



quality scooter performance parts

DEALER CATALOGUE 01/2008



CYLINDER KIT STAGE6 STREETRACE 70CC

Cast iron barrel with the usual Stage6 quality, an ideal compromise between performance, reliability and price. This kit was developed to make excellent torque, that's high power at low rpm. As a result this kit is not only great to ride with excellent acceleration, the low rpm level in combination with a appropriate exhaust helps to keep the noise down at an acceptable level.



CYLINDER KIT STREETRACE 

MINARELLI AC • Cast iron barrel with the usual Stage6 quality, an ideal compromise between performance, reliability and price. This kit was developed to make excellent torque, that's high power at low rpm. As a result this kit is not only great to ride with excellent acceleration, the low rpm level in combination with a appropriate exhaust helps to keep the noise down at an acceptable level.

CYLINDER KIT 70CC STREETRACE

S6-7216600	Cylinder kit 70cc STREETRACE Minarelli AC
S6-ET166KO/S	Piston
S6-ET166KB/S	Gudgeon pin
S6-ETKR/S	Piston ring
S6-ET166KC	Circlip
S6-802000	Small end bearing
S6-ET166ZKA/S	Cylinder head
S6-ET166DSAC/S	Gasket set



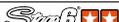
CYLINDER KIT STREETRACE 

MINARELLI LC • Cast iron barrel with the usual Stage6 quality, an ideal compromise between performance, reliability and price. This kit was developed to make excellent torque, that's high power at low rpm. As a result this kit is not only great to ride with excellent acceleration, the low rpm level in combination with a appropriate exhaust helps to keep the noise down at an acceptable level.

CYLINDER KIT 70CC STREETRACE

S6-7216601	Cylinder kit 70cc STREETRACE Minarelli LC
S6-ET166KO/S	Piston
S6-ET166KB/S	Gudgeon pin
S6-ETKR/S	Piston ring
S6-ET166KC	Circlip
S6-802000	Small end bearing
S6-ET166ZKL/S	Cylinder head
S6-ET166DSLCL/S	Gasket set



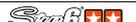
CYLINDER KIT STREETRACE 

CPI AC • Cast iron barrel with the usual Stage6 quality, an ideal compromise between performance, reliability and price. This kit was developed to make excellent torque, that's high power at low rpm. As a result this kit is not only great to ride with excellent acceleration, the low rpm level in combination with a appropriate exhaust helps to keep the noise down at an acceptable level. 12mm gudgeon pin.

CYLINDER KIT 70CC STREETRACE

S6-7219500	Cylinder kit 70cc STREETRACE CPI AC
S6-ET140KO/S	Piston
S6-ET140KB/S	Gudgeon pin
S6-ETKR/S	Piston ring
S6-ET140KC	Circlip
S6-802010	Small end bearing
S6-ET166ZKA/S	Cylinder head
S6-ET166DSAC/S	Gasket set



CYLINDER KIT STREETRACE 

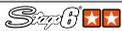
CPI LC • Cast iron barrel with the usual Stage6 quality, an ideal compromise between performance, reliability and price. This kit was developed to make excellent torque, that's high power at low rpm. As a result this kit is not only great to ride with excellent acceleration, the low rpm level in combination with a appropriate exhaust helps to keep the noise down at an acceptable level. 12mm gudgeon pin.

CYLINDER KIT 70CC STREETRACE

S6-7219501	Cylinder kit 70cc STREETRACE CPI LC
S6-ET140KO/S	Piston
S6-ET140KB/S	Gudgeon pin
S6-ETKR/S	Piston ring
S6-ET140KC	Circlip
S6-802010	Small end bearing
S6-ET166ZKL/S	Cylinder head
S6-ET166DSLCL/S	Gasket set

CYLINDER KIT STAGE6 STREETRACE 70CC



CYLINDER KIT STREETRACE 
PIAGGIO AC • Cast iron barrel with the usual Stage6 quality, an ideal compromise between performance, reliability and price. This kit was developed to make excellent torque, that's high power at low rpm. As a result this kit is not only great to ride with excellent acceleration, the low rpm level in combination with a appropriate exhaust helps to keep the noise down at an acceptable level.

- CYLINDER KIT 70CC STREETRACE**
S6-7214000 **Cylinder kit 70cc STREETRACE**
Piaggio AC
- S6-ET140KO/S Piston
 - S6-ET140KB/S Gudgeon pin
 - S6-ETKR/S Piston ring
 - S6-ET140KC Circlip
 - S6-802010 Small end bearing
 - S6-ET140ZKA/S Cylinder head
 - S6-ET140DSAC/S Gasket set



CYLINDER KIT STREETRACE 
PIAGGIO LC • Cast iron barrel with the usual Stage6 quality, an ideal compromise between performance, reliability and price. This kit was developed to make excellent torque, that's high power at low rpm. As a result this kit is not only great to ride with excellent acceleration, the low rpm level in combination with a appropriate exhaust helps to keep the noise down at an acceptable level.

- CYLINDER KIT 70CC STREETRACE**
S6-7214001 **Cylinder kit 70cc STREETRACE**
Piaggio LC
- S6-ET140KO/S Piston
 - S6-ET140KB/S Gudgeon pin
 - S6-ETKR/S Piston ring
 - S6-ET140KC Circlip
 - S6-802010 Small end bearing
 - S6-ET140ZKL/S Cylinder head
 - S6-ET140DSLCS Gasket set



CYLINDER KIT STREETRACE 
MINARELLI VERTICAL • Cast iron barrel with the usual Stage6 quality, an ideal compromise between performance, reliability and price. This kit was developed to make excellent torque, that's high power at low rpm. As a result this kit is not only great to ride with excellent acceleration, the low rpm level in combination with a appropriate exhaust helps to keep the noise down at an acceptable level.

- CYLINDER KIT 70CC STREETRACE**
S6-7216802 **Cylinder kit 70cc STREETRACE**
Minarelli vertical
- S6-ET166KO/S Piston
 - S6-ET166KB/S Gudgeon pin
 - S6-ETKR/S Piston ring
 - S6-ET166KC Circlip
 - S6-802000 Small end bearing
 - S6-ET168ZKA/S Cylinder head
 - S6-ET168DSAC/S Gasket set



CYLINDER KIT STREETRACE 
PEUGEOT VERTICAL AC • Cast iron barrel with the usual Stage6 quality, an ideal compromise between performance, reliability and price. This kit was developed to make excellent torque, that's high power at low rpm. As a result this kit is not only great to ride with excellent acceleration, the low rpm level in combination with a appropriate exhaust helps to keep the noise down at an acceptable level.

- CYLINDER KIT 70CC STREETRACE**
S6-7217500 **Cylinder kit 70cc STREETRACE**
Peugeot AC
- S6-ET175KO/S Piston
 - S6-ET140KB/S Gudgeon pin
 - S6-ETKR/S Piston ring
 - S6-ET140KC Circlip
 - S6-802020 Small end bearing
 - S6-ET175ZKA/S Cylinder head
 - S6-ET175DSAC/S Gasket set



CYLINDER KIT STREETRACE 
PEUGEOT VERTICAL LC • Cast iron barrel with the usual Stage6 quality, an ideal compromise between performance, reliability and price. This kit was developed to make excellent torque, that's high power at low rpm. As a result this kit is not only great to ride with excellent acceleration, the low rpm level in combination with a appropriate exhaust helps to keep the noise down at an acceptable level.

- CYLINDER KIT 70CC STREETRACE**
S6-7217501 **Cylinder kit 70cc STREETRACE**
Peugeot LC
- S6-ET175KO/S Piston
 - S6-ET140KB/S Gudgeon pin
 - S6-ETKR/S Piston ring
 - S6-ET140KC Circlip
 - S6-802010 Small end bearing
 - S6-ET175ZKL/S S6 crankshaft
 - S6-ET175ZKL/S Cylinder head
 - S6-ET175DSLCS Gasket set



CYLINDER KIT STREETRACE 
MORINI AC • Cast iron barrel with the usual Stage6 quality, an ideal compromise between performance, reliability and price. This kit was developed to make excellent torque, that's high power at low rpm. As a result this kit is not only great to ride with excellent acceleration, the low rpm level in combination with a appropriate exhaust helps to keep the noise down at an acceptable level.

- CYLINDER KIT 70CC STREETRACE**
S6-7215000 **Cylinder kit 70cc STREETRACE**
Morini AC
- S6-ET150KO/S Piston
 - S6-ET166KB/S Gudgeon pin
 - S6-ET150KR/S Piston ring
 - S6-ET166KC Circlip
 - S6-802000 Small end bearing
 - S6-ET150ZKA/S Cylinder head
 - S6-ET150DSAC/S Gasket set

CYLINDER KIT STAGE6 ALUMINIUM 50CC

The 50cc cylinder from Stage6 makes it possible to increase performance without slipping into a higher displacement class. This cylinder, made of aluminium and with bridged exhaust, is one of those with the highest performance in its class (with 40 mm bore diameter). Fast acceleration and high rpms coupled with good heat dissipation and durability. Comes incl. head, piston and gaskets.



CYLINDER KIT ALUMINIUM



MINARELLI AC • This cylinder kit counts among the cylinders with the highest performance in the 50cc class for air-cooled Minarelli engines. Comes with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head. 10 mm gudgeon pin.



CYLINDER KIT ALUMINIUM



MINARELLI LC • This cylinder kit counts among the cylinders with the highest performance in the 50cc class for liquid-cooled Minarelli engines. Comes with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head. 10 mm gudgeon pin.

CYLINDER KIT 50CC ALU

S6-7016600/A	Cylinder kit 50cc ALU, Minarelli AC
S6-ET166KO/A.A	Piston [A]
S6-ET166KO/A.B	Piston [B]
S6-ET166KO/A.C	Piston [C]
S6-ET166KB/50	Gudgeon pin
S6-ETKR/50	Piston ring
S6-ET166KC	Circlip
S6-802000	Small end bearing
S6-ET166ZKA/A	Cylinder head
S6-ET166DSAC/A	Gasket set

CYLINDER KIT 50CC ALU

S6-7016601/A	Cylinder kit 50cc ALU, Minarelli LC
S6-ET166KO/A.A	Piston [A]
S6-ET166KO/A.B	Piston [B]
S6-ET166KO/A.C	Piston [C]
S6-ET166KB/50	Gudgeon pin
S6-ETKR/50	Piston ring
S6-ET166KC	Circlip
S6-802000	Small end bearing
S6-ET166ZKL/A	Cylinder head
S6-ET166DSL/C	Gasket set



CYLINDER KIT ALUMINIUM



CPI AC • This cylinder kit counts among the cylinders with the highest performance in the 50cc class for air-cooled CPI and Minarelli engines. Comes with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head. 12 mm gudgeon pin.



CYLINDER KIT ALUMINIUM



CPI LC • This cylinder kit counts among the cylinders with the highest performance in the 50cc class for liquid-cooled CPI and Minarelli engines. Comes with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head. 12 mm gudgeon pin.

CYLINDER KIT 50CC ALU

S6-7019500/A	Cylinder kit 50cc ALU, CPI AC
S6-ET140KO/A.A	Piston [A]
S6-ET140KO/A.B	Piston [B]
S6-ET140KO/A.C	Piston [C]
S6-ET140KB/50	Gudgeon pin
S6-ETKR/50	Piston ring
S6-ET140KC	Circlip
S6-802010	Small end bearing
S6-ET166ZKA/A	Cylinder head
S6-ET166DSL/C	Gasket set

CYLINDER KIT 50CC ALU

S6-7019501/A	Cylinder kit 50cc ALU, CPI LC
S6-ET140KO/A.A	Piston [A]
S6-ET140KO/A.B	Piston [B]
S6-ET140KO/A.C	Piston [C]
S6-ET140KB/50	Gudgeon pin
S6-ETKR/50	Piston ring
S6-ET140KC	Circlip
S6-802010	Small end bearing
S6-ET166ZKL/A	Cylinder head
S6-ET166DSL/C	Gasket set



CYLINDER KIT STAGE6 ALUMINIUM 50CC



CYLINDER KIT ALUMINIUM

PIAGGIO AC • This cylinder kit counts among the cylinders with the highest performance in the 50cc class for air-cooled Piaggio engines. Comes with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head.



CYLINDER KIT ALUMINIUM

PIAGGIO LC • This cylinder kit counts among the cylinders with the highest performance in the 50cc class for liquid-cooled Piaggio engines. Comes with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head.



CYLINDER KIT ALUMINIUM

MINARELLI VERTICAL • This cylinder kit counts among the cylinders with the highest performance in the 50cc class for air-cooled vertical Minarelli engines. Comes with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head.

CYLINDER KIT 50CC ALU

S6-7014000/A Cylinder kit 50cc ALU, Piaggio AC
S6-ET140KO/A.A Piston [A]
S6-ET140KO/A.B Piston [B]
S6-ET140KO/A.C Piston [C]
S6-ET140KB/50 Gudgeon pin
S6-ETKR/50 Piston ring
S6-ET140KC Circlip
S6-802010 Small end bearing
S6-ET140ZKA/A Cylinder head
S6-ET140DSAC/A Gasket set

CYLINDER KIT 50CC ALU

S6-7014001/A Cylinder kit 50cc ALU, Piaggio LC
S6-ET140KO/A.A Piston [A]
S6-ET140KO/A.B Piston [B]
S6-ET140KO/A.C Piston [C]
S6-ET140KB/50 Gudgeon pin
S6-ETKR/50 Piston ring
S6-ET140KC Circlip
S6-802010 Small end bearing
S6-ET140ZKL/A Cylinder head
S6-ET140DSLCA/A Gasket set

CYLINDER KIT 50CC ALU

S6-7016802/A Cylinder kit 50cc ALU Minarelli vertical
S6-ET175KO/A.A Piston [A]
S6-ET175KO/A.B Piston [B]
S6-ET175KO/A.C Piston [C]
S6-ET166KB/50 Gudgeon pin
S6-ETKR/50 Piston ring
S6-ET166KC Circlip
S6-802020 Small end bearing
S6-ET175ZKA/A Cylinder head
S6-ET175DSAC/A Gasket set



CYLINDER KIT ALUMINIUM

PEUGEOT VERTICAL • This cylinder kit counts among the cylinders with the highest performance in the 50cc class for air-cooled vertical Peugeot engines. Comes with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head.



CYLINDER KIT ALUMINIUM

PEUGEOT VERTICAL • This cylinder kit counts among the cylinders with the highest performance in the 50cc class for liquid-cooled vertical Peugeot engines. Comes with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head.

CYLINDER KIT 50CC ALU

S6-7017500/A Cylinder kit 50cc ALU, Peugeot AC
S6-ET175KO/A.A Piston [A]
S6-ET175KO/A.B Piston [B]
S6-ET175KO/A.C Piston [C]
S6-ET140KB/50 Gudgeon pin
S6-ETKR/50 Piston ring
S6-ET140KC Circlip
S6-802010 Small end bearing (S6 crankshaft)
S6-ET175ZKA/A Cylinder head
S6-ET175DSAC/A Gasket set

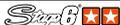
CYLINDER KIT 50CC ALU

S6-7017501/A Cylinder kit 50cc ALU, Peugeot LC
S6-ET175KO/A.A Piston [A]
S6-ET175KO/A.B Piston [B]
S6-ET175KO/A.C Piston [C]
S6-ET140KB/50 Gudgeon pin
S6-ETKR/50 Piston ring
S6-ET140KC Circlip
S6-802010 Small end bearing (S6 crankshaft)
S6-ET175ZKL/A Cylinder head
S6-ET175DSLCA/A Gasket set

CYLINDER KIT STAGE6 SPORT PRO 70CC

The Sport PRO is a robust cylinder for daily use with a broad trapezoidal exhaust port and comparatively low port durations, which leads to better torque. Few other cylinders can keep up with the acceleration of this cylinder. Comes with Asso piston with one piston ring, which makes for low friction and heat properties.



CYLINDER KIT SPORT PRO 

MINARELLI AC • The Sport PRO is a very robust aluminium cylinder. Its exhaust port with small port durations provides high torque coupled with long life. The cylinder is delivered with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head. 10 mm gudgeon pin.



CYLINDER KIT SPORT PRO 

MINARELLI LC • The Sport PRO is a very robust aluminium cylinder. Its exhaust port with small port durations provides high torque coupled with long life. The cylinder is delivered with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head. 10 mm gudgeon pin.

CYLINDER KIT 70CC SPORT PRO

S6-7016600

S6-ET166KO.A
S6-ET166KO.B
S6-ET166KO.C
S6-ET166KB
S6-ETKR
S6-ET166KC
S6-802000
S6-ET166ZKA
S6-ET166DSAC

Cylinder kit 70cc Sport PRO

Minarelli AC

Piston [A]
Piston [B]
Piston [C]
Gudgeon pin
Piston ring
Circlip
Small end bearing
Cylinder head
Gasket set

CYLINDER KIT 70CC SPORT PRO

S6-7016601

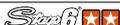
S6-ET166KO.A
S6-ET166KO.B
S6-ET166KO.C
S6-ET166KB
S6-ETKR
S6-ET166KC
S6-802000
S6-ET166ZKL
S6-ET166DSL

Cylinder kit 70cc Sport PRO

Minarelli LC

Piston [A]
Piston [B]
Piston [C]
Gudgeon pin
Piston ring
Circlip
Small end bearing
Cylinder head
Gasket set



CYLINDER KIT SPORT PRO 

CPI AC • The Sport PRO is a very robust aluminium cylinder. Its exhaust port with small port durations provides high torque coupled with long life. The cylinder is delivered with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head. 12 mm gudgeon pin.



CYLINDER KIT SPORT PRO 

CPI LC • The Sport PRO is a very robust aluminium cylinder. Its exhaust port with small port durations provides high torque coupled with long life. The cylinder is delivered with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head. 12 mm gudgeon pin.

CYLINDER KIT 70CC SPORT PRO

S6-7019500

S6-ET140KO.A
S6-ET140KO.B
S6-ET140KO.C
S6-ET140KB
S6-ETKR
S6-ET140KC
S6-802010
S6-ET166ZKA
S6-ET166DSL

Cylinder kit 70cc Sport PRO

CPI AC

Piston [A]
Piston [B]
Piston [C]
Gudgeon pin
Piston ring
Circlip
Small end bearing
Cylinder head
Gasket set

CYLINDER KIT 70CC SPORT PRO

S6-7019501

S6-ET140KO.A
S6-ET140KO.B
S6-ET140KO.C
S6-ET140KB
S6-ETKR
S6-ET140KC
S6-802010
S6-ET166ZKL
S6-ET166DSL

Cylinder kit 70cc Sport PRO

CPI LC

Piston [A]
Piston [B]
Piston [C]
Gudgeon pin
Piston ring
Circlip
Small end bearing
Cylinder head
Gasket set

CYLINDER KIT STAGE6 RACING 70CC

The Stage6 RACING is an aluminium cylinder with extreme potential well into the high end section. In contrast to Sport PRO, the RACING is equipped with a big bridged exhaust port and has longer port durations and much higher primary compression. You can expect performance ranging between 14 to 21 hp (!!!), depending on the respective components you use.



CYLINDER KIT RACING



MINARELLI AC • In comparison with the Sport PRO, the Racing cylinder has a big bridged exhaust port with longer port durations and a considerably higher compression. This cylinder is equipped with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head. 10 mm gudgeon pin.



CYLINDER KIT RACING



MINARELLI LC • In comparison with the Sport PRO, the Racing cylinder has a big bridged exhaust port with longer port durations and a considerably higher compression. This cylinder is equipped with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head. 10 mm gudgeon pin.

CYLINDER KIT 70CC RACING

S6-7016600/R

S6-ET166KO/R.A
S6-ET166KO/R.B
S6-ET166KO/R.C
S6-ET166KB
S6-ETKR
S6-ET166KC
S6-802000
S6-ET166ZKA/R
S6-ET166DSAC/R

Cylinder kit 70cc RACING

Minarelli AC

Piston [A]
Piston [B]
Piston [C]
Gudgeon pin
Piston ring
Circlip
Small end bearing
Cylinder head
Gasket set

CYLINDER KIT 70CC RACING

S6-7016601/R

S6-ET166KO/R.A
S6-ET166KO/R.B
S6-ET166KO/R.C
S6-ET166KB
S6-ETKR
S6-ET166KC
S6-802000
S6-ET166ZKL/R
S6-ET166DSL/R

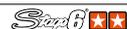
Cylinder kit 70cc RACING

Minarelli LC

Piston [A]
Piston [B]
Piston [C]
Gudgeon pin
Piston ring
Circlip
Small end bearing
Cylinder head
Gasket set



CYLINDER KIT RACING



CPI AC • In comparison with the Sport PRO, the Racing has a big bridged exhaust port with longer port durations and a considerably higher compression. This cylinder is equipped with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head. 12 mm gudgeon pin.



CYLINDER KIT RACING



CPI LC • In comparison with the Sport PRO, the Racing has a big bridged exhaust port with longer port durations and a considerably higher compression. This cylinder is equipped with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head. 12 mm gudgeon pin.

CYLINDER KIT 70CC RACING

S6-7019500/R

S6-ET140KO/R.A
S6-ET140KO/R.B
S6-ET140KO/R.C
S6-ET140KB
S6-ETKR
S6-ET140KC
S6-802010
S6-ET166ZKA/R
S6-ET166DSAC/R

Cylinder kit 70cc RACING

CPI AC

Piston [A]
Piston [B]
Piston [C]
Gudgeon pin
Piston ring
Circlip
Small end bearing
Cylinder head
Gasket set

CYLINDER KIT 70CC RACING

S6-7019501/R

S6-ET140KO/R.A
S6-ET140KO/R.B
S6-ET140KO/R.C
S6-ET140KB
S6-ETKR
S6-ET140KC
S6-802010
S6-ET166ZKL/R
S6-ET166DSL/R

Cylinder kit 70cc RACING

CPI LC

Piston [A]
Piston [B]
Piston [C]
Gudgeon pin
Piston ring
Circlip
Small end bearing
Cylinder head
Gasket set

CYLINDER KIT STAGE6 RACING 70CC



CYLINDER KIT RACING



PIAGGIO AC • In comparison with the Sport PRO, the Racing cylinder has a big bridged exhaust port with longer port durations and a considerably higher compression. This cylinder is equipped with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head.



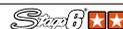
CYLINDER KIT RACING



PIAGGIO LC • In comparison with the Sport PRO, the Racing cylinder has a big bridged exhaust port with longer port durations and a considerably higher compression. This cylinder is equipped with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head.



CYLINDER KIT RACING



MINARELLI VERTICAL • In comparison with the Sport PRO, the Racing cylinder has a big bridged exhaust port with longer port durations and a considerably higher compression. This cylinder is equipped with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head.

CYLINDER KIT 70CC RACING

- | | |
|---------------------|---------------------------------|
| S6-7014000/R | Cylinder kit 70cc RACING |
| | Piaggio AC |
| S6-ET140KO/R.A | Piston [A] |
| S6-ET140KO/R.B | Piston [B] |
| S6-ET140KO/R.C | Piston [C] |
| S6-ET140KB | Gudgeon pin |
| S6-ETKR | Piston ring |
| S6-ET140KC | Circlip |
| S6-802010 | Small end bearing |
| S6-ET140ZKA/R | Cylinder head |
| S6-ET140DSAC/R | Gasket set |

CYLINDER KIT 70CC RACING

- | | |
|---------------------|---------------------------------|
| S6-7014001/R | Cylinder kit 70cc RACING |
| | Piaggio LC |
| S6-ET140KO/R.A | Piston [A] |
| S6-ET140KO/R.B | Piston [B] |
| S6-ET140KO/R.C | Piston [C] |
| S6-ET140KB | Gudgeon pin |
| S6-ETKR | Piston ring |
| S6-ET140KC | Circlip |
| S6-802010 | Small end bearing |
| S6-ET140ZKL/R | Cylinder head |
| S6-ET140DSL/R | Gasket set |

CYLINDER KIT 70CC RACING

- | | |
|---------------------|---------------------------------|
| S6-7016802/R | Cylinder kit 70cc RACING |
| | Minarelli vertical |
| S6-ET166KO/R.A | Piston [A] |
| S6-ET166KO/R.B | Piston [B] |
| S6-ET166KO/R.C | Piston [C] |
| S6-ET166KB | Gudgeon pin |
| S6-ETKR | Piston ring |
| S6-ET166KC | Circlip |
| S6-802000 | Small end bearing |
| S6-ET168ZKA/R | Cylinder head |
| S6-ET168DSAC | Gasket set |



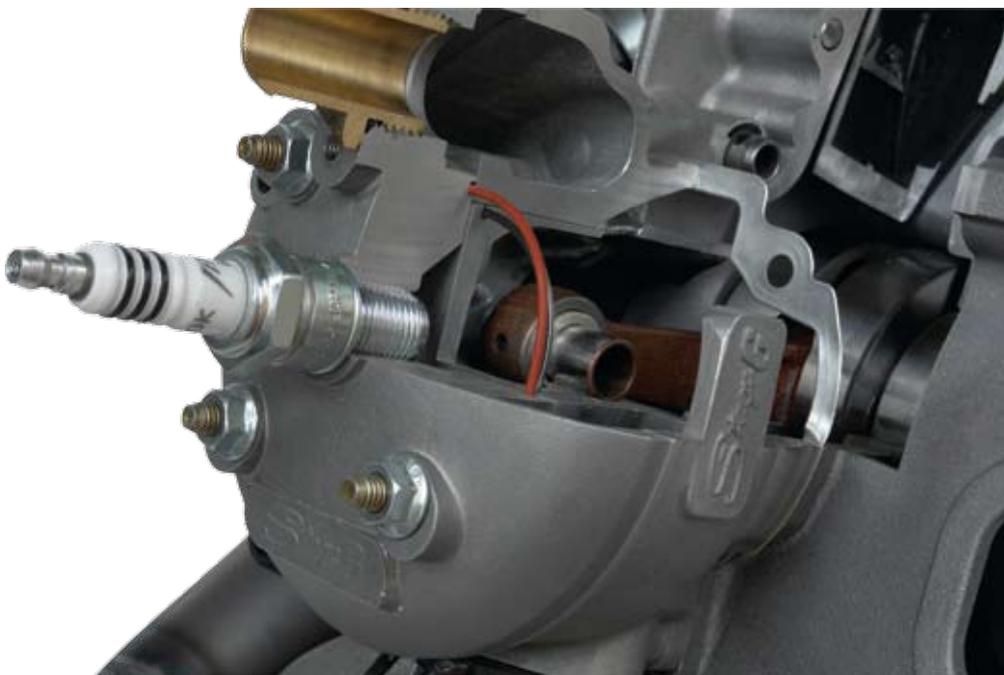
CYLINDER KIT RACING



PEUGEOT VERTICAL LC • In comparison with the Sport PRO, the Racing cylinder has a big bridged exhaust port with longer port durations and a considerably higher compression. This cylinder is equipped with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head.

CYLINDER KIT 70CC RACING

- | | |
|---------------------|-----------------------------------|
| S6-7017501/R | Cylinder kit 70cc RACING |
| | Peugeot LC |
| S6-ET175KO/R.A | Piston [A] |
| S6-ET175KO/R.B | Piston [B] |
| S6-ET175KO/R.C | Piston [C] |
| S6-ET140KB | Gudgeon pin |
| S6-ETKR | Piston ring |
| S6-ET140KC | Circlip |
| S6-802010 | Small end bearing (S6 crankshaft) |
| S6-ET175ZKL/R | Cylinder head |
| S6-ET175DSL/R | Gasket set |



CYLINDER KITS MINARELLI VERTICAL 12MM

This cylinder kit counts among the cylinders with the highest performance in the 50cc class for air-cooled vertical Minarelli engines. The Sport PRO is a very robust aluminium cylinder. Its exhaust port with small port durations provides high torque coupled with long life. In comparison with the Sport PRO, the RACING has a big bridged exhaust port with longer port durations and a considerably higher compression.



CYLINDER KIT ALUMINIUM

MINARELLI VERTICAL 12MM • This cylinder kit counts among the cylinders with the highest performance in the 50cc class for air-cooled vertical Minarelli engines. Comes with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head. 12 mm gudgeon pin.



CYLINDER KIT SPORT PRO

MINARELLI VERTICAL 12MM • The Sport PRO is a very robust aluminium cylinder. Its exhaust port with small port durations provides high torque coupled with long life. The cylinder is delivered with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head. 12 mm gudgeon pin.

CYLINDER KIT 50CC ALU

S6-7016803/A

S6-ET140KO/A.A
S6-ET140KO/A.B
S6-ET140KO/A.C
S6-ET140KB/50
S6-ETKR/50
S6-ET140KC
S6-802010
S6-ET168ZKA/A
S6-ET168DSAC/A

Cylinder kit 50cc ALU
Minarelli vertical, 12mm

Piston [A]
Piston [B]
Piston [C]
Gudgeon pin
Piston ring
Circlip
Small end bearing
Cylinder head
Gasket set

CYLINDER KIT 70CC SPORT PRO

S6-7016803

S6-ET140KO.A
S6-ET140KO.B
S6-ET140KO.C
S6-ET140KB
S6-ETKR
S6-ET140KC
S6-802010
S6-ET168ZKA
S6-ET168DSAC

Cylinder kit 70cc Sport PRO
Minarelli vertical, 12mm

Piston [A]
Piston [B]
Piston [C]
Gudgeon pin
Piston ring
Circlip
Small end bearing
Cylinder head
Gasket set



CYLINDER KIT RACING

MINARELLI VERTICAL 12MM • In comparison with the Sport PRO, the Racing cylinder has a big bridged exhaust port with longer port durations and a considerably higher compression. This cylinder is equipped with an Asso piston as well as piston ring, clips, gudgeon pin, gaskets, carbon reeds and cylinder head. 12 mm gudgeon pin.

CYLINDER KIT 70CC RACING

S6-7016803/R

S6-ET140KO/R.A
S6-ET140KO/R.B
S6-ET140KO/R.C
S6-ET140KB
S6-ETKR
S6-ET140KC
S6-802010
S6-ET168ZKA/R
S6-ET168DSAC

Cylinder kit 70cc RACING
Minarelli vertical, 12mm

Piston [A]
Piston [B]
Piston [C]
Gudgeon pin
Piston ring
Circlip
Small end bearing
Cylinder head
Gasket set

CYLINDER KITS RACING MODULAR 70CC, RAW KITS & HEADS



CYLINDER KIT RACING MODULAR *Stage 6* ★★
MINARELLI LC • RACING 70cc Cylinderkit with modular head. This cylinder head consists of two pieces, the actual combustion chamber now comes as a separate part. This helps to increase the cooling surface exposed to the coolant. As a result less heat stays in the cylinder, the fresh charge stays cooler when flowing into the combustion chamber.



CYLINDER KIT RACING MODULAR *Stage 6* ★★
PIAGGIO LC • RACING 70cc Cylinderkit with modular head. This cylinder head consists of two pieces, the actual combustion chamber now comes as a separate part. This helps to increase the cooling surface exposed to the coolant. As a result less heat stays in the cylinder, the fresh charge stays cooler when flowing into the combustion chamber.

CYLINDER KIT 70CC RACING MODULAR
S6-7016601/RM Cylinder kit 70cc RACING Modular, Minarelli LC
 S6-ET166KO/R.A Piston [A]
 S6-ET166KO/R.B Piston [B]
 S6-ET166KO/R.C Piston [C]
 S6-ET166KB Gudgeon pin
 S6-ETKR Piston ring
 S6-ET166KC Circlip
 S6-802000 Small end bearing
 S6-ET166ZKL/M Cylinder head
 S6-ET166DSL/M Gasket set

CYLINDER KIT 70CC RACING MODULAR
S6-7014001/RM Cylinder kit 70cc RACING Modular, Piaggio LC
 S6-ET140KO/R.A Piston [A]
 S6-ET140KO/R.B Piston [B]
 S6-ET140KO/R.C Piston [C]
 S6-ET140KB Gudgeon pin
 S6-ETKR Piston ring
 S6-ET140KC Circlip
 S6-802010 Small end bearing
 S6-ET140ZKL/M Cylinder head
 S6-ET140DSL/M Gasket set



CYLINDER RACING RAW *Stage 6* ★★
MINARELLI LC • Raw cylinder casting, no piston, no head. Many tuners prefer working on unplated cylinders. When done like this the chamfers of the ports are protected by the plating which makes the cylinder last much longer.



CYLINDER RACING RAW *Stage 6* ★★
PIAGGIO LC • Raw cylinder casting, no piston, no head. Many tuners prefer working on unplated cylinders. When done like this the chamfers of the ports are protected by the plating which makes the cylinder last much longer.

CYLINDER KIT 70CC RACING RAW
S6-7016605/T Cylinder kit 70cc RACING RAW, Minarelli LC
 S6-ET166KO/R.A Piston [A]
 S6-ET166KB Gudgeon pin
 S6-ETKR Piston ring
 S6-ET166KC Circlip
 S6-802000 Small end bearing
 S6-ET166ZKL/M Cylinder head
 S6-ET166DSL/M Gasket set

CYLINDER KIT 70CC RACING RAW
S6-7014005/T Cylinder kit 70cc RACING RAW, Piaggio LC
 S6-ET140KO/R.A Piston [A]
 S6-ET140KB Gudgeon pin
 S6-ETKR Piston ring
 S6-ET140KC Circlip
 S6-802010 Small end bearing
 S6-ET140ZKL/M Cylinder head
 S6-ET140DSL/M Gasket set



CYLINDER HEAD MODULAR *Stage 6* ★★
 This cylinder head consists of two pieces, the actual combustion chamber now comes as a separate part. This helps to increase the cooling surface exposed to the coolant. As a result less heat stays in the cylinder, the fresh charge stays cooler when flowing into the combustion chamber.

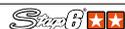
CYLINDER HEAD RACING MODULAR 70CC
S6-ET166ZKL/M Cylinder head RACING Modular Minarelli LC, complete
S6-ET140ZKL/M Cylinder head RACING Modular Piaggio LC, complete
 S6-ET166KLL/M Inner cylinder head cap, Minarelli LC
 S6-ET140KLL/M Inner cylinder head cap, Piaggio LC
 S6-ET166AML/M Outer cylinder head, Minarelli LC
 S6-ET140AML/M Outer cylinder head, Piaggio LC

CRANKS STAGE6 HPC, R/T Replica & R/T (RACING TEAM)

The Stage6 crankshafts are manufactured by a well-known Italian manufacturer, using years of experience. All Stage6 crankshafts are full circle HPC (High Primary Compression) crankshafts made of carefully selected materials such as silver for washers and bearings.



CRANKSHAFT HPC



The Stage6 High Primary Compression crankshaft is a high quality full circle crankshaft. It increases primary compression in the crankcase and is manufactured completely from metal, no plastic paddings. We recommend using this crankshaft with sport and midrace engines. Made in Italy.

CRANKSHAFT HPC

S6-8016600	Crankshaft HPC, Minarelli horizontal, 10 mm
S6-8016600/12	Crankshaft HPC, Minarelli horizontal, 12 mm
S6-8016802	Crankshaft HPC, Minarelli vertical, 10 mm
S6-8014000	Crankshaft HPC, Piaggio
S6-8017500	Crankshaft HPC, Peugeot vertical



CRANKSHAFT R/T



The Stage6 R/T crankshaft with optimized Pro Flow design. Meticulously balanced with light metal inserts and equipped with an 18 mm crankpin instead of a 16 mm version. The reinforced silver washers, the HQ silver cage bearing as well as the forged conrod ensure excellent durability with racing engines in the class around 20 hp and revolutions of up to 18,000 rpm. Available in two different conrod lengths. Strong M12 thread. Optimal for midrace to high end engines.

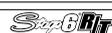
CRANKSHAFT R/T (RACING TEAM)

S6-7916602	Crankshaft R/T Minarelli 10mm
S6-7916602/12	Crankshaft R/T Minarelli 12mm
S6-7916685/12	Crankshaft R/T Minarelli 12mm, 85mm conrod
S6-7916690/12	Crankshaft R/T Minarelli 12mm, 90mm conrod
S6-7914002	Crankshaft R/T Piaggio
S6-7914085	Crankshaft R/T Piaggio, 85mm conrod
S6-7914090	Crankshaft R/T Piaggio, 90mm conrod

The spacer kit can be found on the next page !!
This kit is necessary to use Stage6 cylinders on the crankshaft with 85 mm / 90 mm conrod !!



CRANKSHAFT R/T REPLICA



Replica of the Racing Team Crankshaft, 85mm conrod. The longer rod optimises the angle of the force-lines between piston and crankwebs, as a result the engine runs smoother, less power is lost.

CRANKSHAFT R/T REPLICA

S6-7916688/12	Crankshaft R/T Replica Minarelli 12mm, 85mm conrod Standard conrod!
S6-7914088	Crankshaft R/T Replica Piaggio, 85mm conrod Standard conrod!

The spacer kit can be found on the next page !!
This kit is necessary to use Stage6 cylinders on the crankshaft with 85 mm / 90 mm conrod !!

SPACER KIT, CRANKSHAFT & SMALL END BEARINGS STAGE6

Laser-cut cylinder base spacer with longer cylinder studs for Stage6 R/T crankshaft with 85mm / 90mm conrod. Trying to save money by using cheap crankshaft bearings for your highly tuned engine certainly is no good idea. This is why Stage6 chooses only leading European and Japanese manufacturers of bearings and oil rings such as SKF and Corteco to work with. Stage6 offers HQ crankshaft bearing kits in 2 versions, with either metal or polymer cage. Both types are allowed to be used at up to 20,000 rpm and have an increased play (C4), which is required for crankshaft bearings. Stage6 also offers HD silver cage small end bearings in excellent quality and various sizes.



CRANKSHAFT R/T SPACER KIT 

Laser-cut cylinder base spacer with longer cylinder studs for Stage6 R/T crankshaft with 85mm / 90mm conrod. This spacer kit is needed to use the Stage6 cylinder kits on the R/T crankshaft with 85mm / 90mm conrod length. Available for Minarelli horizontal and Piaggio.

CRANKSHAFT R/T SPACER KIT

S6-79166ET01 Spacer kit 85mm, Minarelli
S6-79140ET01 Spacer kit 85mm, Piaggio

S6-79166ET02 Spacer kit 90mm, Minarelli
S6-79140ET02 Spacer kit 90mm, Piaggio



CRANKSHAFT BEARING 

POLYMER - The crankshaft bearing set with polymer cages consists of two crankshaft bearings from leading manufacturer SKF as well as two Corteco oil seals. The polymer cage reduces the heat resulting from friction. The bearings are approved for usage at revolutions of up to 20,000 rpm and have the required bearing play C4.

CRANKSHAFT BEARING POLYMER

S6-80366C4/TN9 Crankshaft bearing, Minarelli
S6-80340C4/TN9 Crankshaft bearing, Piaggio
S6-80375C4/TN9 Crankshaft bearing, Peugeot vertical



CRANKSHAFT BEARING 

METAL - The crankshaft bearing set with metal cages consists of two crankshaft bearings from leading manufacturer SKF as well as two Corteco oil seals. The metal cage is extremely heat resistant and durable. The bearings are approved for usage at revolutions of up to 20,000 rpm and have the required bearing play C4.

CRANKSHAFT BEARING METAL

S6-80366C4/MET Crankshaft bearing, Minarelli
S6-80340C4/MET Crankshaft bearing, Piaggio
S6-80375C4/MET Crankshaft bearing, Peugeot vertical



SMALL END BEARING SILVER 

High quality silver small end bearing. Very durable construction. For Peugeot Stage6 crankshafts, the Piaggio small end bearing has to be used!

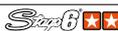
SMALL END BEARING

S6-802000 Small end bearing, Minarelli
10 mm (10 x 14 x 13 mm)

S6-802010 Small end bearing, Piaggio
12 mm (12 x 17 x 15 mm)
For Peugeot Stage6 crankshafts!

S6-802020 Small end bearing, Peugeot
12 mm (12 x 15 x 15 mm)
For Peugeot original crankshafts!



REDUCTION BEARINGS 

High quality silver reduction bearing. With this bearing, which has been manufactured specifically for Stage6, it is now finally possible to use crankshafts with a conrod for 12 mm gudgeon pin together with cylinders that are designed for 10 mm gudgeon pins. This opens up new possibilities to change from high end cylinders back to sport or original cylinders.

REDUCTION SMALL END BEARING

S6-802055 Reduction small end bearing
for 12 mm crankshaft to 10 mm
gudgeon pin (10 x 17 x 13 mm)



SMALL END BEARING XL 

Pin bearing for high rpm, extra strong and extra wide (10 x 14 x 15mm).

SMALL END BEARING EXTRA WIDE

S6-802002/XL 10mm (10 x 14 x 15mm), Minarelli

CLUTCH STAGE6 TORQUE CONTROL

With the Stage6 Torque Control, we can offer you a patented racing clutch. The springs can easily be exchanged while the clutch is still mounted. The spring preload – and thus also the rpm when the clutch engages – can be continuously adjusted via an easily accessible screw. The way the throttle reacts can also be affected by inserting weights into the clutch shoes. Makes optimal use of the torque.



CLUTCH RACING



Patented racing clutch with the possibility to adjust spring preload by an easy accessible screw. This way removing the clutch is not necessary. Additionally, clutch reaction can be influenced by inserting weights in the clutch shoes.

CLUTCH

S6-5016603 Clutch, Minarelli, 107mm
 S6-5014005 Clutch, Piaggio
 S6-5017507 Clutch, Peugeot

S6-50ET001 Clutch springs, 3 pieces, red - hard
 S6-50ET002 Clutch springs, 3 pieces, orange - medium
 S6-50ET003 Clutch springs, 3 pieces, white - soft
 S6-50ET004 Weight set, 3 pieces, tungsten (heavy)
 S6-50ET005 Weight set, 3 pieces
 S6-50ET008 Clutch shoe
 S6-50ET012 Screw set

FRONT PULLEY & CLUTCH BELL STAGE6 RACING

Racing front pulley with optimized face angle. To keep costs down, original front pulleys are usually cast or – even worse – pressed from steel. When cooling down, they can slightly warp, which leads to small deviations from the desired angle. For racing engines with their narrow ideal rpm range, deviations like these already have direct consequences for the performance. This is why the Stage6 drive face has been CNC milled from solid material. A total of 12 different versions have been tested until the perfect angle was discovered. By using a top-notch aluminium alloy and a special surface coating, the cooling vanes have become superfluous. The Stage6 clutch bell is an additionally reinforced bell that has been equipped with cooling vanes in order to achieve better air circulation around transmission and clutch, so that heat can be dissipated more effectively.



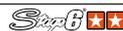
CLUTCH BELL RACING



The WingCooler clutch bell from Stage6 has a reinforced body and a patented cooling concept. The air is channeled to the clutch linings by the cooling vanes placed at the side and by increased drill holes. This ensures great durability and reduces clutch slip.



CLUTCH BELL R/T



The R/T version of the clutch bell has all the same relevant and proven technical features of the Racing version. However, it is reinforced with another ring, making it even better suitable for the high revs at which the clutch engages when used in racing.



FRONT PULLEY RACING



Racing front pulley with optimised face angle. In order to keep costs down, original pulleys are usually cast or – even worse – pressed from steel. For racing engines with their narrow power bands, allowances like these already have direct consequences for the performance. This is why Stage6 front pulleys are precisely CNC-milled.

CLUTCH BELL

- S6-5516600 Minarelli 107 mm
- S6-5514000 Piaggio / Peugeot

CLUTCH BELL R/T

- S6-5516603/T Minarelli 107mm
- S6-5514003/T Piaggio / Peugeot

FIXED FRONT PULLEY

- S6-5116600 Minarelli
- S6-5114000 Piaggio
- S6-5117500 Peugeot

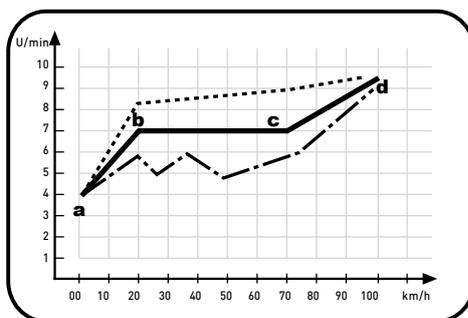




VARIATOR SET-UP

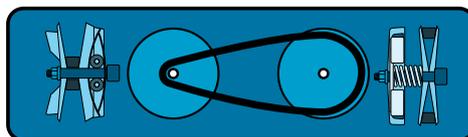
The aim is to adjust the complete variomatic (consisting of the front variator with roller weights, rear converter, torque spring and clutch) so that it changes the transmission ratio whenever the engine's power band is reached. This is the only way to achieve an optimal acceleration. Adjusting the variomatic is mainly

The graph on the left shows 3 differently adjusted variators. The solid line depicts a correctly adjusted engine; the clutch engages at about 4000 rpm (a), the engine revs up until it reaches its power band of 7000 rpm (b) and accelerates to 20 km/h. Now the variomatic starts to "shift", continuously keeping the engine in its power band of 7000 rpm up to 70 km/h (c). This is when the variator has reached its highest gear ratio and the engine now revs up until 9500 rpm (d), reaching its top speed of 100 km/h.

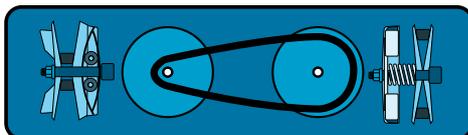


The dashed line depicts a variator with weights that are too light; the engine runs at above the ideal rpm range, which decreases the acceleration. Just imagine you are constantly riding at first gear on your bike. Despite pedalling away like mad, it will take you forever to get somewhere.

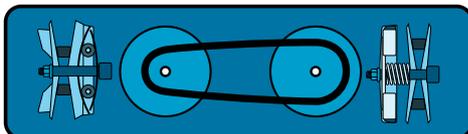
The dashed/ dotted line depicts an engine with weights that are too heavy. The engine has no chance to even reach the rpm where it creates the most horsepower, but instead permanently changes transmission ratio, slowly struggling to reach a higher ratio. Here again it is helpful to compare your scooter to a bicycle: it's just like trying to drive up a hill while using a gear that is too high.



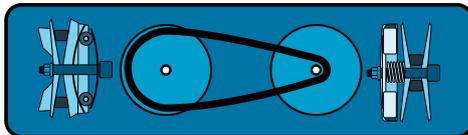
a Engine at idle, the clutch is not engaged. The variator is at the lowest transmission ratio.



b The engine has reached 4000 rpm, the clutch connects engine and gearing, the engine revs up till it reaches the ideal rpm.



b-c The roller weights are pushed out by centrifugal force and at 7000 rpm the variator starts to change transmission ratios from short to long.



c-d The variator has reached its highest gear ratio. The rpm now rises higher than the ideal power band and the engine reaches its top speed.

Now the question is how to set up your transmission properly if you don't happen to store a dyno in your garage. A good method is to employ a tachometer. At first, you insert very heavy weights into your variator (10 – 12 g). This will cause your engine to struggle desperately at the beginning, but then it will manage to get out of this hole and will start to accelerate. This moment can easily be recognized. Do a few test rides and note at which rpm your scooter seems to be accelerating the smoothest. Now swap the roller weights for lighter ones and again go for a test ride. While the transmission changes gear ratios, the tachometer should always show the rpm that you have discovered. Only when the transmission has reached its highest gear ratio should the rpm rise higher than the ideal range. If the rpm is higher than your value, the weights are too light. If it is lower and keeps changing a lot, the weights are still too heavy. If the drive belt slips while moving off from a standstill, or if you have to use weights so light that the top speed cannot be reached, then you will have to go for a stiffer contra spring.

done by inserting the right roller weights into the front variator. Note that there is only one set of weights that will make the variomatic run perfectly. If the weights are too heavy or too light (already half a gram makes a difference), the engine performance cannot be used optimally. Heavy weights rise **FASTER** in the variator, i.e. the variator „shifts“ earlier into a longer transmission ratio. Lighter weights on the other hand rise **MORE SLOWLY**, the variator therefore remains longer in a shorter transmission ratio.

The second way to set up your transmission takes a bit of experience and feel for the engine's rpm. First, use heavy weights that will cause the engine to restlessly change transmission ratios while driving. Now, step by step use lighter weights until the engine accelerates smoothly at the same rpm (with a bit of exercise, you can easily hear that from the constant engine sound). When driving up a hill, the scooter shouldn't reduce rpms either.

VARIATOR ROLLER WEIGHTS, ADJUSTMENT SET STAGE6 & DRIVE BELT PRO

3 sheathed precision weights from Stage6. High quality plastic basing on CPT. These rollers are available in a vast array of weights in steps of 0.25g. Deviations are smaller than 0.05g, which makes these roller weights the most precise on the market. The weights are offered in sets of 3, which has been adapted from the high end class, this way giving an even greater variety for adjustment, since 2 sorts of weights can be combined and alternated in the variator in order to get the perfect acceleration. For easy identification, size and weights are printed onto the rollers and additionally lasered onto the sides. Every roller set comes with a special lubricant that can be applied to the variator's contact surface.



VARIO ROLLER WEIGHTS



The precision variator rollers from Stage6 are durable and of high quality and have self-lubricating properties. They come in a set of three so that mixing rollers of different weights is possible, which gives optimal shifting characteristics.



VARIO ADJUSTMENT SET



Affordable kit to set up the CVT. The kit consists of 4 different roller weight sets and caps of durable plastic. The weights have been printed onto the individual rollers. Available in 15 x 12, 16 x 13, 17 x 12 und 19 x 15.5 mm.



DRIVE BELT PRO



Stage6 PRO drive belt. We pay special attention to tight tolerances of the angles and the length of the belt, this guarantees best possible transmission for minimum loss of power in the drivetrain.

15x12mm GS1512	16x13mm GS1613	17x12mm GS1712	19x15,5mm GS1915
2,00gr	3,00gr	3,00gr	3,00gr
2,25gr	3,25gr	3,25gr	3,25gr
2,50gr	3,50gr	3,50gr	3,50gr
2,75gr	3,75gr	3,75gr	3,75gr
3,00gr	4,00gr	4,00gr	4,00gr
3,25gr	4,25gr	4,25gr	4,25gr
3,50gr	4,50gr	4,50gr	4,50gr
3,75gr	4,75gr	4,75gr	4,75gr
4,00gr	5,00gr	5,00gr	5,00gr
4,25gr	5,25gr	5,25gr	5,25gr
4,50gr	5,50gr	5,50gr	5,50gr
4,75gr	5,75gr	5,75gr	5,75gr
5,00gr	6,00gr	6,00gr	6,00gr
5,25gr	6,25gr	6,25gr	6,25gr
5,50gr	6,50gr	6,50gr	6,50gr
5,75gr	6,75gr	6,75gr	6,75gr
6,00gr	7,00gr	7,00gr	7,00gr
6,25gr	7,25gr	7,25gr	7,25gr
6,50gr	7,50gr	7,50gr	7,50gr
6,75gr	7,75gr	7,75gr	7,75gr
7,00gr	8,00gr	8,00gr	8,00gr
7,25gr	8,25gr	8,25gr	8,25gr
7,50gr	8,50gr	8,50gr	8,50gr
7,75gr	8,75gr	9,00gr	9,00gr
8,00gr	9,00gr	9,50gr	9,50gr
8,25gr	9,25gr	10,00gr	
8,50gr	9,50gr	11,00gr	
8,75gr	9,75gr		
9,00gr	10,00gr		
9,25gr	10,25gr		
9,50gr	10,50gr		
9,75gr			
10,00gr			

VARIATOR ADJUSTMENT SETS

S6-GS15001	15x12mm	3.00/3.50/4.00/4.50gr
S6-GS15002	15x12mm	4.00/4.50/5.00/5.50gr
S6-GS15003	15x12mm	5.00/5.50/6.00/6.50gr
S6-GS15004	15x12mm	6.00/7.00/8.00/9.50gr

S6-GS16001	16x13mm	3.00/3.50/4.00/4.50gr
S6-GS16002	16x13mm	4.00/4.50/5.00/5.50gr
S6-GS16003	16x13mm	5.50/6.00/6.50/7.00gr
S6-GS16004	16x13mm	6.50/7.50/8.50/9.50gr

S6-GS17001	17x12mm	3.00/3.50/4.00/4.50gr
S6-GS17002	17x12mm	4.00/4.50/5.00/5.50gr
S6-GS17003	17x12mm	5.50/6.00/6.50/7.00gr
S6-GS17004	17x12mm	6.50/7.50/8.50/9.50gr

S6-GS19001	19x15.5mm	2.50/3.00/3.50/4.00gr
S6-GS19002	19x15.5mm	4.00/4.50/5.00/5.50gr
S6-GS19003	19x15.5mm	5.50/6.00/6.50/7.00gr
S6-GS19004	19x15.5mm	6.50/7.50/8.50/9.50gr

REPLACEMENT CAPS

S6-GS15ET	15x12mm	1 Set für 6 Gewichte
S6-GS16ET	16x13mm	1 Set für 6 Gewichte
S6-GS17ET	17x12mm	1 Set für 6 Gewichte
S6-GS19ET	19x15.5mm	1 Set für 6 Gewichte

DRIVE BELT PRO

S6-5916605	Drive belt PRO, Minarelli long
S6-5916606	Drive belt PRO, Minarelli short
S6-5914001	Drive belt PRO, Piaggio long new
S6-5914002	Drive belt PRO, Piaggio short new
S6-5914003	Drive belt PRO, Piaggio long old
S6-5914004	Drive belt PRO, Piaggio short old
S6-5917509	Drive belt PRO, Peugeot



HOW THE ORDER NUMBER IS COMPOSED

The order number consists of the key code in the black list (e.g. GS1512) and the weight (e.g. 5.50 g = 0550 and 10.25 g = 1025).

Example:

15x12mm – 5.50 g = GS15120550
15x12mm – 10.25 g = GS15121025



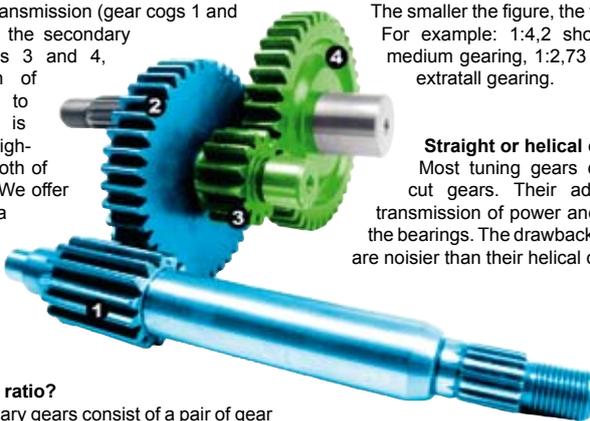
INFORMATION ABOUT THE GEARBOX

We would like to start with a brief explanation of the function and the components which together make up the gearbox. We will also try to explain the factors to be kept in mind when choosing a particular gear ratio. It has been said that the taller the overall gearing the higher the scooter's top-speed would be; this is not necessarily the case though. The gear cogs are housed in the gearbox, a separate part of the engine casing which is partly filled with oil to lubricate the actual gears as well as their bearings. The gearbox is hidden from view behind the gearbox cover plate. For any work on the gears it is therefore necessary to drain the gearbox-oil first (Oil drain bolt behind the wheel, on the underside of the engine casing) and to take off the torque converter unit as well as the gearbox cover plate.



The job.....

of the gearbox is to reduce the number of revolutions from the torque converter to the rear wheel. The variator takes care of the transmission ratio first. When the variator has reached it's maximum ratio (that's when the belt is moved up to the outermost diameter of the variator) the converter revolves about five times as often as the crankshaft (that's 50 000 rpm for an engine speed of 10 000 rpm). Assuming there was a fixed connection between the converter's shaft and the wheel the wheel would be spinning 5 times per engine spark (i.e. per engine revolution). That would make for an extremely and unrealistically tall transmission ratio no engine will ever be able to pull. Keep that in mind to understand the gearboxes function. The gearbox consists of the primary transmission (gear cogs 1 and 2, marked blue) and of the secondary transmission (gear cogs 3 and 4, marked green). Which of the two you change to reach the desired ratio is not important. With high-end engines changing both of them is not uncommon. We offer a choice of gears with a variety of transmission ratios.



What is a transmission ratio?

Both primary and secondary gears consist of a pair of gear cogs, one of them larger, one of them smaller. Divide the number of teeth of the larger cog by the number of teeth of the smaller cog and you get the transmission ratio. For an MBK Booster secondary gearing of 12/44 the ratio hence is 1:3,66.

Why would you want a taller gear ratio?

For one thing the engine obviously doesn't rev as high as before. This helps to increase engine components' life expectancy. If the engine makes enough torque at a given rpm taller gearing will also result in a higher top-speed. The torque is essential though, there is no point in making an otherwise standard engine's gearing taller. As a worst case this could even result in lower top-speeds. Just think of a bicycle.

While highest gear may be ok for going down the hill it is unlikely to make you any faster up the hill.

How many percent taller do you want to go?

A 70cc Sports kit with a 17,5er carb should be able to pull a 12% to 20 taller gearing. With a racing kit you could go even taller. Keep in mind though that a taller gearing will also affect acceleration, the scooter has to struggle with the taller gear ration right from standstill. To calculate the increase in percent of the transmission ratio you need the ratios of both the standard and the tuning gearbox. The Aprilia Netscaper for instance comes with a secondary transmission with 14/43 teeth, which equals a ration of 1:3,07. TopPerformances offers a tuning secondary transmission for this engine with 16 teeth and 41, which equals a ratio fo 1:2,56.

Now divide the ratio of the original gearing by the ratio of the tuning gearing, subtract one and multiply the result by -100. That's $((2,56:3,07)-1) \times (-100) = 16,62\%$ in this case.

The smaller the figure, the taller the gear ratio. For example: 1:4,2 short gearing, 1:3,15 medium gearing, 1:2,73 tall gearing, 1:2,11 extratall gearing.

Straight or helical cut gears?

Most tuning gears come with straight cut gears. Their advantage is better transmission of power and less side load on the bearings. The drawback is the fact that they are noisier than their helical cut counterparts.



GEAR SETS STAGE6

In order to achieve a taller overall transmission, you will need a taller gearing. If the engine has enough capacity to pull the taller transmission ratio, the top speed will automatically increase. Original cylinders do not have enough capacity, which is why taller gears can only be used with tuning cylinders. In contrast to common gear sets, the ones from Stage6 come ready pressed and even at an unbeatable price. Remove the old gear cogs, insert the new ones – and that's it!



GEAR SETS



In order to increase the final transmission ratio, you will need a longer gearing. The Stage6 gearing comes already ready pressed. Simply swap the old gearing for the new one – and that's it!

GEAR SETS

S6-2016901P	Gearing Primary, Aprilia / Suzuki (built after 1999), 16/49 (3,06)
S6-2014901P	Gearing Primary, Kymco Cobra / Dink / Super9 / Top Boy, 17/51 (3,00)
S6-2016601P	Gearing Primary, Minarelli MA / MY / CW, 13/43 (3,31; for 13 teeth on original intermediate shaft)
S6-2016602P	Gearing Primary, Minarelli MA / MY / CW, 13/43 (3,31; for 14 teeth on original intermediate shaft)
S6-2016611P	Gearing Primary, Minarelli MA / MY / CW, 14/42 (3,00; for 12 teeth on original intermediate shaft)
S6-2016612P	Gearing Primary, Minarelli MA / MY / CW, 14/42 (3,00; for 13 teeth on original intermediate shaft)
S6-2016613P	Gearing Primary, Minarelli MA / MY / CW, 14/42 (3,00; for 14 teeth on original intermediate shaft)
S6-2016921P	Gearing Primary, Morini AC, 16/43 (2,69)
S6-2017501P	Gearing Primary, Peugeot vertical, 13/41 (3,15)
S6-2017502P	Gearing Primary, Peugeot vertical, 15/33 (2,20)
S6-2014011P	Gearing Primary, Piaggio (built after 08/1998), 17,7mm, 13/39 (3,00)
S6-2014001P	Gearing Primary, Piaggio (built after 08/1998), 17,7mm, 13/39 (3,00)
S6-2014012P	Gearing Primary, Piaggio (built after 08/1998), 17,7mm, 15/38 (2,53)
S6-2014002P	Gearing Primary, Piaggio (1996-1998), 17,7mm, 13/37 (2,85)
S6-2014003P	Gearing Primary, Piaggio (1996-1998), 17,7mm, 15/38 (2,53)
S6-2016911P	Gearing Primary, Suzuki (built before 1999), 16/49 (3,06)
S6-2016601S	Gearing Secondary, Minarelli CW + MY + MA, 14/41 (2,93)
S6-2016602S	Gearing Secondary, Minarelli CW + MY + MA, 15/39 (2,60)

MINARELLI INFO

There are 5 different versions of this engine.

The version with horizontal cylinder (spark plug facing forward, intake manifold above the crank case) is available as air- and ad liquid-cooled version, both with short and long engine block. **The engines with vertical cylinder** (spark plug facing sky and intake manifold at the cylinder base) is only available as air-cooled version with long engine block.

Minarelli uses the following designations for the 5 different engines:

Type MA	Engine with horizontal cylinder, liquid-cooled, long engine block (e.g. Aprilia SR50 Netscaper / Stealth, MBK Nitro, Yamaha Aerox, Malaguti F15 / F12 LC)
Type MY	Engine with horizontal cylinder, air-cooled, long engine block (e.g. Aprilia SR50 WWW / Rally AC, MBK Ovetto, Yamaha Neo's, Malaguti F12 AC)
Type CA	Engine with horizontal cylinder, liquid cooled, short engine block (e.g. Aprilia Sonic LC)
Type CY	Engine with horizontal cylinder, air-cooled, short engine block (e.g. Aprilia Sonic AC, Malaguti F10)
Type CW	Engine with vertical cylinder, air-cooled, long engine block (e.g. Aprilia Amico / SR50 bis Bj. 1994, MBK Booster / Stunt, Yamaha BWs / Slider)

SOME WORDS ON E-MARKED EXHAUST SYSTEMS

In Germany !

In the past exhaust pipes were homologated according to national road legislation of a particular European country. If this test was passed the exhausts were marked for road-use. In Germany for instance the exhaust was granted an ABE, in France it was the TPSI, in the UK it was the BSAU-number. European integration has put an end to these national solutions, today roadworthiness of exhaust pipes is defined by the letters of the ECE 97/24 European norm.

As a result of the above any exhaust deemed legal for road use under this norm may be used legally on the road in the entire European Union. Homologated pipes come with a metal badge tag welded onto the exhaust's body. This badge states the exact number of the homologation. The number starts with a small "e". In addition to that most homologated exhausts come with an E-Pass stating the manufacturers part numbers, the number of the homologation and the make and model of the vehicle the pipe is homologated for. Unfortunately this E-pass is not supplied by all manufacturers.

There seems to be some confusion about the above facts though. Each and every exhaust is homologated on a scooter of a particular make and model, the E-pass therefore covers this make and model, and this make and model only. Even though it's a bit pointless the homologation covers the vehicle as a whole, not the engine. The engine type used in a scooter is usually not stated in the scooter's

documents. To cut a long story short: If you buy an exhaust homologated on and for a Yamaha Aerox (5BR type) this pipe will also fit a Malagutti F12 (ZJM40 type) which comes with the same engine as the Aerox. The E-pass covers the Aerox only though. Your only chance to get the exhaust road legal on your scooter is to contact your local MOT authorities and to ask them to add the exhaust details with a permission to use it on the road to your scooter's documents. It may help to point out that the engine used in the F12 is identical to the one used in the Aerox. This requires a bit of understanding on the MOT official's side, and it will also cost some 35 Euro.

If you are ever pulled over by the police the police will check the homologation number on the metal badge. He may then ask for an E-pass. You are not obliged to carry the E-pass though, the exhaust's manufacturer does not even have to supply one with the pipe. Tell him to check **Guideline 97/24/EU Appendix 9** to clarify the situation.

We hope the above information helps you in your dealings with the police,

Your Scooter-Attack Team

Kurzbrief



Ihr Zeichen / Ihre Nachricht vom: 17.05.2002

Bei Antwort bitte angeben:
412-208.03
Ansprechpartner(in):
Arnold Wippich
Telefon: (04 61) 3 16-1544
Telefax: (04 61) 3 16-1741
E-Mail:
Arnold.Wippich@kba.de

Datum: 27.05.2002

Diesen Kurzbrief übersende ich Ihnen mit der Bitte um

- | | | | |
|---|-------------------------------------|--|---|
| <input checked="" type="checkbox"/> Kenntnisnahme | <input type="checkbox"/> Rückgabe | <input type="checkbox"/> Preisangebot | <input type="checkbox"/> Weiterleitung an |
| <input type="checkbox"/> Stellungnahme | <input type="checkbox"/> Erledigung | <input type="checkbox"/> weitere Veranlassung | <input type="checkbox"/> |
| <input type="checkbox"/> Prüfung | <input type="checkbox"/> Teilnahme | <input type="checkbox"/> Rücksprache/Ihren Anruf | <input type="checkbox"/> Anlagen: |

Austauschschalldämpfer nach Richtlinien der EG an Krad

Sehr geehrte Damen und Herren

vielen Dank für Ihre Anfrage.

Nach den im Zusammenhang mit der Erteilung einer EG-Typgenehmigung für Austauschschalldämpfer anzuwendenden Richtlinie der EG müssen solche Schalldämpfer mit der vorgeschriebenen EG Kennzeichnung dauerhaft versehen sein. Das Mitliefern einer Bescheinigung, mit der die Übereinstimmung mit dem genehmigten Typ bestätigt wird ist in diesen Fällen nicht gefordert.

Nach § 19 Straßenverkehrs-Zulassungs-Ordnung (StVZO) ist nicht gefordert, dass eine Kopie der Genehmigung mitzuführen ist, wenn die Austauschschalldämpfer nach einer Richtlinie der EG genehmigt sind.

Mit freundlichen Grüßen
Im Auftrag


Arnold Wippich

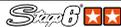


SPORT EXHAUST SYSTEMS STAGE6

With their PRO Replica, Stage6 offer a high performance and high torque midrace exhaust system with CE-number at a price/performance ratio that is hard to beat. The header construction has been slightly revised in order to ensure more power at low and mid revs. Elaborate details such as 2-part flange, spring at the rear silencer and stamped-in Stage6 logo are not only visually striking but also high-tech. Available in clear finish and as chrome-coated version.



EXHAUST PRO REPLICA



CLEAR FINISH • With the PRO Replica, Stage6 offers a high-torque and high-performance Midrace exhaust with CE-mark at a price/ performance ratio that is hard to beat. The header has been slightly modified in order to provide more engine power at low and mid revs. Clear finish expansion chamber with black rear silencer.



EXHAUST PRO REPLICA



CHROME • With the PRO Replica, Stage6 offers a high-torque and high-performance Midrace exhaust with CE-mark at a price/ performance ratio that is hard to beat. The header has been slightly modified in order to provide more engine power at low and mid revs. Chrome-coated expansion chamber with black rear silencer.



EXHAUST PRO REPLICA



CHROME / CARBON • With the PRO Replica, Stage6 offers a high-torque and high-performance midrace exhaust with CE-mark at a price/ performance ratio that is hard to beat. The header has been slightly modified in order to provide more engine power at low and mid revs. Chrome-coated expansion chamber with carbon rear silencer.

EXHAUST SYSTEM PRO REPLICA

S6-9116603	Exhaust system, Minarelli horizontal
S6-9114003	Exhaust system, Piaggio
S6-9117903	Exhaust system, Peugeot horizontal
S6-9117503	Exhaust system, Peugeot vertical
S6-9116803	Exhaust system, Minarelli vertical
S6-9119503	Exhaust system, CPI

EXHAUST SYSTEM PRO REPLICA

S6-9116603/CR	Exhaust system, Minarelli horizontal
S6-9114003/CR	Exhaust system, Piaggio
S6-9117903/CR	Exhaust system, Peugeot horizontal
S6-9117503/CR	Exhaust system, Peugeot vertical
S6-9116803/CR	Exhaust system, Minarelli vertical
S6-9119503/CR	Exhaust system, CPI

EXHAUST SYSTEM PRO REPLICA

S6-9116603/CA	Exhaust system, Minarelli horizontal
S6-9114003/CA	Exhaust system, Piaggio
S6-9117903/CA	Exhaust system, Peugeot horizontal
S6-9117503/CA	Exhaust system, Peugeot vertical
S6-9116803/CA	Exhaust system, Minarelli vertical
S6-9119503/CA	Exhaust system, CPI



EXHAUST STREET



This rather unobtrusive exhaust system, which looks similar to the original, offers impressive performance and torque for a touring exhaust with CE-number. This is why it can ideally be used in combination with 70cc sport cylinders for unobtrusive trips that require high performance. Even performance delivery and easy setup.

EXHAUST SYSTEM STREET

S6-9216600	Exhaust system, Minarelli AC
S6-9216602	Exhaust system, Minarelli LC
S6-9214000	Exhaust system, Piaggio
S6-9214200	Exhaust system, Peugeot vertical
S6-9216800	Exhaust system, Minarelli vertical



SPARE PARTS PRO REPLICA



Replacement parts for the Stage6 Pro Replica systems. Detailed overview is included with every system.

REPLACEMENT PARTS PRO REPLICA

S6-91ET001	Gasket set rear silencer
S6-91ET002	Gasket set exhaust system, Minarelli
S6-91ET003	Spring rear silencer
S6-91ET004	Spring exhaust
S6-91ET005	Exhaust mount, Minarelli
S6-91ET006	Exhaust mount, Piaggio
S6-91ET007	Flange, Piaggio
S6-91ET008	Connecting rubber rear silencer
S6-91ET009	Restrictor, Minarelli
S6-91ET010	Restrictor, Piaggio
S6-91ET011	Rear silencer, carbon
S6-91ET012	Rear silencer, aluminium
S6-91ET013	Holding bracket Endschalldämpfer

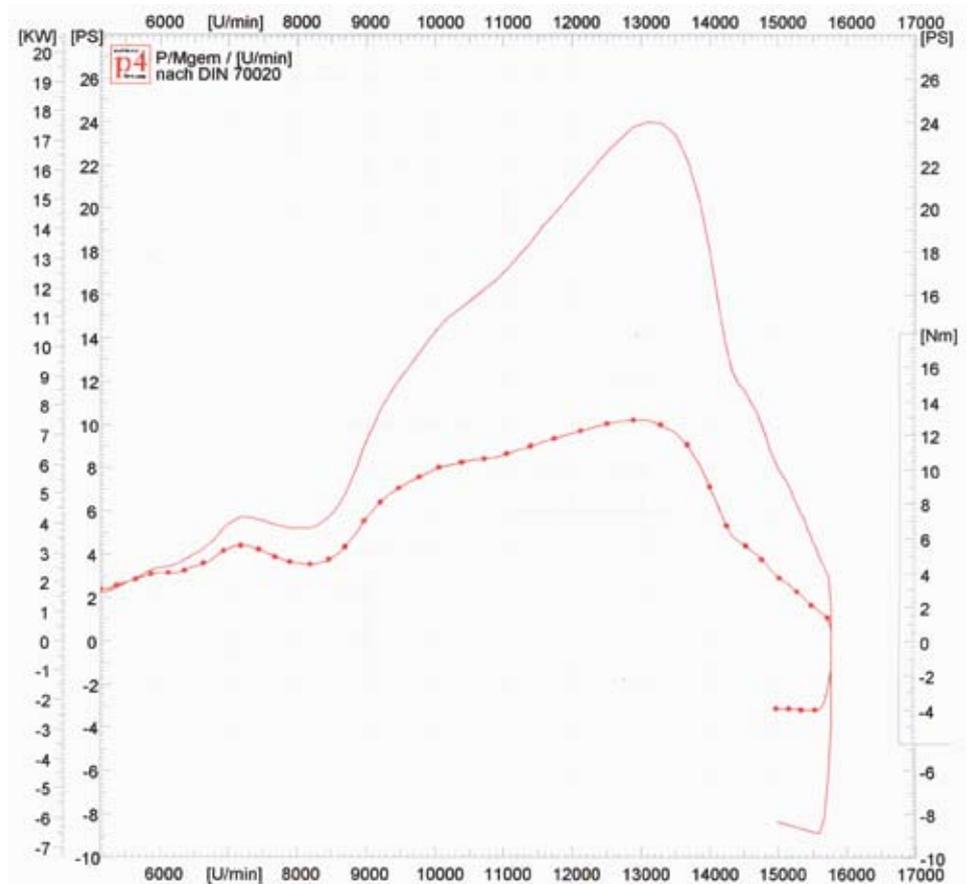
Stage6® **RIT** Highend Racing Parts

STAGE6 R1400

This is a performance curve of a complete Stage6 engine, i.e. R1400 on Stage6 RACING with Stage6 R/T (Racing Team) crankshaft. Extremely high top performance at steadily rising torque with peak very close to the rated speed. It can't get much better than that.

When it comes to top performance, this is definitely the system to have. And when you take into account that this is an expansion chamber exhaust strictly designed for high performance (i.e. very extreme convergent and divergent cone angles), the smooth performance development is very impressive.

We think: The endless fiddling about was really worthwhile. With a perfectly set-up CVT, this is sure to make you move forward. A definite must-have for performance junkies.



RACING EXHAUST SYSTEMS STAGE6

Excellent acceleration and high torque! The Stage6 PRO exhaust system offers a broad rev range and so also makes it easier to set up sport to midrace cylinders. The production series R1200 and R1400 together make up Stage6's strongest High End systems. Both are hand welded and have spring-suspended rear silencers (in carbon) and headers.



EXHAUST PRO



Great acceleration and excellent torque! The broad power band of this exhaust offers easy fine tuning of the engine. Works great with 70cc sport cylinders and even greater with 70cc midrace cylinders. Without road homologation.



EXHAUST R1200



The R1200 is the high-performance all-rounder among racing systems. Its extremely high torque and the broad usable power band make it a premier choice for circuit racing. With the R1200, the 24-hour race in Aschersleben was won in 2005!



EXHAUST R1400



The R1400 is the exhaust with the highest performance among the Stage6 product range. Designed to be used for drag racing, the R1400 distinguishes itself by extreme top performance with the peak power high up the rev range.

EXHAUST SYSTEM PRO

S6-9016605	Exhaust system, Minarelli horizontal
S6-9014005	Exhaust system, Piaggio
S6-9016805	Exhaust system, Minarelli vertical
S6-9017506	Exhaust system, Peugeot vertical
S6-91ET001	Gasket set rear silencer
S6-91ET002	Gasket set rear silencer, Minarelli
S6-91ET011	Gasket set, carbon
S6-91ET012	Rear silencer, aluminium

EXHAUST SYSTEM R1200

S6-9416602	Exhaust system, Minarelli horizontal
S6-9414002	Exhaust system, Piaggio
S6-94ET001	Rear silencer Stage6 R1200
	Lizard style structure, silver carbon

EXHAUST SYSTEM R1400

S6-9516604	Exhaust system, Minarelli horizontal
S6-9514004	Exhaust system, Piaggio



CARBURETTOR KITS STAGE6

Stage6 offers carburetors for all kinds of uses. Dellorto carburetors are particularly suitable for circuit racing, while in sprint engines the PWK or TM carburetors, which are available with up to 28 mm flow diameter, can be used. The Stage6 R/T carburetors are the ones with the best finish.



CARBURETTOR R/T



The Stage6 Team carburetor is a new design based on the Keihin PWK. The finish quality is better than the one of the Stage6 PWK carburetor. The experience gathered by the Stage6 Racing Team has been put to good use in order to develop this carburetor. The aim was to be able to set up the carburetor even more accurately in order to get the full performance potential of the engine. Available with 24 mm and 28 mm flow diameter.

CARBURETTOR R/T

S6-31RT-PWK24	Carburetor R/T, 24mm
S6-31RT-PWK26	Carburetor R/T, 26mm
S6-31RT-PWK28	Carburetor R/T, 28mm



CARBURETTOR PWK TYPE



Stage6 carburetor of the PWK series. Available with 21 mm, 24 mm and 28 mm flow diameter. Equipped with Powerjet system.

CARBURETTOR PWK TYPE

S6-31KH-PWK21	Carburetor PWK Type, 21 mm
S6-31KH-PWK24	Carburetor PWK Type, 24 mm
S6-31KH-PWK28	Carburetor PWK Type, 28 mm



CARBURETTOR TM24



Flat slide carburetor type TM24. The short construction design and the resulting shortened intake tract length lead to quick engine response. Very good power delivery over the whole rpm range.

CARBURETTOR TM24

S6-31MK-TM24	Carburetor, 24 mm
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CARBURETTOR DELLORTO



Stage6 Dellorto Black Edition carburetor. Dellorto PHBG 19 / 21mm racing carburetor with metal float bowl and central screw for easy changing of the main jet. The carburetor top is screwed so as to provide quick changing or adjusting of the needle.

CARBURETTOR DELLORTO BLACK

S6-30DEL-19	Carburetor RACING 19 mm, Black Edition
S6-30DEL-21	Carburetor RACING 21 mm, Black Edition

CARBURETTOR ACCESSORIES STAGE6

Stage6 offers a broad range of accessories, replacement parts and jets to set up and overhaul your Stage6 carburettor.



CARBURETTOR ACCESSORIES

Ideal kit to set up the carburettor. The main jets come neatly arranged in a handy plastic box. One kit consists of 10 main or pilot jets. Available in different variations.



REPLACEMENT PARTS PWK TYPE

Replacement parts for Stage6 PWK carburettor.



REPLACEMENT PARTS S6TM24

Replacement parts for the Stage6 TM carburettor.

ADJUSTMENT SETS CARBURETTOR

S6-28DEL5-001	Main jet set, Dellorto 5mm, 70-92
S6-28DEL5-002	Main jet set, Dellorto 5mm, 88-110
S6-28DEL6-001	Main jet set, Dellorto 6mm, 60-82
S6-28DEL6-002	Main jet set, Dellorto 6mm, 80-102
S6-28DEL6-003	Main jet set, Dellorto 6mm, 88-110
S6-28DEL6-004	Main jet set, Dellorto 6mm, 98-120
S6-28KH-001	Main jet set, Keihin, 100-122
S6-28KH-002	Main jet set, Keihin, 125-148
S6-28KH-004	Main jet set, Keihin, 180-205
S6-28KH-005/ND	Pilot jet set, Keihin, 35-58
S6-28MK-001	Main jet set, Stage6 TM24, 100-122
S6-28MK-002	Main jet set, Stage6 TM24, 125-148

REPLACEMENT PARTS PWK TYPE

KH-ET-003-SF5	Float
KH-ET-006	Screw float bowl
	Main jet
KH-ET-011-97A	Needle PWK 97A
KH-ET-012	Needle clip
KH-ET-016/005	Gasket set
KH-ET-019	Slide spring
KH-ET-021	Screw float bowl
KH-ET-024	Float axle
KH-ET-031	Needle circlip
KH-ET-034-10.0	Needle jet, 10 mm
KH-ET-034-12.0	Needle jet, 12 mm
KH-ET-034-13.5	Needle jet, 13.5 mm
KH-ET-035-8	Atomiser, 8 holes
KH-ET-2B	Starter option cable choke
KH-ET-RK	Repairing kit

REPLACEMENT PARTS TM24

MK-ET-001	Slide spring
MK-ET-002	Needle circlip
MK-ET-003	Idle screw
MK-ET-004	Float and bolt
MK-ET-005	Air adjusting screw
MK-ET-008	Throttle cable bush
MK-ET-010	Spring and washer for idle screw
MK-ET-011	Washer between atomiser and main jet
MK-ET-012	Float valve and needle
MK-ET-015	Slide
MK-ET-016	Needle and securing clip
MK-ET-017	Needle clip
MK-ET-018	Slide cover
MK-ET-019	Gasket set for float bowl
MK-ET-020	Gasket slide cover
MK-ET-021	Cable choke adaptor
MK-ET-022	Atomiser
MK-ET-023	Adjusting screw for carburettor cover



CARBURETTOR JETS

Stage6 offers individual carburettor jets in different sizes and for different carburettor models.

CARBURETTOR JETS

Main jets DELLORTO 5mm

Order No: LHD5-...
Fits all 19 - 21 mm Dellorto carburettors
Available from 050 to 120 in steps 050, 052, 055, 058...

Main jets DELLORTO 6mm

Order No: LHD6-...
Fits all 12 - 17.5 + 22 mm Dellorto and Mikuni VM 13 - 20 carburettors
Available from 055 to 130 and 155 in steps 055, 058, 060, 062...

Pilot jet DELLORTO PHBG

Order No: LND2-...
Available from 030 to 045 in steps 030, 035, 040, 045...

Main jets KEIHIN / Pilot jets DELLORTO PHVA-PHBN

Order No: LHDK-...
Fits all 12 - 19 mm Keihin carburettors
Available from 040 to 090 in steps 040, 045, 050, 055...

Main jets STAGE6 PWK / KEIHIN PWK / KOSO PWK

Order No: KH-HD-...
Available from 100 to 205 in steps 100, 102, 105...

Main jets STAGE6 TM24

Order No: MK-HD-...
Available from 100 to 150 in steps 100, 102, 105...

Main jets MIKUNI TM24/28

Order No: LHDM-...
Available from 150 to 200 in steps 150, 155, 160...
Available from 200 to 230 in steps 200, 210, 220...

Main jets ARRECHE

Order No: LHDA-...
Available from 050 to 120, and from 145 to 170 in steps 045, 050, 055...

Main jets GURTHNER

Order No: LHDG-...
Available from 048 to 094 in steps 048, 050, 052, 054...

Main jets WEBER

Order No: LHDW-...
Available from 068 to 100 in steps 068, 070, 072, 074...

INTAKE SYSTEMS STAGE6

Stage6 intake system incl. teflon coated intake manifold with connection for oil and vacuum, 23 mm adaptor (which fits Dellorto 10 – 21 mm, Arreche 17 – 21 mm), gaskets, vulcanised 2-petal reed valves and 2 stuffers. The adaptor for the carburettor connection can also be replaced so that it's no problem to convert to a bigger carburettor such as Stage6/Keihin PWK, Stage6/Mikuni TM24 or Koso 28 mm PWK. The Stage6 intake manifold for the Racing carburettors is made of particularly soft durable material.



REED VALVE BY MOTO TASSINARI

Working closely together with the US manufacturer Moto Tassinari, who is famous for high performing reed valves in the field of motocross engines, this V-Force3 has been developed. This construction of the double V-reeds is patented and thanks to its huge inlet diameter and an optimized airflow, it provides much better filling of the crankcase. To ensure maximum power output, you should fit the 28mm Venturi insert that is included in the package. An evolution for 50cc two-stroke automatic engines.

REED VALVE BY MOTO TASSINARI

S6-3219000 Reed valve VFORCE3
Minarelli horiz. / Morini / Aprilia / Suzuki

S6-3219002 Reed valve VFORCE3
Piaggio



INTAKE MANIFOLDS RACING

High quality rubber intake manifolds from Stage6 for all Piaggio engines. With its fitting diameter of 28-33mm, it is a perfect match for the Stage6 carburetor kits.

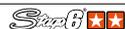
INTAKE MANIFOLDS RACING

S6-3314002/RB Intake manifold, Piaggio,
24.5mm fitting, short, straight

S6-3314001/RB Intake manifold, Piaggio,
30mm fitting



INTAKE SYSTEM



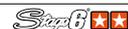
PEUGEOT VERTICAL • Oversize intake system. Included in the delivery are a teflon-coated intake manifold for 12 to 21 mm Dellorto and Arreche carburettors and big oversize reed valve. Adapter for bigger carburettors such as Stage6 PWK or TM24 separately available.

INTAKE SYSTEM PEUGEOT

S6-3217500 Intake system, Peugeot vertical
S6-32ET021 Adaptor 23mm
S6-32ET030 Adaptor 30mm
S6-32ET032 Adaptor 32mm



INTAKE SYSTEM



PIAGGIO • Complete intake system, consisting of a vulcanised intake manifold for Dellorto and Arreche carburettors of 12 to 21 mm and short aluminium intake manifold for big Stage6 PWK and TM24 carburettors.

INTAKE SYSTEM PIAGGIO

S6-3214000 Intake system, Piaggio
S6-32ET021 Adaptor 23mm
S6-32ET030 Adaptor 30mm
S6-32ET032 Adaptor 32mm
S6-3314002/RB Intake manifold, Piaggio,
21mm connection, short, straight



INTAKE SYSTEM



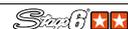
MINARELLI HORIZONTAL • Complete intake system. Included in the delivery are a teflon-coated intake manifold with oil and vacuum connection, gaskets and a vulcanised reed valve. Equipped with a big 2-petal reed block that needs a carburettor of more than 19 mm to optimally assist the cylinder filling.

INTAKE SYSTEM MINARELLI

S6-3216600 Intake system, Minarelli horizontal
S6-32ET021 Adaptor 23mm
S6-32ET030 Adaptor 30mm
S6-32ET032 Adaptor 32mm



INTAKE SYSTEM



MINARELLI VERTICAL • Complete intake system. Uses the big reed valve from the horizontal Minarelli engines, thus offering a nearly twice as big inlet diameter. Additional connection sizes available separately. Attention: cannot be used together with 120/90-10" cross tyres.

INTAKE SYSTEM MINARELLI

S6-3216800 Intake system, Minarelli vertical
S6-32ET021 Adaptor 23mm
S6-32ET030 Adaptor 30mm
S6-32ET032 Adaptor 32mm

ACCESSORIES FOR STAGE6 INTAKE SYSTEMS

Racing air filter from Stage6 in Double Layer design. This means that two filter elements with different pore sizes are placed over one another. This leads to a higher flow-rate coupled with more effective filtering characteristics. The top notch boost bottle from Stage6 has been specifically designed for 70cc cylinders and prevents the air/fuel mixture from being lead back through the carburettor. This leads to a better throttle response at low revs.



AIR FILTER RACING



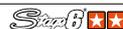
Double layer air filter element from Stage6 for the original airbox. Very high air flow rate and excellent filtering characteristics due to the overlapping of two foams with different pore sizes. Very unobtrusive and effective for the engine performance.

AIR FILTER RACING

- S6-35074 Air filter RACING, Minarelli horizontal
e.g. MBK Nitro / Yamaha Aerox
- S6-35078 Air filter RACING, Minarelli vertical
e.g. MBK Booster / Yamaha BWs
- S6-35075 Air filter RACING, Peugeot vertical
e.g. Peugeot Speedfight
- S6-35076 Air filter RACING, Piaggio long
built 98 and after
e.g. Gilera DNA, Piaggio NRG mc2 / 3
- S6-35077 Air filter RACING, Piaggio long
built before 98
e.g. Piaggio TPH / Storm / NRG
- S6-35078 Air filter RACING, Piaggio long
injection engine



AIR FILTER RACING



Round version of the double layer racing air filter from Stage6. Very high air flow rate and excellent filtering characteristics due to the overlapping of two foams with different pore sizes. Included in the delivery are 28 mm, 35 mm, 42 mm, 45 mm, 49 mm und 55 mm adaptors for almost all common connection sizes.

AIR FILTER RACING SMALL

- S6-35035RO Air filter RACING, small, red
- S6-35035BK Air filter RACING, small, black
- S6-35035WH Air filter RACING, small, white
- S6-35035BL Air filter RACING, small, blue



AIR FILTER RACING



Oval version of the double layer racing air filter from Stage6. Very high air flow rate and excellent filtering characteristics due to the overlapping of two foams with different pore sizes. Included in the delivery are 28 mm, 35 mm, 42 mm, 45 mm, 49 mm und 55 mm adaptors for almost all common connection sizes.

AIR FILTER RACING

- S6-35021RO Air filter RACING, big, red
- S6-35021BK Air filter RACING, big, black
- S6-35021WH Air filter RACING, big, white
- S6-35021BL Air filter RACING, big, blue



BELLMOUTH RACING



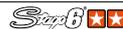
In drag racing and acceleration contests bellmouths are usually preferred over air filters. Not only do they look wicked, they also offer a higher air flow rate and optimized streaming characteristics.

BELLMOUTH

- S6-3700037 Bellmouth, 37.5 mm, blue anodised
- S6-3700038 Bellmouth, 38.5 mm, blue anodised
- S6-3700039 Bellmouth, 50.5 mm, blue anodised
- S6-3700040 Bellmouth, 44.0 mm, blue anodised
- S6-3700041 Bellmouth, 55.5 mm, blue anodised



BOOSTBOTTLE ALUMINIUM



The high-quality boost bottle from Stage6 has been designed specifically for 70cc engines. The stiff chamber prevents an over-rich mixture by storing the petrol/ air mixture and releasing it during the repeated intake process.

BOOST BOTTLE

- S6-38001BL Boost-Bottle, blue anodised
- S6-38001CR Boost-Bottle, chrome



AIR FILTER EVO TYPE



Racing air filter in red, blue and yellow with fine pored foam for optimal filtering characteristics. The filters are available in 7 cm and 20 cm, with a connection size of 35 mm, which fits all 12 to 21 mm Dellorto and Arreche carburettors.

AIR FILTER EVO TYPE

- S6-35001BL Air filter, long, blue, 38 mm connection
- S6-35001GE Air filter, long, yellow, 38 mm connection
- S6-35001RO Air filter, long, red, 38 mm connection
- S6-35002BL Air filter, short, blue, 38 mm connection
- S6-35002GE Air filter, short, yellow, 38 mm connection
- S6-35002RO Air filter, short, red, 38 mm connection
- S6-35013BL Air filter, short, blue, 44 mm connection
- S6-35013RO Air filter, short, red, 44 mm connection
- S6-35014BL Air filter, short, blue, 48 mm connection
- S6-35014RO Air filter, short, red, 48 mm connection



BRAKE DISCS SSP

Floating Front Oversize Wave brake disc with 280 mm diameter. Mount and brake calliper adaptor are in neutral titanium colour. Available in stainless steel or as Racing Version in black steel with considerably better braking performance. For the rear wheel, we can offer the Wave brake disc in aggressive race look, which is also in a floating design.



BRAKE DISC WAVE



First floating wave brake disc for the rear wheel made of black steel. Considerably better braking performance than the stainless steel version, but also more prone to rust. By using specially manufactured spacer screws and spring washers, a side floating disc has been created. Better braking characteristics combined with aggressive racing style.

BRAKE DISC WAVE STEEL

- | | |
|------------|--|
| S6-1316605 | Brake disc, MBK Nitro/Yamaha Aerox, rear |
| S6-1217501 | Brake disc, Peugeot Speedfight, front |
| S6-1317501 | Brake disc, Peugeot Speedfight, rear |
| S6-1314004 | Brake disc, Gilera Runner, rear |



BRAKE DISC DISK280



This SSP Monster Oversize brake disc in black steel certainly lives up to its name. Amazing 280 mm diameter and 9-point floating construction, Wave Design. Racing style at its best. The steel version has considerably better braking characteristics than the stainless steel version, but is also more prone to rust.

BRAKE DISC 280 STEEL

- | | |
|------------|------------------------------------|
| S6-1216605 | Brake disc, MBK Nitro/Yamaha Aerox |
| S6-1282007 | Brake disc, Aprilia SR50 (260mm!!) |
| S6-1214004 | Brake disc, Gilera Runner |



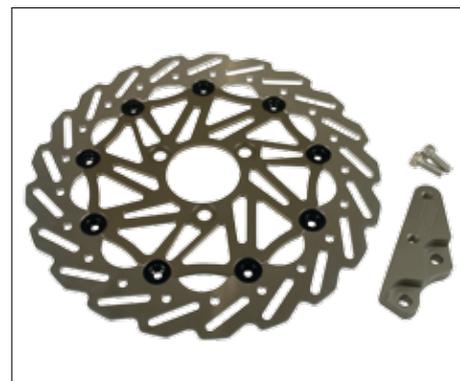
BRAKE DISC WAVE VA



First floating wave brake disc for the rear wheel made of stainless steel. By using specially manufactured spacer screws and spring washers, a side floating disc has been created. Better braking characteristics combined with aggressive racing style.

BRAKE DISC WAVE VA

- | | |
|---------------|--|
| S6-1316605/VA | Brake disc, MBK Nitro/Yamaha Aerox, rear |
| S6-1217501/VA | Brake disc, Peugeot Speedfight, front |
| S6-1317501/VA | Brake disc, Peugeot Speedfight, rear |
| S6-1314004/VA | Brake disc, Gilera Runner, rear |



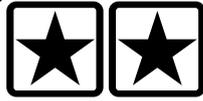
BRAKE DISC DISK280 VA



This SSP Monster Oversize brake disc made of stainless steel certainly lives up to its name. Amazing 280 mm diameter and 10-point floating construction, Wave Design. Racing style at its best. Rustproof thanks to the use of stainless steel. A fitting adaptor with SSP logo and a screw kit are included in the delivery.

BRAKE DISK 280 VA

- | | |
|---------------|------------------------------------|
| S6-1216605/VA | Brake disc, MBK Nitro/Yamaha Aerox |
| S6-1282007/VA | Brake disc, Aprilia SR50 (260mm!!) |
| S6-1214004/VA | Brake disc, Gilera Runner |

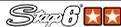


BRAKE CALLIPER STAGE6 WITH 32MM OVERSIZE BRAKE PISTON & BRAKE PADS

This Stage6 Racing brake calliper is a forged calliper that has subsequently been CNC-machined and anodised in steel grey in order to provide a better finish. Forged callipers have the advantage to be considerably stiffer than cast callipers. Together with the bigger 32 mm pistons, this means better control and power transmission. The Stage6 brake calliper can ideally be used together with the Oversize brake disc. For usage with the original brake disc, a slightly longer brake cable will be needed.



BRAKE DISC R/T 280



R/T brake disc in racing size. 280 mm diameter in wave design make for excellent acceleration and performance even at high temperatures.



BRAKE CALLIPER RACING



This is a forged racing brake calliper that is subsequently CNC machined and anodised in steel-grey to provide a superior finish. Forged callipers have the advantage to be considerably stiffer. Together with a bigger 32 mm piston, this means better control and power transmission.



BRAKE CALLIPER R/T 4-PISTONS



The 4-piston brake calliper even takes the Racing version one step further, offering extreme acceleration. The calliper will be radially screwed.

BRAKE DISC R/T 280

S6-1216607/RT Brake disc R/T Oversize made by Galfer 280mm, incl. adaptor

BRAKE CALLIPER RACING

S6-1400001 Brake calliper, front Gilera Runner / MBK Nitro, Booster / Yamaha Aerox, BWs / Peugeot Speedfight

S6-1400062 Adaptor, Aprilia SR50 and Oversize brake disc

BRAKE CALLIPER R/T (RACING TEAM)

S6-1400375/RO Brake calliper Stage6 R/T CNC 4-pistons, red anodised
S6-1400375/SG Brake calliper Stage6 R/T CNC 4-pistons, steel grey

S6-140064 Adaptor for brake calliper R/T for 190/240/280mm brake discs MBK Booster / Nitro / Gilera Runner
S6-140066 Adaptor for brake calliper R/T for 190/240/280mm brake discs Aprilia SR50



BRAKE PADS SPORT



Organic sport brake pads from Stage6. Brake performance is slightly better than with original pads, good durability. High quality finish with e-mark.



BRAKE PADS RACING



Sintered metal Racing brake pads from Stage6. Excellent braking characteristics and thermal properties thanks to a high percentage of metallic components. This is what our Stage6 Racing Team uses. High quality finish with e-mark.

WHICH PADS FOR WHICH SCOOTER?

S10

Aprilia Area 51 / Rally / Scarabeo / Sonic, Benelli K2 / 491, Beta Ark, Gilera ICE / Runner / Strom / TPH / Typhoon, Honda X8R, MBK Stunt, Piaggio NRG / Storm / Typhoon / ZIP FastRider, Yamaha Slider

S11

Beta Eikon, Derbi Atlantis / Hunter / Predator / Vamos, Italjet Formula / Torpedo, Peugeot Elyseo / Looxor / Speedake / Speedfight / Vivacity

S13

Aprilia SR50 WWW / Netscaper / Stealth, MBK Booster / Evolis / Fizz / Forte / Nitro / Ovetto, Yamaha Aerox / Axis / Breeze / Evolis / BWs / Neo's / Jog Z

S14

Gilera D.N.A (rear) / Runner SP (rear) / Stalker DD (rear), Piaggio NRG mc2 DD (rear) / NRG Extreme DD (rear) / Vespa ET2 / ZIP Base / ZIP SP / ZIP II

S32

MBK Nitro (rear), Yamaha Aerox (rear)

BRAKE PADS SPORT

S6-1021010 Brake pads SPORT, S10
S6-1021011 Brake pads SPORT, S11
S6-1021013 Brake pads SPORT, S13
S6-1021014 Brake pads SPORT, S14
S6-1021032 Brake pads SPORT, S32
S6-ET1401BB Brake pads SPORT, R/T 4-pistons Brake calliper

BRAKE PADS RACING

S6-1021010/R Brake pads RACING, S10
S6-1021011/R Brake pads RACING, S11
S6-1021013/R Brake pads RACING, S13
S6-1021014/R Brake pads RACING, S14
S6-1021032/R Brake pads RACING, S32
S6-ET1402BB Brake pads RACING, R/T 4-pistons Brake calliper

MEASURING INSTRUMENTS STAGE6

The Stage6 measuring instruments are ideal to check and adjust the engine. They let you monitor all kind of parameters from engine temperature over revolutions up to the exhaust gas temperature. The accelerometer comes in handy to set up the engine for everyday use or drag races.



TACHOMETER DIGITAL

Very small and easy-to-read digital tachometer with blue illuminated display. Included are a thermometer and an adjustable revolution/ temperature warning (the display colour changes to red when exceeding a certain value).

TACHOMETER DIGITAL

S6-4030	Tachometer, digital
S6-4030ET05	Crocodile clamp
S6-4030ET01	Temperature sensor, Minarelli, PT 1/8
S6-4030ET02	Temperature sensor, Piaggio, M10 x 1.0
S6-4030ET03	Temperature sensor, Peugeot, M14 x 1.25



ACCELEROMETER DIGITAL

The dyno to take with you! This instrument measures time and acceleration of previously selected distance and speed intervals and stores them internally for subsequent analysis. By using this accelerator, you won't have to rely on imprecise time measurement or even intuition to set up your engine.

ACCELEROMETER DIGITAL

S6-4040	Accelerometer digital
S6-4040ET01	Battery pack 9V
S6-4040ET02	Clamp, mirror mount
S6-4040ET03	Clamp, downhill handlebar
S6-4040ET04	Magnet screws (2x), Gilera Runner M6 x 1.00 / 19.7 mm
S6-4040ET05	Magnet screws (2x), Aprilia SR50 M8 x 1.25 / 29 mm
S6-4040ET06	Magnet screws (2x), MBK Nitro Yamaha Aerox, M10 x 1.25 / 28.3 mm



THERMOMETER DIGITAL

Illuminated mini temperature gauge from Stage6. Measures temperatures from 0 to 150 degrees Celsius. High temperatures like these are of course irrelevant for liquid-cooled engines, but for air-cooled engines they are important, since temperatures there are picked up beneath the spark plug.

THERMOMETER DIGITAL

S6-4033	Thermometer
S6-4030ET01	Temperature sensor, Minarelli, PT 1/8
S6-4030ET02	Temperature sensor, Piaggio, M10 x 1.0
S6-4030ET03	Temperature sensor, Peugeot, M14 x 1.25



EXHAUST TEMP GAUGE

A really ingenious gadget to set up your engine and carburettor. EGT stands for Exhaust Gas Temperature. The exhaust temperature will be picked up and displayed in real time, allowing easy carburettor adjustment.

EXHAUST GAS TEMPERATURE METER

S6-4037	EGT meter, universal
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MEASURING INSTRUMENTS STAGE6

The Stage6 measuring instruments are ideal to check and adjust the engine. They let you monitor all kind of parameters from engine temperature over revolutions up to the exhaust gas temperature. The accelerometer comes in handy to set up the engine for everyday use or drag races.



FUEL GAUGE



Always have an eye on your fuel level with the Stage6 fuel gauge. The white backlight offers easy reading even at night. The gauge can be adjusted to 100 Ohm and 510 Ohm resistances.

FUEL GAUGE
S6-4035

Fuel gauge, digital



BATTERY PACK

S6-4040ET01



CLAMP DOWNHILL HANDLEBAR

S6-4040ET03



MAGNETIC SCREWS

Magnetic screws (2x), Gilera Runner
M6 x 1.00 / 19.7mm
Magnetic screws (2x), Aprilia SR50
M8 x 1.25 / 29mm
Magnetic screws (2x), MBK Nitro
Yamaha Aerox, M10 x 1.25 / 28.3mm

S6-4040ET04

S6-4040ET05

S6-4040ET06



HOLDER MIRROR MOUNT

S6-4040ET02



RACING IGNITION, CDI WITHOUT RESTRICTION & DEGREE WHEEL

Racing ignition by Stage6. High engine response comes as a result of low weight of rotating masses, this may also be finetuned by using the rotor weight supplied. The CDI offers two ignition curves to chose from. Peugeot CDI without restriction. The original CDI used by Peugeot limits the RPM and the performance of the engine. Our CDI derestricts the engine. Stage6 timing disc, essential to set ignitions and port-timings. Remember: An engine is only as good as its setup.



INTERNAL ROTOR IGNITION R/T

Racing ignition by Stage6. High engine response comes as a result of low weight of rotating masses, this may also be finetuned by using the rotor weight supplied. The CDI offers two ignition curves to chose from. These curves were programmed as a result of extensive testing on a dyno with a brake with an eye also on detonation and exhaust gas temperature. We have been able to find a bit more power and significantly better throttle response while reducing detonation at the same time.

INTERNAL ROTOR IGNITION R/T (RACING TEAM)

S6-4516600 Minarelli, complete
S6-4514000 Piaggio, complete

S6-45ET002 Backing plate, Minarelli
S6-45ET001 Backing plate, Piaggio
S6-45ET003 Fly wheel



CDI DE-RESTRICTED

Peugeot CDI without restriction. The original CDI used by Peugeot limits the RPM and the performance of the engine. Our CDI derestricts the engine.

CDI DERESTRICTED

S6-4217500 CDI derestricted, Peugeot vertical



DEGREE WHEEL BLACK EDITION

A very effective precision tool that lets you accurately measure the port durations of different cylinders in 2-stroke engines. The degree wheel is black anodised and resistant to fuel and additives. Using the spacer, you can attach the wheel to all 50cc engines; the needle (included in the delivery) can simply be screwed onto the cylinder stud!

DEGREE WHEEL

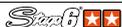
S6-4000SC Degree wheel, Black Edition

FORK CNC RACING TYPE, SUBFRAME & RACING SLICKS

Stage6 does not only offer engine components, we also pay attention to suspension upgrades and tires. To be fast you need to get the power to the road.



FORK CNC RACING TYPE



Extremely stiff fork with CNC machined fork yokes and highly adjustable damping. Thanks to the extremely stiff construction there is next to no torsion in the frame-fork assembly. Even when the scooter is pushed to its limit it simply follows the line you choose.

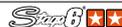
FORK CNC RACING TYPE

S6-1716602/RO Fork yokes Stage6 CNC RACING
MBK Nitro / Yamaha Aerox, red anodi.

S6-1716602/SG Fork yokes Stage6 CNC RACING
MBK Nitro / Yamaha Aerox, steel grey



ENGINE CONVERSION KIT



Kit to mount a Piaggio engine on Peugeot Speedfight. This opens up new tuning possibilities and increases performance. Delivery incl. all necessary parts such as engine mount and strut adaptor. Also included is a diagram for the wiring loom.

ENGINE MOUNT RACING

S6-9917500 Conversion kit, Peugeot Speedfight
to Piaggio engine



SUBFRAME AEROX/NITRO



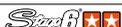
The MBK Nitro / Yamaha Aerox subframe makes it possible to install performance increasing intake systems with straight layout into the crankcase

SUBFRAME AEROX/NITRO

S6-9916605 Subframe MBK Nitro / Yamaha Aerox



RACING TYRES SLICK



Working closely together with the Stage6 Racing Team and other IDSM riders, German tyre manufacturer Heidenau has now developed the first 10", 12" und 13" full slicks. The particularly soft compound gives excellent grip.

RACING TYRE

S6-99R10 RACING Slick, 3.5x10
S6-99R12 RACING Slick, 120/70-12, 58P
S6-99R13 RACING Slick, 130/60-13, 60P

S6-99R12.1 RACING Slick V2, 120/70-12, 58P
S6-99R12.2 RACING Slick V2, 100/90-12



PADDOCK STAND RACING



Orange coated paddock stand from Stage6. Can be fixed on the engine block via a mounting plate.

PADDOCK STAND RACING

S6-98/MS Paddock stand without mounting plate
S6-98MIN Mounting plate, Minarelli
S6-98PIA Mounting plate, Piaggio 50cc
S6-98PEU Mounting plate, Peugeot vertical



OPTIC PARTS SSP

SSP is Stage6's design line and combines performance and style. Under this name, you will find high quality products that are mostly CNC-milled. Included in this range are kickstarts, brake levers, throttles, switch units and riser kits.



BRAKE LEVERS CNC TYPE



The CNC-milled brake levers from SSP are available for many scooter models. Particular attention has been paid to design and precision. Available in a choice of colours.



BRAKE LEVER CNCTYPE



The CNC-milled brake levers from SSP in ergonomic design. Available in a choice of colours.

BRAKE LEVER CNC TYPE

S6-SSP105/B	Brake lever, MBK Nitro / Yamaha Aerox blue anodised
S6-SSP105/C	Brake lever, MBK Nitro / Yamaha Aerox chrome
S6-SSP105/T	Brake lever, MBK Nitro / Yamaha Aerox titanium look
S6-SSP101/B	Brake lever, Peugeot Speedfight blue anodised (for HengTong brake calliper)
S6-SSP101/C	Brake lever, Peugeot Speedfight chrome (for HengTong brake calliper)
S6-SSP101/T	Brake lever, Peugeot Speedfight titanium look (for HengTong brake calliper)
S6-SSP102/BL	Brake lever, Peugeot Speedfight blue anodised (for AJP brake calliper)
S6-SSP102/CR	Brake lever, Peugeot Speedfight chrome (for AJP brake calliper)
S6-SSP102/TI	Brake lever, Peugeot Speedfight titanium look (for AJP brake calliper)
S6-SSP103/BL	Brake lever, Aprilia SR50, blue anodised
S6-SSP103/CR	Brake lever, Aprilia SR50, chrome
S6-SSP103/TI	Brake lever, Aprilia SR50, titanium look
S6-SSP104/BL	Brake lever, Piaggio, blue anodised
S6-SSP104/CR	Brake lever, Piaggio, chrome
S6-SSP104/TI	Brake lever, Piaggio, titanium look

BRAKE LEVER CNC TYPE

S6-SSP105-2/BL	Brake lever, MBK Nitro / Yamaha Aerox anodised blue
S6-SSP105-2/CR	Brake lever, MBK Nitro / Yamaha Aerox chrome
S6-SSP105-2/BK	Brake lever, MBK Nitro / Yamaha Aerox anodised black
S6-SSP105-2/SG	Brake lever, MBK Nitro / Yamaha Aerox steel grey
S6-SSP105-2/TI	Brake lever, MBK Nitro / Yamaha Aerox titanium look
S6-SSP102-2/BL	Brake lever, Peugeot Speedfight anodised blue (for AJP Brake calliper)
S6-SSP102-2/CR	Brake lever, Peugeot Speedfight chrome (for AJP Brake calliper)
S6-SSP102-2/BK	Brake lever, Peugeot Speedfight anodised black (for AJP Brake calliper)
S6-SSP102-2/SG	Brake lever, Peugeot Speedfight steel grey (for AJP Brake calliper)
S6-SSP102-2/TI	Brake lever, Peugeot Speedfight titanium look (for AJP Brake calliper)
S6-SSP109-2/BL	Brake lever, Aprilia SR50, anodised blue
S6-SSP109-2/CR	Brake lever, Aprilia SR50, chrome
S6-SSP109-2/BK	Brake lever, Aprilia SR50, anodised black
S6-SSP109-2/SG	Brake lever, Aprilia SR50, steel grey
S6-SSP109-2/TI	Brake lever, Aprilia SR50, titanium look
S6-SSP104-2/BL	Brake lever, Piaggio, anodised blue
S6-SSP104-2/CR	Brake lever, Piaggio, chrome
S6-SSP104-2/BK	Brake lever, Piaggio, anodised black
S6-SSP104-2/SG	Brake lever, Piaggio, steel grey
S6-SSP104-2/TI	Brake lever, Piaggio, titanium look



OPTIC PARTS SSP

SSP is Stage6's design line and combines performance and style. Under this name, you will find high quality products that are mostly CNC-milled. Included in this range are kickstarts, brake levers, throttles, switch units and riser kits.



BRAKECYLCOVER CNC TYPE

Beautiful two-part CNC-milled brake cylinder cover from SSP in top-notch quality. For models that have covered brake pumps, a stencil is included.



BRAKECYLCOVER CNC TYPE

Brake cylinder cover in cooling fin design. High quality, CNC-milled. Another great and quick possibility to customize your scooter.



CLAMP CNC TYPE

Very classy, massive CNC-milled handlebar clamp. Machined from solid material and subsequently anodised. With engraved SSP logo. The angle of the handlebar can be adjusted to 10 positions and is fastened with screws.

BRAKE CYLINDER COVERS

S6-SSP101BZ/BL	Brake cylinder cover, MBK Nitro Yamaha Aerox / Benelli, blue
S6-SSP101BZ/CA	Brake cylinder cover, MBK Nitro Yamaha Aerox / Benelli, carbon-look
S6-SSP101BZ/CR	Brake cylinder cover, MBK Nitro Yamaha Aerox / Benelli, chrome
S6-SSP101BZ/SG	Brake cylinder cover, MBK Nitro Yamaha Aerox / Benelli, steel grey
S6-SSP101BZ/TI	Brake cylinder cover, MBK Nitro Yamaha Aerox / Benelli, titanium
S6-SSP075BZ/BL	Brake cylinder cover, Peugeot Speedfight, blue anodised
S6-SSP075BZ/CA	Brake cylinder cover, Peugeot Speedfight, carbon-look
S6-SSP075BZ/CR	Brake cylinder cover, Peugeot Speedfight, chrome
S6-SSP075BZ/SG	Brake cylinder cover, Peugeot Speedfight, steel grey
S6-SSP075BZ/TI	Brake cylinder cover, Peugeot Speedfight, titanium look
S6-SSP082BZ/BL	Brake cylinder cover, Aprilia SR50, blue anodised
S6-SSP082BZ/CA	Brake cylinder cover, Aprilia SR50, carbon-look
S6-SSP082BZ/CR	Brake cylinder cover, Aprilia SR50, chrome
S6-SSP082BZ/SG	Brake cylinder cover, Aprilia SR50, steel grey
S6-SSP082BZ/TI	Brake cylinder cover, Aprilia SR50, titanium look
S6-SSP058BZ/BL	Brake cylinder cover, Gilera Runner, blue anodised
S6-SSP058BZ/CA	Brake cylinder cover, Gilera Runner, carbon-look
S6-SSP058BZ/CR	Brake cylinder cover, Gilera Runner, chrome
S6-SSP058BZ/SG	Brake cylinder cover, Gilera Runner, steel grey
S6-SSP058BZ/TI	Brake cylinder cover, Gilera Runner, titanium look

BRAKE CYLINDER COVERS

S6-SSP101-2BZ/BL	Brake cylinder cover, MBK Nitro Yamaha Aerox / Benelli, blue
S6-SSP101-2BZ/OR	Brake cylinder cover, MBK Nitro Yamaha Aerox / Benelli, orange
S6-SSP101-2BZ/RO	Brake cylinder cover, MBK Nitro Yamaha Aerox / Benelli, red
S6-SSP101-2BZ/BK	Brake cylinder cover, MBK Nitro Yamaha Aerox / Benelli, black
S6-SSP101-2BZ/TI	Brake cylinder cover, MBK Nitro Yamaha Aerox / Benelli, titanium
S6-SSP075-2BZ/BL	Brake cylinder cover, Peugeot Speedfight, blue anodised
S6-SSP075-2BZ/OR	Brake cylinder cover, Peugeot Speedfight, orange anodised
S6-SSP075-2BZ/RO	Brake cylinder cover, Peugeot Speedfight, red anodised
S6-SSP075-2BZ/BK	Brake cylinder cover, Peugeot Speedfight, black anodised
S6-SSP075-2BZ/TI	Brake cylinder cover, Peugeot Speedfight, titanium look
S6-SSP082-2BZ/BL	Brake cylinder cover, Aprilia SR50, blue anodised
S6-SSP082-2BZ/OR	Brake cylinder cover, Aprilia SR50, orange anodised
S6-SSP082-2BZ/RO	Brake cylinder cover, Aprilia SR50, red anodised
S6-SSP082-2BZ/BK	Brake cylinder cover, Aprilia SR50, black anodised
S6-SSP082-2BZ/TI	Brake cylinder cover, Aprilia SR50, titanium look
S6-SSP058-2BZ/BL	Brake cylinder cover, Gilera Runner, blue anodised
S6-SSP058-2BZ/OR	Brake cylinder cover, Gilera Runner, orange anodised
S6-SSP058-2BZ/RO	Brake cylinder cover, Gilera Runner, red anodised
S6-SSP058-2BZ/BK	Brake cylinder cover, Gilera Runner, black anodised
S6-SSP058-2BZ/TI	Brake cylinder cover, Gilera Runner, titanium look

CLAMP CNC TYPE

S6-SSP601LA/BK	Clamp, MBK Nitro / Yamaha Aerox black anodised
S6-SSP601LA/CR	Clamp, MBK Nitro / Yamaha Aerox chrome
S6-SSP601LA/SG	Clamp, MBK Nitro / Yamaha Aerox steel grey
S6-SSP602LA/BK	Clamp, Peugeot Speedfight black anodised
S6-SSP602LA/CR	Clamp, Peugeot Speedfight chrome
S6-SSP602LA/SG	Clamp, Peugeot Speedfight steel grey
S6-SSP603LA/BK	Clamp, Gilera Runner black anodised
S6-SSP603LA/CR	Clamp, Gilera Runner chrome
S6-SSP603LA/SG	Clamp, Gilera Runner steel grey
S6-SSP604LA/BK	Clamp, Aprilia SR50 black anodised
S6-SSP604LA/CR	Clamp, Aprilia SR50 chrome
S6-SSP604LA/SG	Clamp, Aprilia SR50 steel grey
S6-SSP605LA/BK	Clamp, MBK Booster / Yamaha BWS black anodised
S6-SSP605LA/CR	Clamp, MBK Booster / Yamaha BWS chrome
S6-SSP605LA/SG	Clamp, MBK Booster / Yamaha BWS steel grey

OPTIC PARTS SSP

SSP is Stage6's design line and combines performance and style. Under this name, you will find high quality products that are mostly CNC-milled. Included in this range are kickstarts, brake levers, throttles, switch units and riser kits.



KICKSTART CNC TYPE



Racing style kickstart with engraved SSP logo. Available in two top-notch anodised colours.



KICKSTART CNCTYPE



Kickstart in CNC style. Another great idea to customize your scooter. Available in a choice of top-notch anodised colours.

KICKSTART CNC TYPE

S6-SSP266KS/CR Kickstart, Minarelli long, chrome
S6-SSP266KS/SG Kickstart, Minarelli long, steel grey

S6-SSP258KS/CR Kickstart, Piaggio, chrome
S6-SSP258KS/SG Kickstart, Piaggio, steel grey

S6-SSP275KS/CR Kickstart, Peugeot vertical, chrome
S6-SSP275KS/SG Kickstart, Peugeot vertical, steel grey

KICKSTART EVO TYPE CNC

S6-SSP270KS/CR Kickstart SSP CNC EVO
Minarelli / Peugeot, chrome
S6-SSP270KS/SG Kickstart SSP CNC EVO
Minarelli / Peugeot, steel grey

S6-SSP270KS/BK Kickstart SSP CNC EVO
Minarelli / Peugeot, black

S6-SSP271FP/CR Footpad SSP CNC EVO, chrome
S6-SSP271FP/SG Footpad SSP CNC EVO, steel grey
S6-SSP271FP/BK Footpad SSP CNC EVO, black



FOOT PEGS CNC TYPE



Very classy CNC-milled foot pegs for the pillion rider. Machined from solid material and subsequently anodised. With engraved SSP logo.



FOOT PEGS CNCTYPE



Foot pegs in CNC style to add the final touch to your scooter. Machined from solid material and subsequently anodised.

FOOT PEGS CNC TYPE

S6-SSP473FR/CR Foot pegs, Peugeot Speedfight
chrome
S6-SSP473FR/SG Foot pegs, Peugeot Speedfight
steel grey

S6-SSP458FR/CR Foot pegs, Gilera Runner
chrome
S6-SSP458FR/SG Foot pegs, Gilera Runner
steel grey

FOOT PEGS EVO TYPE CNC

S6-SSP464FR/CR Foot pegs, MBK Booster / Yamaha BWS
chrome
S6-SSP464FR/SG Foot pegs, MBK Booster / Yamaha BWS
steel-grey
S6-SSP464FR/TI Foot pegs, MBK Booster / Yamaha BWS
titanium look



OPTIC PARTS SSP

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HIJACKER ADJUSTABLE



First-class CNC-milled riser kit adjustable to four positions from the Stage6 styling department. With its countersunk bolt, it looks more harmonious than other models.



WATER PUMP CNC TYPE



Not only does the CNC-milled water pump for Minarelli engines look great, it also delivers 40% more cooling liquid than the standard version. Available in a choice of colours.



THROTTLE GRIP CNC TYPE



CNC-machined quick action throttle from SSP, very precisely machined throttle grip with switches in a classy design. The throttle cable can be adjusted to 3 different lengths so that the throttle can be optimally adjusted to every carburettor. There are three switches for the most common electric functions on the scooter.

RISER KIT ADJUSTABLE

S6-SSP366HL/BL	Riser kit, Minarelli blue anodised
S6-SSP366HL/CA	Riser kit, Minarelli carbon look
S6-SSP366HL/CR	Riser kit, Minarelli chrome
S6-SSP366HL/RO	Riser kit, Minarelli red anodised
S6-SSP366HL/SG	Riser kit, Minarelli steel grey
S6-SSP366HL/TI	Riser kit, Minarelli titanium look

S6-SSP368HL/BL	Riser kit, Minarelli vertical, blue anodised
S6-SSP368HL/CA	Riser kit, Minarelli vertical, carbon look
S6-SSP368HL/CR	Riser kit, Minarelli vertical, chrome
S6-SSP368HL/RO	Riser kit, Minarelli vertical, red anodised
S6-SSP368HL/SG	Riser kit, Minarelli vertical, steel grey
S6-SSP368HL/TI	Riser kit, Minarelli vertical, titanium look

S6-SSP362HL/BL	Riser kit, Piaggio blue anodised
S6-SSP362HL/CA	Riser kit, Piaggio carbon look
S6-SSP362HL/CR	Riser kit, Piaggio chrome
S6-SSP362HL/RO	Riser kit, Piaggio red anodised
S6-SSP362HL/SG	Riser kit, Piaggio steel grey
S6-SSP362HL/TI	Riser kit, Piaggio titanium look

S6-SSP373HL/BL	Riser kit, Peugeot vertical blue anodised
S6-SSP373HL/CA	Riser kit, Peugeot vertical carbon look
S6-SSP373HL/CR	Riser kit, Peugeot vertical chrome
S6-SSP373HL/RO	Riser kit, Peugeot vertical red anodised
S6-SSP373HL/SG	Riser kit, Peugeot vertical steel grey
S6-SSP373HL/TI	Riser kit, Peugeot vertical titanium look

WATER PUMP CNC TYPE

S6-SSP566WP/BL	Water pump, Minarelli blue anodised
S6-SSP566WP/CR	Water pump, Minarelli chrome
S6-SSP566WP/RO	Water pump, Minarelli red anodised
S6-SSP566WP/SG	Water pump, Minarelli steel grey
S6-SSP566WP/TI	Water pump, Minarelli titanium look



OIL PLUG CNC TYPE



MINARELLI - HighEnd Customising. Stylish CNC-milled oil filler plug with vent hose.

OIL PLUG CNC TYPE

S6-SSP105OS/BL	Oil plug, Minarelli, blue anodised
S6-SSP105OS/CR	Oil plug, Minarelli, chrome
S6-SSP105OS/SG	Oil plug, Minarelli, steel grey
S6-SSP105OS/TI	Oil plug, Minarelli, titanium look

THROTTLE GRIP CNC TYPE

S6-SSP110/SG	Throttle grip kit, complete, steel grey
S6-SSP110/CR	Throttle grip kit, complete, chrome
S6-SSP110/BK	Throttle grip kit, complete, black
S6-SSP115/SG	Throttle grip, steel grey
S6-SSP115/CR	Throttle grip, chrome
S6-SSP115/BK	Throttle grip, black anodised
S6-SSP119/SG	Switch unit, steel-grey
S6-SSP119/CR	Switch unit, chrome
S6-SSP119/BK	Switch unit, black anodised



OIL PLUG CNC TYPE



PIAGGIO - HighEnd Customising. Stylish CNC-milled oil filler plug with dip stick.

OIL PLUG CNC TYPE

S6-SSP124OS/BL	Oil plug, Piaggio, blue anodised
S6-SSP124OS/CR	Oil plug, Piaggio, chrome
S6-SSP124OS/SG	Oil plug, Piaggio, steel grey
S6-SSP124OS/TI	Oil plug, Piaggio, titanium look

MERCHANDISE & DEALER STUFF STAGE6

In addition to their tuning and custom parts, Stage6 also offer the fitting merchandise equipment, such as banners, various sticker sets, store displays and exclusive dealer stickers.



STICKER SET SMALL 
Stage6 sticker set with various stickers, size ca. A4.



STICKER SET LARGE 
Stage6 Racing Team Replica sticker set. Sticker set with various stickers, size about A3. New version!

STICKER SET SMALL
S6-0503 Sticker sheet, small

STICKER SET LARGE
S6-0501/S Sticker sheet, large, black
S6-0501/W Sticker sheet, large, white



DEALER STICKER LARGE 
Plotted sticker for sticking on the inside of the shop window "Stage6 Official Dealer". Dimensions: 52 x 16 cm.



DEALER BANNER STAGE6 
Stage6 dealer banner in robust quality. Dimensions: 200 x 75 cm.

DEALER STICKER
S6-0550 Official Dealer

BANNER
S6-0560/A Dealer banner, black

MERCHANDISE & DEALER STUFF STAGE6

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T-SHIRT GRAFFITY



Stage6 shirts in urban graffiti design.



T-SHIRT MODEL 2006



Stage6 Shirts in sober brand design.



LEATHERS STAGE6 RACING



Racing leathers in Stage6 Factory-Look. The question how fast you drive can only be answered by yourself. This product helps cater for your safety.

T-SHIRT GRAFFITY

- S6-0902000M T-Shirt Graffiti, grey, Size M
- S6-0902000L T-Shirt Graffiti, grey, Size L
- S6-0902000XL T-Shirt Graffiti, grey, Size XL
- S6-0902000XXL T-Shirt Graffiti, grey, Size XXL

T-SHIRT MODEL 2006

- S6-0901000M T-Shirt Model 2006, black, Size M
- S6-0901000L T-Shirt Model 2006, black, Size L
- S6-0901000XL T-Shirt Model 2006, black, Size XL
- S6-0901000XXL T-Shirt Model 2006, black, Size XXL

LEATHERS STAGE6 RACING

- S6-0850/48 Leathers RACING, Size 48
- S6-0850/50 Leathers RACING, Size 50
- S6-0850/52 Leathers RACING, Size 52
- S6-0850/54 Leathers RACING, Size 54
- S6-0850/56 Leathers RACING, Size 56
- S6-0850/58 Leathers RACING, Size 58
- S6-0850/60 Leathers RACING, Size 60
- S6-0850/62 Leathers RACING, Size 62



DISPLAY STORE



Display Stage6 for clutches, clutch bells and carburettors.



DISPLAY STORE



Display Stage6 for EGT meter.



DISPLAY STORE



Display Stage6 for Mini LCD Multimeter.

DISPLAY

S6-0555/D Display, Clutch

DISPLAY

S6-0555/B Display, EGT

DISPLAY

S6-0555/A Display, LCD Multimeter

NEW VERSION!

S6-0555/C Display, universal

NEW VERSION!

S6-0555/C Display, universal

NEW VERSION!

S6-0555/C Display, universal



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