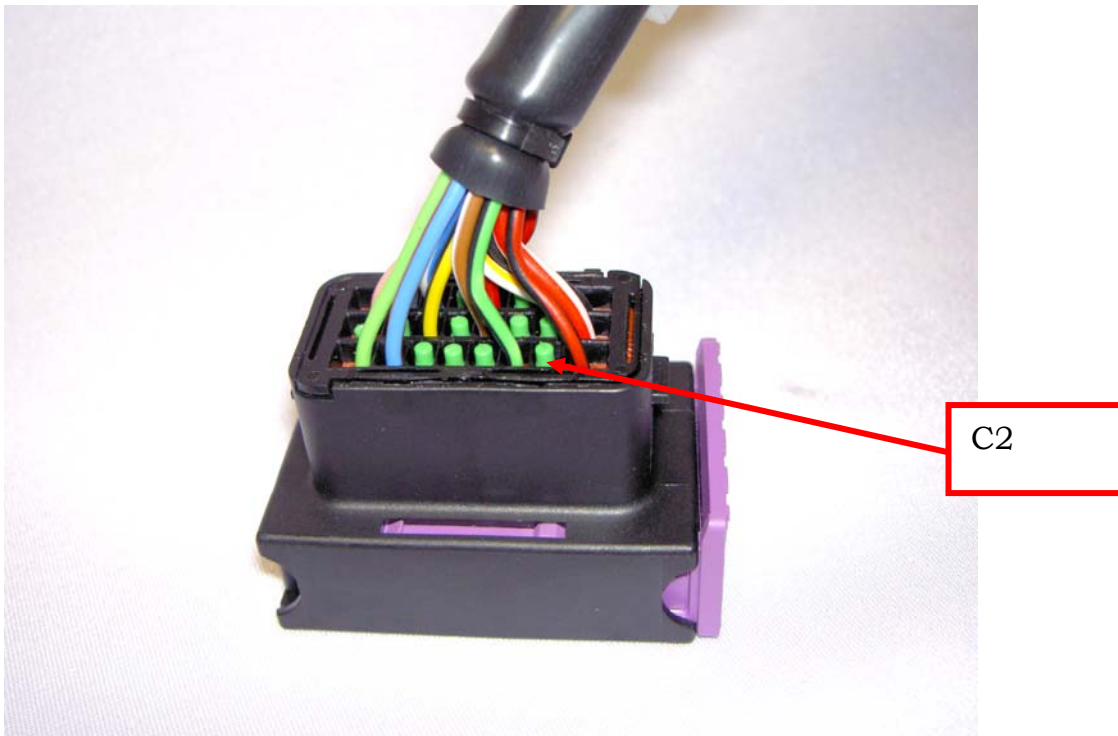
Racing curve CDI

To obtain the CDI racing curve drill a hole as seen on the plan with a 4mm drill. Make hole (drill) completely through the CDI.



Effective from serial number VMUTRF249SC080297





Remove the green watertightness cap in C2.

Put a needle up to the CDI.

Plug the needle to the ground with a wire.

Then you have to:

- Switch on the ignition
- Start the engine
- Unplug the needle (**T-Ride 250F must be running**)
- Switch off the ignition

Do these operation 3 times again.

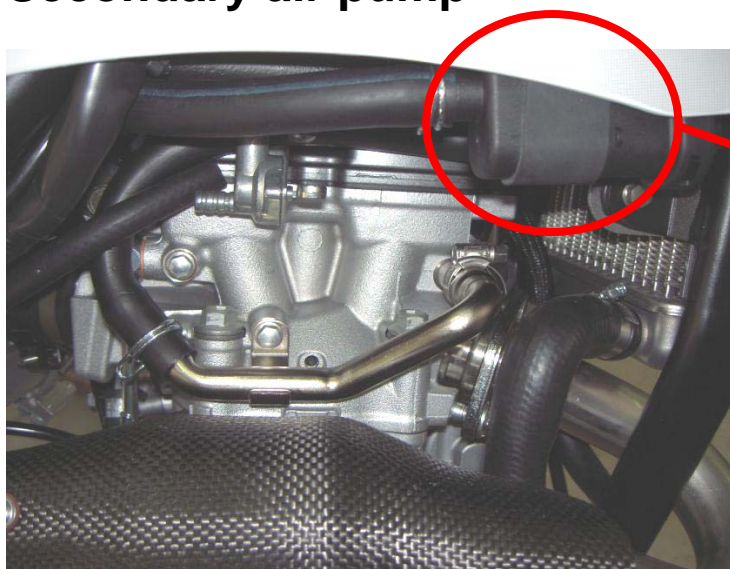
Put the green watertightness cap in C2.

Now the CDI is on the racing curve and you can verify it by checking if the speedometer can go to 12 000 RPM.

Carburettor tuning

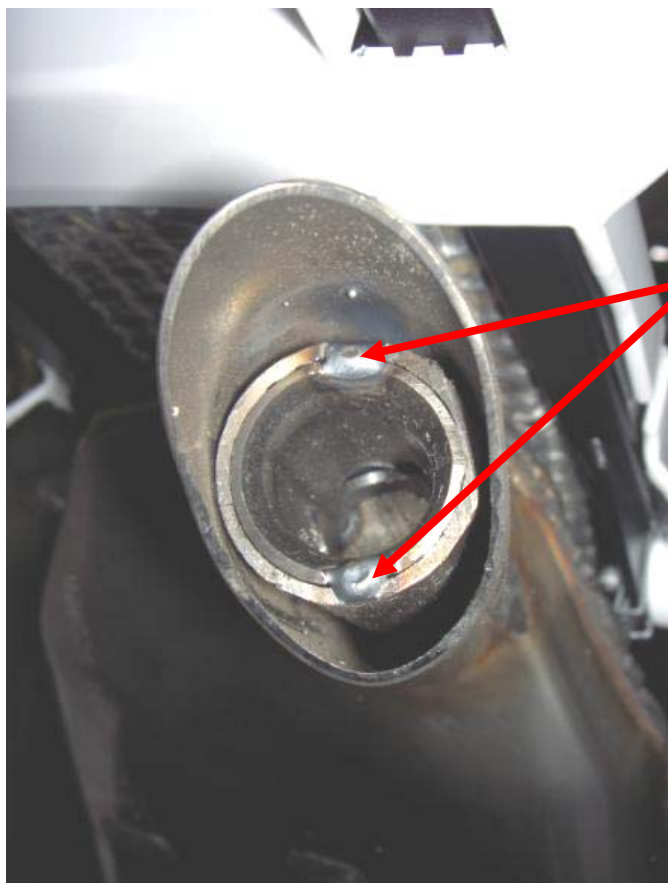
- Put the needle on the second notch
- Pilot jet (You could put U33 pilot jet)

Secondary air pump



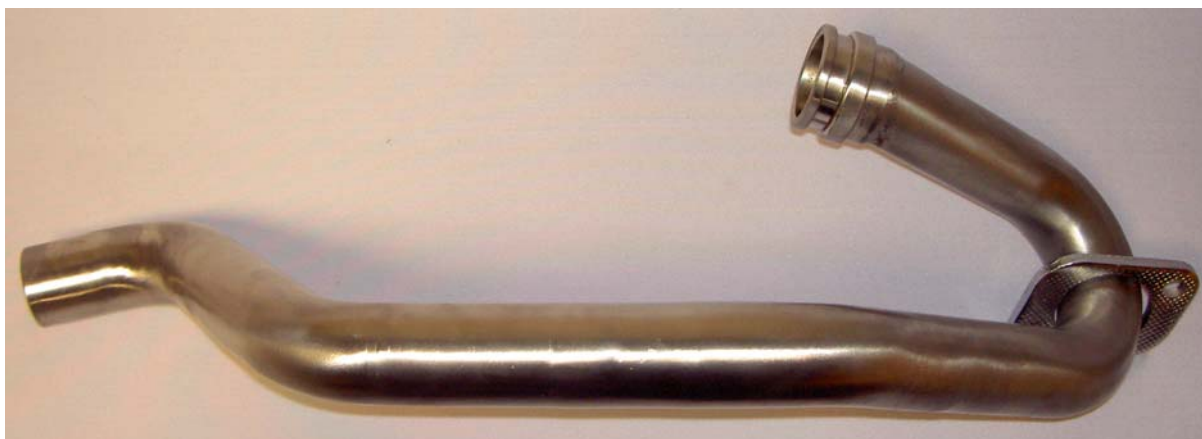
- 1 Remove the air pump with its tube.
 - 2 Remove the rigid tube.
 - 3 Put the cap like on the SY 250 FR.
- The reference of this cap is: S10D-10804-00-00

Muffler bridle



Remove the two soldered points.
Remove the bridle

Exhaust pipe



Put free exhaust pipe (without catalyst)