





**EXHAUST:** For maximum performance use a Paul Turner LT 250 2-Stroke Pipe and Fat Boy 2 Silencer. ***THIS IS THE SINGLE MOST IMPORTANT THING THAT YOU CAN DO TO GET MAXIMUM PERFORMANCE FROM YOUR LT 250.***

It is also recommended that a billet exhaust clamp at the pipe/silencer slip fit joint.

**FUEL:** Use VP Racing Fuel type C-12 ([www.vpracingfuels.com](http://www.vpracingfuels.com)). Motor Octane 108 or Sonoco Race Fuel type "The Standard" ([www.racegas.com](http://www.racegas.com)) 105 motor Octane

\*\*\*For extreme Racing performance VP U4.2 Fuel

**TRANSMISSION OIL:** Maxima MTL *Endurance 85 WT*

\*Consult Suzuki OEM Service Manual for oil capacity specifications.

**PREMIX OIL:** Maxima 927. Mix at 32:1 (4oz per Gallon).

In conditions where temperature is below 40° use Maxima Super M or Maxima K2.

**CARBURETION/INTAKE:** It is recommended when installing these engine kits to upgrade the carburetion. DRI recommends using a Keihin 36mmPJ, Keihin 37.3mm PJ, Keihin 39mm PWK Carburetor. \* Call DR for information on proper carburetor size for your application.

**REED CAGE:** It is recommended to use a PYRAMID Reed Valve with OEM Intake manifold. DO NOT use reed spacers.

**JETTING:** Consult DRI Tech Sheet for *Keihin Carburetor Jetting* for information on how to properly set Keihin Carburetors.

### **TOP END SERVICE**

For maximum performance top end should be serviced at least every 20 hours. For standard usage top end should be serviced at least every 30-50 hours.

A top end service includes checking pistons, reed valves, piston to cylinder clearance, replacing top end washers, top end bearing, piston pin etc.

Piston clearance should be kept between .0025" and .004". Not to exceed .005"

**CRANKSHAFT:** For Hi Performance use an OEM crankshaft with stock OEM rod should be used for best reliability.

**GEARING:** OEM Gearing 13/40(42), Dune Riding 13/38, Hill Racing 13/42, High Speed 15x36-38.

**IGNITION:** Stock ignition is adequate for most applications. But it should be checked that it is producing proper power output. (As stators become older or get exposed to moisture they tend to weaken power output, causing engine to perform improperly)

However, a flywheel modification is recommended for better performance and reliability in Hi Revving applications like TT's Ovals and Drag Racing.



**CLUTCH:** The clutch must be kept in excellent condition and properly adjusted for maximum performance to be delivered. DRI recommends using a Hinson billet clutch basket and DR C25 Clutch. Call DR Tech department with any questions regarding clutch performance or upgrades.

**NOTES**

1. Squish clearance should be checked. Piston to head squish should be minimum .040"

*DRI is not responsible for any engine component (gears, rod, etc.) fatigue or failure due to increased horsepower and torque.*