



CY Head Kit Disclaimer/Instructions

ATTENTION: This billet head kit for your CY engine is a high performance 2-stroke racing accessory. Proper tuning and maintenance is essential to the performance and longevity of this head kit. You are responsible for properly tuning and setting up your engine. Failure to properly tune the engine can result in engine failure and is not covered under warranty.

Fuel & Oil Requirements:

You must use the specified minimum rated octane for your dome selection. You should use a high quality 2-stroke motorcycle pre-mix oil (i.e Bel-Ray, Maxima, etc). Recommended fuel/oil ratio is 25:1, which is 5.1 ounces per gallon of gas.

13:1 dome requires a minimum of 91 octane fuel

15:1 dome requires a minimum of 105 octane fuel

17:1 domes is only recommended to be used with methanol

Maintenance:

It is recommended to replace the piston ring after every 8-10 hours of run time. This engine utilizes a single ring piston design for performance and therefore it wears quicker than a standard 2 ring design. Overtime the piston ring will wear and become sharp which can cause damage to the chrome lining on the cylinder.

Cylinder Porting:

We do NOT recommend porting the cylinder. Porting the cylinder creates an edge on the chrome lining around the cylinder ports and the piston ring will catch on this edge causing the lining to de-plate.

Carb Tuning:

Carb tuning is very important to how this engine will performance. Improper tuning can easily cause a piston seizure. Always adjust the fuel mixture richer if you are unsure as to the fuel mixture settings. The carburetor has 2 fuel adjustment screws, a high speed for the upper rpm range and the low speed for initial throttle response and acceleration. Both screws work in the same way, turning the screw in will make for a leaner setting, allowing less fuel to pass. Turning the screw out will make the engine run richer. Adjustments should be made in very small increments, such 1/16th of a turn. Both screws have a working limit of approximately 3 turns out. Turning either screw out more than 3 turns is not recommended, as the screw can vibrate out all the way. A good starting adjustment in 1-3/4 turns open for both screws. The low speed screw should be adjusted for best throttle response. The high speed screw should be set for maximum loaded rpm and then turned slightly richer. You will need to work back and forth between both screws, as one will affect the other. When adjusting the high speed screw do not make full throttle passes for more than a couple of seconds until you have the adjustment set properly. The engine can seize very easily and quickly at high rpm if the setting is too lean!

Warranty

This head kit has a limited warranty against defects in manufacturers workmanship only. Seizures and other conditions resulting from improper fuel/oil mixture, fuel octane, carb adjustment, and misuse are not covered under warranty. You are responsible for properly tuning and setting up your engine.