



Tested at Kitaco facility. Actual run may differ. (REAR WHEEL OUTPUT)

ALUMINUM CASTING STEEL SLEEVE CYLINDER

Increases heat-release performance.



ALUMINUM MACHINED

ALUMITE FINISH

φ 54 GRAVITY CASTING PISTON

APPLICATION

COMPRESSION RATIO: 10.5:1

HIGH CAMSHAFT

VALVE TIMING

IN VALVE OPEN 16° BTDC CLOSE 35° ABDC EX VALVE OPEN 44° BBDC CLOSE 5° ATDC

SUPER CUB 110 (JA59), CROSS CUB 110 (JA60)

* NO-DECOMP FUNCTION BUILT-IN

145cc LIGHT BIG BORE KIT (WITH HIGH CAMSHAFT)



145cc LIGHT BIG BORE KIT (WITHOUT HIGH CAMSHAFT)



REMARKS

- O ALUMINUM CASTING STEEL SLEEVE CYLINDER O WITH HIGH CAM SHAFT
- $\bigcirc \mathsf{PISTON} : \mathsf{CASTING} \ \mathsf{SPECIFICATION} \ (3\mathsf{R}) \\ \bigcirc \mathsf{DISPLACEMENT} : 145\mathsf{cc} \ \bigcirc \ \mathsf{BORE} : \phi \ 54 \ \bigcirc \ \mathsf{STROKE} : 63.1\mathsf{mm} \ (\mathsf{STOCK})$
- COMPRESSION RATIO: 10.5:1 NON-LEAD PREMIUM GASOLINE TYPE

** I-MAP (FUEL INJECTION CONTROLLER) is required to install. (The parts required vary depending on the degree of tuning.) PRICE

CODE WITH HIGH CAMSHAFT 212-1456010 ¥34,000

APPLICATION

SUPER CUB 110 (JA59), CROSS CUB 110 (JA60)

REMARKS

- O ALUMINUM CASTING STEEL SLEEVE CYLINDER
- PISTON: CASTING SPECIFICATION (3R) DISPLACEMENT: 145cc OBORE: ϕ 54 OSTROKE: 63.1mm (STOCK) ○ COMPRESSION RATIO :

10.5:1 O NON-LEAD PREMIUM GASOLINE TYPE

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TYPE	CODE	PRICE
WITHOUT HIGH CAMSHAFT	<u>212-1456011</u>	¥25,000