

# WARRIORS OFF ROAD

## Updates on the 2019 and newer model Strike and Sector 250

For a while now folks have been asking what are the new updates on the HiSUN Strike 250, well I have put together a few items to showcase the updates they have been doing behind the scenes.

- One of the first things right off the bat is the addition of a battery tender connector under the small hood door. On the older ones I had customers attach one of these under the drivers seat to make it easier to charge the battery when not in use. Since you need tools to access the battery compartment this was a much needed upgrade. Both Strike and Sector models.



- The next upgrade is something some of you might not be aware of. On the seatbelt bolt area the nuts on the back side used to be only accessible by removing the entire side panel. This proved to be a tiresome job just to replace the seatbelts to a 4 point harness. I used to spot weld quality nuts behind this bracket to make it easier to remove the bolt without having to remove the side panels. They have now installed welded threaded nuts to make it simple.



- Although this modification was done a few years ago, I thought it was big enough to bring it up to let you know of some clutch upgrades they did. In late 2018 they upgraded the clutch main shaft. This upgrade means the shaft is now shorter and has internal threads instead of external threads. What does this mean? Well, with the shaft being shorter by almost an inch, it now allows you to remove the secondary clutch assembly without having to lift up and move over the engine. You can now remove the side CVT cover and remove the bolt and slide the clutch out to service or replace it. Before you had to remove the CVT cover, remove the exhaust pipe, shift linkage, and both engine mount bolts. Then lift up and push over the engine to allow the clutch to slide off the long shaft. Much easier now to work on the clutch.



Old set up with longer shaft

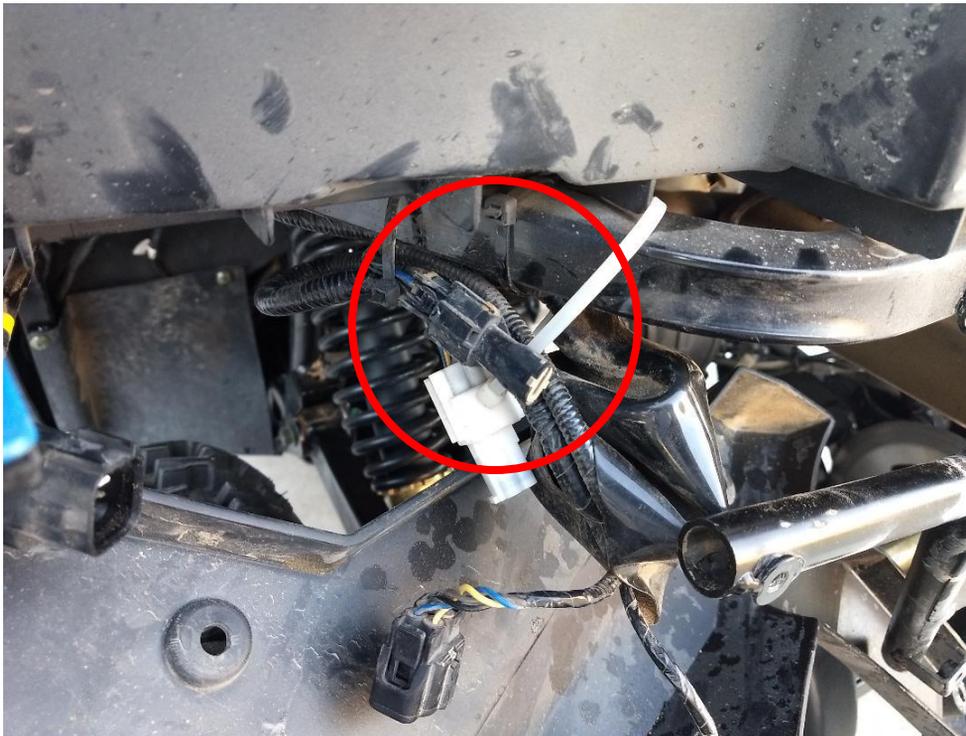


New set up with shorter shaft



- This is not an upgrade but again some more information. In the rear of the Hisun, where the tail light connector goes into a rubber boot, there is a connector that goes to nothing. We sell this connector for this plug. This is designed for a license plate light. It is powered when the head light switch is turned on. It is also fused and relay controlled by the main fuse box. This is a great way to power things like a lighted whip flag or perhaps a light bar without having to wire and install fuses and relays. Just order our connector and attach it to your accessory and plug in. You will ensure your kids don't leave the accessory powered on while they walk away as they normally turn off the headlights.

Our accessory connector



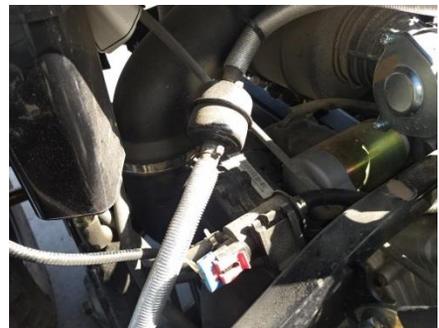
- The next upgrade is another item you might never realize, but it has been upgraded. The fuel tank has a new design, this includes a new fuel pump and connectors. The new tanks uses a feed and return line to the pump. It also has a vent line to the emission canister. Strike and Sector models.



- The new cap is a vented one to meet C.A.R.B. This cap will not fit on the older versions. Strike and Sector models.



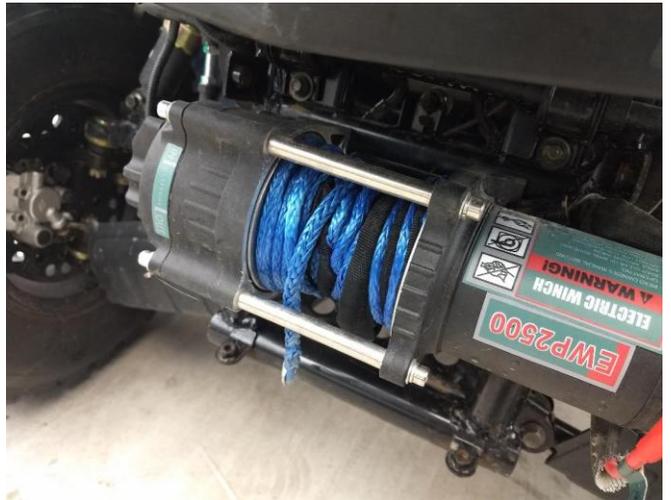
- Another addition to the fuel system is the new fuel filter put inline on the main fuel supply line. This filter is replaceable and a nice addition to the fuel system. Strike and Sector models.



- Here HiSUN has improved on the existing throttle body. It now has an enclosed cover to protect the throttle cable from dirt and debris. The throttle position sensor, Air intake temp sensor and Idle Air control valve are the same. This was done to both the Strike and Sector models.



- We now switch to the front of the HiSUN to showcase the new winch rope made from synthetic rope instead of metal wire. This rope is as strong if not stronger than the old wire rope. This was done to the Strike and Sector. It is easier on the bare hands when winching out of a tight spot and easy to replace.



- Another upgrade is the addition of a zerk fitting on the rear axle bearing housing. This makes it easier to lube the bearings without having to completely disassemble the axle. Nice touch.



- Back up front HiSUN added a small electrical box under the hood. This is for a remote winch. Even though your unit may not have come with the remote control, it was easier for HiSUN to install it across the board on their UTVs to keep things simple. Perhaps it will be available soon?



- Here is one more addition to the mighty Strike 250. Under the passenger seat there are 4 spacers below the seat track. These are to keep the seat track up and away from the new fuel pump and lines. Try not to loose these when servicing. You might damage your fuel pump and or lines.



- HiSUN had to meet the new emission standards on the Strike and Sector and one of the things they added was a new emission canister. It is located behind the passenger on the right side by the VIN tag. Do not remove this please, it will not give you any more power without it. Strike and Sector models.



- HiSUN has improved the CVT belt cover as well. They have made the coolant vent tube much larger to allow more cooler air from the air box to enter, keeping the belt temps down. This cover will fit on the older models, but you will have to order a few parts to fit it properly. Strike and Sector models.



- This is not really an upgrade but more on the lines of additional knowledge. When you replace the engine, or need to drain and replace the coolant there is a smart and quick way to get the coolant back in. Remove the bolts securing the front cover panel down. Lift up this cover as in the photo here and prop it up. Now you have access to the coolant cap and radiator. There is a bolt on the left side of the radiator. Remove this bolt and it will help you fill the engine with coolant easier. Otherwise you might have a pressure lock preventing coolant from entering easily. Once the coolant is topped off it will flow out of this opening letting you know most of the air is now gone.



You might also have to crack open one of the small 8mm bolts in the cylinder head to allow some air pressure escape as well.

- **This tech tip is a safety issue so please read carefully.** If you do not secure the drivers seat belt, it limits the speed for safety reasons. I have had customers call and say they cannot go faster than 15 mph only to discover they did not have the seat belt connected.
- Now if you happen to have the seat belt disconnected at the grey connector behind the seat panel as in the photo here. It will assume the seat belt is connected and allow you to drive normally with no restrictions. Again, if this connector is unplugged it will allow the UTV to think it is plugged in and have no speed restrictions and thus be able to go full speed when the driver wants to. If you want your kids to ensure they have their seatbelts on, keep this connected. If you are installing an aftermarket 4 point harness you will not be able to connect this plug and it will not be restricted any longer.



Again, If this plug is disconnected it will think it the seat belt is plugged in and not have any speed restriction.