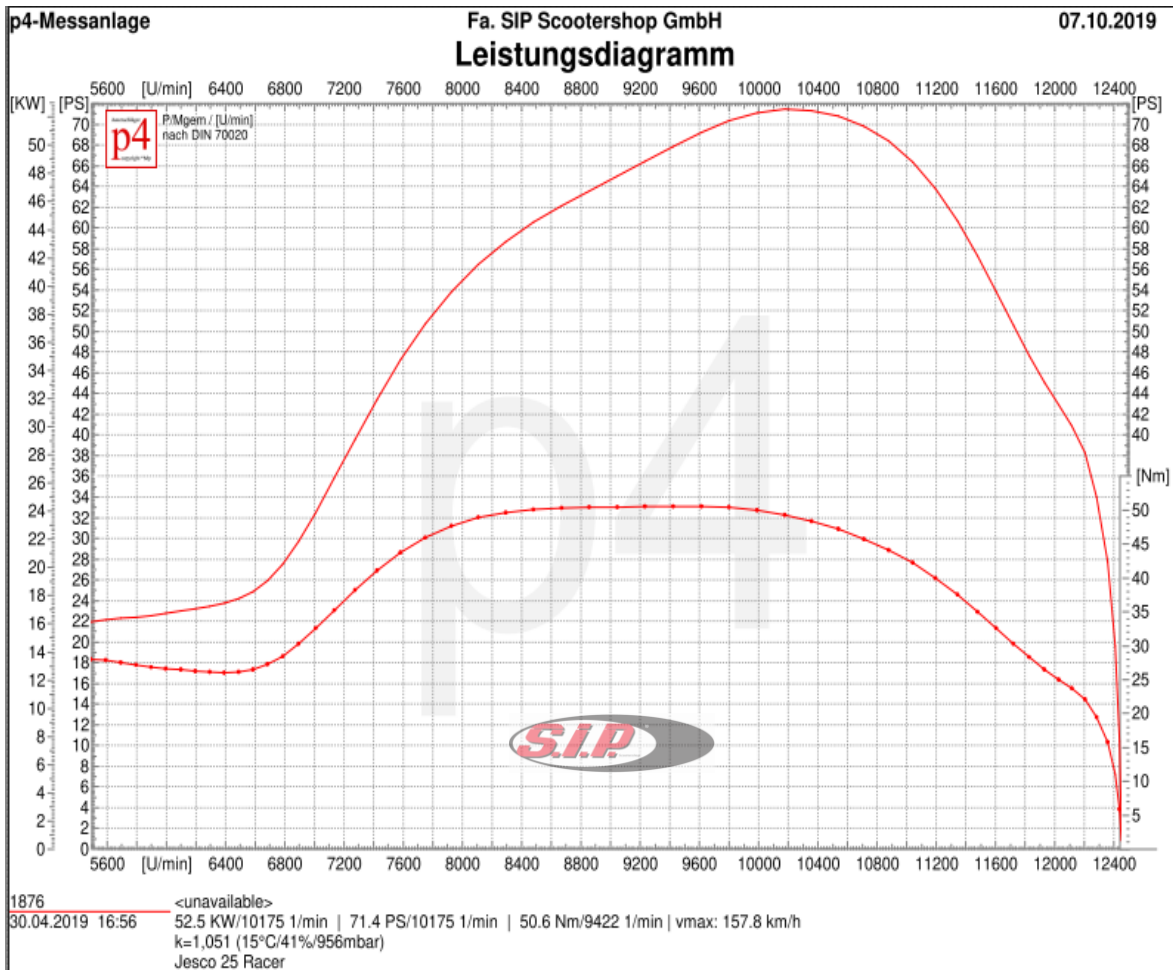




performance & style

driver	Jesco Schmidt	date	30.04.2019
Club/country	SIP Team	power $P_{max}$ [PS]	71,4
scooter model	Vespa PX-PX-ET4-Eigenbau	torque $M_{max}$ [Nm]	50,6
year	2019	liter capacity $P_{Hmax}$ [PS/l]	233,3
name	SIP 25 Jahre - Something Special	<b>SIP-conclusion</b>	
engine	SIP BFA 306ccm	<i>Top acceleration and maximum power</i>	



Engine-setup	Article	Article number	Comment
Crankcase	<a href="#">Crankcase SIP BFA 306</a>	<a href="#">78245500</a>	modified
Cylinder	<a href="#">Racing Cylinder SIP BFA 306</a>	<a href="#">78245600</a>	modified
Cylinder Head	<a href="#">Cylinder Head SIP BFA 306ccc</a>	<a href="#">78245601</a>	Squeeze edge 1,5
Spark Plug	<a href="#">Spark Plug DENSO IW27</a>	<a href="#">88631000</a>	
Ignition	<a href="#">Ignition SIP PERFORMANCE by VAPE</a>	<a href="#">51007BRA</a>	
Crankshaft	<a href="#">Full Circle Crankshaft BFA 306</a>	<a href="#">78245800</a>	
Manifold	<a href="#">Connecting Piece BFA 306</a>	<a href="#">78245800</a>	modified
Reed Valve	<a href="#">Reed Valve Block ITALKIT</a>	<a href="#">40312140</a>	modified
Carburettor	<a href="#">Carburetor Vergaser DEA 42</a>	<a href="#">42042000</a>	
Air Filter/ Airbox	-		
Exhaust	<a href="#">Racing Exhaust SIP PERFORMANCE BFA</a>		prototype
Clutch	<a href="#">Clutch BFA 306</a>	<a href="#">78245900</a>	23 teeth
Clutch Friction Plates	<a href="#">Clutch Friction Plates NEWFREN RACE</a>	<a href="#">93495600</a>	5 pcs
Primary Driven Gear	<a href="#">Primary Driven Gear SIP BFA</a>	in clutch included	64 teeth
Input Shaft	<a href="#">Input Shaft Assembly CRIMAZ</a>	<a href="#">25270870</a>	12-13-17-20 teeth
Driveshaft	<a href="#">Driveshaft BENELLI</a>	<a href="#">88115100</a>	
1st Gear	<a href="#">Gear Cog 55 teeth CRIMAZ</a>	<a href="#">40438910</a>	
2nd Gear	<a href="#">Gear Cog 40 teeth CRIMAZ</a>	<a href="#">40438920</a>	
3rd Gear	<a href="#">Gear Cog 37 teeth CRIMAZ</a>	<a href="#">40438930</a>	
4th Gear	<a href="#">Gear Cog 36 teeth CRIMAZ</a>	<a href="#">40438940</a>	
Rear Wheel	<a href="#">Tyre HEIDENAU K61</a>	<a href="#">H2006</a>	120/70-11

Power as measured at the rearwheel on our calibrated Amerschlager P4 dynamometer. The SIP dynamometer is recognised as an external testing facility of the Society for Technical Supervision (GtU). The GtU has been accredited as a technical service to the official German motoring authority Kraftfahrtbundesamt (KBA).