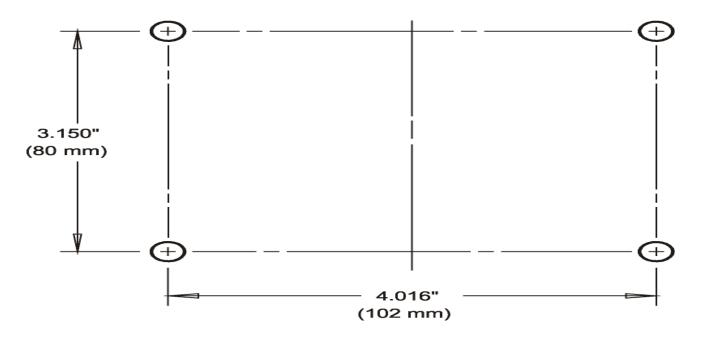
HPV100 Manual



CONTENTS OF KIT

Each HPV100 engine is delivered with the following components:

Quantity	Description
1	Sparkplug cap
1	Sparkplug (NGK BR10EG)
1	Exhaust System
2	Exhaust springs
1	Carburetion phenolic spacer
1	Carburetor
1	Air filter cup
1	Clutch
1	Coil





The engine crankcase must be fixed to the mount with 4 Allen screws M8.

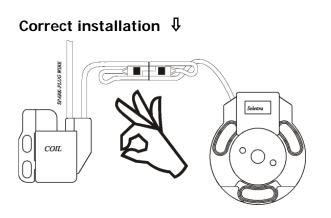
Torque at 22 ÷ 24 Nm. Make sure to engage a thread length of approx.18mm in the crankcase fixing holes (the screw should protrude 18mm from the mount).

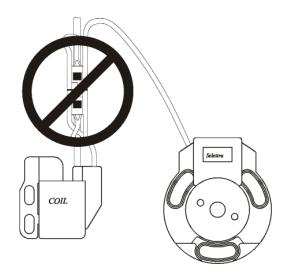
When installing the chain make sure that the engine sprocket and the axle sprocket are perfectly aligned, using a line up bar or straight edge.

After fixing the engine to the chassis, check that the chain is properly tensioned. To do this, make sure that the chain play halfway between the engine and the axle sprockets is between 1/2" to 3/4".

Every time before the engine is started, make sure to check the torque of the fixing screws on the mount and on the engine mount clamps.

Warning! The 7mm diameter high voltage wire to the spark plug must never touch the oher coil wire(s) that connect to the magneto or kill switch. Reason, the high voltage can jump the circuit and burn out the coil.





Always make sure to ground the coil. Failure install ground strap will cause the coil short circuit and be damaged beyond repair.

Warning!!!

Never attempt to shut off engine by pulling off the high tension spark plug wire as over 15,000 volts can severely injure or kill a human.

The red connector is for a kill switch...

see photo. ⇒

How to install the carburetor

Install the parts in the following order:

- gasket
- plastic spacer
- gasket
- Walbro carburetor

Fix these parts altogether using 2 screws M6 x 75mm. Tighten at 6 ÷10 Nm



Connect the plastic tube between the pressure pulse on the carburetor and on the fitting on the crankcase \rightarrow





 \leftarrow Connect the throttle cable to the carburetor and use a spring to improve the quick response of the carb throttle

Max RPM Range

- HPV-1 13,200 13,800 HPV-2 13,800 – 14,400 HPV-3 14,400 – 15,000
- HPV-4 14,800 15,500

Cylinder Head Temperature 300° F to 325° F HPV-1 cadet class 325° F to 360° F HPV-2, 3, & 4 classes

Fuel/Oil Mix

Use top quality 2 stroke racing oil like Horstman 2T blend of castor/synthetic. Mix 8 ounces oil per gallon of racing gasoline.

Many race events require spec fuel/oil mix therefore you must comply to compete. Do not allow any castor oil mix to stand for more than 6 hours. Use oils containing Castor Oil which guarantees an optimized lubrication at high temperatures. As on the other hand, use of Castor oils creates gummy residues which give origin to carbon deposits, it is necessary to check and clean, at least every 5 - 10 hours, the piston and the head.

- Oils below are reliable blends:
- Horstman 2T .Torco GP7 or Maxima 2 stroke

Break-in Engine

A new engine or rebuilding with a new piston must go through a break-in period. (See carburetor Break-in set up chart page 9)

- 1. Adjust the carburetor dialing needles out for extra rich mixture
- Run engine on track for 5-10 minutes with short spans of acceleration from half throttle to full throttle 2-3 second bursts. Never exceed 11,000 rpm and never keep rpm the same very long.
- 3. Do not allow engine temp to exceed 300° F during break in period
- 4. Return to pits and allow engine to cool down then check all nuts and bolts on kart and engine for tightness especially header nuts.
- 5. After several 5-10 minute track sessions and cool down periods the rings and piston will seat correctly.
- 6. Now you can go back onto the track and adjust the carb to a leaner mixture of fuel/air to gain power and speed.

SPARK PLUGS

Autolite AR51 racing is a good all round plug. Other brands are listed below

NGK	0	Bosch	Champion
BR 9 EG	hot	WO8 CS	N 54R
BR 10 EG	med	WO7 CS	N52R
BR 11 EG	cold	WO6 CS	



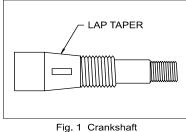
Clutch

This clutch is engineered for HPV100 Spec Class kart racing. Follow the instructions in this manual for maintenance. This clutch is a dry "direct drive" lock-up style with positive engagement at 5000 RPM.

Crankshaft Preparation

The taper on the crankshaft (See Fig. 1) must match the taper in the Clutch Drive Hub or the Clutch will not fit securely.

In order to check for proper fit, mark the crankshaft with an ink marking pen. Slide the Clutch Hub onto the crankshaft and turn slowly by hand 180 degrees. Remove the Clutch Hub and inspect the crankshaft. A good match is achieved when the ink is wiped off the entire length of the taper after you have rotated the Clutch Hub. If a bad match occurs, lap the Hub



and the crankshaft with fine lapping compound. Clean off the lapping compound before installation.

Installation To HPV100 Engine

- 1. Insert Woodruff Key into crankshaft.
- 2. Slide clutch Drive Hub assembly onto taper of crankshaft. Be sure the keyway in the Drive Hub is aligned with the Woodruff Key.
- 3. Install Coned Safety Washer (item 7), Jam Nut (item 6) and tighten until Coned Safety Washer is flat. (450 in. lbs.)
- 4. Install the Internal Thrust Washer (item 5). Due to manufacturing tolerances, three sizes of the Internal Thrust Washer are provided with each Clutch. It is important to install the washer that provides proper clearance to allow the drum to spin free after the Starter Nut (item 1) is tight. (See fig. 2) Note: Chamfered side of washer faces engine.
- 5. Apply lithium grease to the Roller Bearing (item 3) before installing the Drum.
- 6. Install the Drum with Bearing onto the crankshaft.
- 7. Install the External Thrust Washer (item 2). Note: Chamfered side of washer faces engine.
- 8. Thread on the Starter Nut (item 1) and tighten to 300 in. lbs. Optional Spanner Wrench (P/N 99-5139) is designed to prevent the crankshaft from turning while tightening the Starter Nut.

End Play (See Fig. 2)

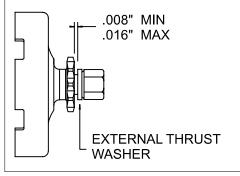


Fig. 2 End Play

End Play is important to allow Drum to spin free. Check end play with feeler gage after Starter Nut is tightened. Too little clearance will cause binding while too much will cause chain alignment problems. Optional internal washers are available to obtain proper tolerance. Min. .008" Max .016"

Starting Engine & Entering Track

The Clutch is designed to permit easy starting with a battery operated Gun Starter. The Gun Starter should have a 5/16" hex drive.

When starting the engine be sure to keep the brake engaged in order to prevent any sudden acceleration. When the engine starts, the clutch will be in neutral until the engine reaches approximately 4000 RPM. At about 4000 RPM the clutch will start to engage and the kart will start to move. Since the Clutch engages at a low RPM, driving technique will be the same as a direct drive vehicle. This reduces clutch wear for less maintenance cost.

Stall Speed

Stall speed is the RPM the clutch locks up solid. Spec stall speed maximum is 5000 RPM. For tech the minimum spring adjustment height is .236" and there is no maximum height however do not exceed .260". Use locktite on the retainers to prevent them from working loose. Fig 3



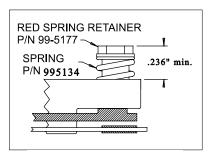


Figure 3

- Remove the Starter Nut (item 1). Note: Clutch Spanner (P/N 99-5139) is designed to fit around the Drive Hub (item 12) to prevent the crankshaft from turning when loosening nut.
- 2. .Remove the External Thrust Washer (item 2), Drum (item 4), Roller Bearing (item 3) and Internal Thrust Washer (item 5). If bearing is hard to remove it is helpful to file or sand the burr of the crankshaft edge.
- 3. Remove Jam Nut (item 6) & Coned Safety Washer (item 7) Nut is normal RH thread
- 4. Remove the Clutch Drive Hub (item 12) using an optional Clutch Puller (P/N 99-5140

Maintenance and Repair

Due to the extreme demands of Racing it is important to properly maintain your Clutch in order to obtain maximum performance.

1. Roller Bearing Item 3

Since the EXPD-A Clutch is a dry clutch, there is no oil supply for the bearing. It is necessary to apply lubricant to the bearing in order to prevent extreme wear or seizure to the crankshaft. Lithium grease works best. Apply grease or spray Tri-flow into bearing before each track session.

2. Sprocket / Drum Assembly Item 4

Oiling the chain before each track session will increase the life of the sprocket. A worn or chipped chain should be replaced as it will quickly wear out the sprocket. The drum should be replaced when the teeth are worn to a sharp point. Note: Use chain oil ... Tri-flow is not chain oil

3. Friction Disc Item 10 tech item

The Friction Disc has a steel core with ceramic friction material bonded to the surface. It should be inspected after four hours of use. Replace if lugs are worn or cracked or if lining is worn below .122" thick.

4. Springs Item 13 p/n 995134 tech item

The springs are made from stainless steel. They will last many hours and only need to be replaced when broken or collapsed below .465" free length. Warning: New springs must not exceed .505" free length and max. wire dia. .065"

5. <u>Pressure Plate Item 11</u> tech item

The Pressure Plate is precision ground on the surface that engages the friction disc. This surface should be checked periodically for warp and or wear. Replace when badly warped or worn or studs loose. Minimum thickness .150"

6. Drive Hub Item 12 tech item

Remove the Levers (item 16) from the Drive Hub, check for wear in the slotted area after 10 hours running time. Badly worn slots will cause poor performance. Tech item max width .700" x .670"min. also width at lever contact area max . 380" min .370"

7. Fixed Plate Item 9 tech item

Replace when worn below .125" or badly glazed

8. Levers Item 16

The pivot hole in the lever is subject to a stress due to frictional loading from centrifugal force. This causes the pivot hole to eventually elongate. Inspect the levers for pivot hole wear or flat spots whenever you rebuild the clutch.

9. <u>Dowel pins item 15</u>

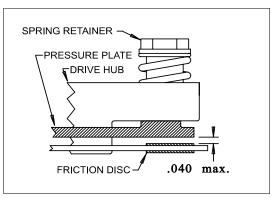
The Dowel Pins must absorb high stress from the levers. Replace after 10 hours of use to avoid breakage.

10. Thrust Washers and Nuts

Visually inspect during teardown and replace if cracked or damaged. Apply grease to washers every race event.

Clutch Assembly

- 1. Clean parts with disc brake cleaner or WD-40. Disc brake cleaner comes in an aerosol spray can and is available at most automotive parts stores. <u>Do not use gasoline or solvents to clean the Clutch!</u>
- 2. Apply anti-seize or grease to the Dowel Pins (item 15). Slide Dowel Pins into the Levers (item 16). Groups of 3.
- 3. Insert Pressure Plate (item 11) into the Drive Hub (item 12).
- 4. Place each Spring (item 13) over a corresponding Pressure Plate Stud. Next, screw the Red Retainer (item 14) onto each Stud until the desired height of .246" is obtained. (See Fig. 4)
- 5. Lay the Friction Disc (item 10) onto the flat side of the Pressure Plate.
- 6. Place the Fixed Plate (item 9) over the Drive Hub and align the 3 holes in the Fixed Plate with the Drive Hub Holes.
- 7. Apply anti-seize to Screws (item 8) and insert into the bolt holes in the Hub (item 12). Tighten screws to 50 in. lbs. Note: These screws should not be tightened past 50 in. lbs. or they will be difficult to remove.
- 8. Clutch is ready for installation on crankshaft.

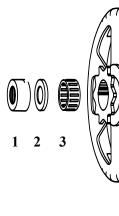


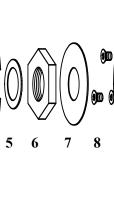


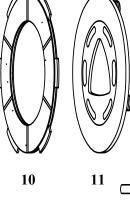
Air Gap

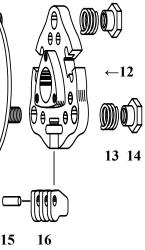
Air Gap is a tech item....Air Gap is the clearance necessary for proper clutch engagement and disengagement. Permitted Air Gap maximum is .040". To check Air Gap measure space between fixed plate and pressure plate then subtract the friction disc thickness. When Air Gap exceeds .040" install a new Friction Disc (See Fig. 4)

Item	Part	Description	Units
Number	Number		Required
	995153	EXPD II Clutch for HPV100 complete 10T	
	995154	EXPD II Clutch for HPV100 complete 11T	
1	995175	Starter nut M10x1	1
2	995121	Thrust washer, external	1
3	995123	Bearing	1
4	995166	Drum 10T 219 with bearing	optional
	995167	Drum 11T 219 with bearing	11
5	995124	Thrust washer 1.5mm	optional
	995125	Thrust washer 1.7mm	1
	995126	Thrust washer 1.8mm	optional
6 995127 7 995128		Jam Nut M16x1	1
		Coned washer	1
8	995129	Screw M5x10 Flat head	3
9	995130	Fixed plate	1
10	995131	Friction disc	1
11	995146	Pressure Plate	1
12	995136	Drive hub	1
13	995134	Spring	3
14	995177	Retainer	3
15	995137	Dowel pin	3
16	995138	Lever	9
	995139	Spanner	optional
	995176	Puller tool	optional





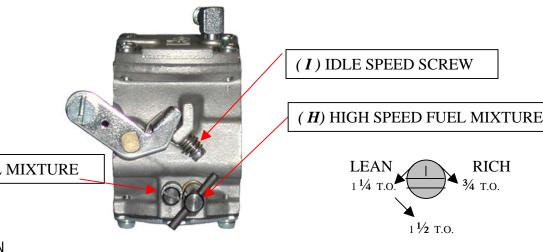






ωV

WB-3A CARBURETOR MIXTURE SCREWS ADJUSTMENT GUIDE



(L) LOW SPEED FUEL MIXTURE

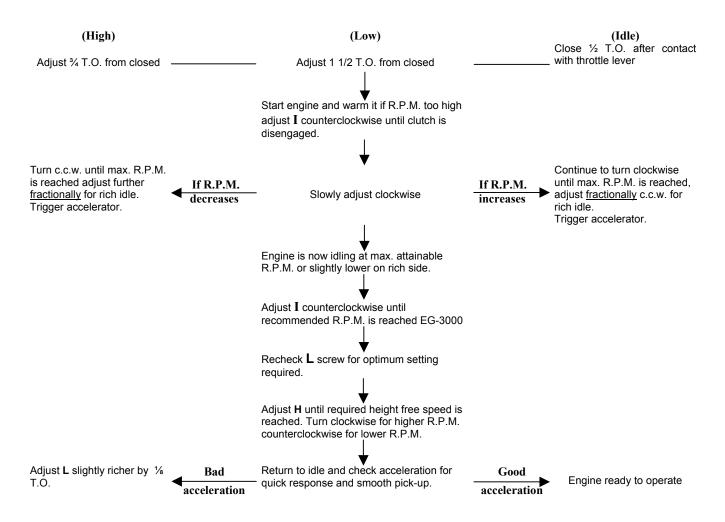
T.O. = TURNS OPEN

Normally the correct **break-in** setting of the mixture screws is the following:

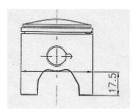
- 1 1/2 T.O. for the L (close the screws completely and then open)
- 3/4 T.O. for the H (close the screws completely and then open)

ATTENTION:

- NEVER LEAN TOO MUCH AS LEAN MIXTURE WILL OVERHEAT ENGINE AND CAUSE SEIZURE.
- DO NOT FORCE H OR L CLOSED. IT MAY DAMAGE THE PRECISION MACHINED ORIFICE AND RENDER THE CARB. UNSERVICEABLE.
- THE ADJUSTMENT OF SCREWS MUST BE PERFORMED WITH WARM ENGINE.



Matching Piston



ATTENTION : Play between piston and liner must be

.090 mm (.0035") If play exceeds .011 mm replace piston. Pistons are measured at 17.5 mm from bottom of piston and size measured must be 0.090 mm lower than what is stamped on piston top.

- Green Dot: size of liner is as marked on piston top.

- Red Dot: add 0.01 mm to size of liner marked on piston top.

Ring end gap .008" min to .015" max .203mm min to .381mm max

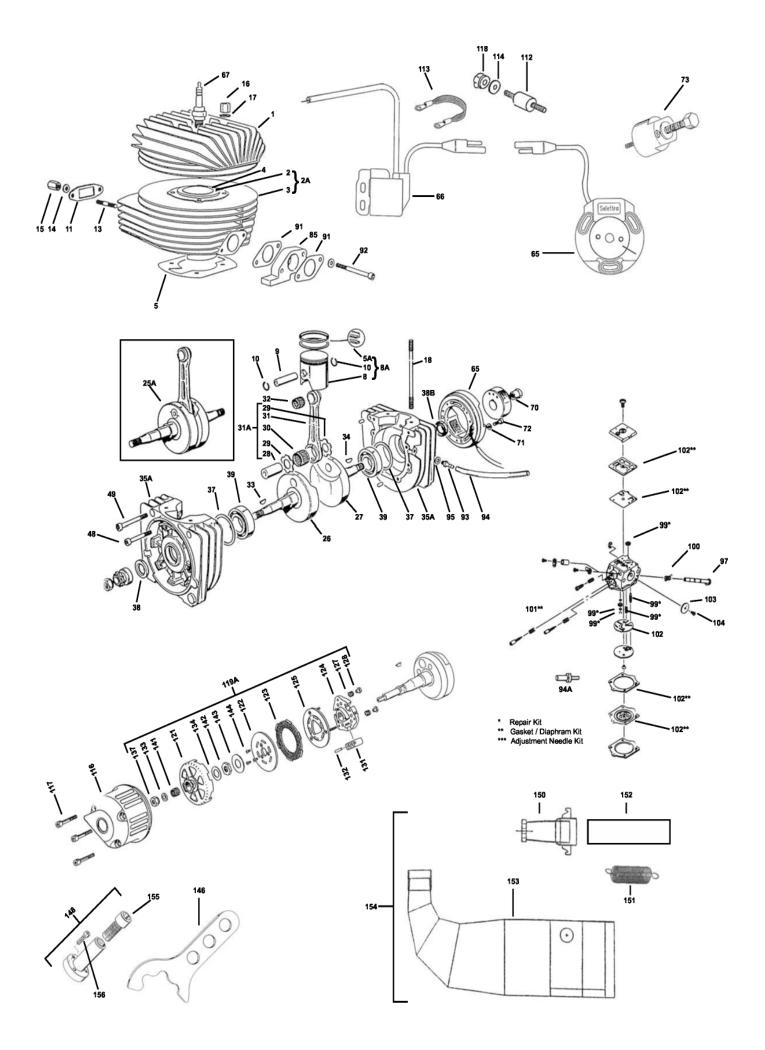
Maintenance Service should be performed by skilled craftsman

- 1. Crankshaft Check status of crank halves ... replace when worn at bearing seat beyond 0.03mm
- 2. Crankpin Visually inspect and replace is scored or worn where it contacts big end bearing
- 3. Conrod Check top and bottom bearing bores ... replace rod when ovalization exceeds 0.01mm
- 4. Rollar cages Replace every 4 hours
- 5. Crankcase bearings Replace every 5 hours
- 6. Seals Replace every 4 hours
- 7. Piston Replace every 10 race events Make sure arrow faces exhaust
- 8. Piston pin Replace when using new piston
- 9. Cylinder head clean carbon buildup from combustion chamber ...do not scratch chamber Torque nuts with cross pattern to 1.8 kgm
- 10. Exhaust System check after each race for cracks or dents to all components ... replace as needed ... excessive carbon buildup can affect performance ... for best performance install a new exhaust chamber yearly. Spray outside of exhaust chamber each night after racing with WD-40 to reduce corrosion ... wait until pipe is cool to prevent possible flame Replace gasket every time header is removed torque exhaust nuts to 1 kg

Ignition Timing .080" to .100" B.T.D.C. excessive advance above .100" may cause pre-ignition and piston damage

- 1. Install a dial indicator with adapter to spark plug threads in head
- 2. Rotate crankshaft until piston is at T.D.C.
- 3. Set gauge a Zero
- 4. Looking at ignition , turn rotor clockwise by 2.2mm Hold rotor to prevent turning
- 5. Rotate stator until the marks on rotor and stator line up
- 6. Tighten screws on stator

Break-in Carburetor Setup Chart			
Class	Carb Model	Approximate Settings	Popoff
HPV-1 IKF Cadet / WKA Jr Sportsman	HPV-1	1 1/4 Low 1 1/4 High	20 lbs
HPV-2 IKF Jr / WKA Jr	WB-3A	1 1/2 Low 3/4 High	10 lbs
HPV-3 IKF Senior / WKA Senior	WB-3A	1 1/2 Low 3/4 High	10 lbs
HPV-4 IKF Senior / Outlaw Piston Port	WB-3A	1 1/2 Low 3/4 High	10 lbs
HPV-5 KART Roadrace	WB-3A	1 1/2Low 3/4 High	10 lbs



HPV-100 Parts

992102 Engine Kit 11hp Jr., 12-15 49 992193 Soc 992103 Spec Engine Kit 14hp Sr. 66 992202 Co 992106 KF Jr. Spec Engine Kit 68 992200 Nu 2A 992126 Cylinder Hev-100 70 992200 Nu 2A 992126 Cylinder Hev-100/K71 71 992203 Fla 992128 Casket 005' C/L Base 85 992205 Ca 992128 Casket 006' C/L Base 85 992207 Sa 992130 Piston Ring Set 52.63 87 992308 Ga 992131 Piston Ring Set 52.63 87 992308 Ga 992132 Piston Ring Set 52.63 87 992308 Ga 992133 Piston wirings 52.427 92 992207 Sa 992134 Piston wirings 52.427 92 992207 Sa 992135 Piston wirings 52.427 92 992207 Sa 992136 Piston wirings 52.427 92 <td< th=""><th></th><th></th><th></th><th></th><th></th><th></th></td<>						
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992166 Piston w/rings 52.9r 992167 Piston Wirings 52.9g 112 992211 Date 9 992168 Piston Pin Sel. 2 113 992212 Green 10 992171 Circlip 113 992212 Green 11 992172 Gasket, Exhaust Pipe 115 992213 Nut 13 992175 Exhaust Nut 8mm 116 992215 Sci 15 992175 Exhaust Nut 8mm 118 992225 Nut 16 992176 Head Nut 119A 995150 Clu 17 992175 Exhaust Nut 8mm 118 992258 Nut 18 992176 Head Nut 1995150 Clu 17 992180 Crankshaft Assy HPV-100 995152 Clu 27 992180 Crankhalf Ign. HPV-100 121 995163 Dr. 28 992184 Crankpin 43mm 995164 Dr. 29 992185 Washer, Bronze			-	1054	002210	Conket Set
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9 992168 Piston Pin Sel. 2 10 992171 Circlip 113 992212 Grave Stress			-	112	992211	Dampener C
10 992171 Circlip 113 992212 Growtham Stress 11 992172 Gasket, Exhaust Pipe 115 992213 Nut 13 992173 Stud, Exhaust 116 992214 Clu 14 992174 Washer, Flat 117 992215 Sci 15 992175 Exhaust Nut 8mm 118 992225 Nut 16 992176 Head Nut 119A 995150 Clu 17 992177 Washer, Head Nut 119A 995150 Clu 18 992178 Stud, Cylinder 995152 Clu 25A 992180 Crankshaft Assy HPV-100 995153 Clu 992182 Crankshaft PTO HPV-100 995153 Clu 992182 Crankhalf Ign. HPV-100 121 995163 Dru 27 992183 Crankhalf Ign. HPV-100 121 995163 Dru 28 992184 Crankoin 43mm 995165 Dru 30 992185 Washer, Bronze 995165 Dru 31 <td>9</td> <td></td> <td>5 5</td> <td>112</td> <td>552211</td> <td>Damperier, O</td>	9		5 5	112	552211	Damperier, O
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13 992173 Stud, Exhaust 116 992214 Clu 14 992174 Washer, Flat 117 992215 Sci 15 992175 Exhaust Nut 8mm 118 992215 Sci 16 992176 Head Nut 119A 995150 Clu 17 992177 Washer, Head Nut 119A 995150 Clu 17 992178 Stud, Cylinder 995152 Clu 18 992178 Crankshaft Assy HPV-100 995153 Clu 17 992182 Crankhalf PTO HPV-100 995155 Clu 17 992182 Crankhalf Ign, HPV-100 121 995155 Clu 18 992184 Crankpin 43mm 995165 Dr. 19 992185 Washer, Bronze 995165 Dr. 19 992186 Big End Cage 15r 995166 Dr. 31 992187 Con Rod Assy 995168 Dr. 32 992180 Small End Cage 995169 Dr. 33 992190 PTO Sha			•			
15 992175 Exhaust Nut 8mm 118 992255 Nut 16 992176 Head Nut 119A 995150 Clu 17 992177 Washer, Head Nut 19A 995150 Clu 18 992178 Stud, Cylinder 995152 Clu 25A 992180 Crankshaft Assy HPV-100 995153 Clu 992182 Crankhalf PTO HPV-100 995153 Clu 992183 Crankhalf Ign. HPV-100 121 995163 Dr. 27 992183 Crankhalf Ign. HPV-100 121 995163 Dr. 28 992184 Crankpin 43mm 995165 Dr. 30 992185 Washer, Bronze 995165 Dr. 31 992186 Big End Cage 15r 995165 Dr. 31A 992188 Con Rod Assy 995168 Dr. 32 992189 Small End Cage 995190 Dr. 33 992190 PTO Shaft Key 995189 Dr. 34 992191 Mag Shaft Key 995189	13	992173	Stud, Exhaust	116	992214	Clutch Guard
16 992176 Head Nut 119A 995150 Clu 17 992177 Washer, Head Nut 995151 Clu 18 992178 Stud, Cylinder 995152 Clu 25A 992180 Crankshaft Assy HPV-100 995153 Clu 992182 Crankshaft PTO HPV-100 995155 Clu 992182 Crankhalf PTO HPV-100 121 995155 Clu 27 992183 Crankhalf Ign. HPV-100 121 995155 Clu 28 992184 Crankpin 43mm 995165 Dr. 29 992185 Washer, Bronze 995165 Dr. 30 992186 Big End Cage 15r 995165 Dr. 311 992187 Con Rod Assy 995168 Dr. 32 992188 Small End Cage 995169 Dr. 33 992190 PTO Shaft Key 995189 Dr. 37 992191 Mag Shaft Key 995189 Dr. 37 992193 Crankcase Assy HPV-100 995130 Dr. <td>14</td> <td>992174</td> <td>Washer, Flat</td> <td>117</td> <td>992215</td> <td>Screw M6x55</td>	14	992174	Washer, Flat	117	992215	Screw M6x55
17 992177 Washer, Head Nut 995151 Clu 18 992178 Stud, Cylinder 995152 Clu 25A 992180 Crankshaft Assy HPV-100 995153 Clu 992182 Crankshaft PTO HPV-100 995155 Clu 992182 Crankhalf PTO HPV-100 995155 Clu 992183 Crankhalf Ign. HPV-100 121 995163 Dr. 27 992184 Crankpin 43mm 995165 Dr. 28 992185 Washer, Bronze 995165 Dr. 29 992185 Washer, Bronze 995165 Dr. 30 992186 Big End Cage 15r 995166 Dr. 31 992188 Con Rod Only 995167 Dr. 31A 992188 Con Rod Assy 995169 Dr. 32 992190 PTO Shaft Key 995189 Dr. 33 992190 PTO Shaft Key 995189 Dr. 37 99217 Mag Shaft Key 995180 Dr. 38 992194 O	15			118	992225	Nut
18 992178 Stud, Cylinder 995152 Clu 25A 992180 Crankshaft Assy HPV-100 995153 Clu 992182 Crankshaft Assy HPV-100 995155 Clu 992182 Crankhalf PTO HPV-100 995155 Clu 27 992183 Crankhalf Ign. HPV-100 121 995155 Clu 28 992184 Crankpin 43mm 995163 Dr. 29 992185 Washer, Bronze 995165 Dr. 30 992186 Big End Cage 15r 995166 Dr. 31 992187 Con Rod Only 995168 Dr. 32 992188 Con Rod Assy 995168 Dr. 33 992190 PTO Shaft Key 995189 Dr. 34 992191 Mag Shaft Key 995189 Dr. 37 992217 Shim 0.15mm 122 995130 Fix 38 992194 Oil Seal 20x32x7 HPV-100 995130 Fix				119A		Clutch, EXPD
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992218 Shim 0.15mm 122 995130 Fix 38 992194 Oil Seal 20x32x7 HPV-100 122 123 122 123			2		995189	Drum w/Brg 1
38 992194 Oil Seal 20x32x7 HPV-100	37				00-1-1	
	20			122	995130	Fixed Plate
38B 992196 Oil Seal 17x32x7 HPV-100 123 995131 Frid	აბ	992194	UII Seal 20x32x/ HPV-100			
	38B	992106	Oil Seal 17x32x7 HP\/_100	102	995131	Friction Disc
	000	332130		120	333131	I NOUGH DISC

9	992197	Bearing 6205-C4
		Screw 6x60
)	992199	Screw 6x40
i	992201	Ignition, Less Coil Selettra
i		Coil, Selettra
		Spark Cap
)		Nut, Magneto Flat Washer M5
,		Screw M5
		Rotor Puller, Selettra
		Rotor Wrench, Selettra
i	992205	Carb Spacer WB3A
		Carb Spacer HPV1
	992321	Manifold HPV1
	992307	Screw Manif/Cyl. HPV1
		Screw Carb/Manif HPV1
)	992308	Gasket Carb/Manif HPV1
	002206	Cooket Corth/Spacer \A/B2A
,		Gasket Carb/Spacer WB3A Screw M6x70 WB3A
		Pulse Fitting WB3A Carb
		Pulse Fitting HPV1
		Pulse Tubing WB3A Carb
	992319	Pulse Tubing HPV1 Carb
4		Reducer, Fuel Line HPV1
i		Pulse Fitting Gasket, Universal
j	992301	Carburetor HPV-1
	992310	Carburetor WB3A
		Throttle Arm, Cable Anchor
		Throttle Shaft HPV-1
		Filter Cup HPV-1
		Filter Cup WB3A
	992324	Repair Kit HPV-1 Carb
C	992334	Spring, throttle HPV-1 Carb
1	992329	Adjustment, Needle Kit HPV-1
2	992315	Gasket, Carb HPV-1
3	992316	Throttle Shutter, HPV-1
4	992336	Screw, Throttle Shutter, HPV-1
т	002000	
A	992210	Gasket Set
2	992211	Dampener, Coil
3	992212	Ground Cable, Coil
5	992213	
6	992214	Clutch Guard
7	992215	Screw M6x55
8	992225	Nut
A	995150	Clutch, EXPD-A 9T35 HPV-100
		Clutch, EXPD-A 10T35 HPV-100
		Clutch, EXPD-A 11T35 HPV-100
		Clutch, EXPD-A 10T219 HPV-100
		Clutch, EXPD-A 11T219 HPV-100
1		Clutch, EXPD-A 12T219 HPV-100
1		Drum w/brg 9T#35 chain
		Drum w/brg 10T#35
		Drum w/brg 11T#35 Drum w/Brg 10T#219 chain
		Drum w/Brg 11T#219
		Drum w/Brg 12T#219
		Drum w/Brg 15T#219
		Drum w/Brg 16T 8mm Htd Belt
		Drum w/Brg 17T 8mm Htd Belt
		Drum w/Brg 19T 8mm Htd Belt
`	005400	
2	995130	Fixed Plate

124	995136	Drive Hub HPV-100
125	995146	Pressure Plate
127	995134	Spring
128	005177	Retainer, Red Color
131	995138	
132	995137	
132	995137	External Thrust Washer
133	995121	
104		Internal Thrust Washer .065"
		Internal Thrust Washer .000
137		Starter Nut HPV-100
141		Roller Bearing
142	995127	
143	995128	
144		Screw, M5x10
146	995139	
148	995176	
150	995260	Header
151	995265	Springs, Pair
152		Flex Tube HPV-1, HPV-2, HPV-3
		Flex Tube HPV-4
153		Exhaust Chamber HPV-1
		Exhaust Chamber HPV-2
		Exhaust Chamber HPV-3
		Exhaust Chamber HPV-4
		Exhaust Chamber HPV-Pro
154	995261	
	995262	
	995263	
	995264	
455	995283	
155	995178	
156	995179	
157	995277	End Cap. Fits HPV 1,2 & 3 pipes