

The **REDS 2113** and **2143** tuned pipes are both designed for 1/8 nitro engines, but they serve different performance goals:

- **REDS 2113 Pipe**
 - Designed for **smooth, linear power delivery** with a good balance of low-end torque and mid-to-top-end power.
 - Best suited for **buggy applications**, where drivability and control over power delivery are important.
 - Works well on **high-grip and technical tracks** where smooth power is preferred over outright top speed.
- **REDS 2143 Pipe**
 - Focuses on **more top-end power and higher RPM performance** while still maintaining strong mid-range power.
 - Best for **truggy applications** or **buggy on high-speed, open tracks**, where top speed is more crucial.
 - Provides slightly less low-end torque than the 2113 but makes up for it with higher RPM capability.

Which One Should You Choose?

- If you're racing a buggy on technical or medium-speed tracks, go with the **2113** for better throttle control and efficiency.
- If you need more **top-end power**, especially for truggy or high-speed layouts, the **2143** is the better option.

Both pipes work with the **REDS 721 Scuderia Superveloce** you have, but the **2113** is likely the better match for smooth, controlled power delivery in most buggy races.

Here's a comparison table for the **REDS 2113 and 2143 pipes**, along with the available **REDS manifolds (M, S, XS, and L)** to help you determine the best setup for your racing needs.

REDS Pipes & Manifolds Comparison

Component	REDS 2113 Pipe	REDS 2143 Pipe
Power Band	Smooth, balanced low to mid power	Strong mid to top-end power
Best For	Buggy (technical tracks, smooth power)	Truggy / Buggy (high-speed tracks)
Low-End Torque	High (good acceleration)	Moderate (focuses more on top speed)
Mid-Range Power	Smooth and linear	Stronger pull
Top-End Power	Good, but not as aggressive	Higher RPM and top speed
Fuel Consumption	Efficient	Slightly higher than 2113

Available REDS Manifolds & Their Effects

Manifold	Power Band Effect	Best Use
M (Medium)	Balanced torque & top speed	General use (buggy & truggy)
S (Short)	More mid-to-top-end power, less torque	High-speed tracks, top speed focus
XS (Extra Short)	Maximum top-end, minimal low-end	Very fast, open tracks
L (Long)	More low-end torque, softer top-end	Technical tracks, high grip

Recommended Combinations

Setup	Pipe	Manifold	Best Use
Balanced Buggy Setup	2113	M	All-around performance, smooth control
High-Traction / Technical Buggy	2113	L	More bottom-end torque for control
High-Speed Buggy / Open Track	2143	S	More top-end power for long straights
Truggy (Power & Speed)	2143	XS	Maximum top speed, high RPM focus

This should help you decide on the best pipe and manifold combo for your REDS 721 Scuderia Superveloce, depending on your track conditions! Let me know if you want further fine-tuning advice.