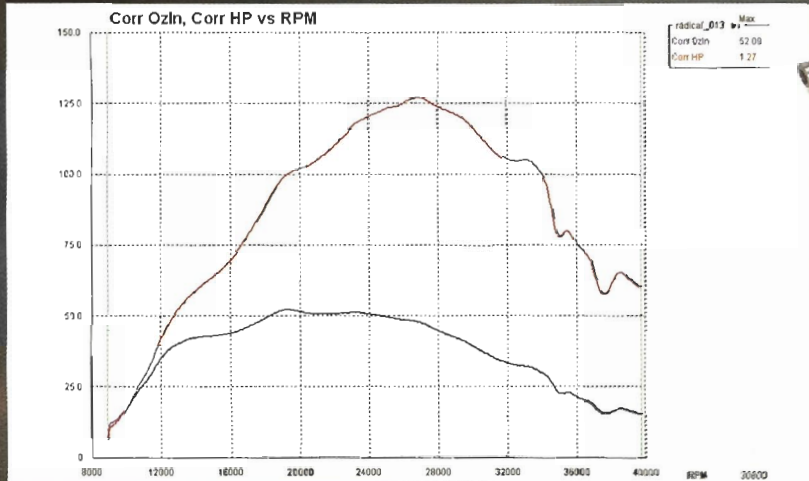


POWERPLANT INFO

This is our second relationship with an OPS engine and we can say that it's been great, and we're talking first three months of a relationship good. The engine provides a sweet power band that feels like it's ready to spin the tires at any speed. The carb is a little bit of an oddball, and in the 8ight the position of the throttle servo made it a difficult fit. Aside from this buggy it should fit in with little effort. The needles are all on the same side of the carb, which makes looking for tuning spots easy. We tested with the Radical pipe 2010, which allows you to alter the manifold length for tuning. We tried starting with four spacer and found it to be pretty good. The large head kept temps pretty low, so don't try getting this engine over 250-degrees or you'll be in trouble.

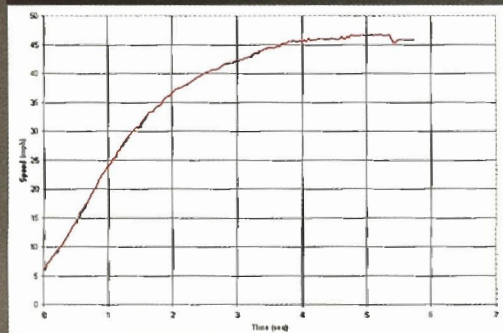
X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



ACCELERATION CURVE

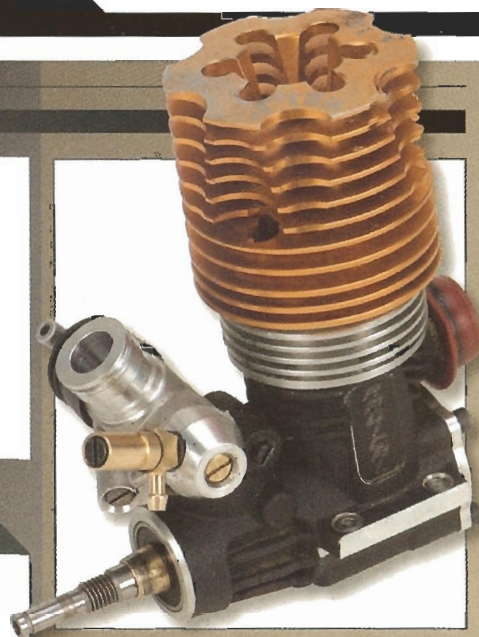
ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60 FT): 3.20 sec. @ 34.6 mph*
 TOP SPEED: 46.8 mph @ 197 ft.
 AVERAGE RUNTIME: 6 minutes

*Limited available traction



ENGINE DATA

ENGINE: Radical 621P
 BORE x STROKE: 0.646 in. x 0.646 in. (16.4mm x 16.4mm)
 DISPLACEMENT: 21 in.³ (3.49cc)
 FUEL: Trinity Platinum 30%
 PIPE: Radical 2028
 PLUG: O'Donnell
 PEAK HP*: 1.27 hp @ 26,150rpm
 PEAK TQ*: 52.06 oz.-in. @ 19,400 rpm
 PEAK RPM*: 39,400

*Results as tested.

NEEDLE SETTINGS

HIGH: 3 turns out
 LOW: 4 1/2 turns out
 MID: NA
 OPERATING TEMP.: 220-230° F

Will the next version be the 8IGHTY-200

PERFORMANCE INFO

TEST CONDITIONS

WEATHER: Sunny
 TEMPERATURE/HUMIDITY: 87° F / 31%
 BAROMETRIC PRESSURE: 29.84 in.
 ALTITUDE: 900 ft.
 TRACK TYPE: Semi-loose dirt

HANDLING

TURNING RADIUS: 4 ft. 1 in.
 ON POWER: Slight Oversteer
 OFF POWER: Neutral

BRAKING

CONTROL: Excellent
 FADE: None
 OVERALL BRAKING: Excellent