



Angelo Bertozzi
Italian Pilot
2007 Ultra 250X



Hot Products is proud to release this 2007 Catalog Supplement featuring all of the newest aftermarket parts and kits for the **Kawasaki Ultra 250X**.

KAWASAKI ULTRA 250X SPECIFICATIONS

Engine Type	Supercharged and intercooled, four-stroke, DOHC, Four valve per cylinder, inline four-cylinder	Maximum Horsepower	250hp @ 7,750 rpm
Displacement	1,498 cc	Fuel Induction System	Digital Fuel Injection
Bore & Stroke	83 x 69.2 mm	Propulsion system	155mm jet pump, axial-flow, single stage
Compression Ratio	7.8:1	Impeller	Three-blade, oval-edge stainless steel impeller
Induction System	Roots-type supercharger with air-to-water intercooler	Fuel Capacity	20.6 gal.
Maximum Boost	11.4 psi	Color	Sunbeam Red, Valiant Blue & Jet White / Lime Green

ULTRA 250X • AIR INTAKE SYSTEMS



R&D KAWASAKI ULTRA 250X 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

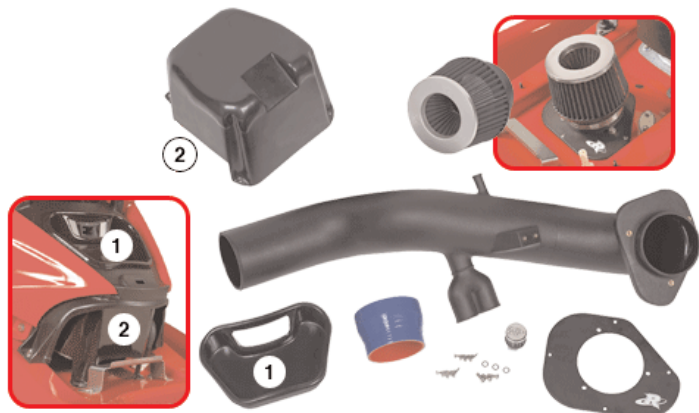
a nice high performance tone. The R&D Performance Filter Kit also features two filters, one for each of the surge and blowoff protections valves. The O.E.M. surge valve recycles compressed hot air back into the air box plenum at idle and under deceleration conditions. The R&D surge and blowoff valve 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 250X Cool Air Intake Kit (A & B)	215-25000
<i>This kit consists of one of each 215-25001 & 215-24999</i>	
R&D Ultra 250X Surge and Blowoff (A) Valve Air Filter Kit Only (2 pieces)	215-25001
R&D Ultra 250X Cool Air Intake Flat Filter Only (B)	215-24999

ULTRA 250X • AIR INTAKE SYSTEMS

RIVA RACING KAWASAKI ULTRA 250X HIGH PERFORMANCE AIR INTAKE SYSTEMS



① Replacement Glove Tray ② Power Filter Cover

RIVA ULTRA 250X PRO-SERIES POWER FILTER KIT

Ultra 250X Pro-Series Power Filter Kit is a race-bred air intake system that draws cool air from outside your engine compartment delivering awesome performance and eliminating power-robbing heat intake. Air enters the system under the glove box area through an oversized K&N air filter that is protected by a composite cover to prevent water intrusion. Air is fed to the supercharger via a large 4" diameter intake duct. Ducting is precision formed from a race proven composite that will not conduct heat into incoming air. Includes replacement glove box tray & water-repellent pre-filter.

Not stock legal with IJSBA or APBA.

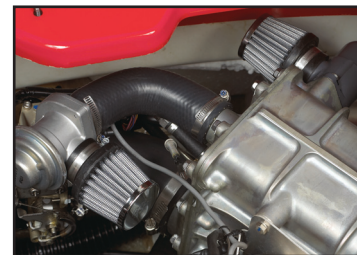
Description	Part No.
Riva Racing Ultra 250X Pro-service Power Filter Kit	RK13096



RIVA ULTRA 250X 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 250X Performance Power Filter Kit	RK13090



RIVA ULTRA 250X 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 Racing Ultra 250X Bypass Upgrade Kit	RK1750-BPUK

RIVA RACING 2007 ULTRA 250X STAGE 1 KIT PART #RK-RPM-UL250X-1

STOCK ULTRA 250X AVG. SPEED • 65 MPH @ 7700 RPM
STAGE 1 PERFORMANCE KIT • 69 MPH @ 7850 RPM

Description	Quantity	Part No.
RIVA Ultra 250X Performance Power Filter Kit	1	RK13090
RIVA Ultra 250X Valve Cover Block-off Kit	1	RK19090-VCB
RIVA Ultra 250X Free Flow Exhaust Kit	1	RK16090
RIVA Ultra 250X Top-Loader Intake Grate	1	RK22090
RIVA Ultra 250X Performance Ride Plate	1	RK21090
RIVA Ultra 250X Pro-Series Sponson Kit	1	RK26090

***Note: Stage 1 Kit for Competition Use Only**

Additional Performance Upgrades available:

Description	Quantity	Part No.
RIVA Ultra 250X Pro-Series Power Filter Kit	1	RK13096*
RIVA Ultra 250X Bypass Upgrade Kit	1	RK1750-BPUK*

***Note: These items are not included in the Riva Racing Stage 1 Kit**

STAGE 1 KIT COMPONENTS

PERFORMANCE POWER FILTER KIT

ULTRA 250X • FUEL INJECTION CONTROLLERS & REGULATORS



R&D ULTRA 250X ENGINE PERFORMER KIT PART #611-24349

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.

The R&D Performer Engine Kit consists of:

Description	Page	Part No.
R&D Tensioner Wheel	4	611-25000
R&D 1 to 1 Supercharger Wheel	5	611-25011
R&D Powershot	5	801-25000
R&D 255 Low Pressure Fuel Pump	6	811-25255
R&D Fuel Pump Installation Tool	6	811-25257



R&D ULTRA 250X POWERSHOT ADJUSTABLE FUEL TUNER

Ultra 250 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 watercraft engine.

Description	Part No.
R&D Ultra 250X Powershot Adjustable Fuel Tuner	801-25000



R&D ULTRA 250X ENGINE STAGE 1 PERFORMANCE KIT PART #611-24350

STOCK ULTRA 250X AVG. SPEED • 65.5-66 mph @ 7600-7700 RPM
STAGE 1 PERFORMANCE KIT • 73 mph @ 8100-8150 RPM

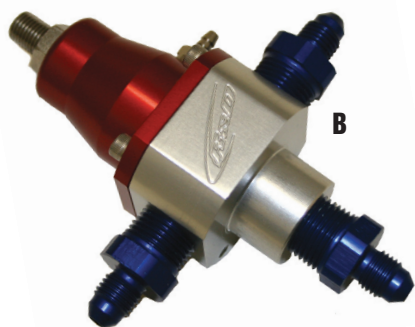
The R&D Stage 1 Engine Kit will massively increase low end, mid range response and acceleration with a top speed performance of 73 mph (combined with a R&D Performer kit). The R&D Stage 1 Engine Kit will deliver more horsepower reliably with the properly matched fuel control component parts only available through R&D. The R&D Stage 1 Engine Kit will perform excellent in all recreational riding conditions using 91 octane pump gasoline.

The R&D Performer Engine Kit consists of:

Description	Page	Part No.
R&D Tensioner Wheel	6	611-25000
R&D 1 to 1 Supercharger Wheel*	5	611-25011
<i>*Recommend to use with 611-25001 Billet Hub Kit</i>		
R&D Fuel Rail Fitting	4	611-27500
R&D Bulkhead Fitting	4	611-27501
R&D Fuel Line Rail to Regulator	4	611-27513
R&D Fuel Line Regulator to Tank	4	611-27514
R&D Fuel Pressure Gauge Adapter	4	611-27517
R&D Powershot	3	801-25000
R&D Fuel Pressure Regulator	4	801-25010
R&D Fuel Pressure Regulator	4	801-25011
Mounting Bracket		
R&D 625cc High Flow Fuel Injector Kit *Use with the stock OEM fuel pump	5	811-25000**

**The R&D 625cc High Flow Fuel Pump #811-25000 is not sold separately - it is only available in Performance Kit #611-24350

ULTRA 250X • FUEL INJECTION CONTROLLERS & REGULATORS



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 Otekier 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 Otekier 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.
A. R&D Fuel Pressure Regulator Barb Style	801-25009
B. R&D Fuel Pressure Regulator AN Style (pictured above)	801-25010
C. R&D Ultra 250X Mounting Bracket for Fuel Pressure Regulator	801-25011



R&D ULTRA 250X FUEL LINE KITS

R&D fuel lines are produced using high performance billet anodized AN fittings coupled to Type A SAE J 1527 US Coast Guard Approved fuel line. All Ultra 250 fuel lines are cut to specific length and pre-assembled to ensure a perfect seal, custom fit, and that awesome hot rod look.

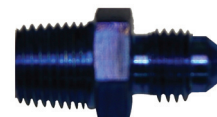
Description	Part No.
Rail to Regulator	611-27513
Regulator to Tank w/Standard Tank Bulkhead Fitting Kit	611-27514
Regulator to tank w/ Standard Tank Vent Fitting	611-27515
Regulator to Fuel Gauge	611-27516
Type A SAE J 1527 US Coast Guard Approved	611-27502
1/4" Fuel Line - Sold per foot.	
1/2" Otekier Style Clamps	611-27518

BARB STYLE



611-27499

AN STYLE

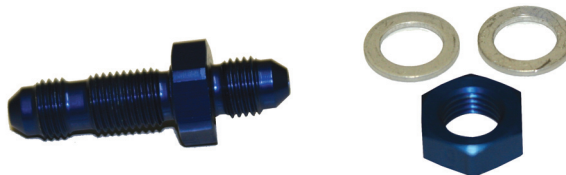


611-27500

R&D ULTRA 250X FUEL RAIL RETURN LINE ADAPTER FITTING

R&D offers a unique Fuel Rail Return Line Adapter fitting which will allow quick and easy connections of high performance fuel pressure regulators or fuel pressure gauges. The R&D Fuel Rail Fitting has the O.E.M. tapered metric thread pitch for easy bolt on assembly (no tapping required) installation. The R&D Fitting is available in two types, part number 611-27499 for barb type push on hose connections, and part number 611-27500 for #4 AN type connections. R&D has complete line up of fuel pressure regulators, fuel gauge and fuel hose accessories, all that meet I.J.S.B.A. and APBA

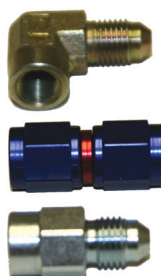
Description	Part No.
Barb Style (Fuel rail fitting)	611-27499
AN Style (Fuel rail fitting)	611-27500



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 Bulkhead Fuel Return Line Fitting	611-27501



R&D ULTRA 250X FUEL GAUGE ADAPTER FOR TESTING AND TUNING

R&D Fuel Gauge Adapter allows you to mount the fuel pressure gauge directly to the fuel pressure regulator.

Description	Part No.
R&D Ultra 250X Fuel Gauge Adapter	611-27517

***Sold by the set only**

ULTRA 250X • FUEL INJECTION CONTROLLERS & REGULATORS



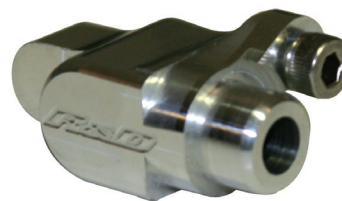
R&D UNIVERSAL HIGH PERFORMANCE HIGH VOLUME FUEL PUMP KITS FOR ULTRA 250X

R&D Performance carries a complete line up of high performance replacement fuel pumps offered in a variety

of flow rating to facilitate from basic low cost replacement to an all out 500H.P. race machine. 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 190 LPH (Liter Per Hour) Low Pressure Fuel Pump Kit (O.E.M. Replacement)	811-25190
R&D 255 LPH (Liter Per Hour) Low Pressure Fuel Pump Kit (Performer Kit)	811-25255
R&D 255 LPH (Liter Per Hour) High Pressure Fuel Pump Kit (400hp aftermarket supercharger)	811-25256
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.



R&D ULTRA 250X 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. The deep fuel pickup is an absolute must for offshore racing.

Description	Part No.
R&D Ultra 250X/LX Deep Fuel Pick Up	801-25100

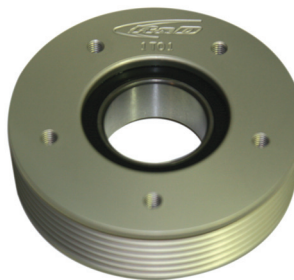
ULTRA 250X • SUPERCHARGER COMPONENTS & TOOLS



R&D ULTRA 250X CRANKCASE VENTILATION/OIL AND VAPOR SEPARATOR KIT

The R&D Ultra 250X Crankcase ventilation system was developed to offer a complete bolt on breather expansion kit which will substantially reduce crankcase pressures on Kawasaki Ultra 250X's supercharged engines. High performance engines (especially supercharged) need as much crankcase ventilation as possible. The R&D system doubles the volume of the O.E.M. crankcase breather and triple baffles the oil and vapor pressures within the O.E.M. breather case. The R&D system relieves excess crankcase pressures in the oil breather case and vents high pressures and fuel vapors into a piggyback vapor/oil catch can reservoir. The R&D vapor/oil reservoir mounts and connects directly to the O.E.M. oil separator system puts an end to oil blow by messes in the engine compartment by relieving excess crankcase pressures and trapping excess fuel vapors, condensation and blow by oil into the R&D oil/vapor separator.

Description	Part No.
R&D Ultra 250X Crankcase Ventilation/Oil and Vapor Separator Kit	215-25002



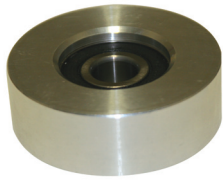
R&D ULTRA 250X SUPERCHARGER PULLEYS

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 plus well fed ponies. The holoshot acceleration is a solid 1.5-2 boat lengths over stock with a top speed gain of 1 to 2 mph over stock. Impressive results! 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 and R&D High Output Fuel Injectors to increase fuel flow delivery when using the R&D Supercharger Wheel. Not using the recommended R&D Powershot and R&D High Output Fuel Injector Kit and High Volume Fuel Pump Kit with the R&D Supercharger wheel, can result in engine damage due to a lean air fuel ratio.

Description	Part No.
R&D Supercharger Pulley Wheel 1 to 1 (entry level)	611-25011
R&D Supercharger Pulley Wheel 1.05 to 1	611-25105
R&D Supercharger Pulley Wheel 1.1 to 1	611-25110
OEM Replacement Supercharger Pulley	611-25010

ULTRA 250X • SUPERCHARGER COMPONENTS & TOOLS



R&D ULTRA 250X SUPERCHARGER BELT TENSIONER WHEEL

R&D has significantly improved the Kawasaki 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. Less belt slippage with less belt tension reduces heat and promotes supercharger bearing life! The R&D Tensioner Wheel also offers a perfect adjustment range when installing an R&D Supercharger Wheel. Better adjustment promotes less belt slippage which will add a boost in power. Wheel comes complete with precision bearing installed.

Description	Part No.
R&D Ultra 250X Supercharger Belt Tensioner Wheel	611-25000



R&D ULTRA 250X SUPERCHARGER WHEEL PULLER TOOL

The R&D Ultra 250X Supercharger Wheel Puller Tool was developed to offer a much

safer and quicker method to extract or pull the compressor wheel from the bearing carrier hub assembly without causing any damage or breakage to the bearing carrier hub. 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.

Description	Part No.
R&D Ultra 250X Supercharger Wheel Puller Tool	611-26004



R&D ULTRA 250X DRIVER WHEEL HOLDER TOOL

The R&D Ultra 250X Supercharger Driver Wheel Holding Tool was developed

to secure the driver wheel from moving while removing the drive hubs hardware. 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.

Description	Part No.
Ultra 250X Driver Wheel Holder Tool	611-26003



R&D ULTRA 250X 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.

Description	Part No.
R&D Ultra 250X Waste Gate Block-Off Kit	611-26001



R&D ULTRA 250X SUPERCHARGER WHEEL BILLET HUB KIT

The R&D Ultra 250X Billet Supercharger Wheel Hub Kit was designed and developed while testing the R&D Supercharger

1 to 1 Booster Wheel Kit. 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. The all adds up to a powerful gain.

Description	Part No.
A & B. R&D Ultra 250X Supercharger Wheel Hub Kit	611-25001
B. Pulley Alignment Tool Only	611-26000



R&D ULTRA 250X BELT HOLDER KIT

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

Description	Part No.
Ultra 250X Belt Holder Kit	611-25200



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 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.

Description	Part No.
R&D Temp. Sensor Interfacer	801-25008

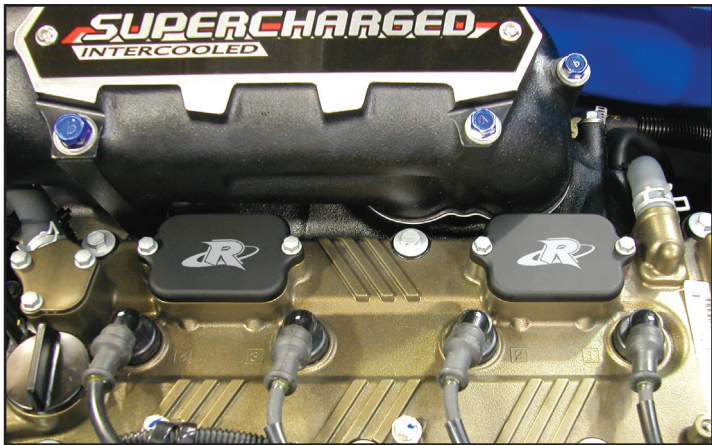


R&D ULTRA 250X BOOSTGAUGE ADAPTER

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.

Description	Part No.
R&D Ultra 250X Boost Gauge Adapter	611-26002

ULTRA 250X • EXHAUST SYSTEM & COMPONENTS



RIVA RACING BLOCK-OFF, VALVE COVER, KAW 4-STROKE ENGINE ULTRA 250X/LX; STX-15F/12F

The Ultra 250X Valve Cover Block-off Kit is designed to seal off the ports on the valve cover when removing the emission control system for racing applications. There are two major benefits to removing the factory emissions system:

1) For racing applications it is recommended to remove all necessary equipment from your craft for increased reliability and reduced maintenance. This also cleans up plumbing in the engine compartment providing a clean look.

2) To accurately monitor air/fuel ration for tuning purposes you must remove the emissions system. The OEM system pumps fresh air into the exhaust stream throwing off air/fuel ratio.

Plates are precision machined from billet aluminum and anodized to prevent corrosion. Includes two block-off plates and installation instructions.

Description	Part No.
Riva Racing Ultra 250X/LX, STX-15F, STX-12F Exhaust Emissions Block-off Kit	RK19090-VCB



RIVA EXHAUST KIT, FREE FLOW ULTRA 250X

Enables you to bypass or remove secondary muffler (weight savings of +10lbs) improving engine performance by reducing backpressure and harmful detonation. Formed aluminum exhaust tube is light-weight 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.

Description	Part No.
Riva Racing Exhaust Kit, Free Flow, Ultra 250X/LX	RK16090



R&D ULTRA 250X/LX; STX-15F/12F EXHAUST EMISSION BLOCKOFF KIT

The R&D Exhaust Emission Blockoff Kit was developed to block off the O.E.M. exhaust emission ports located in the valve cover that connects to the exhaust ports. The Kawasaki labeled "air suction valve" operates effectively under low speed and cruise RPM ranges allowing air to be pulled from the main air box plenum and into the exhaust ports, which will result in a lower measured emission ratios. The air suction valves fiber reed pedals can become heat damaged over time which can cause the valves to leak or back flow hot exhaust gases back out of the valve at sustained wide open throttle operations. Leaking air suction valves can result in a melted PVC connector "T" and poor top speed performance. The Blockoff Plate Kit will reduce exhaust gas temperatures, lower exhaust back pressures, improve low and top speed performance, and deliver a more accurate and precise air to fuel ratio for precision high performance tuning accuracy.

Description	Part No.
R&D Ultra 250X/LX, STX-15F, STX-12F Exhaust Emission Block-off Kit	331-25000



TBM RACING ULTRA 250X VALVE COVER BLOCK OFFS

Valve Cover Block-off Kit are designed to seal off the ports on the valve cover when removing the emission control system. The benefit of removing the factory emissions system are eliminating the air from the valve cover from being pumped into the exhaust system which confuses the air fuel mixture. These block offs also provide a much cleaner plumbing of the engine compartment eliminating potential reliability issues with hoses blowing off. The kit includes two anodized black block offs.

Description	Part No.
TBM Ultra 250X Valve Cover Block Offs	TBM137



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.

Description	Part No.
TBM Ultra 250X Valve Cover Vent Block off Plate	TBM138



RIVA RACING BILLET ALUMINUM EXHAUST TIP FOR ULTRA 250X/LX, 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.

Description	Part No.
Riva Racing Billet Aluminum Exhaust Tip Ultra 250X/LX, STX-15F, STX-12F	RK16086

ULTRA 250X • CONTROL SYSTEMS & HANDLING



UMI RACING BILLET STEERING SYSTEM ULTRA 250X/LX

Complete precision machined steering systems feature a water-tight 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	Part No.
UMI Racing Ultra 250X/LX Steering System	KA-04608-250X



UMI RACING RUNABOUT HANDLEBARS

Handlebars & Clamps	Part No.
UMI Racing Handle Bar Polished	X2-01200POL
UMI Racing Handle Bar Black	X2-01200BKA



STAR BAR RUNABOUT HANDLEBARS & FAT BARS

Models	Colors	Reg Bar Part No.	Fat Bar Part No.
Runabout	Silver	SB1006SIL	SB1007BOOSTSIL
Runabout	Blue	SB1006BLU	SB1007BOOSTBLU
Runabout	Titan (Dark Grey)	SB1006TIT	SB1007BOOSTTIT
Runabout	Black	SB1006BLK	SB1007BOOSTBLK
Runabout	Red	SB1006RED	SB1007BOOSTRED



TBM RACING ULTRA 250X/LX ADJUSTABLE OFFSHORE STEERING SYSTEM

TBM Racing set out to build the ultimate offshore steering system incorporating several unique features to enhance the ergonomics of your Ultra. The fully adjustable design features a dual tubular steering head for rigidity and function. Almost 2" of vertical adjustment and four handlebar positions allow you to truly tailor your cockpit to your personal preference. In the fully extended position with standard rise bars our steering is 4.5" taller than stock and positions the rider reward on the ski lightening the nose. We designed the bar clamps to accommodate any popular 1 1/8" bulge bars to offer superior strength during offshore competition. The upper steering head utilizes the OEM lower pivot making installation a breeze and saving the expense of an elaborate lower assembly.

Description	Part No.
TBM Ultra 250X/LX Adjustable Offshore Steering System (Upper Steering Head)*	TBM136
Sealed Bearing Steering System	TBM136-LA
(To be used with the TBM-136 Steering Head Assembly)	

*Must use with Fat Bar #SB1007Boost (See Star Bars Above)



RIVA RACING ULTRA 250X/LX 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	Part No.
RIVA Racing Ultra 250X/LX Pro-Series Sponson Kit	RK26090



R&D ULTRA 250X/LX SPONSON KIT

The new R&D Kawasaki Ultra 250X Pro Series Sponson Kit was designed and developed with all new generation performance concepts in mind to deliver a whole new level of handling and speed performance with offshore and closed course race proven adjustability options. The R&D Pro Series Sponson Kits have been extensively offshore, race track, and 1 and 2 up recreational tested to guarantee a comfortable setting for any riding style or condition! 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 staggers 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! Finally there is an aftermarket sponson kit that really does it all! More top speed due to less drag, less chine walking, racer preferred rear end grip, and unmatched straight line stability.

Description	Part No.
R&D Ultra 250X/LX Sponson Kit	121-25001



WORX RACING ULTRA 250X/LX

Kawasaki's all new Supercharged Ultra 250 delivers astonishing performance - with that there is no dispute. But if you want absolutely the best handling Ultra 250X and LX on the water then the new sponsons from WORX are a must. Developed as always with countless hours of testing, Worx sponsons allow you to fine tune your skis cornering and handling characteristics to suit your riding style - from mild to aggressive while providing a more predictable 'feel' in straight line tracking.

Description	Part No.
Worx Racing Ultra 250X/LX Sponson Kit	WR-536



R&D ULTRA 250X/LX 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	Part No.
R&D Ultra 250X/LX Aquavein Scoop Grate	111-25000



RIVA RACING ULTRA 250X/LX TOP-LOADER INTAKE GRATE

Our top-loader intake grate features a unique tapered wing design that eliminates prop spin and cavitation while delivering enhanced acceleration and top-speed. Deep side rails improve stability and handling. Durable black race coating protects from corrosion. Race Legal.

Description	Part No.
RIVA Racing Top-Loader Intake Grate	RK22090



RIVA RACING ULTRA 250X/LX PERFORMANCE RIDE PLATE

The new Riva Racing Ultra 250X/LX 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	Part No.
RIVA Racing Ultra 250X/LX Performance Ride Plate	RK21090

WORX RACING ULTRA 250X/LX INTAKE GRATE

The Ultra 250 boats hook up pretty good in the calm but really benefit from our intake grate in choppy to rough water, the Worx grate will not cost you any top speed in the calm but will give you heaps better hook-up and drive in the rough water and around the track for closed course racing. This grate features two bars running the full length of the boat to stop the back of the boat from sliding out, the center blade of the grate does most of the work in the straights and the side wings keep the pump fully loaded and eliminates cavitation. The pick-up point at the rear of the intake grate has also been shifted forward to improve rough water hook-up. *Available Spring 2008*

Description	Part No.
Worx Racing Ultra 250X/LX Maxiloader Intake Grate	WR-227



R&D ULTRA 250X/LX 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 porpoising 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! *Available Spring 2008*

Description	Part No.
R&D Ultra 250X/LX Cast Aluminum Ride Plate	121-25000

R&D ULTRA 250X/LX CARBON CLOSED COURSE RACING RIDE PLATE

The R&D Ultra 250 Carbon Fiber Ride Plate Design was developed for close course racing to offer a light weight ride plate that delivers more aggressive turning ability and straightline hookup.

Description	Part No.
R&D Ultra 250X/LX Carbon Fiber Ride Plate	121-25003



TBM RACING ULTRA 250X TUNABLE SUPER SCOOP

A fully tunable scoop grate that allows the rider an multiple handling options. The center foil has three positions or can be removed entirely. In flat water conditions you can raise the center foil to the highest position and gain .5mph. The deeper center bars and removable rear inlet chip vastly improves handling and hook up.

Description	Part No.
Ultra 250X Tunable Super Scoop	TBM100-UL



TBM RACING ULTRA 250X/LX REAR SPONSONS

Introducing the most adjustable rear sponsons on the market for your Kawasaki Ultra 250X or Ultra LX. Several unique design features separate our sponsons from the competition. The 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. 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. The blades also incorporate a stepped design and have 12 different mounting positions giving you multiple adjustment positions. A race inspired billet aluminum washer prevents the sponson blade from flexing under the most extreme conditions.

Description	Part No.
Ultra 250X/LX Rear Sponsons	TBM101-UL

ULTRA 250X • PUMP & DRIVELINE



R&D ULTRA 250X/LX 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	Part No.
R&D Ultra 250X/LX Pump Shoe Seal Kit	161-25000



R&D ULTRA 250X/LX 1 DEGREE NOZZLE WEDGE KIT

The R&D 1 Degree Reduction Nozzle Wedge Kit for the Ultra 250X/LX will add quicker acceleration and top speed performance as well as allow the bow to ride slightly higher which will significantly reduce annoying bow

spray promoting a much dryer ride. 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	Part No.
R&D Ultra 250X/LX One Degree Nozzle Wedge Kit	141-25001



R&D ULTRA 250X/LX 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 dampner wear and failure.

Description	Part No.
R&D Ultra 250X/LX Driveshaft Shim Kit	161-00810



R&D ULTRA 250X/LX ANTI-CAVITATION PUMP CONE KIT

The R&D Anti-Cavitation Pump Cone Kit was developed to reduce overall internal pump cavitation within the Ultra 250's offset reduction/compression nozzle design. The O.E.M. Reduction/Compression nozzle is 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	Part No.
R&D Ultra 250X/LX Anti-Cavitation Pump Cone Kit	161-25010



SKAT-TRAK ULTRA 250X MAGNUM PUMPS

Skat-Trak now offers a variety of Magnum Pumps and Nozzle Kits for the Ultra 250X. We offer the Kawasaki E-75 (155 mm), Kawasaki E*-75 (158 mm), and Kawasaki E+75 (160 mm) in a 6

Vane Standard, 8 Vane Standard, 12 Vane Standard or Set Back, and 14 Vane Standard or Set Back stainless steel stator configurations. The variety of magnum pumps allows you to customize a Magnum Pump system for your racing application and horsepower needs.

For replacement pumps on a stock runabout or for off-shore endurance racing, Skat-Trak recommends running 6 Vane or 8 Vane stator sections. The 6 and 8 vane stator configurations work very well on top speed performance. The stainless steel stator vane sections will give you the durability and reliability the stock OEM aluminum pump housings can not. If you are running a modified Kawasaki watercraft, the Magnum Pumps are a must.

For the closed course racing enthusiast, 12 Vane and 14 Vane Magnum Pumps will provide you with the hook up and acceleration needed for rough water and buoy to buoy performance. Acceleration is everything in closed course racing. It has been proven in the past that the rider with the quickest watercraft will beat the rider with the fastest watercraft in closed course racing.

The 12 Vane and 14 Vane stator sections are available in Standard or Set Back applications. The Standard Magnum Pumps locate the impeller and stator vane section in the stock or "standard" position. The stock OEM drive shaft is compatible with the Standard Magnum Pumps.

The Set Back feature moves the impeller and stator vane section back internally in the pump housing. This requires you to run an extended drive shaft or a Long Nose Magnum Swirl impeller to make up the distance the impeller and stator vane section are "Set Back". Extended drive shafts and Long Nose Magnum Swirls are not available for the Ultra 250X. Testing has shown that the 12 and 14 Vane Set Back Magnum Pumps are faster on top speed with compared to the 12 and 14 Vane Standard Magnum Pumps.

Description

- All Magnum Pumps are custom made and require a 2 to 3 week manufacturing time.
- Hot Products does inventory Skat-Trak Magnum Pumps.
- Pricing is available upon request and verification of the Magnum Pump specifications and configuration.

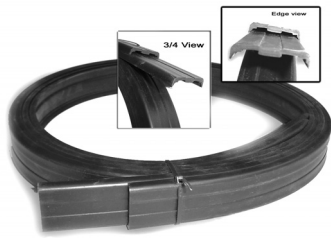


SKAT-TRAK & SOLAS IMPELLERS

Increased acceleration and hook-up are only a few of the advantages of upgrading to a new performance impeller. These machined masterpieces work more efficiently than the stock impellers. Eliminating the notorious cavitation problems and hook up, thus providing the performance gains over the stock setup.

Manufacturer	Engine Mods	Pitch	Part No.
Skat-Trak	Stock	13/18	SK557520SW1318
Skat-Trak	Limited	13/19	SK557520SW1319
Skat-Trak	Modified	14/20	SK557520SW1420
Solas	Stock	16/21	KX-CD-16/21

ULTRA 250X • BODY



JSU SIDE RAIL MOLDINGS

Gain the secret Pro racers edge. Get rid of those ill-fitting OEM side moldings that scrub speed and cause poor under the rail water flow during racing conditions. These are the same 1.75 inch wide molding used by the Kawasaki Racing Team.

Description	Part No.
JSU Runabout Side Molding Kit	JSU-STXR-BUMPER



HYDRO TURF ULTRA 250X/LX MAT KIT

Freshen up those mats on the Ultra 250X/LX with these grooved mats. Available in all Hydro-Turf colors. Provides additional traction and a great new look.

Description	Part No.
Hydro Turf Ultra 250X/LX Mat Kit	HT62



Side Mat with Lifter



Ultra 250X/LX • Black/Black

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.

Description	Part No.
AP Designs Ultra 250X/LX Side Mat w/Lifter	KAU250SM-BLK/BLK
AP Designs Ultra 250X/LX Mat Kit	KAU250MT-BLK/BLK



TBM ULTRA 250X RACE BUMPERS

Introducing the easiest way to enhance the handling of your PWC simply by replacing your stock bumper with this adhesive backed bumper.

Description	Part No.
TBM Racing Ultra 250X/STXR/15F/12F	TBM117-STXR



RIVA RACING ULTRA 250X/LX RAIL MOLDING KITS

Directly replaces the bulky, sharp-edged stock rails saving weight as well as your hands! Reduces corner drag on Ultra models. Includes rivets.

Description	Part No.
Riva Racing Ultra 250X/LX Rail Molding Kits	RK5-RMK-085



RIVA RACING ULTRA 250X/LX MIRROR BLOCKOFF 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.

Description	Part No.
Riva Racing Ultra 250X/LX Mirror Blockoff Kit	RK5-U250X-MB

ULTRA 250X • SEAT COVERS



Black/Red/White • Black/Red/Silver



Black/Blue/White • Black/Blue/Silver

AP DESIGNS 250X SEAT COVER

Recreational Riders - Ultra Grip (UG)
Racers/Aggressive Riders - Sure Grip* (SG)

Type	Colors	Part No.
UG	Blk, Red, White	UKAU250-BK/RD/WT
SG*	Blk, Red, White	SKAU250-BK/RD/WT
UG	Blk, Red, Silver	UKAU250-BK/RD/SL
SG*	Blk, Red, Silver	SKAU250-BK/RD/SL
UG	Blk, Blue, White	UKAU250-BK/BU/WT
SG*	Blk, Blue, White	SKAU250-BK/BU/WT
UG	Blk, Blue, Silver	UKAU250-BK/BU/SL
SG*	Blk, Blue, Silver	SKAU250-BK/BU/SL

*Wetsuits are recommended for Sure Grip Seats



HYDRO TURF 250X SEAT COVER

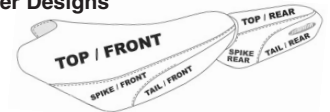
All Hydro Turf Seat covers are custom made to order. Hydro Turf offers a wide variety of colors and materials types to fit any application.

The upholstery outline for your custom designed seat cover is available at www.hydroturf.com

Kawasaki	Part No.
Hydro Turf Ultra 250X/LX Custom Designed Seat Cover	SEW62



Four Color Seat Cover Designs



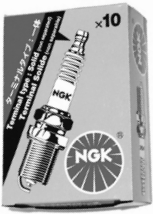
JETTRIM 250X SEAT COVER

Jet Trim seats covers are developed to the highest performance standards and design trends for the PWC industry.

The upholstery outline for your custom designed seat cover is available at www.jettrim.com

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

ULTRA 250X • MISCELLANEOUS



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.
NGK OEM Replacement	PMR9B
Platinum Spark Plugs *Sold in Pk/4	
NGK Standard Metal	CR9EK
Spark Plugs *Sold in Pk/10	



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.

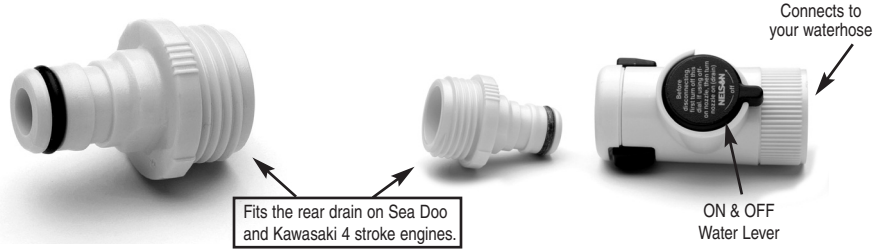
Spark Plug Size	Reach	Part No.
10mm	3/4"	CR9EIX



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



Fits the rear drain on Sea Doo and Kawasaki 4 stroke engines.

Connects to your waterhose
ON & OFF Water Lever

FLUSH KIT ADAPTER

Flush Kit Adapter for adapting overseas special size hose to connect flush kit. This adapter is a direct to fit to the rear drain line on Sea Doo and Kawasaki 4 stroke watercraft.

Description	Part No.
Flush Kit Adapter	SC-2905

SNAP CONNECT AND FLOW CONTROL

This flush kit includes adapter SC-2905 listed to the left and also includes a quick disconnect that features a on/off water valve to make flushing the watercraft a simple and easy process.

*The adapter is a direct to fit to the rear drain line on Sea Doo and Kawasaki 4 stroke watercraft.

Description	Part No.
Snap Connect and Flow Control	SC-2900



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.

Description	Part No.
Versiplug Drain System	PD1300



TBM ULTRA 250 BILLET OIL CAP

Complete the dress up of your engine compartment with our billet aluminum oil filler cap.

Description	Part No.
TBM Ultra 250 Billet Oil Cap	TBM139



PERFORMANCE GOLD OIL FILTER

- 1-inch nut easy-on/easy wrench-off
- Drilled safety wire holes for racing
- Heavy-duty construction
- Premium filter media provides outstanding filtration at high-flow rates.

Description	OEM#	Part No.
All Kawasaki	16099-004	KN204
Four Stroke PWC		



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