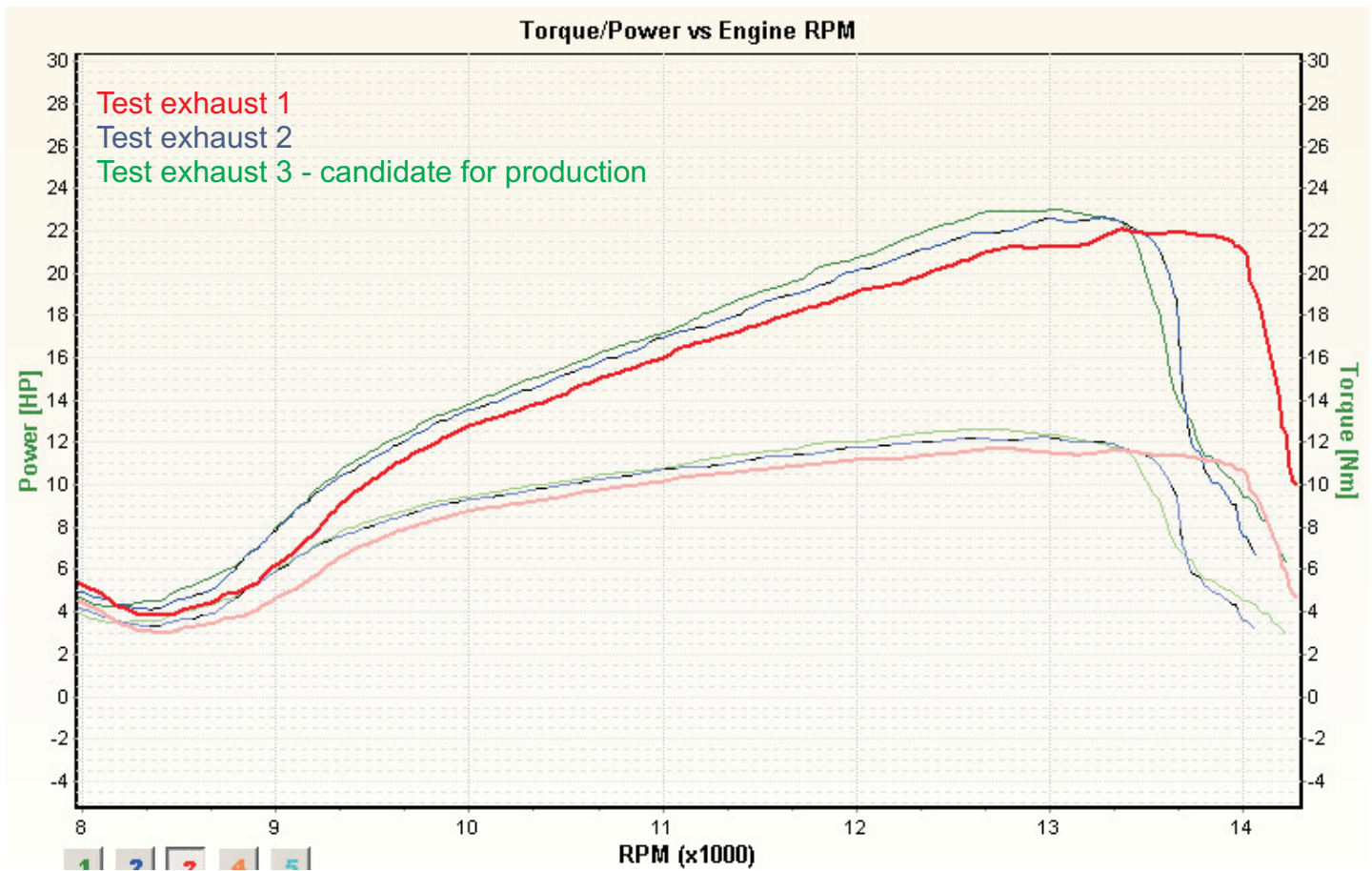


# Stage 6 R/T Cylinder Testing



Test of exhaust systems on untuned cylinder



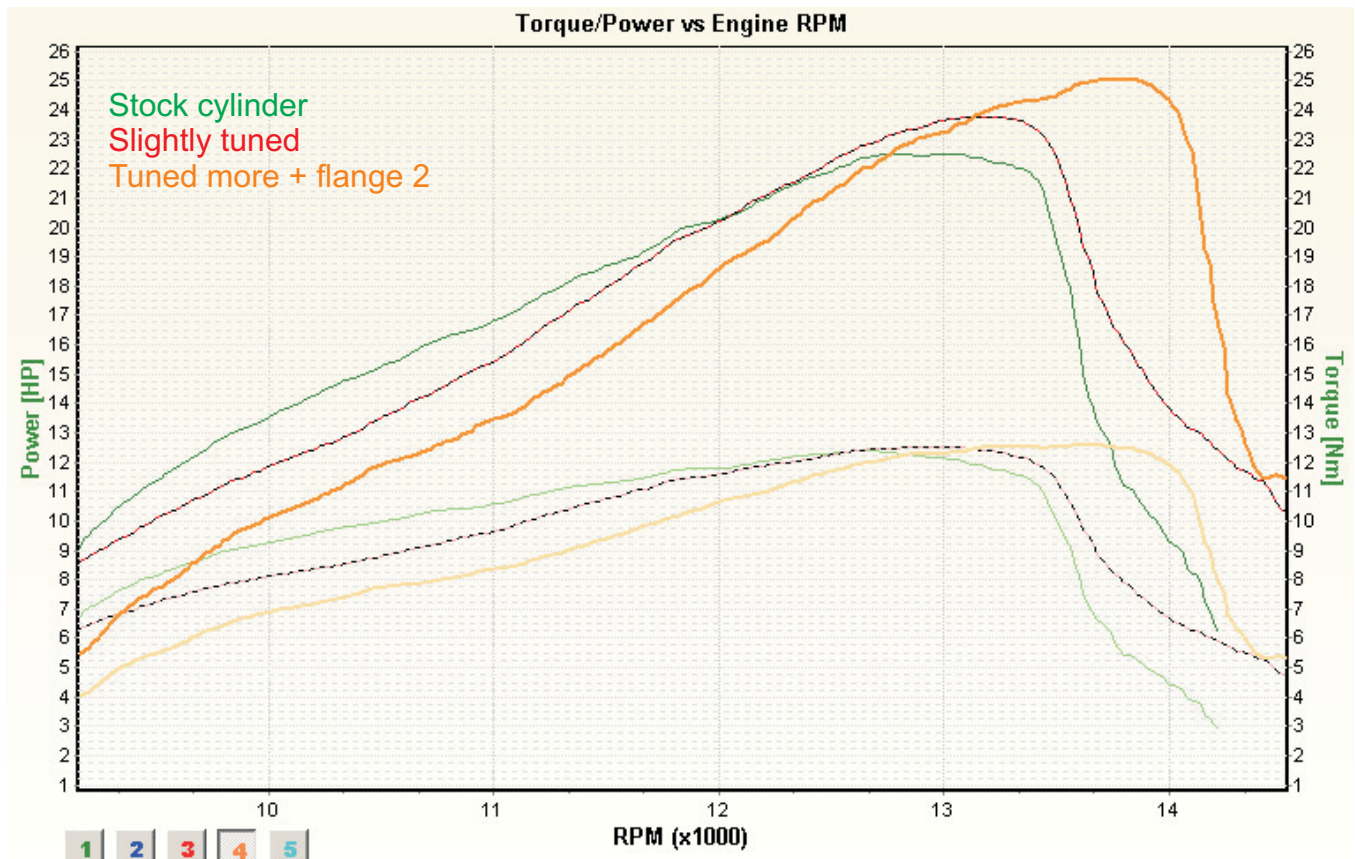
The tests were performed on an Piaggio engine with;  
Stage6 RT crankshaft, Stage6 RT Ignition, Stage6 reedvalve, 28mm Dellorto carburettor

The cylinder's best performance was at about 13000rpm, however the cylinder was new, not broken-in, so I expect the rpm (and performance) to increase after breaking-in.

Opinion: Very good quality of manufacture, much better than other high-end cylinders. All ports are simmetric, only few casting flaws present into the ducts.

Performance: Power output is quite high, but best of all is the torque, which is present in a quite wide range of RPM.

## Test on tuned cylinder



The cylinder is very easy to tune; the idea of modularity is great. Taking off and back on the cylinder requires 2min.

The work done on the cylinder was, the exhaust port was risen to  $196^\circ$ , the top border of it was made flat (opens all at the same time) and the bridge was narrowed. The transfer ports timings weren't changed, only the side angles of them were slightly enlarged.

A new exhaust was fitted.

The result is 25,2 HP. So far I consider it a very good result.

The exhaust system intended for production is conceived for the use on an untuned cylinder, however with the exhaust there will be included an modification flange, that will change the tuned length of the exhaust, making it suitable for the cylinder if the timing of the exhaust port is brought to about  $196^\circ$ .

Feel free to contact us for any additional informations.

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