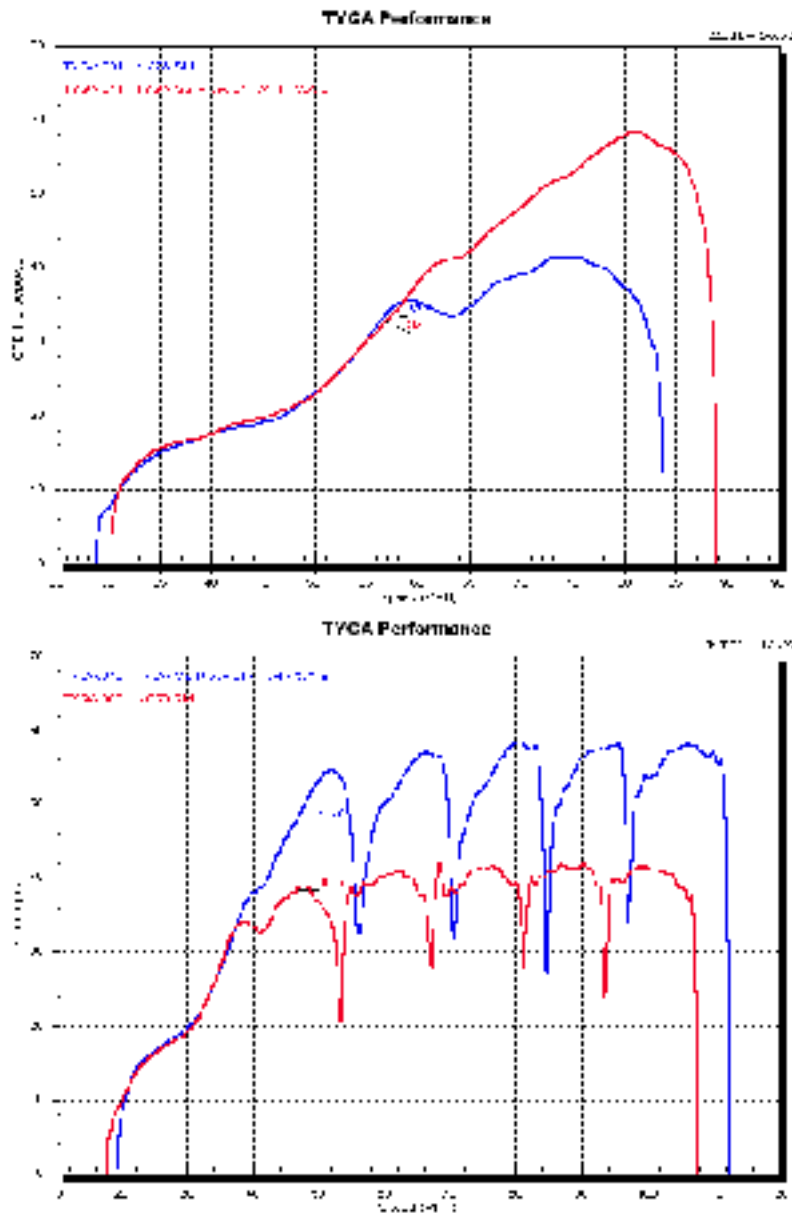
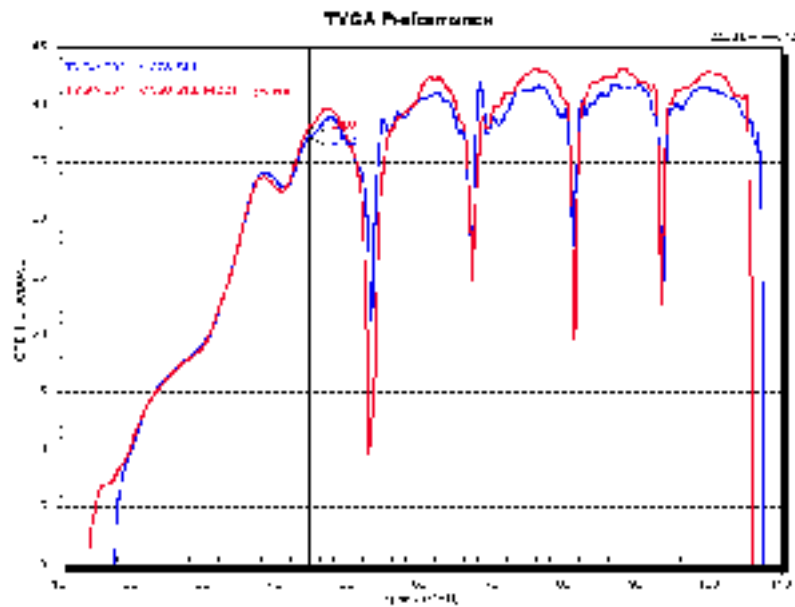
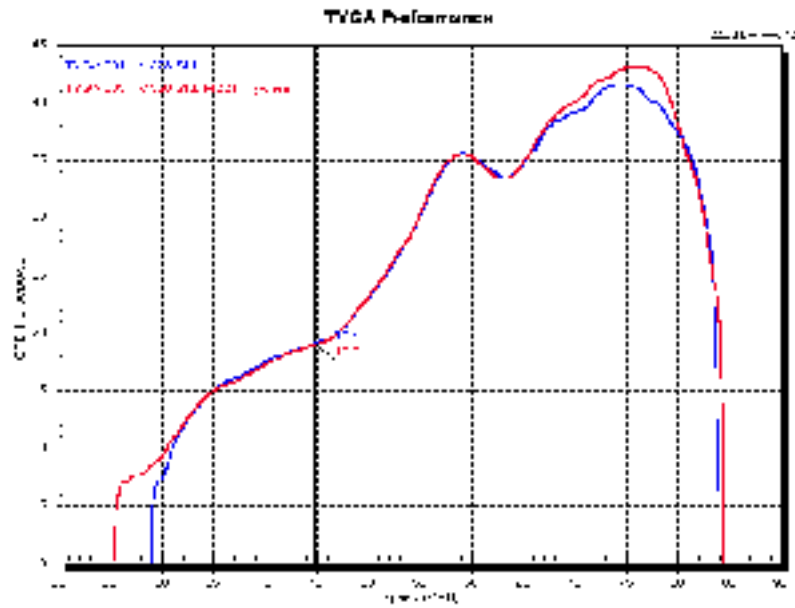


TYGA MC 28 Power-Up Kit

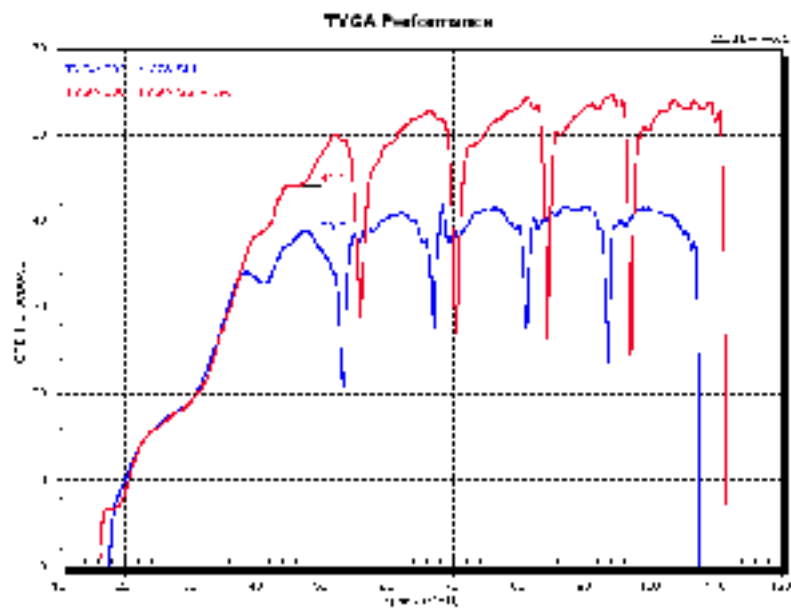
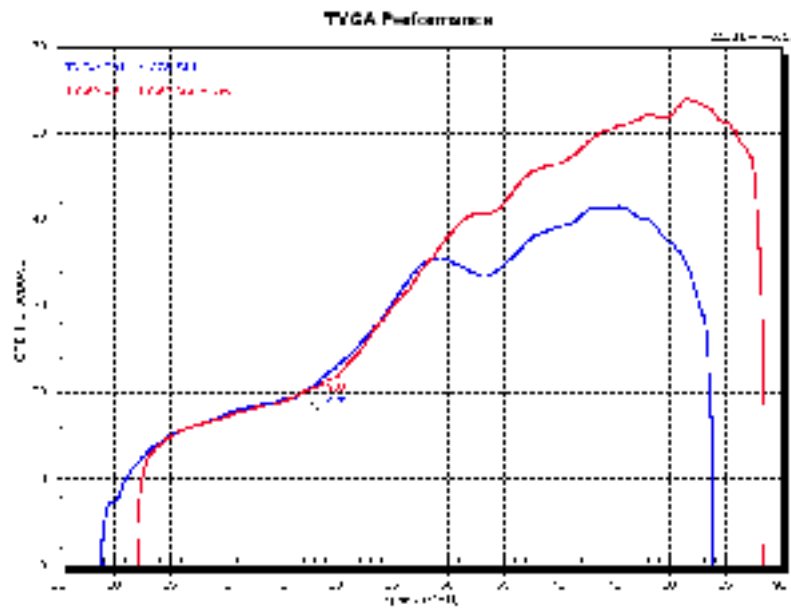
It took an afternoon's work to get the humble, underpowered MC28 from 41.5hp up to 58.5hp. The following graphs show the stock MC28 against the same bike fitted with our kit.



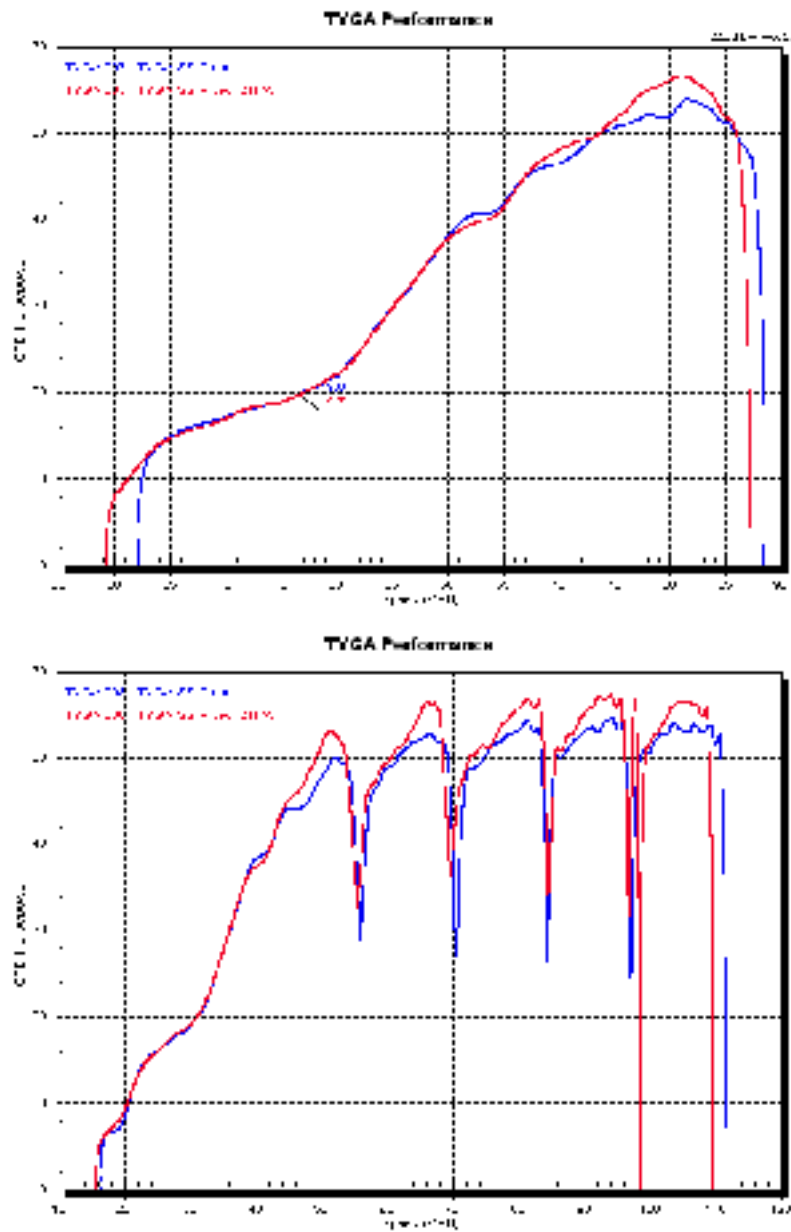
This was all done without the HRC card. Keep reading to find out how. The major restriction of the MC28 is the ignition timing. An HRC card is required to re-time this to a more aggressive curve, but we wanted to find more power without it. The MC21 flywheel offers more advanced timing, so just by changing to this you can squeeze a couple of hp out.



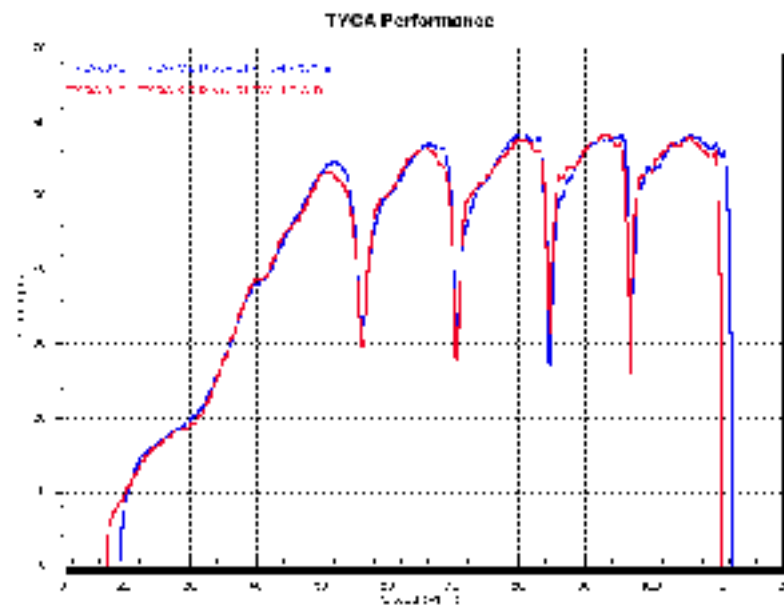
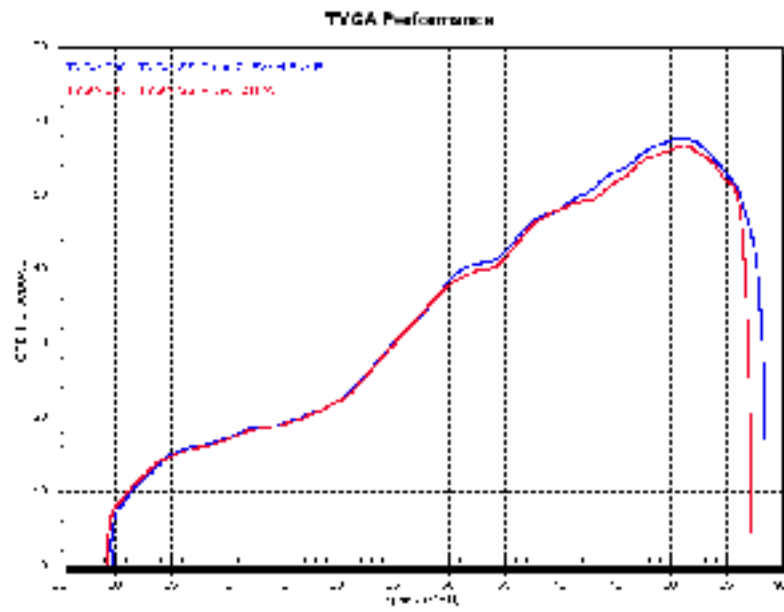
However, the stock pipes are also very restrictive, with small, 30mm diameter rings welded into the headers. Throwing away the stock pipes and fitting a set of TYGA's give a major jump in power (12hp!)



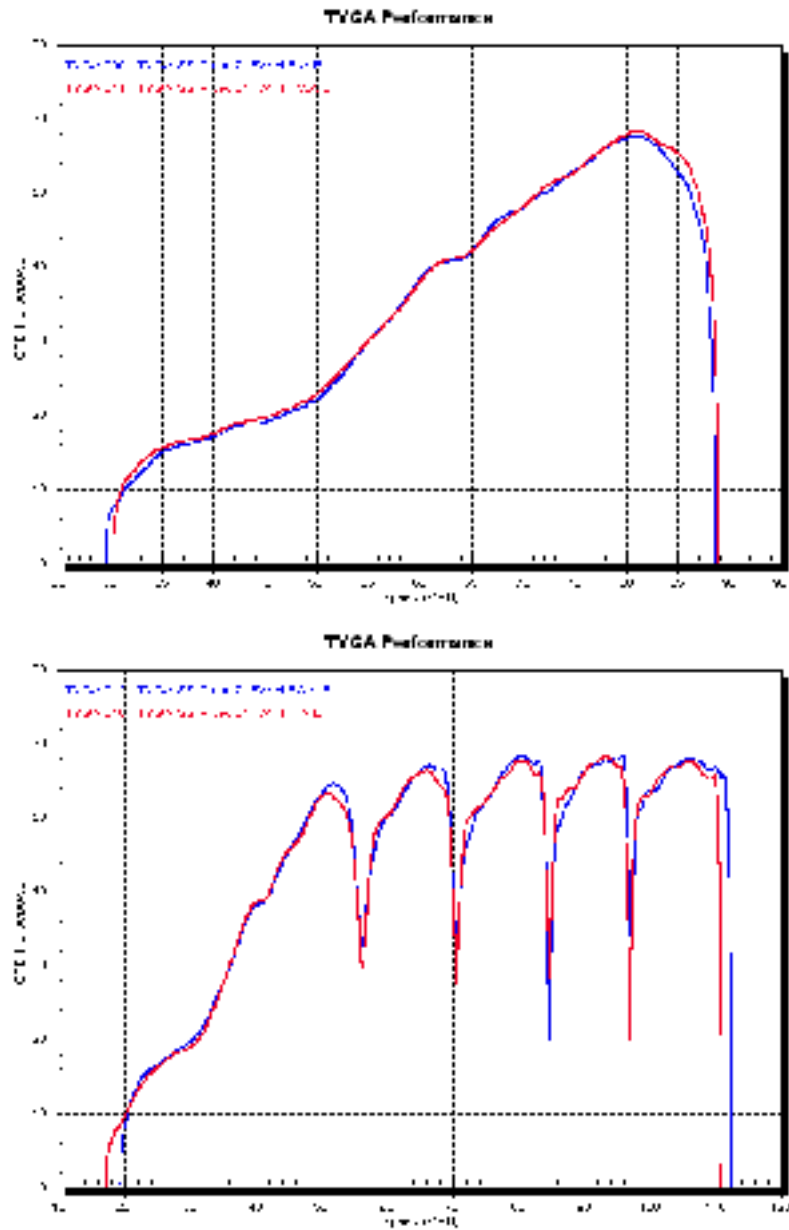
Good work so far. How about taking another look at the ignition timing? The bike was then fitted again with the 21 flywheel and the TYGA pipes. More power!



The next obvious step is to fit Hi-Flo reed valves and a modified airbox, keeping the pipes and 21 flywheel in situ. A gain of another horsepower. MJ was increased to #155 for this test.



The final test was to fit the Carbon reeds to the existing set-up. Another small increase.



So there you have it. **From 41.5hp up to 58.5hp. A gain of 17hp (41%).** Remember, modifying your bike puts extra stress on all components, increasing the chance of failure and reducing the lifespan of everything from the piston rings to the sprockets. It may also make your bike illegal for road use! We advise that the base machine must be in good working condition before any changes are made, and careful jet setting should be performed at each stage. The above tests should be used as a guide only. TYGA Performance accepts no responsibility for any machine damage, or personal injury or death resulting from these modifications