

REV-3 2-STROKE – TECHNICAL MODIFICATIONS 2008

- > New fork settings. Optimisation of the oil-flow has made the forks more sensitive in absorbing the bumps as well as more reactive on the rebound, to facilitate acrobatic manoeuvres or simple movements of the front wheel.
- > New shockabsorber settings. More stable performance over time, combined with greater reliability.
- > New Keihin PWK \varnothing 28 mm carburettor: more immediate and lively response at the bottom end, together with a marked improvement in power and acceleration in the middle-to-upper range.
- > New filter box to optimise the fit with the new Keihin carburettor: improved airflow thanks to a larger diameter sleeve.
- > New support for securing the air filter: more compact dimensions to increase the flow of air and improve carburation at high revs.
- > New dedicated carburettor union: 5 mm longer to optimise response at low revs and improve feel.
- > New crankcase. New design in the area of the connection between barrel and crankcase has reduced crankcase volume with a nett increase in smoothness at low revs.
- > New cylinder head design (on the 250 and the 270cc) ensures more regular carburation when shutting the throttle and provides greater engine torque.
- > New single-chamber silencer (270cc only): smooths out the power delivery at low engine speeds making it even more linear, and provides a noticeable increase in power and acceleration at the top end. Created as a "race-ready" engine size, the 270cc has evolved a stage further, delivering even higher performance combined with maximum usability.
- > Shorter clutch hose: less weight combined with a more precise and direct action.
- > New main bearings: these ensure greater smoothness and reliability.
- > New crankshaft oilseal: the reduction in friction has given the engine a cleaner response to the throttle.
- > New colour-scheme: a brand-new mix of white and fluorescent red.