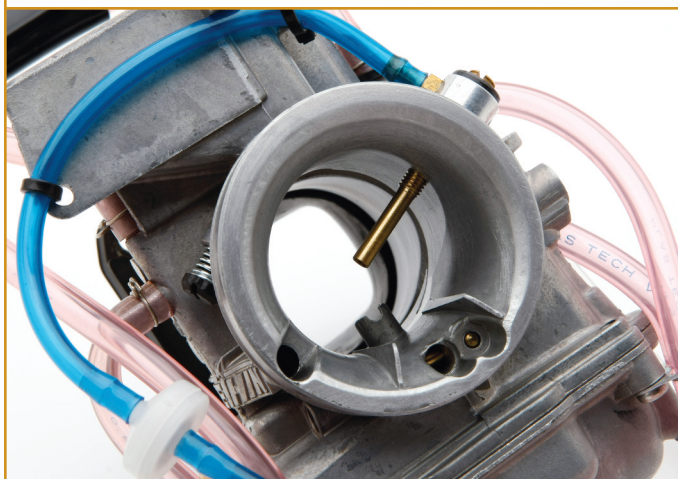
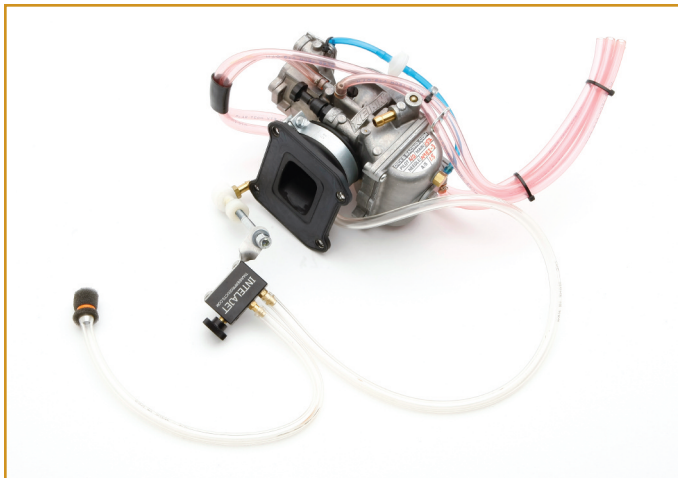


## ✓ MXA TEAM TESTED DICK'S RACING INTELAJET CARB MOD



**WHAT IS IT?** Dick's Racing progressively bores out the stock KTM 250SX two-stroke carb from 36mm to 39mm and installs the creative Intelajet system. It fits on all KTM two-stroke carbs from 2004 to 2012.

**WHAT'S IT COST?** \$425.00 (carb bored progressively from 36mm to 39mm with Intelajet installed); \$30.00 (Intelajet mounting kit); \$40.00 (taper-bore carb ends).

**CONTACT?** [www.dicksracing.com](http://www.dicksracing.com) or (916) 722-2373.

**WHAT STANDS OUT?** Here's a list of things that stand out with Dick's Racing 36mm to 39mm carb mod.

**(1) Stock KTM carb.** Believe it or not, KTM mounts small 36mm Keihin PWK carbs on their 250cc and 300cc two-strokes. Most two-strokes come with 38mm or larger carbs.

**(2) Dick's Racing carb.** Dick Wilk taper-bores the stock KTM carb so that it flows from 36mm to 39mm; he can also taper-bore the ends for even more power. Tapering the carb's bore makes the Keihin PWK work like a 36mm carb below one-third throttle but a big carb above that.

**(3) Intelajet.** What is Intelajet? It is the two-stroke equivalent of the dual fuel-injection nozzles on the 2012 Kawasaki KX250F. The Keihin carb functions normally below two-thirds throttle, but as air velocity increases, excess fuel is sprayed out of the Intelajet's emulsion tube

upstream from the main jet. It has the feel of a supercharger. The Intelajet doesn't dump raw fuel into the carb as much as it sprays a fine mist into the air stream to enhance fuel burn at high rpm. The amount of fuel coming through the emulsion tube is controlled by an air-bleed dial, which is accessible to the rider.

**(4) Jetting.** The only jetting change that we made to our preferred 2012 KTM 250SX brass was to replace our 160 mainjet with a smaller 152, because the Intelajet emulsion tube spray makes up for any loss in high-rpm fuel.

**(5) Performance.** Awesome! Incredible! Worth the money! Amazing! Fantastic! Unbelievable! Pick the adjective that you like best. The gain in top-end power and overrev was immediately noticeable to every MXA test rider. It has no effect on power below two-thirds throttle, but once the mist kicks in, the KTM 250SX feels like it has a jet pack attached to it.

**WHAT'S THE SQUAWK?** We had to fiddle with the needle clip and air screw to keep the midrange tuned to the high-rpm overdrive, but it was not a big deal.

### MXA RATING



**In three words: we love it.**