

**CDI**

These small boxes inside the scooter have a major influence over the overall performance and speed. In most scooters the original CDI functions as a throttle or a restrictor. By upgrading to a racing CDI you can significantly increase the RPM's of the scooter or Go Kart.

How does a CDI work? As the flywheel turns inside most CVT scooters, the magnets rotating around the AC coils produce alternating current some of which are routed to the CDI unit while the rest goes to the regulator or rectifier in the battery. A regulator simply limits the AC power to the lights so they don't blow as the RPM's increase while riding (A rectifier does the same thing but also converts AC power to DC for charging a battery.) The AC power to the CDI is transformed into DC power and then is stored in a capacitor inside the CDI unit. A capacitor works as a reservoir for DC power during a single engine revolution and can be released and turned into a high voltage charge by the CDI, when triggered by the pick-up coil. Most factory CDI's are restricted to a certain number of RPM's for example the GY6 standard CDI is limited to 5600 RPM's. Using an MRP de-restricted CDI we can achieve up to 9600 RPM's.



CDI 150 GY6

**HONDA**

Application	Part#
DI1050	N-MP-01200

**KYMCO**

Application	Part#
GY6	N-MP-01061-1 N-MP-01061-2
GY6 RACING TYPE	N-MP-01061-6

**SYM**

Application	Part#
JET EURO 50	N-MP-01081

**YAMAHA**

Application	Part#
JOG 50	N-MP-01085 N-MP-01201



N-MP-01201



N-MP-01061-2

N-MP-01085



N-MP-01061-6



N-MP-01061-1

N-MP-01300  
12V, FOR HIGH PERFORMANCE USE.  
FINISH: ANODIZED GOLD  
FITS: GY6 150



N-MP-01176-1  
GY6 HIGH PERFORMANCE CDI SET  
INCL.: CDI, COIL WITH SPARK PLUG, MAGNETO COVER



N-MP-01081