

CROSSFIRE

MUSTANG EVO 2

EVO 3

MUSTANG EVO 2

250CC OHC WATER COOLED | MIKUNI CARBOURETTOR

ALL ROUND DISC BRAKES | QUICK FIT AIR FILTER

ALL NEW REINFORCED CHASSIS



MUSTANG EVO 3

MIKUNI 30MM CARBOURETTOR | ALUMINIUM WHEELS

4 VALVE, 250CC ZONGSHEN ENGINE | SEALED AIR BOX

WATERPROOF ELECTRICAL / BATTERY BOX

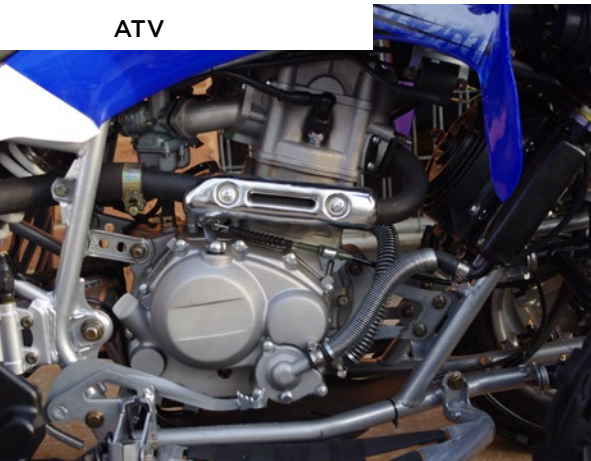


CROSSFIRE

MUSTANG EVO 2 / EVO 3



ATV



MUSTANG 250 EVO2

The MY21 Mustang 250 Evo2 is an exceptional ATV choice, building on a long history of leading it's weight class in respect to power, chassis and rider ergonomics.

The updated Mustang 250 Evo2 is now more refined than ever with the main focus on chassis development which involved upgrading the front end by adding fully adjustable ball joints to both the top and the bottom A-ARM which provides a lot of flexibility in the camber set up.

We focused on improving the power delivery through an updated carburettor design and new jetting so the engine feels more responsive with loads of power when you need it. The frame has been redesigned with updated and reinforced mounting points where shock absorbers connect to frame and A-Arms as well as the swing arm. This bracing reduces metal fatigue and provides a stronger more rigid frame. The new MY21 is lighter yet stronger than the model it replaces. The chassis has been condensed to improve handling and give the Crossfire Mustang improved stance and stability through corners.

Hydraulic disc brakes all round are standard. The speedometer is one of the most comprehensive units fitted with: Speed, Odometer, Distance, Gear Position indicator, as well as LED for Neutral and Reverse. This gives the rider all required information at a touch of a finger tip. The automatic chain tensioner will ensure you ride days or week before adjusting of the chain is required. When one has to adjust the chain the ecliptic chain tensioning system guarantees the sprockets are in perfect alignment.

Under the seat some of the craftsmanship starts to become more apparent. Within a sealed battery box are housed the vital electrics keeping them clean and water tight. The new battery is an AGM gel battery which is maintenance free, long lasting and sealed so there will be no leaks. You can also see under the seat is a large sealed air box with a quick release wing nut that holds the air filter. The foam filter is quick to access to clean, re-oil and then reinsert.

MUSTANG 250 EVO3

Ready for even more Mustang attitude and features... the Mustang 250 Evo3 is now here. The MY21 Mustang 250 Evo3 builds on it's decade long history of punching above its weight class in respect to power, chassis and rider ergonomics.

We've removed the 2 valve power plant out of the Mustang 2 and dropped in a double overhead cam 4-valve beast. We then jetted the carburettor and replaced the steel rims with precision cast aluminium rims.

The updated Mustang 3 is now more refined than ever with the main focus on chassis development which involved tackling the limitation of the front end by adding fully adjustable ball joints to both the top and the bottom A-ARM. The adjustable ball joints add an almost endless flexibility in the camber set up.

We have focused on the power delivery and this led us to changing the carburettor design and customising the jetting to better suit the individual characteristics of the Crossfire DOHC 4 Valve 250cc power house.

MY21 Mustang 250 Evo3 has been reinforced, redesigned and enhanced. This has been done by reinforcing all mounting points where shock absorbers connect to frame and A-Arms as well as swing arm. This bracing stops metal fatigue and provides a stronger more rigid frame. The new MY21 is lighter yet stronger than the model it replaces. The chassis has been condensed to improve handling and give the Crossfire Mustang the stance and stability through corners.

Hydraulic disc brakes all round are standard. The speedometer is one of the most comprehensive units fitted with: speed, odometer, distance, gear position indicator, as well as indicators for neutral and reverse. This gives the rider all required information at a touch of a finger tip. The automatic chain tensioner will ensure you ride days or week before adjusting of the chain is required. When one has to adjust the chain the ecliptic chain tensioning system guarantees the sprockets are in perfect alignment.

	Evo 2	Evo 3
Engine	4-stroke SOHC	
Displacement	250cc	
Power	12 HP @7500rpm	18 HP @7500rpm
Torque	17 N.m @ 6000rpm	22 N.m @6000rpm
Drive	2WD Chain	
Cooling	Liquid	
Carburettor	Mikuni	Mikuni PZ30
Starter	Electric	
Ignition	CDI	
Transmission	4 speed R-N-1-2-3-4	
Clutch	Wet multi-plate	
Compression ratio	9.25:1	10.5:1
Bore x stroke	65.5 x 66.2 mm	70 x 65 mm
Fuel capacity	9 L	
Suspension front	350mm Adjustable oil damper with air-cell	
Suspension rear	390mm Adjustable oil damper with air-cell	
Wheelbase	1090 mm	1140 mm
Brakes front	Dual Disc	
Brakes rear	Single Disc	
Rims	10" steel	
Tyres front	21 x 7-10	22 x 7-10
Tyres rear	19 x 10-9	20 x 10-9
Dimensions (L x W x H)	1625 x 1060 x 1065 mm	
Seat height	790 mm	
Ground clearance	135 mm	
Empty vehicle weight (EVW)	149kg	
Max rider and cargo weight	100 kg	

AVAILABLE IN: 