



Manufacturer of High Quality Motorcycle
Performance Products For Street and Drag



Wayne and Donna Pingel

Pingel Enterprise, Inc. founded in 1967, is owned by Wayne and Donna Pingel and is a manufacturer and distributor of Motorcycle Performance Products. Wayne became a motorcyclist when purchasing his first two-wheeler in 1960. His interest in motorcycles developed into his own company named Motorsport that started out occupying a two-car garage in Palatine, Illinois with Wayne doing custom fabrication of "Chopper" type motorcycles and Harley-Davidson engine rebuilding. He also found time to build choppers for himself.



Wayne's mechanical ability was developed through his upbringing on the family farm in the Midwest and generated his desire to work with his hands and fabricate things. This background helped Wayne to design and manufacture his own products. So in 1973 the company started manufacturing its own products and developed into a mail order enterprise with the creation of a catalog and national advertising, selling to consumers, dealers and distributors and focusing on products for Harley-Davidsons.



Grandpa Pingel back on the farm in the late 1930's

Wayne Pingel and his 1965 XLCH in 1966 in Burbank, California preparing for a trip on Route 66 to Arlington Heights, Illinois.



Independence generated through mail order allowed the Pingels to move from their original location in a heavily populated suburban area near Chicago to a more rural setting in Wisconsin in 1979 which now occupies 51,000 square feet of space.



Wayne Pingel "In the Wind," 1972

As time went by, the company became more involved in manufacturing motorcycle drag racing products. To offer more to the racer, the company then started distributing other product lines.

Pingel Enterprise, Inc. sells their products worldwide. The catalog is the best in the market, bringing a varied combination of products for both Harley-Davidson and import motorcycles. The complete product line is also available on the website.

To best show these products to the racer, the Pingels started traveling to national events in 1983 with a van load of products for sale and a table for displaying them. The company now takes their product line "on the road."



Thanks to all of our customers through the years.
Wayne & Donna

Pingel Enterprise is Proud to Sponsor Larry McBride - World's Quickest & Fastest Motorcycle Drag Racer

On October 31st 1999, Top Fuel icon Larry "Spiderman" McBride made history by propelling his nitro-breathing Pingel Enterprise machine to motorcycle drag racing's long-awaited first five-second run. The stunning 5.993 at 243.68 mph inspired a standing ovation from the fans at Houston Raceway Park and cemented McBride's place amongst the sport's all-time greats. Afterwards, McBride dedicated the record run to his mentor, Top Fuel legend Elmer Trett, who died in pursuit of the goal in 1996.

Under the sponsorship of Pingel Enterprise, McBride continued his dominance and frequented the five-second-zone en route to eight championship winning seasons on the AMA/Dragbike tour.

McBride earned the nickname "Spiderman" for the aggressive spider-like body movements that he uses to keep his 1200-plus horsepower beast going straight.

Larry's current top speed is 248.66mph and his lowest ET is 5.740 seconds.



The photo at the left was taken just before Larry crossed the finish line at the end of the World's first five second run on a motorcycle. Notice how the rear tire is deformed and the front wheel never touched the ground the entire 1/4 mile!





When you think of high performance
fuel valves, think **PINGEL®**



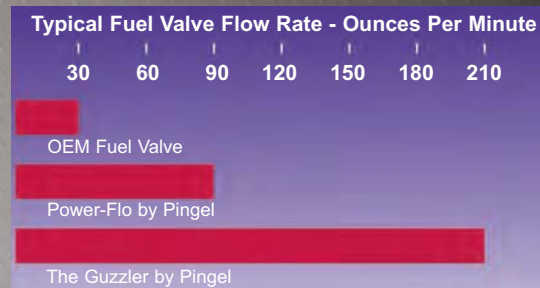
POWER-FLO™

THE GUZZLER®

NV™

Walk into the pit area of any drag strip, pick up any performance or custom oriented magazine and you'll find a Pingel® product there. Almost every drag and high-performance enthusiast utilizes Pingel fuel delivery systems, and for good reason... the Pingel standard of quality and performance.

Pingel Enterprise, Inc. designed and produced the very first Power-Flo™ fuel valve more than 30 years ago setting industry standards that have yet to be matched. Since then, Pingel Enterprise, Inc. has continued to meet their customers' ever-growing needs and demands by expanding the product line to include The Guzzler® and NV™ valves, available for gasoline, methanol and nitromethane along with the popular in-line fuel filters. All products are manufactured from billet with high quality stainless steel components and are easy to install.



Along with the original Hex valve design, a "Designer Line" of Power-Flo valves has been added offering a Hex shape with designs of Diamond, Oval, Wave, Finned and Liberty or Round shape with either: Smooth, Lightning, Flame, Grooved, Wave, Finned and Liberty designs. Power-Flo fuel valves feature highly polished aluminum, matte gray aluminum or chrome-plated brass finishes with inlet thread sizes of 1/4" NPT, 3/8" NPT, or 22mm (H-D) threads. Standard 5/16" hose barbs in single, dual or triple outlets are offered in race or reserve styles. Other features include high quality o-rings to insure a leakproof seal, a stainless steel fuel filtering screen, and an easy turn lever for the on/off/reserve positions and our latest round knob valve features stainless steel ball detent positioning.

Don't Let Your Stock OEM Petcock Be Your Carburetor's Main Jet

Maximum engine performance depends on the fuel flow out of the valve. Research has proven that, at a flow rate of only 28 ounces per minute, stock petcocks can starve even stock engines. If you modify your engine in any way, more fuel flow is required and must be supplied or you will suffer major tuning problems. Increasing the size of your jets will not make more fuel available to your carburetor at higher RPMs if your fuel valve does not flow enough gas.

What's the solution? That's easy...Pingel Fuel Delivery Systems. The Power-Flo valves have the greatest fuel rates available of any single outlet reserve valve made. The Guzzler has an impressive 211 ounces per minute and the baddest boy of all...Pingel's NV valve delivers an incredible 9 gallons per minute.



"If it doesn't say Pingel, it isn't the real thing."

Pingel® Fuel Delivery Systems are covered under one or more of the following U.S. patents: D408-069; D408-894; D409-724; D410-524 and D410-734, D408-500

Power-Flo™, Pass More Gas®, The Guzzler®, Pingel® and NV™ are all TRADEMARKS of Pingel Enterprise, Inc.



Since 1967

POWER-FLO™

We *Pass More Gas®*

Substantially Higher Fuel Flow than any Fuel Valve Made For Motorcycles

PINGEL FUEL VALVE APPLICATION CHART

Pingel Enterprise, Inc. has a valve to fit almost every motorcycle made. Here is a list of tried and verified fitments for various models.

BRAND	MODEL	YEAR	FUEL VALVE NUMBER	ADAPTER NUT OR PLATE
Buell	ALL NON EFI	ALL NON EFI	Any 22MM valve can be used with A1603C	A1603C
Harley-Davidson	ALL	PRE 1975	1211/4211/ 6211/6291	Not Required
Harley-Davidson	ALL	1975 Up	1311/4311/6311	Included
Harley-Davidson	DYNA	1975 Up	Any 1000 OR 6000 Series valve with 22MM NUT	Included
Harley-Davidson	FLH	1975 Up	Any 1000 OR 6000 Series valve with 22MM NUT	Included
Harley-Davidson	SOFTAIL	1975 Up	Any 4000 OR 6000 Series valve with 22MM NUT	Included
Harley-Davidson	XL	1975-1994	4311-AH or 4311-CH	Included
Harley-Davidson	XL	1995-2006	6391-AH or 6391-CH	Included
Harley-Davidson	XR750	All	4210-AH and 2210-AH	Not Required
Honda	CB400	1975	4111-AH	A2000C
Honda	CB550	1975	6111-AH	A2000C
Honda	CB750F	1979	6111-AH	A2003C
Honda	CB1100F	1983	6111-AH	A2000C
Honda	CBR600 F2/F3/F4	All	3311-D-AH or 3311-D-CH	Included
Honda	CBR900RR	1993-1999	3311-D-AH or 3311-D-CH	Included
Honda	CBX	1979-1981	6111-AH	A2003C
Honda	CBX	1982	6111-AH	A2000C
Honda	VF750 Magna	1994 Up	4321-CH	Included
Honda	VF750S Sabre	1984	6111-AH	A2000C
Honda	Shadow	1985	6111-AH	A2003C
Honda	Shadow Ace	1995-1997	6381-CH	Included
Honda	Shadow Aero	1998-UP	6381-CH	Included
Honda	Spirit	All	6391-CH	Included
Honda	Valkyrie	All	1311-CH	Included
Honda	VT1100 Shadow	1987-1997	4111-CH3	Included
Honda	VTX1300C	2004-2009	4321-CH except FI models	Included
Honda	VTX1300F	2005-2009	4321-CH except FI models	Included
Kawasaki	Concours	2004	6211-CH	A1702C
Kawasaki	H-2 Triple	All	8210-T-AH	A2002C
Kawasaki	GPZ1100	1982	6311-AH, 3311-D-AH, 6311-CH or 3311-D-CH	Included
Kawasaki	KZ650	1978	6211-AH or 6211-CH	A1802C
Kawasaki	KZ1000	All	6311-AH, 3311-D-AH, 6311-CH or 3311-D-CH	Included
Kawasaki	KZ1000 OR 1100	All	6211-AH, 3211-D-AH, 6211-CH or 3211-D-CH	A1702C
Kawasaki	KZ1300	All	6211-AH, 3211-D-AH, 6211-CH or 3211-D-CH	A1702C
Kawasaki	KZ900	All	6311-AH, 3311-D-AH, 6311-CH or 3311-D-CH	Included
Kawasaki	LT500	All	4211-AH or 4211-CH	A1602C
Kawasaki	Ninja 250R	1988-2009	6291-CH	A1602C
Kawasaki	Ninja K500	2008-2009	4211-CH62C	Included
Kawasaki	Vulcan 1500	1995-UP	1211-CH62C	Included
Kawasaki	Vulcan 800	1995-UP	6281-CH62C	Included
Kawasaki	ZX9R	1998-2001	4221-CH	A1602C
Kawasaki	ZX9R	2002	1221-AH	A1602C
Kawasaki	ZXR1100	2000	6291-AH or 6291-CH	A1602C
Suzuki	Bandit 1200	2001 UP	4221-AH	A1602C
Suzuki	Bandit 600	All	4211-AH or 4211-CH	A1602C
Suzuki	GS750	1979-1983	6211-AH or 6211-CH	A1702C or A1902C
Suzuki	GS1000	1979-1983	6211-AH or 6211-CH	A1702C or A1902C
Suzuki	GS1100	1979-1983	6211-AH, 3211-D-AH, 6211-CH or 3211-D-CH	A1702C or A1902C
Suzuki	GS1100E/ES	1984-1985	6211-AH, 3211-D-AH, 6211-CH or 3211-D-CH	A1702C or A1902C
Suzuki	GS1150	1984-1985	6211-AH, 3211-D-AH, 6211-CH or 3211-D-CH	A1702C or A1902C
Suzuki	GSXF 1100	All	3211-D-AH or 3211-D-CH	A1702C or A1902C
Suzuki	GSXR1100	1986-1998	32GSXR-D-AH	A1702C-0
Suzuki	GSX1300R Hayabusa	1999-2007	32GSXR-D-AH	A1602C
Suzuki	GSXR750	1986-1995	32GSXR-D-AH	A1702C-0
Suzuki	GSXR750	1996-1998	32GSXR-D-AH	A1602C
Triumph	All models	1992-1999	6211-AH or 6211-CH	A1602C or A1702C
Triumph	All models	2004-2005	6211-CH or 6211-CR	A1602C or A1702C
Yamaha	FZR1000	All	6211-AH, 3211-D-AH, 6211-CH or 3211-D-CH	A1602C
Yamaha	R1	All	4211-AH or 4211-CH	A1602C
Yamaha	Road Star	All	4211-CH62C	Included
Yamaha	Royal Star	All	4211-CH62C	Included
Yamaha	V Star	All	4211-CH62C	Included
Yamaha	FJ1200	All	6211-AH, 3211-D-AH, 6211-CH or 3211-D-CH	A1602C or 1802C



POWER-FLO™



Valve Series Location Guide

Top view of the valves illustrating the position of the lever. See below for suggested valve positioning on the fuel tank.



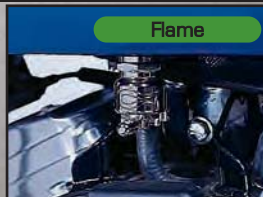
Pingel Fuel Valves At Work



Team S&S uses Power-Flo Fuel Valves



Pingel Sponsored and Equipped World Record Holder Larry McBride.



Flame



Round Wave



Lightning



Hex Finned installed on H-D FL with 93ci S&S



Hex Valve installed on a 2005 H-D FL

-6AN, NPT, What Does It All Mean?

The **AN (Army-Navy)** standard was established many years ago by the US military to set a common measurement for hose and fittings. It designates the outside diameter (O.D.) of the ridged metal tube that is compatible with each size of fitting. Still used today, this AN dash standard is the benchmark measurement for military, industrial and performance hose applications. These dash sizes are expressed as the numerator of the fraction, with the denominator always being 16. For example, a -04 port is 4/16 or 1/4 inch.

Two common pipe thread sizes exist, the tapered **National Pipe Thread (NPT)** and the straight National Standard Free-Fitting Straight Mechanical Pipe Thread (NPSM). The tapered threads are for joining and sealing, the straight threads are only for joining. Pipe sizes do not refer to any physical dimensions. The outside diameter of each pipe or fitting must be measured and compared to a table for size identification. For example, a 3/4" NPT pipe thread has an outside diameter of 1.050 inches. Each thread size has a defined number of threads per inch (TPI). The 3/4" NPT pipe thread has 14 threads per inch. Both the TPI and OD of the thread are required for positive identification of thread size because several sizes have the same TPI.



Since 1967

POWER-FLO™

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Substantially Higher Fuel Flow than any Fuel Valve Made For Motorcycles

SINGLE OUTLET RESERVE VALVE - HEX DESIGN

The following valves have a 5/16" hose barb.

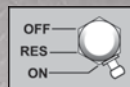
1000 Series valve - If the valve is mounted on the left side, the hose outlet faces forward. If mounted on the right side, the hose outlet faces rearward.

- 1111-AH** Inlet is 1/4" NPT, polished aluminum finish
- 1211-AH** Inlet is 3/8" NPT, polished aluminum finish
- 1211-CH** Inlet is 3/8" NPT, chrome finish
- 1311-AH** Inlet is 22mm (H-D) and includes adapter nut, polished aluminum finish
- 1311-CH** Inlet is 22mm (H-D) and includes adapter nut, chrome finish



4000 Series valve - If the valve is mounted on the left side, the hose outlet faces rearward. If mounted on the right side, the hose outlet faces forward.

- 4111-AH** Inlet is 1/4" NPT, polished aluminum finish
- 4211-AH** Inlet is 3/8" NPT, polished aluminum finish
- 4211-CH** Inlet is 3/8" NPT, chrome finish
- 4311-AH** Inlet is 22mm (H-D) and includes adapter nut, polished aluminum finish
- 4311-CH** Inlet is 22mm (H-D) and includes adapter nut, chrome finish



6000 Series valve - A universal configuration that can be used in almost any tank location. This valve can be installed with the hose barb pointing in any direction that leaves the on/res/off lever accessible. The valve is also manufactured with the hose outlet facing down (as shown at right).

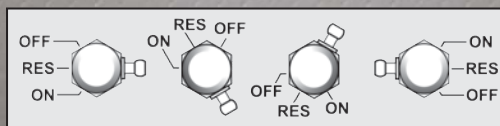
- 6111-AH** Inlet is 1/4" NPT, polished aluminum finish
- 6211-AH** Inlet is 3/8" NPT, polished aluminum finish
- 6211-CH** Inlet is 3/8" NPT, chrome finish
- 6291-AH** Inlet is 3/8" NPT, polished aluminum finish, hose barb down
- 6291-CH** Inlet is 3/8" NPT, chrome finish, hose barb down
- 6311-AH** Inlet is 22mm (H-D) and includes adapter nut, polished aluminum finish
- 6311-CH** Inlet is 22mm (H-D) and includes adapter nut, chrome finish
- 6391-AH** Inlet is 22mm (H-D) and includes adapter nut, polished aluminum finish, hose barb down
- 6391-CH** Inlet is 22mm (H-D) and includes adapter nut, chrome finish, hose barb down



6391-CH



6311-CH



6000 Series valves can be used in almost any tank location!

BRASS

Single Outlet Hex Valve with Reserve Capacity. 22mm (H-D) inlet includes adapter nut. Old school polished brass finish.

- 6211-BH** 3/8" NPT
- 6311-BH** 22mm



FINNED

Single Outlet Hex Valve with Reserve Capacity and Finned body design. Inlet is 22mm (H-D) and includes adapter nut. Chrome finish

- 6311-CHF**



WAVE

Single Outlet Hex Valve with Reserve Capacity and Wave body design. Inlet is 22mm (H-D) and includes adapter nut. Chrome finish

- 6311-CHW**



OVAl

Single Outlet Hex Valve with Reserve Capacity and Oval body design. Inlet is 22mm (H-D) and includes adapter nut. Chrome finish

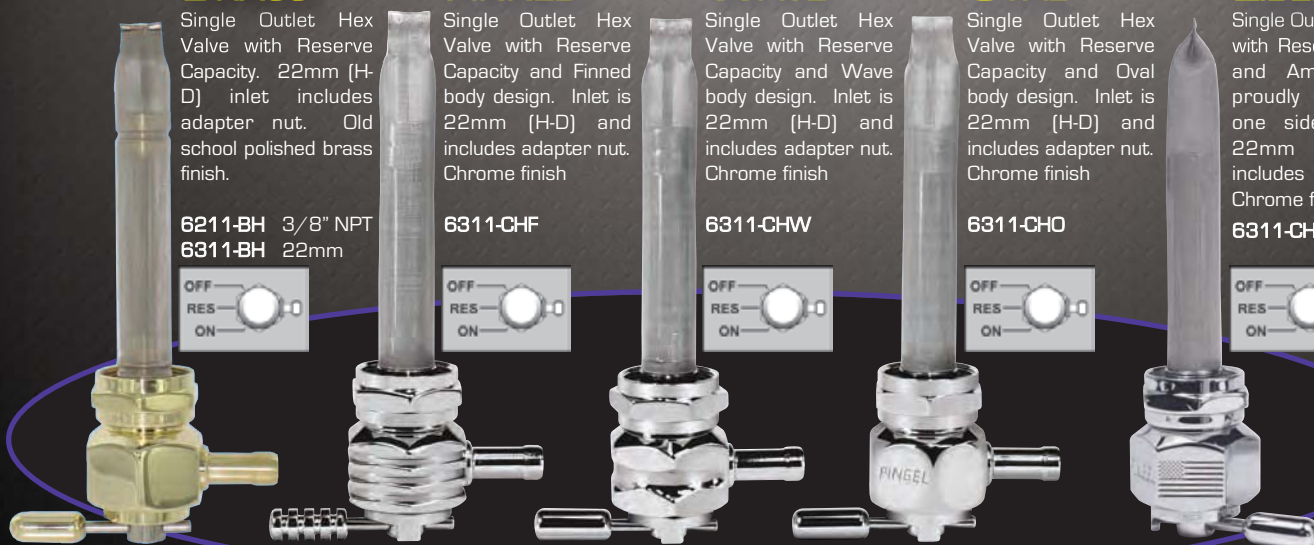
- 6311-CHO**



LIBERTY

Single Outlet Hex Valve with Reserve Capacity and American Flag proudly displayed on one side. Inlet is 22mm (H-D) and includes adapter nut. Chrome finish

- 6311-CHL**





POWER-FLO™



Since 1967

DIAMOND

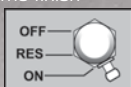
Hex Valve with Reserve Capacity and Diamond body design.

1311-CD Inlet is 22mm (H-D) and includes adapter nut, chrome finish



4211-CD Inlet is 3/8" NPT, chrome finish

4311-CD Inlet is 22mm (H-D) and includes adapter nut, chrome finish



6211-CD Inlet is 3/8" NPT, chrome finish

6311-CD Inlet is 22mm (H-D) and includes adapter nut, chrome finish

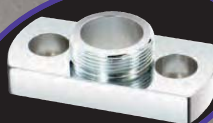


6311-CD

BUELL

Any 22mm valve can be used with the A1603C adapter plate.

A1603C 34mm Adapter w/22mm thread



Hex Valve on a Honda Shadow



METRIC CRUISER

Designed to be a direct bolt on for your Import Cruiser. Valves come complete with adapter.

HONDA

- 1311-CH** Valkyrie All years
- 4111-CH3** VT1100 Shadow 1987-1997
- 4321-CH** VF750 Magna 1994-up
- 4321-CH** VTX1300C 2004-2009
- 4321-CH** VTX1300R 2005-2009
- 6381-CH** Ace 1995-1997
- 6381-CH** AERO 1998-up

KAWASAKI

- 6281-CH62C** VN800 Vulcan 1995-up
- 1211-CH62C** VN1500 Vulcan 1995-up

YAMAHA

- 4211-CH62C** Royal Star All years
- 4211-CH62C** V-Star All years
- 4211-CH62C** Road Star All years

Above valves come complete with adapter.

-6AN OUTLET

Single outlet reserve valve in a hex design with a -6AN outlet. This valve is manufactured as a one-piece billet brass unit featuring a -6AN threaded fitting for fuel line hookup using stainless steel hose and fittings.

6231-CH Inlet is 3/8" NPT, chrome finish

6331-CH Inlet is 22mm (H-D) and includes adapter nut, chrome finish



6331-CH

-6AN FUEL LINE FITTING FOR S&S CARBURETORS

This -6AN fitting complements our 6331-CH and 6231-CH fuel valves. Fits S&S Super E and Super G carburetors.

11-2355 -6AN Fitting



VACUUM VALVES

This vacuum operated fuel valve has the highest fuel flow of any vacuum style fuel valve on the market. It uses the same safety feature as an OEM valve - when left in the on position and the motor is off the fuel valve will shut off as well.

The same high quality as the rest of our Power-Flo line with a show chrome finish. Choose a hex or round design. Inlet is 22mm (for H-D) and includes adapter nut.

1311-CHV (hex design)
1311-CRV (round design)



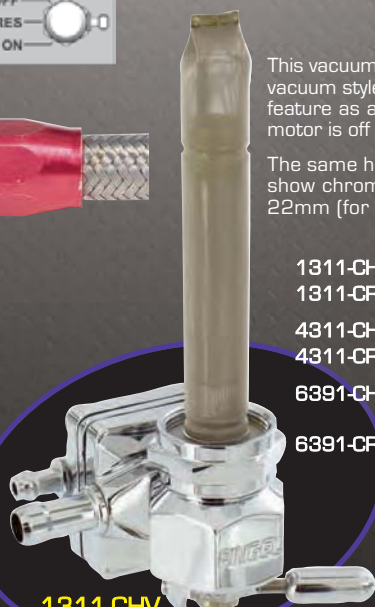
4311-CHV (hex design)
4311-CRV (round design)



6391-CHV (hex design
hose barb down)



6391-CRV (round design
hose barb down)



1311-CHV



1311-CRV

FUEL VALVES
WHEEL CHOCKS
SHIFTERS
HANDLEBAR CONTROLS
H-D ACCESSORIES
WHEELIE BARS
STARTERS & CARTS
SPORTBIKE ACCESSORIES
CARBURETION NITROUS OXIDE
EXHAUST SYSTEMS
GASKETS
ENGINE & TRANSMISSION
ELECTRONICS
CHAIN & SPROCKETS
BRAKES
TIRES
DRAG RACING ACCESSORIES



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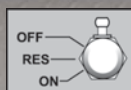
SINGLE OUTLET RESERVE VALVE - ROUND DESIGN

The following valves have a 5/16" hose barb.

Actual
Size

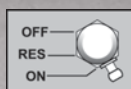
1000 Series valve - If the valve is mounted on the left side, the hose outlet faces forward. If mounted on the right side, the hose outlet faces rearward.

- 1211-CR** Inlet is 3/8" NPT, chrome finish
1311-CR Inlet is 22mm (H-D) and includes adapter nut, chrome finish



4000 Series valve - If the valve is mounted on the left side, the hose outlet faces rearward. If mounted on the right side, the hose outlet faces forward.

- 4211-CR** Inlet is 3/8" NPT, chrome finish
4311-CR Inlet is 22mm (H-D) and includes adapter nut, chrome finish



6000 Series valve - A universal configuration that can be used in almost any tank location. This valve can be installed with the hose barb pointing in any direction that leaves the on/res/off lever accessible.

- 6211-CR** Inlet is 3/8" NPT, chrome finish
6311-CR Inlet is 22mm (H-D) and includes adapter nut, chrome finish



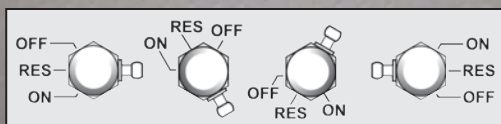
CUSTOM ROUND KNOB

This is a standard 6311-CR Round Valve with Reserve Capacity and a single 5/16" hose barb outlet, but with a new look! This valve sports a round control knob with detents for positive on, reserve and off positioning giving the valve a unique custom look. Inlet is 22mm (H-D) and includes adapter nut. Chrome finish.

6311-CRK



6311-CR



6000 Series valves can be used in almost any tank location!

CUSTOM ROUND INLINE

A valve designed with the custom bike builder in mind! It gives the builder a chance to express their creativity without worrying about the fuel valve location. The valve uses simple on/off operation and does not offer any reserve capacity. 5/16" hose barbs are used for both the inlet and outlet. Chrome finish.

9040-CR-K Custom Round Inline



BRASS

Single Outlet Round Valve with Reserve Capacity. 22mm (H-D) inlet includes adapter nut. Old school polished brass finish.

- 6211-BR** 3/8" NPT
6311-BR 22mm



FINNED

Single Outlet Round Valve with Reserve Capacity and Finned body design. Inlet is 22mm (H-D) and includes adapter nut. Chrome finish

6311-CRF



WAVE

Single Outlet Round Valve with Reserve Capacity and Wave body design. Inlet is 22mm (H-D) and includes adapter nut. Chrome finish

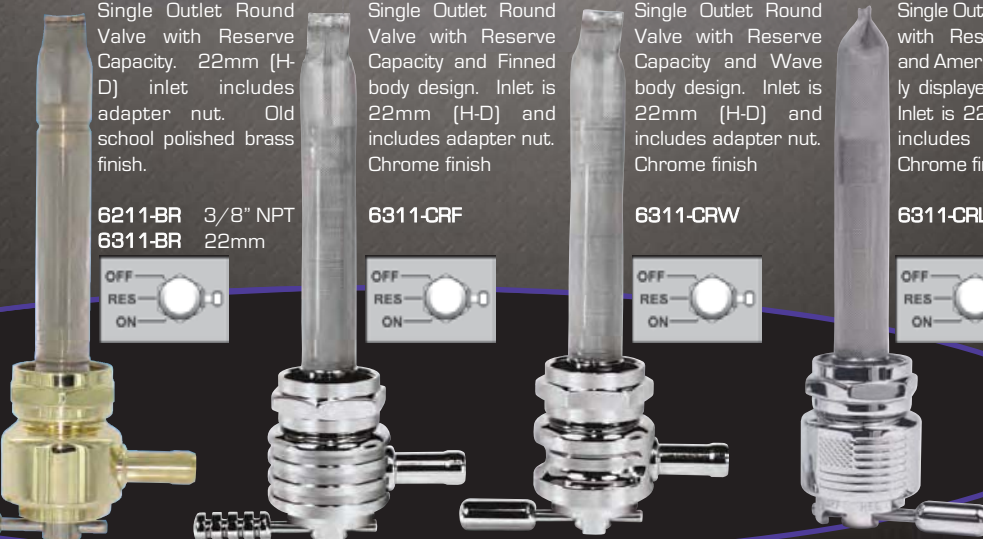
6311-CRW



LIBERTY

Single Outlet Round Valve with Reserve Capacity and American Flag proudly displayed on one side. Inlet is 22mm (H-D) and includes adapter nut. Chrome finish

6311-CRL





POWER-FLO™



Since 1967

FLAME

Round Valve with Reserve Capacity and Flame body design. Chrome finish.

1311-CF Inlet is 22mm (H-D) and includes adapter nut



4311-CF Inlet is 22mm (H-D) and includes adapter nut



6311-CF Inlet is 22mm (H-D) and includes adapter nut



1311-CF

VERTICAL GROOVE

Round Valve with Reserve Capacity and Vertical Groove body design. Chrome finish.

1311-CG Inlet is 22mm (H-D) and includes adapter nut



4211-CG Inlet is 3/8" NPT
4311-CG Inlet is 22mm (H-D) and includes adapter nut



6311-CG Inlet is 22mm (H-D) and includes adapter nut



6311-CG

LIGHTNING

Round Valve with Reserve Capacity and Lightning Strike body design. Chrome finish.

1311-CL Inlet is 22mm (H-D) and includes adapter nut



4311-CL (inlet is 22mm (H-D) and includes adapter nut



6311-CL Inlet is 22mm (H-D) and includes adapter nut



6311-CL



The best custom bike builders like Ryan Fielding at Paragon Customs use Pingel High-Flo Fuel Valves for their projects!

Only a Pingel Fuel Valve can flow enough fuel for the thirsty Two Headed Monster from A1 Cycles



CHOPPER VALVE

Better fuel flow, reserve capacity and valve location for custom motorcycles.



The Pingel Chopper Valve has been designed for use on motorcycles that have custom fuel tanks that are raised high in the front. This style of fuel tank usually does not allow proper fuel pick up when using a standard reserve fuel valve. The new Chopper Valve allows the builder to keep the bottom of the tank clean from fuel lines. The custom builder now has universal options for mounting the fuel valve by utilizing the mounting holes on the back of the valve. This fuel valve has smooth clean lines featuring a compact design measuring 1 1/2" high x 2" long x 1 3/8" deep. There is an easy to operate position selector knob with a ball detent for positive ON-OFF-RESERVE locating. All hose barbs are 5/16". The Chopper Valve will require two hoses to be routed from the fuel tank - one for the ON position and one for the RESERVE position. The Chopper Valve is designed for exceptional fuel flow to feed the thirstiest of big inch engines. CNC machined from a solid piece of billet brass and finished with show quality chrome.

9000-CO Chopper Valve



FUEL VALVES
WHEEL CHOCKS
SHIFTERS
HANDLEBAR CONTROLS
H-D ACCESSORIES
WHEELBARS
STARTERS & CARTS
SPORTBIKE ACCESSORIES
NITROUS OXIDE
CARBURETION
EXHAUST SYSTEMS
GASKETS
ENGINE & TRANSMISSION
ELECTRONICS
CHAIN & SPROCKETS
BRAKES
TIRES
DRAG RACING ACCESSORIES

FUEL VALVES
WHEEL
CHOCKS
SHIFTERS
HANDLEBAR
CONTROLS
H-D
ACCESSORIES
WHEELIE BARS
STARTERS
& CARTS
SPORTBIKE
ACCESSORIES
NITROUS OXIDE
CARBURETTION
EXHAUST
SYSTEMS
GASKETS
ENGINE &
TRANSMISSION
ELECTRONICS
CHAIN &
SPROCKETS
BRAKES
TIRES
DRAG RACING
ACCESSORIES



We
Pass More Gas®

Substantially Higher Fuel Flow than any Fuel Valve Made For Motorcycles

SINGLE OUTLET RACE AND MULTI-OUTLET RACE AND RESERVE VALVES

DUAL RESERVE

Hex Valve with Reserve Capacity and dual 5/16" hose barb outlets facing inward.

- 3211-D-AH** Inlet is 3/8" NPT, polished aluminum finish
- 3211-D-CH** Inlet is 3/8" NPT, chrome finish
- 3311-D-AH** Inlet is 22mm (H-D) and includes adapter nut, polished aluminum finish
- 3311-D-CH** Inlet is 22mm (H-D) and includes adapter nut, chrome finish

Will not fit Suzuki GSXR or Buell



3211-D-CH

DUAL RACE

Hex Valve with dual 5/16" hose barb outlets facing inward. This valve does not have a reserve.

- 3110-D-AH** Inlet is 1/4" NPT, matte gray finish
- 3210-D-AH** Inlet is 3/8" NPT, matte gray finish
- 3210-D-CH** Inlet is 3/8" NPT, chrome finish
- 3310-D-AH** Inlet is 22mm (H-D) and includes adapter nut, matte gray finish
- 3310-D-CH** Inlet is 22mm (H-D) and includes adapter nut, chrome finish



3210-D-CH

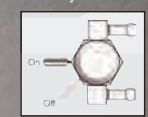
DUAL RACE - GSXR

This valve was designed for the Suzuki GSXR 750, 1100 and Hayabusa models, Hex Valve with dual 5/16" hose barb outlets facing inward. This valve does not have a reserve.

- 32GSXR-D-AH** Inlet is 3/8" NPT, matte gray finish

An adapter plate is required for this valve. Please choose the correct one for your motorcycle:

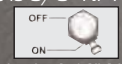
- GSXR750** 1986-1995 A1702C-D
- GSXR750** 1996-1998 A1602C
- GSXR1100** 1986-1998 A1702C-D
- Hayabusa** 1999-2007 A1602C (when converting to carburetion)



SINGLE RACE

Hex Valve with a single 5/16" hose barb outlet. This valve does not have a reserve. Matte gray finish.

- 1110-AH** Inlet is 1/4" NPT
- 1210-AH** Inlet is 3/8" NPT
- 4110-AH** Inlet is 1/4" NPT
- 4210-AH** Inlet is 3/8" NPT



- 6110-AH** Inlet is 1/4" NPT
- 6210-AH** Inlet is 3/8" NPT



6210-AH

BANSHEE RACE

Hex Valve with dual 5/16" hose barb outlets designed for the Yamaha YFZ350 Banshee and YFM660R Raptor. For 1987-2005 models. Adapter included. This valve does not have a reserve. Matte gray finish.

- 3110-D-AH61A** Includes adapter plate



TRIPLE RACE

Hex Valve designed with three 5/16" hose barb outlets. This valve does not have a reserve. Matte gray finish.

- 8110-T-AH** Inlet is 1/4" NPT
- 8210-T-AH** Inlet is 3/8" NPT



INLINE RACE

This valve is designed for use when space is limited under the fuel tank. It comes with a locking nut to mount the valve on your bracket and is available in single, dual or triple 5/16" hose barb outlet configurations. Matte gray finish.

- 6250-AH** Single outlet
- 3250-D-AH** Dual outlet
- 8250-T-AH** Triple outlet



6250-AH

DESIGN YOUR OWN VALVE

Valves can be designed with hose barbs angled in almost any direction on dual or triple outlet applications - the hose barbs are a press fit and once installed should not be altered in any way by twisting or turning. If you don't see the design you need, contact us to design your own custom fuel valve.



Our adapter plates and adapter nuts can help make installation a snap on most fuel tanks! See the selection on page 12.



POWER-FLO™



Since 1967

DIRT BIKE AND ATV VALVES

Does your dirt bike stumble in the fast whooped out sections? Keep your float bowl full of gas with the Pingel Power-Flo™ Dirt Valve. These valves are machined from the highest quality, lightweight billet aluminum. Test results have proven as much as twice the fuel flow over the stock petcock. So don't let your stock petcock be your carburetor's main jet. An adapter plate is supplied with each valve for an easy bolt on installation.

HONDA

- 1111-AH615ANG * XR650R 2000-2007
- 4110-AH615ANG TRX250R 1986-1989, CR80/85/500 1983-2007
- 4111-AH615ANG * XR250/400/600 1996-2003
- 6190-AH615ANG CR125/250 1988-2007
- 4220-AH42ANG TRX400EX/450R 1999-2008 (not finned)
- 4221-AH42ANG * TRX400EX/450R 1999-2008
- 4220-AH425ANG TRX450R 2009 (not finned)
- 4221-AH425ANG * TRX450R 2009

* On/Off/Reserve valve not finned

KAWASAKI

- 4110-AH61A KX500 1983-2004, KX250F 2004-2008, KFX400 2003-2006
- 6190-AH61A KX60/65/80/125/250 1992-2009

KTM

- 4110-AH61A 125/200/250/300/360/380/400/440/525/550/625/SX/MX/EXC 1994-2009

9

- 4111-AH61A * 125/200/250/300/360/380/400/440/525/550/625/SX/MX/EXC 1994-2009

SUZUKI

- 6190-AH61AR RM125/250 1989-2008
- 4111-AH61AV * DR200/250/350/400 1990-2012
- 6190-AH61AV LTZ400 2003-2008, DRZ250 2001-2005, DRZ400 2000-2008
- 4110-AH61A RMZ250 2004-2009
- 6191-AH61AV * DRZ250 2001-2007, DRZ400 2000-2008

* On/Off/Reserve valve not finned

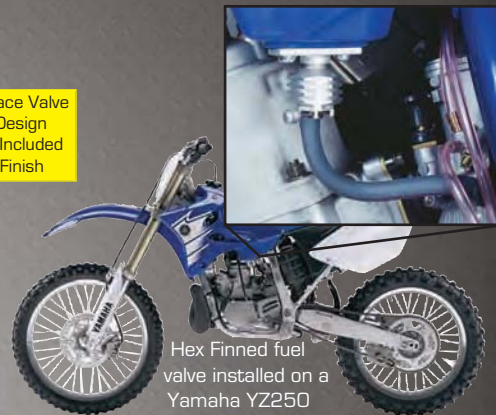
YAMAHA

- 4110-AH61A YZ85/250F/400F/426F/450F 1998-2009
- 4111-AH61A * YZ85/250F/400F/426F/450F 1998-2009
- 6190-AH61A YZ80/125/250 1996-2011
- 4110-AH61A YFZ450 2004-2009
- 4110-AH61A YFS200 1998-2006
- 4110-AH61A Raptor 660 2001-2005 (single outlet)

* On/Off/Reserve valve not finned



Single Outlet Race Valve
Hex Finned Design
Adapter Plate Included
Matte Gray Finish



Hex Finned fuel valve installed on a Yamaha YZ250

Inline Vacuum Valve for Dirt Bikes & ATVs

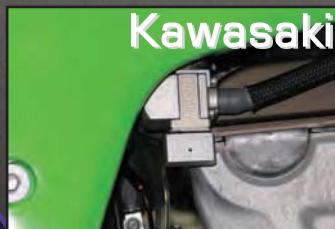
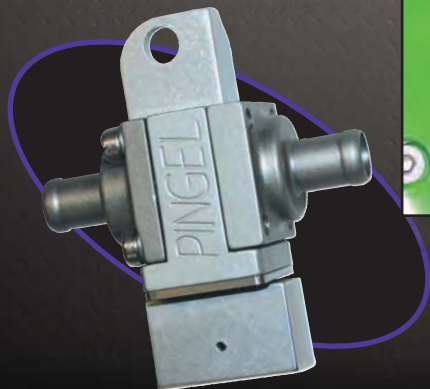
Shuts off the flow of fuel to the carburetor automatically whenever the engine shuts off insuring a minimum of fuel spillage out of the float bowl vent in the event of dropping the motorcycle on its side helping to keep fuel off a hot motor preventing a possible fire. This is a perfect fit for the Enduro racer that needs every drop of fuel available. Installs easily into the existing fuel line and includes an auxiliary vacuum hose barb to install wherever there is a vacuum source on the engine. CNC machined billet aluminum and comes in a matte gray finish with 5/16" hose barbs.



9050-AV Inline Vacuum Valve

The Guzzler® Fuel Valves for Dirt

Pingel's Guzzler fuel valve for dirt bikes prevents frothing of fuel in the fuel bowl. Frothing can lead to bogging and a lean fuel mixture. The Guzzler® fuel valve boasts the highest fuel flow of any fuel valve available and will quench the thirst of even the thirstiest hopped-up and tricked out dirt bike. The Guzzler fuel valve features spring-loaded detents for positive on/off positioning and is positioned down and out of the way for easy access when compared to the stock fuel valve. The Guzzler is made from a high quality billet aluminum and hardcoat anodized for a precise function, quality look, and durable finish. 5/16" hose barb inlet and outlet.



Kawasaki



Honda



Suzuki

- GV55GCRF Honda CRF250R 2004-2009 with bolt-on bracket
Honda CRF450R 2002-2008 with bolt-on bracket
Honda CRF250X 2006-2008 with bolt-on bracket
- GV59GRMZ Kawasaki KX450F 2006-2008 with bolt-on bracket
Suzuki RMZ450 2005-2007 with bolt-on bracket

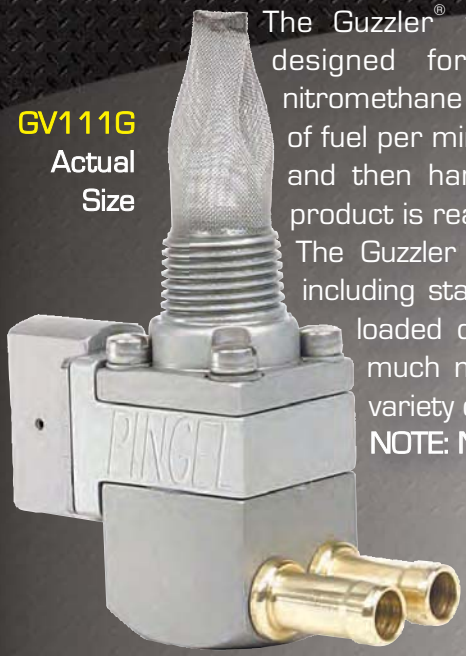
FUEL VALVES
WHEEL CHOCKS
SHIFTERS
HANDLEBAR CONTROLS
H.D. ACCESSORIES
WHEEL BARS
STARTERS & CARTS
SPORTBIKE ACCESSORIES
CARBURETION
EXHAUST SYSTEMS
GASKETS
ENGINE & TRANSMISSION
ELECTRONICS
CHAIN & SPROCKETS
BRAKES
TIRES
DRAG RACING ACCESSORIES

FUEL VALVES
WHEEL
CHOCKS
SHIFTERS
HANDLEBAR
CONTROLS
H-D
ACCESSORIES
WHEELIE BARS
STARTERS
& CARTS
SPORTBIKE
ACCESSORIES
NITROUS OXIDE
CARBURETION
EXHAUST
SYSTEMS
GASKETS
ENGINE &
TRANSMISSION
ELECTRONICS
CHAIN &
SPROCKETS
BRAKES
TIRES
DRAG RACING
ACCESSORIES



The Guzzler®

GV111G
Actual
Size



The Guzzler® fuel valve is an outstanding performer designed for use with gasoline, methanol or nitromethane and delivers an impressive 211 ounces of fuel per minute. Manufactured from aircraft aluminum and then hardcoat anodized to ensure durability, this product is really tough!

The Guzzler can boast of many outstanding features, including stainless steel components along with spring-loaded detents for positive on/off positioning and much more. To meet your specific needs, a wide variety of inlets and outlets are also available.

NOTE: No reserve available.



- You need to know four things when building your Guzzler® valve:
1. The **Inlet** size
 2. The **Outlet** size(s)
 3. The type of **Fuel**
 4. Do you want a **Remote**

Choose an inlet, an outlet and a fuel, then add an R only if you want a remote.

INLET

- 1 = 3/8" NPT
- 2 = 22mm [H-D] Thread
- 3 = -6AN Male Thread
- 4 = -8AN Male Thread
- 5 = 5/16" Hose Inlet
- 6 = 3/8" Hose Inlet
- 7 = 1/2" Hose Inlet
- 8 = 1/4" NPT

OUTLET

- 3 = -6AN Male Thread
- 4 = -8AN Male Thread
- 5 = 5/16" Hose Outlet Straight Down
- 6 = 3/8" Hose Outlet Straight Down
- 7 = 1/2" Hose Outlet Straight Down
- 8 = -8AN Female Thread
- 9 = 5/16" Hose Outlet 90° Angle
- 10 = 3/8" Hose Outlet 90° Angle
- 11 = Two 5/16" Hose Outlet 90° Angle
- 12 = Three 5/16" Hose Outlet 90° Angle
- 13 = Four 5/16" Hose Outlet 90° Angle
- 14 = Two 5/16" Hose Outlet 90° Angle and one 5/16" Hose Outlet Straight Down
- 16 = Four 5/16" Hose Outlet 90° Angle and one -6AN Male Outlet Straight Down
- 17 = -4AN Male Thread Straight Down
- 18 = Four 5/16" Hose Outlet 90° Angle and one 5/16" Hose Outlet Straight Down
- 19 = Two 5/16" Hose Outlets Straight Down

FUEL

- G = Gas and Methanol
N = Nitromethane and Methanol

REMOTE

Only necessary when ordering the remote control option
R = Remote control

Guzzler & NV™ Remote



The lever mounts to 7/8" handlebars, and the tether fastens to your suit, adding both control and safety to your performance. If the lever is moved by hand or the rider is separated from the bike, a torsion spring-loaded knob on the valve will shut the valve off. Comes complete with 48" cable. Special lengths available.

GV 1 11 G R

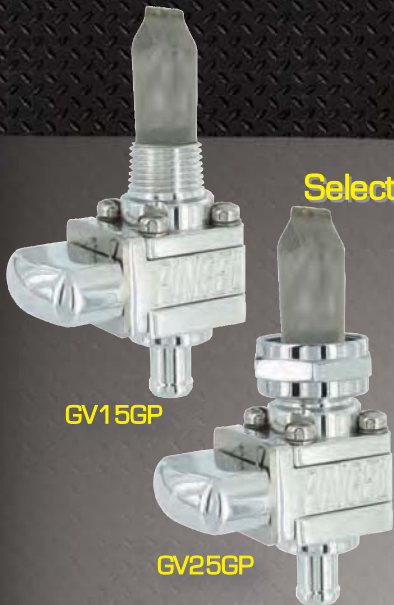
- All Guzzler valves begin with "GV"
- Inlet
1 = 3/8" NPT
- Outlet
11 = Two 5/16" Hose Outlet 90° Angle
- Fuel
G = Gas
- Remote
R = Remote if applicable

POLISHED GUZZLERS



Since 1967

Select Guzzler® fuel valves are now available with a Polished Aluminum Finish!



GV15GP

GV25GP

GV111GP Inlet - 3/8" NPT
Outlet - Two 5/16" Hose Outlet 90° Angle

GV113GP Inlet - 3/8" NPT
Outlet - Four 5/16" Hose Outlet 90° Angle

GV15GP Inlet - 3/8" NPT
Outlet - 5/16" Hose Outlet Straight Down

GV16GP Inlet - 3/8" NPT
Outlet - 3/8" Hose Outlet Straight Down

GV211GP Inlet - 22mm (H-D) Thread
Outlet - Two 5/16" Hose Outlet 90° Angle

GV23GP Inlet - 22mm (H-D) Thread
Outlet - -6AN Male Thread

GV25GP Inlet - 22mm (H-D) Thread
Outlet - 5/16" Hose Outlet Straight Down

GV26GP Inlet - 22mm (H-D) Thread
Outlet - 3/8" Hose Outlet Straight Down

Electro-Flo™

Tired of trying to find the perfect spot to hide the ignition switch on that custom bike? Well, that headache is gone with the Electro-Flo™ Fuel Valve because when you turn your gas on, you turn the bike on also, which is a feature like no other valve in the industry. Pingel Enterprise, Inc. and custom builder Darrian Tefft teamed up to develop the Electro-Flo™ Fuel Valve. The result is no more forgetting to turn the fuel valve on, starting the bike, and taking off only to have the bike kill because it has run out of fuel. The Electro-Flo™ Fuel Valve utilizes The Guzzlers® impressive 211 oz. per minute flow rate along with outstanding race tested durability. The Electro-Flo™ is manufactured from billet aluminum then polished to a show-quality finish.



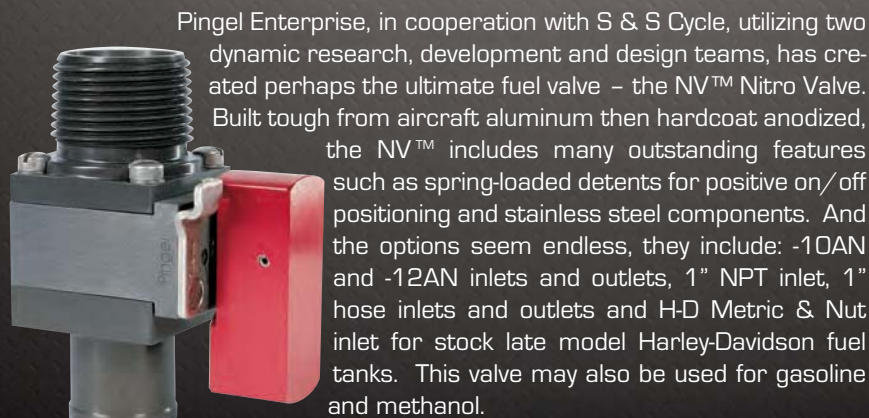
GVE15G

GVE25G Electro-Flo Guzzler Valve
Inlet is 22mm with 5/16" hose outlet

GVE15G Electro-Flo Guzzler Valve
Inlet is 3/8" NPT with 5/16" hose outlet

NV™ Nitro Valve

For more than 30 years, Pingel Enterprise, Inc. has designed and manufactured the highest quality gas valves available for street and race applications. However, in an age built for speed, the next product innovation became quite obvious... the NV™ Nitro Valve! This valve was designed specifically for nitromethane systems and flows at an incredible 9 gallons per minute.



Pingel Enterprise, in cooperation with S & S Cycle, utilizing two dynamic research, development and design teams, has created perhaps the ultimate fuel valve – the NV™ Nitro Valve. Built tough from aircraft aluminum then hardcoat anodized, the NV™ includes many outstanding features such as spring-loaded detents for positive on/off positioning and stainless steel components. And the options seem endless, they include: -10AN and -12AN inlets and outlets, 1" NPT inlet, 1" hose inlets and outlets and H-D Metric & Nut inlet for stock late model Harley-Davidson fuel tanks. This valve may also be used for gasoline and methanol.

NOTE: When ordering, include "NV" as prefix to all Nitro product codes.

FIRST DIGIT = INLET

- 1 = 1" NPT
- 2 = 1" Hose Inlet
- 3 = -10AN Male Thread
- 4 = -12AN Male Thread
- 5 = 22mm (H-D) Thread

SECOND DIGIT = OUTLET

- 2 = 1" Hose Outlet
- 3 = -10AN Male Thread
- 4 = -12AN Male Thread

COMPATIBLE WITH ALL FUELS:
GASOLINE, METHANOL, NITROMETHANE

To order the Remote Control NV™ Nitro Valve, add "R" at the end of part number.

FUEL VALVES
WHEEL
CHOCKS
SHIFTERS
HANDLEBAR
CONTROLS
H-D
ACCESSORIES
WHEELIE BARS
STARTERS
& CARTS
SPORTBIKE
ACCESSORIES
NITROUS OXIDE
CARBURETION
EXHAUST
SYSTEMS
GASKETS
ENGINE &
TRANSMISSION
ELECTRONICS
CHAIN &
SPROCKETS
BRAKES
TIRES
DRAG RACING
ACCESSORIES



FUEL SYSTEM ACCESSORIES

Adapter Plates



Pingel now offers more options for your adapter plate needs. Available are 1/4" NPT, 3/8" NPT and 22mm. The 22mm can be used with our H-D Metric valves.

The adapter plate is bolted to the tank with the fuel valve threaded into or onto the plate. The adapter plate comes complete with gasket, screws, copper sealing washers and Hylomar sealer. Chrome plated brass.

Female Pipe Thread

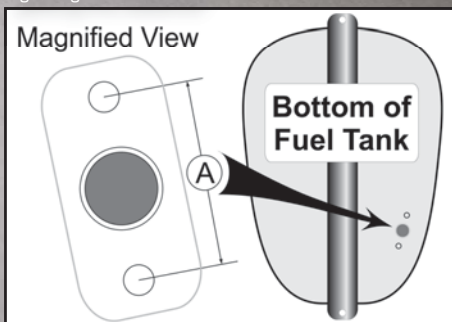
- A1601C 1/4" NPT with 34mm (aprox. 1 3/8") bolt pattern
- A1602C 3/8" NPT with 34mm (aprox. 1 3/8") bolt pattern
- A1701C 1/4" NPT with 44mm (aprox. 1 3/4") bolt pattern
- A1702C 3/8" NPT with 44mm (aprox. 1 3/4") bolt pattern
- A1702C-D 3/8" NPT with 44mm (aprox. 1 3/4") bolt pattern
(Designed for GSXR1100 with 1/4" offset.)
- A1801C 1/4" NPT with 46mm (aprox. 1 13/16") bolt pattern
- A1802C 3/8" NPT with 46mm (aprox. 1 13/16") bolt pattern
- A1902C 3/8" NPT with 50mm (aprox. 1 15/16") bolt pattern
- A1902C-B 3/8" NPT with no mounting holes.
(Designed to drill your own mounting holes.)

Metric Male

- A1603C 22mm male with 34mm (aprox. 1 3/8") bolt pattern
- A1703C 22mm male with 44mm (aprox. 1 3/4") bolt pattern

How do I determine my bolt pattern?

To determine which adapter plate you need, you must measure the bolt pattern on your fuel tank. Measure from the center of each bolt hole (as shown in A below). Bending a thin piece of wire into a "U" shape and aligning the ends to the center of the bolt holes, then transferring that measurement to a ruler is also an effective means of getting this distance.



Adapter Nuts



The adapter nut is threaded onto the male bung of the tank with the fuel valve threaded into the nut. Chrome plated brass. Adapter comes with nylon gasket.

- A2000C 1/4" NPT to 20mm (aprox. 13/16")
- A2001C 3/8" NPT to 22mm (aprox. 7/8")
- A2002C 3/8" NPT to 24mm (aprox. 15/16")
- A2003C 1/4" NPT to 18mm (aprox. 11/16")
- A3001C 22mm to 22mm (aprox. 7/8")



"Larry's kind of busy right now. Can he call you back in about five seconds?"

Weld In Fuel Tank Bungs



These tank bungs come in 22mm (stock H-D) male or 3/8" NPT female and are designed to be welded directly to the fuel tank. Great for custom gas tanks or repairing of stock tanks.

- 22S 22mm Steel Fuel Tank Bung
- 22A 22mm Aluminum Fuel Tank Bung
- 38S 3/8" NPT Steel Fuel Tank Bung
- 38A 3/8" NPT Aluminum Fuel Tank Bung

Weldless Tank Bung



Looking for a quick and easy way to add an auxiliary fuel pickup for your nitrous oxide system? Our weldless tank bung is the answer. Just make a hole in your fuel tank and install this part. No welding required! There is even a filter included on the pickup end.

- 62040 Weldless tank bung and filter



FUEL SYSTEM ACCESSORIES



H-D Fuel Injection to Carburetor Conversion Tank Fitting Kits

These tank fitting kits convert models equipped with fuel injection systems to a carburetor system. The introduction of larger bore engines has surpassed the stock fuel injections ability to deliver adequate fuel. Tank fittings replace the stock fittings allowing the use of a quality Pingel Fuel Valve to feed the carburetor of your choice. Machined from billet stainless steel.



62054 Delphi H-D Models Tank Fitting Kit (uses 22mm valve)

62071 Delphi H-D Models Adapter Fitting Only, no plug (uses 22mm valve)

62048 Delphi H-D Models Adapter Fitting Only, no plug, polished (uses 22mm valve)



62079 H-D Sportster 07-14 Models Tank Fitting Kit (uses 1/4" npt valve)



62052 Magneti Marelli 95-01 H-D Models Tank Fitting Kit (uses 22mm valve)



Installed on fuel tank

Big Twin Valve Adapter for 1935-1965 Tanks

This product offers better fuel flow and retains the stock crossover connection of your 1935-1965 Harley-Davidson Big Twin split fuel tanks. Don't let the stock fuel valve be the bike's main jet. The stock fuel valve set up simply cannot support today's high performance engine fuel demands. This stainless steel gas tank adapter and any of the 22mm threaded Pingel Power-Flo or Guzzler fuel valves will drastically improve your fuel supply.



62134 Big Twin Valve Adapter for 1935 - 1965 Tanks

Go from this... ...to this... ...using this!

Weldless Bung for Fuel Tanks

The weldless tank bung can be utilized when an alternate fuel source is required, such as when adding a nitrous oxide "wet" kit. This bung will work on any tank with a wall up to 5/8" thick. Installation requires a 9/16" mounting hole in the tank. The bung accepts any 1/8" NPT male hose fitting. CNC machined from billet aluminum. Includes a high-quality Viton o-ring for a positive seal, stainless steel nut and washer, and 80 micron filter.



62136 Weldless bung
16103P 1/8" NPT x 1/4" hose barb



Kreem



In a new tank, Kreem will seal and protect, prevent rust and stop leaks from pinholes and hairline cracks. Resistant to alcohol and gasohol; withstands most octane boosters. Most tanks require 1 pint of Kreem per 3 gallon of capacity. Includes tank liner and tank prep.

KR004 Fuel Tank Liner & Prep Combo Pack

FUEL VALVES
WHEEL
CHOCKS
SHIFTERS
HANDLEBAR
CONTROLS
H-D
ACCESSORIES
WHEELIE BARS
STARTERS
& CARTS
SPORTBIKE
ACCESSORIES
NITROUS OXIDE
CARBURETTION
EXHAUST
SYSTEMS
GASKETS
ENGINE &
TRANSMISSION
ELECTRONICS
CHAIN &
SPROCKETS
BRAKES
TIRES
DRAG RACING
ACCESSORIES



Fuel System Accessories

Fuel Line



This superior quality tubing can be used with gaso-line, racing fuels or for venting. Tubing is designed to resist swelling and ultimate hardening.

- 14 1/4" inside diameter, sold per foot
- 516 5/16" inside diameter, sold per foot
- 38 3/8" inside diameter, sold per foot
- 12 1/2" inside diameter, sold per foot
- 58 5/8" inside diameter, sold per foot

Fuel Line Quick Disconnect



For fast and repeated removal and installation of carbs for racing maintenance. For 5/16" fuel line.

PQD1 Quick Disconnect. Sold individually.

Fuel Sampler



The easy way to give the tech a sample of fuel with just the push of a button.

- PFS1** Fuel Sampler for 1/4" I.D. fuel line
- PFS2** Fuel Sampler for 5/16" I.D. fuel line

Vacuum Line Caps

Great for sealing off vacuum lines on 1995 and newer Harley-Davidsons when removing stock vacuum-operated fuel valves.



C12 Vacuum Line Cap

90° Hose Fitting



This short machined hose adapter fitting will thread into any of our 3/8" NPT adapter plates or A2001 and A2002 adapter nuts. Use this fitting for applications where there is too little clearance for a valve and adapter under the tank or too many body parts to easily reach a valve under the tank. Just route a hose from the fitting to an in-line fuel valve such as the 9040-CRK on page 6.

229-8-6 90° Hose Fitting

Large ID Brass Hose "T"

One size fits both 5/16" and 3/8" ID hose and will not restrict the flow of Power-Flo™ valves.



224-8 Brass Hose "T"

Fuel Valve Rebuild Kit



A rebuilding tools and parts kit available to the servicing dealer for the 3/8" NPT and 22mm threaded single outlet reserve valves. The kit includes all the necessary tools, photos, instructions and enough rebuild components for three valves. A bench vise that opens 6 1/2" or more is necessary when installing a rebuild kit. For dealer use only.

NOTE: Not designed for hose outlet down or multiple outlet valves, these and all others must be returned to Pingel Enterprise, Inc. for rebuilding.

VRK1 Pingel Fuel Valve Rebuilding Kit

Rebuild Refill Kit



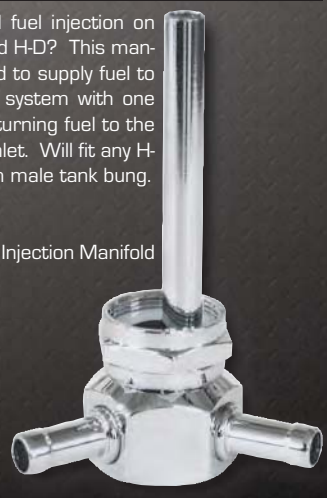
Includes only rebuild components for five valves. [Tools from VRK1 required]. For dealer use only.

VRC2 Components only for rebuilding five valves.

Fuel Injection Manifold

Want to install fuel injection on your carbureted H-D? This manifold is designed to supply fuel to a fuel injection system with one outlet, while returning fuel to the tank with one inlet. Will fit any H-D with a 22mm male tank bung. Chrome finish.

7310-CH Fuel Injection Manifold





Super Short Fuel Filters



Since 1967

The Pingel fuel filter is built to appeal to the true motorcycle enthusiast. This filter offers the same high quality as our fuel valve line and is designed and machined from billet aluminum. Close attention to detail and aesthetic quality is the standard and the result is a beautifully finished product that includes a cleanable bronze element that will last a lifetime.

Our filters are the only filters designed to meet the high flow requirement needs of the Pingel Power-Flo™ fuel valves, as well as today's high flow carburetors.

The fuel filters are available with 5/16" and 3/8" hose barb and -6AN male thread inlets and outlets. Also available are one or two 5/16" inlets and one to four outlets for multiple feeds and carburetors. This fuel filter is 1 3/16" O.D., with a body length of 1 1/8". Filter finishes are available in chrome and machined satin aluminum. Multiple inlet/outlet filters are offered in machined satin only.

Single Inlet - Single Outlet



SS1P Machined Satin Finish
5/16" Inlet
5/16" Outlet



SS1C Chrome Finish
5/16" Inlet
5/16" Outlet



SS5P Machined Satin Finish
3/8" Inlet
3/8" Outlet



SS5C Chrome Finish
3/8" Inlet
3/8" Outlet



SS6P Machined Satin Finish
-6AN Inlet
-6AN Outlet



SS6C Chrome Finish
-6AN Inlet
-6AN Outlet



SS21P Machined Satin Finish
Dual 5/16" Inlets
Single 5/16" Outlet



SS22P Machined Satin Finish
Dual 5/16" Inlets
Dual 5/16" Outlets



SS12P Machined Satin Finish
Single 5/16" Inlet
Dual 5/16" Outlets



SS14P Machined Satin Finish
Single 5/16" Inlet
Quad 5/16" Outlets



SS24P Machined Satin Finish
Dual 5/16" Inlets
Quad 5/16" Outlets



Replacement Bronze Cleanable Element



SSE2 40 Micron Element & O-ring

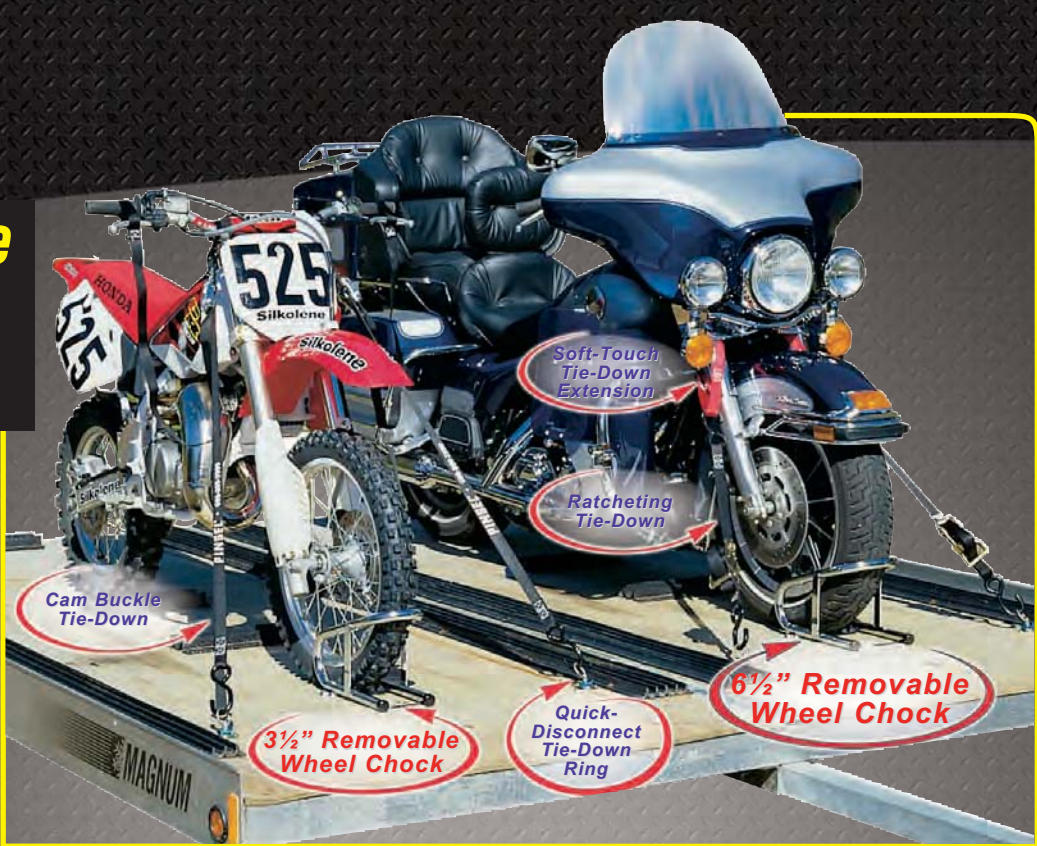
FUEL VALVES
WHEEL CHOCKS
SHIFTERS
HANDLEBAR CONTROLS
H.O. ACCESSORIES
WHEELBARS
STARTERS & CARTS
SPORTBIKE ACCESSORIES
CARBURETION NITROUS OXIDE
EXHAUST SYSTEMS
GASKETS
ENGINE & TRANSMISSION
ELECTRONICS
CHAIN & SPROCKETS
BRAKES
TIRES
DRAG RACING ACCESSORIES

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Removable Wheel Chocks

The Pingel removable Wheel Chock secures a motorcycle on your wood floor trailer. Pingel removable Wheel Chocks are designed with a unique T-bolt hold-down for quick and easy removal from the trailer floor, leaving only the near flush mounting brackets. If you use your vehicle for more than just motorcycle hauling, this is the product you need. The WC650 wheel chock is recommended for use with all tire sizes up to 6½" wide. This allows the use of the same wheel chock for your dirtbike, sportbike, cruiser, touring bike, custom or drag bike. This design features increased rotor clearance for motorcycles that are equipped with large diameter rotors such as new sportbikes. A common misconception about wheel chocks is that the sides of the chock hold the bike in place when it is actually the front triple radius bend that does the job. With tie-downs pulling the bike's front tire forward into the wheel chock, it is physically impossible for the bike to slip. The Pingel Wheel Chock features chrome plated heavy-duty thick wall steel construction, patented stainless steel mounting brackets, quality grade 8 bolts and nuts, washers, anchors and T-bolt. Additional Wheel Chock Mounting Kits may be purchased separately to enable the installation of the Wheel Chock in alternate locations. Made in the U.S.A. by Pingel.



- WC350 3½" I.D. Wheel Chock with Mounting Kit, Fits tire widths up to 3½"
- WC650 6½" I.D. Wheel Chock with Mounting Kit, Fits all tire widths up to 6½"
- WC11250 11¼" I.D. Wheel Chocks with Mounting Kit, ***sold in pairs*** for ATVs, Fits tire widths up to 11¼"
- WC-MD010T Additional Wheel Chock Mounting Kit with T-bolt
- WC-TO Wheel Chock T-bolt and anchor





WHEEL CHOCKS & ACCESSORIES



Permanent Wheel Chock

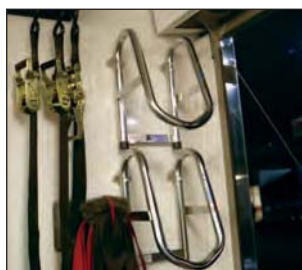


WC65H

The Pingel permanent mount Wheel Chock can be bolted directly to the floor of any trailer. The Pingel Wheel Chock features chrome plated heavy-duty thick wall steel construction, mounting bolts, nuts and washers. Made in the U.S.A. by Pingel.

- WC35H 3½" I.D. Wheel Chock - Fits tire widths up to 3½"
WC65H 6½" I.D. Wheel Chock - Fits tire widths up to 6½"

Wheel Chock Storage



After transporting your motorcycle, store your Removable Wheel Chock conveniently out of the way with an additional Wheel Chock Mounting Kit. Use your own drywall screws, rivets, sheet metal screws or self tapping screws for installation onto the trailer side wall.

WC-MD010T Additional Wheel Chock Mounting Kit with T-bolt

S100 Corrosion Protectant



No matter how clean you keep your equipment, you always have to be on the lookout for that dreaded enemy, corrosion. Unless you live in the desert, humidity, salt air, spring road salt and plain old pollution are always a threat to metal. Just spray on clean, dry metal (or into a cloth) and rub into the areas you want to protect. You'll find that S100 Corrosion Protectant won't rub off easily in the rain and so its protection really lasts. Use it on all your chocks, trailer hardware, motorcycles or whatever you need to protect.

Important note: This is the perfect product for winter lay up and long term storage. Spray directly on all sensitive areas and allow to dry.

SM16300A S100 Corrosion Protectant

Removable Truck Bed Wheel Chock



WC65TBM

Patented Mounting Bracket #397,985



WC-TBM

This Pingel removable Wheel Chock is specifically designed for corrugated truck and van beds but will also work great on plywood trailer floors. The chock is quickly and easily removed from the bed, leaving only the near flush mounting bracket that will accept 3½" or 6½" removable wheel chocks. The Pingel removable Truck Bed Wheel Chock features chrome plated heavy-duty thick wall steel construction, patented steel mounting bracket, quality grade 8 bolts and nuts, washers, anchors and T-bolt. Additional Wheel Chock mounting bracket kits can be purchased separately to enable the installation of the Wheel Chock in alternate locations. Made in the U.S.A. by Pingel.

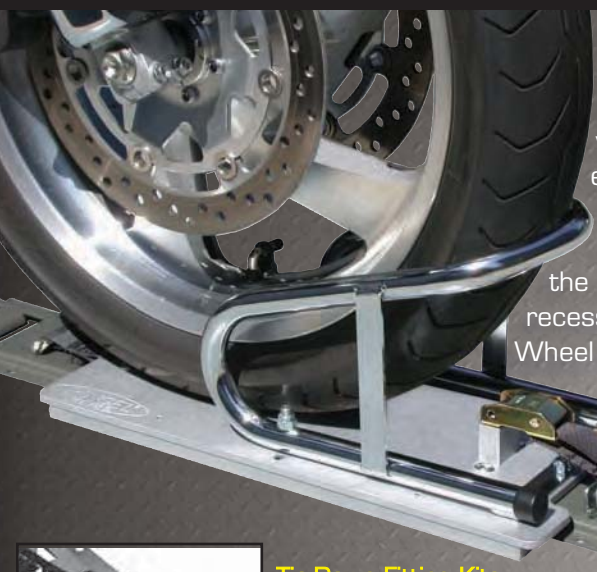
- WC35TBM 3½" I.D. Wheel Chock & Mounting Kit - Fits tire widths up to 3½"
WC65TBM 6½" I.D. Wheel Chock & Mounting Kit - Fits tire widths up to 6½"
WC-TBM Additional Wheel Chock Mounting Kit

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WHEEL CHOCKS & ACCESSORIES

Series E Track Wheel Chock



Pingel's Series E Track Wheel Chock system allows you to locate your motorcycle anywhere along the track for the best position. With this system, multiple motorcycles can be quickly and easily hauled in your trailer with optimum space utilization. The wheel chocks can be easily adjusted for long choppers, street bikes and trikes. With Series E Track already in place, there is no further hardware to install. The installation of the Series E Track Wheel Chock is easy: two clips and the pull of a strap and your chock is secured. Installs securely in both recessed and floor mounted Series E Tracks. Pingel's E Track Series Wheel Chocks feature a heavy-duty thick wall steel construction with a chrome finish, durable aluminum mounting plate, and quality fasteners. Patented #6,863,481. Pingel also offers 5' and 10' sections of Series E Track and clip in tie-down fitting kits for a complete installation.
Made in the U.S.A. by Pingel.



Tie-Down Fitting Kits
Installs into Series E Track in seconds.
Moves along the track for perfect tie-down angle. Sold Individually



5 Foot Powder Coated Series E Track Section - 43002-060
10 Foot Galvanized Series E Track Section - 43001 (cannot ship UPS)

FE8113-1 Tie-Down Fitting Kit

- | | |
|------------------|---|
| WC35EF | 3½" I.D. Removable E Track Wheel Chock fits tire widths up to 3½", for use with floor mount Series E Track |
| WC65EF | 6½" I.D. Removable E Track Wheel Chock fits tire widths up to 6½", for use with floor mount Series E Track |
| WC35ER | 3½" I.D. Removable E Track Wheel Chock fits tire widths up to 3½", for use with recessed mount Series E Track |
| WC65ER | 6½" I.D. Removable E Track Wheel Chock fits tire widths up to 6½", for use with recessed mount Series E Track |
| 43002-060 | 5' Powder Coated Series E Track section |
| 43001-5 | 5' Galvanized Series E Track section |
| 43001 | 10' Galvanized Series E Track section |
| FE8113-1 | Tie-Down Fitting with 1" ring (sold individually) |





WHEEL CHOCKS & ACCESSORIES



FUEL VALVES
WHEEL CHOCKS

SHIFTERS
HANDLEBAR CONTROLS

WHEELIE BARS
ACCESSORIES

H.O. ACCESSORIES

WHEELIE BARS
ACCESSORIES

STARTERS & CARTS

SPORTBIKE ACCESSORIES

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CHAIN & SPROCKETS

BRAKES

TIRES

DRAG RACING ACCESSORIES

For Use On:

TRAILER • FLOOR
ANY HARD & LEVEL SURFACE!

Cycle Jaws®

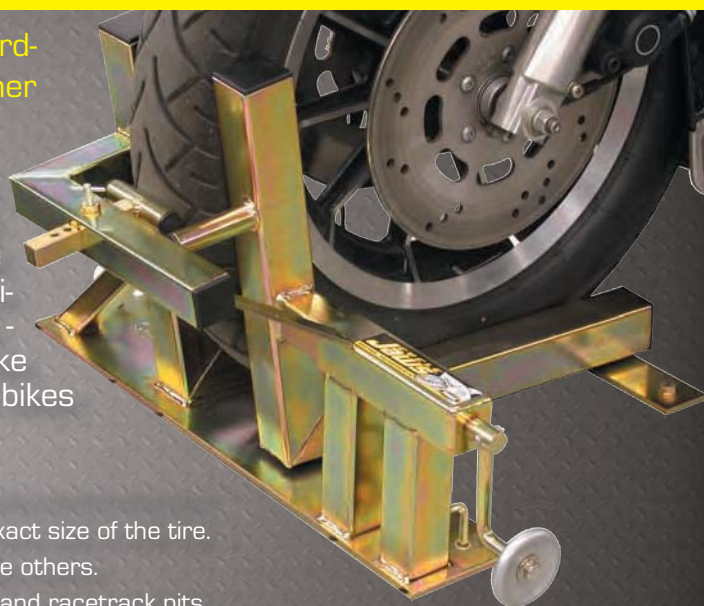


Nice & Easy - No Cradle - Simply the Best Wheel Chock

Effortless bike loading and unloading - no bulky hardware to push or pull the motorcycle over in either direction like most "cradle type" wheel chocks!

Don't be misled... Harleys are too heavy to load and unload up a major rise into the cradle type wheel chocks for the average person. The Cycle Jaws wheel chock has only 1/4" rise for the easiest load and unload of all chocks. This is the easy - no strain wheel chock and it also holds your bike more rigid. There is only one part number for all bikes for trailer and garage use.

- See a video showing how easy Cycle Jaws®
- Maximum tire contact for Maximum Security! Adjusts to the exact size of the tire.
- No pinch-points to wear and deform the sidewalls of the tire like others.
- Can be used free-standing for use on garage floors, driveways and racetrack pits.
- Smooth clamping motion on tire sizes from 3" to 6 1/2" in width.
- The adjustable tire locator prevents damage to your valuable rotors and rims.
- Cycle Jaws can be removed from your trailer in just minutes by spinning the four mounting bolts out. The four mounting plates are all that remain under the floor. Simply reverse the process and Cycle Jaws is ready to haul your motorcycle.
- Heavy duty thick-wall yellow zinc plated steel construction is used so your Cycle Jaws will withstand the test of time and the elements.
- Tie-downs recommended for added security.
- Made in the U.S.A. by Pingel



All necessary mounting hardware is included



Rubber Pads included for use on garage floor, driveway or pits

PCJ1 Pingel Cycle Jaws

Roll In



Step Off



Close Jaws





WHEEL CHOCKS & ACCESSORIES

Big Daddy Deluxe

Ratchet with Built In Sheepskin Soft Strap & 2 Secure Hooks

This is the Strongest Motorcycle Tie-Down in the world. If you want the Best and Highest Quality, this is it. The Ultimate tie-down for transporting your motorcycle. Made in the U.S.A. by Powertye.

Features

- 2" wide Chromacoat Ratchet
- 7,400 lb. test nylon webbing
- Snap-Hook Secure ends (vinyl coated)
- 2,600 lb. rated assembly
- Double Security Stitching
- 6½ feet in length, plus sewn-in 18" soft strap

This new design was developed to give you greater piece of mind. The secure hooks attach to your trailer and to your bike, plus a built in Soft Strap so that the unit is all in one with maximum protection. This design will not come unhooked causing costly damage even when trailering your bike over rough roads.



32582-S Big Daddy Deluxe - Black
Sold in Pairs

BIG DADDY RATCHET



The "Big Daddy" uses 2" wide webbing and a 2" wide ratchet. Webbing constructed from 7,400lb. test nylon, 6 ft. long with a coated snap-hook on one end. Sold in pairs.

32572-1 Red 2" Ratchet Tie-Downs
32572-2 Black 2" Ratchet Tie-Downs

Cam Buckle & Ratchet Tie-Downs



These two styles of tie-downs feature vinyl coated hooks with a cam buckle or ratchet on each tie-down. 1" nylon, 4,500 lb. test webbing, 5½ ft. long, Rated for 1,200 lbs. Ratchet tie-downs are recommended to secure the front and rear of the motorcycle and Cam buckle tie-downs are recommended for lightweight motorcycles such as dirt-bikes. Sold in pairs.

37-0360 Black Ratchet Tie-Downs
37-0355 Red Ratchet Tie-Downs
37-0060 Black Cam buckle Tie-Downs



WHEEL CHOCKS & ACCESSORIES

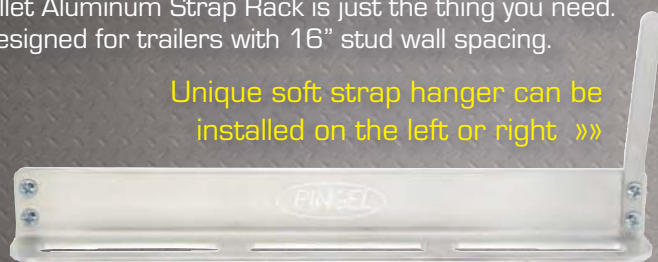


Strap Rack



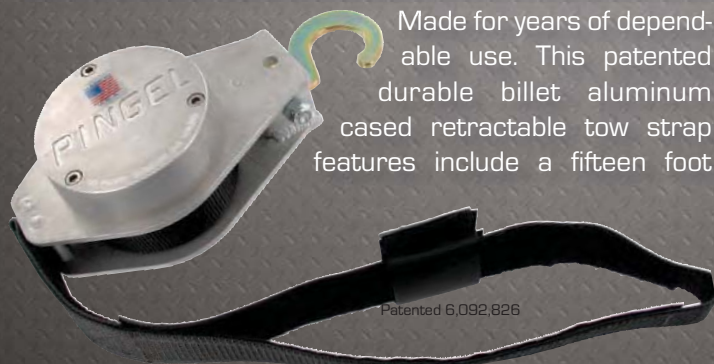
When you aren't hauling your bike, don't put your tie-downs in a bag or lay them on the floor ending up with a tangled mess. Get organized and have the tie-downs easily accessible. This CNC Machined Billet Aluminum Strap Rack is just the thing you need. Designed for trailers with 16" stud wall spacing.

Unique soft strap hanger can be installed on the left or right. »»



62073 Strap Rack

Retractable Tow Strap



Made for years of dependable use. This patented durable billet aluminum cased retractable tow strap features include a fifteen foot

nylon strap with a patented adjustable hook and loop closure. Designed with safety in mind, it has an easy break-away feature [should the strap release suddenly, there are no dangerous flying hooks]. The tow strap attaches to the towing vehicle with a zinc plated hook for bar sizes up to 1" in diameter or use the optional trailer hitch receiver attachment. This retractable tow strap is quick and easy to use, eliminating knots or tangled messes. The perfect accessory for every motorcycle or automobile drag racer. CNC Machined.

- 62090 Retractable Tow Strap
- 62190 1 1/4" Receiver attachment
- 62290 2" Receiver attachment



62190

62290

Sheepskin Soft Strap

These genuine sheepskin padded soft straps use 1 1/2" wide webbing, 4,500 lb. test nylon and are 22" long. These soft straps will protect chrome and paint from being scratched. Sold in pairs.



41184 Sheepskin Soft Strap

Soft Straps



Made to use with tie-downs, these 1" wide, 22" long straps have loops at each end. When used properly, they prevent scratches to fairings and chrome. Sold in pairs.

- 37-0860 Black Soft Strap
- 37-0855 Red Soft Strap
- 37-0870 Blue Soft Strap
- 37-0845 Yellow Soft Strap

Tie-Down Ring Kit



This tie-down fitting locks into a floor mounted anchor plate providing secure attachment of tie-down straps. Easy to remove when not in use. Excellent for use in pickups, vans and trailers. Mounting hardware included.

Load rating:
3,000 lbs. breaking
1,000 lbs. working

62291 Tie-Down Ring Kit, Sold Individually

FUEL VALVES
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ELECTRONICS
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BRAKES
TIRES
DRAG RACING
ACCESSORIES



Since 1967

ALL ELECTRIC SHIFTER KITS

Shift Up or Down with just the Push of a Button!

Clutchless and Footless for Speed, Comfort and Fun

The Pingel Electric Easy Shift™ kit electronically suspends the ignition system allowing the transmission to smoothly shift up or down with just the push of a button. There is no need to use the foot shifter and the clutch is used only when starting or stopping. Works for normal street riding or full throttle shifting. These kits are also a perfect match for male and female riders who own bikes that require a lot of hand strength to pull in the clutch lever, typically found on Harley-Davidson's. OEM shifting ability is retained even after installation.

77902 on a 2005 FLH with S&S 124c.i. with Barnett Scorpion primary cover.

Pingel Electric Easy Shift kits include a dual button handlebar control, a shift cylinder plated with a chrome finish, bolt-on shift cylinder support bracket and the state of the art control module which sends a quick signal from the dual button handlebar control to the shift cylinder. Also included is the electronic engine kill module and step-by-step instructions with photos for an easy 2-3 hour installation.



Improve your everyday riding experience – install a Pingel Easy Shift on your motorcycle.

Imagine yourself riding your motorcycle, feet on the highway pegs, flowing down California's Pacific Coast Highway at sunset, winding through the 318 curves of the Tail of the Dragon in Deals Gap, shooting down Spearfish Canyon Road in the Black Hills or just slowing down to ride through small town America on a warm spring day. Think about all the upshifting, downshifting and clutching going on during your ride.

Now imagine you have the Pingel Easy Shift installed - You can keep your feet up, your hands gripped firmly on the bars, and all you have to do to shift is push the buttons on your handlebar control – Easy, just like the name says. The unit really puts more fun into your riding experience. You don't lose the ability to shift manually, but you'll never want

to go back to it because you'll be having too much fun!

Pull up to a red light, the light turns green, you grab a handful of throttle and rocket through the gears faster than even the best racer can shift manually! Everyone else is left in your dust. When you go on those relaxing rides through the hills and curves, everyone else will be exercising their left hand the entire time while you relax and enjoy the scenery thanks to your Easy Shift. You may never want to shift manually again.

We have had customers comment that they like clutching and shifting, that an automatic shifter seems somewhat lazy, or that it must just be for old folks. However, it isn't about any of that. It is about adding another dimension to motorcycle riding, an altogether new form of fun to be had!

Pingel Enterprise, Inc. owners, Wayne & Donna are motorcycle enthusiasts that not only design and manufacture the products, but use them as well. Here are a few words from Donna, "Riding my V-Rod with the Easy Shift is a blast. When I am at a stop sign and want to speed through the gears at full throttle, I can - just like that, no comparison to the manual shifting. And when I want to just ride nice and easy, I can do that too. My husband rides a 2005 H-D Classic with an S&S 124" and Barnett Scorpion clutch along with his Easy Shift and he has just as much fun. (Well, he likes speeding through the gears just a little more than I do). We enjoy riding through the Black Hills and Southwestern Wisconsin of which are both more enjoyable with the Easy Shift."



ALL ELECTRIC SHIFTER KITS UNIVERSAL AND BOLT ON



Since 1967

SEE VIDEO
ON WEBSITE

Universal Kits *[for the experienced fabricator]*

Easy Shift™ universal kits are for use on custom motorcycles with an open primary, other than stock linkage or motorcycles where a bolt-on kit is not available. Different kits are available for single, two and four-coil configurations with either 7/8" or 1" handlebars. The universal kits are adaptable to any application by fabricating the universal shift cylinder support bracket to your configuration, but in some cases, you may have to fabricate your own. Step by step instructions with photos to aid in installation are included. In some applications, the use of a frame tube clamp will make the installation of the shift cylinder support bracket easier. The clamps are available in four different sizes and are sold separately. Each electric shift kit includes a chrome shift cylinder, universal mounting bracket and polished clamp, polished two-button handlebar control, control module, electronic engine kill module, all necessary wiring and detailed instructions.



77401

Universal Kit for one to four coil motorcycles with 7/8" handlebars.

77402

Universal Kit for one to four coil motorcycles with 1" handlebars.

Slim Line Dual Button Handlebar Control included in every kit

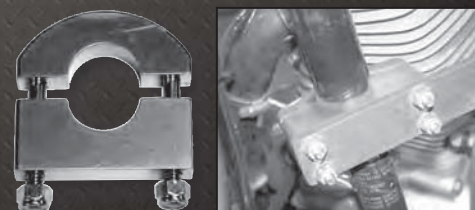


Shown installed on a
stock H-D handlebar

Consider using a Baker N1 shift drum when building your custom motorcycle. The N1 Shift Drums have a O-down all-up shifting pattern, and eliminates any possibility of catching neutral on aggressive 1-2 shifts. Neutral is below 1st. Full description and part numbers on page 32.



Frame Tube Clamps



- 62061 1" Frame Tube Clamp
- 62062 1 1/8" Frame Tube Clamp
- 62063 1 1/4" Frame Tube Clamp
- 62064 1 3/8" Frame Tube Clamp

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Bolt On ALL ELECTRIC SHIFTER KITS FOR HARLEY-DAVIDSON

Dyna *All Dyna kits include highly polished mounting brackets.*



77604 for H-D Dyna 2006-2013 with forward controls (shown)
77600 for H-D Dyna 1994-2002 with forward controls



77602 for Dyna 1994-2005 with Kuryakyn forward controls (shown)
77603 for Dyna 2003-2005 with standard forward controls



77601 for H-D Dyna 1994-2005 with mid mount controls



77605 for H-D Dyna 2006-2014 with mid mount controls

FLH *All FLH kits include highly polished mounting brackets.*



77900 for H-D FLH 1987-2006
(shown above on 1992 FLH with S&S 96c.i.)



77901 for H-D FLH 2007-2014
H-D FLHJCTUG 2009-2011 (TRI-GLIDE)



Bolt On

ALL ELECTRIC SHIFTER KITS FOR HARLEY-DAVIDSON



Softail

All Softail kits include highly polished mounting brackets.



77700 for H-D Softail 1990-1999 with floorboards (shown)
77702 for H-D Softail 2000-2006 with floorboards



77701 for H-D Softail 2000-2006 without floorboards



77703 for H-D Softail 2007-2014 without floorboards



77704 for H-D Softail 2007-2014 with floorboards

Sportster

All Sportster kits include highly polished mounting brackets.



77500 for H-D Sportster 1994-2003
77501 for H-D Sportster 2004-2005 (shown)
77502 for H-D Sportster 2006-2011



77705 for H-D Rocker (shown) & Crossbones 2008-2011

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Bolt On ALL ELECTRIC SHIFTER KITS FOR HARLEY-DAVIDSON

VRSC All VRSC kits include highly polished mounting brackets.



77800 for H-D VRSC A, B & AW, CDX V-Rod 2002-2011



77802 for H-D VRSCASE2 2006 (shown)
77801 for H-D VRSCASE1 2005



77803 for H-D VRSCR 2006-2007



77804 for H-D VRSCD 2006-2008



77805 for H-D VRSC "Muscle" 2009-2011



Pat M.s Flaming Hot 1430cc V-Rod Bagger featuring a Pingel Electric "Easy Shift" Kit.



Bolt On

ALL ELECTRIC SHIFTER KITS FOR SPORTBIKES



Since 1967

Suzuki

All Suzuki kits include highly polished mounting brackets.



77200 for Suzuki GSX1300R Hayabusa 1999-2013
77207 for Suzuki GSX1300R Hayabusa 2008-2009



77201 for Suzuki GSX-R 600/750 2001-2004 &
GSX-R 1000 2001-2002



77202 for Suzuki GSX-R 1000 2003-2004



77203 for Suzuki GSX-R 750 1996-2000



77204 for Suzuki GSX-R 600/750 2005



77205 for Suzuki GSX-R 1000 2005

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Bolt On ALL ELECTRIC SHIFTER KITS FOR SPORTBIKES

Kawasaki *Matte gray mounting brackets.*



77100 for Kawasaki ZX10R 2004-2005 (shown)
77101 for Kawasaki ZX10R 2006-2007
77104 for Kawasaki ZX10R Discontinued



77102 for Kawasaki ZX-14 2006-2013



2003 H-D Softail trike with
Pingel Easy Shift installed

Buell *All Buell kits include highly polished mounting brackets.*



77450 for Buell XB9S, XB12S and Ulysses 2003-2007



77450 for Buell XB9S, XB12S and Ulysses 2003-2007

Yamaha *Matte gray mounting brackets.*



77300 for Yamaha Warrior 2004-2007



Bolt On

ALL ELECTRIC SHIFTER KITS FOR METRIC CRUISERS



Since 1967

Honda

All Honda kits include highly polished mounting brackets.



77002 for Honda VTX1300C 2004-2009



77003 for Honda VTX1300R 2005-2009



77004 for Honda VTX1800F 2005-2009 &
VTX1800C 2002-2009



77000 for Honda 1800 Gold Wing

Can-Am Spyder

*Matte gray
mounting brackets.*



76700 for 2008 Can-Am Spyder



77001 for Honda 1500 Gold Wing

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ALL ELECTRIC SHIFTER KITS



Easy Shift installed on H-D Tri-Glide



Pingel Universal Easy Shift installed on Radical Cycles "Big One"
Photo courtesy of Radical Cycles

Part #	Model & Year	Part #	Model & Year
76700	Can-Am Spyder	77450	Buell XB9, XB12 & Ulysses 2003-2007
77000	Honda 1800 Gold Wing	77500	H-D Sportster 1994-2003
77001	Honda 1500 Gold Wing	77501	H-D Sportster 2004-2005
77002	Honda VTX1300C 2004-2009	77502	H-D Sportster 2006-2014
77003	Honda VTX1300R 2005-2009	77600	H-D Dyna with forward controls 1994-2002
77004	Honda VTX1800 C Model 2002-2009 F Model 2005-2009	77601	H-D Dyna with mid mount controls 1994-2005
77100	Kawasaki ZX10R 2004-2005	77602	H-D Dyna with Kuryakyn forward controls 1994-2005
77101	Kawasaki ZX10R 2006-2007	77603	H-D Dyna with forward controls 2003-2005
77102	Kawasaki ZX-14 2006-2013	77604	H-D Dyna with forward controls 2006-2013
77104	Kawasaki ZX10R 2008-2009	77605	H-D Dyna with mid mount controls 2006-2014
77200	Suzuki GSX1300R Hayabusa 1999-2007	77700	H-D Softail 1990-1999 (with floorboards)
77207	Suzuki GSX1300R Hayabusa 2008-2013	77701	H-D Softail 2000-2006 (without floorboards)
77201	Suzuki GSX-R 600/750 2001-2004 GSX-R 1000 2001-2002	77702	H-D Softail 2000-2006 (with floorboards)
77202	Suzuki GSX-R 1000 2003-2004	77703	H-D Softail 2007-2014 (without floorboards)
77203	Suzuki GSX-R 600/750 1996-2000	77704	H-D Softail 2007-2014 (with floorboards)
77204	Suzuki GSX-R 600/750 2005	77705	H-D Softail 2008-2011 Rocker & Crossbones
77205	Suzuki GSX-R 1000 2005	77800	H-D V-Rod VRSC A&B, AW, CDX 2002-2011
77300	Yamaha Warrior 2004-2007	77801	H-D VRSCSE1 2005
77401	Universal for one to four coil motorcycles with 7/8" handlebars	77802	H-D VRSCSE2 2006
77402	Universal for one to four coil motorcycles with 1" handlebars	77803	H-D VRSCR 2006-2007
		77804	H-D VRSCD 2006-2008
		77805	H-D VRSC Muscle 2009-2011
		77900	H-D FLH 1987-2006
		77901	H-D FLH 2007-2014
		77901	H-D FLHTCUTG 2009-2014 (Tri-Glide)
		77902	H-D FL 1994-2006 with Barnett Scorpion primary cover

ATV listings on pages 36-37



CUSTOMER INSTALLATIONS



2007 Suzuki Hayabusa with Pingel Easy Shift installed.
Photo courtesy of Todd Mendelsohn



Roger Goldammer's 155mph salt flats bike using concealed Easy Shift



2008 Can-Am
Spyder with Pingel
Easy Shift installed



Easy Shift installed on a 2001 FLH
with a Voyager Trike Kit

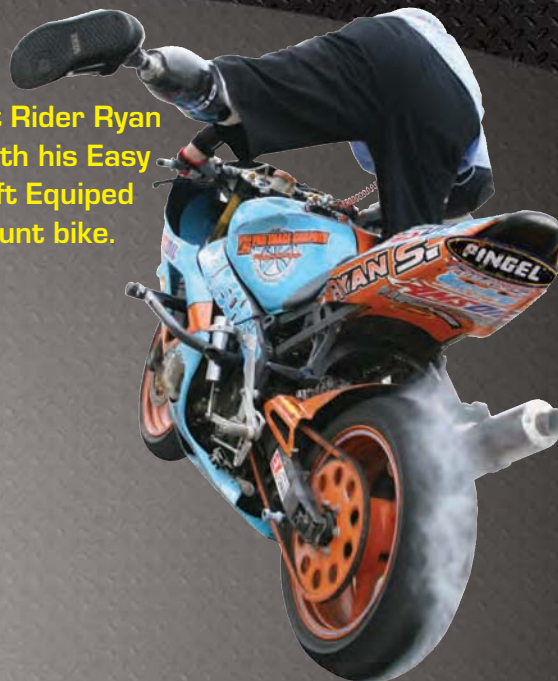
Easy Shift
installed on a
Honda Gold
Wing Trike



California Speed Pros H-D
Softail trike with Pingel Easy
Shift installed



Stunt Rider Ryan
S. with his Easy
Shift Equiped
stunt bike.



FUEL VALVES
WHEEL
CHOCKS
SHIFTERS
HANDLEBAR
CONTROLS
H-D
ACCESSORIES
WHEELIE BARS
STARTERS
& CARTS
SPORTBIKE
ACCESSORIES
NITROUS OXIDE
CARBURETION
EXHAUST
SYSTEMS
GASKETS
ENGINE &
TRANSMISSION
ELECTRONICS
CHAIN &
SPROCKETS
BRAKES
TIRES
DRAG RACING
ACCESSORIES



ALL ELECTRIC SHIFTER ACCESSORIES

Baker N1 Shift Drums

The N1 Shift Drums have a O-down all-up shifting pattern, and eliminates any possibility of catching neutral on aggressive 1st to 2nd gear shifts. Neutral is below 1st. The N1 drum is also popular with handshifting bikes where finding neutral without doubt or error is critical to safety or riding/looking smooth.

For 5-Speed: Baker N1 Shift Drums are available for stock or Baker transmission applications.

- 2-5R-N1** 1980-1997 all models
- 2-5RL-N1** 1998-2000 Dyna, FLT, FXR and 1998-1999 Softail
- 2-5R-N1** The following models must use shifter pawl part #555-56L (sold separately below)
2000-2006 Softail, 2001-2006 FLT, 2001-2005 Dyna
- 555-56L** Shifter pawl



Captain Donna Pingel and Harley with her Easy Shift equipped Screamin' Eagle V-Rod and High Performance Beechcraft



ALL ELECTRIC SHIFTER ACCESSORIES



Auto Shift Control Module



The auto shift control module allows the motorcycle to make automatic upshifts at a preset RPM. It is useable on all motorcycles equipped with a Pingel Electric Easy Shift and a Dyna Shift Minder (used to set the RPM). The module is easy to install with two plugs; one for the shifter's dual button handlebar control harness and an additional plug to install a Dyna shift light. It is recommended that a toggle switch be installed to arm or disarm the auto shift. The Auto Shift Control Module uses state of the art electronic components and is very compact measuring at 1 1/2" wide 2 1/2" long and 3/8" high. Dyna Shift Minder not included.

- 62678** Auto Shift Control Module
DSM-2L Dyna Shift Minder Control Module for all H-D models including V-Rod (1000 - 8875 RPM)
68T Toggle switch

Nitrous Kill



This unit interrupts the nitrous oxide system at the same time the Pingel Electronic Engine Kill Module interrupts the ignition, this allows clutchless, full throttle shifts while spaying nitrous at the touch of button. The kill time is adjustable between 40 and 110 milliseconds so the setting on the Pingel Electronic Engine Kill Module can be matched. Ideal for use with automated shifting systems. The module is very small measuring just 1 1/2" wide 2 1/2" long and 3/8" thick.

62682 Nitrous Kill Module

Programmable Gear Indicator



PGR-1000 series gear indicators for motorcycles are self programming. Simply hook them up and ride through all of the gears and you're done! The PGR-1000 series programmable gear indicators can be used on any bike with an electronic speed signal.

Features include:

- 1-7 gear readout
- Neutral indicator
- Self-Dimming
- 2 year warranty

- PGR-1** 7/8" bars
PGR-1-100 1" bars
PGR-1-125 1 1/4" bars
PGR-1-150 1 1/2" bars
PGR-1000F Flush mount

Light Force B&R (Discontinued)

Shallower ramp design than stock. About 30% reduction of clutch lever effort. Very smooth clutch engagement. Compatible with the VP clutch. Good for all stock H-D transmissions with a mechanical release.



- KJ005-001** 1987 and up Big Twin. All H-D transmissions with a mechanical release.
KJ006-001 1987 and up Sportster/Buell

Slim Lever (Discontinued)

Needle bearing in the pivot. Easier to hook fingers to the lever. Smoother operation.



- KJ-001-001** 1996 and up Big Twin & 1996 to 2003 Sportster
KJ-002-001 1985 to 1995 Big Twin
KJ-003-001 2004 and up Sportster
KJ-004-001 2002 to 2005 V-Rod

Clutch Springs (Discontinued)

Magic Spring - Create the perfect clutch for your engine. A change from the stock H-D 300lb spring will alter the clutch lever effort and clutch plate pressure.



- AM007-280** 280lbs Magic Spring for 1998 and up Big Twins

Heavy Duty Springs

- AM007-340** 340lbs 1998 and up Big Twins
AM007-380 380lbs 1998 and up Big Twins
AM007-480 480lbs 1998 and up Big Twins
AM008-080 400lbs 2002 and up V-Rods

The following will fit 1991-1997 Big Twins, 1991 and up Sportsters, 1991 and up Buells and Rivera Pro Clutches.

- AM006-150** 150lbs
AM006-190 190lbs
AM006-240 240lbs
AM006-320 320lbs
AM006-400 400lbs
AM006-480 480lbs

FUEL VALVES
WHEEL CHOCKS
SHIFTERS
HANDLEBAR CONTROLS
H-D ACCESSORIES
WHEELIE BARS
STARTERS & CARTS
SPORTBIKE ACCESSORIES
NITROUS OXIDE
CARBURETION
EXHAUST SYSTEMS
GASKETS
ENGINE & TRANSMISSION
ELECTRONICS
CHAIN & SPROCKETS
BRAKES
TIRES
DRAG RACING ACCESSORIES



VARIABLE PRESSURE CLUTCH

- Not just a lock up clutch.
- Easy clutch operation (at normal operating RPM), up to about 50% lighter pull than stock at idle. (Clutch pull does increase as RPM goes up: at higher RPM - about 4000 RPM and up - clutch operation will be slightly heavier than stock.)
- Not only lighter, but stronger clutch engagement than stock as RPM increases.
- Better clutch disengagement and feel than stock. Easier to find neutral. (No reduction of pushrod stroke)
- Billet aluminum and steel, 2-piece design.
- Can be used with pre-installed easy clutch system.
- Improves clutch disengagement.
- Fits behind your stock derby cover except 03 anniversary models. After market & 03 anniversary models will require a spacer.
- Compatible with H-D hydraulic clutch.
- Approximately a 10 minute installation on 98 and later Big Twin Models.



(Discontinued) Engine size up to 88" (1450cc) with carburetor, exhaust, ignition and cam upgrades. Initial spring pressure at 190lbs, 40% reduction in spring pressure from stock.

VP015-70T Engines up to 88" (1,450cc) 1998 and later Big Twin Models



(Discontinued) Engine size up to 96" (1,580cc) with carburetor, exhaust, ignition and cam up grades. Initial spring pressure at 240lbs. 25% reduction in spring pressure from stock. Initial pressure set at higher than minimum to cover big bore motor applications. Will cover up to 96" (1,580cc) big bore kit with stock springs.

VP004-199 Engines up to 80" (1,340cc) 1990-1997 Big Twin Models

VP004-240 Engines up to 96" (1,580cc) 1990-1997 Big Twin Models



Engine size up to 103" (1,690cc) Stroker motor with carburetor, exhaust, ignition and cam upgrades. 20% reduction in spring pressure from stock. This set up will gain more pressure at a faster rate.

VP014-84T Engines up to 103" (1,690cc) 1998 and later Big Twin Models



Fits 1998 and later Big Twin Models. Engine sizes up to 124" c.i.d. (2000cc) using stock spring with carb, exhaust, ignition and cam upgrades. Up to 160 ft. lbs. of torque with Screaming Eagle spring. No clutch pull reduction. Up to 145" c.i.d. motor with a Heavy-Duty spring. No modifications required.

VP008-92T Engines up to 124" (2,000cc) 1998 and later Big Twin Models

VARIABLE PRESSURE CLUTCH



Fits V-Rod Models. Up to 115ft. lbs torque. Up to 35% more pressure at 6700rpm. Good for Big Power Turbo charged V-Rod. Adjustable initial spring pressure. Drop-in design, No modification required.

VP010-010 V-Rod 2002-2007



(Discontinued) For use on standard motor sizes with some performance upgrades. Use with supplied spring. Initial spring pressure is 190lbs on Evo & 1200 Sportster and 150lbs on 883 Sportster. About 35% reduction in spring pressure from stock. Evo kit requires special clutch tool for install. 1991 to 1993 Sportster must use 1994 and later primary cover due to clearance issue.

VP005-150 Engines up to 883cc, 1991-2003
VP005-190 Engines up to 1200cc, 1991-2003
VP044-450 Engines up to 883cc, 2004 and up
VP044-400 Engines up to 1200cc, 2004 and up
VP044-240 Engines up to 1580cc, 2004 and up
VP044-320 Engines up to 2000cc, 2004 and up



Hiro Koiso, Bonneville land speed racer, uses the AIM Variable Pressure Clutch and Pingel Shifter Kit [hidden] which were instrumental in setting his land speed records.

FUEL VALVES
WHEEL
CHOCKS
SHIFTERS
HANDLEBAR
CONTROLS
H-D
ACCESSORIES
WHEELIE BARS
STARTERS
& CARTS
SPORTBIKE
ACCESSORIES
NITROUS OXIDE
CARBURETION
EXHAUST
SYSTEMS
GASKETS
ENGINE &
TRANSMISSION
ELECTRONICS
CHAIN &
SPROCKETS
BRAKES
TIRES
DRAG RACING
ACCESSORIES



ALL ELECTRIC SHIFTER KITS FOR ATV's & OFF-ROAD

SEE VIDEO ON WEBSITE



This revolutionary device electronically suspends the ignition process while simultaneously shifting the transmission allowing smooth gear shifts up or down at the push of a button. Clutch use is eliminated except for starting and stopping. The unit works for normal riding or full-throttle shifting and the ability to clutch and shift normally is retained. Each kit contains a waterproof dual-button handlebar bracket with polished finish and large push buttons for use with gloves, miniature solid-state control and kill modules that fit almost anywhere, wiring harness, clear zinc plated shift cylinder with protective boot, matte finish cylinder clamp, matte finish mounting bracket and complete detailed instructions.



77302 for Yamaha Raptor 700 2006-2011

Universal Easy Shift Kits for ATV's & Off Road Motorcycles



The universal kits are adaptable to any application by fabricating the universal shift cylinder support bracket to your configuration, but in some cases, you may have to fabricate your own. This universal kit will work on most machines that have a foot-operated shifter with a hand clutch and requires a battery. Each kit contains a waterproof dual-button handlebar bracket with polished finish and large push buttons for use with gloves, miniature solid-state control and kill modules that fit almost anywhere, wiring harness, clear zinc plated shift cylinder with protective boot, matte finish cylinder clamp, universal mounting bracket and complete detailed instructions. **This is not a bolt on kit and is for the experienced fabricator only.**

- 77404
- 77405

Universal Offroad Kit for normally open ignitions
Universal Offroad Kit for normally closed ignitions

Digital Shift Light Bracket for Off Road

This shift light bracket is for use with the MSD Digital Shift Light. Available for standard 7/8" bars and tapered bars such as the Renthal brand. Easy installation. CNC machined from billet aluminum. Polished finish.



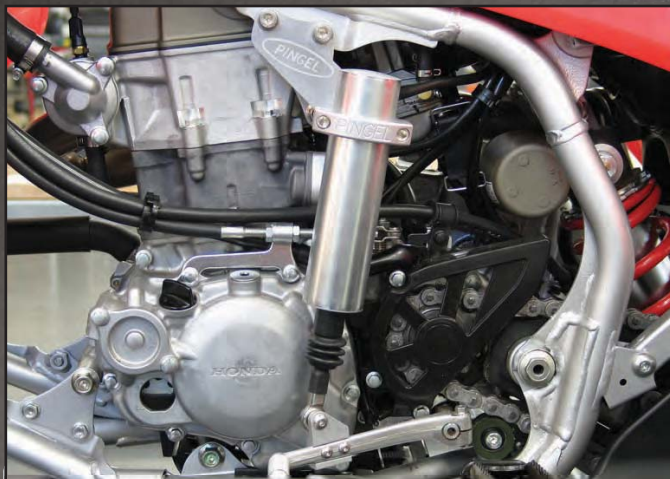
- 661 Shift light bracket for 7/8" bars
- 662 Shift light bracket for tapered bars
- 89631 MSD Digital shift light





Bolt On

ALL ELECTRIC SHIFTER KITS FOR ATV'S & OFF-ROAD



77005 for Honda TRX450R 2004-2013



77103 for Kawasaki KFX450R 2008-2009



76800 for Polaris Outlaw 450 & 525
with Independent Rear Suspension



76801 for Polaris Outlaw 450 & 525
with Solid Rear Axle



77206 for Suzuki LTR450 2006-2008



77301 for Yamaha YFZ450 2004-2008
77303 for Yamaha YFZ450 2009 (no photo)

- 76800** Polaris Outlaw 450 & 525 with Independent Rear Suspension
- 76801** Polaris Outlaw 450 & 525 with Solid Rear Axle
- 77005** Honda TRX450R 2004-2009
- 77103** Kawasaki KFX450R 2008-2009

- 77206** Suzuki LTR450 2006-2008
- 77301** Yamaha YFZ450 2004-2008
- 77302** Yamaha Raptor 700 2006-2009
- 77303** Yamaha YFZ450 2009

FUEL VALVES
WHEEL CHOCKS
SHIFTERS
HANDLEBAR CONTROLS
H.D. ACCESSORIES
WHEELBARS
STARTERS & CARTS
SPORTBIKE ACCESSORIES
CARBURETION NITROUS OXIDE
EXHAUST SYSTEMS
GASKETS
ENGINE & TRANSMISSION
ELECTRONICS
CHAIN & SPROCKETS
BRAKES
TIRES
DRAG RACING ACCESSORIES



AIR SHIFTERS & ACCESSORIES

Pingel Air Shifters are unquestionably the finest air shifters on the market today. Our complete kits come with all the necessary components including easy to follow step-by-step instructions. Pingel Air Shifters are available in Super kit form for import motorcycles and the H-D V-Rod, Premium kit form for Harley-Davidson Big Twins, Sportsters, and Buell motorcycles, Air only kits for the serious racer and Electric over Air for the street/strip racer. DOT approved bottles are required for NHRA sanctioned events. All kits include a 2" throw cylinder unless a 3" throw cylinder is specified in the description.



803 Premium Air Shifter Kit installed on a Buell



708 Super Electric over Air Shifter Kit installed on a Honda CBR



711 Super Electric over Air Shifter Kit installed on a Suzuki GSXR



702 Super Air Shifter Kit installed on a Kawasaki KZ



711V Super Electric over Air Shifter Kit installed on a Harley-Davidson V-Rod using a Pingel air shifter mounting bracket, part #62105

Air Shifter Mounting Brackets

Make installing your Pingel Super Air Shifter Kit a snap with one of our Air Shifter Brackets! No need to fabricate your own! Drilling of the shift arm is required for installation.

- 62104** Suzuki Hayabusa 1999-2007
- 62107** Suzuki Hayabusa 2008-2013
- 62106** Kawasaki ZX-14 2006-2013
- 62105** H-D VRSC with forward controls (not Muscle)
- 62101** Kawasaki ZX10R 2004-2005
- 62102** Kawasaki ZX10R 2006-2009





AIR SHIFTERS & ACCESSORIES



Super Air Shifters

The Pingel Super Air Shifter Kit uses 1/4" air line with a small shift cylinder and switching valve assembly for use on import motorcycles, the H-D V-Rod and other two coil engines. This kit is available with or without the DOT approved air bottle. Not for use on motorcycles equipped with four coils and not recommended for use on other Harley-Davidson motorcycles.

All Super Air Kits include:

- 7/8" Handlebar control - Polished, Made from 6061 billet aluminum, 0-160psi air gauge, Air filler valve, Thumb button valve, Hose barbs
- Super Shift Cylinder - Diameter - 1", Throw - 2" [1" each direction from center position]
- Super Switching Valve
- Super Air Activated Engine Kill
- Hose & Fittings

Optional components:

- Bottle



- 700 Super Air Kit - Bottle not included
702 Super Air Kit - DOT Bottle included

Premium Air Shifters

Pingel Premium air shifter kits use 3/8" air line with a larger air shift cylinder and switching valve than used on the Super kits. Kits come standard with a 2" throw cylinder and are recommended for use on the Harley-Davidson Big Twins, Sportsters, Buells and other one/two coil engines. There are also Premium kits available for the 4-speed transmission models featuring a 3" throw air shift cylinder.

All Premium Electric over Air Kits include:

- 7/8" or 1" Handlebar control - Polished, Made from 6061 billet aluminum, 0-160psi air gauge, Air filler valve, Thumb button valve, Hose barbs
- Premium Shift Cylinder - Diameter 1 1/2", Throw - 2" [1" each direction from center position] **or** Premium Shift Cylinder - Diameter - 1 1/2" Throw - 3" [1 1/2" each direction from center position]
- Premium Switching Valve
- Premium Air Activated Engine Kill
- DOT Bottle
- Hoses & Fittings



- 802 Premium Air Kit with 7/8" handlebar control



- 803 Premium Air Kit with 1" handlebar control



- 807 Premium Air Kit with 1" handlebar control, 3" throw shift cylinder

FUEL VALVES
WHEEL
CHOCKS
SHIFTERS
HANDLEBAR
CONTROLS
H-D
ACCESSORIES
WHEELIE BARS
STARTERS
& CARTS
SPORTBIKE
ACCESSORIES
NITROUS OXIDE
CARBURETION
EXHAUST
SYSTEMS
GASKETS
ENGINE &
TRANSMISSION
ELECTRONICS
CHAIN &
SPROCKETS
BRAKES
TIRES
DRAG RACING
ACCESSORIES



AIR SHIFTERS & ACCESSORIES

Super Electric over Air Shifters



708 Complete Super Electric over Air Kit with Super Air Activated Engine Kill

Pingel Super Electric Over Air Shifter Kits are ideal for late model super-bikes with minimal handlebar space. We recommend using one of our handlebar control assemblies found on pages 44-45 or wire into your horn button. Available with or without DOT approved air bottle. Part #'s 704 and 708 are for use on motorcycles equipped with 2 coil ignitions, part #'s 709 and 711 are for use on motorcycles with 4 coil ignitions and part # 711V is for use the Harley-Davidson V-Rod. [Not recommended for use on other Harley-Davidson motorcycles, please use our Premium Kit]. We recommend the purchase of a bottle bracket for kits that include a DOT bottle, see page 43.

All Super Electric over Air Kits include:

- Super Shift Cylinder - Diameter - 1", Throw - 2" (1" each direction from center position)
- Super Electric Solenoid
- Air filler valve
- Hose & Fittings

Optional Components:

- Super Air Activated Engine Kill
- Adjustable Electronic Engine Kill Module
- Bottle



704 Super Electric over Air Kit with Super Air Activated Engine Kill, air gauge and air filler valve



708 Super Electric over Air Kit with Super Air Activated Engine Kill, air gauge, air filler valve and DOT bottle



709 Super Electric over Air Kit with air gauge, air filler valve and Adjustable Electronic Engine Kill Module



711 Super Electric over Air Kit with air gauge, air filler valve, Adjustable Electronic Engine Kill Module and DOT bottle



711V Super Electric over Air Kit for H-D V-Rod, includes air gauge, air filler valve, Adjustable Electronic Engine Kill Module and DOT bottle

Air Shifter Brackets



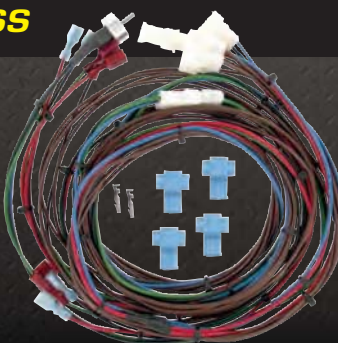
V-ROD

Make installing your Pingel Super Air Shifter Kit a snap with our new Air Shifter Brackets! No need to fabricate your own! See more installation photos on page 38.

Air Shifter Wiring Harness

This easy to install wiring harness for electric over air shifters will plug directly into the factory wiring harness on your Suzuki GSXR1000, Hayabusa or Kawasaki ZX12R. All wires are color coded and the kit comes with complete installation instructions.

- 1-0285** Harness Kit for Suzuki GSXR1000 Hayabusa and Kawasaki ZX14
- 1-0300** Harness Kit for Kawasaki ZX12R



- 62104** Suzuki Hayabusa 1999-2007
- 62107** Suzuki Hayabusa 2008-2010
- 62106** Kawasaki ZX-14 2006-2010
- 62105** H-D VRSC models with forward controls (except Muscle)
- 62101** Kawasaki ZX10R 2004-2005
- 62102** Kawasaki ZX10R 2006-2009



AIR SHIFTERS & ACCESSORIES



Premium Electric over Air Shifters



811 Premium Electric over Air Kit with Premium Air Activated Engine Kill and DOT bottle

Pingel Premium Electric Over Air Shifter Kits are ideal for Harley-Davidson Big Twin, Sportsters and Buell motorcycles. The majority of the shift procedure is performed electronically, reducing air usage. We recommend using one of our handlebar control assemblies found on pages 44-45 or wire into your horn button. Available with or without the DOT approved air bottle. 4-speed transmission models require a 3" throw shift cylinder, all other models can use the standard 2" throw shift cylinder. We recommend the purchase of a bottle bracket for kits that include a DOT bottle, see page 43.

All Premium Electric over Air Kits include:

- Premium Shift Cylinder - Throw - 2", Diameter - 1 1/2" (1" each direction from center position)
- Premium Shift Cylinder - Throw - 3", Diameter - 1 1/2" (1 1/2" each direction from center position)
- 0-160psi air gauge
- Air filler valve
- Premium Electric Solenoid
- Hoses & Fittings

Optional Components:

- Air Activated Engine Kill Module
- Adjustable Electronic Engine Kill Module
- Bottle



809 Premium Electric over Air Kit with Premium Air Activated Engine Kill. Bottle not included



814 Premium Electric over Air Kit with Premium Air Activated Engine Kill, 3" throw shift cylinder and DOT bottle



844 Premium Electric over Air Kit with Adjustable Electronic Engine Kill Module



845 Premium Electric over Air Kit with Adjustable Electronic Engine Kill Module and DOT bottle

FUEL VALVES
WHEEL
CHOCKS
SHIFTERS
HANDLEBAR
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& CARTS
SPORTBIKE
ACCESSORIES
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CHAIN &
SPROCKETS
BRAKES
TIRES
DRAG RACING
ACCESSORIES



AIR SHIFTER ACCESSORIES

NPT = National Pipe Thread
comp = compression fitting with ferrule for air line

- 601** Straight Fitting $\frac{1}{8}$ " NPT x $\frac{1}{4}$ " comp
602 Straight Fitting $\frac{1}{8}$ " NPT x $\frac{3}{8}$ " comp
603 Straight Fitting $\frac{1}{4}$ " NPT x $\frac{3}{8}$ " comp



- 604** Straight Fitting
 $\frac{1}{8}$ " FNPT x $\frac{1}{4}$ " comp



- 605** Reducer
 $\frac{3}{8}$ " comp x $\frac{1}{4}$ " comp



- 606** Union $\frac{1}{4}$ " comp x $\frac{1}{4}$ " comp
607 Union $\frac{3}{8}$ " comp x $\frac{3}{8}$ " comp



- 609** Fitting 90° $\frac{1}{8}$ " NPT x $\frac{1}{4}$ " comp
612 Fitting 90° $\frac{1}{8}$ " NPT x $\frac{3}{8}$ " comp
613 Fitting 90° $\frac{1}{4}$ " NPT x $\frac{3}{8}$ " comp



- 614** Fitting Tee $\frac{1}{8}$ " NPT x $\frac{1}{4}$ " comp x $\frac{1}{4}$ " comp
615 Fitting Tee $\frac{1}{4}$ " NPT x $\frac{3}{8}$ " comp x $\frac{3}{8}$ " comp
616 Fitting Tee $\frac{1}{4}$ " comp x $\frac{1}{4}$ " comp x $\frac{1}{4}$ " comp
617 Fitting Tee $\frac{1}{4}$ " NPT x $\frac{3}{8}$ " comp x $\frac{3}{8}$ " comp
618 Fitting Tee $\frac{1}{4}$ " comp x $\frac{3}{8}$ " comp x $\frac{3}{8}$ " comp
619 Fitting Tee $\frac{1}{8}$ " NPT x $\frac{1}{4}$ " comp x $\frac{1}{4}$ " comp
622 Fitting Tee $\frac{3}{8}$ " comp x $\frac{3}{8}$ " comp x $\frac{3}{8}$ " comp

- 623** Ferrule for $\frac{1}{4}$ " air line
625 Ferrule for $\frac{3}{8}$ " air line



- 626** Cap Nut Assembly $\frac{3}{8}$ "
627 Cap Nut Assembly $\frac{1}{4}$ "



- 632** Air Gauge 0-160 psi



633 thumb button valve extension shown installed on a Pingel 680 handlebar control (not included)

- 633** Thumb Button Valve Extension

- 634** Thumb Button Valve



- 635** Hose Barb Fitting - straight



- 624** Hose Barb Fitting - 90 degree



- 636** Air Filler Valve



- 642** Air Line $\frac{1}{4}$ " Black per foot



- 643** Air Line $\frac{3}{8}$ " Black per foot



- 657** $\frac{1}{4}$ " Air Line Sleeve Kit - fits over $\frac{1}{4}$ " air line on the hose barbs of the handlebar controls



- 728** Super Electric Solenoid



- 730** Super Air Line Kit with 15' of $\frac{1}{4}$ " air line and ferrules



- 723** Super Switch Valve



- 725** Super Shift Cylinder



- 726** Super Clevis Assembly



- 727** Super Air Activated Engine Kill

- 826** Premium Air Activated Engine Kill



- 637** Micro Switch



- 638** Air Activated Engine Kill Valve



- 639** Air Activated Engine Kill Piston



- 827** Premium Electric Solenoid

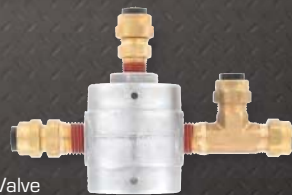
- 827** Premium Electric Solenoid



- 830** Premium Air Line Kit with 10' of $\frac{3}{8}$ " air line, 5' of $\frac{1}{4}$ " airline and ferrules



- 822** Premium Switching Valve



- 829** Premium 3" Shift Cylinder



- 824** Premium Shift Cylinder



- 825** Premium Clevis Assembly





AIR SHIFTER ACCESSORIES



Electronic Engine Kill Module



The new Pingel Engine Kill Module uses state of the art electronic components and is very compact measuring $1\frac{5}{8}$ " wide, $2\frac{3}{8}$ " long and $\frac{5}{16}$ " high. The Engine Kill Modules have a very broad and accurate kill time band that is very easy to use: just flip a dip switch to change the kill time. This module will replace the air kill on an electric over air shifter kit.

62675A Electronic Engine Kill for one or two coil ignition systems, Dyna S and MSD ignition systems. Kill time is adjustable from 40 milliseconds to 110 milliseconds.

62676A Electronic Engine Kill for Kawasaki, Suzuki, Yamaha, and Honda motorcycles with two, three or four coil ignition systems with the coils molded into the spark plug wires. Kill time is adjustable from 40 milliseconds to 110 milliseconds.

CO₂ Bottle Conversion Kit



Tired of constantly airing up your low-pressure air tank? Using our simple to install kit, you can convert your tank to a regulated high-pressure

CO₂ (or other high-pressure inert gas) system capable of hundreds of shifts.

731 CO₂ Bottle Conversion for Super Air Shifter Bottle

831 CO₂ Bottle Conversion for Premium Air Shifter Bottle

Air to Electric/Air Conversion Kit

This conversion kit includes all essential components to convert an air only shifter similar to the Pingel Shifter 700-702 and 802-807 to an electric over air shifter. A handlebar push-button or connection to the horn button is necessary. This kit is required for interaction with many other electronic components. Available for Super or Premium model air shifters.



720A Super Conversion Kit

820A Premium Conversion Kit

Bottle Adapter

658 Adapter Fitting DOT Bottle $\frac{5}{8}$ -18 thread



Adapter O-ring

659 Adapter DOT Bottle O-ring $\frac{5}{8}$ -18 thread



DOT Air Bottles & Brackets/Straps

- 721** Super DOT Air Bottle
- 721P** Polished Super DOT Bottle
- 821** Premium DOT Air Bottle
- 821P** Polished Premium DOT Bottle

Bottle Dimensions:

Diameter - $3\frac{3}{8}$ "

Height - 9" (adapter included)



33786-08 Rubber coated zinc-plated steel strap for our 721 and 821 DOT Air Bottle. Sold individually



C72-103 Billet aluminum bracket for our 721 and 821 DOT Air Bottle. Sold individually



Mini Air Compressor



This mini air compressor is a 12-volt unit and measures 6" long, $4\frac{3}{4}$ " high, $2\frac{3}{4}$ " wide and weighs 1.5 pounds. Comes complete with hose, fittings, wire and momentary button switch with bracket. A convenient way to recharge your air shifter tank.

(Not designed for continuous non-stop usage.)

699 Mini Air Compressor

699-2 Button Switch and Bracket only

Air Shifter Compressor Switch

Air compressor switch and relay kit for air shifter systems used on the street or at the strip. This switch and relay will allow automatic operation of the air compressor in an air shift system with a cut in/out range of 110-140 lbs. psi. Perfect for the rider that does not want to worry about the air pressure in the air tank. The switch installs easily onto the air tank and includes a relay, plug, wires, diagrams and instructions on how to wire.

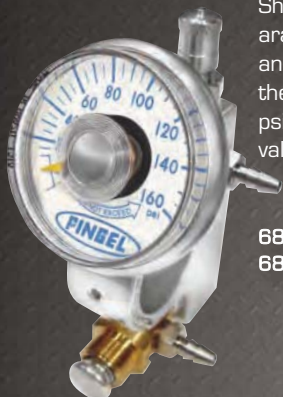
62078 Air shifter compressor switch





HANDLEBAR CONTROLS

Filler, Gauge and Air Button Control



Included in our Super and Premium Air Shifter Kits, these controls are also sold separately. Made from 6061 billet aluminum and highly polished. This control is ideal for the do-it-yourselfer. Control includes 0-160 psi air gauge, air filler valve, air thumb button valve and hose barbs.

- 680 7/8" Filler, Gauge and Air Button Control
- 681 1" Filler, Gauge and Air Button Control

Filler, Gauge and Electric Button Control



This control is the hot set-up for electric over air shifter kits. Made from 6061 billet aluminum and highly polished. Control includes 0-160 psi air gauge, air filler valve, electric momentary water-resistant switch and hose barb. Included with the momentary switch is 18" of high-temperature Teflon silver-coated copper wire for dependable operation.

- 682 7/8" Filler, Gauge and Electric Control
- 683 1" Filler, Gauge and Electric Control

Dual Electric Button Control



Just like the Single Electric Button Control but with one more button so you can kill two birds with one stone! Made from 6061 billet aluminum and highly polished. Control includes two water-resistant switches with 18" of high-temperature Teflon silver-coated copper wire for dependable operation.

- 684 7/8" Dual Electric Button Control, momentary switches
- 684P 7/8" Dual Electric Button Control, momentary switch and positive on/off switch
- 685 1" Dual Electric Button Control, momentary switches
- 685P 1" Dual Electric Button Control, momentary switch and positive on/off switch

Filler and Gauge



Made from 6061 billet aluminum and highly polished. This is perfect for use with an electric over air shifter kit. This one-piece unit slides over the handlebar end and is available in 7/8" diameter. Includes 0-160 psi air gauge, air filler valve and hose barb.

- 688 7/8" Filler and Gauge Control

Toggle with Electric Button Control



This control has one electric momentary button along with a 12 volt, 6 amp toggle. Made from 6061 billet aluminum and highly polished. Control includes water-resistant switches with 18" of high-temperature Teflon silver-coated copper wire for dependable operation.

- 684T 7/8" Toggle Control with momentary switch
- 685T 1" Toggle Control with momentary switch

Single Electric Button Control



Perfect for an electric over air shifter, nitrous, launch or starter button. Made from 6061 billet aluminum and highly polished. Control includes a precision water-resistant switch with 18" of high-temperature Teflon silver-coated copper wire for dependable operation.

- 686 7/8" Single Electric Button Control, momentary switch
- 686P 7/8" Single Electric Button Control, positive on/off switch
- 687 1" Single Electric Button Control, momentary switch
- 687P 1" Single Electric Button Control, positive on/off switch

Handlebar Control with Toggle



This toggle control can be used as an activation device or just a simple on/off switch. Made from 6061 billet aluminum and highly polished. The toggle is water-resistant and uses a single pole, double throw switch rated for 6 amps at 12 volts, with 18" of high-temperature Teflon silver-coated copper wire for dependable operation.

- 686T 7/8" Toggle Control
- 687T 1" Toggle Control



HANDLEBAR CONTROLS



Dual Electric Button Control with Gauge and Filler



Made from 6061 billet aluminum and highly polished. Control includes two water-resistant switches, with 18" of high-temperature Teflon silver-coated copper wire, 0 - 160 psi air gauge, air filler valve and hose barb.

- 690** 7/8" Dual Electric Button Control with Gauge and Filler, momentary switches
- 690P** 7/8" Dual Electric Button Control with Gauge and Filler, momentary switch and positive on/off switch
- 691** 1" Dual Electric Button Control with Gauge and Filler, momentary switches
- 691P** 1" Dual Electric Button Control with Gauge and Filler, momentary switch and positive on/off switch

Toggle and Electric Button Control with Filler and Gauge



This control has one electric momentary button along with a 12 volt, 6 amp toggle. Made from 6061 billet aluminum and highly polished. Control includes water-resistant switches with 18" of high-temperature Teflon silver-coated copper wire, 0 - 160 psi air gauge, air filler valve and hose barb.

- 690T** 7/8" Toggle Control with momentary switch, gauge and filler
- 691T** 1" Toggle Control with momentary switch, gauge and filler

Frame & Lever Studs



This is a convenient way to attach a shift cylinder to your frame and shift lever. Frame stud is 3" long and can be cut and welded to your specific length. Lever arm is 3" long and drilled for the shift cylinder. Welding required. Available in steel or aluminum.

- 740** Frame Stud Steel, for Super Shift Cylinder
- 741** Frame Stud Aluminum, for Super Shift Cylinder
- 742** Lever Arm Steel, for Super Shift Cylinder
- 840** Frame Stud Steel, for Premium Shift Cylinder
- 841** Frame Stud Aluminum, for Premium Shift Cylinder
- 842** Lever Arm Steel, for Premium Shift Cylinder
- 843** Lever Arm Aluminum, for Premium Shift Cylinder

Electric and Air Button Control with Filler and Gauge



The ultimate control - one air button for your air shifter and one momentary or positive on/off electric button with 18" of high-temperature Teflon silver-coated copper wire. Made from 6061 billet aluminum and highly polished. Control includes 0-160 psi air gauge, air filler valve, electric button, thumb button valve and hose barbs.

- 696** 7/8" Electric momentary switch and Air Button Control with Gauge and Filler
- 696P** 7/8" Electric positive on/off switch and Air Button Control with Gauge and Filler

- 624** Hose Barb Fitting 90 Degree



Electric and Air Button Control with Filler and Gauge



One air button for your air shifter and one momentary or positive on/off electric button with 18" of high-temperature Teflon silver-coated copper wire. Made from 6061 billet aluminum and highly polished. Control includes 0-160 psi air gauge, air filler valve, electric button, thumb button valve and hose barbs.

- 697** 7/8" Electric momentary switch and Air Button Control with Gauge and Filler
- 697P** 7/8" Electric positive on/off switch and Air Button Control with Gauge and Filler
- 698** 1" Electric momentary switch and Air Button Control with Gauge and Filler
- 698P** 1" Electric positive on/off switch and Air Button Control with Gauge and Filler

Lock-out Ribbons

Be safe, not sorry, with a colorful Pingel lock-out ribbon.



- 655** Red Lock-out Ribbon
- 656** Yellow Lock-out Ribbon

FUEL VALVES
WHEEL CHOCKS
SHIFTERS
HANDLEBAR CONTROLS
H.D. ACCESSORIES
WHEELIE BARS
STARTERS & CARTS
SPORTBIKE ACCESSORIES
CARBURETION
NITROUS OXIDE
EXHAUST SYSTEMS
GASKETS
ENGINE & TRANSMISSION
ELECTRONICS
CHAIN & SPROCKETS
BRAKES
TIRES
DRAG RACING ACCESSORIES



HANDLEBAR CONTROLS

Slim Line Handlebar Controls



Slim Line handlebar controls are only $\frac{7}{16}$ " thin and feature a two-piece housing design for easy installation. Available in both single and dual button configurations. This bracket design allows for internal or external handlebar wiring. Manufactured from billet aluminum and highly polished. Equipped with momentary push-button switches rated for $\frac{1}{2}$ amp - switch can be used to send a low amperage signal to activate a relay for higher amperage rated accessories.

- 665 $\frac{7}{8}$ " Dual Button Slim Line
- 668 $\frac{7}{8}$ " Single Button Slim Line
- 666 1" Dual Button Slim Line
- 669 1" Single Button Slim Line
- 667 $1\frac{1}{4}$ " Dual Button Slim Line
- 663 $1\frac{1}{2}$ " Dual Button Slim Line

Shift Light Bracket



Designed to mount the Dyna shift light to your handlebars. Made from 6061 billet aluminum and polished. Available in $\frac{7}{8}$ " or 1" diameter.

NOTE: Dyna shift light sold separately. [see below]

- 664 $\frac{7}{8}$ " Shift Light Bracket
- 674 1" Shift Light Bracket



Dyna Shift Light and Minder

- DSL-1 Shift Light only - model shown above
- DSM-2 Shift Minder Control Module, 2 Cylinder 4,000 to 11,875
- DSM-2H Shift Minder Control Module, 2 Cylinder 8,000 to 15,875
- DSM-2L Shift Minder Control Module, 2 Cylinder 1,000 RPM Base
- DSM-4 Shift Minder Control Module, 4 Cylinder 6,000 to 13,875
- DSM-4H Shift Minder Control Module, 4 Cylinder 8,000 to 15,875
- DSMS-2 Shift Minder System with DSL-1, 2 Cylinder 4,000 to 11,875
- DSMS-2H Shift Minder System with DSL-1, 2 Cylinder 8,000 to 15,875
- [DSMS-2H should also be used on the Suzuki Hayabusa]*
- DSMS-4 Shift Minder System with DSL-1, 4 Cylinder 6,000 to 13,875
- DSMS-4H Shift Minder System with DSL-1, 4 Cylinder 8,000 to 15,875

MSD Digital Shift Light



The most universal and easy to use shift light available! The new MSD compact Digital shift light can be installed on all types of motorcycle and ATV applications. The tiny digital controller inside the compact housing gives you the ability to program the rpm activation point through the easy to view LED panel and two programming buttons. This shift light is programmable from 100 to 16,000 rpm in 10 rpm increments. Six bright LED's are easy to view in daylight and can be dimmed at night. The kit comes complete with shift light and GMR pickup for easy installation.

- 89631 MSD Digital Shift Light

Digital Shift Light Bracket for Off Road

Shift light brackets for use with the MSD Digital Shift Light. Available for standard $\frac{7}{8}$ " bars and tapered bars such as the Renthal brand. Easy installation. CNC machined from billet aluminum. Polished finish.



- 661 Shift light bracket for $\frac{7}{8}$ " bars
- 662 Shift light bracket for tapered bars
- 89631 MSD Digital shift light [sold above]





HANDLEBAR CONTROLS



Kill Switch Assemblies

Stop a runaway motorcycle if the rider gets separated from it and no need to worry about expensive blown engine parts from over rewiring with these quality Pingel Safety Kill Switches. Highly polished 6061 billet aluminum body for the performance-minded custom street/strip rider. Water-resistant switch, stainless steel internal components with 24" copper wire for dependable operation. Complete with clipped tether cord that extends to a full 50" length. Available in 7/8", 1", 1 1/8" and 1 1/4" diameter, for normally open or normally closed ignition systems, one piece, two piece and panel mount designs. Made in the U.S.A.,

One-Piece Handlebar Mount Safety Kill Switch



- 620 7/8" One-Piece Switch (Normally closed circuit)
- 621 7/8" One-Piece Switch (Normally open circuit)
- 600 Clipped Red Tether Cord Only

Two-Piece Handlebar Mount Safety Kill Switch



- 640 7/8" Two-Piece Switch (Normally closed circuit)
- 641 7/8" Two-Piece Switch (Normally open circuit)
- 650 1" Two-Piece Switch (Normally closed circuit)
- 651 1" Two-Piece Switch (Normally open circuit)
- 644 1 1/8" Two-Piece Switch (Normally closed circuit)
- 645 1 1/8" Two-Piece Switch (Normally open circuit)
- 646 1 1/4" Two-Piece Switch (Normally closed circuit)
- 647 1 1/4" Two-Piece Switch (Normally open circuit)
- 600 Clipped Red Tether Cord Only

Safety Kill Switch with Shift light Bracket



Two-piece tether kill switch designed to mount a Dyna shift light. Made from 6061 billet aluminum polished to a mirror finish. Available in 7/8" or 1" diameter, normally closed circuit. Patented. NOTE: Dyna shift light sold separately.

- 660 7/8" Switch with Shift light Bracket
- 670 1" Safety Kill Switch with Shift Light Bracket
- 600 Clipped Red Tether Cord Only

Panel Mount Safety Kill Switch



Panel Mount requires a 5/8" hole and 1 3/4" rear clearance

- 610 Panel Mount Switch (Normally closed circuit)
- 611 Panel Mount Switch (Normally open circuit)
- 600 Clipped Red Tether Cord Only

Black Tether Cord with Wristband

We also offer a black tether cord with a velcro wristband. The wristband is adjustable and will fit over cold weather gauntlet style gloves. Replaces the clipped tether cord which is standard with all the Pingel kill switches.

- 600B Black Tether Cord with Wristband

Replacement Parts for Handlebar Controls & Kill Switches



- 624 Hose Barb Fitting 90 Degree
- 68BB Black Button with cup (for all 680-696 controls)
- 68KC Switch, normally closed (for Pingel kill switches)
- 68KO Switch, normally open (for Pingel kill switches)



68BB



68KC & KO



- 68M Replacement momentary switch (for all 680-696 controls)
- 68P Replacement positive on/off switch (for all 680-696 controls ending in "P")
- 68T Toggle switch (for all controls ending in "T")



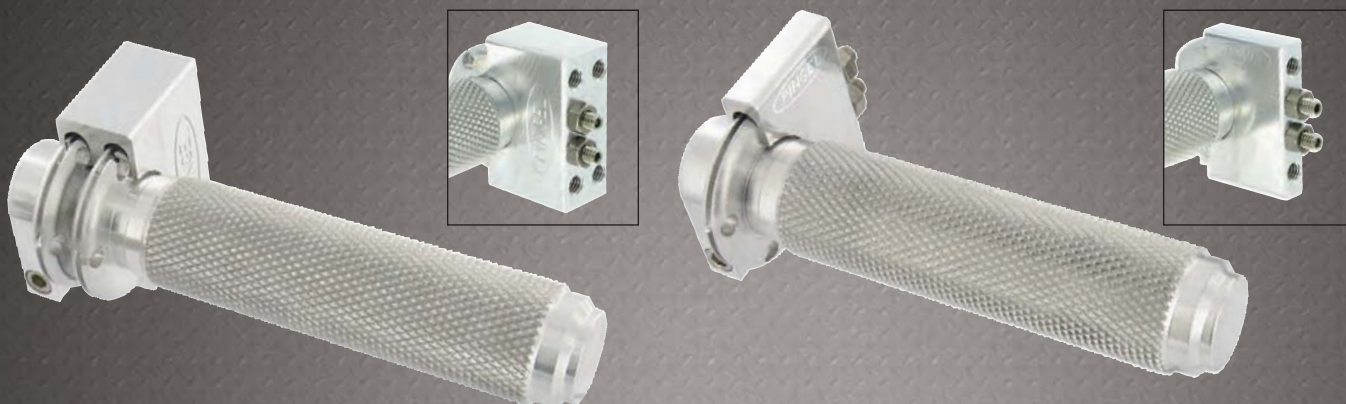
68T

FUEL VALVES
WHEEL CHOCKS
SHIFTERS
HANDLEBAR CONTROLS
H.D. ACCESSORIES
WHEELBARS
STARTERS & CARTS
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DRAG RACING ACCESSORIES

HANDLEBAR CONTROLS

Single & Dual Cable Billet Quick Throttles

These 5/8 turn push-pull quick throttles are manufactured from billet aluminum and heavily knurled for superior rider grip. Available in single or dual cable models for 7/8" or 1" handlebars. Each throttle includes the matching left side grip. Cables listed below.



B78 7/8" Handlebars Single Cable Throttle & Grip
M10 x 1.25 threads for cable housing

B78-HD 7/8" Handlebars Single Cable Throttle & Grip - 5/16"-18 threads for cable housing

B78LRG 7/8" Handlebars Grips only (includes 7/8" grip and 1" grip for over throttle)

B78-DHD 7/8" Handlebars Dual Cable Throttle and Grip - 5/16"-18 threads for cable housing

B1-HD 1" Handlebars Single Cable Throttle & Grip - 5/16"-18 threads for cable housing

B1-DHD 1" Handlebars Dual Cable Throttle and Grip - 5/16"-18 threads for cable housing

02-0007 Throttle cable - M10 x 1.25 threads

(This is the same as used on Honda CB750F 1975-1976)

56376-94 Throttle cable - 5/16"-18 threads

(This is the same as used on H-D models 1990-1995)



H-D Street Billet Throttle & Grip

These grips feature a coarse knurl for excellent grip for performance riding. Easy to install in approximately 30 minutes with common tools. CNC machined from billet aluminum and chrome plated. Sold in pairs.



62196

62196 Billet Throttle & Grip for 1973-2014 H-D's that use stock push/pull throttle cable (excluding models with air assisted forks through grip)



62197

62197 Billet Throttle & Grip for 2008-2014 H-D's with sensor type throttle



HARLEY-DAVIDSON ACCESSORIES



Antenna Low Mount Relocation Kits

These antenna relocation kits are an affordable way to relocate the CB or radio antenna down low and out of the way of the detachable luggage rack or the tour pack on CB/radio equipped baggers. There is no need to change the location of the antennas every time the tour pack is installed or removed from the motorcycle. Each kit includes all hardware and a polished stainless steel bracket which mounts to the rear fender support brackets. These kits will fit models with OEM saddlebag fillers and may work with some after market fillers.

- 62144** Radio Low Mount Antenna Relocation Kit for 1985-2014 touring models
- 62137** CB Low Mount Antenna Relocation Kit for 1985-2008 touring models
- 62145** CB Low Mount Antenna Relocation Kit for 2009-2014 touring models



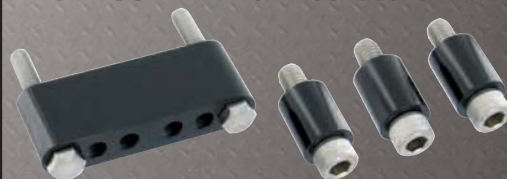
FL Floorboard Spreaders

These items spread the floorboards on your FL away from the bike for increased driver/passenger comfort while sitting in a more relaxed position. Will also keep feet and legs away from the fuel tank, the hot exhaust pipes, the side covers, and the chrome primary and derby cover. Works well with over-size primary covers such as the Barnett Billet Aluminum Primary Cover. Floorboard Spreaders are made from billet aluminum with a black or polished finish for a nice custom look. Each kit includes all necessary hardware for easy installation. Kits install in minutes with simple hand tools. Sold in pairs.

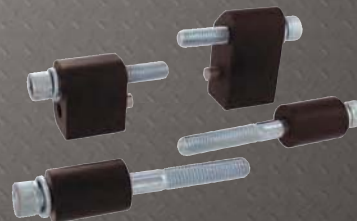
- 62138** FL 1993-2008 Driver Floorboard Spreaders 1 1/4" black
- 62147** FL 2009-2014 Driver Floorboard Spreaders 1 1/4" black
- 62149** FL CVO 2009-2014 Driver Floorboard Spreaders 1 1/4" polished
- 62130** FL 1993-2009 Passenger Floorboard Spreaders 1" polished
- 62148** FL 2010-2014 Passenger Floorboard Spreaders 1" black



62138 FL Driver Floorboard Kit



62147 FL Driver Floorboard Kit



62130 FL Passenger Floorboard Kit



62148 FL Passenger Floorboard Kit



FUEL VALVES
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HARLEY-DAVIDSON ACCESSORIES

Twin Cam Oil Pump Screens



The Twin Cam Oil Pump Screens were designed to protect the oil pump and cam plate from debris off the chain tensioners or other particles that may come loose in a twin cam engine. They are great to put in when doing a cam bearing job. You don't always know when you remove the cams if the inner cam bearings are intact. Sometimes one little roller may drop into the center section of your engine. This roller may be sucked up through the pump, ruining a \$600 pump and cam plate. With these screens, it will catch the roller and hold it until the next service on the tensioner. The screens are easy to install and to clean.

Questions Asked: *What happens when the screens plug?* The oil will not scavenge out of the engine. Oil will eventually come out of the air cleaner. This is telling you that something is coming apart in the engine and it is time to service the cam area.

Do the screens cause restrictions? No - in testing, the engine retruned the same amount of oil back to the oil tank in an allotted amount of time. It was determined that the screens deaerated the oil more. Thus, about a 5-10 degree oil temperature drop occurs.

62169 Twin Cam Oil Pump Screens

Kickstand Extension



If you have problems reaching or locating your kickstand because of a wider primary cover or a short inseam, you really need a Kickstand Extension. This quality piece is manufactured from stainless steel and has a clean and highly polished custom look. The Kickstand Extension is adjustable from 1³/₄" to 2³/₄" extension lengths. Installation is as simple as just tightening one set screw.

62168 Kickstand Extension
FLH 1986-2014
FXR 1982-1994

FL Rear Sprocket Spacer

How Wide Can You Go - This Rear Sprocket Spacer allows the installation of tires up to 142mm wide on 2000-2003 H-D FL models without any other modification to the motorcycle. This easy to install spacer fits between the rear rim and the rear belt sprocket and will allow the use of the Dunlop 142mm wide rear tire, the standard on all 2004 through 2006 FL Series motorcycles. There is no extra machining or parts needed to install. The use of the wider tire gives a larger contact area with the road surface that will help the motorcycle feel more stable in corners and increase stopping and starting performance. The 142mm Dunlop tire is also designed to give 35% longer tread life compared to the stock 130mm rear tire.



130mm



142mm

62051 FL 2000-2003 Rear Sprocket Spacer

Short-Bones

Designed with the short inseam rider in mind. The Short-Bones are a simple and cost effective answer for relocating the stock highway bar pegs on any motorcycle with 1¹/₄" engine guards using Drag Specialties engine guard clamp DS-203008A and footpeg clevis mount DS-253483. They can also be used with the three-piece clamp kit for 1¹/₄" engine guards offered by Harley-Davidson, part #50903-85T and foot peg clevis kit, part #50900-72TA. CNC machined from billet aluminum and highly polished. Lower fairings on some H-D models may interfere with mounting. Includes easy to follow instructions for quick installation.

62053 Short-Bones Highway Peg Brackets





HARLEY-DAVIDSON ACCESSORIES



FL and Softail Heel Shift Lever Eliminator



FL Installation

Get back some of that valuable floorboard space and quit snagging your heel on the shifter. This kit eliminates the heel shifter and is easily installed in just minutes with common hand tools. Manufactured from billet aluminum and polished.

62139 FL 1984-2014 Heel Shift Lever Eliminator
62166 Softail 1986-2014 Heel Shift Lever Eliminator

FL Rear Lowering Brackets

62140A



62141

The kit will lower your FL 1" leaving adequate room for stock tire to fender clearance and is designed to retain the use of the stock rubber shock boot. The product makes the motorcycle much easier to get off the side stand and gives more driver control over the motorcycle with its lower center of gravity. Easy to install in approximately 30 minutes with common tools and includes instructions and hardware. CNC machined from billet with a black finish. Designed to be used with stock shocks. Saddlebag modifications are necessary for installation on FLHRC models (call for details). Sold in pairs.

62140A FL 2002-2014 Rear Shock lowering brackets
62141 FL 1997-2001 Rear Shock lowering brackets

H-D Shift Peg Extender



Are you having a hard time accessing your shift peg? H-D's wide gas tanks create a problem especially for short inseam riders. This shift peg extender is just what is needed by extending the shift peg out 1 1/2". Manufactured from billet stainless steel and highly polished.

62167 H-D 1965-2011 Shift Peg Extender

FL Greaseable Shifter Shaft



Shift linkage will operate smoother and with less resistance after this simple installation. This shaft prevents shift linkage drag and lockup on 2001 through 2014 Harley-Davidson FL's that do not have

a grease fitting on the primary case. It can also be used as a direct replacement for 1982 to 2000 FL models. This new and improved shaft will accept any stock or aftermarket shift lever that fits the stock shaft. Manufactured from stainless steel with the exposed end polished so it will match the chrome shift lever. The shaft can be installed in about 30 minutes using simple hand tools.

62142 FL Greaseable Shifter Shaft



HARLEY-DAVIDSON ACCESSORIES

V-Rod Nitrous System

Bolt On Kit - No Fabrication Required!

Pingel Enterprise, Inc. has designed a completely bolt on nitrous kit for the H-D V-Rod. This "wet kit" can easily and safely increase the stock 107hp to over 140hp at the rear wheel using the 30hp jets as shown in the dyno report. That is an increase of 33% on a stock engine! With the 50hp jets included you could gain as much as 50hp attaining 160hp at the rear wheel, almost 50% over the stock engine! We have designed all the brackets and mounts you will need for the installation. The kit does require the installation of a fuel tank bung for the auxiliary fuel pump and also requires drilling several holes in the air box. Available in four versions; one or two 10 ounce bottles and one or two 1lb bottles. Complete instructions included with every kit.

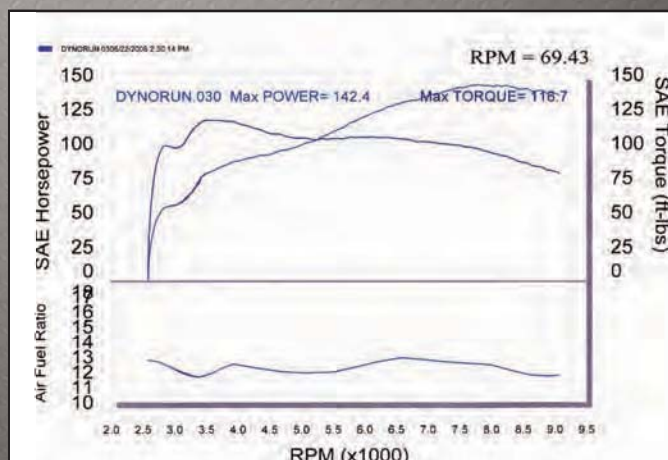
Included in each kit:

- Lightning Series Solenoids with mounting clamps
- Fuel Tank Bung with screen
- Throttle Position Activation Switch (TPAS) with mounting bracket
- Two nozzles with mounting brackets
- Polished bottle brackets
- Polished bottle(s) with chrome high-flow bottle valve(s)
- Toggle switch with mounting bracket
- All necessary fuel and nitrous lines - All visible lines are braided stainless
- All wiring, clamps, fittings and hardware
- Jets included - two each of 16, 18, 20, 22, 24, 26
- Complete installation instructions

62501	V-Rod Nitrous Kit with one 1lb polished bottle
62502	V-Rod Nitrous Kit with two 1lb polished bottles
62503	V-Rod Nitrous Kit with one 10oz polished bottle
62504	V-Rod Nitrous Kit with two 10oz polished bottles
62506	Converts single 1lb bottle kit to dual 1lb bottle kit
62507	Converts single 10oz bottle kit to dual 10oz bottle kit



Kit #62504 - two 10oz polished bottles



Sportster Rear Motor Mount



AMERICAN MADE BY THE ORIGINATOR This 2-bolt rear mount is made of super high tensile alloy to be virtually indestructible. Slips over studs and starter shafts on completely assembled motors and frames. Gusseted on the top (rather than the bottom like stock mounts). Mount is heavily reinforced in all areas that tend to crack, even under normal stress. Studs on the motor must be removed on split cases.

RM2 2-Bolt Rear Motor Mount, 1952-1981 Sportsters



HARLEY-DAVIDSON ACCESSORIES



Kickstands for Lowered FL

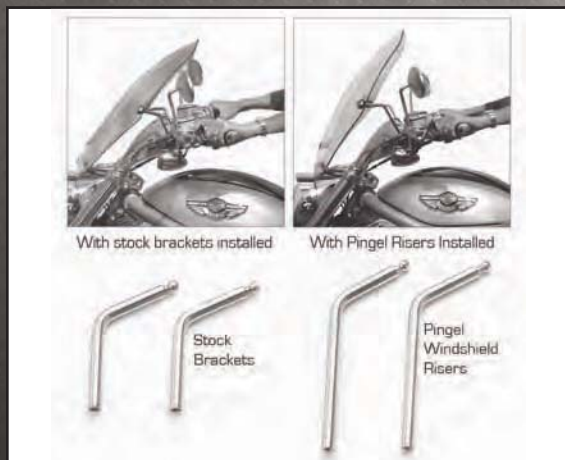
If you have lowered your Harley-Davidson FL motorcycle for improved ride height and seating position, it has probably become apparent that the stock kickstand does not account for this change. You need not modify that stock component, simply replace it with one of these "lowered" kickstands designed for just such situations with a safe lean angle even when turning the handlebars to the right when filling with fuel. Two kickstand models for front and rear lowered Harley-Davidson FL motorcycles are available. One model for 1" lowered bikes and one model for 2" lowered bikes. These kickstands are handcrafted from steel in the USA, TIG welded and then hand polished to accept smooth show quality chrome plating. These lowered kickstands mount directly on the stock mounting bracket and utilizes the stock return spring. Unlike the stock H-D kickstand, these models have a large surface foot pad contact area to support the bike better on the ground. The kick tab is also easily accessible for use with stock and oversized primary covers. Also available is a stock replacement kickstand which provides a less steep lean angle, which in turn reduces effort when lifting the bike off of the kickstand. U.S. Patents D679,631 and D679,630.



- 62251 1" Lowered Kickstand
- 62252 2" Lowered Kickstand
- 62250 Stock Replacement Kickstand

V-Rod Windshield Risers

for 2002 and later Harley-Davidson Super Sport Windshield for VRSC™ Models

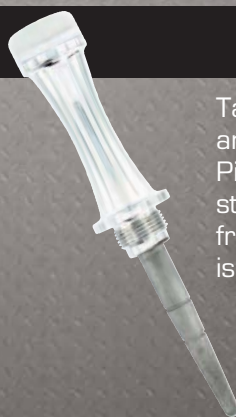


If you own the Super Sport Windshield for your 2002 or later V-Rod and are frustrated by your "bug-toothed smile," you will appreciate the increased angle our new riser offers. The new Pingel Riser will give you the ability to redirect the airflow over the riders head instead of directly into their face.

These risers are simple to change and the installation can be done in just a few minutes with nothing more than a hex key wrench. These quality risers are polished stainless steel.

- 62050 Windshield Risers

Victory Dipstick



Take out that less than attractive stock dipstick and replace it with this polished piece of art from Pingel! This is not some cheap tin cover for your stock dipstick. The Pingel dipstick is machined from a solid chunk of billet aluminum then polished to a show quality finish.

- 62076 Victory Dipstick

Love to Ride...



Donna and Harley out for a ride in Sturgis, S.D.

FUEL VALVES
WHEEL
CHOCKS
SHIFTERS
HANDLEBAR
CONTROLS
H-D
ACCESSORIES
WHEELIE BARS
STARTERS
& CARTS
SPORTBIKE
ACCESSORIES
NITROUS OXIDE
CARBURETION
EXHAUST
SYSTEMS
GASKETS
ENGINE &
TRANSMISSION
ELECTRONICS
CHAIN &
SPROCKETS
BRAKES
TIRES
DRAG RACING
ACCESSORIES



DESTROYER

Pingel Enterprise, Inc. is proud to be a supplier for Harley-Davidson's first ever production drag bike, the Destroyer™. Now you can order the same parts for your V-Rod or Destroyer directly from Pingel.



Air Shifter



- 52298-06** Air Shifter Bottle Assembly
Includes bottle, hex cap, air gauge and fittings
- 75075-06** Air Shifter Bottle Fill Valve & Gauge Assembly
Includes bottle adapter, fittings & air gauge
- 33786-06** Air Shifter Bottle Strap
Two required, sold individually



- 54655-06** Air Shifter Cylinder Assembly
Includes cylinder and rod end
- 33808-06** Air Shifter Cylinder rod end

Engine Kill Module



The Pingel Engine Kill Module uses state of the art electronic components and is very compact measuring 1⁵/₈" wide, 2³/₈" long and 5/₁₆" thick. The Engine Kill Module has a very broad and accurate kill time band that is very easy to use: just flip a dip switch to change the kill time.

33227-06 Engine Kill Module

Solenoid Bracket Assembly



The solenoid bracket assembly includes the electronic air solenoid, mounting plate, fittings, hoses and hose covers.

29021-06 Solenoid Bracket Assembly

Steering Stabilizer Kits



If your Destroyer gets a little "squirrely" at high speeds, you will appreciate the safer stabilizer kits we have developed especially for the V-Rod and Destroyer. Each kit includes the aluminum steering stabilizer, fork mounting bracket, frame mounting bracket and complete mounting hardware.

VRSC A&B models will only accept a stabilizer mounted on the left side. Will not fit if the motorcycle is equipped with a crash guard or Pingel Easy Shift Kit. There are four separate kits available. Two may be required. Sold individually. Not for use on V-Rod Muscle.

- | | | | |
|-------------|----------------------------|-------------|--------------|
| 9040 | Aluminum stabilizer kit | 14.76" body | 4.72" stroke |
| 9041 | Aluminum stabilizer kit | 12.20" body | 3.54" stroke |
| 9043 | Aluminum stabilizer kit | 13.58" body | 3.54" stroke |
| 9044 | Black steel stabilizer kit | 10.25" body | 3.33" stroke |



Destroyer™ Fuel Sampler



Pingel has developed a fuel sampler valve for the fuel injected engines of the Destroyer™ and V-Rod. This easily installed kit is far superior to alternative methods of fuel sampling. Manufactured from billet aluminum and designed to last. Comes with knurled cover shown in photo.

62132 Destroyer Fuel Sampler Valve

Engine Safety Kill Switch



No need to worry about expensive blown engine parts from over revving with this quality Pingel Safety Kill Switch. Highly polished 6061 billet aluminum body for the performance-minded strip rider. Water-resistant switch, stainless steel internal components. Complete with clipped tether cord that extends to a full 50" length. Patented.

75080-06 Engine Kill Switch
600BLK Black Tether only



530DRZ2 X 130

Destroyer™ Chain - Please use this part number when ordering Destroyer chain

Pegs



Pingel shifter and foot pegs are CNC machined from billet aluminum then heavily knurled for a sure grip.

50795-06 Shifter Peg, sold individually



50787-06 Footpeg, left side



50790-06 Footpeg, right side

Side Stand

50127-06 Side Stand



Wheelie Bars

Pingel Drag Bracer Bars are designed as a direct bolt on for the Destroyer™. These bars feature 4130 chrome moly top and bottom tubes and are hand TIG welded and powder coated black. Aluminum vertical and cross bracing, black polyurethane convex shielded bearing wheels, rod ends and all necessary hardware are included.

These wheelie bars and side panels will also fit the VRSC V-Rod 2002-2008 & VRSCD Night Rod 2006-2008. Will not fit the 2005-2006 Street Rod.

16303-06 Wheelie Bars - side panels not included
229 Wheelie Bars Side Panels - sold in pairs, trimming is required

Struts



Made entirely from 4130 chrome moly steel, hand TIG welded and powder coated black. These struts will also fit the VRSC V-Rod 2002-2008 & VRSCD Night Rod 2006-2008. Does not fit 2005-2006 Street Rod.

54657-06 Strut, left side
54658-06 Strut, right side



Since 1967

DRAG BRACER BARS

Pingel Bolt on Drag Bracer Bars® are designed as a direct bolt-on for all models listed below. These bars feature: 4130 chrome moly tubing top and bottom, hand TIG welded with bare finish, dual strut or mono strut, aluminum vertical and cross bracing, black polyurethane shielded bearing wheels, rod ends, all necessary hardware and complete instructions. See photos at right for mounting points.



Part #	Make	Model	Year	Top Bar Mounting	Bottom Bar Mounting	Strut(s)
HD4	H-D	Sportster	1982-1990	Strut	Strut	11 1/2" Dual
HD41	H-D	Sportster	1991-2008	Strut	Strut	11 1/2" Dual
HD42	H-D	Sportster	2009-2014	Strut	Strut	10" Dual
HD43	H-D	Sportster XR1200X	2011-2012	Strut	Strut	11" Dual
HD5	H-D	FX/FLH (four speed)	1973-1985	Strut	Strut	11 1/2" Dual
HD6	H-D	FXR	1982-1994	Strut	Strut	11 1/2" Dual
		FXD	1991-2005	Strut	Strut	11 1/2" Dual
HD7	H-D	V-Rod all models with a 180 tire	2002-2008	Strut	Strut	11 1/2" Dual
HD7SE	H-D	V-Rod all models with a 240 tire	2002-2011	Strut	Strut	11 1/2" Dual
HD9	H-D	FXDWG	2006-2009	Strut	Strut	11 1/2" Dual
HD92	H-D	FXDLI, FXDBI, FXDI35, FXDCI, FXDI	2006-2009	Strut	Strut	11 1/2" Dual
HDST	H-D	Softail	1984-1999	Strut	Strut	11" Dual
HDST2	H-D	Softail	2000-up	Strut	Strut	11" Dual



P-peg (Passenger Peg) mounting



Axle mounting



Adjusting block mounting

B12M2	Buell	M2	1999-2002	rear sub-frame	Axle	Mono
XB912	Buell	XB9 & XB12	All Years	P-pegs	Axle	Mono
RB4070	Buell	Isolator Blocks for rubber mounted swingarms				

NOTE: When ordering Buell wheelie bars please be prepared to provide the length of the stock shock.

For part # BXB912 we will need to know if the rear axle is 0.75" or 0.8125"

65H	Honda	CB750/900/1100F & CBX	All Years	Strut	Strut	11 1/4" Dual
HH6F4	Honda	CBR600F4/F4i	1999-2002	P-pegs	Axle	Mono
H929	Honda	CBR929RR	2000-2001	P-pegs	Axle	Mono
65K	Kawasaki	KZ650/750/900/1000	All Years	Strut	Strut	10 3/4" Dual
		GPZ550/750/1100	All Years	Strut	Strut	10 3/4" Dual
KZX10R	Kawasaki	ZX10R	2004-2005	P-pegs	Adjusting Block	Mono
KZX9R	Kawasaki	ZX9R	2002-2003	P-pegs	Adjusting Block	Mono
KZX12	Kawasaki	ZX12R	2000-2005	P-pegs	Adjusting Block	Mono
KZX9	Kawasaki	ZX9	1994-1997	P-pegs	Swingarm/Weld	Mono
ZRX1112	Kawasaki	ZRX1100/1200	All Years	Strut	Strut	11 3/4" Dual
KZX14	Kawasaki	ZX-14	2006-2013	P-pegs	Adjusting Block	Mono
65S	Suzuki	GS750/850/1000/1100	All Years	Strut	Strut	10 3/4" Dual
GSXR1007	Suzuki	GSXR1000	2007-2008		Adjusting Block	Mono
GSXR1009	Suzuki	GSXR1000	2009		Adjusting Block	Mono
GSXR7500	Suzuki	GSXR600/750/1000	2000-2004	P-pegs	Adjusting Block	Mono
GSXR7596	Suzuki	GSXR750	1996-1999	P-pegs	Adjusting Block	Mono
		GSXR600	1997-1999	P-pegs	Adjusting Block	Mono
GSX13R	Suzuki	GSX1300R Hayabusa	1999-2007	P-pegs	Stock swingarm	Mono
GSX13R08	Suzuki	GSX1300R Hayabusa	2008-2013		Adjusting Block	Mono
GSXRE	Suzuki	GSXR750	1986-1987		special swingarm bracket	Mono
		GSXR1100	1986-1988		special swingarm bracket	Mono
65YVM	Yamaha	V-Max	1985-2007	Strut	Strut	11" Dual
YZF	Yamaha	YZF-R1	1998-2001	P-pegs	Swingarm Bracket	Mono
YZF6	Yamaha	YZFR6	1999-2002	P-pegs	Special Bracket	Mono
YZFR	Yamaha	YZF-R1	2002	P-pegs	Axle	Mono



2009 H-D Nightster



2005 Buell X9



2008 Suzuki Hayabusa



2006 H-D VRSCSE2



2005 Kawasaki ZX10R



2006 Kawasaki ZX-14



DRAG BRACER BARS

ACCESSORIES



65" Universal Drag Bracer Bars®

These bars are pre-made and ready to install on your motorcycle by welding wheelie bar mounts to the swingarm and/or struts. Complete with cross bracing, verticals, wheels and hardware. Please include mounting width when ordering (see [3] in below illustration).

65" Bars = 65" top tubes and 58³/₄" bottom tubes [available with ³/₄" or ⁷/₈" diameter top tubes]

6534SDB 65" Universal Drag Bracer Bar, ³/₄" diameter top tubes
6578SDB 65" Universal Drag Bracer Bar, ⁷/₈" diameter top tubes

All Bars use ³/₄" diameter bottom tubes.



We also offer universal wheelie bar mounts for welding to the swingarm, struts or rear frame section. Large mounts available in steel or aluminum and measure 4¹/₄" from base to mounting hole. Sold individually.



10102
Small steel bracket



10103
Large steel bracket



10104
Large aluminum bracket



10105
³/₄"-24" Rod End

Drag Bracer Bar® Side Panels

Don't destroy the custom paint job on your motorcycle. These lightweight fiberglass panels make it easy to show off sponsor decals. Panels have a black gelcoat finish and are ready to paint. Designed to fit Pingel mono shock or dual shock wheelie bar kits. May be adaptable to other wheelie bar kits. Sold in pairs. Mounting hardware not included - wire ties are most often used to secure panels to wheelie bars.



Buell Isolator Blocks

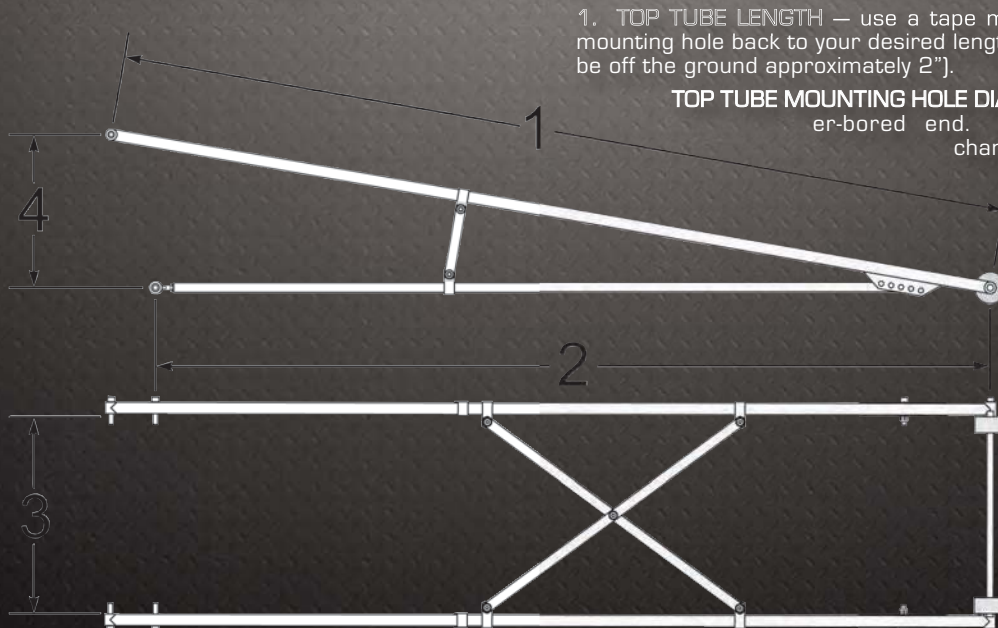


The only way to eliminate the flex in all Buell rubber mount swingarms. A simple and economical way to stiffen your chassis for that performance feel. These blocks are included in all Buell wheelie bar kits.

RB4070 Isolator Blocks for Buell

Custom Drag Bracer Bars®

Design your own wheelie bars. If our Universal Drag Bracer Bars® will not work for your application, we can build and ship custom Drag Bracer Bars® in 2 days. We will need these measurements:



1. TOP TUBE LENGTH — use a tape measure and measure from the top tube mounting hole back to your desired length (remember, the wheelie bar wheels will be off the ground approximately 2").

TOP TUBE MOUNTING HOLE DIAMETER — our standard is ³/₈" with counter-bored end. If mounting in a channel, give the channel width dimension.

2. BOTTOM TUBE LENGTH — use a 2nd tape measure to measure from the bottom tube mounting hole back to your top tube length dimension on 1st tape measure.

3. MOUNTING WIDTH — if you have mounting tabs, measure from outside of the left tab to outside of the right tab. If you have a mounting channel, measure from the inside of the left channel to the inside of the right channel and also channel width.

4. TOP TUBE MOUNTING TO BOTTOM TUBE MOUNTING DISTANCE — measure from the top tube mounting hole to the bottom tube mounting hole.

FUEL VALVES
WHEEL CHOCKS
SHIFTERS
HANDLEBAR CONTROLS
H-D ACCESSORIES
WHEELIE BARS
STARTERS & CARTS
SPORTBIKE ACCESSORIES
NITROUS OXIDE CARBURETION
EXHAUST SYSTEMS
GASKETS
ENGINE & TRANSMISSION
ELECTRONICS
CHAIN & SPROCKETS
BRAKES
TIRES
DRAG RACING ACCESSORIES



DRAG BRACER BARS ACCESSORIES

Drag Bracer Bar® Cross Bracing



Adjustable vertical and cross bracing to eliminate side play. Bolt to your wheelie bars. Cross brace kits include clamps for $\frac{3}{4}$ " or $\frac{7}{8}$ " tubing, aluminum radiused braces, allen bolts, hardened washers and nuts. To measure for verticals: locate the center point on the lower tube end to end, then measure from the top tube center down to the bottom tube center at that location. Provide this dimension when ordering.

- | | |
|---------------|--|
| 7834D | Cross/Vert. Brace Kit, $\frac{7}{8}$ " Top Tube, $\frac{3}{4}$ " Bottom Tube |
| 3434D | Cross/Vert. Brace Kit, $\frac{3}{4}$ " Top Tube, $\frac{3}{4}$ " Bottom Tube |
| 7834VK | Vertical Brace Kit, $\frac{7}{8}$ " Top Tube, $\frac{3}{4}$ " Bottom Tube |
| 3434VK | Vertical Brace Kit, $\frac{3}{4}$ " Top Tube, $\frac{3}{4}$ " Bottom Tube |

Oil Catch Can



This Oil Catch Can is made of aluminum, stands 6" tall and has a 2" diameter. There are two $\frac{1}{2}$ " hose connections and a T-handle drain valve. Patented D396868

- 62084** Oil Catch Can

Drag Bike Side Stand



No more 2 x 4's or scratched exhaust systems. The "simple solution bike stand" fits in your pocket or on your belt key clip and is lightweight and economical. [Sizes are measured from the ground to the center of the foot peg.]

- | | |
|---------------|-------------------------|
| BS1001 | 6 $\frac{3}{4}$ " Stand |
| BS1002 | 8 $\frac{1}{4}$ " Stand |
| BS1003 | 9 $\frac{3}{4}$ " Stand |

Drag Bracer Bar® Wheels



Drag Bracer Bar Wheels come complete with $\frac{5}{16}$ " I.D. bearings. Sold in pairs.

- | | |
|--------------|---|
| PWB | Black Wheels |
| PWBCN | Convex Black Wheels - less weight, more aerodynamic and have less rolling resistance than standard wheels |

Use the Eliminator Practice Tree to help get the best possible launch! See page 105 for more info.



DRAG BRACER BARS

ACCESSORIES



Drag Bracer Bar® Wall Mounts



Pingel offers wall mounts for your wheelie bars, handlebars, brooms, etc. These mounts will keep your bars from getting banged around in the trailer, or get them up and out of harm's way in the shop. CNC machined nylon brackets with positive closing and locking mechanism will not shake or get bumped out of position. Available for $\frac{3}{4}$ " bars or $\frac{7}{8}$ " bars.



Keep Your Wheelie Bars Up and Out of the Way



- WBMB34-1 Wall mount for $\frac{3}{4}$ " diameter wheelie bars - 1 mount
- WBMB34 Wall mount for $\frac{3}{4}$ " diameter wheelie bars - 3 mounts
- WBMB78-1 Wall mount for $\frac{7}{8}$ " diameter wheelie bars - 1 mount
- WBMB78 Wall mount for $\frac{7}{8}$ " diameter wheelie bars - 3 mounts

Staging Disc



This 19" staging disc is made of high quality aluminum, ready for you to paint or anodize to match your colors. Wire ties and mounting instructions are included.

SDS19 19" Staging Disc [Measures 18 $\frac{3}{4}$ " O.D.]



Since 1967

MONO & DUAL STRUTS

Pingel offers these Adjustable Mono and Solid Dual struts for the following motorcycles. Made from 4130 chrome moly tubing and hand TIG welded. Length is measured at mid-point of adjustment, there is 1/2" of adjustment up or down.

Part No.	Model	Length	Part No.	Model	Length
BUELL					
MSB1296	M2/S1/S3 1996-1998	18 3/4"	MSK1000	ZX1000 1986-1987	11 1/4"
MSB1299	X1 1999-2002	18 3/4"	MSKZX7	ZX7 1991-1995	10 1/2"
MSB12M2	M2 1999-2002	16 3/4"	MSKZX7R	ZX7R 1996-1997 (not RR)	12"
MSBLAST	BLAST 2000-2006	9 1/4"	MSKZX9	ZX9 1994-1997	11"
MSBXB912	XB9 & XB12 2003-2006	12 1/2"	MSKZX98	ZX9R 1998-2001	10 7/8"
HARLEY-DAVIDSON					
DSHD1	Sportster Pre 1975	13"	MSK900	ZX900 1984-1986	11 1/4"
DSHD2	Sportster 1975-1978	13"	MSKGPZ11	GPZ1100 1995-1997	12 1/4"
DSHD3	Sportster 1979-1981	11"	MSKZX12	ZX12R 2000-2005, ZX9R 2002-2003, ZX10R 2004-2007, ZX6RR 2005-2006	12 1/4"
DSHD4	Sportster 1982-1990	11 1/2"			
DSHD41	Sportster 1991-2008	11 1/2"	MSKZX14	ZX14 2006-2013, ZX10 2008-2010	11 5/8"
DSHD42	Sportster 2009-2014	10"	DSK	KZ650/750/900/1000, GPZ550/1100, H1/H2	10 3/4"
DSHD43	Sportster XR1200X 2011	11"	DSZR1112	ZRX1100/1200	11 3/4"
DSHD5	FX/FLH 1973-1985 all 4-speed models	11 1/2"	SUZUKI		
DSHD6	FXD 1982-2005, FXR/FXRL 1982-1994	11 1/2"	MSGSXRE	GSXR750 1986-1987, GSXR1100 1986-1988	10 1/2"
DSHD61	FLHS/FLHT/FLHTC/FLT/FLTC 1982-2001	11 1/2"	MSGSXR1193	GSXR750 1993-1995, GSXR1100 1993-1994	10 1/4"
DSHD7	V-Rod all models with a 180 tire 2002-2008	11 1/2"	MSGSXR7596	GSXR600/750 1996-1999	12"
DSHD7SE	V-Rod all models with a 240 tire 2002-2011	11 1/2"	MSGSXR7500	GSXR600/750/1000 2000-2005	11 1/4"
DSHD9	FXDWG 2006-2009	11 1/2"	MSGSXR1000	GSXR1000 2007-2008	10 7/16"
DSHD92	FXDLI, FXDBI, FXDCI, FXDI, FXDI35 2006-2008	11 1/2"	MSGSXR109	GSXR1000 2009	11"
DSHDST	Softail 1984-1999	11"	MSGSXR1195	GSXR1100 1995-1998	11 1/4"
DSHDST2	Softail 2002-2008	11"	MSSGSF12	GSF1200S Bandit 1997-2000	11 1/2"
HONDA					
MSH16	CBR600 1987-1989	10 1/2"	MSGSX13R	GSXR1300R 1999-2013, GSXR600/750 2006-2009, GSXR750 1988-1992, GSXR1000 2006	11 1/8"
MSH1600	CBR600 F2/F3 1990-1998	10 3/4"		GSXR1100 1989-1992	10 1/2"
MSH16F4	CBR600 F4/F4I 1999-2006	11 1/4"	MSSV650	SV650 2003-2006	11 7/8"
MSHCBR6	CBR600RR 2007-2009	10 3/8"	MSSRF900	RF900 1994-1997	10 1/2"
MSH1900	CBR900RR 1993-1995	11 1/2"	DSS	GS750/850/1000/1100	10 3/4"
MSHCBR9	CBR900RR 1996-1999	10 3/4"	YAMAHA		
MSH929	CBR929RR 2000-2001	10 3/4"	MSYF6	FZR600 1989-1992	10 1/2"
MSHCBR954	CBR954RR 2002	10"	MSYFZ6	FZR600 1995-1999	10 1/4"
MSHCBR600RR	CBR600RR 2003-2006, CBR1000RR 2004-2007	10 5/8"	MSYZF6	YZF-R6 1999-2005	11 1/8"
MSHH	CBR1000 1987-1988 & 1990-1991	10"	MSYFE	FZR1000 1987-1988	11 1/4"
MSCBR18	CBR1000 2008-2013	10 7/8"	MSYFJ	FJ1100/1200 1984-1990	10 3/4"
MSHCBRX	CBR1100XX 1997-2002	11 1/2"	MSYFL	FZR1000 1989-1995	11"
DSH	CB750/900/1100F, CBX	11 1/4"	MSYR6	R6 2006-2007	10 1/8"
KAWASAKI					
MSK250R	K250R 1988-2010 & 500R 1997-2009	10 5/8"	MSYZF	YZF-R1 1998-2001	10 1/4"
MSK6	ZX600C 1988-1989	10 3/4"	MSYZFR	YZF-R1 2002-2007	11 1/8"
MSK650	Ninja 650R 2006-2010	9 1/16"	MSYZFR18	YZF-R1 2008-2010	9 7/16"
MSKZX6	ZX6 1991-1997, ZX6R 1994-1996	11 1/8"	MSYZFR68	YZF-R6 2008-2009	9 1/4"
MSKZX6R	ZX6R 1995-1997	11 1/4"	DSYVM	V-MAX 1985-2007	11 1/8"
MSK75/10/11	ZX11D 1993-2001, ZX11C 1990-1993	10 3/4"	Part number code of the first letter: D = dual strut M = mono strut		
	ZX10 1988-1990, ZX750F 1987-1990				

Custom Struts

Shown to the right are three diagrams to help specify the dimensions required to build custom struts. We build custom struts in 2 days. Have your dimensions ready when ordering. Specify dual struts or adjustable mono strut.

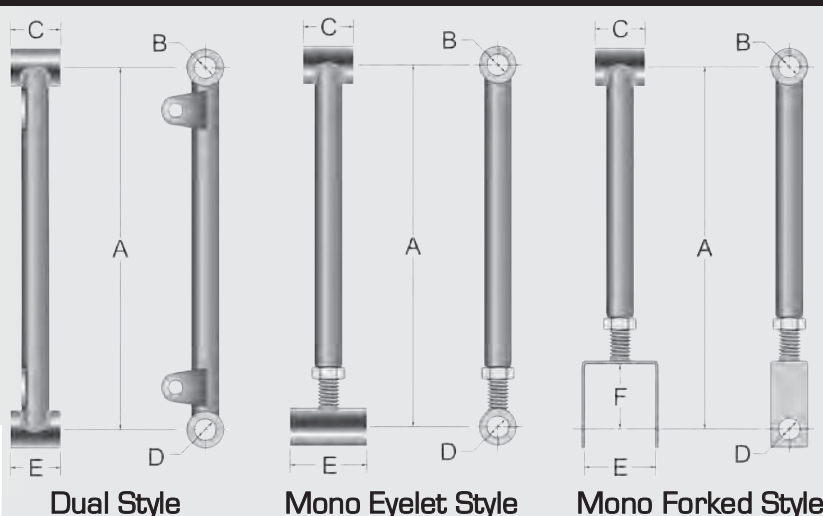
- A = Center to center length
- B = Top hole diameter
- C = Top eyelet length
- D = Bottom hole diameter
- E = Bottom eyelet length or fork inside width
- F = Center of hole to inside top of fork

Specify where you want wheelie bar mounting tabs on dual strut models, if required. If unspecified they will be placed as far apart as possible.

- CMS Custom adjustable mono strut
- CDS Custom dual strut



Examples of the high quality TIG welding on our Drag Bracer Bars®



Dual Style

Mono Eyelet Style

Mono Forked Style



LOWERING ACCESSORIES



Lowering Links

Pingel offers these fine quality billet aluminum suspension lowering links. These are used for lowering the motorcycle and getting horsepower to the ground. Great for riders with a short inseam.



62004	Honda	CBR900RR 1993-1999 CBR929 2000-2001 CBR954 2002-2003 CBR1100XX 1997-2004	Lowers motorcycle 1" or 2" Lowers motorcycle 1" or 2" Lowers motorcycle 1" or 2" Lowers motorcycle 1" or 2"
62022	Honda	CBR600F2 & F3 1991-1998 (with bushings) CBR600F4I 1999-2006 (with bushings)	Lowers motorcycle 1" or 3" Lowers motorcycle 1"
62023	Honda	CBR600RR 2003-2006 (with bushings)	Lowers motorcycle 1" or 3"
62024	Honda	CBR1000RR 2004-2007 (with bushings)	Lowers motorcycle 1" or 3"
62030	Honda	CBR600RR 2007-2011	Lowers motorcycle 2"
62035	Honda	CBR1000RR 2008-2013	Lowers motorcycle 2" or 5"
62013	Kawasaki	Ninja 250R 2008-2010 Ninja 500R 1997-2009	Lowers motorcycle 5/8", 1 3/8" or 4 1/8" Lowers motorcycle 1 3/4", 3 1/2" or 5 1/2"
62018	Kawasaki	ZX6R & RR 1998-2004 ZX6RR 2003-2004 ZX7R 1996-2003 ZX9R 1998-2003 ZX10R 2004-2005 ZX10R 2006-2007 ZX12R 2000-2005 ZX6R 2005-2006 ZX6RR 2005-2006 ZX6R 2007-2013	Lowers motorcycle 1" or 2" Lowers motorcycle 2" Lowers motorcycle 1" or 2" Lowers motorcycle 1" or 2" Lowers motorcycle 1" or 2" Lowers motorcycle 2" or 3 1/2" Lowers motorcycle 1" or 2" Lowers motorcycle 2" or 4" Lowers motorcycle 2"
62020	Kawasaki	Ninja 250R 1988-2007 (with bushings)	Lowers motorcycle 3" or 5"
62025	Kawasaki	ZX14 2006-2013	Lowers motorcycle 2"
62028	Kawasaki	ZX10R 2008-2010	Lowers motorcycle 3"
62033	Kawasaki	R6 1999-2005 (with bushings)	Lowers motorcycle 2"
62009	Yamaha	R6S 2006-2007 (with bushings) S models only R1 2007 (with bushings) R1 2009-2010 (with bushings)	Lowers motorcycle 1" or 3" Lowers motorcycle 1" or 2" Lowers motorcycle 1" or 2"
62011	Yamaha	R1 1998-2003 (with bushings)	Lowers motorcycle 2"
62016	Yamaha	R1 2004-2006 (with bushings)	Lowers motorcycle 2"
62027	Yamaha	R6 2006-2013	Lowers motorcycle 1" or 3"
62034	Yamaha	R1 2008	Lowers motorcycle 2"
62013	Suzuki	GSXR600 2001-2005 GSXR750 2000-2005 GSXR1000 2001-2004 GSXR750 1996-1999 GSXR600 1992-1993 GSXR750 1994-1995 (will not fit P models) GSXR1100 1995-1998 GSXR750 2005 GSXR1000 2006	Lowers motorcycle 1" or 2" Lowers motorcycle 1" or 2" Lowers motorcycle 1" or 2" Lowers motorcycle 2" or 4" Lowers motorcycle 1" or 2" Lowers motorcycle 1" or 2" Lowers motorcycle 3" or 5" Lowers motorcycle 1" or 2"
62014	Suzuki	GSXR1300 Hayabusa 1999-2007 GSXR1300 Hayabusa 2008-2013	Lowers motorcycle 1 1/2" or 3" Lowers motorcycle 1", 2" or 4"
62021	Suzuki	GSXR1000 2005	Lowers motorcycle 2", 3" or 3 1/2"
62026	Suzuki	GSXR600 2006-2009, GSXR750 2006-2009 GSXR1000 2007-2008	Lowers motorcycle 1" or 3" Lowers motorcycle 2 1/2" or 5"
62029	Suzuki	SV650 2003-2008	Lowers motorcycle 2" or 4"
62036	Suzuki	GSXR1000 2009-2013	Lowers motorcycle 2 1/2"

Front End Lowering Bushings



Hayabusa



Ninja



This easily installed modification will make your bike faster on the track and down low on the street. Manufactured from billet aluminum and includes bolts. Sold in complete sets. All models lower the front 1".

62041	Suzuki Hayabusa through 2013
62133	Kawasaki Ninja 250R 1988-2007 Kawasaki Ninja 500R 1997-2009
62143	Kawasaki Ninja 250R 2008-2012

Front End Lowering Strap

AMA/ Dragbike legal. This is a safe and practical way to lower the front end of any sportbike with dual calipers. Not intended for street use, drag race use only.



62070 Front End Lowering Strap

Radial Brake Caliper Brackets Available on Page 63



FUEL VALVES
WHEEL CHOCKS
SHIFTERS
HANDLEBAR CONTROLS
H.O. ACCESSORIES
WHEELIE BARS
STARTERS & CARTS
SPORTBIKE ACCESSORIES
NITROUS OXIDE
CARBURETION
EXHAUST SYSTEMS
GASKETS
ENGINE & TRANSMISSION
ELECTRONICS
CHAIN & SPROCKETS
BRAKES
TIRES
DRAG RACING ACCESSORIES

FUEL VALVES
WHEEL
CHOCKS
SHIFTERS
HANDLEBAR
CONTROLS
ACCESSORIES
H-D
WHEELIE BARS
STARTERS
& CARTS
SPORTBIKE
ACCESSORIES
NITROUS OXIDE
CARBURETION
EXHAUST
SYSTEMS
GASKETS
ENGINE &
TRANSMISSION
ELECTRONICS
CHAIN &
SPROCKETS
BRAKES
TIRES
DRAG RACING
ACCESSORIES



OUTBOARD STARTERS & ACCESSORIES

OUTBOARD STARTERS

Pingel Hi-Torque starters are available in 5.6HP and 7HP models. These starters have superior cranking abilities with considerably more torque and a larger output shaft than others on the market today. Both models are available with either the standard handle that rests over the top of the engine case or a dual grip handle that does not protrude into the fairing area. The 5.6 HP unit weighs only 19 pounds and the 7HP unit weighs 26 pounds. Starter sockets are deep-well 1 1/8" 6 point impact. 6 ft. flexible #2 copper welders cables assure full power is delivered from the batteries and utilize an industrial cable connector. Starters are designed for left side counterclockwise rotation for Kawasaki and Suzuki engines. Two 12 volt batteries with a minimum of 900 cold cranking amps each must be connected in series to produce the 24 volts required to operate these starters. Not for use on V-Twin motorcycles.



Starter Parts

- HTS2 6 Ft. Cable/Connector Assembly
 - HTS3 Gray Cable Connectors only (pair)
 - HTS9 Starter Button only
- See Index for Starter Nuts

Starter Carts

Pingel starter carts have a one-piece tubular handle design and heavy gauge steel box, all hand TIG welded. The battery box holds 2 batteries and uses a hinged steel cover and quick disconnect for starter cables. The special pivotal design keeps batteries level allowing for safe and easy push or pull use. Each starter cart comes with pneumatic tires and painted steel wheels, or available with spun aluminum mag wheels and racing slicks. UPS shippable. Patented D395113.

- 62086 Steel Starter Cart with standard tires
- 62088 Steel Starter Cart with aluminum wheels and racing slicks
- 62088S Aluminum wheel and racing slick [sold each]

62086
Steel cart with
standard wheels
and tires

62088
Steel cart with
aluminum wheels
and racing slicks

Battery Box Dimensions:
Length = 15 1/2"
Width = 11"
Height = 10 3/4"

24 Volt Power Tender Plus for Starter Carts



This 24 volt Battery Tender is the ideal accessory for your starter cart. No more dead batteries, period! 24 volt charge. Constantly monitors the batteries.

022-0158 Power Tender Plus





PINGEL ACCESSORIES



PINGEL DRY SHOT NITROUS

for Fuel Injected Bikes



The Dry Shot nitrous kit for FI (Fuel Injected) bikes is designed to easily and inexpensively increase the horsepower of your bike. The nitrous is sprayed past the temp sensor in the air box which causes the FI system to "Pass more Gas" thus increasing power by up to 30 horsepower. The Dry Shot kit is great for street and or strip and gives you the edge.



- 3008DS Dry Shot with 7/8" handlebar control - for Fuel Injected Engines only
- 3008DS1 Dry Shot with 1" handlebar control - for Fuel Injected Engines only
- 3008DST Dry Shot with toggle switch, not handlebar assembly - for Fuel Injected Engines only

Oil Catch Can



This Oil Catch Can is made of aluminum, stands 6" tall and has a 2" diameter. There are two 1/2" hose connections and a T-handle drain valve.

62084 Oil Catch Can

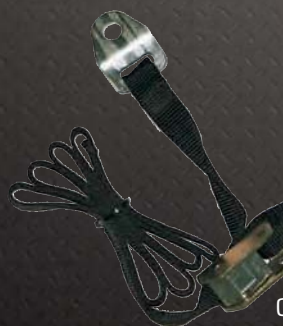
Chain Guard



The Pingel universal chain guard can be used on either pivotal or rigid swingarms. This guard comes with all necessary hardware to fabricate to aluminum or steel swingarms. Manufactured from billet bar stock and measures 1" x 36" and polished to a finish.

62049 Universal Chain Guard

Front End Lowering Strap



This is a safe and practical way to lower the front end of any sportbike with dual calipers. Not intended for street use, drag race use only. Newer motorcycles may require the Radial Brake Caliper Bracket sold at right.

62070 Front End Lowering Strap

Radial Brake Caliper Bracket



Use for attaching the Front End Lowering Strap to the radial mount callipers on newer motorcycles. The kit includes two billet aluminum brackets, stainless steel mounting hardware and installation instructions.

Lowering strap not included. For use on: Suzuki GSX-R600 2004-2011, GSX-R750 2004-2012, GSX-R1000 2003-2013, GSX1300R Hayabusa 2008-2013; Kawasaki ZX-6R/RR 2003-2010, ZX-10R 2004-2011, ZX-12R 2004-2005, ZX-14 2006-2012; Honda CBR1000RR 2004-2013, 2008-2009, CBR600RR 2007-2011

BPP-RMSBK Radial Brake Caliper Bracket

FUEL VALVES
WHEEL CHOCKS
SHIFTERS
HANDLEBAR CONTROLS
H.D. ACCESSORIES
WHEELBARS
STARTERS & CARTS
SPORTBIKE ACCESSORIES
NITROUS OXIDE
CARBURETION
EXHAUST SYSTEMS
GASKETS
ENGINE & TRANSMISSION
ELECTRONICS
CHAIN & SPROCKETS
BRAKES
TIRES
DRAG RACING ACCESSORIES



PINGEL ACCESSORIES

Mirror Blockoff Plates

Our Mirror Blockoff Plates will give your ride the sleek unbroken lines and aerodynamic advantage that you need to win. Install in just minutes with simple tools. Plates are CNC machined from billet aluminum and highly polished. This design features a clean appearance without logos for a smooth custom look. Polished stainless steel screws included where applicable. Sold in pairs.

Kawasaki



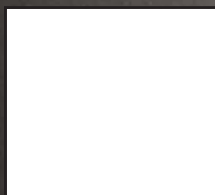
62044
ZX6R 1998-2007
ZX6RR 2005-2008
ZX7 1989-1995
ZX7R 1992-2003
ZX9R 1998-2003
ZX10R 2004-2007
Ninja 500R 1997-2007



62055
Ninja 250R 1988-2007



62057
Ninja 250R 2008-2012
Ninja 500R 2008-2009
Ninja 650R 2006-2008



62270
ZX14 2006-2013



62066
ZX10R 2008-2010
ZX10R 2011



62091
ZX6R 2009-2012
Ninja 300 2013



62092
Ninja 650R 2009-2012

Yamaha



62046
R1 2002-2006
R6 1999-2005
R6S 2006-2009



62058
R6 2006-2007



62067
R6 2008-2013



62047
R1 1999-2001



62065
R1 2007-2008



62069
R1 2009-2013

Suzuki



62043
GSXR600 2001-2005
GSXR750 2000-2005
GSXR1000 2001-2005
GSXR1300R 1999-2009



62056
GSXR600 2006-2009
GSXR750 2006-2009
GSXR1000 2006-2008

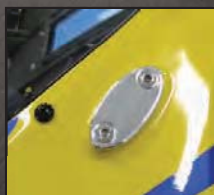


62060
SV650 2003-2008
SV1000S 2003-2007



62094
GSXR1000 2009-2013
GSXR600 2011
GSXR750 2011-2013

Honda



62045
CBR600 F4 1999-2006
CBR600 F4i 1999-2006
CBR600RR 2003-2011
CBR929RR 2000-2001
CBR954RR 2002-2003
CBR1000RR 2004-2007
RC51 2000-2006
Interceptor 2002-2009



62068
CBR1000RR 2008-2013



PINGEL ACCESSORIES



Handlebar Ends

Pingel offers these handlebar ends in both CNC machined billet aluminum and black Delrin plastic. The CNC machined billet aluminum is highly polished and not only will they look great on your bike, they will help to minimize damage in the event of a crash. This design features a clean appearance without logos for a smooth custom look. Polished stainless steel screws included where applicable. Sold in pairs.



Honda

CBR600 F2/F3/F4 All years
CBR600RR 2003-2011
CBR900RR 1993-1999
CBR929RR 2000-2001
CBR954RR 2002-2003
CBR1000RR 2004-2013
RC51 2000-2006
VTR1000F 1998-2005
GL1800 Gold Wing all years

62301



62302



Kawasaki

Ninja 250R 1988-2012
Ninja 500R 2008-2009
ZX1100/1200 1999-2005
ZX6R 1993-2007
ZX7R 1993-2006
ZX9R 1993-2006
ZZR600 2005-2007

62307



62309



Kawasaki

ZX6R 2008-2013
ZX10R 2004-2011

62308



62310



Kawasaki

Ninja 650R 2006-2012
ZX14 2006-2013

62315



62316



Suzuki

GSXR600 1997-2000
GSXR750 1996-1999
GSX1300R 1999-2013
SV650S/1000S 1999-2009
TL1000S 1997-2001

62303



62305



Suzuki

GSXR600 2001-2012
GSXR750 2000-2013
GSXR1000 2001-2013
SV650 1999-2008
SV1000 1999-2006

62304



62306



Yamaha

R6 1999-2005

62311



62313



Yamaha

R1 1998-2013
R6 2006-2013

62312



62314



FUEL VALVES
WHEEL CHOCKS
SHIFTERS
HANDLEBAR CONTROLS
H.O. ACCESSORIES
WHEELIE BARS
STARTERS & CARTS
SPORTBIKE ACCESSORIES
NITROUS OXIDE
CARBURETION
EXHAUST SYSTEMS
GASKETS
ENGINE & TRANSMISSION
ELECTRONICS
CHAIN & SPROCKETS
BRAKES
TIRES
DRAG RACING ACCESSORIES

Reservoir Caps

Replace your stock plastic or cast brake and clutch reservoir caps with these trick caps. CNC machined from billet aluminum and highly polished. Some models fit more than one brand. This design features a clean appearance without logos for a smooth custom look. Polished stainless steel screws included where applicable. Sold individually.



Honda Reservoir Cap 62170

Front Brake & Clutch Reservoir

CBR600 F2/F3/F4 1991-2006
CBR600RR 2003-2006
VTR1000F all years
GL1800 Gold Wing all years



Honda Brake Reservoir Cap 62171

Front Brake Reservoir

CBR900RR 1993-1999
CBR929RR 2000-2001
CBR954RR 2002-2003
RC51 2000-2006
CBR1000RR 2004-2005



Brake Reservoir Cap 62172

Honda

CBR600RR 2007-2009 (front)
CBR1000RR 2006-2011 (front)

Kawasaki

Ninja 250R 1988-2012 (rear)
Ninja 650R 2006-2012 (rear)
ZX6R 1995-2013 (front)
ZX9R 1994-2003 (front)
ZX10R 2004-2007 (front & rear)
ZX10R 2008-2011 (front)
ZX12R 2001-2002 (front)
ZX14R 2006-2013 (front & rear)
ZZR600 2005-2008 (front & rear)

Suzuki

GSXR600 1991-2011 (front)
GSXR750 1988-2013 (front)
GSXR1000 2001-2013 (front)

Yamaha

YZF-R6 1998-2013 (front)
YZF-R1 1998-2030 (front)



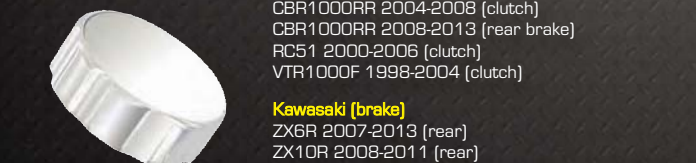
Suzuki Reservoir Cap 62173

Clutch Reservoir

GSXR750 1986-1987
GSXR1100 1986-1988
GSX1300R 1999-2013

Brake Reservoir

GSXR750 1986-1987 (front)
GSXR1100 1986-1988 (front)
GSX1300R 1999-2013 (front)



Clutch/Brake Reservoir Cap 62174

Honda

CBR1000RR 2004-2008 (clutch)
CBR1000RR 2008-2013 (rear brake)
RC51 2000-2006 (clutch)
VTR1000F 1998-2004 (clutch)

Kawasaki (brake)

ZX6R 2007-2013 (rear)
ZX10R 2008-2011 (rear)
Ninja 500R 2009 (rear brake)

Suzuki (clutch)

GSXR1000 2007-2008

Yamaha

YZF-R6 2006-2009 (rear)
YZF-R1 2009-2013 (rear brake)



Kawasaki Reservoir Cap 62175

Brake Reservoir

Ninja 250R 1988-2007 (front)
Ninja 500R 2008 (front & rear)
Ninja 500R 2009 (front)
Ninja 650R 2006-2011 (front)



Kawasaki Reservoir Cap 62176

Clutch Reservoir

ZX14 2006-2013



Reservoir Cap 62177

Rear Brake Reservoir

YZF-R1 2007-2008



Reservoir Cap 62178

Front Brake Reservoir

Ninja 250R 2008-2012
300 2013

Ninja





PINGEL ACCESSORIES



Swingarm Sliders & Sportbike Drag Swingarm Footpegs

Designed for use with rear stands as well as giving protection to the swingarm if the motorcycle is laid down. Constructed of black Delrin plastic and aircraft aluminum. Includes stainless steel hardware. Sold in pairs.



Sportbike Drag Swingarm Pegs



These 7" long light weight aluminum footpegs are designed to replace the sliders on the rear of the swingarm to give you a place to rest your feet from the start of the race to the finish. The large diamond knurl bites into the riders shoe for firm rider comfort. May not work with your stock exhaust system. Not intended to hold the full weight of the rider. Available in a machined finish, and comes complete with stainless steel socket head cap screws.

- 62124** 8mm x 1.25 Footpeg Kit, Pair
- 62125** 10mm x 1.50 Footpeg Kit, Pair
- 62126** 10mm x 1.25 Footpeg Kit, Pair

Honda

- 62220** Swingarm Sliders
- 62124** 8mm x 1.25 Footpegs
- CBR1000RR 2002-2013
- CBR600RR 2003-2012
- CBR954RR 2002-2003
- RC51 2000-2006
- ZX10R 2011

Suzuki

- 62220** Swingarm Sliders
- 62124** 8mm x 1.25 Footpegs

- GSXR600 1997-2009
- GSXR750 1993-2009
- GSXR1000 2001-2009
- GSX1300R 1999-2009
- SV650 1999-2008
- SV650S 1999-2008
- TLR1000R 1997-2003
- TLR1000S 1997-2003

Kawasaki

- 62222** Swingarm Sliders
- 62125** 10mm x 1.50 Footpegs
- Ninja 250R 2009-2011
- K650R 2006-2007
- ZRX1200 2001-2005
- ZX6R 1998-2009
- ZX7 1989-2003
- ZX7R 1989-2003
- ZX9R 1994-2003
- ZX10R 2006-2007
- ZX12R 2000-2005
- ZX14 2006-2007

- 62223** Swingarm Sliders
- 62126** 10mm x 1.25 Footpegs

- EX250R 2012
- K650R 2008-2012
- ZX10R 2008-2010
- ZX14 2008-2013

Yamaha

- 62221** Swingarm Sliders

- R6 1999-2013
- R1 1998-2013



Honda



Kawasaki



Suzuki



Yamaha

FUEL VALVES
WHEEL CHOCKS
SHIFTERS
HANDLEBAR CONTROLS
ACCESSORIES
H.O.
WHEELBARS
STARTERS & CARTS
SPORTBIKE ACCESSORIES
NITROUS OXIDE
CARBURETION
EXHAUST SYSTEMS
GASKETS
ENGINE & TRANSMISSION
ELECTRONICS
CHAIN & SPROCKETS
BRAKES
TIRES
DRAG RACING ACCESSORIES

FUEL VALVES
WHEEL CHOCKS
SHIFTERS
HANDLEBAR CONTROLS
ACCESSORIES
H-D ACCESSORIES
WHEELIE BARS
STARTERS & CARTS
SPORTBIKE ACCESSORIES
NITROUS OXIDE
CARBURETTION
EXHAUST SYSTEMS
GASKETS
ENGINE & TRANSMISSION
ELECTRONICS
CHAIN & SPROCKETS
BRAKES
TIRES
DRAG RACING ACCESSORIES



PINGEL ACCESSORIES

Oil Filler Caps

For Street...



62400

Machined from billet aluminum and includes o-ring for no leak sealing. 62100 & 62300 have a Red Anodized Finish, 62400 has a Machined Satin Finish.

- 62100** Honda CBR600F4i 1999-2006
CBR600RR 2003-2010
CB900F 2002-2004
CBR900 1998-2001
CBR1000RR 2004-2010
Kawasaki 650R Ninja 2006-2010
- 62300** Suzuki GSXR600 2006-2009
GSXR1000 2006-2009
GSXR750 2006-2009
GSX1300R 1999-2009
- 62400** Kawasaki KZ900/1000 All Years
Ninja 250R 1988-2010
Ninja 500R 2008-2009
ZX10 All Years
ZX11 All Years
ZZR600 2005-2007
ZX6R 2008-2009
ZX10R 2006-2010
ZX14 2006-2010

For Dirt...

No more breaking or cracking stock filler caps. Machined from billet aluminum and anodized red. Knurled body for a sure grip, no need for a wrench. Includes o-ring for no leak sealing.



62100

62200

62300



- Honda**
62100 CR85 1988-2007
CR125R/250R 1987-2007
CR500 1987-2002
CRF250R 2004-2008
CRF250X 2004-2006
* CRF450R 2002-2008
* CRF450X 2005-2006
* TRX450R 2006-2009
* Requires 2

- Kawasaki**
62300 KLX400R 2003-2004
KLX400RS 2003-2004
KLX650R 1993-2002
KXF250F 2004-2007
KX250 2005-2006

- Suzuki**
62100 DRZ110 2003-2006
DRZ125/125L 2003-2006
JR50 1986-2006
KLX300 1997-2006
RM60 2003-2004
RM65/100 2003-2006
62300 DRZ400 2000-2007
JR50 1986-2006
RM80 1986-2001
RM85 2002-2006
RM125 1982-2007
RM250 1986-2008
RM250Z 2002-2006
RMX250 1989-1999
RMZ250 2004-2008
RMZ450 2005-2010

- Kawasaki**
62100 KX60/125/500 1979-2006
KX65/85/100 1981-2008
KX80 1979-2002
KX250 1990-2004
KDX200/220 1983-2006
KDX250 1980-1984
KDX250 1991-1994
KLX110 2002-2008
KLX125/125L 2002-2006
KLX250 1994-2006
KLX300 1994-2006
KLX399 1994-2006

- Yamaha**
62100 YFZ450 2004-2009
YZ80 1993-2001
YZ85 2002-2007
YZ125 1976-2007
YZ250 1996-2009
YZ250F 1973-2009
YZ400F/426 1998-2004
YZ450F 2003-2010
WR250 1989-1997
WR250F 2003-2010
WR450F 2003-2010
62200 WR400/426 1998-2002

Cylinder/Head Stand

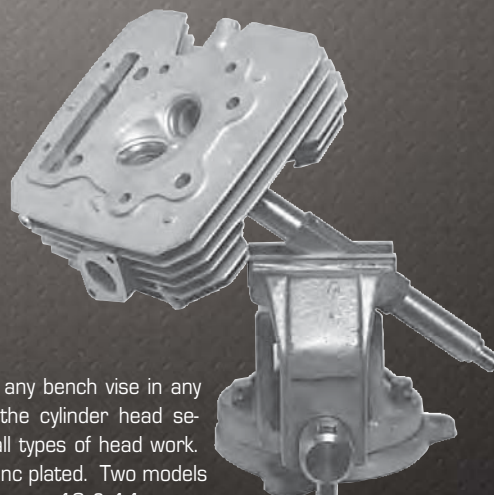


This cylinder & head stand is designed for use with all cylinder heads and provides a safe mount for all jobs. Sold in pairs.

- 62080** Head Stand



Threaded Cylinder Head Holder



This tool mounts in any bench vise in any position and holds the cylinder head securely in place for all types of head work. Made of steel and zinc plated. Two models available - 10 & 12mm or 12 & 14mm. The shaft of the tool has a drilled hole for easy wall storage.

- 62082** Threaded Head Holder 12 & 14mm
62083 Threaded Head Holder 10 & 12mm





PINGEL ACCESSORIES



Since 1967

Pingel / Shifters Apparel



PINGEL APPAREL

BL T GRAY M
BL T GRAY L
BL T GRAY XL
BL T GRAY XXL
BL T GRAY XXXL
BL T GRAY XXXXL

BL T BLK M
BL T BLK L
BL T BLK XL
BL T BLK XXL
BL T BLK XXXL
BL T BLK XXXXL

BL LONGT BLK S
BL LONGT BLK M
BL LONGT BLK L
BL LONGT BLK XL
BL LONGT BLK XXL

BL SWEATGRAY M
BL SWEATGRAY L
BL SWEATGRAY XL
BL SWEATGRAYXXL

BL SWEATBLK M
BL SWEATBLK L
BL SWEATBLK XL
BL SWEATBLK XXL

BL HOODYGRAY S
BL HOODYGRAY M
BL HOODYGRAY L
BL HOODYGRAY XL
BL HOODYGRAY XXL

BL HOODYBLK S
BL HOODYBLK M
BL HOODYBLK L
BL HOODYBLK XL
BL HOODYBLK XXL

SHIFTERS APPAREL

ST T GRAY M
ST T GRAY L
ST T GRAY XL
ST T GRAY XXL
ST T GRAY XXXL
ST T GRAY XXXXL

ST T BLK M
ST T BLK L
ST T BLK XL
ST T BLK XXL
ST T BLK XXXL
ST T BLK XXXXL

ST LONGT BLK S
ST LONGT BLK M
ST LONGT BLK L
ST LONGT BLK XL
ST LONGT BLK XXL

ST SWEAT BLK S
ST SWEAT BLK M
ST SWEAT BLK L
ST SWEAT BLK XL
ST SWEAT BLK XXL

T-Shirts Gray

Blue Flamed T-Shirt Gray M
Blue Flamed T-Shirt Gray L
Blue Flamed T-Shirt Gray XL
Blue Flamed T-Shirt Gray XXL
Blue Flamed T-Shirt Gray XXXL
Blue Flamed T-Shirt Gray XXXXL

T-Shirts Black

Blue Flamed T-Shirt Black M
Blue Flamed T-Shirt Black L
Blue Flamed T-Shirt Black XL
Blue Flamed T-Shirt Black XXL
Blue Flamed T-Shirt Black XXXL
Blue Flamed T-Shirt Black XXXXL

Long Sleeve T-Shirts Black

Blue Flamed Long Sleeve Black S
Blue Flamed Long Sleeve Black M
Blue Flamed Long Sleeve Black L
Blue Flamed Long Sleeve Black XL
Blue Flamed Long Sleeve Black XXL

Sweatshirts Gray

Blue Flamed Sweatshirt Gray M
Blue Flamed Sweatshirt Gray L
Blue Flamed Sweatshirt Gray XL
Blue Flamed Sweatshirt Gray XXL

Sweatshirts Black

Blue Flamed Sweatshirt Black M
Blue Flamed Sweatshirt Black L
Blue Flamed Sweatshirt Black XL
Blue Flamed Sweatshirt Black XXL

Zip Hoody Gray

Blue Flamed Zip Hoody Gray S
Blue Flamed Zip Hoody Gray M
Blue Flamed Zip Hoody Gray L
Blue Flamed Zip Hoody Gray XL
Blue Flamed Zip Hoody Gray XXL

Zip Hoody Black

Blue Flamed Zip Hoody Black S
Blue Flamed Zip Hoody Black M
Blue Flamed Zip Hoody Black L
Blue Flamed Zip Hoody Black XL
Blue Flamed Zip Hoody Black XXL

T-Shirts Gray

Shifters T-Shirt Gray M
Shifters T-Shirt Gray L
Shifters T-Shirt Gray XL
Shifters T-Shirt Gray XXL
Shifters T-Shirt Gray XXXL
Shifters T-Shirt Gray XXXXL

T-Shirts Black

Shifters T-Shirt Black M
Shifters T-Shirt Black L
Shifters T-Shirt Black XL
Shifters T-Shirt Black XXL
Shifters T-Shirt Black XXXL
Shifters T-Shirt Black XXXXL

Long Sleeve T-Shirts Black

Shifters Long Sleeve Black S
Shifters Long Sleeve Black M
Shifters Long Sleeve Black L
Shifters Long Sleeve Black XL
Shifters Long Sleeve Black XXL

Sweatshirts Black

Shifters Sweatshirt Black S
Shifters Sweatshirt Black M
Shifters Sweatshirt Black L
Shifters Sweatshirt Black XL
Shifters Sweatshirt Black XXL



HATW Pingel logo baseball cap

BEANIE Pingel logo beanie

FUEL VALVES
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ENGINE & TRANSMISSION
ELECTRONICS
CHAIN & SPROCKETS
BRAKES
TIRES
DRAG RACING ACCESSORIES



Nitrous Express has only one goal, to provide every customer with a safe and reliable nitrous system that will exceed all expectations. This explains why NX has a nitrous system for every motorized vehicle on earth. They achieve this by exhaustive research and development of "Next Generation" nitrous products. NX uses only the finest components in their systems. We are proud of the fact that 98% of all NX products are made in the U.S.A.

4-Cylinder Street Nitrous System



The NX 4 Cylinder Piranha Nozzle system is designed for all 4 cylinder applications without an existing fuel system for the nitrous kit. This system comes complete with new Lightning Solenoids, fuel pump, 2.5lb bottle, stainless steel bottle bracket, nitrous and fuel lines, relay and wiring harness, WOT activation switch and jetting for 40, 60, 80 and 100hp.

60005P
60005P-BLKP

NX 4-Cylinder Street Nitrous System
Same as 60005P but has black poly lines instead of braided lines

4-Cylinder PROMOD Nitrous System



The NX 4 Cylinder Piranha Nozzle system is designed for all 4 cylinder race applications without an existing fuel system for the nitrous kit. This system comes complete with fuel pump, 2.5lb bottle, stainless steel bottle bracket, nitrous and fuel lines, relay and wiring harness, WOT activation switch and jetting for 100, 150, 200 and 250hp.

60006P NX 4-Cylinder ProMod Nitrous System

4-Cylinder EFI Nitrous System



The NX 4 Cylinder Piranha Nozzle system is designed for all 4 cylinder applications without an existing fuel system for the nitrous kit. This system comes complete with new Lightning Solenoids, fuel pump, four bottle options, stainless steel bottle bracket, nitrous and fuel lines, relay and wiring harness, WOT activation switch and jetting for 40, 60 and 100hp.

60007P 2lb bottle

2-Cylinder Street Nitrous System



The NX 2 Cylinder Piranha Nozzle system is designed for all 2 cylinder applications without an existing fuel system for the nitrous kit. This system comes complete with new Lightning Solenoids, fuel pump, 2.5lb bottle, stainless steel bottle bracket, nitrous and fuel lines, relay and wiring harness, WOT activation switch and Jetting for 20, 30, 40 and 50hp.

60002P NX 2-Cylinder Street Nitrous System
60002EFIP (same as above for fuel injection)

V-Twin Single Carb Nitrous System



The NX V-Twin Stage 1 Piranha Nozzle system is designed for all V-twin applications with a single carburetor, and includes a fuel pump to supply the necessary fuel for the nitrous system. This system comes complete with new Lightning Solenoids, fuel pump, 2.5lb bottle, stainless steel bottle bracket, nitrous and fuel lines, relay and wiring harness, WOT activation switch and jetting for 15, 25, 35 and 50hp.

60022P NX Single Carb Nitrous System

3-Cylinder Nitrous System



The NX 3 Cylinder Piranha Nozzle system is designed for all 3 cylinder applications without an existing fuel system for the nitrous kit. This system comes complete with new Lightning Solenoids, fuel pump, 2.5lb bottle, stainless steel bottle bracket, nitrous and fuel lines, relay and wiring harness, WOT activation switch and jetting for 30, 45, 60 and 75hp.

60033P NX 3-Cylinder Nitrous System

Show Polished V-Twin Nitrous System



Designed for all V-Twin applications and includes a fuel pump to supply the necessary fuel for your nitrous system. Also includes two polished 1.25lb or 10oz bottles and necessary mounting brackets to mount the bottles on your frame. [Specify downtube size!] This system comes complete with new Lightning Solenoids, fuel pump, two 1.25lb or 10oz bottles, billet aluminum bottle brackets, bar mounts, nitrous and fuel lines, relay and wiring harness, WOT activation switch and jetting for 15, 25, 35 and 50hp.

60122P V-Twin Kit with two 1.25lb bottles

60123P V-Twin Kit with two 10oz bottles

1-Cylinder Nitrous System



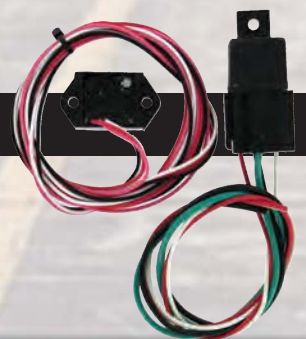
The NX 1 Cylinder Piranha Nozzle system is designed for all one cylinder applications without an existing fuel system for the nitrous kit. This system comes complete with new Lightning Solenoids, 2.5lb bottle, stainless steel bottle bracket, nitrous and fuel lines, relay and wiring harness, WOT activation switch and jetting for 10, 15, 20 and 25hp.

60011P NX 1-Cylinder Nitrous System

TPAS

NX has designed and manufactured the most reliable electronic nitrous activation switch available. The throttle position switch senses voltage and activates nitrous system when it reaches a preset voltage level. This TPAS switch design has built in protection to guard against short circuit damage. It comes complete with an adjustable switch module, relay, wiring harness, and all necessary hardware for a complete installation.

15961P Self Programming Throttle Position Activation Switch





Bottles and Bottle Accessories



- 11021P** 7 oz. Mini Bottle (2" x 11.36")
- 11022P** 10 oz. Bottle (2" x 15.09")
- 11010P** 16 oz. Bottle (3.2" x 9.83")
- 11023P** 1.4 lb. Bottle (3.2" x 11.38")
- 11024P** 1.4 lb. Bottle (polished)
- 11030P** 2 lb. Bottle (4.38" x 10.25")
- 11025P** 2.5 lb. Bottle (4.38" x 12.37")
- 11055P** 5 lb. Bottle w/Chrome Valve (6.25" x 16.14")

NOTE: All Bottles can be ordered in Show Polished.
Add (P) to the end of the part number.

Bottle Valves

- 11696-1.25P** Bottle Valve Black 5/8" Thread
- 11698-2.5P** Bottle Valve Black 3/4" Thread
- 11027P** 2-2.5lb Bottle Valve O-Ring
- 11027-1P** 7 or 10oz Bottle Valve O-Ring
- 11710P** Safety blow-off cap for motorcycle valve (3000psi)
- 11712P** NX Pressure Relief disk



Nitrous Filling Station



Tired of the hassles with your antique nitrous pump? What you really want is the NX "Next Generation Nitrous Pump". Designed from a clean sheet of paper, not adapted from some other use, this billet "Bad Boy" puts the others to shame. It's balanced double end pumping design is able to deliver 6 lbs. of nitrous in 60 seconds. Optional built-in digital scale, run dry technology, and the quietest pump on the planet. This pump can be operated "dry" without nitrous, for extended periods with no seal damage and requires only a fraction of the air required by the current designs available. Special Order Item - Please call for availability.

- 15906P** Next Generation Pump Station W/Digital Scale & Valve

Bottle Brackets



- C72-103 (bracket)** 16oz. or 1.4lb. bottle bracket, sold ind.
- C72-303 (tube clamp)** 2" or 2 1/2" bottle bracket
- C72-108 (bracket)** Billet bracket for 10oz bottle, sold ind.
- C72-304 (tube clamp)** 1 1/8" tube bracket for 7 or 10oz. bottle, sold individually
- C72-101 (bracket)** 1 1/4" tube bracket for 7 or 10oz. bottle, sold individually
- 33786-06** 7 or 10oz. bottle bracket, sold ind.
- 14100** 16oz. or 1.4lb. bottle bracket, sold ind.
- 14102** 2 or 2 1/2 lb. bottle bracket, sold ind.
- 62098** 1 1/8" tube bracket for 7 or 10oz. bottle, sold individually
- 62099** 1 1/4" tube bracket for 7 or 10oz. bottle, sold individually
- 14106NOS** 10oz Universal Frame Tube mount (sold in pairs)

Frame Tube Mounts for C72 brackets above

- C72-303** Fits 1 1/8" diameter tubes (sold ind.)
- C72-304** Fits 1 1/4" diameter tubes (sold ind.)
- 14106NOS** 10oz Universal Frame Tube mount (sold in pairs)

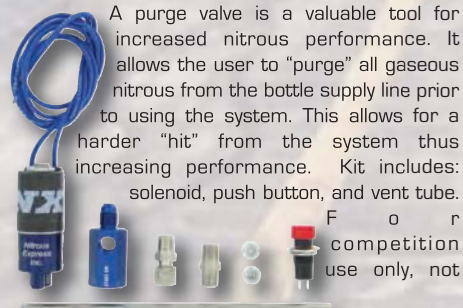
Bottle Heater



Whether it's a motorcycle, four wheeler, jet-ski, or snowmobile, this hi-tech pressure transducer controlled bottle heater is the finishing touch to a great nitrous system. Its compact design and ultra low amp draw makes this heater perfect for any small nitrous bottle application.

- 15936P** Bottle Heater System for 1lb and 1.4lb bottles
- 15938P** Bottle Heater System for 2lb and 2.5lb bottles
- 15942M/CP** Bottle Heater Replacement Element
- 15943P** Bottle Heater Replacement Switch
- 15947P** Bottle Blanket for 2.5lb bottle

Purge Valve Kit



A purge valve is a valuable tool for increased nitrous performance. It allows the user to "purge" all gaseous nitrous from the bottle supply line prior to using the system. This allows for a harder "hit" from the system thus increasing performance. Kit includes: solenoid, push button, and vent tube. For competition use only, not recommended for street use.

Lightning Series Solenoids



A Nitrous Express exclusive, the Lightning Series Solenoids offer the lightest and tightest functioning solenoid in the nitrous world. Carbon fiber cans sit atop precision laser marked and color anodized aluminum bodies for effortless identification and impeccable looks. Designed of lightweight, 6061 T6 aluminum, NX solenoids are unmatched for weight savings. The Lightning Series nitrous solenoid has a clearly marked purge port along with a bottom exit. To match the nitrous solenoid, the NX Lightning Series fuel solenoid has a bypass port and a bottom exit also. These solenoids are the ultimate in form and function for the serious racer.

- 45998LP** Nitrous Purge Solenoid **Discontinued**
15100LP Nitrous Solenoid, Hitman (.078 Orifice)
15101LP Gasoline Solenoid, Hitman (.150 Orifice)
15200LP Nitrous Solenoid, Stage Six (.093 Orifice)
15201LP Gasoline Solenoid, Stage Six (.187 Orifice)
15300LP Nitrous Solenoid, Pro-power (.125 Orifice)
15301LP Gasoline Solenoid, Pro-power (.310 Orifice)
15302LP Alcohol Solenoid, Pro-power (.310 Orifice)
15503LP Nitrous Solenoid, Super Shark (.157 Orifice)

Lightning Series Replacement Parts

- 15738P** Piston only, (fuel .150)
15739P Piston only, (fuel .187)
15740P Piston only, (fuel .312)
15741P Piston only, (nitrous small .078)
15742P Piston only, (nitrous .093 & .125)
15761P Piston only, (nitrous Super Shark .157)
15743P Electro-magnet only (nitrous .093 & .125)
15746P Electro-magnet only (nitrous small .063)
15747P Electro-magnet only (nitrous super shark .157)
15748P Electro-magnet only (fuel .125)
15749P Electro-magnet only (fuel .187)
15750P Electro-magnet only (fuel .312)
15744P Tower only, (nitrous .093 & .125)
15751P Solenoid tower only, (nitrous small .063)
15752P Tower only, (nitrous Super Shark .157)
15753P Tower only, (fuel small .125)
15754P Tower only, (fuel .187)
15755P Tower only, (fuel .312)
15745P Tower gasket (nitrous .093 & .125)
15756P Tower gasket (nitrous small .063)
15757P Tower gasket (nitrous Super Shark .157)
15758P Tower gasket (fuel small .125)
15759P Tower gasket (fuel .187)
15760P Tower gasket (fuel .312)

Progressive Controllers

NX Power Sports Progressive

The NX digital progressive nitrous controller is new from Nitrous Express. This unit was designed as a simple and cost effective means of allowing the aggressive use of nitrous power and putting it on the ground. A simplified wiring harness and easy to adjust controls makes this device a snap to install and use. The start percentage can be adjusted from 20% to 50% in 2% increments. The Nitrous build time can be adjusted from 0.0 (instant 100%) to 8.0 seconds in 0.5 second increments. The high amperage drivers can handle all of today's high amperage solenoids. Overall dimensions are 4" x 3" x 1.75".

15835P NX Progressive Controller

Maximizer2



The "Next Generation" NX Maximizer 2 is finally here! This state of the art digital nitrous controller delivers the performance that nitrous users have dreamed about. Check out the capabilities and features that make this nitrous controller the new standard in digital nitrous power management.

- Dual Stage independent output channels (independent profiles for each channel)
- Time-based ramped delivery of nitrous and fuel (unique programmable delay and ramp times for up to 8 gears)
- RPM-based delivery of nitrous and fuel (unique programmable curve for up to 8 gears)
- Throttle-based modifier of nitrous and fuel (reduce nitrous delivery by up to 35% based on throttle position)
- LEAN threshold automatic "cut-off" when using FJO Wideband system
- Programmable RPM trigger point and cutoff
- Programmable MAP cutoff (when using nitrous as an "anti-lag" system)
- Nitrous pressure sensor input
- Built-in MAP sensor reads from vacuum to 48 psi of boost
- Inputs for arming switch, bottle heater enable switch, 2 trigger switches, throttle position, tach signal, nitrous pressure, and Air/Fuel Ratio (narrow or wideband)
- 2 configurable outputs for either: integrated bottle heater control, integrated bottle opener control, automatic N2O purge function, or status LED
- 2 ignition retard outputs
- Digital communication port for PC or digital gauges
- Easy to use graphic set-up menus and data logging using Windows™-based PC
- High current 2-channel solenoid driver

45959P Maximizer2 Progressive Controller

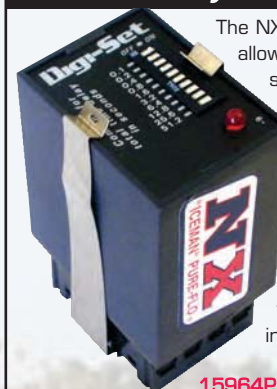
Nitrous Kill



This unit interrupts the nitrous oxide system at the same time the Pingel Electronic Engine Kill Module interrupts the ignition, this allows clutchless, full throttle shifts while spaying nitrous at the touch of button. The kill time is adjustable between 40 and 110 milliseconds so the setting on the Pingel Electronic Engine Kill Module can be matched. Ideal for use with automated shifting systems. The module is very small measuring just 2.375" tall x 1.625" wide x 0.375" thick.

62682 Nitrous Kill Module

Digi-Set Delay Timer



The NX Digi-Set delay timer allows you to activate a second or third stage of nitrous (or other electronic device) as a function of time. Delay is easily set from 1/10 to approximately one minute 45 sec. in 1/10th of a second increments.

15964P Digi-Set Delay Timer



A double pole, double throw relay that can be used to control a number of different accessories in a motorcycle wiring system.

- 15515P** 60 amp Anti-Flyback Heavy Duty Relay (With Wire Harness)
15526P 60 amp Anti-Flyback Heavy Duty Relay



15707P Lighted (Red) Nitrous System Arm Switch



15733P Solenoid Maintenance Wrench **Disc.**



Piranha Nozzle

When space is tight but performance is still a requirement, the patented Piranha nozzle is the answer. At just half the size of a standard nozzle, the Piranha still packs a powerful bite!

70000P Piranha Nozzle with Fittings

Jets

There has been a lot of bragging about who makes the best, most accurate jets. Some claim brass jets are eroded by flowing gasoline and nitrous, thus making them inaccurate. While it is true that the flow of gasoline and nitrous will eventually wear away the brass surface, that process would take about 1 million years, not a concern for most of us. The NX HP Jets are manufactured on CNC equipment, and are guaranteed to be within .0005 of specified jet size. In recent testing, using the same jet size, HP jets out flowed the competition by 35%! That's right 35% more flow through the same orifice. How you ask? The HP jet was designed to be more than just a hole in a piece of brass; its contoured inlet and multi-stepped outlet allow turbulence free flow with no restrictions.

Individual jets are ordered using the prefix **170**, just add the jet size and a "P" to the end as follows;
Example A: a size 41 jet would be part # **17041P**
Example B: a size 52 jet would be part # **17052P**

170[Size]P Flare Jets - Available in sizes from 14 to 52. Sold individually

Jet Holder



Tired of chasing your nitrous jets around? Never can find the one you need when you need it? The NX Jet Box is a convenient, safe way to store your Nitrous Express jets. Protecting them from damage and with enough capacity to store a nozzle system's complete jet inventory (up to 64 jets), this is a must for the serious nitrous user. A custom, anodized, aluminum, billet, jet-changing wrench is included. Jets Sold Separately

17000P Jet Box and Aluminum AN Wrench
17001P Aluminum Wrench Only
17003P Jet Box Only

FPSS



This "Next Generation" Safety switch is designed to protect your engine from a "lean" condition caused by low fuel pressure. The best location for this safety switch is at the outlet side of the fuel pump. This location will allow instantaneous nitrous system shutdown in case of fuel pump failure. It is pre-set at 4.5 psi however it is adjustable in a range of 3.5-10 PSI. Note: Do not install the FPSS between the fuel pressure regulator and the fuel solenoid. The normal momentary drop in fuel pressure when the nitrous system is activated will activate the switch resulting in erratic nitrous system performance.

15708P Fuel Pressure Safety Switch

WOT Switch



WOT (Wide Open Throttle) Switch assures that the nitrous system can only be activated when the throttle is wide open. Can be used to automatically activate the nitrous system when the throttle is wide open or in the case of a push-button system, act as a safety.

15516P WOT (Wide Open Throttle) Switch Only
15517P Universal WOT Switch Bracket Only
15524P WOT Switch with Bracket and Bolts

Gauges



15508P Nitrous Pressure Gauge only (0-1500 psi)
15509P Nitrous Flo-Thru Pressure Gauge (D4 w/ Manifold)
15511P Gasoline Pressure Gauge (0-15 psi w/ Adapter)

Fuel Pump



15005P Electric Fuel Pump

High performance NX electric fuel pump flows 35 gallons per hour at 6 PSI. The solid state electronics draw a maximum of 2 amps. Suitable for use with gasoline or methanol and can be used with jetting up to 300 HP. "Included in all NX kits."

Nitrous Filter



15607P D4 Nitro-Flo Nitrous filter & 7" Stainless Hose
15612P 1/4" D-4 Nitrous Filter Fitting

Lines & Fittings

10008P	D-3 (8") Stainless Steel Braided Hose (Blue)
10009P	D-3 (8") Stainless Steel Braided Hose (Red)
10012P	D-3 (12") Stainless Steel Braided Hose (Blue)
10013P	D-3 (12") Stainless Steel Braided Hose (Red)
10018P	D-3 (18") Stainless Steel Braided Hose (Blue)
10019P	D-3 (18") Stainless Steel Braided Hose (Red)
10024P	D-3 (24") Stainless Steel Braided Hose (Blue)
10025P	D-3 (24") Stainless Steel Braided Hose (Red)
10036P	D-3 (36") Stainless Steel Braided Hose (Blue)
10037P	D-3 (36") Stainless Steel Braided Hose (Red)
10048P	D-3 (48") Stainless Steel Braided Hose (Blue)
10049P	D-3 (48") Stainless Steel Braided Hose (Red)
11112P	D-4 (12") Stainless Steel Braided Hose (Blue)
11118P	D-4 (18") Stainless Steel Braided Hose (Blue)
11119P	D-4 (18") Stainless Steel Braided Hose (Red)
11124P	D-4 (24") Stainless Steel Braided Hose (Blue)
11136P	D-4 (36") Stainless Steel Braided Hose (Blue)
11148P	D-4 (48") Stainless Steel Braided Hose (Blue)
12013P	D-6 (12") Stainless Steel Braided Hose (Red)
12019P	D-6 (18") Stainless Steel Braided Hose (Red)

AN fittings are color coded for identification:
blue (for nitrous) or red (for fuel).

15011P	4 Port Showerhead Dist. Block (Red)	
15012P	4 Port Showerhead Dist. Block (Blue)	
15013P	3 Port Showerhead Dist. Block (Red)	
15014P	3 Port Showerhead Dist. Block (Blue)	
15506P	-4 Manifold	
16075P	-3 x 3 x 3 Billet Pure-Flo "Y" Fitting (Red)	16077
16076P	-3 x 3 x 3 Billet Pure-Flo "Y" Fitting (Blue)	
16077P	-3 x 3 x 1/2" Billet Pure-Flo "Y" Fitting (Red)	
16078P	-3 x 3 x 1/2" Billet Pure-Flo "Y" Fitting (Blue)	
16081P	-4 x 4 x 4 Billet Pure-Flo "Y" Fitting (Red)	16079
16082P	-4 x 4 x 4 Billet "Y" Fitting (Blue)	
16089P	-4 Plug	
16090P	-3 Cap	
16091P	-4 Male x 1/8" NPT straight	16081
16092P	-4 Male x 1/4" NPT straight	
16093P	-8 Female x -4 male (dF5 fill fitting)	16082
16094P	1/4" NPT female x 1/8" NPT female union	
16097P	-3 Male x -4 male union reducer	16109
16098P	-3 Male plug	
16099P	-3 X -3 male union	16110
16103P	1/8" NPT x 1/4" straight hose barb	
16107P	1/4" Hose barb "T"	16115
16108P	-3 X 1/8" NPT straight	
16109P	-4 X 1/8" NPT straight	16116
16110P	-3 X 1/4" NPT straight	
16111P	-4 X 1/4" NPT straight	16117
16115P	-3 X 1/8" NPT 90°	
16116P	-4 X 1/8" NPT 90°	16131
16117P	-4 X 1/4" NPT 90°	
16121P	-4 X -4 male union	16133
16123P	1/8" NPT x 1/8" NPT male union connector	
16124P	1/4" NPT x 1/4" NPT male union connector	16135
16126P	1/4" NPT x 1/8" NPT male union connector	
16128P	1/8" NPT x 1/8" NPT 90° male union connector	
16129P	1/4" NPT x 1/8" NPT 90° male union connector	
16130P	1/4" NPT x 1/4" NPT 90° male union connector	
16131P	-3 Male x 1/8" NPT straight "T"	
16132P	-3 Male x 1/8" NPT run "T"	
16133P	-3 Tee	
16134P	-4 Male x 1/8" NPT straight "T"	
16135P	-4 Male 3 way "T"	
16140P	1/8" NPT plug	
16141P	1/8" NPT plug	
16142P	1/4" NPT plug	
16144P	-4 Cap	
16146P	1/4" Male NPT x 1/8" female NPT reducer	
16150P	-3 X 3/8" nozzle systems rail fitting	
16161P	-3 Red B-nut	
16162P	-3 Blue B-nut	
16163P	-4 Red B-nut	
16164P	-4 Blue B-nut	
16166P	-3 Steel Sleeve for 3/8" Tubing	
16167P	-4 Steel Sleeve for 1/4" Tubing	
16173BP	Blue 1 in 4 out Distribution Block	
16173RP	Red 1 in 4 out Distribution Block	
16206P	1/8" NPT X 3/8" Compression Fitting	
91017P	Vortech/Shark/Piranha/SX2 nozzle fitting	
80090P	D-3 B-Nut and Sleeve (Blue)	
80091P	D-3 B-Nut and Sleeve (Red)	



NOS Fogger™ Systems

for Four Cylinder Engines



The Adjustable, Direct Port Nitrous System

It doesn't matter whether you are on the track or on the dirt. Touch the button and fast becomes "hang on." You can add pushbutton horsepower quickly and simply with the NOS Fogger™ kits for 2-stroke and 4-stroke motorcycles or ATV's. And, the fully adjustable Fogger™ lets you choose how much is just right. With the jets included in each kit, you can expect to see a 30% to 40% increase in horsepower and torque. Plus, the Fogger™ can be adjusted for even more [or less] power by simply changing jets if your engine is modified. Designed for easy installation, each Fogger™ kit comes complete with everything you need; including detailed, easy to follow instructions, electric fuel pump, nitrous and fuel solenoids, Fogger2™ nozzles, filters, fittings, tubing, fuel pump, distribution blocks or T-fittings, jets, switches, hose, and all other hardware necessary for complete installation. Please contact the NOS Technical Support Department for jet recommendations before you make any changes. The Fogger™ system requires a 12-volt DC power supply with a minimum of 12 amps available. For off-road applications you will need to make sure that you have a power supply system that can supply 12-volt DC current with at least 12 amps [or 150 watts] to the Fogger™ system. For further information, please contact the NOS Technical Support Department.

Tech Note: Most applications may require more fuel for the nitrous system than a stock petcock will allow.

Part Number	Application
3008	4-Cylinder 4-Stroke Motorcycles, over 700cc

2lb. bottle kits are supplied with a steel mounting bracket for the bottle and a steel clamp for the fuel regulator.

Optional steel and aluminum bottle brackets and billet aluminum fuel pump brackets are available. See pages 77.

for Two Cylinder Engines



Touch the button and your "hawg" turns into a wild boar. With a super strong bottom end, Harley engines can take more pushbutton horsepower than most. And, the fully adjustable Fogger™ lets you choose how much is just right. With the jets included in each Harley kit, you can expect to see a 30% to 40% increase in horsepower and torque. Plus, the Fogger™ can be adjusted for even more [or less] power by simply changing jets if your engine is modified. Easily installed in an afternoon, the Fogger™ kit comes complete with everything you need; including detailed, easy to follow instructions, nitrous and fuel solenoids, Fogger2™ nozzles, filters, fittings, tubing, fuel pumps, T-fittings, jets, switch, hose, and all other hardware necessary for a complete installation. Please contact the NOS Technical Support Department for jet recommendations before you make any changes.

Tech Note: Most applications may require more fuel for the nitrous system than a standard petcock will allow. If you require more fuel flow, dual-feed Power-Flo and Guzzler fuel valves are available.

Part Number	Application
3011	All V-Twins, includes billet aluminum brackets for 2 lb. bottle & fuel pump

Included in each kit:

- Empty 10 oz. or 2 lb. aluminum bottle
- All necessary mounting and installation hardware
- Fuel system injector pump
- Fogger nozzles
- Complete instructions and tuning tips
- Aircraft quality nitrous feed line
- Horsepower increase of 30% to 40%



NOS Fogger™ Systems

Bottles



- 14700-E** 10 oz. Bottle, 14¼" L x 2" diameter
- 14700-P-E** 10 oz. Bottle, polished
- 14705-E** 1 lb. Bottle, 8⅞" L x 3¼" diameter
- 14705-P-E** 1 lb. Bottle, polished
- 14710-E** 2 lb. Bottle, 10¼" L x 4⅜" diameter

- 14710-P-E** 2 lb. Bottle, polished
- 14720-E** 2½ lb. Bottle, 11½" L x 4⅜" diameter
- 14720-P-E** 2½ lb. Bottle, polished



Randy's Busa With NOS and Pingel Electric Shifter



Donna's 2003 V-Rod with the Pingel V-Rod NOS Kit and Pingel Electric Shifter

Bottle Brackets



- 33786-06** 16 oz. or 1.4 lb. bottle bracket, sold individually
- 14100** 2 or 2½ lb. bottle bracket, sold individually
- 14102** Billet bracket for 10oz bottle, sold individually
- 62098** 1½" tube bracket for 7 or 10 oz. bottle, sold individually
- 62099** 1¼" tube bracket for 7 or 10 oz. bottle, sold individually
- C72-101** 7 or 10 oz. bottle bracket, sold individually
- C72-103** 16 oz. or 1.4 lb. bottle bracket, sold individually
- C72-108** 2 or 2½ lb. bottle bracket, sold individually

Frame Tube Mounts for C72 brackets above

- C72-303** Fits 1½" diameter tubes
- C72-304** Fits 1¼" diameter tubes
- 14106NOS** 10oz Universal Frame Tube mount (sold in pairs)

Purge Valve Kit



This NOS purge kit is designed to purge nitrous vapors at the solenoid(s) for instant and consistent nitrous injection. Without it, response can be delayed due to the time it takes for liquid nitrous to reach the solenoid. Kit includes: Power Shot solenoid, push button, filter and wiring for use with -4AN hose. For competition use only.

- 16030** Purge Valve Kit

Bottle Heater



NOS systems are calibrated for optimum performance with a bottle pressure of 900-950 psi. This pressure will change with temperature. Heater kit is thermostatically controlled to keep the bottle at the correct

- 14160** Bottle heater for 2 lb. bottle

Transfill Kit



Safe, Easy & Quick Nitrous Transfill. Takes just minutes and requires no electrical hook-up. Comes complete with plumbing, hoses and fittings.

- 14300** Transfer line kit

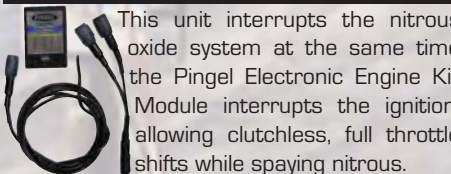
Safety Application Kit



Safety Application Kit for Time Based Progressive Nitrous Control on all wet EFI kits and carburetor kits (not required for dry shot kits.)

- 0050** Safety Application Kit

Nitrous Kill



- 62682** Nitrous Kill Module

Gauges



- 15900** Fuel pres. gauge 0 - 15 psi
- 15905** Fuel pres. gauge 0 - 15 psi glycerin filled
- 15910** N₂O pres. gauge 0 - 1500 psi
- 15914** N₂O pres. gauge 0 - 1500 psi glycerin filled

Glycerin Filled

Fuel Pressure Safety Switch

5 PSI Fuel Pressure Safety Switch (Normally Open) - Will not allow nitrous system to activate if fuel pressure is below what is required. Can help prevent an engine damaging lean fuel mixture.



- 15750** Fuel pressure safety switch

CO₂ Pressure Regulator



- 15855** 100 psi CO₂ Regulator

Fuel Pump

Low Pressure Fuel Pump, Small Displacement - The same pump used in other NOS motorcycle kits. A high flowing, low pressure pump that will support up to 200 horsepower.



- 5/16" inlet/outlet
- 12 volt/5 amp rated
- Flow rate is 18gph at 4.0 psi
- 5.5psi maximum pressure



- 15760** Electric fuel pump
- 15770** Billet aluminum bracket

FUEL VALVES
WHEEL CHOCKS
SHIFTERS
HANDLEBAR CONTROLS
HO ACCESSORIES
WHEELBARS
STARTERS & CARS
SPORTBIKE ACCESSORIES
NITROUS OXIDE
CARBURETION
EXHAUST SYSTEMS
GASKETS
ENGINE & TRANSMISSION
ELECTRONICS
CHAIN & SPROCKETS
BRAKES
TIRES
DRAG RACING ACCESSORIES

Programmable Progressive Controller



This top-of-the-line unit can be programmed to control both the amount of nitrous that is flowed to the engine (from 0-100%) and the time desired to "ramp up" from first hit to full flow. For example, you can program the controller to flow 25% of the Nitrous 1.5 seconds into the run and increase it to 75% Nitrous at 5.3 seconds. Or, it can go all the way to 100% much sooner. This enables a racer to "fine tune" the power curve of an engine to best utilize prevailing conditions. It can also be used to activate a retard box or 2nd stage of nitrous.

Installation Notes: Kit #0050 - Safety Application Kit required (sold on page 77). All NOS controllers are safe to use with all production NOS solenoids. Other manufacturer's may have excessive draw. Nitrous solenoids should not exceed 10 amps. Fuel solenoids should not exceed 5 amps.

15834 Progressive Nitrous Controller
0050 Safety Application Kit

Nozzles & Jets



Blue Fan Spray Nozzle (Jet Required) - Designed to be used as independent nozzles for Nitrous and fuel where installation restrictions might make the Fogger Nozzle impractical. Fan spray nozzles

are fully adjustable with a simple jet change and feature injection at a 90° angle much like the NOS Fogger2 Nozzle.

13500 Fan Spray Nozzle

Nozzles & Jets



13700B Fogger nozzle - new style
13765-{size} Funnel Jet - jet size 14 to 40

Hoses

NOS premium grade stainless steel braided hoses come with -4AN fittings (including step-ups). All are Teflon lined with a stainless steel outer covering for strength and resistance to abrasion. All NOS lines are configured for a superior flow to strength ratio. The AN fittings are color coded for identification: blue (for nitrous) or red (for fuel).



15100 SST braided hose, 3" (blue)
15200 SST braided hose, 8.5" (blue)
15210 SST braided hose, 12" (blue)
15220 SST braided hose, 18" (blue)
15230 SST braided hose, 24" (blue)
15240 SST braided hose, 36" (blue)
15250 SST braided hose, 48" (blue)

Fittings

1-0272 Billet aluminum distribution block
15540 Brass fuel filter
15570 Power Shot filter 1/8" NPT
15572 Filter 90° 1/8" NPT x -4AN
15618 30 Amp relay switch assembly
15640 Microswitch
15641 Waterproof microswitch
46654 Two terminal arming switch - Discontinued
15655-S Six-prong arming switch
15990 Tap - 1/16" NPT
16020 N2O solenoid - Power Shot
16021 Rebuild kit - Power Shot 16020 solenoid
16080 Fuel solenoid - Power Shot
16081 Rebuild kit - Power Shot 16080 solenoid
16103 Straight -3AN Swivel to 1/8" Male NPT
16143 Bottle Knob - Black
16145 Hi-Flow bottle valve - 1.3 lb./2 lb./2.5 lb. bottles
16146 Hi-Flow bottle valve - 10 oz. bottles
16152 Safety nut and disc
16251-S Hose barb reducer
16250 1/8" Nylon high pressure poly line, 5 ft.
16255 1/8" Nylon high pressure poly line, 10 ft.
16258 1/8" Nylon high pressure poly line, 15 ft.
16260 1/8" Nylon high pressure poly line, 20 ft.
16402 Tube nut
16404 Tube ferrule
16430 Compression fitting 1/16" NPT x 1/8"
16432 Compression fitting 1/8" NPT x 1/8"
16435 Compression tee 1/8" NPT x 1/8"
16505 Solenoid bracket assembly
16715 Distribution block 1 in 4 out
17283 Nozzle mounting kit, for thinwall tubing & hose
17500 Nipple, Straight 1/8" NPT male to 1/8" NPT male
17530 90° adapter 1/8" NPT male to 1/8" NPT male
17532 90° adapter 1/8" NPT male to 1/8" NPT female
17535 90° adapter -4AN male to -4AN female
17540 Tube nut blue
17541 Tube nut red
17660 90° adapter -4AN male to 1/8" NPT male
17810 Flared Tee -4AN (use with extra bottle)
17830 Flared "Y" -4AN (use with extra bottle)
17910 -4AN male to -4AN male union



Launcher Progressive Controller



Any racer will tell you it's easy to make horsepower...getting it to the ground is the hard part. Since making runs on the knife-edge of traction is essential to get the win light, serious nitrous racers utilize methods to soften the "hit" when they squeeze the juice. If it's too violent, the run goes up in tire smoke; too soft and E.T. is left on the table. Until now, taming a nitrous system involved a dizzying array of dials, switches and relays. Those days are gone!



Nitrous Oxide Systems is proud to present the Launcher. It combines all the functions a nitrous racer could ever want into a single, easy-to-use controller. This handy device can be programmed to independently control up to 4 stages of nitrous from a laptop computer or via an available full color 3.5" LCD touch-screen. Easy to use graphical software makes the Launcher a breeze to program. The launcher is available in 3 basic configurations. It is available as the launcher controller only; the Launcher controller with 3.5" color LCD touch-screen (Includes stylus and mini SD card for data-logging); or the Launcher controller with the handheld tuner for data-logging and quick changes in the staging lanes.

Nitrous control has just been taken to the next level!

Features

- Fully programmable via laptop or with the included 3.5" color touch screen LCD for the ultimate in programming. (No laptop required)
- Compatible with Windows 2000, ME, XP, and Vista
- NEW innovative NOSbus 2-wire network interface for seamless integration with other Holley/NOS supported products
- Easy to use graphical software with free software and firmware updates updatable by the user, downloadable off the internet
- 3.5" color touch screen LCD also features a SD card slot for saving configuration files and data-logging as well as a USB interface
- Full data-logging capability for easy reviewing of past runs through laptop or included LCD touch screen, saves information to a SD card
- Ability to save configuration files for easy set-up at different tracks or for weather conditions
- LCD touch screen allows changes in the staging lanes without a laptop
- Fully programmable 2 stages of nitrous control and with the optional slave controller you can add two more stages for a total of 4 fully programmable channels

Part #	Description	Length	Width	Height	Weight (lbs)
15975NOS	Launcher with LCD Display	11.25"	10.5"	3.75"	3.0
15976NOS	Launcher with Handheld Display	11.25"	10.5"	3.75"	2.8
15977NOS	Launcher Nitrous Controller	8"	5.25"	3.25"	1.7
15978NOS	Launcher Slave Controller	8"	5.25"	3.25"	1.3
15979NOS	Launcher Wideband (Controller Only)	8"	5.25"	3.25"	1.3
15980NOS	Launcher Handheld Upgrade	8"	5.25"	3.25"	0.9
15981NOS	Launcher, LCD Upgrade	8"	5.25"	3.25"	1.0
15661NOS	Launcher, Pressure Sensor Upgrade	4.75"	4.25"	2.25"	0.5375
15662NOS	Launcher, 6ft USB Comm Cable	4.75"	4.25"	2.25"	0.3375
15663NOS	Launcher, Nosbus Cable, 1ft	4.5"	4.25"	1.25"	0.15
15664NOS	Launcher, Nosbus Cable, 2ft	4.75"	4.25"	2.25"	0.3375
15665NOS	Launcher, Nosbus Cable, 4ft	4.5"	4.25"	1.25"	0.1875
15666NOS	Launcher, Nosbus Cable, 8ft	4.75"	4.25"	2.25"	0.275
15667NOS	Launcher, Nosbus Terminator Kit	4.5"	4.25"	1.25"	0.125



Color touch screen

Nitrous Manifolds



Precision CNC machined billet nitrous manifolds install between the rubber carb boots and the cylinder head. Manifolds are tapped for any brand nozzle that has 1/16" NPT threads. Using APE billet manifolds make installing your nitrous kit a snap. Certain models feature O-ring sealing to the cylinder head. (GSXR 1100 shown) Sold in sets of four. Nozzles not included.

NOSMS1100	Suzuki GSXR1100/GSXR750 Oil Cooled*
NOSMS1100W	Suzuki GSXR750/1100 Water Cooled
NOSMK1000	Kawasaki 900-1100

*DOES NOT FIT 1988-89 Slingshot 750



Since 1967

PINGEL NO² SYSTEMS

V-ROD NITROUS SYSTEM

Bolt On Kit - No Fabrication Required!



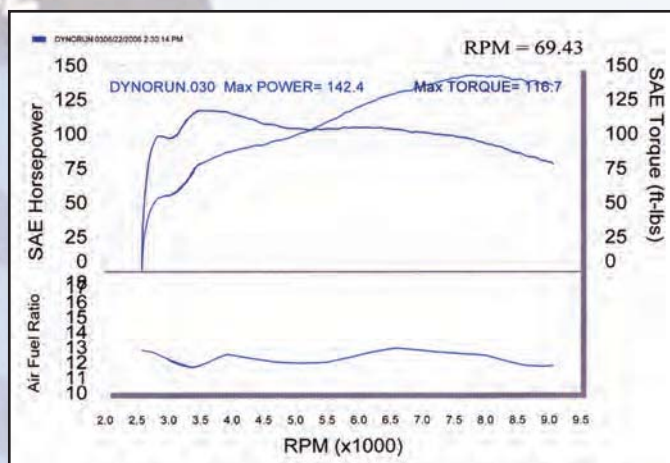
Pingel Enterprise, Inc. has designed a completely bolt on nitrous kit for the H-D V-Rod. This "wet kit" can easily and safely increase the stock 107hp to over 140hp at the rear wheel using the 30hp jets as shown in the dyno report. That is an increase of 33% on a stock engine! With the 50hp jets included you could gain as much as 50hp attaining 160hp at the rear wheel, almost 50% over the stock engine! We have designed all the brackets and mounts you will need for the installation. The kit does require the installation of a fuel tank bung for the auxiliary fuel pump and also requires drilling several holes in the air box. Available in four versions; one or two 10 ounce bottles and one or two 1lb bottles. Complete instructions included with every kit.

Included in each kit:

- Lightning Series Solenoids with mounting clamps
- Fuel Tank Bung with screen
- Throttle Position Activation Switch (TPAS) with mounting bracket
- Two nozzles with mounting brackets
- Polished bottle brackets
- Polished bottle(s) with chrome high-flow bottle valve(s)
- Toggle switch with mounting bracket
- All necessary fuel and nitrous lines - All visible lines are braided stainless
- All wiring, clamps, fittings and hardware
- Jets included - two each of 16, 18, 20, 22, 24, 26
- Complete installation instructions



Kit #62504 - two 10oz polished bottles



- 62501** V-Rod Nitrous Kit with one 1lb polished bottle
- 62502** V-Rod Nitrous Kit with two 1lb polished bottles
- 62503** V-Rod Nitrous Kit with one 10oz polished bottle
- 62504** V-Rod Nitrous Kit with two 10oz polished bottles
- 62506** One 1lb bottle to two 1lb bottle conversion kit
- 62507** One 10oz bottle to two 10oz bottle conversion kit

PINGEL DRY SHOT NITROUS



The Dry Shot nitrous kit for FI (Fuel Injected) bikes is designed to easily and inexpensively increase the horsepower of your bike. The nitrous is sprayed past the temp sensor in the air box which causes the FI system to "Pass more Gas" thus increasing power by up to 30 horsepower. The Dry Shot kit is great for street and or strip and gives you the edge. Kit utilizes NOS Funnel Jets - #28, #29 and #30 jets included in kit.



- 3008DS**
- 3008DS1**
- 3008DST**

Dry Shot for Fuel Injected Bikes 7/8" bars
Dry Shot for Fuel Injected Bikes 1" bars
Dry Shot for Fuel Injected Bikes with toggle switch not handlebar assembly

Nitrous Kill



This unit interrupts the nitrous oxide system at the same time the Pingel Electronic Engine Kill Module interrupts the ignition, this allows clutchless, full throttle shifts while spaying nitrous at the touch of button. The kill time is adjustable between 40 and 110 milliseconds so the setting on the Pingel Electronic Engine Kill Module can be matched. Ideal for use with automated

shifting systems. The module is very small measuring just 2.375" tall x 1.625" wide x 0.375" thick.

- 62682** Nitrous Kill Module

ALL ABOUT NITROUS OXIDE

How Nitrous Oxide Makes Power

Nitrous oxide kits make large amounts of horsepower by allowing an engine to burn more fuel. Burning more fuel creates higher cylinder pressures that will push down on the pistons with greater force.

When the nitrous is injected into an engine and the initial combustion takes place, it creates enough heat to separate the nitrous oxide into its two components, nitrogen and oxygen. Once separated, the additional oxygen is then free to react with additional fuel.

To run nitrous successfully and safely, you have to introduce precise amounts of additional fuel with precise amounts of nitrous oxide. All of the extra oxygen provided by the nitrous oxide must have fuel with which to react or you may damage your engine severely. When the amount of nitrous and the amount of supplemental fuel is controlled precisely, your engine can safely and reliably generate exceptional power increases.

Wet & Dry Nitrous

A wet nitrous system introduces a homogenous mixture of nitrous and atomized fuel into the carburetor throat or intake manifold, thus providing a perfect air/fuel ratio for each cylinder. A dry nitrous system introduces only raw nitrous into the incoming airstream (usually the airbox) and depends on the EFI's injectors to provide the fuel enrichment. It is called a dry manifold system because there isn't any fuel present in the intake manifold. The downside with this method is that no intake manifold has perfect distribution and this allows each cylinder to receive differing amounts of raw nitrous but only provides a preset amount of fuel from each injector. This can result in rich-lean conditions throughout the engine.

What is Nitrous?

Chemical Properties

A nitrous oxide molecule is made up of 2 atoms of nitrogen and 1 atom of oxygen. By weight it is 36% oxygen (air is only 23.6% oxygen). At 70° F it takes 760 psi of vapor pressure to hold nitrous in liquid form. The critical temperature is 97.7° F; at this temp the vapor pressure can no longer hold the nitrous in liquid form. At this point the nitrous turns gaseous and will be at 1069 psi. As temperature rises further, so will pressure, but it will remain in gaseous form. If you intend to siphon liquid nitrous, it is important to keep the temperature below 97.7°. When liquid nitrous is released, it will go from 760 psi to 14.7 psi [normal atmospheric pressure]. It will then begin to boil and rapidly expand; the pressure drop will cause the temperature to decrease. Nitrous boils at 129.1° below zero.

Combustion

Nitrous oxide does not burn, it is an oxidizer. It provides more oxygen, so more fuel can be burned, and the result is more power. The atoms in a nitrous oxide molecule are bonded together. The oxygen is not free, but fortunately the bond breaks down as temperature rises. At 565° F, the bond is broken and the oxygen is then free. Combustion temperatures are much more than 565°, so it's not a problem. By adding nitrous oxide to an engine, the total amount of oxygen is increased and other gasses that do not support combustion (mostly nitrogen) are decreased. This speeds the burn rate and requires less timing advance for peak output. It is hard for many people to grasp gaining power with less timing, but it's a fact. Peak cylinder pressure must occur at approximately 20°ATDC to make peak power. If you speed the burn rate, peak cylinder pressure will occur too soon. It is easy to run too much ignition advance with nitrous, but too much will not only hurt power, it can quickly bring a nitrous engine into detonation and destroy it.

Detonation

Nitrous will increase the chance of detonation. To keep the engine out of detonation, you must control the extra heat that nitrous makes. The easiest way to do this is to add more fuel. All nitrous systems come with rich jetting to give you a safe starting point. The extra fuel takes away heat and raises the detonation limit. Another way of controlling heat is with water injection. A well set up water injection system will allow you to run the chemically correct nitrous to fuel ratio, so the system will be more fuel-efficient. If you don't try to over do it, and keep the hp levels within reason, running slightly richer should be all you'll need to control detonation. Water injection and running richer will both reduce the power output, but raising the detonation limit will allow more nitrous to be used to get more power.

Nitrous-to-fuel Ratios

The chemically correct nitrous to gasoline ratio is 9.649:1 (in the "real world" this ratio should be 11.8 to low 12's). If a nitrous engine runs lean, it can destroy the engine in a matter of seconds. There must be enough fuel for the nitrous to react with, if there isn't, temperatures rise rapidly. The oxygen that couldn't react with fuel will oxidize any parts that get hot enough. So don't run lean. The tailpipe air-fuel ratio sensors used in most dyno's are inaccurate and should not be relied upon. Spark plug color is a much more accurate reference for determining rich or lean conditions.

Plate Systems (not really applicable to motorcycle systems)

The most common systems are the spray bar type. A plate gets sandwiched between the carb and manifold. There are two spray bars in each plate, the upper one is nitrous oxide and the lower one is fuel. The nitrous sprays over the fuel to give a better nitrous fuel mixture. Plates are easy to install and provide good performance, but they are not the best. The nitrous must travel through the entire intake manifold. The longer it takes to get to the cylinders, the more it expands. The more room that nitrous occupies, the less of the normally aspirated mixture the engine will get. So the engine will make more power if the point of injection is as close to the cylinders as possible.

Nozzle Systems

Also known as foggers, the nozzle nitrous systems can produce much more power without the reversion problems of plate systems. With this type of system, you must run at least 1 nozzle for each cylinder with the exception of two cylinders sharing the same carb as when used on a Harley-Davidson V-Twin. Multiple stage systems may run more than 1 nozzle per cylinder. There is much more plumbing in a nozzle system, but they give better mixture (or fog), because the nitrous and fuel mix before they are injected. The high pressure nitrous breaks the fuel into a very fine mist. The point of injection can be very close to the cylinder for minimal expansion. In many cases, depending on how the nozzles are situated and aimed, the normally aspirated airflow will increase. So there are many advantages to the nozzle systems.

Cooling Effects

Cooler intake air is denser and contains more oxygen atoms per cubic foot. So cooler air will allow more fuel to be burned and in turn make more power. A 10 degree drop in temperature can add 1 to 1.5% power to an engine. Nitrous oxide boils at -129°F and it will begin to boil as soon as it is injected. This can cause an 80° or so drop in manifold air temperature. Now if we are dealing with say a 400 hp engine, we can see well over 30 hp gained from the cooling effect alone. This cooling effect also helps the engine deal with detonation.

Average Power

If you were to build a 300hp engine, and it needed to rev to 12,000+ rpm to make that horsepower, it would only make the full 300hp in a narrow rpm range. A nitrous injected engine making 300hp would make that power at a much lower rpm and higher average horsepower. So the nitrous engine will out perform the normally aspirated engine by a healthy margin. The reason is that nitrous flow remains constant no matter what rpm the engine is at. At lower speeds there is more time for the nitrous to fill the cylinders, so you get more nitrous in the cylinders per power stroke at lower rpm. This will boost power more at low rpm (before the engine is in its power band). As rpm increases, and gets in the power band of the engine, you will get less nitrous per power stroke, but the engine will start making more normally aspirated power. This really flattens out the torque curve and widens the power band.

Questions & Answers

Q: Will using nitrous oxide shorten my engine's life?

A: When used according to the manufacturers recommendations, shortened engine life should not be a concern. Most manufacturers recommend that no more than an additional 20 horsepower per cylinder be used on a stock engine with a stock fuel pump. Also, be sure you have the highest octane fuel available, I.E. 93 octane premium for stock compression and the highest octane fuel available for competition type engines.

Q: How long will a bottle of nitrous last?

A: That depends on the level of power being produced. The formula for calculating nitrous usage is: 0.8 lbs N₂O x 10 seconds = 100 horsepower. For example: if your system is jetted for 100 horsepower it will use .8 lbs of nitrous for every 10 seconds of usage.



RS Series



From Pro Stock racers to everyday Street Bikes, MIKUNI offers a carburetor set engineered for maximum performance and efficiency. Mikuni Radial Flat Slide racing carburetors are the answer for today's high-technology, high velocity four valve per cylinder motorcycle engines. With high port velocity, larger carburetor venturis can be used. The built-in accelerator pump gives instant throttle response. Horsepower advantages can only be rivaled by very expensive on-off type race-only carburetors. Idle and choke circuits allow these carburetors to be street driven daily without any problems.

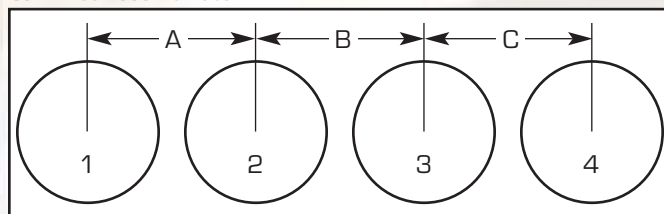
A Pingel dual outlet fuel valve is recommended for use with these carburetors.

Air filters available on page 84.

Part Number	Size	Application (may fit other models not listed)	Carb Spacing (see diagram below)
			A-B-C
RS34-D21-K	34mm	Kawasaki KZ750, 900, 1000-1100 Center Pull Suzuki GS750, 1000, 1150 Suzuki GSX600 Suzuki GSXR750, 1100	77-93-77
Excellent low, mid and good high power range.			
RS36-D3-K	36mm	Kawasaki KZ900, 1000-1100 Center Pull Suzuki GS1000, 1150 Suzuki GSX600 Suzuki GSXR750, 1100	77-93-77
RS38-D19-K	38mm	Kawasaki KZ900, 1000-1100 Center Pull Suzuki GS1000, 1150 Suzuki GSX650 Suzuki GSXR750, 1100	77-93-77
RS40-D1-K	40mm	Kawasaki KZ900, 1000-1100 Center Pull Suzuki GS1000, 1150 Suzuki GSX600 Suzuki GSXR750, 1100	77-93-77
Race-Only			

Carburetors will use stock boots except for KZ900-1000-1100 which will require manifold #11-4853 shown at bottom right. These flat slides are not applicable for water-cooled GSXRs.

NOTE: GSXR750 1990-1991 (49 states) require the use of GSXR1100 1989 manifolds.



CARBURETION

VM Series



These are the most popular high performance carburetors for both 2-stroke and 4-stroke engines in the sport of motorcycling. Performance features for the VM series carburetors include an increased fuel mixture flow to match engine modifications and a wide range of tuning components to allow precise fuel mixture metering in any application, at any throttle setting, under any riding condition. Sold individually.

VM36-4	36mm Round Slide
VM38-9	38mm Round Slide

RS Jets

MAIN JETS

Fit RS carbs and available in sizes 100 through 200 in increments of 2.5. Sold individually.

Part No.	Size	Part No.	Size
21-102J	102.5	21-145J	145
21-105J	105	21-147J	147.5
21-107J	107.5	21-150J	150
21-110J	110	21-152J	152.5
21-112J	112.5	21-155J	155
21-115J	115	21-157J	157.5
21-117J	117.5	21-160J	160
21-120J	120	21-162J	162.5
21-122J	122.5	21-165J	165
21-125J	125	21-167J	167.5
21-127J	127.5	21-170J	170
21-130J	130	21-172J	172.5
21-132J	132.5	21-175J	175
21-135J	135	21-180J	180
21-137J	137.5	21-190J	190
21-140J	140	21-197J	197.5
21-142J	142.5		

HEX MAIN JETS

Fits VM, TM and TMX carbs, available in sizes 200 through 300 in increments of 10. Sold individually.

Part No.	Size	Part No.	Size
20-200J	200	20-240J	240
20-210J	210	20-280J	280
20-230J	230	20-290J	290

PILOT JETS

Fits RS and HS carbs, available in increments of 2.5. Sold individually.

Part No.	Size	Part No.	Size
24-015	15	24-022	22.5
24-017	17.5	24-025	25
24-020	20	24-027	27.5

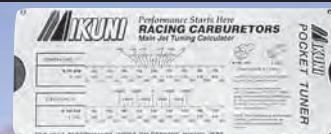
Tool Kit



This handy little kit contains all the tools necessary to make jetting changes, perform normal maintenance as well as disassemble and rebuild any Mikuni carburetor. Included is a multipurpose wrench with ruler markings, a screwdriver with assorted blades and sockets, and a socket screw-driver for main jets, all in a plastic carrying case.

MK-404 Tool Kit

Pocket Tuner



A handy slide calculator used to determine required jetting changes in Mikuni carburetors due to ambient temperature, altitude, or both. Provides a guide for determining rich or lean carburetor conditions. Applicable to both single and multi-carburetor applications on two-stroke and four-stroke engines.

MK-550-TNR Pocket Tuner

Velocity Stacks



Aluminum stacks designed for use with the "ultimate carbs." Mikuni RS Series radial flat slide carbs are capable of pure racing performance when properly tuned—with the addition of velocity stacks air flow is maximized. 30mm or 50mm heights available with a silver anodized finish. 2 1/4" I.D. Sold in sets of four.

KRS-002	Velocity Stacks 30mm
KRS-003	Velocity Stacks 50mm

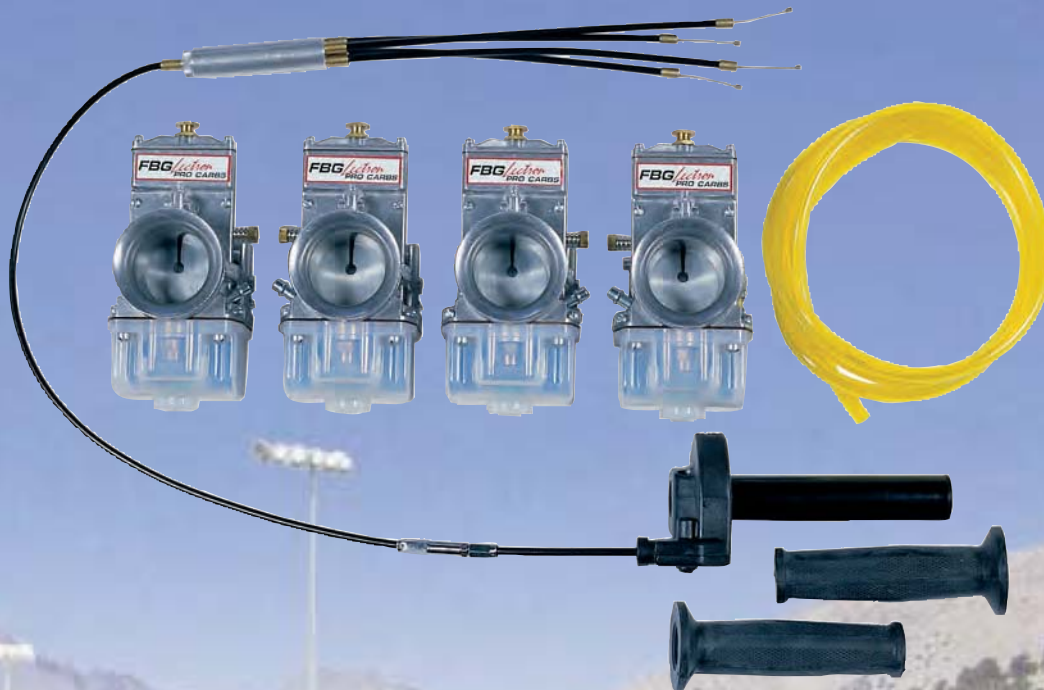
Kawasaki Manifolds



These manifolds allow the use of Mikuni carbs on the Kawasaki KZ900, KZ1000 and GPZ1100 using stock heads. Sold in sets of 4, clamps not included.

11-4853 Kawasaki Manifolds

FBG Lectron Pro Carburetors

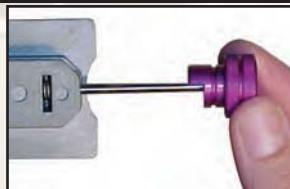


THE ULTIMATE IN DRAG RACING CARBURETION

The carburetor used by all the top riders. On the dyno, Lectrons make more horsepower than any other carb. On the track they blow everything else into the weeds. Available in big 38mm to monster 50mm. Carbs come complete with cable assembly, quick throttle and grips. Alcohol carburetors are available by request.

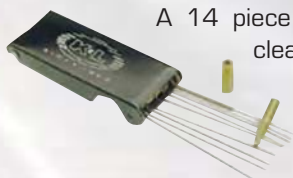
FBG Lectron Metering Rod Adjusting Tool

If you adjust Lectron's or planning on it you need this tool. This tool makes it easy to make accurate adjustments from 1/4 turn to full turns. The tool also protects the precision metering rod from getting damaged from pliers and other gripping tools that are often used.



FBG-RT-1 Lectron Metering Rod Adjusting Tool

Carburetor Cleaning Kit



A 14 piece wire set with spiral knurling for cleaning popular size jets and carb body holes and passages.

35-3498 Carb Cleaner Kit

- LPC-38** Pro Carbs for up to 1260cc
LPC-40 Pro Carbs for 1261cc to 1428cc
LPC-44 Pro Carbs for Pro Gas Engines
LPC-46 Pro Carbs for Pro Stock Engines
LPC-48 Pro Carbs for Pro Stock Mountain Motors
LPC-50 Custom Big Bores for Large Cubic Inch Engines
LPCC Replacement throttle cable assembly for aluminum throttle housing
LPCC-B Replacement throttle cable assembly for black plastic throttle housing
LPC-G Replacement float bowl gaskets, sold individually
0550615 Replacement aluminum throttle with grip
0226385 Replacement black plastic throttle
0417440 Replacement right hand throttle grip
0417460 Replacement left hand grip

FBG Lectron Carb Rings



Check out the Lectron Carbs on Angelle Savoie, Matt Hines and Paul Gast's race bikes. Notice those cool looking red anodized rings on the carbs? Cool looking is not why they are there! These rings can increase airflow an additional 6cfm or more depending on the size of the carburetor. Sold Individually.

CR38-44 Lectron Carb Rings, sold individually

FUEL VALVES
WHEEL CHOCKS
SHIFTERS
HANDLEBAR CONTROLS
H.D. ACCESSORIES
WHEELIE BARS
STARTERS & CARTS
SPORTBIKE ACCESSORIES
NITROUS OXIDE CARBURETION
EXHAUST SYSTEMS
GASKETS
TRANSMISSION
ENGINE & ELECTRONICS
CHAIN & SPROCKETS
BRAKES
TIRES
DRAG RACING ACCESSORIES



AIR FILTERS

K&N Air Filters

Since 1969 K&N Engineering has been designing, manufacturing, and enhancing High-Flow Air Filters for the automotive and motorcycle enthusiast interested in maximizing horsepower and acceleration. The K&N FilterCharger® air filter is designed to achieve high, virtually unrestricted air flow while maintaining filtration levels critical to ensure long engine life. K&N original equipment replacement air filters generally add 1-4 horsepower. The secret to their success lies in the unique characteristics of the filter medium that was originally developed by K&N all those years ago in the dust, sweat and tears of desert motocross racing. They just wanted to win races and stumbled on a cotton filtration technology designed to be great. Their high flow cotton gauze air filter is washable, reusable and built to last for the life of a motorcycle engine.

- High Air Flow with Excellent Filtration
- Designed to Increase Horsepower and Acceleration
- Washable and Reusable
- Will NOT Void Vehicle Warranty
- Lasts up to 50,000 miles before cleaning is required depending on driving conditions
- K&N Million Mile Limited Warranty®
- Emissions Legal in all 50 US States.
- Economical, a K&N Air Filter Will Last the Life of Your Motorcycle.
- Works with Original Equipment Manufacturer Electronics
- Easy High Performance Add-on
- Environmentally Friendly

Honda

CBR900RR 1993-1999	HA-9092
CBR929RR 2000-2001	HA-9200
CBR954RR 2002-2003	HA-9502
CBR1000RR 2004-2007	HA-1004
CBR1000RR 2008-2010	HA-1008

Kawasaki

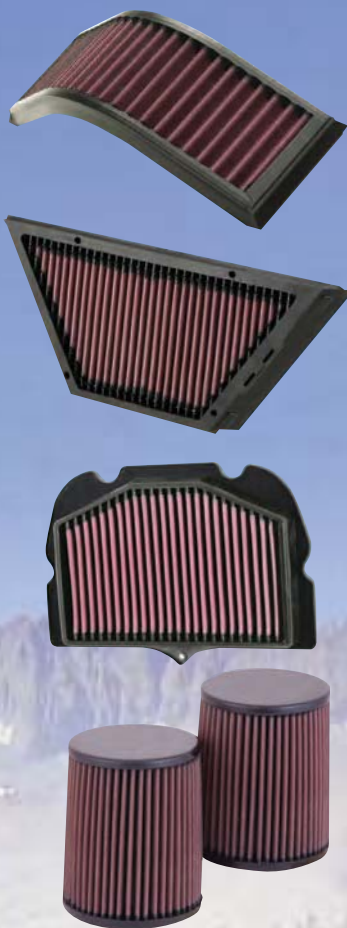
ZX10R Ninja 2004-2007	KA-1004
ZX10R Ninja 2008-2010	KA-1008
ZX12R Ninja 2000-2005 (pair)	KA-1299
ZX14R Ninja 2006-2010	KA-1406

Suzuki

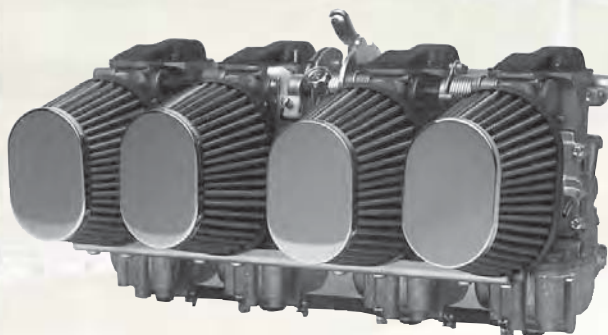
GSXR1000 2001-2004	SU-7500
GSXR1000 2005-2008	SU-1005
GSXR1000 2009-2010	SU-1009
GSXR1300R Hayabusa 1999-2007	SU-1399
GSXR1300R Hayabusa 2008-2010	SU-1308

Yamaha

YZF R1 1998-2001	YA-0089
YZF R1 2002-2003	YA-1002
YZF R1 2004-2006	YA-1004
YZF R1 2007-2008	YA-1007
YZF R1 2009-2010	YA-1009



Super Pro Air Filters



Part No. 005-121

For Mikuni RS Flatslide 34mm, 36mm, 38mm, 40mm and OEM Stock Carbs. 2¼" I.D.

Honda

1979-83 CB750 F, K
1980-82 CB900F
1983 CB1100F

Kawasaki

1984-86 KZ700
1980-85 KZ/GPZ 750
1981-83 KZ1000 (Except Fuel Injection)
1981-85 KZ1000 (Except Fuel Injection)

Suzuki

1985-86 GS750 (All)
1980-83 GS750 (All)
1981-82 GS850 (All)
1980-82 GS1000 (All)
1980-83 GS1100 (All)
1984-86 GS1150 (All)
1986-92 GSXR1100

Part No. 005-122

For Mikuni 29mm Smoothbores and OEM Stock Carbs. 1¾" I.D.

Honda

1977-78 CB750 (All)

Kawasaki

1973-80 Z1
1973-80 KZ900
1973-80 KZ1000
1981-85 KZ1000
1981-85 1100 F.I.
1983-85 GPZ1100

Suzuki

1977-79 GS1000 (All)
1985-86 GSXR750

Today's superbikes require free breathing. These special high performance filtering elements with chrome end caps not only work great, but look good too. Don't strangle your bike with poor air filtration-insist on the best... "Super Pro." Sold in sets of 4.

CARBURETION & FUEL INJECTION ACCESSORIES



Fuel-Air Monitors



The K&N Fuel-Air Monitor is a precision instrument that helps the performance enthusiast with jetting problems. This device will work on carbureted, fuel-injected, supercharged, turbocharged, and normally aspirated engines (2 or 4 stroke), and can be used with unleaded gasoline, alcohol, or nitromethane. It will not work with nitromethane or diesel fuels. The unit indicates lean, rich and correct mixtures using a bar scale. The oxygen sensor fitting needs to be welded to the head pipe collector. The monitor can be permanently mounted or with a minimum of a 9 volt power supply it can be temporarily mounted for performance testing.

- 85-2437** Rectangle Surface-Mount - Complete Kit (includes fuel-air monitor, sensor and weld-on fitting)
- 85-2441** Round Flush-Mount - Complete Kit (includes fuel-air monitor, sensor and weld-on fitting)
- 85-2438** Oxygen Sensor Only (includes weld-on fittings)
- 85-21688** Weld-On Fitting
- 85-21686** Oxygen Sensor Plug

Push-Pull Throttle



This die-cast aluminum push-pull type throttle assembly is a mandatory addition to any 33mm, 34mm, 36mm, 38mm and 40mm flat slide application. Because of the precision slide fit on MIKUNI flat slide carburetors, slide return is delayed due to high vacuum. With the addition of this throttle assembly, slides are pulled shut for an instant return to idle. Throttle assembly comes complete with 36" cables. This throttle turn is greater than 1/4 turn.

- KRS-001** Throttle Assembly (grips sold at above right)



Throttles & Grips

Magura Model 305. Dual cable pull, straight pull linkage, easy cable attachment with trap door cover, polished alloy housing, adjusting screw for twist regulation, rubber cable protection cover, black grip included. Includes 2 solder nipples and protection cover. Total stroke 44 mm at a rotation of 140° [5/8 turn]. For 7/8" handlebars. Also available with a built in switch popular for nitrous oxide activation or to start timing cycles.

- 0550615** Magura Aluminum Throttle, with single grip (opposite grip available below)
- 1-0068** Switched Throttle Assembly
- 1-0072** Replacement Throttle Switch



Magura Model 314 throttle for single cable, parallel pull. The throttle cable is routed over a roller for ease of pull. Features a black reinforced poly carbon housing and quick and easy cable change without removing housing. Rubber cable cover is included. Grip not included. Total stroke is 48mm at a rotation of 103°-91°. [adjusts from 1/4 to 7/8 turn] For 7/8" handlebars.

- 0226385** Magura 314 throttle, grip not included (grips available below)



Magura Throttle for Mikuni Carbs

Model 314 as shown above but includes cable for Mikuni Radial Flat Slide carburetors. Single cable is 42" long.

- MTC1** Magura Throttle assembly with cable
- PE96** Cable only



- 0417440** Right Hand Throttle Grip (fits Magura model 305 & 314 throttles)
- 0417460** Left Hand Grip (Sold separately to match Magura Throttle right hand grip.)



Billet Quick Throttles



These 5/8 turn push-pull quick throttles are manufactured from billet aluminum and heavily knurled for superior rider grip. Available in single or dual cable models for 7/8" or 1" handlebars. Each throttle includes the matching left side grip.

Please see page 48 for more detailed descriptions and part numbers.

FUEL VALVES
WHEEL
CHOCKS
SHIFTERS
HANDLEBAR
CONTROLS
ACCESSORIES
H-D
ACCESSORIES
WHEELIE BARS
STARTERS
& CARTS
SPORTBIKE
ACCESSORIES
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ELECTRONICS
CHAIN &
SPROCKETS
BRAKES
TIRES
DRAG RACING
ACCESSORIES



EXHAUST

Brock's 4-2-1 Sidewinder



Uniquely constructed of an aerospace quality ultra-light weight stainless steel in a **FOUR** into **TWO** into **ONE** configuration for a smooth torque curve with a megaphone induced peak power punch! Brock's has combined their knowledge gained over the years racing their hard launching StreetSmart Systems with a purpose built Race Megaphone.

Their oversize tube design [Tapered 1³/₄" primaries meet dual 2" secondary pipes which merge into a velocity enhanced 2¹/₄" collector] complements the ram air efficiency of todays big cc sport-bikes.

The entire 4-2-1 Sidewinder system weight in race trim [no baffle] is a mere 7¹/₄ lbs. Baffle installed is two lbs heavier with little or no performance decrease in applications under 200 HP.

A removable 2¹/₄ outlet billet aluminum/stainless steel/fiber-glass constructed baffle is included.

Kawasaki

ZX10-421	ZX10R	2004-2005
ZX1006-421	ZX10R	2006-2007
ZX1008-421	ZX10R	2008
ZX14-421	ZX14	2006-2009

Suzuki

S10-421	GSXR1000	2001-2004
S1005-421	GSXR1000	2005-2006
S1007-421	GSXR1000	2007-2008
S13-421	GSX1300R	1999-2007
S1308-421	GSX1300R	2008-2009 [must remove oil cooler]

BPP-NRP22 Noise Reduction Plug

Vance & Hines



If you're riding one of motorcycling's classics, built when style was as important as performance, you deserve nothing less than one of Vance & Hines' classic Megaphone Exhaust Systems. These traditional exhaust systems were bred during the years that Terry Vance & Byron Hines were honing their skills on the drag strips of America and developing products that, in time, would become legendary.

These exhaust systems are descendants of those many years of experience. Tuned length headpipes, tapered megaphone and collector are beautifully finished in brilliant chrome. These exhaust systems scream style and performance in true hot-rod tradition.

An economical pipe aimed at the weekend racer looking for affordable performance. High luster chrome finish with 1¹/₂" headpipes. Straight through no baffle design means not for highway use. May require footpeg and/or brake pedal modification.

Honda

V14001P	CB750/900/1100F 1979-83
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Kawasaki

V13001P	KZ900/1000 1976-82
	Z1R1000 1978-81
	GPZ1100 1981-84

Suzuki

V12001P	GS750E/L 1980-82
	GS750S 1983
	GS1000E/G/L/S 1978-81
	GS1000/1100S 1982-83
	GS1100E/ES/L 1980-83
	GS1150E/ES 1984-86
V12002P	GSXR1100 1986-92
	GSX1100F 1988-93

Baffle

V21257	V&H Megaphone Baffle
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EXHAUST

Brock's Street Megaphone



Race proven performance with a one of a kind drag race look without the inherent drawbacks of a Sidewinder! There is no reduced right hand cornering clearance or rear brake lever to pipe clearance issues. NO fairing modifications are required and the stock oil cooler and lines remain intact.

The Street Megaphone System has a more aggressive sound than Brock's normal street exhaust, but is still acceptable for street use with the baffle installed. By removing the billet aluminum baffle, the user can unleash a race-only sound which mimics the booming tone of an NHRA Prostock machine!

The front section (from the engine to the Muffler) is constructed of an aerospace quality ultra-light stainless steel. The Street Megaphone package comes with a Race Megaphone with REMOVABLE billet

aluminum baffle. The total system weight is just over 8lbs.

Not just an off-the-shelf pipe, these systems are complete performance upgrade packages specifically designed for "serious stock" and large cc or heavily modified engines. The larger and more powerful your engine is the better this system functions! But stock engines love this system also.

Included are specially-designed lightweight stainless steel header pipes joining to a full race megaphone, complete instructions detailing horsepower-freeing air box modifications which retain the stock air filter for maximum engine longevity, pipe installation instructions and a floppy disk containing maps for use in conjunction with the Dynojet Power Commander for your year machine.

Kawasaki

ZX14-SMEG	ZX14	2006-2009
ZX10-SMEG	ZX10R	2004-2005
ZX1008-SMEG	ZX10R	2008-2009

Suzuki

S1005-SMEG	GSXR1000	2005-2006
S1007-SMEG	GSXR1000	2007-2008
S1009-SMEG	GSXR1000	2009
S10-SMEG	GSXR1000	2001-2004
S13-SMEG	GSX1300R	1999-2007
S1308-SMEG	GSX1300R	2008-2009

Noise Reduction Plugs

BPP-NRP22	Noise Reduction Plug - 48mm for 4-2-1 Sidewinder and Street Megaphone
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Noise Reduction Plugs fit Sidewinder and Street Megaphone.



EXHAUST

Combo Kits



Let your engine breath and get the fuel it needs to run fast! We have put together this combination of high performance parts to help get the best performance from your engine. Each power pack comes with a Brock's Performance exhaust system, Dynajet Power Commander and K&N air filter. Add the optional TRE to the kit and you have the ultimate bolt-on, plug-in performance package!

Brock's Sidewinder - Uniquely constructed of an aerospace quality ultra-light weight stainless steel in a **FOUR** into **TWO** into **ONE** configuration for a smooth torque curve with a megaphone induced peak power punch! Brock's has combined their knowledge gained over the years racing their hard launching StreetSmart Systems with a purpose built Race Megaphone. Each pipe also includes mapping for Power Commanders.

Brock's Street Megaphone - Not just an off-the-shelf pipe, these systems are complete performance upgrade packages specifically designed for "serious stock" and large cc or heavily modified engines. The larger and more powerful your engine is the better this system functions! But stock engines love this system also. Each pipe also includes mapping for Power Commanders.

DynaJet Power Commander (PC) - A fuel injection and ignition timing (on some models) adjustment unit that plugs inline with the motorcycles stock ECU (electronic control unit). Using original equipment style connectors installations take less than 15 minutes, some as little as 5 minutes. Changes are made to the engines fuel and ignition curves via the PC's onboard microprocessor. Using this technology, a large area of adjustment is available without making any permanent changes to the motorcycles ECU.

The K&N FilterCharger® air filter is designed to achieve high, virtually unrestricted air flow while maintaining filtration levels critical to ensure long engine life. These replacement air filters generally add 1-4 horsepower. The high flow cotton gauze air filter is washable, reusable and built to last for the life of a motorcycle engine.

The TRE is a device which allows much better throttle response in the first 4 gears on EFI sportbikes. The TRE is a direct "plug in" installation - no cutting or splicing. Disables the speed limiter on the 2001 through 2006 GSXR1000 and 2001 through 2006 GSX1300R.

Kawasaki	Year	Kit Part No.	Pipe	Power Commander	Air Filter	(Optional - Not Included w/kit)
ZX10	2004-2005	8840	Sidewinder Pipe Included	Included	Included	TRE-006
ZX10	2004-2005	8841	Street Pipe Included	Included	Included	TRE-006
ZX10	2006-2007	8842	Sidewinder Pipe Included	Included	Included	TRE-009
ZX14	2006-2008	8843	Sidewinder Pipe Included	Included	Included	TRE-008
ZX14	2006-2008	8844	Street Pipe Included	Included	Included	TRE-008
Suzuki						
GSXR1000	2001-2002	8860	Sidewinder Pipe Included	Included	Included	TRE-002
GSXR1000	2001-2002	8861	Street Pipe Included	Included	Included	TRE-002
GSXR1000	2003-2004	8862	Sidewinder Pipe Included	Included	Included	TRE-002
GSXR1000	2003-2004	8863	Street Pipe Included	Included	Included	TRE-002
GSXR1000	2005-2006	8864	Sidewinder Pipe Included	Included	Included	TRE-007
GSXR1000	2005-2006	8866	Street Pipe Included	Included	Included	TRE-007
GSXR1000	2007-2008	8868	Sidewinder Pipe Included	Included	Included	TRE-007
GSX13R Hayabusa	1999-2000	8869	Sidewinder Pipe Included	Included	Included	TRE-005
GSX13R Hayabusa	1999-2000	8870	Street Pipe Included	Included	Included	TRE-005
GSX13R Hayabusa	2001	8871	Sidewinder Pipe Included	Included	Included	TRE-005
GSX13R Hayabusa	2001	8872	Street Pipe Included	Included	Included	TRE-005
GSX13R Hayabusa	2002-2007	8873	Sidewinder Pipe Included	Included	Included	TRE-005
GSX13R Hayabusa	2002-2007	8874	Street Pipe Included	Included	Included	TRE-005
GSX13R Hayabusa	2008-2009	8875	Sidewinder Pipe Included	Included	Included	TRE-007
GSX13R Hayabusa	2008-2009	8876	Street Pipe Included	Included	Included	TRE-007

Discontinued



CARBURETION & FUEL INJECTION ACCESSORIES

The Power Commander (PC) is a fuel injection and ignition timing (on some models) adjustment unit that plugs inline with the motorcycles stock ECU (electronic control unit). The PC uses original equipment style connectors so that no splicing or cutting of the wiring harness is required. Most installations take less than 15 minutes, some as little as 5 minutes. Changes are made to the engines fuel and ignition curves via the PC's onboard microprocessor. Using this technology, a large area of adjustment is available without making any permanent changes to the motorcycle ECU. Removing the PC returns the bike to its previous stock condition. The Power Commander can be programmed with a your choice of several settings, based on the modifications to your bike, profiles are freely available from Dynojets website. Each unit comes complete with software and cable link that allows you to change between different maps or make adjustments to a map file.

Accessories



42924090



44400640



21626901



21626900



42970050



42970051

Description

Part No.

Replacement Serial Cable for all PCII/PCIII/PCIIIR models	42924090
Replacement Serial Port Cap for all PCII/PCIII/PCIIIR models	44400640
Replacement CD-ROM for all Power Commander models	15223000
Replacement Expansion Port Plug for all PCIII USB models	21626901
Replacement USB Port Plug for all PCIII USB models	21626900
Replacement USB-A > Mini-B Cable for all PCIII USB models	42970050
Special USB-A > Mini-B Cable for Dyno Centers	42970051
PCII/PCIII/PCIIIR (9v) Power Programming Module	66116001
PCIII USB (9v) Power Programming Module	66116002

*O2 sensor eliminator required for California models

**Two O2 sensor eliminators required for California models

Honda	Model	Power Commander Model	Power Commander Version	Ignition Module	O ₂ Sensor Eliminator	Note
2001-2006	CBR 600 F4i	108-411	PC III USB	6-12	76423005	*
2003-2004	CBR 600 RR	115-411	PC III USB	6-04	76423005	*
2005-2006	CBR 600 RR	117-411	PC III USB	6-04	76423005	
2007-2008	CBR 600 RR	127-411	PC III USB	6-50	76423005	
2009-2010	CBR 600 RR	16-001	PC V			
2000-2001	CBR 929 RR Fireblade	104-411	PC III USB	6-09	76423005	*
2002-2003	CBR 954 RR Fireblade	110-411	PC III USB	6-09	76423005	*
2004-2005	CBR 1000 RR	121-411	PC III USB	6-17		
2009-2010	CBR 1000 RR	16-002	PC V			
2006-2007	CBR 1000 RR Fireblade	125-411	PC III USB	6-17		
2008	CBR 1000 RR Fireblade	132-411	PC III USB	6-67		
1999-2001	CBR 1100 XX	102-411	PC III USB			
2002-2003	CBR1100 XX	113-411	PC III USB		76423005	**
2000-2001	RC-51 (VTR1000 SP1)	105-411	PC III USB			
2002-2006	RC-51 (VTR1000 SP2)	114-411	PC III USB			

Kawasaki

2003-2004	ZX-6 R	207-411	PC III USB	6-05		
2005-2006	ZX-6 R	218-411	PC III USB	6-01		
2007-2008	ZX-6 R	229-411	PC III USB	6-47		
2009-2010	ZX-6 R	17-003	PC V			
2003	ZX-6 RR	208-411	PC III USB	6-05		
2004	ZX-6 RR	213-411	PC III USB	6-05		
2005-2006	ZX-6 RR	219-411	PC III USB	6-01		
2006-2008	EX650R	223-411	PC III USB	6-45		
2009	EX650R	17-004	PC V			
2003-2006	Z1000	10-001	PC III USB	6-27		
2007-2008	Z1000	27-411	PC III USB	6-53		
2004-2005	ZX-10R	217-411	PC III USB	6-21		
2006-2007	ZX-10R	222-411	PC III USB	6-41		
2008	ZX-10R	233-411	PC III USB	6-47		
2009-2010	ZX-10R	17-004	PC V			
2000-2001	ZX-12R	204-411	PC III USB	6-11		
2002-2003	ZX-12R	206-411	PC III USB	6-11		
2004-2005	ZX-12R	216-411	PC III USB	6-22		
2006-2007	ZX-14R	224-411	PC III USB	6-42		
2008	ZX-14R	234-411	PC III USB	6-42		
2009-2010	ZX-14R	17-012	PC V			

Suzuki

2001-2003	GSXR 600	307-411	PC III USB	6-06		
2004-2005	GSXR 600	316-411	PC III USB	6-03		
2006-2007	GSXR 600	327-411	PC III USB	6-39		
2008	GSXR 600	342-411	PC III USB	6-39		
2009-2010	GSXR 600	20-005	PC V			
2008	GSXR 650 F	340-411	PC III USB			
2000-2001	GSXR 750	305-411	PC III USB	6-36		
2002-2003	GSXR 750	309-411	PC III USB	6-06		
2004-2005	GSXR 750	317-411	PC III USB	6-03		
2006-2007	GSXR 750	328-411	PC III USB	6-39		
2008	GSXR 750	340-411	PC III USB	6-39		
2009-2010	GSXR 750	20-006	PC V			
1997-2001	TL 1000 S	301-411	PC III USB			
1998-2003	TL 1000 R	303-411	PC III USB			
2001-2002	GSXR 1000	308-411	PC III USB	6-06		
2003-2004	GSXR 1000	315-411	PC III USB	6-25		
2005-2006	GSXR 1000	325-411	PC III USB	6-10		
2007-2008	GSXR 1000	333-411	PC III USB	6-51		
2009-2010	GSXR 1000	20-007	PC V			
1999-2000	GSX 1300 Hayabusa	304-411	PC III USB	6-29		
2001	GSX 1300 Hayabusa	320-411	PC III USB			
2002-2007	GSX 1300 Hayabusa	312-411	PC III USB	6-07		
2008	GSX 1300 Hayabusa	339-411	PC III USB	6-60		
2009-2010	GSX 1300R Hayabusa	20-008	PC V			
2008	B-King	336-411	PC III USB	6-62		
2009-2010	B-King	20-004	PC V			

Yamaha

2003	YZF 600 R6	407-411	PC III USB			
2004	YZF 600 R6	413-411	PC III USB			
2005	YZF 600 R6	415-411	PC III USB			
2006-2008	YZF 600 R6 S	415-411	PC III USB			
2006-2007	YZF600 R6	418-411	PC III USB	6-37		
2008	YZF600 R6	430-411	PC III USB	6-37		
2009	YZF R6	22-005	PC V			
2010	YZF R6	22-031	PC V			
2004-2008	XT660R	412-411	PC III USB			
2002-2003	YZF R1	405-411	PC III USB			
2004-2005	YZF R1	411-411	PC III USB	6-02		
2006	YZF R1	421-411	PC III USB	6-02		
2007-2008	YZF R1	426-411	PC III USB	6-38		
2009-2010	YZF R1	22-006	PC V			



GASKETS HEAD & BASE

Cometic Gasket's 15 years of experience in stock and custom gasket manufacturing has given top engine builders worldwide the confidence needed for sealing today's high performance engines. State-of-the-art manufacturing techniques along with a wide range of materials provide customers with the latest in gasket technology at an affordable price regardless of the level of competition.

Gasket Materials

MLS (Multi-Layer Steel Head Gaskets)

Ideal for any application. Viton coated outer embossed spring steel layers with a steel inner layer that provides support to the gasket allowing multiple thickness. Retains torque (once the gasket takes a torqueset, re-torquing is not required).

Available thickness: .018", .027", .030", .036", .040", .045", .051", .054", .060", .065", .071", .074", .120"

CFM-20

A perforated steel core with an elastomer surface is ideal for head gaskets allowing heat to be drawn evenly across the gasket surface while providing maximum sealing characteristics when exposed to coolants and oils.

Available thickness: .043", .051", .059"

Spring Steel

A stainless steel core with a .001" thick coating of viton rubber on both sides.

Available thickness: .010", .014", .020"

Aramid Fiber

Is a premium hi-temperature creep resistant material that requires no re-torquing and is fuel resistant. All Cometic fiber materials are asbestos free and require no additional sealants.

Available thickness: .012", .015", .020", .031", .039", .047", .060", .094", .125", .188"

Copper (Dead Soft)

Available thickness: .005", .010", .016", .020", .027", .032", .043", .050", .063", .080", .094"

EST - Extreme Sealing Technology

Select gaskets are now being offered with:

- New .018" two-layer head gasket technology
- Gain compression without the expense of new pistons
- Tighter quench area causes more turbulent air/fuel mixture, resulting in better throttle response throughout rpm range
- Bolt-on cost-effective performance
- Ideal for naturally aspirated and nitrous engines

Head & Base Gaskets - **DISCONTINUED** - See Closeouts on Website

Honda

C.O.T. = Compressed Operating Thickness

Model	Year	Type	Bore	Disp. CC	Material	Part No.
CBR600 F4	1999-2006	Head Gasket	67mm		MLS/C.O.T. .030	C8572
		Head Gasket			EST .018	C8572-018
		Head Gasket	68mm		MLS/C.O.T. .030	C8836
CBR600 RR	2003-2006	Head Gasket	69mm		MLS/C.O.T. .030	C8871
		Head Gasket	67mm	599cc	MLS/C.O.T. .027	C8704-027
		Head Gasket			EST .018	C8704-018
CBR600 RR	2007-2009	Head Gasket	69mm		MLS/C.O.T. .027	C8706-027
		Head Gasket	70mm		MLS/C.O.T. .027	C8705-027
		Head Gasket	68.5mm	599cc-626cc	MLS/C.O.T. .027	C8736
CBR900 919 (CB900F)	1993-1999	Head Gasket	70mm	627cc-654cc	EST .018	C8736-018
		Head Gasket			MLS/C.O.T. .027	C8737
		Head Gasket			EST .018	C8737-018
CBR929 / 954	2000-2003	Head Gasket	72mm	945cc	MLS/C.O.T. .040	C8267
		Head Gasket	72mm		EST .018	C8267-018
		Head Gasket	73mm	970cc	MLS/C.O.T. .040	C8401
CBR1000	thru 1995	Head Gasket	73mm		EST .018	C8401-018
		Head Gasket	73mm		MLS/C.O.T. .040	C8268
		Head Gasket	74mm	997cc	EST .018	C8268-018
CBR1000RR	2004-2007	Head Gasket	74mm		MLS/C.O.T. .040	C8406
		Head Gasket	75mm	1033cc	EST .018	C8406-018
		Head Gasket	75mm		EST .018	C8568
CBR1100F	1983	Head Gasket	76.0mm	980cc	MLS/C.O.T. .030	C8568-018
		Head Gasket			EST .018	C8008
		Head Gasket	79.0mm	1050cc	Stainless .001	C8410
CBR1100XX Blackbird	1997-2003	Base Gasket	84.5mm		Copper .005	C8702-027
		Head Gasket	75.0mm	998cc	MLS/C.O.T. .027	C8702-018
		Head Gasket			EST .018	C8703-027
CBR1100XX Blackbird	1997-2003	Head Gasket	76.0mm	1025cc	MLS/C.O.T. .027	C8703-018
		Head Gasket			EST .018	C8727
		Head Gasket	77mm	1052cc	MLS/C.O.T. .027	C8727-018
CBR1100XX Blackbird	1997-2003	Head Gasket			EST .018	C8779
		Head Gasket	77.0mm		MLS/C.O.T. .027	C8779-018
		Base Gasket	77.0mm		SLC/C.O.T. .010	C8780
CBR1100XX Blackbird	1997-2003	Head Gasket	72mm	1123cc	CFM-20	C8006
		Head Gasket	72mm	1123cc	Copper .043	C8224
		Head Gasket	74mm	1186cc	Copper .043	C8225
CBR1100XX Blackbird	1997-2003	Head Gasket	75mm	1219cc	Copper .020	C8007
		Base Gasket	79.5mm		Copper .020	C8521
		Head Gasket	81.0mm	1195cc	MLS/C.O.T. .030	C8499
		Head Gasket			EST .018	C8499-018

Kawasaki

C.O.T. = Compressed Operating Thickness

Model	Year	Type	Bore	Disp. CC	Material	Part No.
ZZR600	2005-2007	Head Gasket	70mm	636cc-674cc	MLS/C.O.T. .027	C8694
		Head Gasket	70mm	636cc-674cc	EST .018	C8694-018
		Base Gasket	2.925"	600cc-636cc	Copper .01	C8354
Ninja ZX-6R	2003-2006	Base Gasket			Spring Steel .010	C8898
		Head Gasket	68mm	636cc	MLS/C.O.T. .027	C8690
		Head Gasket			EST .018	C8890-018
Ninja ZX-6RR	2003	Head Gasket	69mm	636cc-655cc	MLS/C.O.T. .027	C8701
		Head Gasket			EST .018	C8701-018
		Head Gasket	70mm	656cc-674cc	MLS/C.O.T. .027	C8896
Ninja ZX-6RR	2004-2006	Head Gasket			EST .018	C8896-018
		Base Gasket	Spring		Steel .010	C8692
		Head Gasket	69mm	600cc-636cc	MLS/C.O.T. .027	C8701
Ninja ZX-6RR	2004-2006	Head Gasket	70mm	618cc-654cc	EST .018	C8701-018
		Head Gasket			MLS/C.O.T. .027	C8696
		Head Gasket			EST .018	C8896-018
KZ / GPZ - 10mm Dowel Pins		Head Gasket			Spring Steel .010	C8892
		Head Gasket	68mm	600cc-617cc	MLS/C.O.T. .027	C8691
		Head Gasket			EST .018	C8891-018
KZ / GPZ - D Dowel Pins		Head Gasket	70mm	618cc-654cc	MLS/C.O.T. .027	C8697
		Head Gasket			EST .018	C8697-018
		Base Gasket			Spring Steel .010	C8692
KZ1000J, GPZ1100, 2pc	1981-1983	Head Gasket	70mm	1015cc	Copper .043	C8152
		Head Gasket	71mm	1045cc	Copper .043	C8153
		Head Gasket	72mm	1075cc	Copper .043	C8154
KZ1000J, GPZ1100, 2pc	1981-1983	Head Gasket	73mm	1105cc	Copper .043	C8181
		Head Gasket	75mm	1166cc	Copper .043	C8182
		Head Gasket	76mm	1197cc	Copper .043	C8156
KZ1000J, GPZ1100, 2pc	1981-1983	Head Gasket	77mm	1229cc	Copper .043	C8183
		Head Gasket	78mm	1261cc	Copper .043	C8157
		Head Gasket	80mm	1327cc	Copper .043	C8158
KZ1000J, GPZ1100, 2pc	1981-1983	Head Gasket	82mm	1393cc	Copper .043	C8159
		Head Gasket	83mm	1428cc	Copper .043	C8160
		Head Gasket	82mm	1393cc	Copper .043	C8432
KZ1000J, GPZ1100, 2pc	1981-1983	Head Gasket	83mm	1428cc	Copper .043	C8433
		Head Gasket	84mm	1463cc	Copper .043	C8161
		Head Gasket	72mm	1075cc	CFM-20	C8324
KZ1000J, GPZ1100, 2pc	1981-1983	Head Gasket	74mm	1135cc	CFM-20	C8325
		Head Gasket	76mm	1197cc	CFM-20	C8326

Continued on next page

Head & Base Gaskets - **DISCONTINUED** - See Closeouts on Website

Kawasaki - continued

C.O.T. = Compressed Operating Thickness

Model	Year	Type	Bore	Disp. CC	Material	Part No.		
KZ900-1000, GPZ1100		Base Gasket	3.210	1000cc-1200cc	Copper .005	C8094		
		Base Gasket			Copper .010	C8095		
		Base Gasket			Copper .020	C8096		
		Base Gasket	3.285	1200cc-1260cc	Fiber .020	C8093		
		Base Gasket			Copper .005	C8098		
		Base Gasket			Copper .010	C8099		
		Base Gasket	3.475	1261cc-1425cc	Copper .020	C8100		
		Base Gasket			Fiber .020	C8097		
		Base Gasket			Copper .005	C8102		
		Base Gasket	3.560	1425cc-1500cc	Copper .010	C8103		
		Base Gasket			Copper .020	C8104		
		Base Gasket			Fiber .020	C8101		
KZ900-1000 1pc		Base Gasket	72.0mm	1075cc	Copper .005	C8018		
		Head Gasket			Copper .010	C8017		
		Head Gasket			Copper .043	C8315		
KZ900-1000 2pc		Head Gasket	74.0mm	1135cc	Copper .043	C8244		
		Head Gasket			CFM-20	C8019		
KZ900-1000, GPZ1100	1981-1984	Head Gasket	76.0mm	1170cc-1200cc	CFM-20	C8020		
		Head Gasket			CFM-20	C8021		
		Head Gasket			CFM-20	C8022		
		Head Gasket			CFM-20	C8023		
		Head Gasket			CFM-20	C8023		
Ninja 1000R	1986-1987	Base Gasket	3.210	750cc-950cc	Spring Steel 0.01	C8344		
		Base Gasket			Copper .010	C8291		
ZX10 / ZX11	1988-2001	Head Gasket	75.0mm	972cc	CFM-20	C8013		
		Head Gasket			Copper 0.032	C8483		
ZX1000 Ninja, ZX10R Z1000	1988-1990 2003-2006	Head Gasket	75.5mm	1040cc	Spring Steel	C8271		
		Head Gasket			EST .018	C8708-018		
		Head Gasket			EST .018	C8709-018		
ZX1000 Ninja, ZX10R	2004-2005	Head Gasket	76mm	998cc	MLS/C.O.T. .027	C8680		
		Head Gasket			EST .018	C8680-018		
		Head Gasket			MLS/C.O.T. .027	C8681		
ZX1000 Ninja, ZX10R	2006-2008	Head Gasket	78mm	998cc-1051cc	MLS/C.O.T. .027	C8576		
		Head Gasket			EST .018	C8576-018		
		Head Gasket			EST .018	C8576-018		
ZX11, D1, C	1990-2001	Head Gasket	76mm	1052cc	Spring Steel	C8680		
		Head Gasket			Spring Steel	C8603		
		Head Gasket			EST .018	C8603-018		
ZRX1200 ZX-12R	2001-2006 2000-2003	Head Gasket	78mm	1109cc	Spring Steel	C8273		
		Head Gasket			EST .018	C8273-018		
		Head Gasket			EST .018	C8273-018		
ZX-14R	2006-2010	Base Gasket	3.290	1052cc-1109cc	Spring Steel 0.01	C8358		
		Head Gasket			80mm	1194cc	MLS/C.O.T. .027	C8711
		Head Gasket			83mm	1199cc	MLS/C.O.T. .030	C8642
		Head Gasket	84mm	1228cc	EST .018	C8642-018		
		Head Gasket			MLS/C.O.T. .030	C8573		
		Head Gasket			EST .018	C8573-018		
		Head Gasket	85mm	1257cc	MLS/C.O.T. .030	C8643		
		Head Gasket			EST .018	C8643-018		
		Head Gasket			EST .018	C8643-018		
		Head Gasket	86mm	1287cc	MLS/C.O.T. .030	C8641		
		Head Gasket			EST .018	C8641-018		
		Base Gasket			Spring Steel 0.01	C8579		
Head Gasket	84mm	1352cc	EST .018	C8460-018				
Head Gasket			86mm	1353cc-1417cc	MLS/C.O.T. .018	C8621		
Head Gasket			87mm	1418cc-1450cc	MLS/C.O.T. .018	C8622		

Suzuki

C.O.T. = Compressed Operating Thickness

Model	Year	Type	Bore	Disp. CC	Material	Part No.
GS1100/1150		Head Gasket	75mm	1100cc-1166cc	CFM-20 .043	C8031
		Head Gasket	76mm	1167cc-1198cc	CFM-20 .043	C8032
		Head Gasket	79mm	1228cc-1290cc	CFM-20 .043	C8033
		Head Gasket	80mm	1291cc-1323cc	CFM-20 .043	C8034
		Base Gasket	3.130	1100cc-1168cc	Copper .005	C8110
		Base Gasket			Copper .010	C8111
		Base Gasket			Copper .020	C8112
		Base Gasket			Fiber .020	C8109
		Base Gasket	3.290	1198cc-1260cc	Copper .005	C8114
		Base Gasket			Copper .010	C8115
		Base Gasket			Copper .020	C8116
		Base Gasket			Fiber .020	C8113
GS1100/1150		Base Gasket	3.460	1325cc-1425cc	Copper .005	C8177
		Base Gasket			Copper .010	C8178
		Base Gasket			Copper .020	C8179
		Base Gasket			Fiber .020	C8180
		Base Gasket	3.560	1500cc-1568cc	Copper .005	C8118
		Base Gasket			Copper .010	C8119
		Base Gasket			Copper .020	C8120
		Base Gasket			Fiber .020	C8117
		Base Gasket	3.660	1568cc	Copper .005	C8375
		Base Gasket			Copper .010	C8376
		Base Gasket			Copper .020	C8377

Suzuki - continued

Model	Year	Type	Bore	Disp. CC	Material	Part No.		
GS1100/1150 - 6mm Dowel Pins		Head Gasket	85mm	1498cc	Copper .043	C8187		
		Head Gasket	87mm	1568cc	Copper .043	C8171		
		Head Gasket	87mm	1568cc	MLS/C.O.T. .045	C8734-045		
GS1100/1150 - 8mm Dowel Pins		Head Gasket	85mm	1498cc	Copper .043	C8439		
GS1100/1150 - D Dowel Pins		Head Gasket	82mm	1393cc	Copper .043	C8470		
		Head Gasket	83mm	1428cc	Copper .043	C8471		
GS1100/1150 - 11mm Dowel Pins		Head Gasket	83mm	1428cc	MLS/C.O.T. .045	C8732-045		
		Head Gasket	85mm	1498cc	Copper .043	C8473		
		Head Gasket	85mm	1498cc	MLS/C.O.T. .045	C8733-045		
		Head Gasket	72mm	1100cc	Copper .043	C8163		
		Head Gasket	75mm	1166cc	Copper .043	C8185		
		Head Gasket	75mm	1166cc	MLS/C.O.T. .045	C8728-045		
		Head Gasket	76mm	1197cc	Copper .043	C8186		
		Head Gasket	76mm	1197cc	MLS/C.O.T. .045	C8729-045		
		Head Gasket	77mm	1229cc	Copper .043	C8186		
		Head Gasket	79mm	1290cc	Copper .043	C8167		
		Head Gasket	79mm	1290cc	MLS/C.O.T. .045	C8730-045		
		Head Gasket	78mm	1261cc	Copper .043	C8166		
GS1100/1150 - No Dowel Pins		Head Gasket	80mm	1327cc	Copper .043	C8168		
		Head Gasket	80mm	1327cc	MLS/C.O.T. .045	C8731-045		
		Head Gasket	82mm	1393cc	Copper .043	C8169		
		Head Gasket	83mm	1428cc	Copper .043	C8170		
		Head Gasket	84mm	1465cc	Fiber .043	C8035		
		Head Gasket	89mm	1642cc	MLS/C.O.T. .045	C8735-045		
		GSXR600	2001-2003	Head Gasket	68.0mm		Spring Steel	C8644
				Head Gasket			EST .018	C8644-018
				Head Gasket	70.0mm		Spring Steel	C8646
		GSXR600	2004-2005	Head Gasket	69.0mm		Spring Steel	C8645
				Head Gasket			EST .018	C8645-018
				Head Gasket	68mm	600cc-617cc	MLS/C.O.T. .030	C8632
GSXR600	2006-2009	Head Gasket			EST .018	C8632-018		
		Head Gasket	70mm	618cc-654cc	MLS/C.O.T. .030	C8724		
		Head Gasket			EST .018	C8724-018		
GSXR600	2006-2009	Head Gasket	68mm		MLS/C.O.T. .027	C8302		
		Head Gasket			EST .018	C8302-018		
		Head Gasket	70mm		MLS/C.O.T. .027	C8293		
GSXR750	2000-2005	Head Gasket			EST .018	C8293-018		
		Head Gasket	73mm	750-770	Spring Steel	C8663		
		Head Gasket			EST .018	C8663-018		
GSXR750	2006-2009	Head Gasket	74mm	750-791	Spring Steel	C8574		
		Head Gasket			EST .018	C8574-018		
		Head Gasket	75mm	750-813	Spring Steel	C8214		
GSXR750	2006-2009	Head Gasket			EST .018	C8214-018		
		Head Gasket	76mm	1000-1071cc	Spring Steel	C8602		
		Head Gasket			EST .018	C8602-018		
GSXR750	2006-2009	Head Gasket	70mm	749cc	MLS/C.O.T. .027	C8717		
		Head Gasket			EST .018	C8717-018		
		Head Gasket	72mm	793cc	MLS/C.O.T. .027	C8718		
GSXR1000	2000-2004	Head Gasket			EST .018	C8718-018		
		Head Gasket	73mm	1000-988cc	MLS/C.O.T. .030	C8663		
		Head Gasket			EST .018	C8663-018		
GSXR1000	2000-2004	Head Gasket	74mm	1000-1013cc	MLS/C.O.T. .030	C8574		
		Head Gasket			EST .018	C8574-018		
		Head Gasket	75mm	1000-1043cc	MLS/C.O.T. .030	C8214		
GSXR1000	2005-2009	Head Gasket			EST .018	C8214-018		
		Head Gasket	76mm	1000-1071cc	MLS/C.O.T. .030	C8602		
		Head Gasket			EST .018	C8602-018		
GSXR1000	2005-2009	Head Gasket	75mm	1000-1043cc	MLS/C.O.T. .030	C8214		
		Head Gasket			EST .018	C8214-018		
		Head Gasket	76mm	1000-1071cc	MLS/C.O.T. .030	C8602		
GSXR1000	1986-1988	Head Gasket			EST .018	C8602-018		
		Head Gasket	78mm	1109cc	MLS/C.O.T. .030	C8277		
		Head Gasket			1196cc	C8321		
GSXR1100 - D Dowel Pins	1986-1988	Head Gasket	81mm		1255cc	C8278		
		Head Gasket	83mm		1255cc	C8232		
		Head Gasket	80mm		1255cc	C8234		
GSXR1100 - 6mm Dowel Pin	1986-1988	Head Gasket	84mm		1286cc	C8235		
		Head Gasket	85mm		1317cc	C8435		
		Head Gasket	85mm	1317cc	Copper .032	C8236		
GSXR1100	1989-1992	Head Gasket	78mm	1127cc	Spring Steel	C8322		
		Head Gasket			Copper .032	C8189		
		Head Gasket	80mm	1186cc	CFM-20	C8037		
GSXR1100	1989-1992	Head Gasket			Copper .032	C8190		
		Head Gasket			Spring Steel	C8368		
		Head Gasket	81mm	1216cc	Copper .032	C8191		
GSXR1100	1989-1992	Head Gasket			Spring Steel	C8279		
		Head Gasket	82mm	1245cc	Copper .032	C8243		
		Head Gasket	83mm	1276cc	Copper .032	C8192		
GSXR1100 - 11mm Dowel Pin	1989-1992	Head Gasket			CFM-20	C8036		
		Head Gasket	82mm	1246cc	Spring Steel	C8391		
		Head Gasket	85mm	1340cc	Copper .032	C8437		
GSXR1100 - 6mm Dowel Pin	1989-1992	Head Gasket	86mm		Copper .032	C8195		

Head & Base Gaskets - **DISCONTINUED** - See Closeouts on Website

Suzuki - continued

C.O.T. = Compressed Operating Thickness

Model	Year	Type	Bore	Disp. CC	Material	Part No.
GSXR1100 - D Dowel Pin	1989-1992	Head Gasket	83mm	1276cc	Spring Steel	C8323
		Head Gasket	85mm	1340cc	Copper .032	C8194
GSXR1100	1986-1992	Head Gasket	85mm	1340cc	MLS/C.O.T. .030	C8340
		Base Gasket	3.370	1050-1186cc	Copper .005	C8297
		Base Gasket			Copper .020	C8462
		Base Gasket			Spring Steel 0.01	C8372
		Base Gasket			Copper .010	C8069
		Base Gasket			Fiber .020	C8298
		Base Gasket	3.460	1186cc-1255cc	Copper .010	C8070
		Base Gasket			Copper .020	C8526
		Base Gasket			Spring Steel 0.01	C8373
		Base Gasket			Copper .005	C8203
GSXR1100	1993-1998	Head Gasket	77mm	1074cc-1117cc	MLS/C.O.T. .030	C8280
		Head Gasket	78mm	1147cc	MLS/C.O.T. .030	C8478
		Head Gasket	78mm	1147cc	Copper .032	C8479
		Head Gasket	79.5mm	1192cc	MLS/C.O.T. .030	C8281
		Head Gasket	79.5mm	1192cc	Copper .032	C8480
		Head Gasket	79.75mm	1198cc	Copper .032	C8481
		Base Gasket	3.265	1100cc	Spring Steel 0.01	C8370
		Base Gasket	3.310	1100cc-1200cc	Spring Steel 0.01	C8371
		Base Gasket			Copper .005	C8307
		Base Gasket			Copper .010	C8308
GSF1200SX	1998-2000	Head Gasket	80mm	1186cc	Spring Steel	C8368
		Head Gasket	81mm	1216cc	Spring Steel	C8279
GSF1200SX - 11mm Dowels GSF1200SX - D Dowel Pin GSX1300R Hayabusa	1998-2000 1998-2000 1999-2009	Head Gasket	82mm	1246cc	Spring Steel	C8391
		Head Gasket	83mm	1276cc	Spring Steel	C8323
		Head Gasket	81mm	1299cc (13mm studs)	MLS .030	C8218
		Head Gasket	81mm	1299cc	MLS .030	C8656
		Head Gasket	81mm	1299cc	EST .018	C8656-018
		Head Gasket	83mm	1364cc (13mm studs)	MLS .030	C8219
		Head Gasket	83mm	1364cc	MLS .030	C8657
		Head Gasket	83mm	1364cc	EST .018	C8657-018
		Head Gasket	84mm	1396cc (13mm studs)	MLS .030	C8220
		Head Gasket	84mm	1396cc	MLS .030	C8658
		Head Gasket	84mm	1396cc	EST .018	C8658-018
		Head Gasket	85mm	1428cc	MLS .030	C8659
		Head Gasket	85mm	1428cc	EST .018	C8659-018
		Base Gasket	93mm	1299cc-1428cc	Spring Steel .010	C8585
		Base Gasket	93mm	1299cc-1428cc	Aluminum .080	C7121
		Base Gasket	93mm	1299cc-1428cc	Spring Steel .010	C8747

Yamaha

C.O.T. = Compressed Operating Thickness

Model	Year	Type	Bore	Disp. CC	Material	Part No.
YZF-R6	1999-2000	Head Gasket	68.0mm	599-646cc	MLS/C.O.T. .030	C8575
		Head Gasket			EST .018	C8575-018
YZF-R6	2003-2005	Head Gasket	68mm	600-646cc	MLS/C.O.T. .027	C8684
		Head Gasket			EST .018	C8684-018
		Head Gasket	70.0mm	647-685cc	MLS/C.O.T. .027	C8699
		Head Gasket			EST .018	C8699-018
YZF-R6	2006-2007	Head Gasket	68mm	600-617cc	MLS/C.O.T. .027	C8710
		Head Gasket			EST .018	C8710-018
		Head Gasket	70mm	618-654cc	MLS/C.O.T. .027	C8712
		Head Gasket			EST .018	C8712-018
FZR1000	1989-1995	Head Gasket	76.5mm	1003-1029cc	MLS/C.O.T. .030	C8384
		Head Gasket	78mm	1070cc	MLS/C.O.T. .030	C8388
		Head Gasket	77mm	1040cc	MLS/C.O.T. .030	C8283
		Base Gasket	3.260mm	1070cc	Spring Steel 0.01	C8382
		Base Gasket			Spring Steel 0.01	C8382
YZF1000	1997	Head Gasket	76.5mm	1003cc-1029cc	MLS/C.O.T. .030	C8384
		Head Gasket	77mm	1040cc	MLS/C.O.T. .030	C8283
		Head Gasket	78mm	1070cc	MLS/C.O.T. .030	C8388
		Base Gasket	3.260mm	1070cc	Spring Steel 0.01	C8382
YZF-R1	1998-1993	Head Gasket	75mm	1000cc	MLS/C.O.T. .027	C8562
		Head Gasket	77mm	1054cc	MLS/C.O.T. .027	C8563
YZF-R1	2004-2006	Head Gasket	78mm	998cc-1024cc	MLS/C.O.T. .018	C8686
		Head Gasket	79mm	1025cc-1051cc	MLS/C.O.T. .018	C8685
		Base Gasket			Spring Steel 0.01	C8687
YZF-R1	2007-2008	Head Gasket	78mm	998cc	MLS/C.O.T. .018	C8266
		Head Gasket	79mm	999cc-1050cc	MLS/C.O.T. .018	C8267
YZF-R1	2009-2010	Head Gasket			Spring Steel .010	C8287
		Base Gasket	78mm		MLS/C.O.T. .018	C8794
					SLS/C.O.T. .010	C8796



Larry McBride signs autographs at Dealer Expo



Donna with her pristine Kawasaki Z1 Custom



Donna on her 2006 Screamin' Eagle V-ROD



Pingel Enterprise Best Engineered Motorcycle Award in 1991 for their 200hp Kawasaki powered dragster 9.7 ET at 130mph

Engine Case Rebuild - Head - Base Gaskets- **DISCONTINUED** - See Closeouts on Website

Honda

Model	Year	Description	Part
CBR600 F4	1999-2006	Engine case rebuild kit	C8633
		Cam Chain	EC388018AFM
		Ignition	EC625018AFM
		Oil Pan	EC626018AFM
		Generator	EC627018AFM
		Head Gasket 67mm MLS	C8572
		Head Gasket 67mm EST	C8572-018
		Head Gasket 68mm MLS	C8636
		Head Gasket 69mm MLS	C8671
CBR600RR	2007-2008	Engine case rebuild kit	C8739
		Head Gasket 68.5mm .027 599cc-626cc MLS	C8736
		Head Gasket 68.5mm .018 599cc-626cc MLS	C8736-018
		Head Gasket 70mm .027 626cc-654cc MLS	C8737
		Head Gasket 70mm .018 626cc-654cc MLS	C8737-018
CBR900, 919 (CBR900F)	1993-1999 2002-2006	Engine case rebuild kit	C8211
		Oil Pan	EC032020F
		Clutch Cover	EC033020F
		Dyno	EC034020F
		Ignition	EC035020F
		Cam Chain	EC036020F
		CA Emission	EC037043F
		Head Gasket 72mm 945cc MLS	C8267
		Head Gasket 72mm EST	C8267-018
		Head Gasket 73mm 970cc MLS	C8401
CBR929& 954	2000-2003	Head Gasket 73mm EST	C8401-018
		Head Gasket 74mm 997cc MLS	C8268
		Head Gasket 74mm EST	C8268-018
		Head Gasket 75mm 1033cc MLS	C8406
		Head Gasket 75mm MLS	C8406-018
		Engine case rebuild kit	C8634
		Generator	EC628018AFM
		Oil Pan	EC629018AFM
		Ignition / Clutch	EC630018AFM
CBR1100XX Blackbird	1997-2003	Cam Chain	EC631018AFM
		Pulser Cover	C8568
		Alternator Cover	C8568-018
		Clutch Cover	
		Head Gasket 81.0mm 1195cc MLS	
		Head Gasket EST	
		Engine case rebuild kit	C8586
		Cam Chain	EC388020F
		Cam Pulser	EC389020F
		Pulser Cover	EC390020F
Ninja ZX-6R	1995-2002	Alternator Cover	EC391020F
		Clutch Cover	EC392020F
		Head Gasket 81.0mm 1195cc MLS	C8499
		Head Gasket EST	C8499-018
		Engine case rebuild kit	C8303
		Oil Pan	EC075020F
		Clutch Cover	EC076020F
		Ignition Cover	EC077020F
		Dyno Cover	EC078020F

Kawasaki

Model	Year	Description	Part
Ninja ZX-6R	1995-2002	Engine case rebuild kit	C8303
		Oil Pan	EC075020F
		Clutch Cover	EC076020F
		Ignition Cover	EC077020F
		Dyno Cover	EC078020F
		Head Gasket 68mm 617cc-636cc MLS	C8270
		Head Gasket 68mm 617cc-636cc EST	C8270-018

Ninja ZX-6R	2003-2006	Engine case rebuild kit	C8685
		Cam Pulser	EC948032AFM
		Generator	EC949032AFM
		Clutch Cover	EC950032AFM
		Oil Pan	OP160032AFM
		Head Gasket 68mm 636cc MLS	C8690
		Head Gasket EST	C8690-018
		Head Gasket 69mm 636cc-655cc MLS	C8701
		Head Gasket EST	C8701-018
		Head Gasket 70mm 656cc-674cc MLS	C8696
Ninja ZX-6RR	2003	Head Gasket EST	C8696-018
		Base Gasket Spring Steel	C8692
		Engine case rebuild kit	C8685
		Pulser Cover	EC948032AFM
		Generator Cover	EC949032AFM
		Clutch Cover	EC950032AFM
		Oil Pan	OP160032AFM
		Valve Cover	C8213
		Valve Cover J Models	C8468
Ninja ZX-6RR	2004-2006	Head Gasket 69mm 600cc-636ccMLS	C8701
		Head Gasket EST .018	C8701-018
		Head Gasket 70mm 618cc-654ccMLS	C8696
		Head Gasket EST	C8696-018
		Base Gasket Spring Steel	C8692
		Engine case rebuild kit	C8685
		Cam Pulser	EC948032AFM
		Generator Cover	EC949032AFM
		Clutch Cover	EC950032AFM
Ninja ZX-6R	2007-2008	Oil Pan	OP160032AFM
		Head Gasket 68mm 600cc-617cc MLS	C8691
		Head Gasket EST	C8691-018
		Head Gasket 70mm 618cc-654ccMLS	C8697
		Head Gasket EST	C8697-018
		Base Gasket Spring Steel	C8692
		Engine case rebuild kit	C8750AFM
KZ1000J, GPZ1100 2pc	1981-1983	Engine case rebuild kit	C8306
		Oil Pan	EC001020F
		Clutch Cover	EC080047F
		Dyno Cover	EC003020F
		Transmission Cover	EC061020F
		Ignition Cover	EC005020F
		Head Gasket 72mm 1075cc CFM-20	C8324
		Head Gasket 74mm 1135cc CFM-20	C8325
		Head Gasket 76mm 1197cc CFM-20	C8326
KZ900 - 1000 2pc		Engine case rebuild kit	C8072
		Oil Pan	EC001020F
		Clutch Cover	EC002020F
		Dyno Cover	EC003020F
		Transmission Cover	EC004020F
		Ignition Cover	EC005020F
		Starter Cover	EC006020F
		Cam Chain	EC067031F
		Pulser Cover	EC101060F
		Valve Cover	C8263
Ninja ZX-6R	2003-2006	Head Gasket 71.0mm 1045cc Copper	C8315
		Head Gasket 74.0mm 1135cc Copper	C8244

Continued on next page



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Engine Case Rebuild - Head - Base Gaskets - **DISCONTINUED** - See Closeouts on Website

Kawasaki

Model	Year	Description	Part
KZ900-1000		Engine case rebuild kit	C8072
		Oil Pan	EC001020F
		Clutch Cover	EC002020F
		Dyno Cover	EC003020F
		Transmission Cover	EC004020F
		Ignition Cover	EC005020F
		Starter Cover	EC006020F
		Cam Chain	EC067031F
		Point Cover	EC101060F
		Head Gasket 72.0mm 1075cc CFM	C8018
		Head Gasket 75.0mm 1075-1170cc CFM	C8017
ZX1000	2004-2005		
Ninja ZX-10R		Engine case rebuild kit	C8682
		Clutch Cover	EC826032AFM
		Starter Gear Cover	EC827032AFM
		Starter Cover	EC828032AFM
		Oil Pan	OP142032AFM
		Head Gasket 76mm 998cc MLS	C8680
		Head Gasket EST	C8680-018
		Head Gasket 78mm 998cc-1051cc MLS	C8681
		Head Gasket EST	C8681-018
ZX1000	2006-2007		
Ninja ZX-10R		Engine case rebuild kit	C8715
		Clutch Cover	EC1165032AFM
		Starter Gear Cover	EC1116032AFM
		Starter Cover	EC1164032AFM
		Oil Pan	OP204032AFM
		Generator Cover	EC1117032AFM
		Head Gasket 78mm 998cc-1051cc MLS	C8576
		Head Gasket EST	C8576-018
ZX11, D1, C	1990-2001		
		Engine case rebuild kit	C8305
		Dyno Cover	EC056020F
		Clutch Cover	EC057020F
		Transmission Cover	EC058020F
		Oil Pan	EC059020F
		Head Gasket 76mm 1052cc Spring Steel	C8680
		Head Gasket 77mm 1100cc Spring Steel	C8603
		Head Gasket 77mm EST	C8603-018
		Head Gasket 78mm 1109cc Spring Steel	C8273
		Head Gasket 78mm EST	C8273-018
		Base Gasket 3.290 1052cc-1109cc	C8358
ZX-12R	2000-2005		
		Engine case rebuild kit	C8497
		Generator Cover	EC881032AFM
		Clutch Cover	EC882032AFM
		Breather Cover	EC884032AFM
		Oil Pan	OP149032AFM
		Valve Cover	C8263
		Head Gasket 83mm 1199cc MLS	C8642
		Head Gasket EST	C8642-018
		Head Gasket 84mm 1228cc MLS	C8573
		Head Gasket EST	C8573-018
		Head Gasket 85mm 1257cc MLS	C8643
		Head Gasket EST	C8643-018
		Head Gasket 86mm 1287cc MLS	C8641
		Head Gasket EST	C8641-018
		Base Gasket 1199cc-1287cc Spring Steel	C8579
Ninja ZX-14	2006-2010		
		Engine case rebuild kit	C8713
		Clutch Cover	EC1159032AFM
		Crank Case Breather	EC1160032AFM
		Generator Cover	EC1161032AFM
		Pulser Cover	EC1162032AFM
		Oil Pan	OP197032AFM
		Head Gasket 84mm 1352cc EST	C8460-018
		Head Gasket 86mm 1353cc-1417cc MLS	C8621
		Head Gasket 87mm 1418cc-1450cc MLS	C8622

Suzuki

Model	Year	Description	Part
GSXR600	2006-2009	Engine Case Rebuild	C8742
		Clutch Cover .032" AFM	EC1276032AFM
		Breather Cover .032" AFM	EC1277032AFM
		Magneto Cover.032" AFM	EC1278032AFM
		Cam Chain Tensioner .032" AFM	EC745032AFM
		Oil Pan .032" AFM	OP235032AFM
		Head Gasket 68mm 600cc-617cc MLS .027	C8302
		Head Gasket 68mm 600cc-617cc MLS .018	C8302-018
		Head Gasket 70mm 617cc-654cc MLS .027	C8293
		Head Gasket 70mm 617cc-654cc MLS .018	C8293-018
GSXR750/1000	2000-2003	Engine case rebuild kit	C8206
		Engine case rebuild kit	C8689
	2004-2005	Clutch Cover	EC518020F
		Magneto Cover	EC519020F
		Starter Gear Cover	EC520020F
		Starter Clutch	EC521020F
		Breather Cover	EC522020F
		Cam Chain	EC523020F
		Cam Chain	EC745020F
		Magneto Cover	EC813020F
		Clutch Cover	EC947032AFM
		Oil Pan	OP071020F
		Head Gasket 73mm 750-770cc Spring Steel	C8663
		Head Gasket EST	C8663-018
		Head Gasket 74mm 750-791cc Spring Steel	C8574
		Head Gasket EST	C8574-018
		Head Gasket 75mm 750-813cc Spring Steel	C8214
		Head Gasket EST	C8214-018
		Head Gasket 76mm 1000-1071cc Spring Steel	C8602
		Head Gasket EST	C8602-018
GSXR750	2006-2009	Engine Case Rebuild	C8742
		Clutch Cover AFM .032	EC1276032AFM
		Breather Cover AFM .032	EC1277032AFM
		Magneto Cover AFM .032	EC1278032AFM
		Cam Chain Tensioner AFM .032	EC745032
		Oil Pan AFM .032	OP235032
		Head Gasket 70mm 749cc MLS .027	C8717
		Head Gasket 70mm 749cc MLS .018	C8717-018
		Head Gasket 72mm 793cc MLS .027	C8718
		Head Gasket 72mm 793cc MLS .018	C8718-018
GSXR 1100	1986-1992	Engine case rebuild kit	C8081
		Cam Chain	EC065020F
		Oil Pick Up	EC040020F
		Magneto Cover	EC027020F
		Ignition Cover	EC013020F
		Clutch Cover	EC012020F
		Breather Cover	EC085039F
		Oil Pan	EC007020F
GSXR1100	1993-1998	Engine case rebuild kit	C8144
		Clutch Cover	EC022020F
		Ignition Cover	EC023020F
		Oil Pan	EC028020F
		Cam Chain	EC065020F
GS1100 & GS1150	1982-1984	Engine case rebuild kit	C8073
		Oil Pan	EC007020F
		Clutch Cover	EC008020F
		Generator Cover	EC009020F
		Cam Chain	EC062020F
		Transmission Cover	EC063020F
		Ignition Cover	EC338020F
		24 Bolt Valve Cover	C8264
		20 Bolt Valve Cover	C8212
		Please see pages 88 & 89 for head and base gaskets	

Continued on next page

Engine Case Rebuild - Head - Base Gaskets- **DISCONTINUED** - See Closeouts on Website

Suzuki

Model	Year	Description	Part
GSXR1000	2005-2009	Engine case rebuild kit	C8689
		Engine case rebuild kit	C8752AFM
		Starter Cover	EC520032AFM
		Starter Clutch	EC521032AFM
		Breather Cover	EC522032AFM
		Cam Chain	EC945032AFM
		Magneto Cover	EC946032AFM
		Clutch Cover	EC947032AFM
		Head Gasket 75mm 1000-1043cc MLS	C8214
		Head Gasket EST	C8214-018
		Head Gasket 76mm 1000-1071cc MLS	C8602
		Head Gasket EST	C8602-018
GSX1300R	1999-2009	Engine case rebuild kit	C8587AFM
		Oil Pan	EC369060AFM
		Clutch Cover	EC370060AFM
		Starter Gear Cover	EC371032AFM
		Gear Shift Cover	EC372032AFM
		Breather Cover	EC373032AFM
		Magneto Cover	EC374060AFM
		Starter Cover	EC375032AFM
		Cam Chain	EC377032AFM
		Exhaust Gasket - Spiral Wound	C8745
		Head Gasket 81mm 1299cc MLS 0.030" (13mm studs)	C8218
		Head Gasket 81mm 1299cc EST 0.018"	C8656
		Head Gasket 81mm 1299cc EST 0.018"	C8656-018
		Head Gasket 83mm 1364cc MLS 0.030" (13mm studs)	C8219
		Head Gasket 83mm 1364cc MLS 0.030"	C8657
		Head Gasket 83mm 1364cc EST 0.018"	C8657-018
		Head Gasket 84mm 1396cc MLS 0.030" (13mm studs)	C8220
		Head Gasket 84mm 1396cc MLS 0.030"	C8658
		Head Gasket 84mm 1396cc EST 0.018"	C8658-018
		Head Gasket 85mm 1428cc MLS 0.030"	C8659
		Head Gasket 85mm 1428cc EST 0.018"	C8659-018
		Base Gasket 93mm 1299cc-1428cc Spring Steel 0.010"	C8585
		Base Gasket 93mm 1299cc-1428cc Aluminum 0.080"	C7121
		Base Gasket 93mm 1299cc-1428cc Spring Steel .010"	C8747

Yamaha

Model	Year	Description	Part
YZF-R6	1999-2002	Engine Case Rebuild Kit	C8612AFM
		Gear Selector Cover	EC354032AFM
		Ignition Cover	EC355032AFM
		Clutch Cover	EC356032AFM
		Magneto Cover	EC421020F
YZF-R6	2003-2005	Engine Case Rebuild Kit	C8683
		Clutch Cover	EC939032AFM
		Gear Selector Cover	EC354032AFM
		Ignition Cover	EC355032AFM
		Case Breather Cover	EC937032AFM
YZF-R6	2006-2008	Head Gasket 70mm .018 MLS	C8712-018
		Head Gasket 68mm .018 MLS	C8710-018
		Head Gasket 70mm .018 MLS	C8712-018
		Head Gasket 68mm .027 MLS	C8710
		Head Gasket 68mm .018 MLS	C8710-018
FZR1000	1989-1995	Head Gasket 70mm .027 MLS	C8712
		Engine Case Rebuild Kit	C8088
		Oil Pan	EC015020F
		Clutch Cover	EC016020F
YZF-R1	1998-2003	Engine Case Rebuild Kit	C8588
		Cam Chain	EC019032AFM
		Clutch Cover	EC383032AFM
		Gear Selector Cover	EC384032AFM
		Oil Pump Cover	EC385018AFM
YZF-R1	2004-2006	Oil Strainer Cover	EC387018AFM
		Oil Pump Cover	EC940032AFM
		Engine Case Rebuild Kit	C8686
		Oil Pump cover	EC941032AFM
		Breather Cover	EC942032AFM
YZF-R1	2004-2006	Ignition Cover	EC943032AFM
		Clutch Cover	EC944032AFM

Gasgacinch Gasket Sealer



Gasgacinch Gasket Sealer is among the most proven adhesive in the industry. Manufactured from premium grade materials, Gasgacinch offers the best in PERFORMANCE, DURABILITY, and QUALITY for true professional results. Gasgacinch's unique formula is designed to hold gaskets in place during assembly.

In contrast with pasty sealants, Gasgacinch is very fluid, which allows it to flow into tiny fissures and cracks, sealing air pockets where other paste sealants fail. When cured, Gasgacinch is flexible, has high-peel strength, high-shear strength, fatigue resistant, vibration dampening, high heat resistant, gasoline resistant, and oil resistant.

Gasgacinch also allows easy cleanup when competitors require solvents or destructive scraping to clean off your work surface. Gasgacinch adheres to carbon steel, alloy steel, aluminum, titanium, lead, magnesium, synthetic and natural rubber, copper and cork.

440-A 4 oz. Gasgacinch

440-B 8 oz. Gasgacinch

CAM DRIVE COMPONENTS CHAIN TENSIONERS

Billet Cam Chain Tensioners

APE manual cam chain tensioners are designed to replace the automatic and hydraulic tensioners on high performance engines. The automatic adjusters can back out when the throttle is closed suddenly at high rpm. This allows the cams to go momentarily out of time, and can result in bent valves and/or serious engine damage. Hydraulic tensioners have a tendency to put too much tension on the chain guide under high rpm/high oil pressure conditions, resulting in premature wear.

Both problems can be eliminated with the installation of the APE manual tensioner. No matter what the engine does, the cam chain tension will remain constant. An APE manual cam chain tensioner is a must for any kind of performance riding. APE manual tensioners are CNC machined from billet alloy to exact tolerances for perfect fit.



Suzuki

Model & Year	Tensioner Part No.
Bandit 1200 All years	ST750
DRZ400	ST1300GX
GS1100 / 1150	ST1100
GSXR600 1993-1996	ST1100GX
GSXR600 1997-2000	ST750GX
GSXR600 2001-2003	ST750Y2K
GSXR600 2004-2007	ST1000-3
GSXR600 2008-2009	ST1300-8
GSXR750 1986-1992 Oil cooled	ST750
GSXR750 1993-1995 Water cooled	ST1100GX
GSXR750 1996-1999 SRAD engines	ST750GX
GSXR750 2000-2003	ST750Y2K
GSXR750 2004-2006	ST1000-3
GSXR750 2008-2009	ST1300-8
GSXR1000 2001-2002	ST750Y2K
GSXR1000 2003-2008	ST1000-3
GSXR1100 1987-1992 Oil cooled	ST750
GSXR1100 1993-1999 Water cooled	ST1100GX
GSX1300 Hayabusa 1999-2007	ST1300GX
GSX1300 Hayabusa 2008	ST1300GX-08
LTZ400	ST1300GX
RM250	KT900
SV650 (through 2005)	ST650SV <i>two req.</i>
SV650 2006-2009	ST650SV-6 <i>two req.</i>

Honda

Model & Year	Tensioner Part No.
CBR600F 1986-1990	HT600
CBR600F2 1991-1994	HT600
CBR600RR 2003 - 2010	HT600RR
CBR1000RR 2004-2007	HT600RR
CBR1000RR 2008-2010	HT1000
CBR600F3 1995-1998	HT900
CBR600F4/F4i	HT900
CBR900RR 1991-1999	HT900
CBR929/954	HT929
CBR1100XX BLACKBIRD	HT900

Honda (continued)

Model & Year	Tensioner Part No.
CRF250	ST1300GX
CRF450	ST1300GX
CRF450F	ST1300GX
919	HT900
1000VTR / SUPERHAWK	HT1000VTR <i>two req.</i>

Yamaha

Model & Year	Tensioner Part No.
FJ1100/1200	YT1000
FZR600/750	YT1000
FZR/YZF1000	YT1000
R1 (through 2003)	YT1000
R1 2004-2008	YTR1
R1 2009-2010	YTR1-09
R6 (through 2005)	YT1000
R6 2006-2010	YTR6
TTR125 2000-2004	YT1000
TTR250 1999-2004	YT1000
WR250F 2001-2004	YT1000
WR400F 1998-2000	YT1000
WR426 2001-2002	YT1000
YFB250 Bear Tracker 1999-2002	YT1000
YFM250 Timberwolf 1992-2001	YT1000
YZF450 2004	YT1000
YZ250F 2001-2004	YT1000
YZ400F 1998-1999	YT1000
YZ426 2000-2002	YT1000
YZ450F 2003-2004	YT1000
YZF750	YT1000

Model & Year

1000J (comes with o-ring)	KT1100
CONCOURSE	KT1100
EX500 (all years)	KT1050
GP POLICE (comes with o-ring)	KT1100
GPZ750 1983-1985	KT1000
GPZ750 Turbo	KT1000
GPZ1100 (comes with o-ring)	KT1100
KFX400	ST1300GX
KLX400	ST1300GX
KLR600	KT1050
KX250	KT900
KZ650	KT1000
KZ750	KT1000
KZ900	KT1000
KZ1000 through 1980	KT1000
Ninja 600R	KT1100
Ninja 900	KT1050
Ninja 1000	KT1050
VN750	KT1100
VULCAN 1985-2003	KT1100
Z1	KT1000
ZRX11	KT1050
ZRX1200	KT1050
ZX6R 1996-2010	KT750
ZX6RR 2002-2006	KT750
ZX7 (up to 1990)	KT1100
all center cam engines	KT750
ZX7 1991-2002	KT1000
ZX7 50 EZ	KT750
ZX9 1994-1997	KT900
ZX9 1998-2005	KT1050
ZX10 (up to 2003)	KTZX10
ZX10 2004-2010	KT1050
ZX11	KT750
ZX12R (all years)	KTZX14
ZX14 2006-2010	

Kawasaki

Kawasaki GPZ Cam Chain Adapter

This adapter allows the use of a GPZ1100 or 1000J model cylinder head on the earlier KZ900 & 1000 lower end. It maintains the roller style cam chain. This is the only modification necessary to install the late big valve head on the early engine. Use with oem KZ sprocket or the high performance version 12057-002HP.



CCIA Adapter with pin

Cam Chain Tensioner Guide

This is the guide in the back of the block that the tensioner pushes against. Racers know that the stock guide is always breaking or the roller gets torn up by the chain. This new guide is made from space age composites with a very low drag co-efficient. Helps keep cams in time for more power.

TGS1100 Suzuki GS1100, 1150 Cam Chain Tensioner Guide

TGK1000 Kawasaki KZ1000J and GPZ Cam Chain Tensioner Guide

Kawasaki Cam Cover Plugs



These CNC machined billet aluminum cam cover plugs won't blow out of the head or suck in and bounce around like the stock plugs. Fits Kawasaki 900/1000 models. Satin finish.

Sold in sets of 4.

CCP4 Cam Cover Plugs

CAM COMPONENTS

TOOLS, BLOCK OFF PLATES & ACCESSORIES

Cam Degreeing Kit



Squeeze out more horsepower by dialing in your cams! Now it's easy to degree in your own cams using this high quality kit.

The kit includes a high quality 1" sweep dial indicator with a 3" extension to reach hard to get at valve rotators or tappets, a magnetic indicator stand with a fine adjuster, degree wheel, 10mm, 12mm & 14mm CNC billet machined TDC indicator stops and a 17-minute step-by-step video. All tools are protected in an impact resistant plastic carrying case.

CDK Cam Degreeing Kit

Top End Oiling Kit



This kit enables oil to flow to both the intake and exhaust cams, thereby eliminating cam and rocker arm failure. Includes braided stainless steel lines, red anodized brass and blue anodized fittings.

- 21000** Top-End Oiling Kit, GS1100/1150
- 21001** Top-End Oiling Kit, GSXR1100 86-92

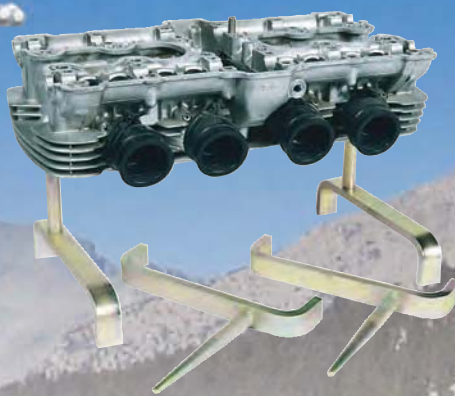
TDC Indicator Stops

Used to accurately locate top dead center of the piston's stroke. Use these with a cam degree wheel to dial in the cam(s) for maximum horsepower. CNC billet machined for accuracy and durability.



- 99288** 10mm TDC Tool
- 99286** 12mm TDC Tool
- 99287** 14mm TDC Tool

Cylinder/Head Stand



This cylinder & head stand is designed for use with all cylinder heads and provides a safe mount for all jobs. Sold in pairs.

62080 Pingel Head Stand

Cylinder Head Holder

This tool mounts in any bench vise in any position and holds the cylinder head securely in place for all types of head work. Made of steel and zinc plated. Two models available - 10 & 12mm or 12 & 14mm. The shaft of the tool has a drilled hole for clean and easy wall storage.



- 62082** Threaded Head Holder 12mm & 14mm
- 62083** Threaded Head Holder 10mm & 12mm

Block Off Plates

Hayabusa Pair Valve Block Offs



Pair valve block-off plates allow for the removal of the Pair valve system which can save up to 2.5lbs on race only engines. Fit all Hayabusa models and most GSXR's with 30 mm stud centers. Does not fit 2005 1000s and Bandit 1200s. Sold in sets of four with gaskets included.

PVB1300 Hayabusa Pair Valve Block Off Plates

Reed Chamber Block Offs



These reed chamber covers for the Suzuki GSXR1000 and Kawasaki ZX10 and ZX12's replace the ugly stock caps. They are fully CNC-machined from 6061 billet aluminum and feature the "R" or "ZX" engraved in the top. Bolt holes are recessed so bolt heads are flush with the top of the cap. Kits come with both caps and four bright mounting bolts. The stock reed-valve assembly is used for sealing - no gaskets are necessary.

- PVBGX1000** GSXR1000 2004-2008
- PVBZX10** Kawasaki ZX10
- PVBZX12** Kawasaki ZX12

Cam Cover Plates



Replaces the cast cover with the vent hose on drag bikes. Will not crack like the OEM cover. Flat design allows the airbox to sit directly on cam cover.

SBC1100 GS1100 Cam Cover Plate



Owners of "race only" Kawasakis using the popular "J model" or GPZ1100 cylinder head can now remove the smog hose caps without leaving those ugly holes in the valve cover. These APE billet caps are CNC machined for a perfect fit and stunning good looks. Fit all 1000s and 1100s with smog hoses in the cam cover. Sold in pairs, allen bolts included.

KCK1100 Cam Cover Plate GPZ1100

FUEL VALVES
WHEEL
CHOCKS
SHIFTERS
HANDLEBAR
CONTROLS
ACCESSORIES
WHEELIE BARS
STARTERS
& CARTS
SPORTBIKE
ACCESSORIES
NITROUS OXIDE
CARBURETION
EXHAUST
SYSTEMS
GASKETS
ENGINE &
TRANSMISSION
ELECTRONICS
CHAIN &
SPROCKETS
BRAKES
TIRES
DRAG RACING
ACCESSORIES



PISTON & CYLINDER HEAD OVERBORE KITS

After 60 years in the business, the name Wiseco has become synonymous with pistons. Wiseco has attained that instant brand-recognition by being the only U.S. manufacturer of forged pistons for the powersport market, and with a full line of applications for just about any engine you can think of. Wiseco is pistons.

Why use forged aluminum pistons? It's simple: because forged pistons are lighter than most cast or hypereutectic pistons, they enable the engine to rev quicker with less stress and ultimately provide an immediate gain in performance. And, as heat retention is minimal, the engine operates at cooler temperatures. The piston also can withstand increased loads, even with higher compression ratios because the denser, forged material is formed into shape under 2,000 tons of pressure.

Why go with Wiseco? With slightly higher compression ratios, Wiseco pistons can even further improve your engine's performance. Computer designed with diamond-turned piston skirt profiles to help reduce friction.

All replacement pistons are sold complete with Piston pin, Retainer Clips, and rings.

Honda Overbore Kits

Model & Displacement	Bore Size Stroke	Kit Part #	Comp. Ratio	Cylinder Modification & Replacement Parts
CB1100 F&R Models 1982-84 • Kit includes: (4) pistons, ring sets, Piston pins, Retainer Clips, and (1) CFM20 Head Gasket				
1123cc	2.835" or 72.00mm 2mm oversize Stroke - 68.9mm	K1123	10.25:1	Cylinder deglazing required Piston: 429M07200 Rings: 2835XC Retainer Clips: CW17 Piston Pins: S523
CBR954RR 2002-04 • Kit Includes: (4) Pistons, Ring Sets, Piston Pins, and Retainer Clips				
954cc	2.953" or 75.00mm Standard Bore Stroke - 54mm	CK161	13.2:1	Cylinder deglazing required Piston: 485M07500 Rings: 2953XC Piston Pins: S688 Retainer Clips: CW17 Optional Spring Steel Head Gasket: W6322
980cc	2.992" or 76.00mm 1mm oversize Stroke - 54mm	CK162	13.5:1	Cylinder boring and replating required Piston: 485M07600 Rings: 2992XC Piston Pins: S688 Retainer Clips: CW17 Optional Spring Steel Head Gasket: W6322
CBR1000RR 2004-07 • Kit Includes: (4) Pistons, Ring Sets, Piston Pins, and Retainer Clips				
998cc	2.953" or 75.00mm Standard Stroke - 56.50mm	CK166	13.2:1	Cylinder deglazing required Piston: 489M07500 Rings: 2953XC Piston Pins: S686 Retainer Clips: CW17 Optional MLS Head Gasket: W6387
1012cc	2.972" or 75.50mm .5mm oversize Stroke - 56.50mm	CK167	13.2:1	Cylinder boring and replating required Piston: 489M07550 Rings: 2973XC Piston Pins: S686 Retainer Clips: CW17 Optional MLS Head Gasket: W6387
CBR1100XX 1997-03 • Kit Includes: (4) Pistons, Ring Sets, Piston Pins, Retainer Clips, and (1) Spring Steel Head Gasket				
1195cc	3.198" or 81.00mm 2mm oversize Stroke - 57.97mm	CK100	11.0:1	Cylinder boring only Piston: 468M08100 Rings: 3189XC Piston Pins: S597 Retainer Clips: CW19 Spring Steel Head Gasket: W5783 Optional Sleeve: H5332SL

Kawasaki Overbore Kits

Model & Displacement	Bore Size Stroke	Kit Part #	Comp. Ratio	Cylinder Modification & Replacement Parts
ZX11 C1 1990-94, ZX11 D1 1993-01, ZZR1100 1990-01, ZRX1100 1997-01, GPZ1100 1995-97 Kit includes: (4) Pistons, Ring Sets, Piston Pins, Retainer Clips, and (1) Spring Steel Head Gasket				
1109cc	3.071" or 78.00mm 2mm oversize Stroke - 58mm	R1052	12:1	Cylinder boring only Piston: 457M07800 Rings: 3071XC Retainer Clips: CW18 Piston Pins: S524 Spring Steel Head Gasket: W5486
KZ900, KZ1000, KZ1000 ST through 1980 • Kit includes: (4) Pistons, Ring Sets, Piston Pins, Retainer Clips, and (1) Overbore Head Gasket Base gaskets and sleeves are supplied as noted				
1015cc	2.756" or 70.00mm Standard for KZ1000 4mm oversize for KZ900 Stroke - 65.93mm	K1015	10.25:1	Cylinder boring only Piston: 402M07000 Rings: 2795XC Piston Pins: S523 Retainer Clips: CW17 CFM20 Head Gasket: W3917 Fiber Base Gasket: W5380
1045cc	2.795" or 71.00mm 1mm oversize for KZ1000 5mm oversize for KZ900 Stroke - 65.93mm	K1045	10.25:1	Cylinder boring only Piston: 402M07100 Rings: 2795XC Piston Pins: S523 Retainer Clips: CW17 Head Gasket: W3917 Fiber Base Gasket: W5380
1075cc	2.835" or 72.00mm 2mm oversize for KZ1000 Stroke - 65.93mm	K1074-1	9:1	Cylinder boring only Resleeving required for KZ900 Piston: 437M07200 Rings: 2835XC Piston Pins: S523 Retainer Clips: CW17 CFM20 Head Gasket: W3918 Fiber Base Gasket: W5380 Optional: Sleeve: KA627SL, 3099FA
1075cc	2.835" or 72.00mm 2mm oversize for KZ1000 Stroke - 65.93mm	K1075-1	10.25:1	Cylinder boring only, Resleeving required for KZ900 Piston: 405M07200 Rings: 2835XC Retainer Clips: CW17 Piston Pins: S523 Head Gasket: W3918 Base Gasket: W5380 Fiber Base Gasket: W5380 Optional: Sleeve: KA627SL, 3099FA
1075cc	2.835" or 72.00mm 2mm oversize for KZ1000 Stroke - 65.93mm	K1075	10.25:1	Resleeving required for KZ900 Piston: 405M07200 Rings: 2835XC Piston Pins: S523 Retainer Clips: CW17 CFM20 Head Gasket: W3918 Fiber Base Gasket: W5380 Sleeve: KA627SL, 3099FA

1075cc	2.835" or 72.00mm 2mm oversize for KZ1000 Stroke - 65.93mm	R1075	12:1	Resleeving required for KZ900 Cylinder boring only for KZ1000 Piston: 422M07200 Rings: 2835XC Piston Pins: S523 Retainer Clips: CW17 CFM20 Head Gasket: W3918 Fiber Base Gasket: W5380 Optional: Sleeve: KA627SL, 3099FA
1105cc	2.874" or 73.00mm 3mm oversize for KZ1000 Stroke - 65.93mm	K1105	10.25:1	Resleeving and crankcase cleanup required for KZ900 Piston: 405M07300 Rings: 2874XC Piston Pins: S523 Retainer Clips: CW17 CFM20 Head Gasket: W3918 Fiber Base Gasket: W5380 Sleeve: KA629SL, 3030FA
1105cc	2.874" or 73.00mm 3mm oversize for KZ1000 Stroke - 65.93mm	K1105-1	10.25:1	Cylinder boring only for KZ1000 Piston: 405M07300 Rings: 2874XC Piston Pins: S523 Retainer Clips: CW17 Head Gasket: W3918 Base Gasket: W5380 Fiber Base Gasket: W5380 Optional: Sleeve: KA629SL, 3030FA
1135cc	2.913" or 74.00mm 4mm oversize for KZ1000 Stroke - 65.93mm	K1135	10.25:1	Resleeving and crankcase cleanup required Piston: 405M07400 Rings: 2913XC Piston Pins: S523 Retainer Clips: CW17 CFM20 Head Gasket: W3918 Fiber Base Gasket: W5380 Sleeve: KA629SL, 3030FA
1197cc	2.992" or 76.00mm 6mm oversize for KZ1000 Stroke - 65.93mm	K1200	10.25:1	Resleeving and crankcase cleanup required Piston: 417M07600 Rings: 2992XC Piston Pins: S523 Retainer Clips: CW17 Head Gasket: W3919 Base Gasket: W5380 Fiber Base Gasket: W5380 Sleeve: KA629SL, 3030FA
1197cc	2.992" or 76.00mm 6mm oversize for KZ1000 Stroke - 65.93mm	P1200	13.5:1	Resleeving and crankcase cleanup required. Racing only Piston: (Left): 407M07600 Piston: (Rt): 4077M07600 Rings: 2992XC Piston Pins: S557 Retr Clips: CW17 Copper Head Gasket: W2743 Copper Base Gasket: W5026 Optional Sleeve: KA629SL, 3030FA
1261cc	3.071" or 78.00mm 8mm oversize for KZ1000 Stroke - 65.93mm	P1260	13.5:1	Resleeving and crankcase cleanup required. Drag Racing only Piston: (Left): 4128M07800 Piston: (Rt): 4129M07800 Rings: 3071XC Piston Pins: S557 Retr Clips: CW17 Copper Head Gasket: W2744 Copper Base Gasket: W5359 Optional Sleeve: KA750SL, 3010FA
1302cc	3.150" or 80.00mm 10mm oversize for KZ1000 Stroke - 65.93mm	K1325	10.25:1	Resleeving and crankcase cleanup required. Piston: 428M08000 Rings: 3150XC Piston Pins: S523 Retainer Clips: CW17 CFM20 Head Gasket: W3921 Fiber Base Gasket: W5364 Optional Sleeve: KA773SL, 3031FA
1327cc	3.150" or 80.00mm 10mm oversize for KZ1000 Stroke - 65.93mm	P1325	13.5:1	Resleeving and crankcase cleanup required. Drag Racing only Piston (Left): 4219M08000 Piston (Right): 4220M08000 Rings: 3150XC Piston Pins: S557 Retainer Clips: CW17 Copper Head Gasket: W5944 Fiber Base Gasket: W5364 Optional Sleeve: KA773SL, 3021FA
1393cc	3.228" or 82.00mm 12mm oversize for KZ1000 Stroke - 65.93mm	K1385	10.25:1	Resleeving and crankcase cleanup required. Piston: 428M08200 Rings: 3228XC Piston Pins: S523 Retainer Clips: CW17CFM20 Head Gasket: W3922 Fiber Base Gasket: W5364 Sleeve: KA773SL, 3031FA
1393cc	3.228" or 82.00mm 12mm oversize for KZ1000 Stroke - 65.93mm	P1385	13.5:1	Resleeving and crankcase cleanup required. Drag Racing only Piston (Left): 4222M08200 Piston (Right): 4223M08200 Rings: 3228XC Piston Pins: S557 Retainer Clips: CW17 Copper Head Gasket: W5947 Fiber Base Gasket: W5363 Optional Sleeve: KA773SL, 3031FA
1393cc	3.228" or 82.00mm 12mm oversize for KZ1000 Stroke - 65.93mm	P1385B	8:1	Resleeving and crankcase cleanup required. Turbo application Piston: 4263M08200 Rings: 3228XC Piston Pins: S557 Retainer Clips: CW17 Copper Head Gasket: W5947 Fiber Base Gasket: W5364 Optional Sleeve: KA773SL, 3031FA

PISTON & CYLINDER HEAD OVERBORE KITS

1428cc	3.268" or 83.00mm 13mm oversize for KZ1000 Stroke - 65.93mm	P1425	13.5:1	Resleeving and crankcase cleanup required. Drag Racing Only Piston (Left): 4248M08300 Piston (Right): 4249M08300 Rings: 3268XG Piston Pins: S557 Retainer Clips: CW17 Copper Head Gasket: W5948 Optional Base Gasket: W5363 Optional Sleeve: KA773SL, 3031FA
1428cc	3.268" or 83.00mm 13mm oversize for KZ1000 Stroke - 65.93mm	P1425B	8:1	Resleeving and crankcase cleanup required. Turbo application Piston: 4264M08300 Rings: 3268XG Piston Pins: S557 Retainer Clips: CW17 Optional Copper Head Gasket: W5948 Optional Base Gasket: W5363 Optional Sleeve: KA773SL, 3031FA

ZX10-R 2004-07 • Kit includes: (4) pistons, ring sets, Piston pins and Retainer Clips				
998cc	2.992" or 76.00mm Standard Stroke - 55mm	CK157	13.5:1	Cylinder deglazing required Piston: 4853M07600 Rings: 2992XG Piston Pins: S688 Retainer Clips: CW17 Must use OEM Head Gasket
1051cc	3.070" or 78.00mm 2mm oversize Stroke - 55mm	CK158	13.5:1	Cylinder boring and replating required Piston: 4853M07800 Rings: 3071XG Piston Pins: S688 Retainer Clips: CW17 Optional Spring Steel Head Gasket: W6321

ZX12R 2000-05 • Kit includes: (4) Pistons, Ring Sets, Piston Pins, Retainer Clips, and (1) Spring Steel Head Gasket				
1198cc	3.2677" or 83.00mm STD Bore Stroke - 55.40mm	CK132	13.5:1	Cylinder deglazing required Piston: 4765M08300 Rings: 3268XG Piston Pins: S527 Retainer Clips: CW21 Spring Steel Head Gasket: W6316 Optional Base Gasket: W6058

1272cc	3.3661" or 85.50mm 2.5mm oversize Stroke - 55.40mm	CK133	13.5:1	Cylinder boring and replating required Piston: 4766M08550 Rings: 8550XX Piston Pins: S527 Retainer Clips: CW21 Spring Steel Head Gasket: W6037 Optional Base Gasket: W6098
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ZX14R 2008-07 • Kit includes: (4) Pistons, Ring Sets, Piston Pins, Retainer Clips, and (1) Spring Steel Head Gasket

Suzuki Overbore Kits

Model & Displacement	Bore Size Stroke	Kit Part #	Comp. Ratio	Cylinder Modification & Replacement Parts
GS1000 1978-81 (2-Valve) • Kit includes: (4) Pistons, Ring Sets, Piston Pins, Retainer Clips, and (1) CFM20 Head Gasket				
1085cc	2.874" or 73.00mm 3mm oversize Stroke - 64.8mm	K1085	10.25:1	Cylinder boring only Piston: 4064M07300 Rings: 2874XG Retainer Clips: CW18 Piston Pins: S555

GSXR1100 1986-88 (1052cc, 4-Valve) • Includes: (4) Pistons, Ring Sets, Piston Pins, Ret. Clips, and (1) CFM20 Head Gasket				
1109cc	3.070" or 78.00mm 2mm oversize Stroke - 58mm	R1109	12:1	Cylinder boring only Piston: 4435M07800 Rings: 3071XG Retainer Clips: CW20 Piston Pins: S520

GSXR1100 1989-92 (1127cc, 4-Valve) & GSXR1100F Katana 1988-92 Kit includes: (4) Pistons, Ring Sets, Piston Pins, Retainer Clips, and (1) Overbore Head Gasket				
1186cc	3.150" or 80.00mm 2mm oversize Stroke - 58.97mm	R1186	12:1	Cylinder boring only Piston: 4614M08000 Rings: 3150XG Retainer Clips: CW20 Piston Pins: S520

1216cc	3.189" or 81.00mm 3mm oversize Stroke - 58.97mm	R1216	12:1	Cylinder boring only Piston: 4617M08100 Rings: 3189XG Retainer Clips: CW20 Piston Pins: S520
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GS1100, GSX1100E 1980-83 (18mm pin) 4 Valve Overbore Head Gasket				
1166cc	2.953" or 75.00mm 3mm oversize Stroke - 65.93mm	K1168	10.25:1	Cylinder boring only Piston: 4193M07500 Rings: 2953XG Retainer Clips: CW18 Piston Pins: S555 Head Gasket: W3925 Base Gasket: W5371

1428cc	3.268" or 83.00mm 11mm oversize Stroke - 65.93mm	P1423	13:1	Resleeving, crankcase cleanup, and W3716-1 block required, RACE USE ONLY Piston: 4252M08300 Rings: 3268XG Retainer Clips: CW18 Piston Pins: S556 Copper Head Gasket: W5950
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GSX1300R Hayabusa 1999-05 • Kit includes: (4) Pistons, Ring Sets, Piston Pins, Retainer Clips, and (1) Spring Steel Head Gasket				
1298cc	3.189" or 81.00mm STD bore Stroke - 63mm	CK163	9.5:1	Cylinder deglazing required - Turbo Application - Must Use Cylinder Spacer Piston: 4856M08100 Rings: 3189XG Retainer Clips: CW20 Piston Pins: S688 Spring Steel Head Gasket: W6028 Cylinder Spacer: W6342

1298cc	3.189" or 81.00mm STD bore Stroke - 63mm	CK104	13:1	Cylinder deglazing required Piston: 4690M08100 Rings: 3189XG Retainer Clips: CW20 Piston Pins: S520 Spring Steel Head Gasket: W6028
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1363cc	3.268" or 83.00mm 2mm oversize Stroke - 63mm	CK164	10.0:1	Cylinder boring and replating required Turbo Application - Must Use Cylinder Spacer. Piston: 4856M08300 Rings: 3268XG Retainer Clips: CW20 Piston Pins: S688 Spring Steel Head Gasket: W5784 Cylinder Spacer: W6342
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1363cc	3.268" or 83.00mm 2mm oversize Stroke - 63mm	CK105	12:1	Cylinder boring and replating required Piston: 4692M08300 Rings: 3268XG Retainer Clips: CW20 Piston Pins: S520 Spring Steel Head Gasket: W5784
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1396cc	3.307" or 84.00mm 3mm oversize Stroke - 63mm	CK112	12:1	Cylinder boring and replating required Piston: 4746M08400 Rings: 3307XC Retainer Clips: CW20 Piston Pins: S520 Spring Steel Head Gasket: W5976
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1396cc	3.307" or 84.00mm 3mm oversize Stroke - 63mm	CK181	Flat Top	Cylinder boring and replating required Piston: 4892M08400 Rings: 3307XC Retainer Clips: CW20 Piston Pins: S520 Spring Steel Head Gasket: W5976
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1429cc	3.346" or 85.00mm 4mm oversize Stroke - 63mm	CK171	13.5:1	Cylinder boring and replating req'd - RACE USE ONLY. Piston: 4864M08500 Rings: 3346XR Retainer Clips: CW20 Piston Pins: S549 Spring Steel Head Gasket: W6357
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Yamaha Overbore Kits

Model & Displacement	Bore Size Stroke	Kit Part #	Comp. Ratio	Cylinder Modification & Replacement Parts
YZF-R1 1999-03, FZ1 2001-05 • Kit includes: (4) Pistons, Ring Sets, Piston pins, Retainer Clips and (1) Spring Steel Head Gasket				
998cc	2.913" or 74.00mm STD bore Stroke - 58mm	CK122	13:1	Cylinder deglazing only Piston: 4707M07400 Rings: 2913XA Piston Pins: S532 Retainer Clips: CW17 Head Gasket: W5934
1025cc	3.031" or 75.00mm 1mm oversize Stroke - 58mm	CK119	12:1	Cylinder boring and replating required Piston: 4743M07500 Rings: 2953XG Piston Pins: S532 Retainer Clips: CW17 Head Gasket: W5934

YZF-R1 2004-06 - Skirt Coated • Kit includes: (4) Pistons, Ring Sets, Piston pins, and Retainer Clips				
998cc	3.031" or 77.00mm Standard Stroke - 53.6mm	CK165	13.5:1	Cylinder deglazing only Piston: 4857M07700 Rings: 3032XG Piston Pins: S688 Retainer Clips: CW17 Optional Head Gasket: W6346
1024cc	3.071" or 78.00mm 1mm oversize	CK166	13.5:1	Cylinder boring and replating required Piston: 4857M07800 Rings: 3071XG Piston Pins: S688

Teflon Wrist Pin Buttons

Kawasaki KZ900/1000 & GPZ100 - 1982 Length 2.430 Diameter 17mm

Part Number	CC	Bore Size	Button Length
B17-198	1075cc	72mm	.198
B17-257	1166cc	75mm	.257
B17-276	1197cc	76mm	.276
B17-355	1327cc	80mm	.355
B17-394	1393cc	82mm	.394

Kawasaki GPZ1100 1983-84 and Suzuki GS1100 Length 2.475 Diameter 18mm

Part Number	CC	Bore Size	Button Length
B18-234	1166cc	75mm	.234
B18-293	1261cc	78mm	.293

Suzuki GS1150E Length 2.362 Diameter 20mm

Part Number	CC	Bore Size	Button Length
B20-350	1261cc	78mm	.350
B20-389	1327cc	80mm	.3893



These teflon buttons eliminate the need for pin cir-clips. A must for racing engines.

PISTON & CYLINDER HEAD

Heavy Duty Cylinder Head Studs

Heavy-duty cylinder studs are necessary to prevent head gasket leakage in high compression and turbocharged engines. Stock studs are made from poor material that will stretch and allow gasket leakage. APE studs are made from heat treated chrome moly and have rolled threads for maximum strength.

APE originated heavy-duty studs for performance motorcycles and today is recognized as the industry's leading manufacturer. No matter whose parts you have in your engine, join the top names in racing and insist on APE studs to hold it all together. Sold in sets.

Kawasaki ZX

CS1100K Kawasaki ZX10/11
CS1200K ZX12 (Nuts included)
CSZX14 ZX14 (Nuts included)

Kawasaki KZ

CS650K 650 / 750 2 valve fours
CS900K 900/1000/1100 2 valve fours

Suzuki GS

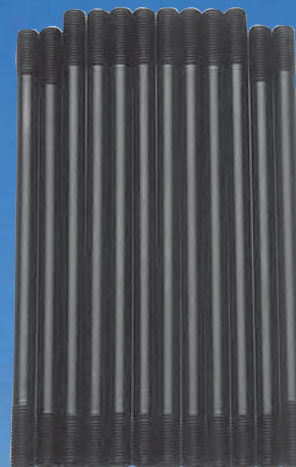
CS1000S Suzuki GS1000 2-valve
CS1100S Suzuki GS1100
CS1150S Suzuki GS1150

Suzuki GSXR

CS1127GSX Suzuki GSXR1100 1989-92
1127cc case (40mm starter hole)
CS1000GSX GSXR1000 2001-06
Must use **CHN10125-10** head nuts
CS1100GSXW GSXR1100w water cooled models through 1999
Must use **CHN10125-12** head nuts

Suzuki Hayabusa

CS1300STN Suzuki GSX1300R Hayabusa
Must use **CHN10125-10** head nuts



Heavy Duty Cylinder Head Nuts



Super heat treated cylinder head nuts are a must for high output engines. Help prevent blown and leaking head gaskets caused by the threads in the soft stock nuts stretching. APE nuts are machined from alloy steel and fully heat treated for maximum strength. Nuts are .150" taller than stock to prevent the nut from bottoming out on the stud when the head has been milled. Packed in complete engine sets.

CHN1000K Kawasaki KZ650 -1100 2 valve 4 cyl
Suzuki GSXR750 & 1100 oil cooled
Honda 1100F
Yamaha FJ1100/1200

CHN1100K Kawasaki ZX10/11 (must use APE Studs)

CHN1100S Suzuki GS1100
CHN10125-10 Suzuki GSX1300R Hayabusa (must use APE Studs)
CHN10125-8 Suzuki GS1100 & 1150
Suzuki SV650

Heavy Duty Main Bearing Studs

Heat treated chrome moly main bearing studs (case studs) are necessary to prevent the cases from moving around under power in high output engines. These high strength studs help to prevent crankshaft damage. Made from the same special chrome moly that APE uses in their cylinder studs. All threads are rolled after heat treating for maximum strength. All sets come with special flanged nuts and instructions.

MBS1000K Kawasaki Z1-900/KZ1000/GPZ1100
MBS1100S Suzuki GS1100 & early 1150
MBS1100GSX Suzuki GSXR1100 1986-92
MBS1150S Suzuki late 1150's with both 8 and 9 ml. bolts
MBS1300GSX Suzuki GSX1300R Hayabusa



ENGINE COMPONENTS

Racing Starter Plates

This starter plate from PMFR is CNC machined and available in aluminum. This plate is $\frac{3}{8}$ " thick, enabling for a good seal on the engine case. This unit has a bearing for crankshaft support, which is especially good for use with outboard starters, and has a seal on the outside of the bearing. All mounting bolts and washers are included.

Starter nut optional with most models.



- M1175** Kawasaki Z1, Early KZ1000 (22mm crank)
- M1176** Kawasaki Late 1000, MKII, GPZ (25mm crank)
- M1177** Suzuki Early GS1100 (25mm crank)
- M1178** 1988-95 750 Katana, 1986-92 750 GSXR, 1986-88 1100 GSXR w/nut
- M1179** 88-93 1100 Katana, 89-92 1100 GSXR w/nut
- M1180** Suzuki Late GS1100/1150 (29mm crank)

Starter Nuts

- M1169** Starter Nut, Kawasaki Late 1000, MKII, GPZ, Suzuki Early GS1100
- M1170** Starter Nut, Kawasaki Z1, Early KZ1000
- M1171** Starter Nut, Suzuki Late GS1100/1150
- M1172** Starter Nut, Suzuki 750, 1100 GSXR, 1100 Katana

Aluminum Starter Nuts

CNC machined 7075 aluminum starter nut with red anodize finish. Replacement nuts for all APE outboard bearing starter plates or can be used with any standard plate.



- SNALS1100** Suzuki GS small taper cranks
- SNALS1150** Suzuki GS large taper cranks

Starter Hole Plugs

The starter hole plug is designed to plug the starter motor hole on bikes that have had the starter removed to save weight. Keeps dirt from entering the engine. Fits Kawasaki, Suzuki and Honda 4.



- 99314** Starter Hole Plug
- 99314-V** Starter Hole Plug with Breather (Breather hose sold on page 14, filters on 107)

Racing Starter Plates

CNC machined $\frac{1}{4}$ " thick aluminum alternator cover plate and seal are designed to eliminate the stock alternator cover to allow an external electric starter to be used. Starter nut included with plate.



Plate and Nut

- SPK900** Kawasaki Z1/Early KZ1000
- SPK1000** Kawasaki Late 1000/MKII/ GPZ
- SPS1100** Suzuki Early GS1100 (25mm seal)
- SPS1150** Suzuki Late GS1100/1150 (29mm seal)
- SPGSX1100E** GSXR1100 1986-88 non Katana
- SPGSXR1100L** GSXR1100 1989-92, Katana 1988-92
- SPS1300GX** Suzuki GSX1300R Hayabusa

Racing Starter Plates

Holds the end of the crankshaft perfectly concentric no matter how many RPM's the engine turns, extending the life of expensive racing crankshafts. This new plate incorporates an outer crankshaft support bearing and crank support.



Includes billet cnc plate, starter nut, support plate, mounting bolts, seal, seal holders, all bearings and bearing holders, press-assembled and ready to install on your machine.

Available for large or small Suzuki crank ends. The countershaft bearing accepts offset sprockets with a 45 mm nose.

- MPS1100** Small style 25mm seal diameter
- MPS1150** Large style 29mm seal diameter

Steel Starter Nuts (for above plates)

Heat treated steel. Super hard with precision CNC machined taper for perfect fit. Standard $1\frac{1}{8}$ " hex.



Nut Only - Steel

- SNK900** Kawasaki Z1 & Early KZ1000 (22 mm)
- SNK1000** Kawasaki late 1000/MKII/ GPZ (25 mm)
- SNS1100** Suzuki early GS1100 (25 mm)
- SNS1150** Suzuki late GS1100/1150 (29 mm)

Nut Only - Aluminum - Shown above left

- SNALS1100** Suzuki GS small taper cranks
- SNALS1150** Suzuki GS large taper cranks

ENGINE COMPONENTS



Oil Filler Caps

Machined Satin

Machined from billet aluminum, with smooth top and knurled sides. Includes o-ring for no leak sealing.



Red anodized



62100 - Red Anodized

CBR600 F4i 1999-2006
CBR600RR 2003-2010
CBR900F 2002-2004
CBR900 1998-2001
CBR1000R 2004-2010
Kawasaki 650R Ninja 2006-2008

62300 - Red Anodized

GSXR600 2006-2009
GSXR750 1988-2009
GSXR1000 2007-2009
GSX1300R 1999-2009
SV650 2003-2006

62400 - Machined Satin

Kawasaki KZ900/1000 All Years
ZX10/11/14 All Years
Ninja 250R 1988-2010

See caps for Dirt Bikes on page 68!



Kawasaki Main Bearing Support Cap

Helps prevent crankshaft flex and resulting broken cranks. This is necessary on all Kawasakis that make serious horsepower.

Fits all 900/1000/1100.

99285 Support Cap



Kawasaki Kick Start Block Off Plate

Kawasaki kick start block off plates are CNC machined from billet aluminum. Designed to look good and match the cam cover caps shown on page 101.



99211 Block Off Plate Kawasaki 900/1000 1973-80



Oil Catch Can

This Oil Catch Can is made of aluminum, stands 6" tall and has a 2" diameter. There are two 1/2" hose connections and a T-handle drain valve at the bottom.



62084 Oil Catch Can



Harley Pingel



Wayne's Jitney - A WWII Dodge Power Wagon pickup truck with two front ends. Built by Wayne's Uncle Eddy in 1948. Note the adjustable rear steering.

CLUTCH & TRANSMISSION

Extra Plate Clutch Kits

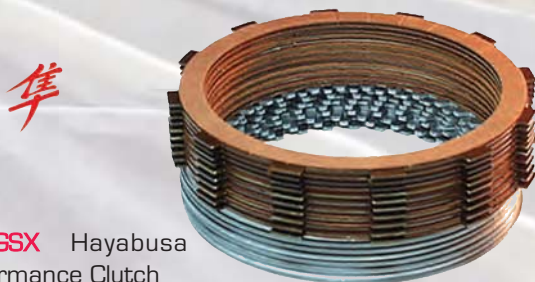
APE "Extra plate" clutch kits are the strongest clutches available for your motorcycle. They have become the industry standard...the best. Although designed for racing applications, they are perfect for performance street bikes. They do not chatter when they grab. APE clutch kits feature an extra friction plate for 14% more clutch surface. From your all out nitrous drag racer, to "killer" horsepower street bike, or just your well tuned stocker. The APE "Extra Disc" clutch is a must. Kits include friction plates, extra steel plate, and heavy duty spring kit. Installs just like a stock clutch.

CK900	Kawasaki Z1, KZ1000 through 1980
CK1100K	Kawasaki 1000J/GPZ1100
CKGS1000	Suzuki GS1000
CKGS1100	Suzuki GS1100/1150



Hayabusa High Performance Clutch Pack

APE's super performance clutch pack is the first Suzuki Hayabusa clutch to go 7 seconds. The kit consist of 10 special friction plates and 9 steels, hand matched to exact stack height.



CPK1300GSX Hayabusa High Performance Clutch

Hayabusa Super Heavy-Duty Clutch Spring Kit

APE offers the strongest clutch springs available for the Hayabusa. Originally designed for the tremendous loads of Hayabusa-powered race cars, they are the answer for clutch slippage in big bore/stroker motors as well as turbo or nitrous applications. We recommend using the **CCS1300** Clutch Cover Support (at top left) when using these springs.



HDCS1300GSX Hayabusa Super Heavy-Duty Clutch Springs

Hayabusa One Piece Billet Clutch Cam

This one piece clutch cam is a direct bolt in replacement for the OEM two piece unit of the Hayabusa. This part eliminates the "back torque limiter" which makes the clutch chatter when subjected to rapid take offs. This part is a must for Hayabusas that are drag raced, or subjected to heavy duty street riding. Clutch feel is vastly improved. With the one piece cam installed, the bike no longer has the back torque limiter and it is possible to lock up the rear wheel when down shifting.

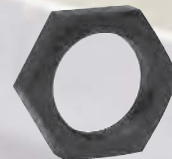
CF1300GSX Hayabusa Clutch Cam Kit



Suzuki GS Clutch Hub Nut

This APE clutch hub nut for the Suzuki is made from heat treated chrome moly steel and is designed to help eliminate the problem of the threads stripping in the stock nuts. These nuts are a must with modified motors.

SHN1150 Suzuki GS1100/1150



VALVE TRAIN COMPONENTS



Exhaust & Intake Valves



Honda

		Head Diam	Stem Diam	Overall Length	Tip Length	References
CBR 929R (2001)						
F0177	Intake	29.00	4.48	88.92	1.25	20° Flo Dish Head. Stock size
F0178	Exhaust	24.00	4.46	89.50	1.25	20° Flo Dish Head. Stock size

CBR 1100XX Blackbird (1997-2000)

F0119	Exhaust	27.00	4.96	92.68	1	19° Flo Dish Head. Stock size
F0124	Exhaust	28.00	4.96	92.68	1	19° Flo Dish Head. + 1 oversize
F0125	Intake	31.93	4.98	92.20	1	19° Flo Dish Head. Stock size
F0126	Intake	32.93	4.98	92.20	1	19° Flo Dish Head. + 1 oversize

Kawasaki

		Head Diam	Stem Diam	Overall Length	Tip Length	References
KZ900 (1973-1977)						
F0014	Exhaust	31.00	7	90.00	5	22° Flo. Oversize
F0004	Exhaust	33.00	7	135.00	B	22° Flo-No Groove-No Tip
F0038	Exhaust	39.00	7	135.00	B	22° Tulip Flo-No Groove-No Tip
F0015	Intake	37.50	7	92.00	5	20° Flo. Oversize

J MODEL 1000 (1981-1982)

		Head Diam	Stem Diam	Overall Length	Tip Length	References
GPZ1100 (1981-1984)						
F0003	Exhaust	32.00	7	89.30	4.9	22° Flo. Stock Size
F0004	Exhaust	33.00	7	114.00	B	22° Flo-No Groove-No Tip
F0034	Exhaust	36.00	7	114.00	B	22° Flo-No Groove-No Tip
F0038	Exhaust	39.00	7	135.00	B	22° Tulip Flo-No Groove-No Tip
F0001	Intake	38.50	7	90.50	4.8	20° Flo. Oversize (J model)
F0002	Intake	42.00	7	114.00	B	20° Flo-No Groove-No Tip
F0039	Intake	46.00	7	135.00	B	16° Super Flo-No Groove-No Tip

ZX10 (2004-2005) -BUCKET

F0326	Exhaust	25.50	4.46	91.41	1.45	12° Flo. Dish Head. Stock Size
F0327	Intake	31.00	4.48	90.60	1.45	12° Flo. Dish Head. Stock Size

		Head Diam	Stem Diam	Overall Length	Tip Length	References
ZX11 (1990-1999)						
F0101	Exhaust	27.00	5.00	88.90	1.25	19° Flo. Stock Size
F0201	Exhaust	28.00	5.00	88.90	1.25	19° Flo. 1. Oversize
F0087	Intake	30.00	5.00	135.00	B	19° Super Flo-No Groove-No Tip
F0102	Intake	31.50	5.00	89.25	1.25	18° Super Flo. Stock Size
F0202	Intake	32.50	5.00	89.25	1.25	18° Super Flo. 1. Oversize
F0085	Exhaust/Intake	36.00	5.00	135.00	B	19° Super Flo-No Groove-No Tip

ZX12 (2000-2002) -BUCKET

F0180	Exhaust	28.35	4.95	91.52	1.35	22° Flo Dish Head. Stock size
F0179	Intake	32.39	4.95	97.00	1.35	19° Flo Dish Head. Stock Size
F0325	Intake	32.39	4.95	97.00	1.35	19° Super Flo Dish Head. + 1 oversize

Suzuki

		Head Diam	Stem Diam	Overall Length	Tip Length	References
GSX1000 (1981-1982)						
F0271	Exhaust	24.00	3.96	95.67	1.7	14° Flo Dish Head. Stock Size
F0274	Exhaust	25.00	3.96	95.67	1.7	14° Flo Dish Head. +1 Oversize
F0271	Intake	29.00	3.98	95.40	1.7	14° Flo Dish Head. Stock Size
F0272	Intake	30.00	3.98	95.40	1.7	14° Flo Dish Head. +1 Oversize

GS 1100 (1980-1983)

		Head Diam	Stem Diam	Overall Length	Tip Length	References
GS 1150 (1984-1986)						
F0007	Exhaust	24.00	5.50	85.90	4.1	21° Super Flo. Stock Size
F0008	Exhaust	26.00	5.50	85.90	4.1	21° Super Flo. Oversize
F0228	Exhaust	30.00	5.50	87.52	4.1	19° Flo-Top Fuel-Super Alloy
F0328	Exhaust	30.00	5.50	87.52	4.1	19° Top Fuel. Super Alloy
F0238	Exhaust	30.00	5.50	110.00	B	19° Top Fuel. Super Alloy
F0005	Intake	28.50	5.50	86.52	4.1	19° Super Flo. Stock Size
F0006	Intake	31.00	5.50	86.52	4.1	19° Flo. Oversize
F0047	Intake	34.00	5.50	135.00	B	19° Super Flo-No Groove-No Tip

GSX 1300R Hayabusa (1999-2000)

F0151	Exhaust	27.50	4.96	94.84	1.7	20° Flo Dish Head. Stock size
F0152	Exhaust	28.50	4.96	94.84	1.7	20° Flo Dish Head. + 1 oversize
F0153	Intake	33.00	4.98	95.03	1.7	20° Flo Dish Head. Stock size
F0154	Intake	34.00	4.98	95.03	1.7	20° Flo Dish Head. + 1 oversize

Valve Springs & Retainers - **DISCONTINUED** - See Closeouts on Website

World famous APE valve springs are made from premium chrome silicone wire for consistent pressure and excellent fatigue life. Racers as well as street riders have come to depend on APE springs for winning performance. For use with any high lift cam and/or aggressive camshaft profile. Sold in complete sets.



Model/Year	Usage	Spring Part No.	Street Use Retainer No.	Race Use Retainer No.
Kawasaki ZX10 (through 1989) / ZX11	Up to 430 lift	VS1100K	TVSRK1100	TVSRK1100
Kawasaki ZX10	45 lbs seat pressure, 140 lbs at .350 lift	VS1000K	TVSRK1100	TVSRK1100
	Coil binds at .540*			
Kawasaki KZ/GPZ	Street/Race Up to 440 lift	VS900K	TVSRK1000	TVSRK1000
Kawasaki KZ/GPZ	Race - Up to 500 lift	VS500K	TVSRK1000	TVSRK1000
Kawasaki KZ/GPZ	Race - Up to 520 lift	VS520K	TVSRK1000	TVSRK1000
Suzuki GS1100 / 1150	Up to 400 lift	VS1100S	TVSRK1100	TVSRK1100
Suzuki GS1100 / 1150	Up to 460 lift	VS1100SPRO	TVSRK750	TVSRK750
Suzuki GSXR1100 1986-1990	Street/race	VS750GSX	Stock	TVSRK750
Suzuki GSXR1100 1991-1992 (shim style)	Street/race (VSA204 shims required)	VS750GSX	TVSRK750SH	TVSRK750SH
Suzuki Hayabusa	Hot Street Bikes 53lbs 0.520 bind*	VS1300GSX-2	TVSR1300PRO	TVSR1300PRO
Suzuki Hayabusa	Turbo, Nitrous & Big Cams 65lbs 0.520 bind*	VS1300GSX-2	N/A	TVSR1300PRO

*Valve springs should never be run closer than .050" to coil bind

VALVE TRAIN COMPONENTS

ZX14 Valve Spring Kit

A complete valve spring and titanium retainer kit for the Kawasaki ZX14.

The new APE springs feature increased pressures from seat to max lift and approx .100" more travel than the oem springs. More than enough pressure to control the most aggressive cam lobe designs with the peace of mind that only the dual spring design can offer.

The CNC machined retainers feature slightly deeper shim bores for maximum shim control. Includes steel spring bases.

VS1400K Valve Spring Kit for Kawasaki ZX14



Valve Stem Seals

APE seals are the best available. Won't dry out and crack. Keeps the oil out of the motor for maximum performance.



- 99201** Suzuki GS1100/1150
- 99204** Suzuki GSX600F, GSXR750/GSXR1100 oil cooled
- 99205** Suzuki GSXR750w, GSXR750T, GSXR1100w through 1998
- 99206** Suzuki GSXR1300 Hayabusa
- 99210** Honda CBR900RR 1993-99
- 99207** Honda 750 dual gas, CB900F, CB1100F CBR1000 VF1000, VF1100
- 99208** Kawasaki ZL600 1986-87, ZX600 Ninja 1985-93 ZX750F-H, ZX7 Ninja 1987-90, ZX10, ZX11
- 99206** Kawasaki ZX12
- 99199** Kawasaki KZ650 through 1100 - 2 valve

Valve Keepers

Radius groove valve keepers. Sold in sets.



- 21-003** Honda CB750 79-82, CB900F, CB1100F/CBX
- 11-1648** Kawasaki ZX750, ZX7, ZX10, ZX11 Set of 32
- 21-604** Kawasaki KZ Radius groove
- 21-402** Suzuki GS1100/1150 set of 32
- 21-3005** Suzuki GSXR1100 through 1992 set of 32

Tappets

APE tappets locate the shim under the tappet to eliminate the possibility of the shim being spit out of the cylinder head. This is a must with cam lifts over .420" in a Kawasaki engine. APE tappets require the use of APE titanium valve spring retainers. Sold individually.



- VTK900** 550 through 1100 standard o.d.
- VTK900-35** 35mm o.d.
- VTK900-37** 37mm o.d.

Valve Stem Seals

Fluoroviton polymer material with 5% Teflon [decreases wear in the valve stem area] Sold in packs of 10.

- 14-6386** Kawasaki KZ
- 14-6387** Suzuki GS
- 14-6388** Kawasaki KZ



Valve Guides

APE valve guides are designed to take the abuse of today's modern high horsepower engines. They are made from special bronze alloy to resist wear and heat. No other valve guide that you can buy will out-perform APE guides.

APE supplies guides to nearly all of the top cylinder head shops and police departments use them in their patrol bikes which see severe use.



APE guides are precision machined with the bores finished to size. They are designed to fit lower in the head to clear high lift cams and use APE or factory OEM seals. Sold in sets unless otherwise specified.

- VG750GSX** Suzuki GSXR750 & GSXR1100 through 1992
Suzuki Bandit 1200 through 2002
- VG1100GSX** Suzuki GSXR750W 1993-95 & 1100W 1993-98
- VG1300GSX** Suzuki Hayabusa
- VGK1100** Kawasaki ZX10 / ZX11
- VGK1200** Kawasaki ZX12
- VGK1400** Kawasaki ZX14
- VGK900** Kawasaki 650 through 1100 2 valve
- 99101-4** Specials, Kawasaki Z1, KZ1000 & GPZ1100 .004" oversize. (sold individually)
- 99101-25** Kawasaki Z1, KZ1000 & GPZ1100 .025" oversize repair guide (.502 dia) (sold individually)
- VGS1100S** Suzuki GS1100 & 1150
- VGS1100-OS** Special 1100 & 1150 guides for offsetting guides in head. (.493" o.d.) Can be used for repair. (sold individually)
- VGS1100-520** Same as above with .520" o.d. (sold individually)

FUEL VALVES
WHEEL
CHOCKS
SHIFTERS
HANDLEBAR
CONTROLS
ACCESSORIES
H-D
WHEELIE BARS
STARTERS
& CARTS
SPORTBIKE
ACCESSORIES
NITROUS OXIDE
CARBURETTION
EXHAUST
SYSTEMS
GASKETS
ENGINE &
TRANSMISSION
ELECTRONICS
CHAIN &
SPROCKETS
BRAKES
TIRES
DRAG RACING
ACCESSORIES



CAM SHAFTS

WEB-CAM has been hard welding and grinding cams since 1945. With their knowledge and long time involvement with the racing industry, WEB-CAM has proven to be the best. Their nickel based hard facing alloys are homogeneous materials containing complex microscopic bi- and tri-metallics. These weld overlays greatly enhance the erosion and abrasion resistance of their hard welded parts as well as offer very high thermal fatigue resistance. During the welding process a metallurgical bond is achieved with the substrate. The overlay's natural lubricity and their resistance to galling coupled with low RMS finishes mean less wear on both the cams and mating surfaces. WEB-CAM offers one of the largest selections of motorcycle camshafts available. This list contains the most popular products. Many WebCam products have helped racers win national championships and set national and world records. The top professionals have put their trust in WebCam's constant research and development program that includes race track and dyno testing.

KAWASAKI 900 / 1000 / 1100 (1973-1984) 8v

Valve Lift	Duration in degrees	Duration @ 0.050°	Grind No.	Description	Cam Part No.
0.34	260	234	247	Special grind for turbo, nitrous Funny bike. Stock base circle.	80-122
0.384	276	240	119	Street or turbo. Broad overall power range. Stock base circle.	80-242
0.418	280	242	218	Street or turbo. Broad overall power range. Stock base circle.	80-232
0.365	283	246	118	Performance street cam for stock engines. Stock base circle.	80-082
0.395	284	256	110	Good mid range and top end power for hot street. Use with big bore and valve springs. Stock base circle.	80-092
0.425	287	260	109	Excellent mid range and top end power for hot street. Must use shim under cam followers and valve springs. Stock base circle.	80-202
0.435	288	261	125	Excellent mid range and top end power for hot street. Must use shim-under cam followers and valve springs. Stock base circle	80-422
.460/.435	290/288	262/261	122/125	Designed for super-gas type engines. Base circle 1.000.	80-212
.480/.460	292/290	266/262	136/122	Designed for super-comp type racing engines. Recommended compression 13 to 1. Base circle 1.000.	80-162
.500/.470	300	275	206/231	Designed for large displacement pro-stock type engines. Use with 16 to 1 or above compression. 13 to 1. Base circle 1.000.	80-222
0.52	293	270	24	Special racing cams for large displacement pro-stock type racing engines. Camshafts have .900 Base circle.	80-132
0.515	282	265	44	Special racing cams for large displacement pro-stock type racing engines. Camshafts have .900 Base circle.	80-352

Some Kawasaki profiles listed above will need to have the cylinder head cut for lobe clearance.

SUZUKI GSX1300R HAYABUSA (1999-2007) 16v

Valve Lift	Duration in degrees	Duration @ 0.050°	Grind No.	Description	Cam Part No.
.368/.322	261/244	235/218	151/294	Designed for turbo applications to increase overall power.	70-162
.378/.330	267/252	244/226	536/577	Designed to increase overall performance. Check rail for guide seal clearance. Minimum .030. Performance springs required.	70-752
.395/.378	266/267	242/244	483/536	Designed to increase mid and upper end power. Must be used with a performance piston and exhaust system. Performance springs and shortened valve guides required. New cams must be hardwelded	70-762
.415/.395	268/266	244/242	45/483	Race profile. New cams must be hardwelded.	70-842
.445/.415	268	244	776/45	Race profile. New cams must be hardwelded	70-892

SUZUKI GS 750 / 1100 / 1150 (1980-1986) 16v

Valve Lift	Duration in degrees	Duration @ 0.050°	Grind No.	Description	Cam Part No.
0.31	268	240	167	Good all around cam for stock engines. Increases power throughout RPM range.	70-102
0.34	266	240	223	Bolt in cams for GS 1150 engines. Increases power throughout the RPM range.	70-282
0.348	282	257	168	Strong mid range and top end for hot street / strip engines. Must use valve spring kit and remove oil bump from rocker.	70-112
0.37	264	242	190	Designed for small displacement engines. Must use racing springs and shortened valve guides.	70-122
0.37	284	256	212	Strong mid and top end power for large displacement pro street / strip engines.	70-252
.418/.385	288	256	255/254	Designed for large displacement engines. Less aggressive than pro stock grinds for increased cam and rocker life.	70-312
.420/.390	280	256	213/202	Designed for pro-stock type engines.	70-232
0.416	266	244	263	Designed for pro-stock type engines.	70-152
0.43	266	244	283	Designed for pro-stock type engines.	70-422
0.43	272	248	267	Designed for pro-stock type engines.	70-322
.440/.420	290/280	260/256	257/213	Designed for pro-stock type engines.	70-522
0.445	274	250	282	Designed for pro-stock type engines.	70-412
.430/.390	298/284	268/258	240/202	Designed for large displacement (1500cc) pro street / strip engines.	70-302
0.43	298	268	240	Top fuel profile	70-712

Bolt On Adjustable Cam Sprockets - DISCONTINUED

SUZUKI

Bandit 1200	ACS1200S
GS1100 & 1150	ACS1100S
GSXR600 through 1996	ACS750GSX
GSXR750 through 1987	ACS750S
GSXR750 1990-92	ACS750S
GSXR750J 1988-89	ACS1100GSX
GSXR750w 1992-95	ACS750GSX
GSXR1100 1986-92	ACS1100GSX
GSXR1100w 1993-98	ACS750GSX
SV650 Assembly (Four sprocket kit)	CSAKS650

HONDA

CBR1100XX Blackbird	ACS1100H
CBR600F2	ACS600H
CBR600F3	ACS600H
CBR600F4	ACS600-F4
CBR600RR	ACS600RR
CBR1000RR 2004-06	ACS929H
CBR900RR	ACS900H
CBR929	ACS929H

YAMAHA

FZR750 1987-88	ACS750Y
FZR1000 1987-88	ACS750Y
YZF750/OWD1	ACS1000Y
FZR1000 1989 - LATER	ACS1000Y
R1	ACS1000R1
FJ1100/1200	ACS1100FJ
R6 1995-05	ACS600Y

KAWASAKI

EX500	ACS500K
ZX-600	ACS600K
ZX7 & Ninja 750	ACS750K
ZX10 & ZX11	ACS1100ZX
ZRX-11 & ZRX-12	ACS1100ZX
ZX-14	ACSZX14

KZ900 & 1000 with 30 tooth sprocket

KZ900 / 1000 with 32 tooth sprocket for mark 2 crank

Top Fuel 34 tooth 3 slot sprockets

1000J/ GPZ1100 adapter sprockets. Uses hy-vo style cam chain with KZ style three bolt cams.

32 tooth roller type sprockets to fit stock 2 bolt GPZ style cams. Very popular turbo set up.



APE manufactures the original "bolt-on" adjustable cam sprockets. APE sprockets are necessary for precise cam timing to achieve maximum performance.

APE sprockets are fully machined on the latest state of the art computerized equipment to precision tolerances and fully heat treated for extra long wear life.

APE cam sprockets are used by most leading racers who demand top performance along with the safety of not changing their expensive racing heads to reworked stock sprockets.

ACS900K
ACS1000K
ACS1000KTF
ACS1100K
ACS1100K-2B

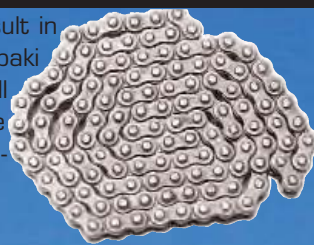
CAM DRIVE COMPONENTS

CAM CHAIN & SPROCKETS



Heavy-Duty Cam Chain - **DISCONTINUED**

Extra heavy duty cam chains are recommended to help eliminate chain breakage which can result in extensive engine damage. Tsubaki is the only true high performance cam chain available. The Tsubaki engineers have worked with top race mechanics world wide to produce the only cam chains that will stand up to the rigorous demands of high performance race machines. These same chains are equally at home in the stock street bike, affording the owner the added protection of a high performance chain at a price less than stock factory replacement chains.



KAWASAKI

Part #	Description
6605MHX122	0.306" Pitch x 122 Links
KZ900A 1976	KZ1000B LTD 1977-79
KZ900B LTD 1976	KZ1000C Police 1978-79
Z1 900 1973-75	KZ1000D Z1R 1978
KZ1000A 1977-78	

6605MHX124	0.306" Pitch x 124 Links
KZ1000D Z1R 1980	KZ1000A MKII 1979-80
KZ1000E ST/Shaft 1979-80	KZ1000B LTD 1980
KZ1000G Z1 Classic 1980	KZ1000C Police 1980-81

YAMAHA

Part #	Description
BF05MUX120	0.306" Pitch x 120 Links
XJ650 Maxim 1980-83	XJ700X Maxim X 1985-86
XJ650L Turbo Seca 1982-83	XJ750 Maxim 1982-83
XJ650L Midnight Maxim 1981	XJ750M Midnight Maxim 1983
XJ650R Seca 1982	XJ750R Seca 1981-83
XJ700 Maxim 1985-86	

BF05MX118	0.306" Pitch x 118 Links
XVZ12 Venture 1983-84	XVZ13D Venture Royale 1986-87
VMX12 Vmax 1985-97	XVZ13 Venture 1986-87
XVZ12D Venture Royale 1983-85	

SUZUKI

Part #	Description
BF05MUX120	0.306" Pitch x 120 Links
GS400 1977-78	GS450E 1980-83
GS400X 1977-78	GS450GA 1982-85
GS1000 1978-79	GS450L 1980-88
GS1000E 1978-80	GS450S 1980-81
GS1000G 1980-81	GS450TX 1981-82
GS1000L 1979	GS450T 1981-82
GS1000S 1979-80	GS650G 1981-83
GS1000S Katana 1982	GS650GL 1981-83
GS1100GL 1980-81	GS650M Katana 1983
GS1100E 1980-83	XN85 Turbo 1983
GS1100ES 1983	GS700ES 1985
GS1100G 1982-83	GS700E 1985
GS1100GK 1982-84	GS750 1977-79
GS1100GL 1982-83	GS750E 1978-83
GS1100L 1980	GS750ES 1978-83
GS1100S Katana 1983	GS750L 1979-81
GS1150E 1983-86	GS750S Katana 1983
GS1150ES 1983-86	GS750T 1982-83
GS425 1979	GS850G 1979-83
GS425E 1979	GS850GL 1980-83
GS425L 1979	

BF05MX118	0.306" Pitch x 118 Links
GSX-R750 1988-89	

BF05MUX122	0.306" Pitch x 122 Links
GSXR1100 1986-87	

Press On Adjustable Cam Sprockets

APE adjustable cam sprocket assemblies allow the cam timing to be adjusted on models with factory pressed on sprockets. The CNC machined APE adapters are pressed on the cams in place of the stock sprocket. Then the slotted sprockets can be adjusted. All assemblies include two adapters, adjustable sprockets and four bolts. The sprockets are available separately at left, but only fit APE adapters.



SUZUKI

GSXR600 through 1999	CSAKS750
GSXR750T through 1999	CSAKS750
GSXR600 2001-07	CSAKS750-2
GSXR750 2000-08	CSAKS750-2
GSXR1000 2001-08	CSAKS750-2
GSX1300R Hayabusa	CSAKS1300

KAWASAKI

ZX9 1998 & later	CSAKK9-98
ZX12	CSAKK1200

Hayabusa Performance Cam Chain



Vance & Hines Motorsports Hayabusa Cam Chains are produced from the strongest and finest steel available. Recommended in all high performance street and racing applications. Stock Hayabusa Cam Chain is 136 links.

VHM12-136	Hayabusa Cam Chain - 136 links (stock)
VHM12-138	Hayabusa Cam Chain - 138 links
VHM12-140	Hayabusa Cam Chain - 140 links

Hayabusa Roller Cam Conversion



Replace the weak link in your Hayabusa Engine! A complete roller cam chain conversion for the Hayabusa. For serious racers that cannot have cam timing fluctuations and/or risk the oem hy-vo cam chain breaking. The kit contains special upper and lower cam drive sprockets, camshaft adapters, and cam chain. Another benefit of this setup is that now longer cam chains are available for racers using the longer stroker crankshafts with tall stroker plates. This kit requires modifications to the oem front, back, and top chain guide.

CKK1300GSX	Hayabusa Roller Cam Conversion Kit
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Dyna 2000 Digital Performance Ignition for four cylinder sportbikes - **DISCONTINUED** - (see closeouts on website)

The Dyna 2000 Digital Performance Ignition for four cylinder engines represents a breakthrough in motorcycle ignition flexibility. The Dyna 2000 system consists of a state-of-the-art microprocessor controlled ignition module along with an adjustable Dyna dual sensor crank trigger. For the first time you can actually set the ignition timing to what you want to maximize engine performance. A number of different advance curve modes and a broad range rev limiter let you tailor the ignition to your needs.

Dynatek has added the ability to custom program the Dyna 2000 Sportbike ignition via a personal computer (DIPK-5 Wiring harness sold at right must be used for programming). Like the programmable Harley-Davidson and Dyna FS ignitions the Dyna 2000 can be programmed with a custom advance curve, retard mode curve and RPM limit. There are also two user programmable

RPM outputs that can be used to activate a shift light (Like our DSL-1 and new DSL-2) or to create an RPM window switch to activate a nitrous system, for example. Dynatek has also separated the ignition kill and retard mode activations so the user may have both functions. Like the H-D applications the new Dyna 2000 also offers Data Logging for monitoring how the vehicle has been operated. This can be useful for engine building shops for warranty purposes.



- **Fully Static Time Table** - You can set the timing accurately to the desired value without having the engine running.
- **Independent 1-4 & 2-3 Cylinder Timing** - The Dyna dual sensor crank trigger uses one sensor for cylinders 1 & 4 and the other cylinder for 2 & 3 allowing you to accurately set the timing for each cylinder pair.
- **Built-in Static Timing Light** - An LED light built into the Dyna 2000 ignition module allows you to monitor the crank trigger signal status and easily set the ignition timing.
- **Test Mode** - System check out and troubleshooting is a breeze with this feature.
- **Safety Interlock Input** - You can keep your side stand safety switch functional or hook up a theft prevention switch, or activate a shift lever kill for road racing.
- **Broad Range Rev Limiter** - The Dyna 2000 rev limiter is adjustable from 8500 to 16,000 rpm to let you run in any range you want.
- **Digital Tach Output** - Your tachometer will run smooth and accurate, even at the rev limit.
- **High Energy** - An innovative dwell control scheme maximizes spark energy all the way to 16,000 rpm! The Dyna 2000 can be used with 2.2 ohm or 3 ohm coils.
- **Easy Mounting** - The Dyna 2000 ignition module has built in frame saddles to make mounting anywhere a breeze.
- **Complete Wiring Harness** - The Dyna 2000 kit includes a complete wiring harness to simplify installation.
- **Low Cost!** - The Dyna 2000 system in most cases costs less than a stock ignition box.

Model	Year	Part No.	No. of Advance Curves	No. of Retard Curves/ Degrees	Range of Rev Limiter	Digital Tach Output	Status LED	Stock/Performance Coils	Dyna Performance Replacement Coil
Honda									
CBR 600 F	1987-1990	DDK1-6	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
CBR 600 F2	1991-1994	DDK1-7	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
CBR 600 F3	1995-1997	DDK1-8	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
CBR 900 RR	1993-1999	DDK1-9	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
CBR 1100 XX	1997-1998	DDK1-10	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
Kawasaki									
KZ 900/ 1000/ 1100	1973-1985	DDK2-1	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
GPZ W/MOD	1981-1985	DDK2-1	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
KZ 900/ 1000/ 1100	1973-1985	DDK2-1C	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1 (included)
GPZ W/MOD	1981-1985	DDK2-1C	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1 (included)
ZX 11 / 1100	1990-2001	DDK2-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
ZX10/ 1000	1988-1990	DDK2-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
NINJA 1000R	1986-1987	DDK2-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
NINJA 900	1984-1985	DDK2-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
ZX 7/ZX 7R/ZX7RR	1991-1997	DDK2-7	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
ZX 9R	1993-1997	DDK2-7	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
ZX 6R	1998-2001	DDK2-11	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
ZX 9R	1998-2003	DDK2-12C	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
ZX 14	2006-2009	DDK2-19	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock	DC4-1 (included) N/A
Suzuki									
GS 1000/1100/1150	1977-1985	DDK3-2	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
GS 1000/1100/1150	1977-1985	DDK3-2C	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1 (included)
KATANA 600/750/1100	1988-2006	DDK3-3	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
BANDIT 1200 S	1996-2005	DDK3-3	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
GSXR 1100/ 750 A & O	1986-1992	DDK3-3	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
GSXR 1100 WC	1993-1997	DDK3-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
GSXR 1300R	2003-2009	DDK3-5	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock	N/A
GSXR 750 WC	1993-1995	DDK3-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
RF 600/900	1994-1997	DDK3-4	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
Yamaha									
FJ 1100, 1200	ALL	DDK7-1	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock/Dyna	DC4-1, DC1-1, DC1-2
R1	2007-2009	DDK7-2	5	4 / 4, 8, 12, 16	8,500 to 16,000	Yes	A, B, C, D	Stock	N/A

Status LED Functions
A Indicates Powerup B Indicates Pickups C Static Timing D Over Current Protection

ELECTRONICS IGNITION COMPONENTS

DYNATEK
dyna performance electronics

Dyna Sportbike Coils

These high tech, top quality coils are designed for maximum performance. They produce spark voltages in excess of 30,000 volts and spark energies second to none. DYNA Coils are made to replace stock coils. Choose from three configurations and five variations of resistance for different applications. DYNA Coils work with point ignitions, after-market electronic ignitions and factory electronic ignitions. Before selecting a coil, check the coil primary resistance requirements as specified by the manufacturer of the ignition being used.

Part No.	No. of Outputs	Primary Resistance	Secondary Resistance	Color	Qty.	Style
DC1-1	2	3.0 ohms	14,400 ohms	Green	2	J
DC1-2	2	3.0 ohms	11,500 ohms	Black	2	MC
DC2-1	2	1.5 ohms	14,000 ohms	Brown	2	J
DC3-1	1	3.0 ohms	14,000 ohms	Green	2	J
DC3-2	1	3.0 ohms	11,500 ohms	Black	2	MC
DC4-1	2	2.2 ohms	14,000 ohms	Grey	2	J
DC5-1	2	1.5 ohms	14,000 ohms	Brown	1	H
DC6-1	2	3.0 ohms	11,500 ohms	Green	1	H
DC7-1	2	5.0 ohms	17,000 ohms	Black	1	H
DC8-1	2	5.0 ohms	14,000 ohms	Black	2	H
DC9-1	2	0.7 ohms	11,500 ohms	Blue	2	J
DC9-2	4	0.7 ohms	12,900 ohms	Black	1	H
DC9-4	1	0.7 ohms	14,000 ohms	Blue	2	J
DC10-1	1	5.0 ohms	14,000 ohms	Black	2	J

Dyna 2000 Programming Kit

This kit contains the CurveMaker software, the harness to connect your Dyna 2000 to your computer's serial port, and a 9v battery. The software comes preloaded with standard Dyna 2000 4-cylinder default curves installed. With the CurveMaker software, the advance / retard curves can be re-programmed to your specification. Additionally you can customize the rev-limit. What is nice is the software can be loaded to the Dyna 2000 and LOCKED so that no one else can access or modify your settings.

DIPK-5 Dyna 2000 Programming Kit

DYNA IGNITION SYSTEM COIL REQUIREMENTS

Dyna S (Harley): Recommended - DC7-1, DC8-1, DC10-1, DC3-1, DC6-1. Use coil with 5.0 ohms primary resistance for street use, 3.0 ohms primary resistance for racing applications.

DYNA S (non-Harley): Recommended coil is DC1-1. Use a coil with 3.0 ohms primary resistance.

Single Plug Head:

Single Fire - Use two single output coils, street or strip.
Dual Fire - Use one dual output coil, street or strip.

Dual Plug Head:

Single Fire - Use two dual output coils, street only.
Dual Fire - Use two dual output coils, street or strip.

Dual Plug Head, single fire racing applications: Use two DC2-1, 1.5 ohm coils, connected in series for each cylinder. Since these coils are dual tower, one tower of each coil must be shorted to chassis ground.

Dyna S Ignition for Sportbikes

The Dyna S is a complete self-contained electronic ignition system built with the latest state-of-the-art engineering. This is the same ignition used by top racers over the past 2 decades. The Dyna S is completely housed behind the ignition cover and uses a magnetic rotor with the original spark advancer, so the factory advance curve is maintained.

The venerable Dyna S ignition is a time proven solution to the basic ignition and trigger needs of the modern race bike. As a stand alone ignition or as a trigger for the Dyna 4000 Pro ignition, the Dyna S is the standard of performance and reliability.

DS1-2	Honda 500/550/750 four cylinder 1969-78
DS1-3	Honda GL1000
DS2-1	Kawasaki, 900/1000/1100 four cylinder, air cooled 1973-85
DS2-2	Kawasaki 550/650/750 four cylinder
DS3-1	Suzuki 550/750 four cylinder (KD) 1977-78
DS3-2	Suzuki 550/750/850/1000/1100 four cylinder (ND) 1977-81
DS3-2	Suzuki 1000 & 1100 1982-83

Dyna Voltage Monitor

The Dyna Voltage Monitor is a necessity for any battery ignition vehicle that does not have a charging system such as many race vehicles. The Voltage Monitor gives a clear indication of battery condition at any time with a quick glance at the three indicator LED's. The Voltage Monitor is housed in a small easy to mount case. The control electronics are epoxy encapsulated to form a tough durable unit. The Voltage Monitor can be used on any vehicle with a 12 volt battery system. The unit has three indicator LED's to show battery condition: green, amber, and red. When the right most red LED is on, the battery is being over-charged due to a faulty voltage regulator. When the green LED is on, the battery is charged. When the amber LED is on, the battery is starting to get low. When the red LED is on, the battery is low and should be recharged before further use.

DVM-1 Dyna Voltage Monitor

Dyna Charge Monitor

The Dyna Charge Monitor is a valuable addition to vehicles with a battery ignition and a charge system as found on nearly all stock vehicles. The Charge Monitor allows easy determination of the operational state of the charging system with a quick glance at the indicator LED's. The Charge Monitor is housed in the same small rugged case as the Voltage Monitor. The unit can be used on any vehicle with a 12 volt battery/charge system. The Charge Monitor has three indicator LED's to show the charge status: red, amber, and red. When the right most red LED is on, the battery is being over-charged due to a faulty voltage regulator. When the green LED is on, the battery is being charged at a normal voltage. When the left most red LED is on, the battery voltage is getting very low and the charge circuit or battery is failing.

DCM-1 Dyna Charge Monitor

Dyna 4000 Super Pro Drag Race Ignition - **DISCONTINUED**

The DYNA 4000 Super Pro is the next generation drag race ignition for motorcycles. The Super Pro is a refinement of the venerable DYNA 4000 Pro, The Super Pro maintains all the excellent features of the DYNA 4000 Pro with the following enhancements: substantially increased electrical noise immunity, improved wire harnessing to insure bullet-proof operation under all conditions and they are all compatible with the new DYNA Remote Display (sold on facing page).

The DYNA 4000 Super Pro Ignition is a high energy inductive ignition designed to meet the needs of the professional drag racer. The DYNA 4000 includes a built-in two stage rev limiter that is used for launch control and over-rev protection.

The best ignition imaginable for a high rpm, high horsepower engine would have a long spark duration and deliver high spark energy. This is exactly what the DYNA 4000 has been designed to accomplish. By using specially designed coils and special microprocessor based control circuitry to manage the high currents that these coils draw, the DYNA 4000 can deliver four times the spark energy of the most popular CD booster all the way up to 17,000 rpm! These high energy sparks also have the desirable long duration characteristics of inductive ignitions. This translates directly into better engine performance across the board.

The DYNA 4000 is not only a powerful ignition system, but also the smoothest two stage rev limiter available. The DYNA 4000 has a programmable launch limiter activated by a clutch switch to help maintain consistency at the starting line. A programmable over rev limiter is also implemented to prevent engine damage due to drive line breakage or missed shifts. The DYNA 4000 launch system is the choice of world champion drag racers due to its rock steady limiting characteristics. Other popular launch limiters cause engine harming banging and popping due to their unsteady limiting. The DYNA 4000 holds the rpm to a perfectly steady and smooth limit while preparing to launch.

Features:

- The Dyna 4000 Super Pro uses the Dyna Pro Series Crank Trigger as a pickup. It is simply connected between the trigger and ignition coils.
- The Dyna 4000 Super Pro automatically shuts off when the engine is not running, even if the ignition power is left on. This prevents battery drain and coil overheating.
- Has built in diagnostic circuitry and an indicator LED that can be used to static time the motor.
- The Dyna 4000 Super Pro must be used with Dyna DC9-1, DC9-2, or DC9-4 coils for proper operation.
- Available both as a dual output unit for single plug per cylinder engines and as a quad output unit for dual plug per cylinder engines.
- Available for both in line four cylinder and Harley-Davidson engines.
- Housed in an easily mounted case, approximately 6" x 3 3/4" x 1 1/4".

Part No. Description - Dyna 4000 Ignition Kit

- | | |
|-------------------|--|
| DPK4-HD1DF | H-D single plug, dual fire. Kit Includes: Dual Fire DP4000-HD1S module, one DC9-1 coil, DW800 Spark plug wires |
| DPK4-HD1SF | H-D single plug, single fire. Kit Includes: Single Fire DP4000-HD1S module, two DC9-4 coils, DW800 Spark plug wires |
| DPK4-HD2DF | H-D dual plug, dual fire. Kit Includes: DP4000-HD2S module, two DC9-1 coils, DW800 Spark plug wires |
| DPK4-HD2SF | H-D dual plug, single fire. Kit Includes: DP4000-HD2S module, four DC9-4 coils, DW800 Spark plug wires |
| DPK4-HDTF | H-D Top Fuel, dual plug, dual fire. Kit Includes: DP4000-HDTF module, two DC9-1 coils, DW800 Spark plug wires |
| DPK4-1 | 4 Cylinder single plug. Kit Includes: 4000 SP module #DP4000-1S, One DC9-2 coil, DW800 Spark plug wires |
| DPK4-2 | 4 Cylinder dual plug. Kit Includes: 4000 SP module #DP4000-2S, Two DC9-2 coils, DW800 Spark plug wires |
| DPK4-1-SC | 4 Cylinder single plug kit (For Slider Clutch Applications) - Includes: 4000 SP module #DP4000-1S-SC, One DC9-2 coil, DW800 plug wires |
| DPK4-2-SC | 4 Cylinder dual plug kit (For Slider Clutch Applications) - Includes: 4000 SP module #DP4000-2S-SC, Two DC9-2 coils, DW800 plug wires |

Part No. Description - Dyna 4000 Module Only

- | | |
|---------------------|--|
| DP4000-HD1S | H-D Module Only - Single Plug, Dual Fire |
| DP4000-HD2S | H-D Module Only - Single Plug, Single Fire |
| DP4000-HDTF | H-D Module Only for Top Fuel - Dual Plug, Dual Fire |
| DP4000-1S | 4 Cylinder Module Only - Single Plug |
| DP4000-2S | 4 Cylinder Module Only - Dual Plug |
| DP4000-1S-SC | 4 Cylinder Module Only - Single Plug (for Slider Clutch Application) |
| DP4000-2S-SC | 4 Cylinder Module Only - Dual Plug (for Slider Clutch Application) |

DRD-1 DYNA 4000 SP Remote Display (works with all Harley or 4 Cyl 4000 SP modules except DP4000-HDTF) Shown above and next page.

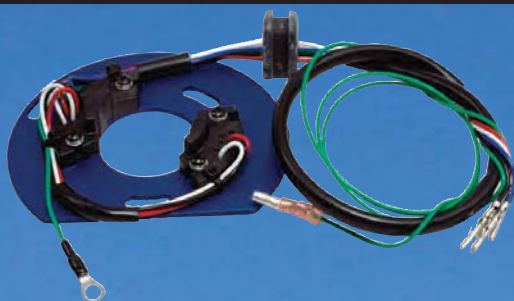


ELECTRONICS

IGNITION COMPONENTS

DYNATEK
dyna performance electronics

Dyna Pro Series Crank Trigger



The Dynatek Pro Series Crank Trigger is a newly designed crankshaft pickup for use with the Dyna 4000 Pro Ignition System. It consists of a blue anodized aluminum base plate with two injection molded pickup assemblies. Although the Dyna S Ignition has traditionally been used as a pickup for the Dyna 4000, Dyna is always striving to improve performance of their products.

This unit offers improved noise margin by providing a stronger pickup signal with more distinct high and low voltage levels for improved triggering of the 4000 in harsh environments. The Pro Series Crank Trigger is electrically isolated from the engine case (unlike it's predecessor, the Dyna S), giving total immunity to electronic problems associated with inadequate engine grounding. The Pro Series Crank Trigger is a direct plug in for the Dyna 4000 ignition, pre-wired so you just plug it in! The module is 1/2" tall (Dyna S is 3/4" tall) allowing it to fit under Suzuki GSXR ignition covers without modification. The unit also has a lighter weight, lower cost, and it uses standard Dyna 4000 magnet rotors.

Part No. Description (Crank Triggers)

DCT1-5	Honda CB 750, 900, 1100
DCT1-6	Honda CBR 600F
DCT1-10	Honda CBR600F2/F3 900RR & 1100XX
DCT2-1	Kawasaki KZ
DCT2-7	Kawasaki ZX7R 750
DCT2-11	Kawasaki ZX6 1998-99
DCT2-12	Kawasaki ZX9 1998-99
DCT3-2	Suzuki 600/750/1100/1150
DCT3-3	Suzuki GSXR Bandit 1200 S 1986-92
DCT3-4	Suzuki GSXR750 WC 1993-95
DCT3-4	Suzuki GSXR1100 WC 1993-97
DCT7-1	Yamaha FJ1100/1200
DCTHD	H-D

Part No. Description (Timing Rotors)

DBTR-1P	Billet Timing Rotor (shown on page 128) Honda CB 750/900/1100 1979-83
DBTR-2P	Billet Timing Rotor Kawasaki KZ 900/1000/1100 1973-85
DBTR-3P	Billet Timing Rotor Suzuki GS 550, 750, 1000, 1100

Note: For Dyna 2000 applications add an "A" to the end of the part number.

Dyna 4000 Super Pro Remote Display

The Dyna Digital Remote Display is a companion product for use with the DYNA 4000 Super Pro ignition. The Remote Display simply plugs into a pigtail on the Super Pro harness to give you access to the following features:



- Real time digital read out of engine rpm - Set low or high rpm limit from the handle bar area with the engine running.
- Both rev limiters can be set from 2000 to 16,000 rpm in 200 rpm increments.
- Clutch switch indicator LED allows precise adjustment of clutch switch operation.
- Test mode allows all ignition system functions to be tested with the engine off. In Test Mode you can cause the ignition to create sparks at a simulated rpm with the engine not running. All ignition functions work, rev limits, shift kill function, and tach output. This allows you to test all other accessories attached to the ignition system such as a shift light, data recorder, or other devices.

DRD-1 Dyna Digital Remote Display

Dyna 4000 Super Pro Retard Module

The Dyna 4000 Pro Two Stage Retard Module

(TSRM) is an accessory component for use with the Dyna 4000 Pro Ignition System. The Two Stage Retard Module provides two independently adjustable ignition retard stages that can be activated during a run. You actually end up with three timing settings that can be activated during the run: the static pickup timing and two stages of retard. Each retard stage is adjustable from 2° to 20° retard in 2° increments.



Each retard stage is activated by applying a 12 volt signal to the retard trigger input corresponding to each stage. The 12 volt retard signal can be generated many ways. Several suggested ways of activating retards stages are listed as follows:

1. Use the 12 volt power to nitrous solenoids to activate retard when nitrous solenoids are energized.
2. Use a Dyna Pressure Switch to activate retard when boost goes above a preset level.
3. Use the timer to activate retard after a preset delay.
4. Use a Dyna Shift Minder to activate retard above a preset RPM.
5. Use a Dyna Shift Counter to activate retard stages according to which gear you are in.
6. Use a toggle switch to manually activate retard.

TSRM-2 Use with Dyna 4000 in Harley-Davidson applications

ELECTRONICS IGNITION COMPONENTS

Dyna DRL-300 & DRL-400 Rev Limiters



The DRL300 has an improved clamping capability, and more outputs than the DRL200. The DRL200 could clamp only two Dyna green (higher impedance) coils. The DRL300 can clamp up to 4 Dyna blue (low impedance) coils. This means it can be used on drag bikes, and many other applications it could not manage before (automotive HEI ignitions). In addition, the output stage has also added a separate kill input. This input works separate of the rev limiter and can function even when the rev limiter has no power. This will kill the spark whenever a 12V signal is applied to the input.

DRL-300 Inductive RPM Limiter
DRL-300CDI Magneto CDI RPM Limiter

The Dyna DRL-400 Two Stage Rev Limiter has been specifically designed to maximize launch performance and over-rev protection in drag racing. The DRL-400 allows a precisely controlled launch rpm limit to be set, while also guaranteeing against over-rev damage due to missed shifts or drive train breakage. Selection between the launch limit and the upper over-rev limit is usually made through the use of a clutch lever switch. Both rpm limits are adjustable via two knobs on the DRL-400. The DRL-400 constantly monitors the engine rpm with great precision and randomly deletes ignition pulses to hold the engine exactly at the desired rpm. The DRL-400 can hold a 270 horsepower engine to a steady launch rpm with less than +/- 50 rpm wavier. Other launch rpm limiters typically make the engine rpm waive through a pounding oscillation. This can be very hard on expensive racing components. The DRL-400 works with all inductive electronic ignitions on 2 and 4 cylinder engines. It is housed in a 3 1/4" x 2 3/8" x 1" plastic case with integral mounting flanges.

DRL-400 Two Stage Rev Limiter 4 Cylinder
Will not work on "coil on cap" bikes like the Hayabusa & ZX-14. Use TIC-1000 (page 130), ARC-2 (page 125) or MSD Launch-Master (below left) for these models

DRL-400HD Two Stage Rev Limiter Harley-Davidson
(Will not work on Twincam ignitions)



Launch Master

The MSD Powersports Launch Master is a universal low RPM limiter. It will provide consistent launches and quicker 60-foot times by setting an rpm limit to stage with. Once the green light comes on, release the clutch and take off - but be sure to hold on! The rpm is adjusted with two built-in rotary dials ranging from 1,800 - 9,900 rpm in 100 rpm increments. A handy LED shows when the launch rev limit is active.



- Easily set an rpm limit to use for the launch.
- Matching connectors for easy installation.
- Delivers firm, consistent holeshots.

4350 4-cylinder, coil-on-plug
4351 4-cylinder dual coil waste spark
43503 Harness for use with air shifter/kill system

NOTE: The 4350 launch master is not compatible with CDI ignition systems or Kawasaki ZX12 motorcycles.

Dyna Billet Rotors

Dyna Billet Rotors allow simple replacement of the mechanical advancer assembly and ignition rotor with an attractive one piece anodized rotor. The rotor is laser etched with accurate timing marks to make ignition setup a breeze. The Dyna Billet Rotor comes in a blue anodized version with two magnets installed for use with the Dyna 4000 ignition as well as in a black anodized version with one magnet installed for use with other ignitions such as the Dyna 2000 and Dyna S ignitions.



DBTR-1P Dyna 4000 Billet Timing Rotor - Honda CB 750/900/1100 1979-83
DBTR-2P Dyna 4000 Billet Timing Rotor - Kawasaki KZ 900/1000/1100 1973-85
DBTR-3P Dyna 4000 Billet Timing Rotor - Suzuki GS 550, 750, 1000, 1100
DBTR-2PA Dyna 2000 Billet Timing Rotor - Kawasaki KZ 900/1000/1100 1973-85
DBTR-3PA Dyna 2000 Billet Timing Rotor - Suzuki GS 550, 750, 1000, 1100
1104016 Billet Timing Cap (no disk) Suzuki GS 550, 750, 1000, 1100
1104020 Billet Timing Cap (no disk) Kawasaki KZ 900/1000/1100 1973-85

ELECTRONICS IGNITION COMPONENTS

DYNATEK
dyna performance electronics

Dyna ARC-2 (Asynchronous Restriking CDI)



This CDI ignition is capable of producing over 50,000 Volts at the spark plug, and has the highest spark energy of any CDI on the market. It is designed to optimize the ignition of the modified engine, providing the strong spark needed to develop peak power for turbocharged, nitrous oxide and high compression applications. Intelligent Spark Profiling in the restrike mode allows for less delay between successive sparks. It also features a built in launch limiter for drag style launches as well as a built in retard mode. The lightweight and compact ignition is offered in plug in kits for select motorcycles that makes installation a breeze, with no need to cut into the stock harness. For other models, a universal install kit is available.

ARC-2 Features

- Smallest, lightest CDI on the market
- Over 189mJ delivered to the coil per spark, the highest of any on the market
- Over 500V to the coil primary
- Over 50kV to the coil secondary (assuming a 100:1 coil)
- Intelligent Spark Profiling (ISP) allows for less delay between successive sparks
- Spark restrike up to 4500 RPM
- Provides this high level of output from as low as 8 Volts from the battery
- Works with any 2 coil OEM ignition, with or without factory ignitor (some systems may require replacement coils)
- Built in launch limiter, works from 2000-11900 RPM
- Built in fixed timing retard function
- Tach output

ARC-2 Technical Specifications

- Operating Voltage: 8-20 Volts
- Operating Current: 7.0A @ 10, 000 RPM
- Maximum Operational RPM: 18, 000+ RPM
- Ignition Inputs: 2 Rising or Falling Edge
- Ignition Outputs: 2 Independent Channels
- Coil Primary Energy Max: 189+ mJ
- Coil Primary Voltage Max: 500+ V
- Restrike Window: 25 Cranksahft Degrees
- Launch Limiter Input: Single wire, ground to activate launch limit
- Retard Input: Single wire, ground to activate timing retard
- Tach Output: 12V square wave, 50% duty cycle
- Dimensions: 4" x 4.6" x 1.4"
- Weight: less than 1.25 lb.

DARC-2 DARC-UNI

Universal Dynatek ARC-2 (Module Only, Requires Installation Kit)
Arc-2 Universal Installation Kit

DARC1-1 DARC2-1 DARC2-2 DARC2-3 DARC3-1 DARC3-1 DARC3-1

Honda 1999-2003 CBR1100XX (includes Coils)
Kawasaki 2000-2005 ZX12R
Kawasaki 2006-2009 ZX14
Kawasaki 2003-2007 ZX10R
Suzuki 1999-2009 GSX1300R
Suzuki 2001-2007 GSX1000
Suzuki 2000 GSR750



Dyna Ignition Wires

Dyna Wires are made from high grade automotive, silicon jacketed, high tension cable. All wires are supplied with finished spark plug boot ends and loose coil terminals to allow the final length to be determined by the user. Wires are sold in pairs of 24" lengths. Available with a solid copper core for use on older vehicles where electrical interference is not an issue. For use on new vehicles with electronic advance ignitions or other sensitive electronic equipment, use DYNA suppression wires with a high grade graphite core for best performance and electrical noise suppression. Both wire types ensure maximum energy transfer.

DW-200	7MM Black Silicon	Solid Copper Core
DW-300	7MM Red Silicone	Solid Copper Core
DW-600	7MM Black Silicon	Suppression Core
DW-800	8MM Grey Silicon	Suppression Core
DW-1100	7MM Black Silicon	Suppression Core, 90 degree boot
DW-1200	8MM Grey Silicon	Suppression Core, 90 degree boot

Dyna Shift Minder



The Dyna Shift Minder System is the ultimate in racing shift light products. The Shift Minder System consists of an attractive billet aluminum Shift Light and the Shift Minder control module. The Dyna Shift Light is a hallmark of the quality, reliability, and innovation that Dynatek strives to include in every product. Machined billet aluminum with an attractive black and gold anodize finish contribute to a custom rugged appearance. The Dyna Shift Light is more than the most attractive shift light on the market, it is also track proven to be the most reliable. Repeated track testing on Pro Stock drag vehicles has proven the Dyna Shift Light to be capable of withstanding the rigors of racing with highly extended bulb life compared to other products.

The Dyna Shift Minder can be used to perform automatic shifts when used with an electric over air shifter. It can also be used to perform an auto shift on a Pingel Easy Shift equipped motorcycle when used with part #62678 sold on page 33.

The Dyna Shift Light is activated by the Dyna Shift Minder control module. The Shift Minder control module is a small electronic box which monitors the engine rpm in order to trigger the Shift Light at precisely the right time. The Shift Minder control module has been designed with extremely accurate circuitry to insure triggering accuracy to better than 1%. The Shift Minder control module is adjustable to switch at any of 64 different rpm settings with a 125 rpm increment between settings. The Shift Minder control module is self contained and requires no additional parts for rpm switch point selection.

Dyna Shift Systems

DSL-1 Shift Light only - model shown above

Shift Minder Module Only

DSM-2 Shift Minder Control Module, 2 Cylinder 4,000 to 11,875
DSM-2H Shift Minder Control Module, 2 Cylinder High RPM 8,000 to 15,875
DSM-2L Shift Minder Control Module, 2 Cylinder 1,000 RPM Base
DSM-4 Shift Minder Control Module, 4 Cylinder 6,000 to 13,875
DSM-4H Shift Minder Control Module, 4 Cylinder 8,000 to 15,875

Shift Minder Module and Shift Light

DSMS-2 Shift Minder System with DSL-1, 2 Cylinder 4,000 to 11,875
DSMS-2H Shift Minder System with DSL-1, 2 Cylinder 8,000 to 15,875
[DSMS-2H should also be used on the Suzuki Hayabusa]
DSMS-4 Shift Minder System with DSL-1, 4 Cylinder 6,000 to 13,875
DSMS-4H Shift Minder System with DSL-1, 4 Cylinder 8,000 to 15,875

B1004 Replacement Bulb for DSL-1

1-0271 MPS Tach Adapter For Dynatek Shift Lights - Needed on sequential firing 4 coil sportbikes like Hayabusa & GSXR1000

1-0273 LED Shift Light Conversion replaces original Dyna bulb with LED's

Dyna Rev Limiters - full description on page 93

DRL-300 Inductive RPM Limiter

DRL-300CDI Magneto CDI RPM Limiter

DRL-400 Two Stage Rev Limiter 4 Cylinder

NOTE: will not work on "coil on cap" bikes like the Hayabusa.

DRL-400HD Two Stage Rev Limiter Harley Davidson
 (Will not work on Twincam ignitions)



Shift Light Brackets



Designed to mount the Dyna shift light to your handlebars. Manufactured from 6061 billet aluminum and polished to a mirror finish. Available in for 7/8" or 1" handlebar diameter. Dyna shift light sold separately.

664 7/8" Shift Light Bracket

674 1" Shift Light Bracket



Two-piece tether kill switch designed to mount a Dyna shift light. Made from 6061 billet aluminum polished to a mirror finish. Available in 7/8" or 1" diameter, normally closed circuit. Patented. Dyna shift light sold separately.

660

670

7/8" Safety Kill Switch with Shift Light Bracket

1" Safety Kill Switch with Shift Light Bracket

ELECTRONICS SHIFT COMPONENTS

Dyna Shift Counter

The Dyna Shift Counter is the missing link of the chain of systems on a drag bike. The Shift Counter provides the proper interaction between the air shifter system, the ignition system, the transmission, and other systems.



Shift Counter Features:

- Built-in programmable electronic shift kill (replaces failure prone, not easily adjustable, mechanical air kill switches) Includes 1-2 auto, 1-2-3 auto and 1-2-3-4 auto modes.
- Shift kill can be set at 20, 30, 40, 50, 60, 70, 80 or 90 milliseconds
- Automatically control semi-automatic transmission kill sequences.
- Gear selector outputs allow you to control other devices according to current gear selection. You can activate multi-stage nitrous systems, waste gates, fuel systems, timing control, or anything else according to transmission gear.
- Plugs right into the Dyna 4000 Pro ignition kill input (and can be used with other ignitions)

The Shift Counter consists of a small box, approximately 3" x 2.5" x 1", with six screw terminals on one end. Above each screw terminal is an LED lamp to indicate which terminal (or gear) is active. When a terminal is active, it is a source of 12 volts which can be used to activate other devices.

The Shift Counter must be used in conjunction with an electric switching valve on the air shift system (electric over air setup - sold on pages 38-39). The Shift Counter trigger input is connected to the handle bar electric shift button. When the electric shift button is pressed, the Shift Counter is triggered and rotates it's outputs to the next gear. At the time of the 1-2 shift, the Shift Counter will deactivate the 1st gear screw terminal and activate the 2nd gear terminal. During the shift the Shift Counter will generate a shift kill pulse of the selected duration to kill the ignition during the shift. The shift kill duration is adjustable between settings of 20, 30, 40, 50, 60, 70, 80 or 90 milliseconds. When the Shift Counter is used on a vehicle, an air kill switch is no longer necessary. The Shift Counter will continue to function similarly each time the shift button is pushed, rotating it's outputs on each successive shift until the vehicle is in high gear.

The Shift Counter has four shift kill modes which are user selectable: 1-2 auto kill mode, 1-2-3 auto kill mode, 1-2-3-4 auto kill mode and full manual mode. The auto mode eliminates the headaches associated with the task of setting up the kill for a semi-automatic transmission.

DSC-2 Dyna Shift Counter



Digital Shift Light



The most universal and easy to use shift light available! The new MSD compact Digital shift light can be installed on all types of motorcycle and ATV applications. The tiny digital controller inside the compact housing gives you the ability to program the rpm activation point through the easy to view LED panel and two programming buttons. This shift light is programmable from 100-16,000 rpm in 10 rpm increments. Six bright LED's are easy to view in daylight and can be dimmed at night. The kit comes complete with shift light and GMR pickup for easy installation. The unit installs easily with the GMR pickup or through the tach output terminal of an MSD Ignition Control or aftermarket ECU. It will accept a trigger signal rated from 0-24 volt amplitude. The GMR pickup can be used with inductive or capacitive ignition types.

89631 MSD Digital Shift Light

661 Shift light bracket for 7/8" bars (sold on page 46)

662 Shift light bracket for tapered bars (sold on page 46)



Shift-Lite Controller



Controller for use with Quick Lite and Super Lite shift lights. Features 5 programmable shift points including Launch Lite, progressive shift, digital RPM display, compatible with 0.5 - 6

pulse ignition signals. Level 3 controller has all these function *plus* an 80 second playback feature. For use on 4 to 12 cylinder engines. Race use only (not water resistant).

19217 Level 2 DPSS Controller

19219 Level 3 DPSS Controller (with 80 second playback)



Quick-Lite



Ultra-Fast response, vibration resistant Amber LED light. Compatible with all external shift light tachometers and DPSS Controllers.

5330 Auto Meter Mini Shift Lite

FUEL VALVES
WHEEL
CHOCKS
SHIFTERS
HANDLEBAR
CONTROLS
H-D
ACCESSORIES
WHEELIE BARS
STARTERS
& CARTS
SPORTBIKE
ACCESSORIES
NITROUS OXIDE
CARBURETION
EXHAUST
SYSTEMS
GASKETS
ENGINE &
TRANSMISSION
ELECTRONICS
CHAIN &
SPROCKETS
BRAKES
TIRES
DRAG RACING
ACCESSORIES

ELECTRONICS TACHOMETERS



8000 RPM Tach for H-D



This 8,000 RPM tachometer was specifically designed for use with Harley-Davidsons. 1 or 2 pulse signal capability. The tachometer has a 3¾" diameter Black Dial face with white incandescent bulb "around the dial" lighting. Mounting bracket included. Wire adapter also included for use with Dyna S ignitions. Vibration and water resistant.

19201 8,000 RPM H-D Tachometer

10,000 RPM Tach with Shift Lite



This 10,000 RPM tachometer features a built-in single stage shift light that can be set at any point in the range of the dial. The 5" diameter black dial face features white incandescent bulb "around the dial" lighting. 1 or 2 pulse signal capability. Vibration and water resistant.

19208 Autometer 10,000 RPM Tachometer

14,000 RPM Tach



This 14,000 RPM tachometer has a 3¾" Black Dial face with white incandescent bulb "around the dial" lighting. 1 or 2 pulse signal capability. Vibration and water resistant. Also available with RPM Peak Recall with Remote Memory Switch.

19231 Autometer 14,000 RPM Tachometer

16,000 RPM Tach



This 16,000 RPM tachometer has a 3¾" carbon fiber dial face with white incandescent bulb "around the dial" lighting. Features 1, 2, or half pulse signal capability. Vibration and water resistant.

19255 Autometer 16,000 RPM Tachometer



19236 Autometer 14,000 RPM Tachometer with Memory

Gauge Mounting

These Autometer brackets can be customized to fit your application when the mounting holes are drilled to match the existing holes in your triple tree. The hoop bracket is then used to mount the tach to the bracket.



19240

Tachometer Bracket

19243

Tachometer Hoop Bracket

Discontinued

ELECTRONICS MISCELLANEOUS

Electronic Engine Kill Module

The new Pingel Engine Kill Module uses state of the art electronic components and is very compact measuring $1\frac{5}{8}$ " wide, $2\frac{3}{8}$ " long and $\frac{5}{16}$ " high. The Engine Kill Modules have a very broad and accurate kill time band that is very easy to use: just flip a dip switch to change the kill time. This module will replace the air kill on an electric over air shifter kit.



62675A Electronic Engine Kill for one or two coil ignition systems, Dyna S and MSD ignition systems. Kill time is adjustable from 40 milliseconds to 110 milliseconds.

62676A Electronic Engine Kill for Kawasaki, Suzuki, Yamaha, and Honda motorcycles with two, three or four coil ignition systems with the coils molded into the spark plug wires. Kill time is adjustable from 40 milliseconds to 110 milliseconds.

Mini Toggle Switch

The mini switch is a single throw, double pole precision toggle switch rated for 6 amps at 12 volts. Comes in an injection-molded polycarbonate enclosure. For $\frac{7}{8}$ " handlebars.

115-001 Mini Toggle Switch

Tether Safety Kill Switch



This switch is necessary for drag racing. This is a precision electric switch fitted in a polycarbonate enclosure. Designed to fit all $\frac{7}{8}$ " handlebars.

KSB 115-002 Battery Style Switch (Normally closed circuit)
KSM 115-003 Magneto Style Switch (Normally open circuit)
KSB 115-002T Tether Cord Only



Power Tender Plus



Waterproof, Shock & Vibration Resistant, Lightweight (less than 4 pounds), compact charger designed for either portable operation or permanent mounting. Charges and maintains both flooded and sealed, maintenance free,

AGM, lead acid batteries. Charges any size (capacity) lead acid battery. Float / Maintenance function maintains batteries at proper storage voltage without the damaging effects caused by trickled chargers. Reverse Polarity Protection (via external inline fuse). Complete Four-Step Charging Program (Initialization, Bulk, Absorption, & Float / Maintenance). The Power Tender PLUS is easy to use, rugged, compact, packed with power and backed by the reputation of the undisputed battery charger industry leader, DELTRAN. 2 Year Warranty

022-0158 Power Tender Plus, 24 volts @ 2.5 amps
SSSC1 Additional Quick Connect Harness



Battery Tender Plus



The Battery Tender Plus is a 1.25 amp battery charger designed to fully charge a battery and maintain it at proper storage voltage without the

damaging effects caused by trickle chargers. Included is a quick connect harness for hard to reach areas. The unit is temperature compensated to ensure optimum charge voltage according to ambient temperature. Automatically switches from full charge to float charging mode. Battery Tender at 1.25 amps will charge as fast or faster than any 3 amp charger available. Reverse Polarity Protection to ensure user safety. Red & Green Lights Alternately Flash in this condition. Complete 4-step charging program (Initialization, Bulk Charge, Absorption Mode, Float Mode). 10 year Warranty!

021-0128 Battery Tender Plus - 12 volts @ 1.25 amps
SSSC1 Additional Quick Connect Harness

ELECTRONICS MISCELLANEOUS

MPS Auto Shift Control



Designed to shift an air shifter equipped motorcycle at a preset RPM. RPM is set using MSD RPM modules. The unit is calibrated for MSD equipped bikes but can also be used with a standard Dyna S by using modules of 1/2 the value. (Example: You want a 10,000 RPM shift, so you would use a 5000 RPM module.) Easy to install and comes complete with the control box, electric air valve, and push-button, handlebar on-off switch and complete instructions. Converts your old style air shifter into the electric over air design. Control box may be purchased separately if you have an electric over air shifter. RPM modules not included, sold at right.

- 1-0011** Auto Shift Control
1-0010 Auto Shift Control Box Only

NLR Digital Control Unit

TIC-1000 features a shift light output that is programmable for each gear, launch light output, 2 step, anti-lag for turbos, ignition retard based on manifold pressure and/or gear, shift counter, auto shift, shift kill programmable for each gear, dedicated shift solenoid output, inputs are polarity programmable, billet aluminum enclosure, terminal strips for secure connections, delay timer (When this function is activated it will hold the retard amount that is programmed under the antilag setting until clutch input is removed. It will then refer to the amount of time that is programmed and phase the timing from the retarded amount to full advance by the amount of time programmed.)

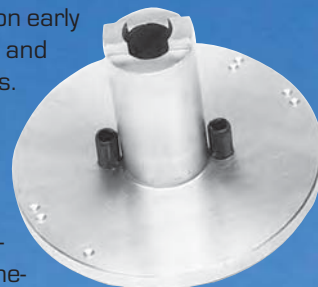
The included NLR digital kill is designed for repeatable, fast, reliable shifts! Once connected the TIC takes complete control over the engine kill time. This is an ignition kill control unit, NOT a 2 step. The IKU-1 Kill box features terminal strip terminations, 5 milli second programmability from 25-120 milliseconds, and is ground activated.

Kit includes the TIC-1000 control unit, wiring harness, IKU-1 kill box, connectors and instruction manual.

- TIC-1000** Digital Control Unit

Rotor Advance Eliminator

Designed by popular engine builder George Bryce of Star Racing, replaces the stock advancer unit on early model Suzuki GS1100/1150 and Kawasaki KZ900/1000 models. When installing a Dyna S electronic ignition, stock advancers are welded to full advance. With wear, stock advancers break apart. This aluminum rotor advance eliminator is a solid state one-piece unit that will not come apart. It weighs less than stock, and offers less crank drag. Kawasaki units have timing marks at 0°, 30° and 38° and Suzuki units at 0°, 28° and 34°.



- 18900K** Kawasaki Rotor Advance Eliminator
18900S Suzuki Rotor Advance Eliminator

Digital Timer

Used with Nitrous Oxide, the timer can vary the activation of the N₂O to maintain the consistency necessary to win. Example: The motorcycle is capable of 7.90 with the N₂O right off the line. Set the timer for 3.25 seconds off the starting line and 8.20 can be run consistently. The timer may also be used to control the ignition kill on 1-2 and 1-2-3 automatic transmissions or to start the engine kill device in 2nd or 3rd or anywhere down the track.



- 1-0035** Digital Timer



ELECTRONICS MISCELLANEOUS

Timing Retard Eliminator

The TRE is a device which allows much better throttle response in the first 4 gears on EFI sportbikes. What the motorcycle manufacturers have done is make a separate ignition map for each gear. This has been done for either safety and/or emissions reasons. However, it limits the power and smoothness of your bike in the first half-turn of the throttle in gears 1 through 4. The motorcycle manufacturers were clever in the design of the stock timing retard: It still allows full timing at full throttle. As you shift up through the gears, the amount of throttle needed to access the advance curve decreases, until you make it to 5th gear and then it's gone - you have nice, smooth operation. The TRE makes your motorcycle respond just as smoothly in the lower gears.

Quick facts about the TRE

- A direct "plug in" installation - no cutting or splicing.
- Has no effect at full throttle (except ZX-14).
- Does have an effect from closed throttle up to half throttle in gears 1 through 4 at ANY rpm.
- Disables the speed limiter on the 2001 through 2006 GSXR1000 and 2001 through 2006 GSXR1300R. This is because the ECM does not see the 6th gear ignition map, which has an earlier rev-limiter.
- DOES NOT affect full throttle horsepower (except ZX-14). This has been verified on the dyno as well as on the road under controlled conditions.
- For "race use only"
- Does not comply with your warranty.
- Does not comply with federal emission and/or safety laws.
- Will not allow your speedometer to read higher than the black box will allow it to.



TRE-010 "Smart TRE"

Suzuki M109 2006 - 2008
Suzuki B-King 2008

- Gets rid of part throttle timing retarder
- Disables speed limiter

TRE-002

• Fits all 1998 and newer Suzuki models with EFI except 2005 GSXR1000 & V-Storm 1000. For 2006-2008 and newer GSXR600 & 750 and 2008 Hayabusa use TRE-007.

TRE-005 "Smart TRE"

- Same applications as TRE-002
- The "Smart TRE" requires no adjustments to idle speed or fuel mixture to maintain smooth idle quality. Will not disturb the cold start fast idle quality.

TRE-006A ZX-14 2006 - 2010

- Requires sub-throttle plate removal & special mapping.
- Gets rid of fuel shut-off on decell - This allows smooth on/off throttle transitions and will get rid of the annoying pop when the throttle is reapplied.
- Gets rid of part throttle timing retarder in lower gears.

TRE-007 "Smart TRE"

2008 GSXR1300R Hayabusa
2005 - 2008 Suzuki GSXR-1000
2006 - 2008 GSXR-750
2006 - 2008 GSXR-600

TRE-008 ZX-14 2006 - 2010

- Increases power below 6000 rpm!
- Does not disable speed limiter
- Gets rid of part throttle timing retarder in lower gears.
- Allows 6th gear (fastest rate in stock ECU) throttle plate opening rate.

TRE-009 ZX10R 2006 - 2010

- Increases power below 6000 rpm!
- Does not disable speed limiter
- Gets rid of part throttle timing retarder in lower gears.
- Allows 6th gear (fastest rate in stock ECU) throttle plate opening rate.

Programmable Gear Indicator

PGR-1000 series gear indicators for motorcycles are self programming. Simply hook them up and ride through all of the gears and you're done! The PGR-1000 series programmable gear indicators can be used on any bike with an electronic speed signal.

Features include:

- 1-7 gear readout
- Neutral indicator
- Self-Dimming
- Chromed machined aluminum housing
- Mounting bracket built in
- 2 year warranty
- Available in four sizes

PGR-1	7/8" bars
PGR-1-100	1" bars
PGR-1-125	1 1/4" bars
PGR-1-150	1 1/2" bars
PGR-1000F	Flush Mount



FUEL VALVES
WHEEL CHOCKS
SHIFTERS
HANDLEBAR CONTROLS
H-D ACCESSORIES
WHEELIE BARS
STARTERS & CARTS
SPORTBIKE ACCESSORIES
NITROUS OXIDE
CARBURETION
EXHAUST SYSTEMS
GASKETS
ENGINE & TRANSMISSION
CHAIN & SPROCKETS
BRAKES
TIRES
ELECTRONICS
DRAG RACING ACCESSORIES



EK drag racing chains can rightfully be called the fastest chains in the world. Top Fuel champion Larry McBride set a low E.T. of 5.74 seconds using the EK 630SHB chain. The EK 530DRZ has achieved a velocity of 352mph on Sam Wheeler's E-Z-Hook Streamliner at the Bonneville Salt Flats. The EK 530DRZ is also the choice of more top NHRA Pro Stock motorcycle racers than any other chain. All drag race chains do not have o-rings or x-rings.



630SHB-Z TOP FUEL H-D CHAIN

The Chain for H-D Top Fuelers

Pingel Enterprise, Inc. and EK spent two years researching and developing the world's strongest drive chain. With an unsurpassed 30,000-lb. tensile strength, the 630SHB-Z is specifically designed to handle the brutal horsepower of today's V-twin top fuelers. To order, specify number of pins needed. Master link sold separately.

- 630SHB-Z 630SHB-Z Chain per Pin
- 6301SHB-Z Clip Style Master Link



630SHB TOP FUEL & FUNNY BIKE CHAIN

The World's First Five-Second Chain

This Top Fuel and Funny Bike drive chain is available exclusively through Pingel Enterprise. The EK 630SHB offers a tensile strength of 15,800 lbs. and can be used on bikes with more than 500hp. The chain has a pin diameter of .295, the master plate measures .157. The pins are full diameter the full length of the pin. The pin groove is deeper and has a better quality clip to retain the master link plate. To order, specify number of pins needed. Master link sold separately.

- 630SHB 630SHB Chain per Pin 6301SHB Clip Style Master Link



630MS DRAG CHAIN

Tough Enough for up to 500hp!

The 630MS was specially designed for the "lighter" drag bike. It's quad-staked, has a tensile strength of 11,880 lbs. and is rated for bikes up to 500hp. The pin diameter is .233", the side plates are .121" on the inside, outside and master. To order, specify number of pins needed. Master link sold separately.

- 630MS 630MS Chain per Pin 630MS x 140 630MS Chain 6301MS Clip Style Master Link
- 630MS x 110 630MS Chain
- 630MS x 120 630MS Chain
- 630MS x 130 630MS Chain
- 630MS x 150 630MS Chain



530DRZ2 PRO STOCK CHAIN

The Pro Stock & H-D Destroyer Racer's Choice

This special 530DRZ2 top quality chain is made to meet the demanding requirements of different types of racing. It is the choice for drag racers and motorcycle enthusiasts who demand the best. Designed in conjunction with Pierre Elliott of Diamond Powersports, the EK 530DRZ2 is chosen by more top NHRA Pro Stock Bike competitors than any other chain. The reason is simple: When a championship is on the line, you can't afford a failure. In 2004, Sam Wheeler used the 530DRZ2 in recording the fastest-ever (at that time) terminal speed for a two-wheel vehicle: 338.269mph! He has since gone 352mph using EK Chain! To order, specify number of pins needed. Master link sold separately.

- 530DRZ2 530DRZ2 Chain per Pin 530DRZ2 x 140 530DRZ2 Chain
- 530DRZ2 x 110 530DRZ2 Chain
- 530DRZ2 x 120 530DRZ2 Chain
- 530DRZ2 x 130 530DRZ Chain
- 530DRZ2 x 150 530DRZ2 Chain
- 530DRZ2 x 160 530DRZ2 Chain
- 530DRZ2 x 170 530DRZ2 Chain
- 5301DRZ2-SKJ Clip Style Master Link

Chain	Pitch in.	mm	Width in.	mm	Pin Dia. mm	Pin Length mm	Roller Dia. mm	Plate Thickness Inner (mm) Outer (mm)	Tensile Strength lbs. kN	Wear Life Index Basis=100	Weight 100 Links lbs. kg	HP Max	Connecting Link Std. Option
530DRZ 2	5/8	15.875	3/8	9.53	5.64	24.80	10.20	3.20 2.60	11,500 51.10	200	5.35 2.43	300	SKJ MLJ
630MS	3/4	19.05	3/8	9.53	5.95	25.15	11.91	3.20 3.20	11,880 52.80	130	6.78 3.08	500	SPJ PL
630SHB	3/4	19.05	3/8	9.53	7.50	27.70	11.91	4.00 3.20	15,800 70.20	200	9.52 4.33	500+	SPJ PL
630SHB-Z	3/4	19.05	3/8	9.53	7.50	41.60	11.91	4.00 3.20	30,000 133.00	200	19.54 8.88	500+	SPJ PL

Whether you use your sportbike for road riding, track days or stunting, EK has a chain that's up to the challenge. Every EK Chain is engineered with the same precision and advanced technology used in their pro racing chains. No one knows more about sealed chains than EK. After all, they invented the O-ring chain for motorcycles way back in 1974. Since then, they have improved on their invention with the revolutionary Quadra-X Ring seal. The Quadra-X Ring reduces friction by as much as 50 percent, thanks to its smaller contact area. Yet it offers even better sealing than a conventional O-ring, because it has twice as many contact points between the ring and sideplates. It's the optimal combination of maximum sealing protection with minimum friction.

Many sealed chains are a trade-off. In the quest for low friction, the quality of the seal between the rings and sideplates is compromised. While such chains may offer lower friction initially, their loose tolerances ultimately lead to lubricant loss, premature wear, and increased friction in the long run. EK Quadra-X Ring chains combine reduced friction and long wear - lab tests show that they last 50 percent longer than standard O-ring chains.

530ZVX

The Extreme Chain for Extreme Street Bikes



Anyone with a Hayabusa, ZX-14 or one of the new generation of 180hp literbikes knows how hard they are on chains. EK steps up with an incredibly strong Quadra-X Ring chain that has proven its superiority in controlled lab tests. ZVX chains are also great for any bike that's been modified for more-than-stock horsepower. The 530ZVX is available in gold or chrome. Quadra-X Ring sealing technology.

530ZVXC x 150	530ZVX Chain - Chrome
530ZVXC x 160	530ZVX Chain - Chrome
530ZVXG x 120	530ZVX Chain - Gold
530ZVXG x 130	530ZVX Chain - Gold
530ZVXG x 140	530ZVX Chain - Gold
530ZVXG x 150	530ZVX Chain - Gold
530ZVXG x 160	530ZVX Chain - Gold
5301ZVX-MLJ/G	530ZVX Rivet Style Master Link - Gold
5301ZVX-MLJ/S	530ZVX Rivet Style Master Link - Chrome

Pitch	Inside width	Roller diameter	Pin diameter	Plate thickness Inner Outer	Tensile strength	Weight of 100 links	Max. disp.	Max. HP
15.875 mm	9.53 mm	10.3 mm	5.38 mm	2.4mm 2.6mm	10,560 lbs.	4.89 lbs.	1100+ cc	180hp

520, 525 & 530ZZZ

The Ultimate Street Performance Chain



Zero Stretch Technology virtually eliminates measurable chain stretch in the first 600 miles (1000km) of use. ZST puts an end to the hassle of retensioning the chain after the initial break-in period, when most chain stretch occurs.



The ZZZ features a revolutionary new sideplate profile that more effectively distributes the load on the sideplate. The result is incredible tensile strength without increased weight. Using the latest computer modeling tools, EK engineers analyzed in detail the shape of conventional chain sideplates. Using this data, they developed a revolutionary new shape that more effectively distributes the loads on the sideplate. The result is a major increase in the ZZZ's tensile strength without added weight. Lightening holes in the center of the inner and outer sideplates reduce the ZZZ's overall weight by the equivalent of at least one chain link, without compromising tensile strength. These holes also help extend the ZZZ's service life by dissipating heat and helping evacuate mud and dirt. Quadra-X Ring chain with the superior sealing and reduced friction of EK Quadra-X Ring sealing technology.

530ZZZ x 120/MG	530ZZZ Chain - Gold
530ZZZ x 150/MG	530ZZZ Chain - Gold
530ZZZ x 150/MS	530ZZZ Chain - Silver
5301ZZZ-MLJ/MG	530ZZZ Rivet Style Master Link - Gold
5301ZZZ-MLJ/MS	530ZZZ Rivet Style Master Link - Silver
525ZZZ-BL/MG	525ZZZ Chain - Per Pin Gold
525ZZZ	525ZZZ Chain - Per Pin Silver
5251ZZZ-MLJ/MG	525ZZZ Rivet Style Master Link - Gold
5251ZZZ-MLJ/MS	525ZZZ Rivet Style Master Link - Silver
520ZZZ-BL/MG	520ZZZ Chain - Per Pin Gold
520ZZZ	520ZZZ Chain - Per Pin Silver
5201ZZZ-MLJ/MG	520ZZZ Rivet Style Master Link - Gold
5201ZZZ-MLJ/MS	520ZZZ Rivet Style Master Link - Silver

	Pitch	Inside width	Roller diameter	Pin diameter	Plate thickness Inner Outer	Tensile strength	Weight of 100 links	Max. disp.	Max. HP
520	15.875 mm	6.35 mm	10.3 mm	5.38 mm	2.2mm 2.4mm	9,400 lbs.	3.97 lbs.	1000 cc	100hp
525	15.875 mm	7.94 mm	10.3 mm	5.38 mm	2.4mm 2.6mm	10,300 lbs.	4.52 lbs.	1100 cc	160hp
530	15.875 mm	9.53 mm	11.1 mm	5.38 mm	2.4mm 2.6mm	11000 lbs.	4.85 lbs.	1400 cc	185hp

Chain Tools

Heavy Duty Chain Breaker

This tool will work on 420 through 630 size chains. Makes chain link removal a breeze. Will not work on 630SHB-Z.

GBT

Chain Breaker



Chain Press-fit Tool

For installing press-fit master links. Fits 520 and 530 standard and O-ring chains.

P566

Chain Press-fit Tool



SPROCKETS

Pingel Enterprise offers a full line of aluminum sprockets for Honda, Kawasaki, Suzuki and Yamaha motorcycles. Rear sprockets are available in aluminum and countershaft sprockets are heat-treated steel, with rears available in a tooth range from 35 to 60.

Aluminum Rear Sprockets

These popular rear sprockets are CNC machined from 7075 T-6 aluminum. They are available in chain sizes 530 and 630 in thirty through sixty tooth. The center hole is $2\frac{3}{16}$ ". Sprockets have a 3" bolt circle with eight $\frac{5}{16}$ " holes.

530 Chain

53039	39 Tooth
53040	40 Tooth
53042	42 Tooth
53043	43 Tooth
53044	44 Tooth
53045	45 Tooth
53046	46 Tooth
53047	47 Tooth
53048	48 Tooth
53049	49 Tooth
53050	50 Tooth
53051	51 Tooth
53052	52 Tooth
53053	53 Tooth
53054	54 Tooth
53056	56 Tooth
53057	57 Tooth
53058	58 Tooth
53059	59 Tooth
53060	60 Tooth

630 Chain

63035	35 Tooth
63036	36 Tooth
63037	37 Tooth
63038	38 Tooth
63039	39 Tooth
63040	40 Tooth
63041	41 Tooth
63042	42 Tooth
63043	43 Tooth
63044	44 Tooth
63045	45 Tooth
63046	46 Tooth
63047	47 Tooth
63048	48 Tooth
63049	49 Tooth
63050	50 Tooth
63051	51 Tooth
63052	52 Tooth
63053	53 Tooth
63054	54 Tooth
63055	55 Tooth



Offset Sprockets

Offset sprockets fit KZ and GS models machined from 8620 steel, heat-treated and then black oxide plated for rust resistance. For 630 chain only.



CS58T14	5/8" Offset for KZ/GS, 14 Tooth
CS58T15	5/8" Offset for KZ/GS, 15 Tooth
CS58T16	5/8" Offset for KZ/GS, 16 Tooth
CS59T16	5/8" Offset for GPZ/J, 16 Tooth

Frequently Asked Questions About Chain

How can I tell when I need a new chain? The quickest method to determine if you need a new chain is to grasp one link that's in contact with the rear sprocket, while the bike or ATV is not running. If you can pull the link more than halfway off a sprocket tooth, it's time for a new chain. If you have regularly adjusted chain slack as part of your bike's routine maintenance, your chain is due for replacement when your rear-axle adjusters reach the "replace chain" markings. Refer to your owners' manual if unsure. But if your chain makes noise while riding, or if you find your rear wheel is covered with dirty chain grease, chances are your chain needs replacement. When cleaning your chain, take time to closely inspect the seals and rollers. If you find any broken seals or cracked rollers, replace your chain immediately.

How often should I lube my chain? Sealed chains should be lubed every 300 miles (500km). Non-sealed chains, especially those used off-road or under other demanding conditions, should be cleaned and lubed more often.

What kind of chain lube should I use? Sealed chains should be lubed only with lubricants specifically marked as being suitable for O-ring chains. A good chain lube should adhere well and have good penetrating qualities to get deep inside the spaces between bushings and rollers. Non-sealed chains may be lubed with any quality chain lube, or SAE 80/90 wt. oil.

How much chain slack should I have? Always follow the vehicle manufacturer's recommendation for chain slack. Typically this is 1 to 1.4 inches (25 to 35mm), though specific bikes may require more or less. To check the slack, choose a point on the bottom run of the chain, midway between the two sprockets. Pull up and push down on the chain as far as it will go, and measure the distance between the highest and lowest points. Too much or too little slack can both cause a chain to fail. If in doubt about your bike's chain slack, have it adjusted by a professional mechanic.

Is there a break-in period for new chains? There's no break-in period per se, but you should always check a new chain's adjustment after 50 miles (80km) of use, and again after 200 miles (320km).



A big "Thumbs Up" from the engineer who created the EK 630SHB-Z Chain. Get yours on page 126!



SPROCKETS

Street Sprockets

Renthal Front Chainwheels are simply the finest front chain-wheel on the market today. Renthal Front Chainwheels feature: Specially developed Nickel-Chrome-Molybdenum steel, case hardened core refined to give the ultimate combination of strength and hardness.



Renthal Ultralight™ rear chainwheels are manufactured to extremely tight tolerances from a special material developed to withstand the rigours of Supercross, Motocross and Enduro.

The 7075 T6 aluminium alloy rear chainwheels are 66% lighter than steel, yet incredibly durable. Their advanced tooth profile, concentricity and accuracy of fit provide maximum power transfer and long-life.

Renthals combination of a very high strength base material and an exceptionally hardwearing surface result in significantly increased chainwheel life.

Honda	Front	Part Number	Rear	Part Number
RVT1000R (RC51)	15	R315U-530-15	40	R411U-530-40-HA
Stock: 16 front, 40 rear	16	R315U-530-16	42	R411U-530-42-HA
Stock chain: 530				
CBR1000RR 2004-07	15	R315U-530-15	40	R411U-530-40-HA
Stock: 16 front, 40 rear	16	R315U-530-16	42	R411U-530-42-HA
Stock chain: 530				
CBR1000RR 2008-10	15	R315U-530-15	40	R411U-530-40-HA
Stock: 42 rear	16	R315U-530-16	42	R411U-530-42-HA
Stock chain: 530				

Kawasaki	Front	Part Number	Rear	Part Number
ZX-14 2006-10	17	R313U-530-17	41	R460U-530-41-HA
Stock: 17 front, 41 rear			42	R460U-530-42-HA
Stock chain: 530			43	R460U-530-43-HA
			44	R460U-530-44-HA
ZX-10R 2004-10	15	R289U-525-15	40	R184U-525-40-HA
Stock: 17 front, 40 rear	16	R289U-525-16	41	R184U-525-41-HA
Stock chain: 525			42	R184U-525-42-HA
			43	R184U-525-43-HA
			44	R184U-525-44-HA
			45	R184U-525-45-HA

Yamaha	Front	Part Number	Rear	Part Number
YZF-R1 1998-2003	15	R309U-530-15	43	R210U-530-43-HA
Stock: 16 front, 43 rear	16	R309U-530-16	44	R210U-530-44-HA
Stock chain: 530	17	R309U-530-17	45	R210U-530-45-HA
YZF-R1 2004-2010	15	R309U-530-15	43	R210U-530-43-HA
Stock: 17 front, 45 rear	16	R309U-530-16	44	R210U-530-44-HA
Stock chain: 530	17	R309U-530-17	45	R210U-530-45-HA

Suzuki	Front	Part Number	Rear	Part Number
Hayabusa 1999-07	14	R289U-530-14	38	R206U-530-38-HA
Stock: 17 front, 40 rear	15	R289U-530-15	39	R206U-530-39-HA
Stock chain: 530	16	R289U-530-16	40	R206U-530-40-HA
			43	R206U-530-43-HA
			44	R206U-530-44-HA
			45	R206U-530-45-HA
			46	R206U-530-46-HA
			48	R206U-530-48-HA
Hayabusa 2008-2010	14	R289U-530-14	42	R409U-530-42-HA
Stock: 18 front, 43 rear	15	R289U-530-15	44	R409U-530-44-HA
Stock chain: 530	16	R289U-530-16		
GSX-R1000 2001-06	14	R289U-530-14	40	R409U-530-40-HA
Stock: 17 front, 42 rear	15	R289U-530-15	42	R409U-530-42-HA
Stock chain: 530	16	R289U-530-16	43	R409U-530-43-HA
			44	R409U-530-44-HA
GSX-R1000 2007-08	14	R289U-530-14	40	R409U-530-40-HA
Stock: 17 front, 43 rear	15	R289U-530-15	42	R409U-530-42-HA
Stock chain: 530	16	R289U-530-16	43	R409U-530-43-HA
			44	R409U-530-44-HA
GSX-R1000 2009-2010	17	464U-530-17P	39	210U-530-39P-HA
Stock: N/A Front, 42 rear	18	464U-530-18P	41	210U-530-41P-HA
Stock chain: 530			42	210U-530-42P-HA
			43	210U-530-43P-HA
			44	210U-530-44P-HA
SV1000 2003-06	14	R289U-530-14	40	R409U-530-40-HA
Stock: 17 front, 40 rear	15	R289U-530-15	42	R409U-530-42-HA
Stock chain: 530	16	R289U-530-16	43	R409U-530-43-HA
			44	R409U-530-44-HA

Speedo Healer

The SpeedoHealer is an electronic device which will enable your bike's speed and odometer to show accurate information. In addition, the Speedo Healer can convert Km/h to MPH in real time. 100% weather proof design, built to last.

- Eliminates "factory inaccuracy", which may be as much as 10%
- Compensates for changes in tire size / profiles
- Compensates for gear ratio changes, such as sprocket conversions
- Use to output lower MPH and bypass (work-around for top speed Bonneville or radar-trap runs) the built-in factory speed limiter on specific Honda, Kawasaki, and Yamaha bikes, such as the CBR1000RR, R1, ZX10R and ZX14. **Note:** you need the Glpro w/ ATRE to remove the speed limiter on Suzukis
- Now you can adjust for new speedometer face-plate with different scale
- Meets requirements for absolute accurate speedometer
- Have an accurate speedometer and/or odometer no matter what you change
- Top Speed Memory (Ever wondered HOW FAST you were going?) Top Speed Memory recalls your recent real top speed to your factory speedometer display at the press of a button and will still work after the ignition is cycled off and back on later.
- Safety: your speedometer will always clearly indicate your actual speed, without lag



SHSUZ1 Suzuki GSX13R Hayabusa 1999-2010
SHKAW1 Kawasaki ZX-14 (also bypasses the 186mph factory limiter) 2006-2010

FUEL VALVES
WHEEL
CHOCKS
SHIFTERS
HANDLEBAR
CONTROLS
H-D
ACCESSORIES
WHEELIE BARS
STARTERS
& CARTS
SPORTBIKE AC-
CESSORIES
NITROUS OXIDE
CARBURETTION
EXHAUST
SYSTEMS
GASKETS
ENGINE &
TRANSMISSION
ELECTRONICS
CHAIN &
SPROCKETS
BRAKES
TIRES
DRAG RACING
ACCESSORIES



SWINGARM EXTENSIONS

Swingarm Extensions

Exotic Motorsports makes the finest bolt on extensions on the market. Quality in materials and workmanship are second to none. All extensions are available in an Anodized Black or Raw Aluminum finish. The only items required for installation are a longer brake line and longer chain. All models provide approximately 2" to 7" of extension.

2008 Hayabusa Bolt on Swingarm Extensions. These feature new innovative spool mounts (allows easy use of rear-stands, spools sold separately). This design also allows the use of the stock brake caliper bracket.

- 8805** Swingarm Extension 2008-2010 Suzuki Hayabusa
- 8806** Spool mounts (spools sold separately)

- GSX13R Hayabusa 1999-2007
- GSXR600 1996-2004
- GSXR750 1996-2002
- GSXR1000 1996-2004
- TL-1000 1997-2002

- 8807** Swingarm Extension

- GSXR600 2006-2008
- GSXR750 2006-2008
- GSXR1000 2005-2008
- B-King 2008 (shown at right)

- 8808** Swingarm Extension

- 8809** ZX-6R 2000-2006
- 8810** ZX-6R 2007
- 8811** ZX-9R 1993-1997
- 8812** ZX10R 2004-2005
- 8813** ZX-10R 2006-2008
- 8814** ZX-12 all years
- 8815** ZX-14 all years

- 8816** R-6 1999-2002 (2"-6" Long)
- 8817** R-6 2006-2008
- 8818** R-1 1998-2003 (2"-6" Long)
- 8819** R-1 2004-2005
- 8820** R-1 2006
- 8821** R-1 2007



Installation on 2008 Hayabusa



Installation on 2008 B-King



BRAKE HANGER BRACKETS

Exoticcycle

Brake Hanger Brackets

These are one of Exotic's most innovative items. This simple design allows the use of a swingarm slot to index the brake caliper and keep it from rotating. This allows the removal of any torque arms or additional external brackets. Very neat and clean.



GSXR600 1997-2007
GSXR750 1996-2003
GSXR1000 2001-2002
Will also work on 1999-2007
Hayabusa with smaller GSXR rotors.

8830 Brake Hanger Bracket



GSXR1000 2003-2006
This design also works on ZX-14 with Roaring-Toyz after market wheel setups.

8831 Brake Hanger Bracket



Hayabusa 1999-2007

8832 Brake Hanger Bracket



ZX-14 all years

8833 Brake Hanger Bracket



GSXR 2007 Also works on 2008
Hayabusa with Roaring Toyz wide
tire kits with small rotors.

8834 Brake Hanger Bracket

Cushion Drive

These provide improved performance, greater durability and will outlast the stock OEM rubber and is much stronger. They will reduce your reaction time at the drag strip. Whether you are drag racing a High Horsepower bike, cruising the street, or if you are a daily driver you will benefit from this product. By changing the compound they hold their shape over time and resist the abuse of modern day motorcycles. Made in USA.

- SEN1** 1999-2007 Suzuki Hayabusa
1988-1993 Suzuki Katana GSX1100F
1986-2005 Suzuki Savage 650
1989-1992 Suzuki GSXR1100
1988-1992 Suzuki GSXR750
- SEN2** 2008-2009 Suzuki Hayabusa
2005-2008 Suzuki GSXR1000
2008 Suzuki B-King



BRAKE COMPONENTS

Brake Calipers & Master Cylinders

Front Calipers



Front Calipers

- B254** 32mm 2 piston front caliper, left hand
B255 32mm 2 piston front caliper, right hand

Rear Master Cylinder



Rear Master Cylinders

- B280** 19mm rear master cylinder, arm up

Front Master Cylinder



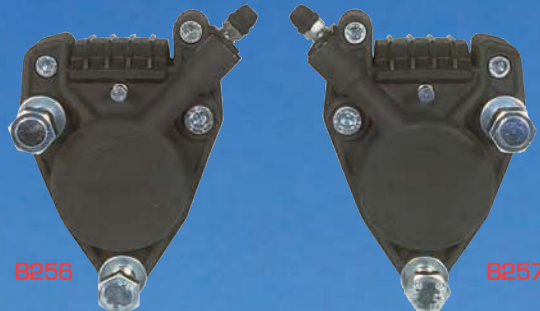
Lightweight, die cast aluminum. Available in either 13mm or 16mm bore and left and right. 16mm is recommended for hydraulic clutch application and dual caliper brakes. For 7/8" diameter bars.

- 0222000** Right Front Master Cylinder 13mm
0222110 Left Front Master Cylinder 13mm
0222020 Right Front Master Cylinder 16mm
0222130 Left Front Master Cylinder 16mm

Master cylinders are threaded for 10 x 1mm hose connection. A bolt is available with 10 x 1mm thread for use with a 10mm ID x 10mm width banjo style hose fitting end.

- 0721786** Bolt

Rear Calipers



Rear Calipers

- B256** 41mm small body caliper, left hand
B257 41mm small body caliper, right hand

Brake Pads



Genuine Grimeca brake pads
 Sold in pairs.

- B257P** 41mm Small Body Brake Pads
B287P 41mm Large Body Brake Pads

Brake Mounting / Rotors



Front Caliper Hangers

- B261** 32mm front caliper hanger, fits Kawasaki KZ900/1000 stock lower leg with 10" rotor
B262 32mm front caliper hanger, fits Suzuki GSXR stock lower leg with 10" rotor



Brake Rotors

- B284L** 10" brake rotor .187 thick, left side
B284R 10" brake rotor .187 thick, right side



Rear Caliper Hanger

- B290** Small body caliper hanger for 10" rotor, 1 1/2" center I.D. for axle spacer

BRAKE COMPONENTS



Russell Performance has been the leader in advanced fluid transfer for over a quarter of a century. They manufacture a complete line of hose and fittings for motorcycle brake systems. Their product line includes a variety of components including but not limited to hose, hose ends, adapter fittings, braided stainless steel brake lines and individual brake line components.

Universal Brake Lines

Build it yourself brake lines ready for adapter fittings

Street Legal Universal Brake Lines meet all the guidelines of the D.O.T. MVSS-106 requirements to deliver an extra margin of safety and are 50-state legal. These brake lines are pre-assembled using Russell high-performance -3AN stainless steel braided hose with a rugged Teflon® inner liner and crimp-on chrome plated female swivel hose ends. The hose is clear coated for abrasion resistance on painted surfaces. Compatible with all brake fluids. Suitable for stock, custom and racing applications. Universal lines offer these advantages for building a complete front or rear brake line:

- Allows for precise fitment to any stock or custom motorcycle
- Large selection of lengths from which to choose
- Matches to a wide variety of chrome plated reusable adapter fittings
- Braided hose minimizes brake line expansion for increased braking performance and lever feel

Part Number	Length	Part Number	Length	Part Number	Length
R58012S	9"	R58062S	21"	R58122S	32"
R58022S	12"	R58072S	23"	R58132S	34"
R58032S	15"	R58082S	25"	R58142S	38"
R58042S	17"	R58092S	26"	R58242S	40"
R58212S	18"	R58102S	28"	R58152S	42"
R58052S	19"	R58112S	30"	R58322S	66"



Chrome

	R4047C Banjo 180° 10mm x -3AN		R4244C Size -3AN x 1/8" NPT male
	R4050C Banjo 30° 10mm x -3AN		R4279C Size -3AN x 1/8" NPT male 90°
	R4051C Banjo 90° 10mm x -3AN		R4298C Size -3AN male tee

BRAKE ADAPTER FITTINGS

Zinc Plated

	R40507 Banjo bolt 10mm x 1 (dual)		R41431 (Japanese Seal) 10mm x 1.0 male to -3AN (per pair)
	0721786 Banjo bolt for Magura		4045 (European Seal) 10mm x 1.25 male to -3AN (per pair)
	R40506 Banjo bolt 10mm x 1 (single)		

Rear Brake Pedal



This brake pedal can be used with left and right hand master cylinders.

B282 Rear Brake Pedal

Brake Bleeder Kit

This vacuum generated kit makes brake and hydraulic bleeding a breeze. Draw fluid quickly and cleanly into the reservoir container. This kit includes a rebuildable pump, reservoir container with transfer and storage lids, bleeding adapters, plastic tubing and complete instructions.

30-011 Brake Bleeder Kit



DRAG SLICKS



*Number One in Motorcycle Drag Racing
For Over 10 Years straight!*



ET DRAG SLICKS

This proven drag strip slick is consistently setting records and winning races. Engineered For Consistent Performance. Wrinkle Wall Sidewall.

3053-MC
3220
3222

Slick Rear 26.0/10.0-15
Slick Rear 25.0/5.5-18
Slick Rear 25 x 7.0-18

3210-MT
3221

Slick 25.0/2.75-18 Front
Slick Rear 26 x 7.0-17

ET DRAG RADIAL SLICK



With an amazingly sticky compound and radial design, it's easy to see why the MCR2 is the tire of choice in Streetbike racing. Racers can take their bike from the highway to the strip without changing tires. Tubeless, radial construction. D.O.T. Approved.

3295 Radial Rear 190/50VR17 (MCR2)

DRAG SLICKS

Racemaster Drag Slick



M&H Racemaster - the pioneer of the drag slick - will get you through the quarter mile in record time with this super-fast drag slick!

MHR-5B Slick Rear 5.0/26.0-16



RACEMASTER

Intercomp Tire Pressure Gauges

Intercomp's deluxe air gauges incorporate a patented internal mechanism which provides for more resilience to extreme punishment. While other gauges have 14 or more moving parts, Intercomp's deluxe air gauges have only four! Fewer moving parts means greater reliability. Features include: glow-in-the-dark face, high quality thumb-operated bleeder, rubber protective cover and swivel nozzle on a 17" Goodyear hose.



360068 Intercomp 0 - 15psi Glow 2.5"
360070 Intercomp 0 - 60psi Glow 2.5"

Shinko Tires

003 Stealth



The Shinko Stealth features a Slick/Dimple design, great for production and drag racing, and serious sport riding. Manufactured using a soft compound for rapid warmup, they give racing slick like performance at the strip. Kevlar belts enhance high speed performance. DOT approved. W-rated for speeds up to 168 mph. Available in a soft or ultra-soft compounds

SH3-180 180/55-17 Rear
SH3-190 190/50-17 Rear
SH3-190SOFT 190/50-17 Rear - Ultra soft compound
SH3-200SOFT 200/50-17 Rear - Ultra soft compound
SH3-120/60 120/60-17 Front
SH3-120/70 120/70-17 Front
SHHU-190 190/50-17 Rear - Hook Up

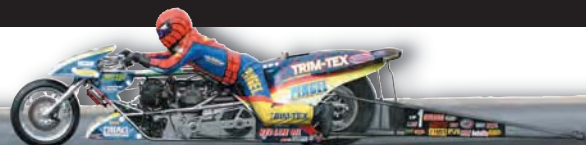
005 Advance



The Shinko Advance has large block type tread pattern with excellent braking, cornering and acceleration characteristics. Specially designed tread grooves help to dissipate water efficiently on wet surfaces. Kevlar belts enhance high speed performance. DOT approved. W-rating for speeds up to 168 mph. Intermediate rubber compound.

SH5-190 190/50-17 Rear
SH5-200 200/50-17 Rear
SH5-120/70 120/70-17 Front

FUEL VALVES
WHEEL CHOCKS
SHIFTERS
HANDLEBAR CONTROLS
H.D. ACCESSORIES
WHEELIE BARS
STARTERS & CARTS
SPORTBIKE ACCESSORIES
NITROUS OXIDE
CARBURETION
EXHAUST SYSTEMS
GASKETS
ENGINE & TRANSMISSION
ELECTRONICS
CHAIN & SPROCKETS
BRAKES
TIRES
DRAG RACING ACCESSORIES



DRAG ACCESSORIES

Kawasaki Footpeg Kit



Knurled billet aluminum footpegs and billet aluminum mounts for 1973-1980 Kawasaki KZ900 & 1000 models. This kit is easy install for that extra clearance needed when using a sidewinder exhaust system. Sold as a complete kit that includes two mounts and two 62121 footpegs or as a set of two mounts.

- 62122** Complete Kit
62123 Footpeg Mounts Only

Universal Footpeg Kit



These pegs are 6" long and made of aluminum then drilled out for even lighter weight. The large diamond knurl bites into the rider's shoe for firm rider comfort. Comes with stainless steel socket head cap screws and weld on mounting plates.

- 62120** Footpeg Kit, Pair

Collector Footpeg Kit



Same as 62120 but right peg is one inch longer to fit over the sidewinder collector. Comes with stainless steel socket head cap screws and weld on mounting plates.

- 62121** Collector Footpeg Kit

Sportbike Drag Swingarm Pegs



These 7" long light weight aluminum footpegs are designed to replace the sliders on the rear of the swingarm to give you a place to rest your feet from the start of the race to the finish. The large diamond knurl bites into the riders shoe for firm rider comfort. See page 67 for more information.

- 62124** 8mm x 1.25 Footpeg Kit, Pair
62125 10mm x 1.50 Footpeg Kit, Pair
62126 10mm x 1.25 Footpeg Kit, Pair

KZ Motor Mount Kit



This heavy-duty motor mount kit greatly reduces frame flex by securing the engine to the frame with heavy-duty bolts and mounting plates. Fits Kawasaki KZ900 & 1000 1973-1980

- MMK** Motor Mount Kit for KZ

Front End Lowering Blocks



Here is an economical and effective way to lower the front end of your motorcycle. With the use of these lowering blocks, you don't have the expense of cutting the motorcycles fork tubes or springs. Easy installation. Fits early Kawasaki KZ's and Suzuki GS's, not for use on late model superbikes. These blocks can be cut to a specific length for different applications. Sold in pairs.

- 62093** 3" Front End Lowering Blocks

Shifter/Brake Peg



This peg is 1 7/8" long x 5/8" diameter and made of aluminum then drilled out for even lighter weight. The diamond knurling bites into the rider's shoe to assure solid contact. Sold individually.

- W68200** Shifter/Brake Peg, 5/8" dia. x 1 7/8"

Oil Catch Can



This Oil Catch Can is made of aluminum, stands 6" tall and has a 2" diameter. There are two 1/2" hose connections and a T-handle drain valve.

- 62084** Oil Catch Can

Oil Down Blanket



These engine blankets are required for all classes except 600 SS, HC, S/ET and TF (when TF engine is using iron crank-cases). Required on any bike using nitrous oxide, regardless of class. These requirements are set for AMA/ Dragline and NHRA sanctioned events. Using a combination of space age Kevlar and Ballistic Nylon, makes these parts extremely strong, yet flexible for easy installation. Includes removable absorbent pad.

- 2003** Universal Oil Down Blanket
20032 Replacement Absorbent Pad
2004 Hayabusa Oil Down Blanket
20042 Hayabusa Replacement Absorb. Pad

Gas Cap & Neck

The neck can be welded to your custom fuel tank. The gas cap is aluminum 1 1/4" pipe thread, has a breather and includes an o-ring. Neck is 3" long with 1/2" of 1 1/4" pipe thread.

- JA2** Gas Cap Aluminum
JA3S Neck Steel
JA3A Neck Aluminum





DRAG ACCESSORIES

Master Cylinders



Lightweight, die cast aluminum. Available in either 13mm or 16mm bore and left and right. 16mm is recommended for hydraulic clutch application and dual caliper brakes. For $\frac{7}{8}$ " diameter bars.

- 0222000 Right Front Master Cylinder 13mm
- 0222110 Left Front Master Cylinder 13mm
- 0222020 Right Front Master Cylinder 16mm
- 0222130 Left Front Master Cylinder 16mm

Master cylinders are threaded for 10 x 1mm hose connection. A bolt is available with 10 x 1mm thread for use with a 10mm ID x 10mm width banjo style hose fitting end.

- 0721786 Bolt



Front End Lowering Strap

AMA/ Dragbike legal. This is a safe and practical way to lower the front end of any sportbike with dual calipers. Not intended for street use, drag race use only.



- 62070 Pingel Front End Lowering Strap

Radial Brake Caliper Brackets
Available on Page 63



Drag Handlebars



These bars are lightweight and super-strong. Manufactured from $\frac{7}{8}$ " diameter stainless steel or 4130 chrome molybdenum aircraft tubing. 28 inches long. Controls shown are not included.

- HB78C Chrome Molybdenum (black finish)
- HB78S Stainless Steel (shiny finish)

Switched Clutch Lever



This lever assembly can be used to control most electrical devices that need to be switched with the release of the clutch. Common applications include control of 2-stage rev limiters and the activation of timers allowing the adjustment of the engagement point of the switch. Optimum 60 footers will be achieved when used with a 2-step.

- 1-0001 Adjustable Switched Clutch Lever Assembly $\frac{7}{8}$ " (Black)
- RL400-1 Switched Clutch Lever Assembly $\frac{7}{8}$ " (Black)
- RL400-2 Switched Clutch Lever Assembly 1" (Silver)
- RL400-1L Replacement Lever Blade $\frac{7}{8}$ " (Black)
- RL400-1S Replacement Switch for RL400-1 and ASL1001

Clutch Lever



Long cable-pull style matches front master cylinder sold at left. For $\frac{7}{8}$ " diameter handlebars.

- 0210970 Clutch Lever

Retractable Tow Strap



Made for years of dependable use. This patented durable billet aluminum cased retractable tow strap features include a fifteen foot nylon strap with a patented adjustable hook and loop closure. Designed with safety in mind, it has an easy breakaway feature (should the strap release suddenly, there are no dangerous flying hooks).

The tow strap attaches to the towing vehicle with a zinc plated hook for bar sizes up to 1" in diameter or use the optional

trailer hitch receiver attachment. This retractable tow strap is quick and easy to use, eliminating knots or tangled messes. The perfect accessory for every motorcycle or automobile drag racer. CNC Machined.

- 62090 Retractable Tow Strap
- 62190 1 1/4" Receiver attachment
- 62290 2" Receiver attachment



62190

62290

Patented 6,092,826



DRAG ACCESSORIES

Single & Dual Cable Billet Quick Throttles

These 5/8 turn push-pull quick throttles are manufactured from billet aluminum and heavily knurled for superior rider grip. Available in single or dual cable models for 7/8" or 1" handlebars. Each throttle includes the matching left side grip. Cables listed below.



B78 7/8" Handlebars Single Cable Throttle & Grip

M10 x 1.25 threads for cable housing

B78-HD 7/8" Handlebars Single Cable Throttle & Grip - 5/16"-18 threads for cable housing

B78LRG 7/8" Handlebars Grips only (includes 7/8" grip and 1" grip for over throttle)

B78-DHD 7/8" Handlebars Dual Cable Throttle and Grip - 5/16"-18 threads for cable housing

B1-HD 1" Handlebars Single Cable Throttle & Grip - 5/16"-18 threads for cable housing

B1-DHD 1" Handlebars Dual Cable Throttle and Grip - 5/16"-18 threads for cable housing

02-0007 Throttle cable - M10 x 1.25 threads

[This is the same as used on Honda CB750F 1975-1976]

56376-94 Throttle cable - 5/16"-18 threads

[This is the same as used on H-D models 1990-1995]



Stunt Rider Ryan S. with his Easy Shift Equipped stunt bike.





DRAG ACCESSORIES

Throttles & Grips



Magura Model 305. Dual cable pull, straight pull linkage, easy cable attachment with trap door cover, polished alloy housing, adjusting screw for twist regulation, rubber cable protection cover, black grip included. Includes 2 solder nipples and protection cover. Total stroke 44 mm at a rotation of 140° [5/8 turn]. For 7/8" handlebars. Also available with a built in switch popular for nitrous oxide activation or to start timing cycles.

- 0550615** Magura Aluminum Throttle, with single grip (left grip available below)
1-0068 Switched Throttle Assembly
1-0072 Replacement Throttle Switch

Push-Pull Throttle



This die-cast aluminum push-pull type throttle assembly is a mandatory addition to any 33mm, 34mm, 36mm, 38mm and 40mm flat slide application. Because of the precision slide fit on Mikuni flat slide carburetors, slide return is delayed due to high vacuum. With the addition of this throttle assembly, the slides are pulled shut for an instant return to idle. Throttle assembly comes complete with 36" cables.

This throttle turn is greater than 1/4 turn. For 7/8" diameter handlebars.

- KRS-001** Throttle Assembly (grips sold at right)



Magura Model 314 throttle for single cable, parallel pull. The throttle cable is routed over a roller for ease of pull. Features a black reinforced poly carbon housing and quick and easy cable change without removing housing. Rubber cable cover is included. Grip not included. Total stroke is 48mm at a rotation of 103°-91°. [adjusts from 1/4 to 7/8 turn] For 7/8" handlebars.

- 0226385** Magura 314 throttle, grip not included (grips available below)

Magura Throttle for Mikuni Carbs

Model 314 as shown above but includes cable for Mikuni Radial Flat Slide carburetors. Single cable is 42" long. For 7/8" diameter bars.



- MTC1** Magura Throttle assembly with cable
PE96 Cable only

Grips

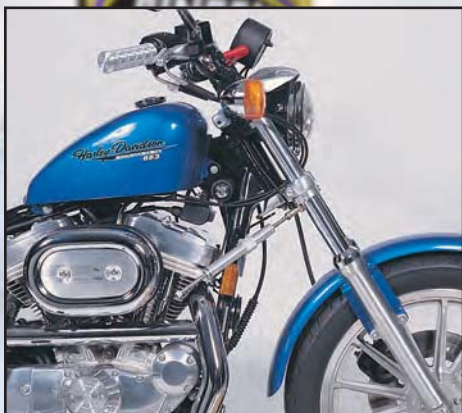


- 0417440** Right Hand Throttle Grip (fits Magura model 305 & 314 throttles)
0417460 Left Hand Grip (Sold separately to match Magura Throttle and grip.)



DRAG ACCESSORIES

H-D Steering Stabilizer



These kits feature a round aluminum bodied stabilizer and includes the mounting brackets for an easy bolt on installation.

- 17-151** XLH Sportster 883/1200 with 39mm forks
- 17-153** FXSTC Softail Custom 1986-99
- 17-154** Dyna 1993-2000 (not wide glide)
- 17-157** XL Sportster 2004-2006
- 17-158** XL Sportster 2007-2008

GSXR Steering Stabilizer



This easy to install kit bolts onto the stock chassis without modification.

- 17-304** 1986-88 GSXR1100

Friction Steering Damper



This is an economical way to keep away that nasty head shake. Just install the stud into the stem and weld the 5/8" O.D. tube to the front frame downtube.

- F232** Steering Damper

Universal Steering Stabilizers

Our Hydraulic Steering Stabilizers are adaptable to all motorcycles. The damping is adjustable and gives considerable hi-speed stabilization and control. A must for drag and street racers as well as touring bikes. This product is mandatory in most racing associations.



These aluminum stabilizers have an aluminum body with an adjustable mounting bracket and are rebuildable.

		Length	Body	Stroke
17-001	Stabilizer Aluminum Body	12 1/4"	6 1/2"	3 1/2"
17-002	Stabilizer Aluminum Body	11"	5 3/4"	2 3/4"
17-003	Stabilizer Aluminum Body	13 5/8"	6 1/2"	3 1/2"
17-004	Stabilizer Aluminum Body	14 3/4"	7 2/3"	4 3/4"
17-051	Rebuild Kit for 17-001, 17-003, 17-004			

Our steel steering stabilizer comes in black with seven-position dampening adjustment.



ODM500

Stabilizer Steel Black (Non-rebuildable)

Length	Body	Stroke
10 1/4"	6"	3 1/3"

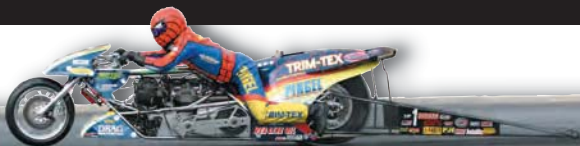
Steering Stabilizer Fork Tube Bracket

This 2-piece bracket easily clamps to your fork tube and has a mounting bolt for the stabilizer. You must weld a bracket to the frame for the other end of the stabilizer or use an existing hole in frame. Weld on frame bracket sold separately.

- FC32** 32mm Fork Tube Bracket
- FC33** 33mm Fork Tube Bracket
- FC34** 34mm Fork Tube Bracket
- FC35** 35mm Fork Tube Bracket
- FC36** 36mm Fork Tube Bracket
- FC37** 37mm Fork Tube Bracket
- FC38** 38mm Fork Tube Bracket
- FC39** 39mm Fork Tube Bracket
- FC41** 41mm Fork Tube Bracket
- FC43** 43mm Fork Tube Bracket
- FC51** 51mm Fork Tube Bracket
- FC52** 52mm Fork Tube Bracket
- FC54** 54mm Fork Tube Bracket

- 10106** Weld On Frame Bracket-not included with brackets sold above





DRAG ACCESSORIES

V-Rod Steering Stabilizers

If your Destroyer gets a little "squirrely" at high speeds, you will appreciate the safer stabilizer kits we have developed especially for the V-Rod and Destroyer.

Each kit includes the aluminum steering stabilizer, fork mounting bracket, frame mounting bracket and complete mounting hardware.

There are four separate kits available. Two may be required. Sold individually.

VRSC A&B models will only accept a stabilizer mounted on the left side. Will not fit if the motorcycle is equipped with a crash guard or Pingel All Electric Shifter Kit.

9040	Steering Stabilizer Kit - aluminum stabilizer	<u>Total Length</u> 14.76	<u>Body</u> 7.64	<u>Stroke</u> 4.72
9041	Steering Stabilizer Kit - aluminum stabilizer	<u>Total Length</u> 12.20	<u>Body</u> 6.42	<u>Stroke</u> 3.54
9043	Steering Stabilizer Kit - aluminum stabilizer	<u>Total Length</u> 13.58	<u>Body</u> 6.42	<u>Stroke</u> 3.54
9044	Steering Stabilizer Kit - black steel stabilizer	<u>Total Length</u> 10.25	<u>Body</u> 6.00	<u>Stroke</u> 3.33



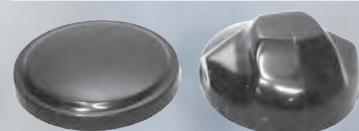
Fiberglass Headlight Replacements

Kawasaki



- 143K** Kawasaki Headlight Decal
- 144** Flat Headlight Front (overlaps back)
- 145** Headlight Front, 7 7/8"
- 146** Headlight Back, 7 7/8"
- 146.5** Headlight Back (must use with #144)

Suzuki



- 143S** Suzuki Headlight Decal
- 153** Headlight Front
- 154** Headlight Back

Headlight Brackets

Chrome plated, fork mounted brackets with two lightening holes. Center of fork tube to center of hole for headlamp measures 5". Sold in pairs.

- HB5** Universal Headlamp Brackets



DZUS Fasteners & Tools

Weld Plates

These weld plates are used with the self-ejecting fasteners. They have a locking spring and fit under the panel (or panels) you'll be fastening together. Sold individually.

- 71551** Weld Plates (includes spring)



Self-Ejecting Fastener

These spring-loaded buttons guarantee quick release and the spring also holds the button captive so that it can't be dropped into some hard to get at area of the chassis. A practical necessity for quick pit work situations in drag racing applications.

- 71500** Self-Ejecting Fastener .500" short body - Grip range: .199" to .232"
- 71530** Self-Ejecting Fastener .650" long body - Grip range: .349" to .382"



Replacement Fastener Spring

- 71430** Replacement Fastener Spring



Butterfly Self Ejecting Fastener

These fasteners eliminate the need for any tools to unfasten.

- 71510** Butterfly Self-Ejecting Fastener .500" short body Grip range: .199" to .232"
- 71540** Butterfly Self-Ejecting Fastener .650" long body Grip range: .349" to .382"



Quick Fastener Wrench

This tool fits slot head 1/4 turn fasteners far better than a screwdriver, thus reducing the possibility of damaged fasteners and body panels. It is manufactured of stainless steel and has two different sized radiuses to match the slots in various 1/4 turn fasteners. Includes a nonslip, plastic hand grip.

- 71600** Quick Fastener Wrench



Quick Fastener Driver

- 71606** Quick Fastener Driver





DRAG ACCESSORIES

Eliminator 2000 Practice Tree



The Portatree ELIMINATOR 2000 surpasses the features of all other practice trees while maintaining a high quality low cost unit. You can practice against a competitor or against the computer with a preset reaction time. All standard features are included and power saver mode assures maximum battery life. The Eliminator unit measures 8" high x 6" wide. Add the Pingel Handlebar assembly (sold below) for a more realist practice experience.

Popular Features:

Autostart	NHRA/IHRA Standards
Top Bulb Lock	Also known as NHRA Crosstalk- crossing over on your own top light.
Crossover	Leave off the competitors top bulb
Scales	Selectable .000 or .400/.500 perfect reaction time
Statistics	Average Reaction Time, Best Reaction Time, Lowest Reaction Time, number of red lights, number of wins and losses, review last 10 runs, and more.
Bump Down	Popular feature found in most modern delay boxes
User Logon	Up to 8 users by name. Set your rollout, delay box, dial in, & more.
Graphics Display	LCD display shows more information on each screen. Dial-In & Delay box show before each run.

Standard Features:

- 4 Tenths or 5 Tenths Tree Speed Setting on Full or Pro Tree
- Handicaps both the Full Tree and Pro Tree
- Automatic random handicap in single or dual user modes
- Compete against the Eliminator - There is a preset reaction time number that you can change to make it easier or more challenging
- Separate rollout for Pro Tree and Full Tree (it is adjustable by user)
- Separate delay box for left and right lane
- Delay box and Dial-in can be adjusted quickly on main practice screen
- Change quickly, while in Practice mode, from: Full Tree to Pro Tree ♦ Single to Dual users ♦ Manual to automatic reset
- Automatic at random start with adjustable fixed delay
- Displays flashing tree sequences; Full Tree, Pro Tree, & Handicaps
- Metal stand for hanging on the wall or standing on desk
- Power from 9-volt batteries, wall transformer, or cigarette lighter adapter
- Shift Light Feature - 3 Adjustable shift points to measure the accuracy and consistency of your shifts

Additional Features:

- 3 Test track modes:
 - Track 1 - Start line
 - Track 2 - Start & Finish 2 lanes
 - Track 3 - Start , 60 FT., MPH , and Finish one lane
- Dual lane start line with Prestage & Stage photo cells
- Single lane start line with real Vehicle Reaction Time [V.R.T.] to .001 second. The *Ultimate* way to fine tune your launch!!
- System initiate - Allows user to quickly reset the unit back to factory settings

5200 Eliminator Unit, 2 Hand Switches and Wall Transformer

Eliminator Handlebar Assembly



Get the feel and position of real handlebars to your Eliminator experience by adding Pingel's Handlebar assembly.

PLEASE NOTE: Handlebar Assemblies are compatible with other manufacturer's simulators – plug-in adapter may be required.

- 5201** Handlebar Assembly with Clutch Lever
- 5202** Handlebar Assembly with Clutch Lever and Push Button Switch (push button simulates slider clutch, see page 105 for slider clutches)
- 5203C** Replacement clutch lever cable



"It sure is a long wait for such a quick ride!"



Ralph Francis' Super Gas Dragbike using Pingel Power-Flo Fuel Valve, Drag Bracer Bars, Air Shifter and Steering Damper

HELPFUL FORMULAS & CONVERSIONS

Calculating RPM

To figure engine speed (RPM), multiply by the Speed in MPH, by the rear axle gear ratio times 336. Divide this by the tire diameter in inches.

or

$$\text{RPM} = \text{MPH} * \text{gear ratio} * 336 / \text{tire diameter}$$

Calculating MPH

To figure miles per hour, multiply the engine RPM by the Wheel Diameter in inches and divide this by the Gear Ratio times 336

or

$$\text{MPH} = \text{RPM} * \text{wheel diameter (in inches)} / \text{gear ratio} * 336$$

Piston Stroke Motion

$$S = R \cos X + L \cos Z$$

S = the distance piston wrist pin is from center of crankshaft

R = the radius of the crankshaft wrist pin

L = the length of the connecting rod

X = the angle of the wrist pin

Z = the angle of the connecting rod

or $\sin X = R/L \sin Z$

Compression Ratio

$$\text{CR} = (V1 + V2) / V2$$

CR is compression ratio

V1 is cylinder volume at exhaust closing

V2 is combustion chamber volume

Carburetor Throttle Bore Diameter

$$D = K \times \text{SQRT} (C \times N)$$

D is throttle bore diameter, in millimeters

K is a constant (approx. 0.65 to 0.9, derive from existing carburetor bore)

C is cylinder displacement, in liters

N is RPM at peak power

Piston Travel vs. Crank Rotation

$$d = [(S/2) + L] - [S/2 \cos X] - L \sin[\cos^{-1}(S/2L \sin X)]$$

S = Stroke (mm)

L = Connecting Rod Length (mm)

X = Crank Angle Before or After TDC (deg)

Note: (L) Rod Length is usually 2 times the (S) Stroke

OR For Spreadsheets and some Calculators:

$$HT = (r + c) - (r \cos [a]) - \text{SQRT}(c^2 - (r \sin [a])^2)$$

$$r = s/2$$

$$\text{dtor} = \text{PI} / 180$$

$$a = d \times \text{dtor}$$

HT = The height of piston

r = The stroke divided by 2

c = The rod length

a = The crank angle in radians

d = The crank angle in degrees

dtor = Degrees to Radians

Torque

$$1.00 \text{ lb-ft} = 0.138 \text{ kg-m} = 1.35 \text{ N-m}$$

$$1.00 \text{ kg-m} = 7.23 \text{ lb-ft} = 9.81 \text{ N-m}$$

$$1.00 \text{ N-m} = 0.102 \text{ kg-m} = 0.737 \text{ lb-ft}$$

$$1 \text{ Centimeter} = 0.0328084 \text{ foot}; 0.393701 \text{ inch}$$

$$1 \text{ Cubic Centimeter} = 0.061024 \text{ cubic inch}; 0.999972 \text{ milliliter}$$

$$1 \text{ Cubic Foot} = 7.480520 \text{ gallons (U.S. liquid);}$$

$$0.028317 \text{ cubic meter;}$$

$$28.31605 \text{ liters}$$

$$1 \text{ Cubic Inch} = 16.387064 \text{ cubic centimeters}$$

$$1 \text{ Cubic Meter} = 35.314667 \text{ cubic feet;}$$

$$264.17205 \text{ gallons (U.S. liquid)}$$

$$1 \text{ Foot} = 0.3048 \text{ meter}$$

$$1 \text{ Gallon (U.S. liquid)} = 0.1336816 \text{ cubic foot;}$$

$$0.832675 \text{ gallon (British); } 231 \text{ cubic inches;}$$

$$0.0037854 \text{ cubic meter; } 3.785306 \text{ liters}$$

$$1 \text{ Inch} = 2.54 \text{ centimeters}$$

$$1 \text{ Kilogram} = 2.204623 \text{ pounds (avoirdupois)}$$

$$1 \text{ Kilometer} = 0.621371 \text{ mile (statute)}$$

$$1 \text{ Liter} = 0.264179 \text{ gallon (U.S. liquid); } 0.0353157 \text{ cubic foot;}$$

$$1.056718 \text{ quarts (U.S.)}$$

$$1 \text{ Meter} = 1.093613 \text{ yards; } 3.280840 \text{ feet; } 39.37008 \text{ inches}$$

$$1 \text{ Mile (statute)} = 5,280 \text{ feet; } 1.609344 \text{ kilometers}$$

$$1/4 \text{ Mile} = 1,320 \text{ feet; } 0.402336 \text{ kilometer}$$

$$1/8 \text{ Mile} = 660 \text{ feet; } 0.201168 \text{ kilometer}$$

$$1 \text{ Ounce (U.S. fluid)} = 1.804688 \text{ cubic inches;}$$

$$29.573730 \text{ cubic centimeters}$$

$$1 \text{ Pound (avoirdupois)} = 0.453592 \text{ kilogram; } 453.59237 \text{ grams}$$

$$1 \text{ Pound (apothecary or troy)} = 0.3732417 \text{ kilogram,}$$

$$373.24172 \text{ grams}$$

$$1 \text{ Quart (U.S. dry)} = 1.10119 \text{ liters}$$

$$1 \text{ Quart (liquid)} = 0.946326 \text{ liter}$$

Distance

$$1 \text{ in} = 2.54 \text{ cm} = 0.0000158 \text{ mi} = 0.0000254 \text{ km}$$

$$1 \text{ cm} = 0.394 \text{ in} = 0.00000621 \text{ mi} = 0.00001 \text{ km}$$

$$1 \text{ ft} = 30.5 \text{ cm} = 0.000189 \text{ mi} = .000305 \text{ km}$$

$$1 \text{ mi} = 63,360 \text{ in} = 160,934.4 \text{ cm} = 1.609 \text{ km}$$

$$1 \text{ km} = 0.621 \text{ mi} = 100,000 \text{ cm} = 3281 \text{ ft}$$

Area / Volume

$$1.00 \text{ sq-in} = 6.452 \text{ sq-cm}$$

$$1.00 \text{ sq-cm} = 0.155 \text{ sq-in}$$

$$1.00 \text{ cu-in} = 16.387 \text{ cc}$$

$$1.00 \text{ cc} = 0.0610 \text{ cu-in}$$

L = Displacement in Liters

$$\text{i.e., } 80 \text{ cc} = .08 \text{ Liters}$$

$$1 \text{ ci.} = 16.39 \text{ cc}$$



Manufacturer: Eddy Pingel
 Engine: Crosley
 Rear Differential: Narrowed Jeep



This unique tractor was built in 1953 by the late Edmund (Eddy) Pingel of Maple Park, Illinois. The tractor features the engine and transmission from a 1949-1951 Crosley automobile. The Crosley engine was ahead of it's time having a single overhead cam that was gear driven and used direct actuated valves to eliminate rockers and save on moving parts. It could also get from 35 to 60 miles per gallon of gasoline!

The tractor was driven in the 1954 Maple Park Centennial Day Parade by Eddy's then eight year old nephew, Wayne Pingel, as an advertisement for Pingel Implement.

The tractor was restored in 2004 by Wayne Pingel who drove it in the 2004 Maple Park Sesquicentennial Day Parade.

Wayne Pingel's 1923 Model T Ford.
 Custom built by Wayne in 1968.
 Street Driven and raced.

10.80 ET at 132 mph



Shifters Bar & Grill, Sturgis SD



Stop by the Pingel product display during the Sturgis Rally at Pingel's new Shifters Bar & Grill. Located on Junction Avenue directly across from Sturgis Harley-Davidson 1/2 block off Main Street.

While you browse through the products, which will be on display and on sale, enjoy a beer and a sandwich in the air conditioned building or new outdoor beer garden.



Rally Dates:

August 8-14, 2011
 August 6-12, 2012
 August 5-11, 2013
 August 4-10, 2014
 August 3-9, 2015
 (75th Anniversary)

Learn more about motorcycle parts we have.