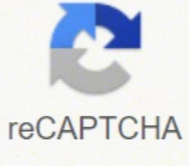


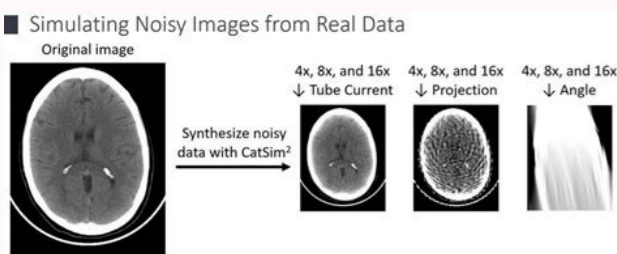
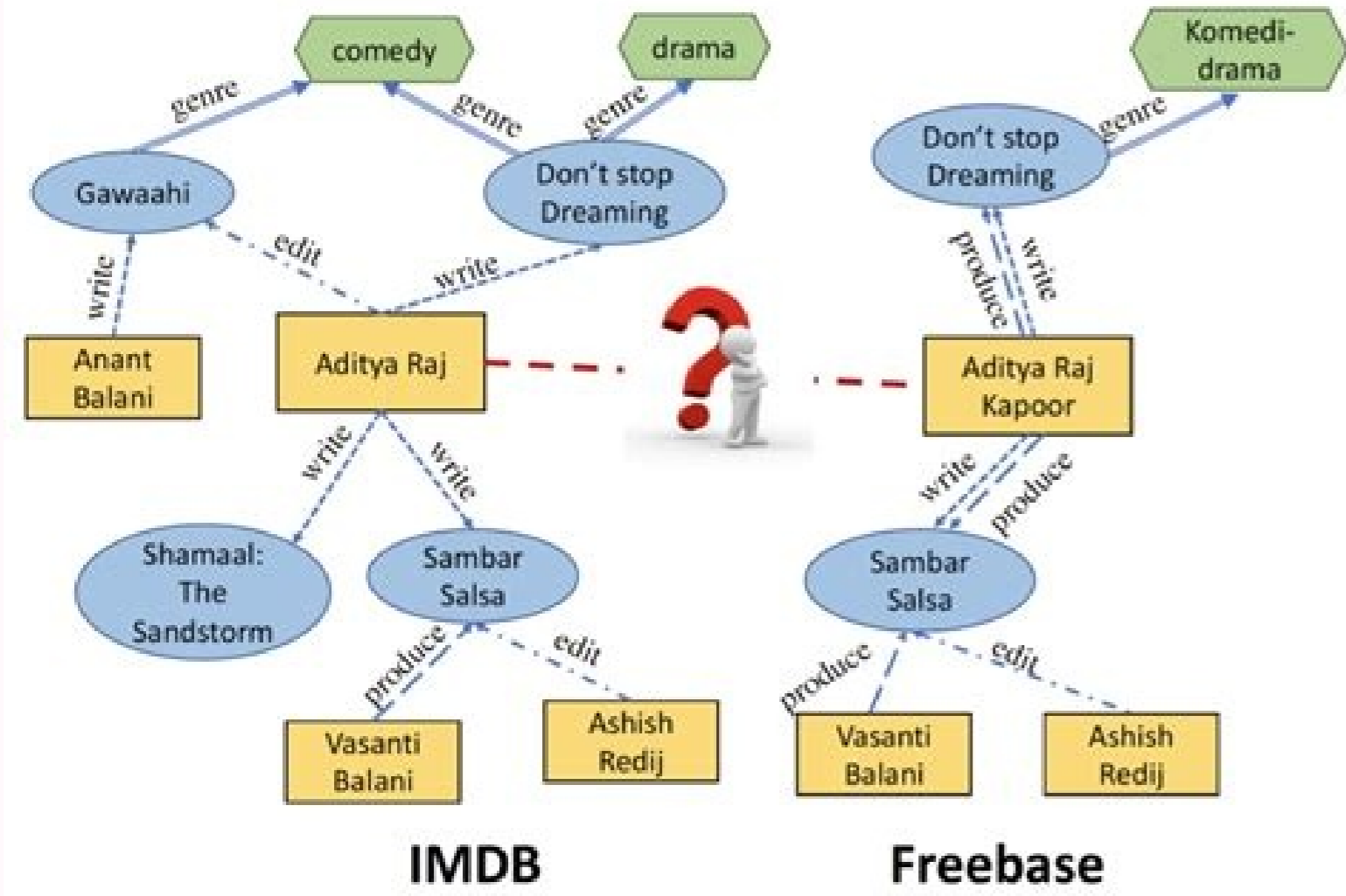
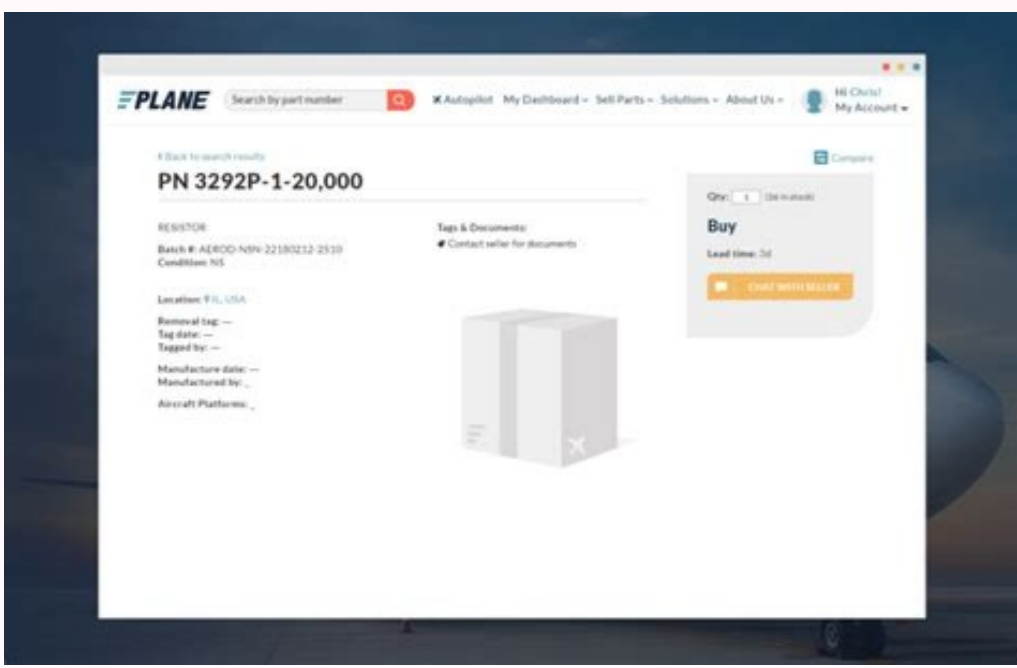


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22 hp predator engine performance parts list diagram chart pdf



Predator 22hp performance parts.

We are using a 12.12:1 gear ratio on this test bike. This is our 28t sprocket mounted to our mini hub. Place the piston and rod in the bore next. Bend the "L" shaped side so it cannot come out of the throttle lever. Torque the six side cover bolts to 8 ft-lbs in a criss cross pattern. Now you can install the jackshaft plate, chain guard and clutch. Install the timing key back into the crank. We can stop the modifications here and be completely satisfied. The stock main jet is a #70. For starters we milled .050" off our cylinder head. Here's the 99cc engine mounted in our bicycle frame. We were able to turn the idle down to 1600 rpm. We also noticed the 99cc thumper sound is much more aggressive when both bikes are running. You can see how the edge of the chamber is now closer to the spark plug hole. Plug off this governor hole next. Install the throttle cable. We love the Briggs bikes and their riders and certainly are not trying to say we're better than they are. Taking the blower housing off first would help with a little added clearance. If your cam came out with the side cover and the lifters fell out just push the lifters back up in their bore and slide in the new racing cam. Notice how the chamber on the milled cylinder head is now a little smaller. The engine even sounds crisper with this carb. Now we have the engine out of the frame. Now the side cover is all the way off with the cam sitting in it. Hopefully you have not turned the crank since that step. You just don't want oil leaking out of this hole. Re-check the lash and make sure it's between .004"-.006". Our 99cc Predator is exceptionally stronger on the top end. This pin holds the governor gear. With the new cam installed the first noticeable difference was the exhaust note. We use the spring hole on top of the carb which is a little further away from the pivot point and provides a longer throw. Pull this pin and lower the inner governor arm out of the crankcase. You can see the valve guide sticking up and it's difficult to see but the port to bowl entry has sharp edges. The engine is now re-installed into the bike and ready for a test ride! The cylinder head upgrade worked out great. Next we remove the float bowl. So after some sanding and test fitting back and forth our clutch slides on with ease. If you go too big the spark will not jump the gap. Install the wire stop. We discovered the output shaft is a little oversized for our 5/8 bore clutch. Be sure your bolt does not interfere with the crankshaft inside the case. Start by loosening the throttle lever so it moves freely. Now it's time to increase air flow. Once the valve lash is set you can install the valve cover. These engines don't have really tight tolerances. Skip to content Note: This is not a step by step "how-to" for building the 99cc Predator engine. By no means is this intended to be a complete set of instructions for modifying this engine. Check the end gap on the rings and make sure they are placed in the 12, 6, 3 and 9 o'clock positions. You can see how the crankcase has some oil in it. The flywheel nut, starter cup and fan come off now. So this will be a good match up for our 99cc bike. The biggest concern spinning this rpm is the stock flywheel. We can cruise all day at 4400 rpm and we can reach 40 mph when needed. Adjust chain tension. Install the air filter screen and air filter. Because they flow more air we'll have to increase the main jet size too. Our UNI filter is not a color we care to show off. Now you can cap off this governor arm hole. Slide the pushrods in. That would not give you much of a operating rpm range. Install the lifters next. Our cylinder head is installed and our valve lash is set. In preparation for the next step thread the flywheel nut back on to protect the crankshaft threads. Install the bracket here. After taking another plug reading it looks like we can go a little bigger on the main jet. There are two methods we use to reduce vibration upon clutch engagement. The output shaft is about .001" too large in diameter. It's also okay if the cam stays in place when you take the side cover off. We pulled the side cover out about 1/2" and took a peak inside. We discovered the piston is out of the hole more than the .010" thickness of the thin head gasket. Now our exhaust is bolted up. Remove the governor spring. This engine performed great on it's first test ride. Next we remove this cooling tin from the top of the engine. Here's our completed bike ready for a test ride. This hole needs to be opened up to 5/64 also. My son and I fight over who gets to ride it as this is our favorite bike to ride around town. We will run this jet for a while and take another plug reading after we put a little more time on the engine. The bigger the gap the bigger the spark. Remove the head gasket. Also make sure the triangle on the piston is pointing down toward the pushrod hole. After the side cover is installed it's time to set the valve lash. Install the rod end cap and tighten the bolts to 12 ft-lbs. We also drilled holes on the outer filter cover to increase air flow. One way is to increase the stall of the clutch. We removed the stock cam while holding the lifters in place with the other hand so they would not fall out. With the air filter cover installed and the spark plug boot in place we have a complete engine ready to install in our bike. Here we have disconnected the fuel line and removed the carburetor. 3600 rpm = 23 mph 4600 rpm = 28 mph 6000 rpm = 39 mph If your 99cc Predator still has the governor in it the engine will only turn 3600 rpm. This will break the flywheel from its taper. We raced with them and I am able to use them as a baseline and comparison for our 79cc bike. The other way we smooth out vibration upon initial clutch engagement is by lowering our overall gear ratio. This can be adjusted later. Be sure to tighten the bolts evenly. We put our left foot on top of the engine to hold it stable. Drill a 5/64 hole in the throttle lever. The cam might come out with the side cover. For increased air flow we drilled holes in the air filter screen. We now have some time on the bike and have really been enjoying it. This ratio and the 3100 rpm stall on our clutch provides smooth engagement with little vibration. Tap it for a bolt or seal it off with a different method. The engine is louder with a deeper growl than before. Hook the return spring into the throttle lever. Turn the crank one way and then the other so you can see the piston move up and down. Our stock cam stayed inside. We are installing our UNI high flow air filter element. Remove the air filter housing from the carb. The UNI air filter goes in next. Wow! The new carb made a big difference. Install the recoil starter. It's difficult to see in this picture but on the left we have our twisted "L" bracket and on the right we are pointing to the hole in the throttle lever using needle nose pliers. When this engine is in a pressure washer or generator it will run at WOT for extended periods of time. The stock carb was happier at a 2100-2200 rpm idle. Remove the valve cover. We took a plug reading and found that we were a little lean. The engines are started in the factory before shipping. They may have fallen out earlier when the cam and lifters came out. Having the magnet come off the flywheel at high rpm is a scary thought. Install the conduit retainer into the "L" bracket. Pull the rod and piston out of the bore. We pulled the lifters (cam followers) out of the crankcase. We are very pleased with the performance of our Predator engine. We bent up a tab at the end of the throttle lever and drilled a hole in it to achieve this. We took a plug reading and ended up installing a #85 main jet. With everything in position you are ready to set the valve lash. Here is the cylinder head after it has been ported. With the governor out of our engine it will easily spin up to 6000 rpm. Next we did a couple hill climb races. Slide on the engine side cover making sure it lines up with the two dowel pins. The throttle travel from idle to WOT was a little short for our liking. With a 17mm socket and impact gun remove the flywheel nut. We'll put this engine in a bicycle frame and compare performance both before and after our modifications. After the engine has been filled with oil it's time to fire it up. Remove this nut and take the outer governor arm off. The oil has been drained from the engine as well. Our milled cylinder head is on the right. However don't hit it with everything you've got otherwise you risk damaging the threads on the crankshaft. To get a little more travel with our throttle we moved the cable and wire stop a little further away from the pivot point on the throttle lever. Pull the side cover out slowly. We don't want to push it any further than this which will probably result in valve float. With the two speed installed this bike had an advantage over the 5hp Briggs bikes on the Grange track. Now it's time to remove the flywheel. Now it's time to reassemble the engine. Torque the flywheel nut to 25 ft-lbs. Install the blower housing. Be sure the two dimples (timing marks) on each gear line up with each other. If the cam stayed in place when the side cover was pulled off it's time to take it out. If unsure you can look into the spark plug hole and see the piston. You need to reach up there and remove this washer. The engine has incredible hill climbing torque! We'll check top speed and rpm once we get a tach setup. We can say the 99cc Predator has definitely responded well to our modifications. Once you think you have it at .006" you tighten the jam nut and the lash locks up. Don't move the cam and crank from this position once installed which will keep the piston at top dead center (TDC) for adjusting the valves later. Set the coil air gap to .020". Next up is a custom ground .210" lift cam with 246° duration at .050". Use a feeler gauge and set the lash at .004". Using a feeler gauge we set the lash at .006". Unfortunately we are not able to push this engine to an rpm we would like to push it to. The engine has very impressive torque while getting on and off the throttle around 4000 rpm. We're ready for a test ride. It's time to push our 99cc Predator to the next level. Apply a little pressure on top of the piston and gently press the rings in. Twist this "L" bracket so the hole in the bracket is facing the hole in the throttle lever. Here is Harbor Freight's 99cc Predator engine. The 79cc engine has a header, 22mm Mikuni carburetor, and the cylinder head has been ported. Install the primary chain and adjust the tension. This is the little black washer after it has been removed. And as mentioned earlier in the article we have amazing hill climb ability and we can reach 40mph. Just be sure those two dimples (timing marks) line up with each other. They are hard to see in this picture but the timing mark on the cam is in the 10 o'clock position. Once the cam is installed you can see the top cover back on. Thread the nut on to the point where it's just about flush with the crankshaft and then back it up about half a turn. Now fill your engine with 8oz of oil. We will be modifying this engine with AGK performance parts to see what kind of power we can pull out of this engine. Note: The amount the piston comes out of the hole will vary from engine to engine. When you installed the cam you lined up the timing marks on the gears which would leave the piston at TDC. Loosen the rocker arm adjusters so you can position the rockers over the pushrods and valves. You should always hire a professional engine builder before altering any engine from its factory condition. Remove the air filter cover. This one is actually out of a 6.5hp engine because we forgot to take a picture of the 99cc governor assembly. The exhaust and gas tank have been removed. With a hammer in our right hand we give the flywheel nut a good solid smack. Keep adjusting until you have the lash set at .006". Make sure the flywheel nut is covering the threads on the crankshaft so they don't get damaged. One thing we wanted to note about our 99cc Predator bike is the installation of a small sprocket for the bicycle chain side. Install the valve cover. We switched riders and did it all again. After using the clay method to measure valve to piston clearance we determined there is plenty of room to mill a little off the cylinder head. These air filters flow more air than the stock air filter and they keep the carb free from debris. We started with a drag race from a standing start. We milled down the valve guide a little, cleaned up the port to bowl transition and did some work on the short side radius. Once we got those two items we'll be best here at sea level. You will want to inspect all the parts as they go back into the engine to make sure they are clean and not damaged in any way. Now you have a bare block with only the coil still attached. Install the crank first. Install the spark plug. This is not a big deal. The side with the "Z" shaped bend goes in the carb and the side with the "L" shaped bend goes in the throttle lever. For cam break in you can run the engine at 2500-3000 rpm for about 5 minutes. Slide the crankshaft out. By installing regular shoes in our Max Torque clutch we get full lock up at 3100 rpm. Then we put the new cam in place while still holding the lifters. If the pushrods also fell out you can put them in from the top side before you adjust the valves. We're going to move forward with more engine modifications and see how well this engine can perform. Adjust again if needed. Install the inner air filter box. This really smooths out the engagement and makes the bike so much more enjoyable. Vibration is not only annoying, but can cause other issues with the bike, so here's the low down. Earlier in the article we mentioned some vibration we experienced when the clutch would try to engage. The 99cc bike outperformed the 79cc two speed in all areas. A stock cylinder head is pictured on the left. We removed the coil and gave the block a thorough washing. Our bike has strong hill climb ability and will go 40 mph with ease. Torque the head bolts to 22 ft-lbs. There is a black washer where the governor gear was sitting. The timing key has a half moon shape so we just push it out with the punch from one side to the other. Install the cylinder head gasket. Some engines will even have the piston in the hole. After trying the 5 large holes we think drilling multiple smaller holes looks better. Remove the two bolts from the connecting rod and take off the rod end cap. This bike did well against the 5hp Briggs bikes at a race on the Willow Springs track. The fan, starter cup and flywheel nut go on next. The valve cover and spark plug come off next. We built it using some left over parts just so we can test the 99cc Harbor Freight engine. Make sure the piston is positioned all the way at the top. And even though the 79cc has the advantage of a lower gear ratio in first gear, the 99cc bike would still pull out front on the take off from a dead stop. The biggest difference in power showed up from mid range on up to the top end. The engine wants to keep pulling on the top end, but unfortunately we need to let off before something breaks. Sometimes we have to pedal the bike in areas where we cannot have the engine on and we can do so effortlessly. Remove the throttle rod and spring. With the carb back together you can install this portion of the air filter assembly. A large spark plug gap can also over work the coil so keep that in mind. We get some vibration upon clutch engagement but that can be tuned later. Our reworked carbs work great with the 200cc engine too, but this little engine really responded well to a reworked carb. So they design these carbs with a short throttle travel. Remove the recoil starter. This requires a good solid hit with the hammer. Remove the fuel line. Now we pull the spark plug out. You're going to hit this with a hammer and you don't want to hit the threads. The washer almost never falls out with the governor. Remove the blower housing. We also noticed the cam was going to come out with the side cover. Here's what we came up with. We forgot to take this picture on our 99cc engine but you get the idea from this picture using a 6.5hp throttle assembly. Here's a look at the stock intake port. You will want to clean out that factory oil along with any debris sitting at the bottom of the crankcase. You can't go fast with pedal power, but that's what the engine is for. This 99cc Predator is a fantastic little engine and will receive more modifications as they become available. Note: The stock cylinder head is 12.5cc's. Bolt on the return spring "L" bracket. Once the flywheel breaks loose from the taper on the crankshaft you can remove the nut and the flywheel. With a hammer and punch remove the timing key. So now we'll put the stock 99cc head gasket back on and measure valve to piston clearance so we can figure out if there is room to mill our cylinder head a little for extra compression. We use a Briggs style (universal) muffler. We moved up to a #82 main jet. This is one method we use to hold the crankshaft while we tighten the flywheel nut. The next step is to do some cylinder head work. Setting the lash is a tedious process. If you don't have a ring compressor you can use a popsicle stick to push the rings in. We are working with our vendors to produce a billet connecting rod and billet flywheel for the 99cc Predator. So we're going to start the engine and hold some sandpaper over the shaft while the engine idles to bring it down in size. It's time for this 99cc bike to go head to head with our 79cc two speed bike. We will port the cylinder head and if there is enough valve to piston clearance we'll mill it for extra compression too. At any rate, we are very happy with the performance from the Predator. The Briggs bikes had the power to pull away in the straights but we could catch up in the corners. Here is the governor gear assembly. Install the coil. The clutch we sell for the 99cc Predator has wedge shoes with a black spring which provides a 2800 rpm engagement. There isn't anything special about this bike. This exhaust uses our laser cut flange and custom bent 1" tubing. Flatten the other "L" bracket with a hammer. Slide the flywheel on. This could probably be done in a lathe before assembly but we're going about it garage mechanic style since most people don't have access to a lathe. It's just sticking to the case with some oil between them. So when we had the engine mocked up the piston came up and touched the cylinder head. Now this retainer will be pointing toward the hole in the throttle lever. Then we raced from a 3600 rpm roll and again from a 4600 rpm roll. Put a drop of oil on all the parts that make contact in any way. However, we're going to keep modifying and see how much power we can pull out of this engine. If you would like to smooth out that vibration you can use a lower gear ratio, increase the rpm engagement of your clutch or both! To get ready for our camshaft installation we have removed the chains, clutch, chain guard and jackshaft. Punch the pin into the block. The side cover gasket was stuck in one spot and we were able to salvage the gasket before pulling the cover all the way off and tearing the gasket. Wiggle the side cover loose and slowly pull it out. Once the clutch is fully engaged this bike rides very smooth. Now install the cam. We will also look into using the thinner 79cc head gasket for increased compression. The stock head gasket on the left is .040" thick and the 79cc head gasket on the right is .010" thick. The flow bench shows a good improvement after our work. The ease of pedaling has made this bike much more enjoyable than other bikes that are difficult to pedal. Also make sure your bolt does not interfere with the crankshaft inside the case. This will allow more air to reach the carb while still keeping the air filter out of the carb. The four bolts that hold the cylinder head have been removed and we pulled the cylinder head off. We're going to mock up the engine with the thin head gasket and measure valve to piston clearance to determine if we can also mill the cylinder head. We have more power on the bottom end with the added compression and the engine feels very strong on the top end with our port job. Now we hooked up the fuel line, kill switch and filled the engine with 12oz of oil. Save the side cover gasket if you can. This may require some trimming and test fitting to get the proper length. Time to setup the throttle linkage. Install the new throttle rod first. Take the pushrods out. The point we're trying to make is if you are using a high gear ratio of around 10:1 and you have a clutch that engages shortly after idle, you will experience vibration through the bike as that clutch is trying to engage. Once you have the lash set spin the crank over a few times and bring the piston back to TDC. Time to remove the six side cover bolts. The engine runs smooth and the extra power really starts to pour on at about 3800 rpm. Put the bowl back on after the new jet has been installed. The flywheel was designed to spin 3600 rpm. The cam followers (lifters) and pushrods might fall out if the cam comes out but those can be put back in place later.

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