R&D KAWASAKI ULTRA 250/260X 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 250X's air plenum box area. The O.E.M. air plenum box on the Ultra 250X 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 250X 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 250/260X Cool Air Intake Kit (A & B) 215-25000
This kit consists of one of each 215-25001 & 215-24999
R&D Ultra 250/260X Surge and Blowoff (A) 215-25001
Valve Air Filter Kit Only (2 pieces)
R&D Ultra 250/260X Cool Air Intake Flat Filter Only (B) 215-24999

RIVA ULTRA 250/260X PERFORMANCE POWER FILTER KIT

ULTRA 250X 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 250/260X Performance Power Filter Kit RK13090

RIVA ULTRA 250/260X 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.

Description Part No.
Riva Ultra 250/260X Bypass Upgrade Kit RK1750-BPUK

ROGUE POWER SPORTS ULTRA 250/260X INTAKE HEAT BARRIER

This intake spacer will help reduce the heat transfer form the engine to the intake manifold therefore not heating up the air that is going into the cylinder head. This product has been tested and proven to drop the intake temp by 20 degrees adding 2 Horse Power, Cool air makes more power. Will benefit stock or modified engines.

Description Part No.
Rogue Power Sports Ultra 250/260X Intake Heat Barrier HEATSP-ULTRA

2011 APBA HOT PRODUCTS
MARK HAHN MEMORIAL HAVASU 300
OVERALL WINNER • TEAM FRANCE CARLIER/PASTORELLO

56
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.

The R&D Performer Engine Kit consists of:

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
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</thead>
<tbody>
<tr>
<td>R&amp;D Tensioner Wheel</td>
<td>611-25000</td>
</tr>
<tr>
<td>R&amp;D 1 to 1 Supercharger Wheel*</td>
<td>611-25011</td>
</tr>
<tr>
<td>R&amp;D Powershot</td>
<td>801-25000</td>
</tr>
<tr>
<td>R&amp;D 255 Low Pressure Fuel Pump</td>
<td>811-25255</td>
</tr>
<tr>
<td>R&amp;D Fuel Pump Installation Tool</td>
<td>811-25257</td>
</tr>
</tbody>
</table>

The R&D 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.

<table>
<thead>
<tr>
<th>Description</th>
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<tbody>
<tr>
<td>R&amp;D Ultra 250/260X Powershot Adj. Fuel Tuner</td>
<td>801-25000</td>
</tr>
</tbody>
</table>

**The R&D 625cc High Flow Fuel Pump #811-25000 is not sold separately - it is only available in Performance Kit #611-24350**
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. R&D offers two types of fuel pressure regulator set ups. Part #801-25010 will come completely assembled with #4 fittings ready for R&D custom hoses with #4 AN fittings for a nice high performance hot rod look. Part #801-25009 will have brass 3/8” to 1/4” barb 90 degree fittings installed for use with push on type hose and Otekiers style clamps for security. R&D offers a high performance Coast Guard approved fuel hose that can be purchased by the foot (Part #611-27502), as well as the Otekiers style clamps (Part #611-27518).

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.

R&D offers a mounting bracket (Part #801-25011) that specifically mounts the fuel pressure regulator on top of the inner cooler. This location allows the R&D custom fuel lines to route perfectly.

Description | Part No.
--- | ---
R&D Fuel Pressure Regulator AN Style (pictured above) | 801-25010
Mounting Bracket for Fuel Pressure Regulator | 801-25011

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 #6 (.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 | 611-27501

R&D ULTRA 250/260X 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 Ultra 250/260X Fuel Pressure Gauge | 900-02180

R&D ULTRA 250/260X 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 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 ULTRA 250X/260X/300X 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/LX/260X/300X Deep Fuel Pick Up | 801-25100

R&D UNIVERSAL HIGH PERFORMANCE HIGH VOLUME FUEL PUMP KITS FOR ULTRA 250X

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 (liter Per Hour) | 811-25255
Low Pressure Fuel Pump Kit (Performer Kit) | 811-25256
R&D 255 LPH (liter Per Hour) 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 Kawasakis, therefore it may be necessary to use the R&D Fuel Pump swedge tool to enlarge the fuel pump housing for easy installation.
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 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 designer also engineered these pulleys to decrease and dissipate heat to reduce the wear on the pulley and belt from the heat generated while riding. The new R&D Racing Supercharger Pulley Wheel 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.

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R&D Racing Pulleys are designed with bearing and belt life as one of the main upgrades from the OEM pulley. Rogue Racing engineered these pulleys to decrease and dissipate heat to reduce the wear on the pulley and belt from the heat generated while riding. The pulleys also have belt guides manufactured into them to prevent the belt from possibly jump off of the pulley. The pulleys are anodized to prevent corrosion.

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### R&D ULTRA 250/260X SUPERCHARGER COMPONENTS & TOOLS

<table>
<thead>
<tr>
<th>Description</th>
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<tbody>
<tr>
<td>R&amp;D Ultra 250/260X Supercharger Gear Oil</td>
<td>611-27000</td>
</tr>
<tr>
<td>R&amp;D Ultra 250/260X SC Wheel Puller Tool</td>
<td>611-26004</td>
</tr>
<tr>
<td>Ultra 250/260X Belt Holder Kit</td>
<td>611-25200</td>
</tr>
<tr>
<td>R&amp;D Temp. Sensor Interfacer</td>
<td>801-25008</td>
</tr>
<tr>
<td>Ultra 250/260X Billet Drive Coupler Set</td>
<td>31-700590</td>
</tr>
</tbody>
</table>

**R&D ULTRA 250/260X SUPERCHARGER GEAR OIL**

R&D’s new Supercharger Gear Oil is specifically formulated to perform in ultra high temperatures and provide maximum gear lubrication with minimum drag. Sold by the quart.

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

The R&D wheel puller 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 puller will save at least an hour on a pulley removal and replacement. A must have tool.

**R&D ULTRA 250/260X 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 250/260X 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.

**R&D ULTRA 250/260X BOOSTGAUGE 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.

**R&D Ultra 250/260X SC Wheel Puller Tool**

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. The all adds up to a powerful gain.

**R&D Ultra 250/260X Belt Holder Kit**

The R&D Ultra 250X Belt Holder Kit was developed to make repairs and performance upgrades easier and faster.

**R&D Temp. 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 defect 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.

**ULTRA 250X/260X 150/12F/15F BILLET DRIVE COUPLERS**

Billet aluminum 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 damper. Clear anodized for protection against saltwater corrosion.
**ULTRA 250X/260X • EXHAUST**

**R&D ULTRA 250X EXHAUST EMISSION BLOCK OFF VALVE KIT**

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

<table>
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<tbody>
<tr>
<td>R&amp;D Ultra 250 (07), 250LX (07), STF-15</td>
<td>331-25000</td>
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<tr>
<td>STX-12F Exhaust Emission Block Off Kit</td>
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</table>

**RIVA EXHAUST KIT, FREE FLOW ULTRA 250X**

Enables you to bypass or remove secondary muffler (weight savings of +10lbs) improving engine performance by reducing back pressure and harmful detonation. Formed aluminum exhaust tube is lightweight and powder coated to resist corrosion. Included billet exhaust tip (also sold separately) with laser-etched graphics is anodized to prevent corrosion. High temperature silicone couplers included with detailed installation instructions.

<table>
<thead>
<tr>
<th>Description</th>
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<tbody>
<tr>
<td>Riva Racing Free Flow</td>
<td>RK16090</td>
</tr>
<tr>
<td>Exhaust Kit Ultra 250X (07)/LX (07)</td>
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<tr>
<td>Riva Racing Free Flow</td>
<td>RK16090-08*</td>
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<tr>
<td>Exhaust Kit Ultra 250X (08)/260X</td>
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<tr>
<td>Riva Racing Free Flow</td>
<td>RK16085</td>
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<tr>
<td>Exhaust Kit STX-15F</td>
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</tbody>
</table>

*Note: Must use with Part # RS16091 Riva Racing WaterBox

**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>
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<tbody>
<tr>
<td>Riva Racing Billet Aluminum Exhaust Tip</td>
<td>RK16086</td>
</tr>
<tr>
<td>Ultra 250X/LX, 260X/STX-15F/STX-12F</td>
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<tr>
<td>Riva Racing Billet Aluminum Exhaust Outlet</td>
<td>RK16090-EO</td>
</tr>
<tr>
<td>Ultra 250X/LX, 260X/STX-15F/STX-12F</td>
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**R&D HIGH TEMPERATURE SILICON COUPLINGS**

<table>
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<tr>
<th>Description</th>
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<tbody>
<tr>
<td>3&quot; - 3&quot; High Temp Silicon Couplings</td>
<td>061-30030</td>
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<tr>
<td>3&quot; - 2&quot; Reducer High Temp Silicon Couplings</td>
<td>061-32500</td>
</tr>
<tr>
<td>2.75&quot; - 2.5&quot; Reducer High Temp Silicon Couplings</td>
<td>061-32501</td>
</tr>
<tr>
<td>3&quot; - 2.75&quot; Reducer High Temp Silicon Couplings</td>
<td>061-32750</td>
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**RIVA EXHAUST KIT, FREE FLOW ULTRA 250X**

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<tr>
<td>Exhaust Kit Ultra 250X (07)/LX (07)</td>
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<tr>
<td>Riva Racing Free Flow</td>
<td>RK16085</td>
</tr>
<tr>
<td>Exhaust Kit STX-15F</td>
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</tbody>
</table>

*Note: Must use with Part # RS16091 Riva Racing WaterBox

**RIVA RACING PRO-SERIES ULTRA 250/260X WATER BOX**

The Riva Racing Pro-Series Water Box delivers increased horsepower and performance by reducing exhaust restriction and back pressure. Feature lightweight aluminum construction and precise fit.

**07 Models:** Direct replacement for original water box. Use with RIVA Free Flow Exhaust Kit RK16090.

**08 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.

<table>
<thead>
<tr>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>RIVA Ultra 250/260X Pro-Series Water Box</td>
<td>RK16091</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
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<th>Description</th>
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<tbody>
<tr>
<td>RIVA Ultra Valve Train Upgrade Kit</td>
<td>RK19085-VTU</td>
</tr>
<tr>
<td>Ultra (All), STX-15F</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
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<th>Description</th>
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<tbody>
<tr>
<td>RIVA Valve Compression Tool</td>
<td>RY19040-VCT</td>
</tr>
<tr>
<td>Fits Kawasaki 1.5L 4-stroke &amp; Yamaha 1.8L</td>
<td></td>
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</tbody>
</table>

RIVA/CARRILLO CONNECTING RODS
Riva's lightweight connecting rods improve the reliability and performance of turbocharged and supercharged watercraft engines. Manufactured to our specifications by Carrillo Industries, these rods are forged from an ultra high-strength alloy and rated to 500+ horsepower. Unique H-beam design is substantially stronger and lighter than OEM equipment, allowing your engine to rev quicker and hold up to the punishing demands of high boost applications. Includes high-strength silicon-bronze wrist pin bushes & race spec fasteners.

<table>
<thead>
<tr>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>Riva/Carrillo Connecting Rod Set</td>
<td>RK19090-9M4449S</td>
</tr>
<tr>
<td>ULTRA 260/250/LX &amp; STX-15F/12F (set of 4)</td>
<td></td>
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</tbody>
</table>

RIVA PRO-SERIES 4-STROKE CYLINDER HEAD GASKETS
Riva's Pro-Series Cylinder Head Gaskets were developed to withstand severe heat & pressure generated by high-boost and high horsepower applications delivering maximum reliability to your racing engine. Key Benefits Include:
• Three layer stainless construction for durability & corrosion resistance.
• Viton coated & embossed surfaces for maximum sealing.
• Unique design promotes even torque load & requires no re-torque.

<table>
<thead>
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<th>Description</th>
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<tbody>
<tr>
<td>Riva Pro-Series Head Gasket Standard</td>
<td>RK10090-CHG</td>
</tr>
<tr>
<td>Ultra 250/260</td>
<td></td>
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</tbody>
</table>

RIVA PRO-SERIES 4-STROKE RACING PISTONS
Riva's forged racing pistons deliver maximum reliability and performance in high boost & turbo applications. High strength piston kits include premium ring package, tool steel wrist pin & carbon steel wire locks.

Key Features Include:
• CNC machined from high strength/weight forgings.
• Optimized dome design for efficient combustion.
• Improved lubrication hole placement for reduced friction.
• Premium low friction ring package.
• High-strength tool steel wrist pins machined from special tool steel bar stock & heat treated.
• Carbon steel wire locks.
• Direct replacement diameter plus 2 oversizes available.

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<thead>
<tr>
<th>9.5 to 1 Compression</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ultra 260/250 (9.5:1/STD)</td>
<td>RK1000-15009.5</td>
</tr>
<tr>
<td>10.5 to 1 Compression</td>
<td>Part No.</td>
</tr>
<tr>
<td>Ultra 260/250 (10.5:1/STD)</td>
<td>RK1000-150010.5</td>
</tr>
</tbody>
</table>

R&D ULTRA 250 9.5-1 COMPRESSION RATIO PISTON KIT
R&D Ultra Forged Racing Piston Kits have been developed for the hard core race enthusiasts or precision engine builders who are looking to gain maximum horsepower and reliability from their racing engines. R&D offers high quality forged aluminum, heat treated, and CNC machined racing pistons in 9.5-1 compression ratios to replace O.E.M. cast aluminum pistons known to break, crack, or shatter in high performance, high heat conditions. High horsepower marine engines with high boost pressures are more prone to have detonation over conventional racing engines due to sustained loads. Forged pistons in marine applications are a must.
• Direct replacement piston kits for High H.P. applications.
• High quality forged materials replace low performance cast.
• Improved ring seal with Nascar Style ring sets.
• Increased RPM's and horsepower by reducing weight.
• Works great with high boost compressor wheels and turbo kits.

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>R&amp;D Ultra 250 9.5-1 Compression Ratio Piston Kit</td>
<td>431-25095</td>
</tr>
</tbody>
</table>

RIVA PRO-SERIES 4-STROKE CYLINDER HEAD STUD KITS
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.

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>RIVA Pro-Series Cylinder Head Stud Kits</td>
<td>RK10085-HSK</td>
</tr>
<tr>
<td>Ultra (All), STX-15F</td>
<td></td>
</tr>
</tbody>
</table>
MACC RACING KAWASAKI ULTRA 250X TIMING ADVANCE COVER

Macc Racing and Speed Magic have developed this billet timing advance cover to allow the timing to be advanced up to 6 degrees on the Kawasaki Ultra 250X.

Description | Part No.
--- | ---
Macc Racing Ultra 250X Timing Advance Cover | MR-0085

NGK SPECIAL SPARK PLUGS FOR 4 STROKE ENGINES

NGK Spark Plugs offer excellent ignitability and durability. NGK is the OEM plug on the Kawasaki Ultra 250X and LX.

**Spark Plug Size** | **Part No.**
--- | ---
Ultra 250/260X - Platinum Plug *Sold in Pk/4 | PMR9B
STX 12F/15F - Standard Metal Plug *Sold 10 per Box | CR9EK

NGK IRIDIUM IX SPARK PLUGS

Iridium is significantly stronger than any metal used in spark plugs today. The ignitability and durability is better than platinum. Sold in packs of four.

**Spark Plug Size** | **Reach** | **Part No.**
--- | --- | ---
10mm | 3/4" | CR9EIX

DCR ULTRA 250/260 OIL CAP

The DCR 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.**
--- | ---
DCR Red with Silver Ring Billet Oil Cap | DCR-OIL-01
DCR Green with Silver Ring Billet Oil Cap | DCR-OIL-02
DCR Black with Silver Ring Billet Oil Cap | DCR-OIL-03
UMI RACING BILLET STEERING  
SYSTEM ULTRA 250X/LX/260

Complete precision machined steering systems feature a watertight o-ring bearing box and adjustable quick-turn steering. These systems are significantly stronger than the stock units. Includes off-throttle steering sensor bracket.

**Description**  
UMI Ultra 250X/250LX/260 Steering System  
**Part No.** KA-04608-250X

MACC RACING ULTRA 250/260X  
STEERING MOUNT 1/2 STYLE

The Macc Racing Ultra 250x steering wheel mount is a stronger and more aggressive alternative to the OEM Kawasaki steering system, made with the highest quality material to improve the handling and overall feel of your 250x.

**Description**  
Macc Racing Ultra 250X/250LX/260 Steering Mount  
**Part No.** MR-0087

RIVA ULTRA 250X/LX/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**  
RIVA Ultra 250X/250LX/260 Steering Column Cvr  
**Part No.** RK5-SCC-090

UMI RACING RUNABOUT HANDLEBARS  
Handlebars & Clamps

Handlebars & clamps

**Part No.**  
UMI Racing Handle Bar Silver  
X2-01200POL  
UMI Racing Handle Bar Black  
X2-01200BKA

RUNABOUT FAT BARS

**Models**  
Runabout Fat Bars  
**Part No.** HJFT-01

SKAT TRAK HEAVY ARMOR ULTRA 250/260X  
STEERING CABLE

The Skat-Trak “Heavy-Armor” steering cable directly replaces the stock steering cable that is prone to failure on modified Kawasaki Ultra 250x’s. 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**  
Spat Trak Heavy Armor  
**Part No.** PRSTKAWU250A  
Ultra 250/260X Steering Cable

DCR ULTRA 250X/260X AFTERMARKET  
BILLET HANDLEBAR ADAPTER

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

**Description**  
DCR Billet Handlebar Adapter  
**Part No.** DC-HA-KU

RIVA RACING ULTRA 250X/LX/260  
PRO-SERIES SPONSON KIT

Delivers a significant improvement over the stock sponsons with superior blade design and backing plate. Includes a bulletproof mounting system that features three anchor points with billet inserts in sponson fins. Backing plate is precision machined from high strength billet aluminum that is anodized to prevent corrosion. Sponson depth is adjustable to control the amount of influence they have on the craft. Easy installation requires no drilling.

**Description**  
RIVA Ultra 250X/LX/260 Pro-Series Sponson Kit  
**Part No.** RK26090

R&D ULTRA 250X/LX/260 SPONSON KIT

The R&D Ultra 250 Sponson Kit will deliver higher top speed performance and a much smoother and more predictable ride over O.E.M. sponsons. Low speed and high-speed turns are a breeze with new found control. The secret to R&D’s new generation concept is in the backing plate design with an aftermarket first, low pressure, low friction concept that breaks up and relieves speed robbing drag within the sponson’s backing plate channel. The new R&D design staggered the sponson blades fins water trapping area to pick up less water in the front and more in the back. The stagger/step-up concept greatly reduces chine walk in high speed corners, while allowing more rear end grip. There is also a higher end recreational/race setting with enough grip for the best of pro’s! More top speed due to less drag, less chine walking, racer preferred rear end grip, and unmatched straight line stability.

**Description**  
R&D Ultra 250X/LX/260 Sponson Kit  
**Part No.** 121-25001
**R&D ULTRA 250X/LX/260 AQUAVEIN SCOOP GRATE**
The new R&D Kawasaki Ultra 250 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 250 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 250 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.

**Description**
R&D Ultra 250X/LX/260 Aquavein Scoop Grate 111-25000

**RIVA RACING ULTRA 250X/LX/260 TOP-LOADER INTAKE GRATE**
Our top-loader intake grate features a unique tapered wing design that eliminates prop spin and cavitation while delivering enhanced accelerated and top-speed. Deep side rails improve stability and handling. Durable black race coating protects from corrosion. Race Legal. Fits all Ultra Models.

**Description**
RIVA Racing Top-Loader Intake Grate RK22090

**R&D ULTRA 250X/LX/260 ALUMINUM PERFORMANCE OFFSHORE RIDE PLATE**
The R&D Kawasaki Ultra 250X Ride Plate has been fashioned after our GP-1200R & Kawasaki 15-F plate designs with a few new tricks. The Ultra 250X ride plate is extended 30mm and re-angled over stock to reduce porposing while the new R&D stepper concept will add top speed. R&D's Ride Plate concepts are the only aftermarket designs to dominate in Offshore, National, and World Championships, and to be used and endorsed by Factory Yamaha and Kawasaki racing teams! The new Ultra 250X ride plate from R&D is “The Perfect Ride plate” with a great balance of speed and handling with no compromises.

**Description**
R&D Ultra 250X/LX/260 Cast Alum. Ride Plate 121-25000

**RIVA RACING ULTRA 250X/LX PERFORMANCE RIDE PLATE**
Performance Ride Plate design allows craft to plane faster increasing acceleration & top-speed as well as improving handling in all types of water conditions.

**Description**
RIVA Racing Ultra 250X/LX Performance Ride Plate RK21090

**R&D ULTRA 250X/LX/260 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.

**Description**
R&D Ultra 250X/LX/260 Pump Shoe Seal Kit 161-25000

**R&D ULTRA 250X/LX/260 1 DEGREE NOZZLE WEDGE KIT**
Extensive testing has led our development team to wedge the reduction nozzle up 1 full degree which will inexpensively give better handling everywhere and provide a boost of up to 1 mph in top speed performance. The billet aluminum CNC machined 1 degree reduction nozzle wedge kit was specifically designed to work without compromising or removing the O.E.M. reverse gate. The R&D Pump Wedge Kit comes complete with all the necessary hardware and instructions for easy installation.

**Description**
R&D 250X/LX/260 One Degree Nozzle Wedge Kit 141-25001

**R&D ULTRA 250X/LX/260 DRIVESHAFT SHIM KIT**
The R&D driveshaft shims install into the prop snout and removes the unwanted play or float the driveshaft has in the prop/pump assembly. Properly shimming the driveshaft will keep the driveshaft couplers fully engaged eliminating premature rubber dampener wear and failure.

**Description**
R&D Ultra 250X/LX/260 Driveshaft Shim Kit 161-00810

**R&D ULTRA 250X/LX/260 ANTI-CAVITATION PUMP CONE KIT**
offset 5 degrees, while the pump cone-bearing cap remains straight which causes uneven pressures within the pump and reduction nozzle. The R&D Anti-Cavitation Pump Cone is offset 5 degrees and reshaped to match the O.E.M. reduction nozzle offset promoting even pressures, which will substantially reduce cavitation, increase pump hook up, boost acceleration, and increase top speed performance.

**Description**
R&D Ultra 250X/LX/260 Anti-Cavitation Pump Cone Kit 161-25010
SOLAS IMPELLERS

<table>
<thead>
<tr>
<th>Model</th>
<th>Engine Mods</th>
<th>Pitch</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ultra 250X</td>
<td>Stock</td>
<td>16/21</td>
<td>KX-CD-16/21</td>
</tr>
<tr>
<td>Ultra 250LX</td>
<td>Stock</td>
<td>10/16</td>
<td>KX-CD-10/16</td>
</tr>
</tbody>
</table>

SKAT-TRAK IMPELLERS

<table>
<thead>
<tr>
<th>Model</th>
<th>Engine Mods</th>
<th>Pitch</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ultra 250X</td>
<td>Stock</td>
<td>13/18</td>
<td>SK557520SW1318</td>
</tr>
<tr>
<td>Ultra 250X</td>
<td>Limited</td>
<td>13/19</td>
<td>SK557520SW1319</td>
</tr>
<tr>
<td>Ultra 250X</td>
<td>Modified</td>
<td>14/20</td>
<td>SK557520SW1420</td>
</tr>
</tbody>
</table>

WET WOLF ADJUST-A-THRUST

Kawasaki STXR, STX12F Ultra 250 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 tailcone. Since we were redesigning the units to upgrade to the new model of AAT, we took the liberty of putting in a larger bearing, and redid the shaft to accommodate it. Expect much more longevity from your tailcone bearing!

ULTRA 250X/LX/260 RAIL MOLDING KITS

Directly replaces the bulky, sharp-edged stock rails saving weight as well as your hands! Reduces corner drag on Ultra models. Molding size: 13 feet long by 2 inches tall.

RIVA RACING ULTRA 250X/LX/260 MIRROR BLOCK OFF KIT

Lightweight anodized aluminum plates cover openings left in hood when mirrors and reverse lever are removed for competition. Easy installation requires no special tools.

BILLET QUICK DRAIN

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

VERSIPlug 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 four PWC without you having to do anything.
**JETTRIM ULTRA 250/260 CUSTOM ORDERED SEAT COVERS**

Kawasaki Part No. Jettrim Ultra 250X/LX Custom Designed Seat Cover KU250X101

The upholstery outline for your custom designed seat cover is available in the Hot Products Price List.

**HOT PRODUCTS RECOMMENDED KAWASAKI ULTRA 250/260 JETTRIM SEAT COVERS**

**AP DESIGNS SURE GRIP MAT SET & SIDE LIFTER**

The OEM mat does not offer the durability and traction for racing. AP Designs has developed their mat kits to be a perfect fit and replacement to the OEM mats featuring superior traction and durability.

<table>
<thead>
<tr>
<th>Description</th>
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</tr>
</thead>
<tbody>
<tr>
<td>AP Designs Ultra</td>
<td>KAU250SM-BLK/BLK</td>
</tr>
<tr>
<td>250X/LX Side Mat w/Lifter</td>
<td></td>
</tr>
<tr>
<td>AP Designs Ultra 250X/LX Mat Kit</td>
<td>KAU250MT-BLK/BLK</td>
</tr>
</tbody>
</table>

**MACC RACING ULTRA 250/260X RACING CARBON FIBER REAR SEAT**

Macc Racing has developed a Carbon Racing seat for the Ultra 250. The rear seat is about 15lbs lighter than stock and features a cool air induction intake while keeping water out of the engine compartment.

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Macc Racing Ultra 250/260X</td>
<td>MR-ULTRASEAT</td>
</tr>
<tr>
<td>Carbon Racing Rear Seat</td>
<td></td>
</tr>
</tbody>
</table>

*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.*