R&D KAWASAKI ULTRA 250/260/300
HIGH PERFORMANCE AIR INTAKE SYSTEMS

The R&D high performance Air Filter Kit will improve acceleration and top speed performance by increasing air flow and reducing air temperatures that enter directly into the Ultra 250/260/300X's air plenum box area. The O.E.M. air plenum box on the Ultra 250/260/300X's is a great design that will flow plenty of air. However, the air that feeds the plenum box is heated by the engine. R&D has created an easy to install "flat filter" that installs directly in place of the large center access inspection cover located directly under the main glove box.

The R&D Flat Air Filter insert will allow unrestricted fresh and cool air to enter the air plenum box area which will add power you can feel and a nice high performance tone. The R&D Performance Filter Kit also features two filters, one for each of the surge and blowoff protections valves. The O.E.M. surge valve recycles compressed hot air back into the air box plenum at idle and under deceleration conditions. The R&D surge and blowoff valve filter kit removes the air recycling hoses which will keep the hot air from entering the air plenum box reducing the engines intake air temperatures. The R&D Ultra 250/260/300X's Air Filter Kit offers great performance tips on how to remove the restrictive air vent hoses which will further reduce the under seat ambient air temperatures. The R&D Filter system does not remove or alter the O.E.M. plenum box in any way, therefore there are no questions to be answered regarding water ingestion!

The R&D Filter Kit is easy to install with no modifications required to the O.E.M. parts. IJSBA legal for all classes.

Description | Part No. | R&D Ultra 250/260/300X Cool Air Intake Kit | 215-25000
This kit consists of one of each 215-25001 & 215-24999
A. | R&D Ultra 250/260/300X Surge and Blowoff Valve Air Filter Kit Only (2 pieces) | 215-25001
B. | R&D Ultra 250/260/300X Cool Air Intake Flat Filter Only | 215-24999

RIVA ULTRA 250/260/300
PERFORMANCE POWER FILTER KIT

RIVA's Ultra Performance Power Filter Kit: Delivers greatly improved acceleration and increased top speed by replacing the restrictive stock intake system. The Power Filter feeds your supercharger with an increased volume of air via a large 4" diameter intake duct and oversized K&N filter element. Ducting is precision formed from a race proven composite that will not conduct heat to incoming air. Includes water-repellent pre-filter. IJSBA legal for all classes.

Description | Part No. | RIVA Racing Ultra 250X/250LX/260X/260LX Performance Power Filter Kit | RK13090
RIVA Racing Ultra 300X/300LX Performance Power Filter Kit | RK13100
RIVA Replacement Power Filter only for RK13090/RK13096/RK13100 | RK13090-2
RIVA Pre-Filter only for RK13090-2 | RK13090PF-BK

RIVA ULTRA 250/260 BYPASS UPGRADE KIT

Easy to install Bypass Upgrade Kit contains all parts necessary to redirect hot air from the engine's bypass valves and crankcase vent; eliminating power-robbing engine emissions from entering your air intake system. Kit includes fitted K&N filters for bypass & blow-off valves and crankcase vent. Designed to work with both RIVA Pro-Series & Performance Power Filter Kits for Ultra 250X/260X (RK13090). Shown above.

Description | Part No. | RIVA Ultra 250X/260X Bypass Upgrade Kit | RK1750-BPUK
*This kit is not compatible with the 300X model.
RIVA SPEED CONTROL OVERRIDE MODULE

- Removes restrictive speed limiter system.
- Increases top speed utilizing stock ECU.
- Works on all US model 2011-12 Ultra 300X & Ultra 300LX.
- U.S. models will gain 3-4mph with no additional modifications.
- Allows further top speed gains through aftermarket modifications.
- All original dash functions are retained.
- Easy plug-in installation.

Description | Part No.
--- | ---
RIVA Speed Control Override Module 300X/300LX (2011-12) | RK1100-SCOM

R&D ULTRA 300X SPEED-UP MODULE (SPEED CONTROL OVERRIDE)

- 3-4 MPH top speed improvement
- Retains O.E.M dash functions, Eco mode, and Cruise Control
- Plugs into O.E.M. harness terminals for a factory looking install, completely stealth to the ECU
- Improved RPM performance (up to 300+)
- Full Boost levels achieved (2 pound boost addition)
- Top speed performance significantly improved.
- 10 minute plug and play performance
- Works well with all other performance bolt on parts (R&D Ride Plate & Aquavein Scoop Grates)

Description | Part No.
--- | ---
R&D Ultra 300X Speed-Up Module (2011-12) | 801-15300

ULTRA 250/260 HIGH PERFORMANCE ECU REPROGRAMMING SERVICES

R&D is proud to announce the new Ultra 250/260 ECU reprogramming services. The engineering staff at R&D has developed ECU programs to allow new performance levels to be reached for recreational enthusiasts and racers who are interested in more performance through reprogramming the OEM ECU. Entry level programs will allow the enjoyment of advanced ignition timing, and re-calibrated fuel maps. The Ignition timing and fuel maps are developed to safely maximize performance with 91 octane fuel. Programs offered are recreational performance tuned with safe AFR values, and can be further custom tuned (Richened) to accommodate additional boost levels. Customers who have purchased an R&D Powershot Fuel Control Unit can use the Powershot to further custom tune the AFR to work with the new ECU Program.

R&D Watershot Fuel Control Units are not required on entry level recreational programs using stock boost. However, custom fuel tuning with the Powershot Fuel Tuner can be an add-on or additional upgrade that is suggested for higher performance applications with increased boost. Fuel tuning or AFR conditions should always be checked and verified as values will always be slightly different from one engine set up to another. R&D strongly suggests that AFR tuning be periodically verified using Innovate Products LM1 or LC1 Logging Kit also available from R&D. Part. # 900-04378*

*R&D does not currently offer ECU reprogramming for the Ultra 300X.

Description | Part No.
--- | ---
Ultra 250X R3 ECU Reprogramming | 801-02503
Ultra 260X R3 ECU Reprogramming | 801-02603

R&D ULTRA 250/260/300 POWERSHOT ADJUSTABLE FUEL TUNER

The R&D Powershot fuel injection tuner will deliver increased horsepower, acceleration, and stronger mid-range performance by delivering a higher performing Air to Fuel Ratio (A.F.R) to engine. Many of today's high performance fuel injected four stroke muscle craft have a lean A.F.R. R&D Performance has tested, documented, and analyzed the O.E.M fuel maps on every current fuel injected four stroke watercraft, and pre-programmed and coded the new R&D Powershot fuel injection control module to safely alter the O.E.M. fuel map to a higher performing and safer A.F.R. (richer). More horsepower, greater acceleration and stronger mid-range are the result when the proper A.F.R. is achieved and is tuned for optimum performance.

The R&D Powershot is fully adjustable on the fly (with the engine running, observed and tuned while riding), and will accommodate a wide range of adjustability to properly performance tune the A.F.R. for any combination of aftermarket parts. The R&D Powershot will add horsepower, reliability, and adjustability to any electronic fuel injected two or four stroke personal watercraft engine.

Description | Part No.
--- | ---
R&D Ultra 250/260/300X Powershot Fuel Tuner | 801-25000

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R&D UNIVERSAL FUEL PRESSURE REGULATOR

Universal bypass fuel pressure regulator for carbureted or EFI fuel systems applications. Base fuel pressure is adjustable from 20 to 60 PSI with high pressure spring (installed). Ideal for carbureted and EFI bypass applications where more flow and superior pressure control are desired.

The universal type bypass style regulator is capable of handling any fuel pump up to 250 GPH. Replace “Deadhead” regulator performance and experience full flow volume and steady fuel pressure.

Description Part No.
A. R&D Fuel Pressure Regulator 801-25010
   (Fittings not included)
B. #4 AN Straight Fitting (Blue Anodized) 611-27503
   (Sold individually)

R&D UNIVERSAL #4 AN FUEL RETURN LINE FITTING ADAPTER KIT

The R&D Universal Fuel Return Line Adapter Fitting can be installed into the top of any fuel tap assembly by finding a clear area on top of the fuel tap system large enough to install the fitting. Drill a 15/32” or #56 (.468) drill size hole and install the fitting using the kit supplied aluminum seal washer on each side of the fitting. The R&D universal fuel return fitting kit is the safest and cleanest way to properly install a fuel return to the top of any make or model fuel tap assembly. Kit comes with one #4 AN bulkhead fitting, one #4 AN bulkhead nut, and two #4 AN 7/16” Aluminum washers.

Description Part No.
R&D Universal #4 AN Style Fuel Return Line Adapter Kit 611-26002

R&D FUEL PRESSURE GAUGE

R&D offers the Autogage fuel pressure gauge gives the best reference in verifying and monitoring fuel pressure precisely on any supercharged or boosted engine. 0 to 100 psi.

Description Part No.
R&D Fuel Pressure Gauge 900-02180

R&D ULTRA 250X ENGINE PERFORMER KIT

STOCK ULTRA 250X AVG. SPEED • 65.5-66 MPH @ 7600-7700 RPM
STAGE 1 PERFORMANCE KIT • 72-72.5 MPH @ 8050-8100 RPM

The R&D Performer Engine Kit Option will add a great boost in overall power. Increased low end and mid range response and acceleration, as well as a solid 2 MPH gain in top speed performance. The R&D Performer Engine Kit will deliver more horsepower reliably with the properly matched fuel control component parts only available through R&D. The R&D Performer Engine Kit will perform excellent in all recreational riding conditions using 91 octane pump gasoline. Sold as complete kit only.

Description Part No.
R&D Tensioner Wheel 611-25000
R&D 1 to 1 Supercharger Wheel 611-25011
R&D Powershot 801-25000
R&D 255 Low Pressure Fuel Pump 811-25255
R&D Fuel Pump Installation Tool 811-25257

R&D UNIVERSAL HIGH PERFORMANCE HIGH VOLUME FUEL PUMP KITS

All R&D fuel pumps have been precision flow rate tested and charted in (LPH) liters per hour.

R&D fuel pumps arrive complete with terminal connectors for both the new high performance pumps quick connect installation, as well as extra terminal connector parts for the O.E.M. pump for use when converting back to stock. The R&D quick connect terminals help make fuel pump testing easy when switching from a low pressure to a high pressure fuel pump.

Description Part No.
R&D 255 LPH (Litter Per Hour) 811-25255
Low Pressure Fuel Pump Kit (Performer Kit) 811-25256
R&D 255 LPH (Litter Per Hour) 811-25256
High Pressure Fuel Pump Kit (400hp Aftermarket Supercharger) 811-25257
R&D Fuel Pump Swedge Tool* 811-25257

*NOTE: R&D High Performance fuel pumps are .040 larger than O.E.M. Mitsubishi fuel pumps on Yamaha’s and Kawasaki’s, therefore it may be necessary to use the R&D Fuel Pump swedge tool to enlarge the fuel pump housing for easy installation.
ULTRA 250/260/300 OEM FUEL PUMP
PRESSURE REGULATOR BLOCKOFF FITTING

R&D offers a Fuel Pump Pressure Regulator Blockoff Fitting Kit which will allow the O.E.M. stock in tank fuel pressure regulator to be removed completely and replaced with a billet part which is necessary when installing an aftermarket externally adjustable fuel pressure regulator. The R&D fitting is manufactured to “Deadhead” or block the port solid, however, the fitting is pre-machined and tapped and can be relief drilled to be able to install a Mikuni Super BN Series Main (High) jet directly into the fitting for a small in tank restrictor jet which for fine tuning fuel pressures. *Mikuni Jet not included.

Description | Part No.
--- | ---
R&D 250/260/300 Fuel Pump Pressure Regulator Blockoff Fitting | 811-25100

ULTRA 250/260/300 DEEP FUEL PICKUP

The R&D Deep Fuel Pickup is designed to maximize fuel volume. The stock fuel pickup is located horizontally in the gas tank three inches above the bottom of the tank. This leaves approximately 5 gallons of unusable fuel in the bottom of the tank. The R&D Deep Fuel Pickup relocates the stock fuel pickup to the bottom of the tank in a vertical position. The new positioning allows for 24 percent more riding time per tank of gas.

Description | Part No.
--- | ---

R&D ULTRA 250X HIGH FLOW FUEL INJECTOR KIT

When boosting the horsepower on a Kawasaki four stroke fuel injected engine, whether using high compression pistons, cams, or higher ratio supercharger compressor wheels, it will be necessary to increase the fuel flow delivery. The O.E.M. Kawasaki injectors have been precision flow rate tested to be 90 to 95 percent peaked on stock units at sea level without modifications. R&D offers high performance fuel injectors with a higher atomization spray pattern that are easily capable of delivering fuel flow specifications to accommodate up to 375-400 horsepower!

R&D has flow rate tested the O.E.M. Ultra 250X injectors and verified them to flow 375cc at 40 PSI of fuel pressure, which rates them to flow 38 pounds of fuel per hour. The R&D High Performance Fuel Injectors have been precision flow rate tested to 625cc at 70 PSI of fuel pressure, which rates them to flow 62 pounds of fuel per hour. R&D High Performance Injectors have been flow rate tested to perform excellent, delivering precise fuel flow at fuel pressure ratings ranging from 40 to 80 PSI. R&D offers only the highest quality fuel injectors, fuel pressure regulators, and fuel management accessories for all your fuel management needs.

Description | Part No.
--- | ---
R&D Ultra 250X High Flow Fuel Injector Kit | 811-25000

ULTRA 250/260 LUBRICATION UPGRADE KIT

Upgrade your Ultra 250/260 to have a lubrication inlet nozzle kit like the Ultra 300 has directly from the Kawasaki factory. This kit will allow you to spray a aerosol lubricant of your choice into the supercharger, intercooler and throttle body to prevent rust from the excess moisture in the system. Complete instructions, pictures and a diagram supplied for a simple installation.

Description | Part No.
--- | ---
A. Ultra 250/260 Spray Nozzle Inlet for Lubrication | IWCS-USU
B. Replacement Plug for Nozzle Inlet Kit | IWCS-SU-P

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R&D ULTRA 250X/260X
SUPERCHARGER PULLEYS

The new R&D Racing Supercharger Pulley Wheel will deliver a noticeable and impressive boost in torque and overall horsepower. Designed and manufactured from high quality billet aluminum and precision hard anodized for superior belt wear resistance. The R&D Pulley is 3/4 lb lighter than the O.E.M. steel pulley, and delivers 2.5 to 3.5 lbs of additional boost pressure along with 30 horsepower. The holeshot acceleration is a solid 1.5-2 boat lengths over stock with a top speed gain of 1 to 2 mph over stock. The R&D Pulley comes completely assembled with a new high performance bearing, all necessary hardware and installation instructions.

R&D strongly recommends the use of the R&D Powershot Fuel Tuner, R&D High Output Fuel Injectors and High Volume Fuel Pump Kit to increase fuel flow delivery when using the R&D Supercharger Wheel. Not using these recommended parts can result in engine damage due to a lean air fuel ratio.

R&D ULTRA 250X/260X
SUPERCHARGER BELT TENSIONER WHEEL

R&D has significantly improved the Ultra 250X's serpentine belt tensioning wheel system by redesigning and precision machining a new tensioner wheel with a larger O.D. The new R&D Tensioner Wheel offers a wider adjustment range and helps to reduce belt slippage via more surface area for belt contact. Wheel comes complete with precision bearing installed.

R&D ULTRA 250X/260X
SUPERCHARGER BELT TENSIONER WHEEL

ULTRA 250X/260X BEARING REBUILD KIT

R&D recommends the inspection of the R&D Supercharger and Tensioner wheel bearings after 15 hours and replacing them after 20 hours.

* For the use of R&D supercharger pulleys and tensioner wheel only.

R&D ULTRA 250X/260X
SUPERCHARGER WHEEL BILLETS

The R&D Supercharger Hub Kit will replace the O.E.M.'s vulnerable part with a redesigned and beefed up precision CNC Machined 6061 billet aluminum part that is much stronger than stock. The new R&D design also offers pulley wheel alignment adjustments with a CNC machined Shim Kit that allows for precision serpentine belt cog alignment. The R&D kit comes complete with a special tool that will indicate the perfect alignment of the crank drive and compressor pulleys. At 8,000 RPM, horsepower and belt life can be greatly sacrificed through misaligned pulleys! The R&D kit offers superior strength, precision pulley alignment, and extended serpentine belt life.

R&D ULTRA 250X/260X
SUPERCHARGER BILLET DRIVE COUPLERS

The R&D Billet Drive Coupler set for the Kawasaki 250X & 260X. The crank side coupler with the pulley is 1.24lbs lighter than the stock steel coupler. The pulley diameter is the same as stock. Uses the stock rubber dampener. Clear anodized for protection against saltwater corrosion.

These couplers do not fit the Ultra 300X.

R&D ULTRA 250X/260X
SUPERCHARGER PULLEY ALIGNMENT TOOL

R&D ULTRA 250X/260X
SUPERCHARGER BELT TENSIONER WHEEL

R&D ULTRA 250X/260X
BEARING REBUILD KIT

R&D recommends the inspection of the R&D Supercharger and Tensioner wheel bearings after 15 hours and replacing them after 20 hours.

* For the use of R&D supercharger pulleys and tensioner wheel only.

R&D ULTRA 250X/260X
SUPERCHARGER WHEEL PULLER TOOL

The R&D wheel pulper tool makes it fast and easy to remove a supercharger wheel without the removal of the intercooler system or the water muffler assembly. The R&D Supercharger drive wheel pulper will save at least an hour on a pulley removal and replacement. A must have tool.

R&D ULTRA 250X/260X
DRIVER WHEEL HOLDER TOOL

The R&D Holding Tool makes it fast and easy to remove and re-install a supercharger wheel without damaging or breaking the wheel hub. Use the holding tool to properly torque the drive bolts and main spline drive bolt. A must have tool.
# R&D ULTRA 250X TEMPERATURE SENSOR INTERFACER

R&D Performance offers a unique supercharger air temp sensor interfacer which may be necessary on some Ultra 250X units. There have been some Ultra 250X models that will default into “limp home mode” if the charger temperature sensor is peaked prematurely. Any Ultra 250 which as this default occur on long rides on hot (115 degree) days should install the R&D Supercharger Temp Interfacer Kit. The Interfacer is an inexpensive fix for this randomly occurring problem on random boats.

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
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<tbody>
<tr>
<td>R&amp;D Ultra 250X Temperature Sensor Interfacer</td>
<td>801-25008</td>
</tr>
</tbody>
</table>

# R&D AUTOMETER 0-35 PSI UNIVERSAL BOOST GAUGE

R&D offers the Autometer Ultra-Lite Series 2” mechanical boost gauge to give the best reference in verifying and monitoring boost levels precisely. Installing a precision boost gauge is the only way to know exactly what boost level the compressor is producing. Check and verify constant boost conditions, verify clutch conditions and true boost level gains when installing aftermarket compressors, compressor wheels, and overdrive compressor drive wheels. The Autometer Gauge kit comes complete with all the necessary hardware, and 10 feet of nylon tubing to install on any watercraft.

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>R&amp;D Autometer Universal Boost Gauge</td>
<td>900-04304</td>
</tr>
<tr>
<td>R&amp;D Ultra 250 Boost Guage Adapter</td>
<td>611-26002</td>
</tr>
</tbody>
</table>

*NOTE: It will be necessary to order an R&D Gauge Adapter Kit for the specific make and model of engine.*

# R&D ULTRA WASTE GATE BLOCK-OFF KIT

The new R&D Waste Gate Block-Off kit is designed to block-off the inconsistent OEM waste gate. The CNC machined part allows the supercharger to deliver its boost without premature pressure loss from a leaking waste gate. Kit comes complete with gaskets and hardware.

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
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<tbody>
<tr>
<td>R&amp;D Ultra 250/260/300X Waste Gate Block-Off Kit</td>
<td>611-26001</td>
</tr>
</tbody>
</table>

# R&D ULTRA 250/260/300 BOOST GAUGE ADAPTER

The R&D Boost Adapter installs between the supercharger and the waste gate and allows the ability to mount a boost gauge to it via 1/8” fitting. This will enable an accurate measurement of boost the supercharger is delivering. Kit comes with gaskets and hardware.

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
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<tbody>
<tr>
<td>R&amp;D Ultra 250/260/300X Boost Gauge Adapter</td>
<td>611-26002</td>
</tr>
</tbody>
</table>

# ROGUE RACING ULTRA VALVE COVER BLOCK OFFS

Features:
- Inexpensively replaces worn or leaking valves
- Lowers exhaust temperatures
- More consistent top speed averages
- More responsive low end performance
- Lowers exhaust back pressures
- More precise AFR tuning

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rogue Racing Ultra 250X/LX (07-08), STX-15F/12F Valve Cover Block Offs</td>
<td>EBOP-BLK</td>
</tr>
</tbody>
</table>

# TBM RACING ULTRA 250X VALVE COVER VENT BLOCK OFF PLATE

Complete the valve cover dress up with our Valve Cover Vent Block off Plate. This is the last piece to give your engine compartment the ultra trick look.

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
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</thead>
<tbody>
<tr>
<td>TBM Ultra 250X (07-08) Valve Cover Vent Block off Plate</td>
<td>TBM138</td>
</tr>
</tbody>
</table>

# 2007 KAWASAKI ULTRA 250X ENGINE DIAGRAM

![2007 Kawasaki Ultra 250X Engine Diagram](image)

- Illustration by Mr. Horikoshi

# SQUADRON ULTRA 250/260/300 BLOW OFF SOUND CIRCULATOR

The blow off circulator is installed into the air hose located back of the seat. This small piece fits in the blow off return line hose. When you let off the throttle and the blow off valve opens the part will create a racing performance sound from the part.

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
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</thead>
<tbody>
<tr>
<td>Blow Off Sound Circulator Ultra 250/260/300 (All)</td>
<td>DC-BSS</td>
</tr>
</tbody>
</table>

Check the sound at Youtube
**RIVA RACING PRO-SERIES ULTRA**

**250/260/300 WATER BOX**

Developed on RIVA’s Dyno and tested extensively on the water, this water box features radiused exhaust tubes and end caps for optimum exhaust flow. Unique exhaust baffle will increase the low-end power and mid-range pull of your Kawasaki Watercraft. Delivers up to 15hp on modified engines along with significant torque gains. High-strength aluminum construction will survive backfires and meltdowns. Powder coated to prevent corrosion. A must for modified motors. Includes detailed installation instructions.

**Key Features:**
- Delivers up to 15hp on modified craft.
- Machined hose flanges for reliable coupler retention.
- Radiused exhaust tubes & end caps.
- Powder coated to prevent corrosion.

### 2011-12 Ultra 300

Direct replacement for original water box. Use with stock exhaust outlet hose or RIVA Free Flow Exhaust Kit (part# RK16090-08).

### 2008-10 Models

Direct replacement for original water box. Features larger outlet (2-1/4") compared to stock water box (1-3/4"). Must be used with RIVA Free Flow Exhaust Kit RK16090-08.

### 2007 Models

Direct replacement for original water box. Use with RIVA Free Flow Exhaust Kit (Part # RK16090).

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
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</thead>
<tbody>
<tr>
<td>RIVA Ultral 250/260/300 Pro-Series Water Box</td>
<td>RK16091-1</td>
</tr>
</tbody>
</table>

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**RIVA RACING BILLET EXHAUST TIP FOR ULTRA 250X/LX, 260X, STX-15F/12F**

Quickly and easily add style to your craft with this direct replacement for the stock, plastic exhaust tip. Made from billet aluminum with laser etched graphics. Anodized to prevent corrosion.

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
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</thead>
<tbody>
<tr>
<td>RIVA Racing Billet Aluminum Exhaust Tip</td>
<td>RK16086</td>
</tr>
<tr>
<td>Ultra 250X/LX (07), STX-15F (2004-09)/STX-12F (2003-08)</td>
<td></td>
</tr>
<tr>
<td>RIVA Racing Billet Aluminum Exhaust Outlet</td>
<td>RK16090-EO</td>
</tr>
<tr>
<td>Ultra 250X/LX (08), 260X (2009-10), 300X (2011-12)</td>
<td></td>
</tr>
</tbody>
</table>
**RIVA ULTRA 300 EXHAUST RACE PLATE**

RIVA’s Exhaust Race Plate allows easy removal of restrictive honeycomb element on Ultra 300 for competition use. OEM exhaust element is located inside exhaust manifold obstructing exhaust flow and producing excessive heat. Installation of Race Plate increases horsepower and reduces under-hood operating temperatures. Plate is precision machined out of high quality stainless steel. FOR COMPETITION USE ONLY.

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
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<tbody>
<tr>
<td>RIVA Ultra 300 Exhaust Race Plate</td>
<td>RK18100-ERP</td>
</tr>
</tbody>
</table>

**R&D ULTRA 300 PERFORMANCE EXHAUST PLATE**

The R&D Performance Exhaust Plate replaces the restrictive OEM exhaust honeycomb filter that Kawasaki recommends inspecting or replacing every 25 hours. The R&D Exhaust Plate eliminates excessive exhaust heat and flow restriction produced by the OEM exhaust filter. Improved exhaust flow decreases back pressure, and heat and increase performance. The Exhaust Plate also features small water ports that decrease water flow to the water box, which eliminates hard starting conditions from wet spark plugs. The R&D Exhaust upgrade never needs to be inspected or replaced. Kit comes complete with gaskets to install.

<table>
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<tr>
<th>Description</th>
<th>Part No.</th>
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<tbody>
<tr>
<td>R&amp;D Ultra 300 Performance Exhaust Plate</td>
<td>331-35300</td>
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</tbody>
</table>

**R&D ULTRA 300 INTERCOOLER TEMPERATURE CONTROL UPGRADE KIT**

The R&D Ultra 250 Intercooler Temperature Control system was developed to offer an inexpensive complete bolt on kit that will allow the full performance and cooling potential the O.E.M. intercooler has to offer for recreational applications. Intercooler core water temperatures have a range of affect on the supercharged air temperatures that enter into the engine. The Kawasaki Ultra 250 Intercooler operates on a dual line entrance mixture of lake temperature water and hot (140 degree) engine water that enters from the exhaust manifold to the top of the intercooler. R&D has found that bypassing the hot engine cooling water directly outward, and adding an additional intercooler cooling line, there can be a substantial and noticeable increase in low end and midrange power along with reduced detonation. The R&D Intercooler Temperature Control Kit also includes an industry first intercooler pressure relief blowoff valve to keep internal water pressures down to safe O.E.M. pressure ranges. R&D offers a range of machined flow control fittings to allow water volume control tuning for intercooler temperature adjustments for warm lake water and extreme hot air conditions. R&D offers an additional pressure relief blowoff valve kit for high water volume flow rates on higher boost Performer and Stage 1 engine kits. The R&D Kit will allow temperature tuning that will deliver surprising results.

- More horsepower with cooler intake air temperatures
- Increased acceleration and mid range performance
- Reduces detonation in hot weather conditions
- Temperature control tuneability
- An inexpensive recreational performance addition
- Pressure relief valve preserves O.E.M. intercooler
- Easy installation instructions

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
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<tbody>
<tr>
<td>R&amp;D 250/260/300 Intercooler Temperature Control Upgrade Kit</td>
<td>660-82500</td>
</tr>
</tbody>
</table>

**R&D HIGH TEMPERATURE SILICONE COUPLINGS**

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
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<tbody>
<tr>
<td>3” - 3” High Temp Silicone Couplings</td>
<td>061-30030</td>
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<tr>
<td>3” - 2” Reducer High Temp Silicone Couplings</td>
<td>061-32500</td>
</tr>
<tr>
<td>2.75” - 2.5” Reducer High Temp Silicone Couplings</td>
<td>061-32501</td>
</tr>
<tr>
<td>3” - 2.75” Reducer High Temp Silicone Couplings</td>
<td>061-32750</td>
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</table>

**KAWI GIRLS & BOYS RACING TEAM**

At 2013 Hot Products IJSBA
Mark Hahn Memorial Havasu 300
66 - Kawi Girls Paris/Kanamori/Kume
66X - Kawi Boys Jim Ferrin/Ben/Yuji Shiraki
RIVA ULTRA VALVE TRAIN UPGRADE KIT
RIVA’s Valve Train Upgrade Kits increase the reliability of your modified engine by reducing the possibility of valve float at high rpm. Includes lightweight, precision-machined titanium valve retainers, racing valve springs, and base washers.

Description Part No.
RIVA Ultra Valve Train Upgrade Kit RK19085-VTU
Ultra 250/260, STX-15F

RIVA KAWASAKI HIGH PERFORMANCE VALVE SET
RIVA High Performance Valve Kits are engineered to improve reliability and performance in high-boost supercharged & turbocharged engines. Intake valves are built from high grade EV-8 (24-4N) stainless that is extremely resistant to corrosion.

- Exhaust valves are built from inconel alloy (IN-751). Direct drop-in replacement valves require no machining of cylinder head.
- Stronger & lighter than stock valves.
- Redesigned valve heads for improved air flow & strength.
- High grade stainless intake valves resist corrosion.
- Inconel exhaust valves resist heat from high boost applications.
- Valve stems feature hard-chrome plating for superior wear & lubricity.
- Includes high strength valve locks.

Exhaust valves are available in: 250X 290500 (83mm), 260X 290515 (83.0mm), 300X 300521 (83.0mm)

Description Part No.
RIVA Ultra 250/260, STX-15F* RK19085-HPV-0
High Performance Valve Set

*C300X exhaust valves are 1mm larger than 250/260

RIVA VALVE COMPRESSION TOOL
RIVA’s overhead Valve Compression Tool allows easy removal of valve springs and keepers without removing the cylinder head. Includes compression adapter to pressurize cylinder keeping valves in place during removal of stock springs and keepers. Fits both Kawasaki 1.5L & Yamaha 1.8L 4-stroke engines.

Description Part No.
RIVA Valve Compression Tool RY19040-VCT
Fits Kawasaki 1.5L 4-stroke & Yamaha 1.8L

CP PISTON KITS FOR KAWASAKI
Stock Bore: 3.267 (83mm) Stock Stroke: 2.724 (69.2mm)

<table>
<thead>
<tr>
<th>PISTON KIT</th>
<th>DESCRIPTION</th>
<th>RING #</th>
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<tbody>
<tr>
<td>M4049</td>
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<td>M1078</td>
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Stock Bore: 3.267 (83mm)

*Sold as Kit (4 pistons per kit)
**Piston sold complete with: rings, piston pin and locks

WISECO PISTON KITS FOR KAWASAKI ULTRA 260LX/260X

<table>
<thead>
<tr>
<th>MODEL</th>
<th>PISTON KIT #</th>
<th>DISP. BORE SIZE</th>
<th>OVER SIZE</th>
<th>COMP. RATIO</th>
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<tr>
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<td>83mm</td>
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<td>260LX</td>
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<td>83mm</td>
<td>STD 10.5:1</td>
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<tr>
<td>300X</td>
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<td>1498cc</td>
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<td>STD 9.5:1</td>
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<td>300X</td>
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<td>STD 10.5:1</td>
<td>JG1001-3268</td>
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*Sold as Kit (4 pistons per kit)
**Piston sold complete with: rings, piston pin and locks

KE PISTON KITS FOR KAWASAKI ULTRA 250X/260X/300X

<table>
<thead>
<tr>
<th>MODEL</th>
<th>PISTON KIT #</th>
<th>DISP. BORE SIZE</th>
<th>OVER SIZE</th>
<th>COMP. RATIO</th>
<th>RING #</th>
</tr>
</thead>
<tbody>
<tr>
<td>250X</td>
<td>274213</td>
<td>1498cc</td>
<td>83mm</td>
<td>STD 9.5:1</td>
<td>JG1001-3268</td>
</tr>
<tr>
<td>260X</td>
<td>290051</td>
<td>1498cc</td>
<td>83mm</td>
<td>STD 10.5:1</td>
<td>JG1001-3268</td>
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<tr>
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<td>300271</td>
<td>1498cc</td>
<td>83mm</td>
<td>STD 9.5:1</td>
<td>JG1001-3268</td>
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<tr>
<td>300X</td>
<td>300272</td>
<td>1498cc</td>
<td>83mm</td>
<td>STD 10.5:1</td>
<td>JG1001-3268</td>
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*Sold as Kit (4 pistons per kit)
**Piston sold complete with: rings, piston pin and locks

Kawasaki

<table>
<thead>
<tr>
<th>Model</th>
<th>Years</th>
<th>Bore x Stroke (mm)</th>
<th>Piston Kit Number</th>
<th>Replacement Ring Set</th>
<th>Pins &amp; Clips</th>
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</thead>
<tbody>
<tr>
<td>ULTRA 260LX</td>
<td>2009-10</td>
<td>83.00</td>
<td>40048M08300*</td>
<td>8300XX</td>
<td>Wrist Pin S624 Circlips CW26</td>
</tr>
</tbody>
</table>

6.4:1 Compression • ArmorGlide™ Skirt Coated
Piston sold complete with: rings, piston pin and circlips.

*Sold individually

CARRILLO CONNECTING RODS

Description Part No.
Carrillo Connecting Rod Set KA-STX15-8M4449S-04
ULTRA 250/260/300 & STX-15F (sold 4 rods per set)
RIVA’s ultra high strength cylinder head stud kit is essential equipment when upgrading internal components on your high boost Yamaha engine. Precision machined from premium grade 8740 alloy and heat treated to exacting tolerances, these studs dramatically increase reliability & ease of maintenance. Key Benefits Include:

- Superior material & heat treat process provide 10X better than OEM bolts.
- Studs provide improved alignment of cylinder head and gasket.
- More accurate & consistent torque loading.
- Helps prevent blown head gaskets and assures optimum engine sealing.

**Description** Part No.
RIVA Pro-Series Cylinder Head Stud Kits RK10085-HSK
Ultra 250/260/300, STX-15F

**SQUADRON ULTRA 250/260 OIL CAP**
The Squadron Oil Cap features a clear window to allow you to see the internal parts of your engine. The oil cap comes in three color options and is anodized to prevent corrosion and wear.

**Description** Part No.
Squadron Red with Silver Ring Billet Oil Cap DCR-OIL-01
Squadron Green with Silver Ring Billet Oil Cap DCR-OIL-02
Squadron Black with Silver Ring Billet Oil Cap DCR-OIL-03

**TBM ULTRA 250 BILLET OIL CAP**
Complete the dress up of your engine compartment with the TBM billet aluminum oil filler cap.

**Description** Part No.
TBM Ultra 250 Billet Oil Cap TBM139

<table>
<thead>
<tr>
<th>Model</th>
<th>NGK Spark Plug</th>
<th>NGK Platinum Plug</th>
<th>Denso Iridium Plug</th>
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<td>PMR9B (4/box)</td>
<td>IU27 (4/box)</td>
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<td>Ultra LX</td>
<td>CR9EK (10/box)</td>
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<td>IU27A (4/box)</td>
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<td>260X</td>
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<td>300X</td>
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<td>IU27 (4/box)</td>
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<tr>
<td>300LX</td>
<td>--------------------</td>
<td>PMR9B (4/box)</td>
<td>IU27 (4/box)</td>
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<tr>
<td>STX12F</td>
<td>CR9EK (10/box)</td>
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<tr>
<td>STX15F</td>
<td>CR9EK (10/box)</td>
<td>--------------------</td>
<td>IU27A (4/box)</td>
</tr>
</tbody>
</table>

*Sold per box only*
**RIVA ULTRA PRO-SERIES STEERING SYSTEM**

Introducing the ultimate race proven steering system for your Kawasaki Ultra. Fully adjustable design features a dual tube steering head for maximum strength & rigidity. Directly replaces bulky OEM mechanism with a stronger & lighter unit that provides variable height options. Delivers a precision feel and the confidence to push your craft to the limit with improved dependability and comfort. Bulletproof bar clamp will accept any 7/8” handlebar or 1 1/8” fat bars. Includes all necessary installation hardware and instructions.

**Key Features:**
- Superior strength & rigidity over OEM system.
- Cutting edge race styling.
- Variable height and handlebar tilt adjustment.
- Accepts both 7/8” bars & 1 1/8” Fat bars.
- Retains Off Throttle Steering system.
- Race tested & proven on 2010 IJSBA/APBA tours.
- All aluminum parts anodized to prevent corrosion.
- Standard 8 3/4” tubes provide adjustment.
- Optional 11 1/2” tube kit provides additional height choice.
- Fits Kawasaki Ultra 250/260/300 models.

**Description Part No.**
- RIVA Ultra 250/260/300 Steering System RK20090-U-8.75
- RIVA 11.75” Tube Kit for RK20090 RK20090-RK-11.75

**NOTE: Requires use of Aftermarket Handlebars.**

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**RIVA ULTRA PRO-SERIES STEERING LOWER**

RIVA’s Steering System Lower replaces the inferior stock steering plate mount that wear outs and fails over time. Constructed with billet aluminum and high quality stainless steel materials along with high quality sealed cartridge bearings ensuring smooth precise steering. Billet steering arm provides an infinite amount of steering ratio adjustment and incorporates a dampening effect enabling you to ride in any conditions with complete confidence and control. Supplied billet lower clamp provides additional tilt adjustment for increased comfort.

**Key Features:**
- Superior strength & rigidity over OEM system.
- Cutting edge materials and design.
- Variable tilt adjustment.
- Retains Off Throttle Steering system.
- Race tested & proven on 2011 IJSBA/APBA tours.
- All aluminum parts anodized to prevent corrosion.
- Requires RIVA Ultra Pro-Series Steering System (part# RK20090-U-8.75)
- Fits Kawasaki Ultra 250/260/300 models.

**Description Part No.**
- RIVA Ultra Lower System Steering Assembly RK20090-L

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**RIVA ULTRA 250/260 STEERING COLUMN COVER**

This lightweight cover fills the large void left when the stock steering system is removed. Designed for use with UMI Steering System and highly recommend when using RIVA Pro-Series Power Filter Kit (part# RK13096).

**Description Part No.**
- RIVA Ultra 250/260 Steering Column Cover RK5-SCC-090

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**SKAT-TRAK “HEAVY-ARMOR” ULTRA 250/260 STEERING CABLE**

The Skat-Trak “Heavy-Armor” steering cable directly replaces the stock steering cable that is prone to failure on modified Kawasaki Ultra 250/260. At twice the thickness, this heavy-duty steering cable is more durable and reliable when compared to the stock steering cable. Comes complete with stainless steel ball joint cable ends for easy installation and adjustment.

**Description Part No.**
- Skat-Trak Heavy Armor PRSTKAWU250A
  - Ultra 250/260 Steering Cable*

*This cable does not fit the Ultra 300.*
ULTRA 250/260/300 AFTERMARKET
BILLET HANDLEBAR ADAPTER

This billet aluminum handlebar adapter was developed to allow a rider the ability to install aftermarket handlebars on the Kawasaki Ultra 250, 260 and 300. This simple conversion will greatly improve steering and control.

Description Part No.
Ultra 250/260/300 Billet Handlebar Adapter DC-HA-KU

RIVA RACING ULTRA 250/260/300 PRO-SERIES SPONSON KIT

Description Part No.
RIVA Ultra 250/260/300 Pro-Series Sponson Kit RK26090

R&D ULTRA 250/260/300 SPONSON KIT

Description Part No.
R&D Ultra 250/260/300 Sponson Kit 121-25001

SE SPEED MAGIC ULTRA 250/260/300 SPONSON WITH FIN

Description Part No.
SE Speed Magic Ultra 250/260/300 Sponson Kit SE-101035

TBM RACING ULTRA 250X/260X/300X REAR SPONSONS

TBM's backing plate is a two piece design constructed of 6061 billet aluminum and allows you to adjust the sponson closer, or further away from the hull dramatically affecting the handling characteristics of your Ultra. The backing plates are not just a mounting pad for the sponson blade, they are designed to create lift and reduce friction once up on plane with our stepped design which increases speed and gives the blade more bite in the corners. These blades also incorporate a stepped design and have 12 different mounting positions giving you an infinite amount of adjustment.

Description Part No.
TBM Ultra Adjustable Sponsons TBM101-UL

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The new R&D Kawasaki Ultra Aquavein Intake Grate Kit has been designed and developed with all new performance concepts in mind to deliver the ultimate handling and speed performance in recreational, offshore, and closed course race conditions. The new R&D Ultra Aquavein has been extensively offshore, race track, and 1 and 2 up recreational tested to guarantee reduced cavitation and maximum pump hook up in any condition. The R&D Ultra Aquavein will deliver quicker acceleration, higher top speed performance and a much smoother and more predictable ride over the O.E.M. intake grate in rough water conditions. Low speed and high-speed turns are a breeze with new found control.

R&D ULTRA 250/260/300 PUMP SHOE SEAL KIT

The R&D Pump Shoe Seal kit for the Ultra 250 is now available. The three piece Seal Kit stuffs up the unwanted cavities in the pump shoe and the OEM intake grate that aid in producing cavitation. This kit allows you to seal up the area between the intake grate and pump shoe, which will reduce cavitation and increase pump efficiency and performance.

R&D ULTRA 250/260/300 AQUAVEIN SCOOP GRATE

The new R&D Kawasaki Ultra Aquavein Intake Grate Kit has been designed and developed with all new performance concepts in mind to deliver the ultimate handling and speed performance in recreational, offshore, and closed course race conditions. The new R&D Ultra Aquavein has been extensively offshore, race track, and 1 and 2 up recreational tested to guarantee reduced cavitation and maximum pump hook up in any condition. The R&D Ultra Aquavein will deliver quicker acceleration, higher top speed performance and a much smoother and more predictable ride over the O.E.M. intake grate in rough water conditions. Low speed and high-speed turns are a breeze with new found control.

R&D Ultra 250/260 Top-Loader Intake Grate Kit

RIVA Ultra 250/260 Top-Loader Intake Grate

RIVA Ultra 300X Tunable Top-Loader Intake Grate

KAWASAKI ULTRA 300X

R&D ULTRA 250/260/300 AQUAVEIN SCOOP GRATE

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RIVA RACING ULTRA 250/260 PERFORMANCE RIDE PLATE

The RIVA Racing Ultra 250/260 Performance Ride Plate design allows the craft to plane faster, increasing acceleration & top-speed as well as improving handling in all types of water conditions.

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>RIVA Racing Ultra 250/260 Performance Ride Plate</td>
<td>RK21090</td>
</tr>
</tbody>
</table>

RIVA ULTRA 300X PERFORMANCE RIDE PLATE

RIVA’s new Ultra 300 ride plate was designed to limit bow rise, allowing your craft to drive through chop and corner like it’s on rails. The plate is entirely redesigned from the Ultra 250/260 plate with a strong emphasis on rough water hook up and handling. Includes billet block-off for use when the speedometer sender is removed.

Key Features:
- Improves Hook up & Handling
- Provides Quicker Planing
- Offers Improved Top Speed
- IJSBA Race Legal
- Integrated Reverse Gate Brackets
- Includes speedo sender block-off
- Powder Coated to Prevent Corrosion

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>RIVA Ultra 300X Performance Ride Plate</td>
<td>RK21100</td>
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</table>

TBM RACING KAWASAKI DRIVELINE BEARING HOUSING SUPPORT

TBM Racing’s Kawasaki driveline bearing housing support, is an absolute must have for any high horsepower Kawasaki Jet Ski. The TBM driveline bearing housing support is 50% lighter. TBM uses these supports on every high performance competition and recreational Kawasaki stand-up and runabout. They build to ensure the bearing housing doesn’t self destruct from the increased stress and rpm of a modified craft. It’s JS650, 550SX, 750 and 800 stand-ups and every year and model Kawasaki runabout.

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>TBM Racing Kawasaki Driveline Bearing Housing Support</td>
<td>TBM141</td>
</tr>
</tbody>
</table>

TBM RACING KAWASAKI ULTRA REVERSE BLOCK OFF KIT

TBM Racing’s Reverse Block Off Kit consists of a block off plate for the hole in the front of the hull and a billet plug for the bulkhead fitting in the pump cavity which will prevent leaks and eliminate the possibility of sinking your expensive PWC when removing the reverse cable.

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
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<tbody>
<tr>
<td>TBM Racing Reverse Block Off Kit</td>
<td>TBM159</td>
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R&D ULTRA 250/260/300 HIGH PERFORMANCE RIDE PLATE

The R&D Kawasaki Ultra Ride Plate has been fashioned after R&D’s dominant and championship winning GP-1200R and Kawasaki 15-F ride plate designs with a few new tricks added. The Ultra ride plate is re-angled over stock along with the addition of the new R&D stepper concept to add top speed improvements.

- 2 plus MPH top speed improvement
- Unique industry first multi-step concept
- Improved straight line stability
- Significantly improved cornering
- Reduced chine walking on high speed sweepers
- Drives through chop with superior stability
- Retains reverse gate mounting and operation.

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
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<tbody>
<tr>
<td>R&amp;D Ultra 250/260 Cast Aluminum Ride Plate</td>
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</tr>
<tr>
<td>R&amp;D Ultra 300 High Performance Ride Plate</td>
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### RECOMMENDED SOLAS IMPELLER

<table>
<thead>
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<th>Model</th>
<th>Year</th>
<th>Engine cc</th>
<th>Pump Dia.</th>
<th>Series</th>
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<th>Limited Engine</th>
<th>Modified Engine</th>
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<tbody>
<tr>
<td>Ultra LX</td>
<td>07-08</td>
<td>1498</td>
<td>155mm</td>
<td>CONCORD</td>
<td>KR-CD-10/16</td>
<td>KR-CD-11/16</td>
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<td>STX 15-F</td>
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<td>1498</td>
<td>148mm</td>
<td>CONCORD</td>
<td>KG-CD-14/21</td>
<td>KG-CD-14/21</td>
<td>KG-CD-14/21</td>
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<td>STX 12-F</td>
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### RECOMMENDED SKAT-TRAK IMPELLER

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<th>Stock Engine</th>
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<tbody>
<tr>
<td>Ultra 300X</td>
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<td>SK608320SW1621</td>
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<tr>
<td>Ultra 260X</td>
<td>11-12</td>
<td>160mm</td>
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<td>Ultra 250X</td>
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<td>SK557520SW1218</td>
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<td>SK1200SW1319 or SK1200SW1319</td>
<td>SK1200SW1420</td>
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*Suggested for maximum bottom-to-mid range acceleration gains. **Suggested for maximum top speed gains.

### ENGINE MODS

#### ULTRA 250/260/300

<table>
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<tr>
<th>Engine Mods</th>
<th>Pitch</th>
<th>Part No.</th>
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#### ULTRA 300

<table>
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<td>Main Drive</td>
<td>13/19</td>
<td>SK608320SW1622</td>
</tr>
<tr>
<td>Main Drive</td>
<td>14/18</td>
<td>SK608320SW1623</td>
</tr>
</tbody>
</table>

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WET WOLF ADJ UST-A-THRUST

Kawasaki STXR, STX12F, Ultra 250/260 and Ultra 300 pumps. Comes with shorter impeller shaft and bearing already installed into the body. Bearing changes in the tail cone are made easier due to the fact that the bearing is located at the bottom of the unit, instead of in a deep pocket like the stock tail cone. Since Wet Wolf was redesigning the units to upgrade to the new model of AAT, they took the liberty of putting in a larger bearing, and redid the shaft to accommodate it. Expect much more longevity from your tail cone bearing!

Description Part No.
1100 ZXI/STXR/STX12F/STX15F (2004-06) KAW1
Ultra 250 (2007-08), Ultra 260 (2009-10),
Ultra 300 (2011-13), STX15F (2007-12) KAW4

*This Kit does not contain Bearings and Impeller Shaft
### HOT PRODUCTS RECOMMENDED

**KAWASAKI ULTRA 250/260/300**

**JETTRIM SEAT COVERS**

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>HT Moto Ultra 250/260/300X, Ultra LX</td>
<td>AZ-SEW62</td>
</tr>
<tr>
<td>Hydro-Turf Ultra 250/260/300X</td>
<td>SEW62</td>
</tr>
</tbody>
</table>

#### KU250X101-A
- **Top:** Medium Slip Black
- **Front Side:** Smooth Grain White
- **Tail Front & Spike Rear:** Smooth Grain Worx Green

#### KU250X104-A
- **Top & Rear Top:** Medium Slip Black
- **Front Collar:** Smooth Grain Worx Green
- **Center Band and Rear:** Smooth Worx Green
- **Side:** Carbon Black Large Grain
- **Stitch:** Green Thread on Top

#### KU250X104-B
- **Front & Rear Top:** Non Slip Black Suede
- **Front Collar:** Smooth Grain Red
- **Center Band & Rear:** Smooth Grain Red
- **Side:** Carbon Black Large
- **Stitch:** Red Thread on Top

#### KU300LX101-A
- **Front, Side 2 & Tail:** Carbon Silver
- **Side 1 & Rear Side:** Carbon Black
- **Top:** Carbon Black
- **Stitch:** Silver Thread on Top
RIVA RACING ULTRA 250/260/300
BLOCK-OFF KIT

Lightweight carbon coated epoxy plates cover openings left in hood when mirrors are removed for competition. Easy installation requires no special tools. Reverse Lever Block-off plate sold separately. Fits all Ultra 250/260/300 models.

Description | Part No.
--- | ---
Ultra 250/260/300 Mirror Blockoff Kit | RK5-U250X-MB
Ultra 250/260/300 Reverse Lever Blockoff Kit | RK5-U250X-RLB

VERSIPUG “THE ORIGINAL”
DRAIN SYSTEM

Versiplug is a self-bailing drain plug system produced using aircraft grade aluminum, water resistant plastic and stainless steel. Installation is simple, quick and easy. The kit will completely drain your PWC without you having to do anything.

Description | Color | Part No.
--- | --- | ---
Versiplug Drain System | Silver | PD1300
Versiplug Drain System | Black | PD1301

MACC RACING ULTRA 250/260/300
RACING CARBON FIBER REAR SEAT

Macc Racing has developed a Carbon Racing seat for the Ultra. The rear seat is about 15lbs lighter than stock and features a cool air induction intake while keeping water out of the engine compartment.

Description | Part No.
--- | ---
Macc Racing Ultra 250/260/300 Carbon Racing Rear Seat | MR-ULTRASEAT

*Note: The Macc Racing Carbon Racing Rear seat is intended for a performance advantage and is not intended to be used as a seat for a passenger.

BILLET QUICK DRAIN

Mounts to the transom of your Kawasaki Personal Watercraft with billet aluminum mounting plate.

Description | Part No.
--- | ---
Billet Drain System | 57-4065

SNAP CONNECT & FLOW CONTROL

This flush kit includes adapter and also includes a quick disconnect that features a on/off water valve to make flushing the watercraft a simple and easy process.

Description | Part No.
--- | ---
Snap Connect and Flow Control | SC-2900
A. Adaptor Only | SC-2905

ATLANTIS FLUSH KITS

Description | Part No.
--- | ---
2011-13 Ultra 300X, LX. One Plug for Drain Flush another for Intercooler. | A7005

The Ultra 250X/260X, LX & the STX-15F flush fitting is located inside of the hood. A2628 Flush Kit provides a locking quick disconnect valve which can be installed and left on for continued use with the female locking quick disconnect fitting.