

Cam Chains, Tensioners, and Adjustable Cam Sprockets

HONDA	
MANUAL CAM CHAIN TENSIONER (NO GSK)	
HT600	CBR600F (86-94)
HT600RR	CBR600RR (03-04) / CBR1000RR
HT900	CBR600F3 (95-98), CBR600 F4/F4i, CBR900 (91-99) 919 BLADE, CBR 1100XX BLACKBIRD
HT929	CBR 929 / 954
HT1000VTR	VTR1000 / SUPERHAWK (2 required)
ST1300GX	CRF450
ADJUSTABLE CAM SPROCKET PAIRS	
ACS600H	CBR600 F2/F3
ACS600-H4	CBR600 F4
ACS600RR	CBR600RR 2003-2004
ACS929H	CBR929
ACS1100H	CBR 1100XX BLACKBIRD
KAWASAKI	
MANUAL CAM CHAIN TENSIONER	
KT1000	Z1, KZ900, KZ1000 thru '80, KZ650, KZ750, GPZ750 (83-85), ZX7 50 EZ, GPZ750 turbo, 1000J, GPZ1100
KT1100	600R Ninja, ZX7 (UP TO 1990) ALL CENTER CAM MOTORS, VN750, VULCAN,
KT1100	ZX10 (up to '03), ZX11, ZRX11, ZRX1200, NINJA 900, NINJA 1000
KT1050	
KT750	ZX6 636, ZX6-R 1996-'02, ZX7 1991-'02, ZX9 1994 '97, ZX12R (ALL)
KTZX10	ZX10 '04-'05
ADJUSTABLE CAM SPROCKETS	
ACS900K	KZ900 / 1000 with 30 tooth sprocket
ACS1000K	KZ900 / 1000 with 32 tooth sprocket for mark 2 crank
ACS1000KTF	Top Fuel 34 tooth 3 slot sprockets *
ACS1100K	1000J/ GPZ1100 adaptor sprockets.
ACS1100K-2B	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. *
CSAKK600	ZX6R (factory pressed)
CSAKK750	ZX7 '91 later (factory pressed)
CSAKK900	ZX9 '94 - 97 (factory pressed)
CSAKK9-98	ZX9 '98 later (factory pressed)
CSAKK1200	ZX12 (factory pressed)
ACS750K	ZX7 / Ninja 750
ACS900N	Ninja 900 / 1000
ACS1100	ZX10, ZX11, ZRX-11, ZRX-12
CAM CHAINS	
BSO5MHx122	KZ900 / 1000 thru '80 with 30T sprockets
BSO5MHx124	KZ900 / 1000 thru '80 with 32T sprockets (Mark 2)

Cam Chains: 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.

SUZUKI	
MANUAL CAM CHAIN TENSIONERS	
ST650SV	SV650 ALL. (REQUIRES TWO).
ST750	GSXR750 86-92 OIL COOLED, GSXR1100 87-92 OIL COOLED, BANDIT1200 all.
ST750GX	GSXR600 97-00, GSXR750 96-99 SRAD MOTORS.
ST750Y2K	GSXR600 01-03, GSXR750 00-03, GSXR1000 01-02.
ST-1000-3	GSXR600/750 2004, GSXR100 03-04.
ST1100GX	GSXR600 93-96, GSXR750 93-95 W/C, GSXR1100 93-99 W/C.
ST1300GX	GSX 1300 HAYABUSA (ALL)
ADJUSTABLE CAM SPROCKETS	
ACS750S	Suzuki GSXR750 thru '87, '90-'92
ACS750GSX	Suzuki GSXR600 thru '96, Suzuki GSXR750w '92-95
ACS1100GSX	Suzuki GSXR750J ('88-89), Suzuki GSXR1100 '86-92
ACS1200S	Suzuki Bandit 1200
CSAKS750	Suzuki GSXR600 / GSXR750T thru '99 (factory pressed)
CSAKS750-2	GSXR600/1000 01-05, GSXR750 01-05.
CSAKS1300	GSX1300R Hayabusa
CAM CHAINS	
BFO5Mx116	GSXR750 thru '87 & '90-'91
BFO5Mx118	GSXR750 1988-'89
BFO5MUx110	GSXR750w '1993-'95
BFO5MUx122	GSXR1100 '86-92 / GS750 4 valve
BFO5MUx114	GSXR1100w '93-'98
BFO5MUx120	GS1100-1150
YAMAHA	
MANUAL CAM CHAIN TENSIONER	
YT1000	Yamaha R6, FZR600, 750, YZF750, FZR/YZF1000, R1, FJ1100/1200
YTR01	R1 04-05
ADJUSTABLE CAM SPROCKETS	
ACS600Y	R6
ACS750Y	FZR750/FZR1000 87-88
ACS1000R1	R1 03
ACS1100FJ	FJ1100/1200
ACS1000Y	YZF750/OW01/FZR1000 89 onward
CAM CHAINS	
BFO5Mx128	XS1100
BSO5MHx110	FZ750 '85-88, FZX700SC / FZR1000 '87-'88
BSO5MHx108	FZR750'87-88
BFO4MAx112	FZR1000 1989-94
BFO4MAx118	FZR400 '88-90
	FZR600/R '89-94

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. (This modification has proven a must do on all of the CBR Hondas.) APE manual tensioners are CNC machined from billet alloy to exact tolerances for a perfect fit.

APE manufactures the original "billet" adjustable cam sprockets. APE sprockets are necessary for precise cam timing to achieve maximum performance. APE sprockets are fully machined on state of the art computerized equipment to precision tolerances and fully heat treated for extra long wear life.

VALVES - CAPS - SCREWS

HONDA	
VALVE KEEPERS:	
21-001	CB750 79-82, CB900F CB1100F / CBX (OEM# 14781-107-003) Sets of 32
VALVE GUIDES:	
VGH750	CB750 sohc 1969 - 78
KAWASAKI	
VALVE KEEPERS:	
11-1648	ZX750, ZX7, ZX10 ZX11 (OEM# 12011-1051) Sets of 32.
21-603	Ninja 900/1000 (OEM#12011-1003) Sets of 32.
21-604	Radius groove Sets of 16.
VALVE GUIDES:	
VGK900	Kawasaki 650 thru 1100 2 valve
99101-4	Specials Kawasaki Z1 / KZ1000 / GPZ1100 .004" oversize.
99101-25	Kawasaki Z1/KZ1000/GPZ1100 .025" oversize repair guide (.502 dia)
VGK1100	ZX10 / ZX11
VGK1200	ZX12
SUZUKI	
VALVE KEEPERS:	
21-402	GS1100/1150 motors. Set of 32.
VALVE GUIDES:	
VGS1100	GS1100 / 1150
VG750GSX	Suzuki GSXR750 / GSXR1100 thru '92 / Bandit 1200 thru '02
VG1100GSX	Suzuki GSXR750w '93-'95 / 1100w '93-'98
VG1300GSX	Suzuki Hayabusa (set of 16)
SPECIALS:	
VGS1100-OS	Special 1100 / 1150 guides for offsetting guides in head. ea.493" o.d. Can be used for repair.
VG1100-520	Same as above with .520" O.D
LASH CAPS:	
APLC500	5mm Stem size.
APLC550	5.5mm Stem size.
APLC550-100	This cap is for use with offset valves in GS1100/1150 Suzuki motors, or GSXR's useing GS valves. It has a large O.D. for the rocker screw to contact. It is .060" deeper than standard. Keeper groove in the valve must be .060" further from the valve tip than stock gs motors.
ADJUSTER SCREWS:	
ERA1100S	GS/GSX Early engines. Some very high * lift cams have reduced base circles to keep the nose of the cam on the rocker pad. This can cause a problem with the valve adjuster screws being too short to get proper valve lash. These high performance screws are longer than Suzuki screws and solve the problem.
YAMAHA	
VALVE KEEPERS:	
VGY1100	FJ1100/1200

Valve Guides: **HIGH PERFORMANCE BRONZE 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. Fact is we supply our guides to nearly all of the top cylinder head shops. 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 seals or factory OEM seals. Sold in sets of 16

Lash Caps:

Lash caps are necessary when using a valve without a hardened tip in a rockerarm motor where the rocker adjuster screw rides directly on the valve tip. Including all titanium and custom valves machined from blanks.

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CYLINDER HEAD STUDS AND NUTS

KAWASAKI (EARLY 'KZ' MODELS)-

CYLINDER HEAD NUTS:	
CHN1000K	650 thru 1100 2 valve four Cyl. Set of 12
CHN1100K	Most ZXR engines
CYLINDER STUDS:	
CS650K	650 / 750 2 valve fours.
CS900K	900/1000/1100 2 valve fours
CS1100K	ZX1100
CS1200K	ZX12 (Nuts included)
MAIN BEARINGS STUDS:	
MBS1000K	Z1900 / KZ1000 / GPZ1100

SUZUKI (EARLY 'GS' MODELS)-

CYLINDER HEAD NUTS:	
CHN1000K	GS1100-1150/GSXR 750 / 1100 oil cooled models 10 mm x 1.25 with 3/4" base dia. For use with any application requiring the smaller 3/4" base diameter. Including APE #CS1100GSXW stud set
CHN1025-10	
CYLINDER STUDS:	
CS1100S	GS1100 COMP. SET.
CS1150S	GS1150 (EFE etc?) COMP. SET.
CS750GSX	GSXR750 thru '92
CS1052GSX	GSXR1100 1052cc case (30mm starter hole)
CS1127GSX	GSXR1100 1127cc case (40mm starter hole)
CS1100GSXW	GSXR1100w water cooled thru 99 Must use CHN1025-10 head nuts
MAIN BEARING STUDS:	
MBS1100S	GS1100 COMP. SET.
MBS1150S	GS1150 (EFE etc?) COMP. SET.
MBS1100GSX	GSXR1100 thru '92

HAYABUSA

CYLINDER HEAD NUTS:	
CHN1025-10	Head nut set
CYLINDER HEAD STUDS:	
CS1300GSX	Stud set

CLUTCH / GEARBOX

Heavy duty detent springs make for a much more positive shift with less chance of skipping a gear. The Factory kits come complete with spring, gaskets, and instructions.

SHFT-SUZ-3	GSX600F,GSXR600w '92 - '93,GSXR750 ;86-92,GSX750F all to '97, GSXR1100 '86 - 92, GSX1100F '89 - 93,GSF1200 '96-00
SHFT-SUZ-4	GSXR750w '93 - 95,GSXR1100w '93 - 98, RF600/900 '94 - 97
SHFT-SUZ-37	GSXR600 '97, 99-01 GSXR750 '96 - 99

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DRAG SPECIFIC

APE IS RACING'S LEADING MANUFACTURE OF OUTBOARD STARTER PLATES, STARTER NUTS AND BLOCK OFF PLATES. APE PLATES ARE PRECISION CNC MACHINED TO EXACT TOLERANCES. This ensures that all APE plates will fit ? which allows for a long service period without premature leaks or seal wear. Beside the precision fit and function, APE plates are strikingly good looking. Bright satin finish with highlighted edges for that showbike finish. Please refer to the Serco website for a full listing of available covers and plates. Example: Cam cover Plates, Side covers, Oil pans, Breather caps, CALL FOR PRICING AND AVAILABILITY.

STARTER NUTS:

Heat treated steel. Super hard for many years service on bikes seeing a lot of service. Precision CNC machine taper for perfect fit. Never worry about the nut spinning on the crank when it is an APE nut. Standard 1 1/8" hex. These are the nuts that come on our standard starter plate kits.

KAWASAKI	
SNK900	Small taper cranks with 22mm seal diameter.
SNK1000	Large taper cranks with 25mm seal diameter.

STARTER NUTS:

CNC machined 7075 aluminium starter nut for those weight conscience racers. Red anodized finish. these nuts feature precision tapers for a perfect fit.

KAWASAKI	
SNALS1100	Large taper cranks only.

STARTER PLUGS:

For plugging starter motor hole when using outboard starters. Available in Vented (as shown) or Non-vented.

99314	Non-vented Starter hole plug.
99314V	Vented Starter hole plug.

VENTED PLUG FILTERS:

For use with vented starter motor plugs.

62-1320	Clamps directly to the starter hole plug.
62-1000	For remote use with a hose (as shown).

AIR SHIFTERS:

REFER 2002 SERCO CATALOGUE FOR AIR SHIFTERS. PAGE 183.

SPORTBIKE AIRSHIFTER WIRING HARNESS:

For use on airshifters #2000-000S and 2000-000S-DOT kits. Makes installation a simple plug and play affair. Saves a lot of time.

1-028	GSXR750 '00 and later, GSXR1000, Hayabusa.
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OVER HEAD OILING KIT:

The overhead oiling kits are designed for use on all oil cooled GS1100/1150 and all oil cooled GSXR1100 from 1986 thru '92. They feed oil directly to the camshafts to help lube cams and rocker arms. These kits are a must for all GSs that see any kind of performance use. Street bikers, drag bikes, dwarfie cars, etc. Simple bolt on. Tapped for fairing screws. Don't risk rocker arm and camshaft damage.

CC-31625	GS1100/1150
C-31650	GSXR1100 from 1986 thru '92. (oil cooled)

SWING ARM EXTENSIONS:

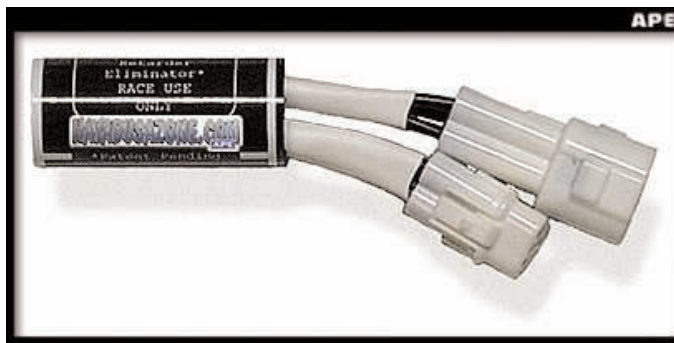
Now you can keep your stock arm just like it is and when you decide to go racing just bolt these on. That's right! These bolt on to your stock arm and allow you to adjust your wheelbase length from 2" to 7" over stock for the hard launch you need to go fast at the drag strip with out a big wheelie. When your done drag racing just remove these and your back to carving up the twisties. Made from T-6 6061 CNC aluminum billet block these are the strongest on the market. An extra feature that sets these apart from the others is these have the chain adjustments marks milled into them @ 1/4" adjustments...no more guessing...unlike the other copies cats on the market. The most note worthy feature that these have, that NONE of the others have is....the bolt in the picture... stays with the bolt on extension. The others on the market require that the bolt be shorter or longer when you move the axle. This means you have to remove and replace the bolt with different sizes. NOT THESE!!!! The bolt stays and allows the axle to move the complete length.

KAWASAKI	
Part # SP-1203	00-05 ZX12R, 00-05 ZZR 1200, 00-05 ZX636RR, 00-04 ZX6R
Part # SP-1204	00-03 ZX9R
Part # SP-1205	98-99 ZX9R
Part # SP-1208	04-05 ZX10R, 05 ZX6R

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DRAG SPECIFIC (cont.)	
SUZUKI	
Part # SP-1202	96-04 GSXR600,96-04 GSXR750,01-02 GSXR1000,96-04 GSXR1300
Part # SP-1206	03-05 GSXR1000
LOWERING LINKS:	
With the "dog bones" you can lower the rear of your GSXR approximately 2 inches or 3 inches, by selecting different mounting holes. Precision CNC machined from 7075-T6. The strongest aluminum available. Nearly twice the tensile strength of some others on the market. Bolt in installation with no machining required.	
LLS1000	GSXR 600 2001 - 04,GSXR 750 2000 - 04,GSXR1000 2001 - 04
LLS1300	HAYABUSA 2000-'04
HEAVY DUTY STARTER GEAR:	
Hayabusas with large bore and/or high compression motors have a tendency to "kick back" when being started. Often this will strip the teeth off of the stock idler gear, which in turn destroys the starter gear, which results in the costly replacement of the starter motor and idler gear. The heavy duty gear features a gear face that is a full 12 mm wide, which is 5 mm wider than the stock gear. With 70% more gear to gear contact, the heavy duty gear can stand much more abuse than the stock gear. A must for all modified Hayabusas. Slips in place of the stock idler gear under the black cover. Requires minor cover clearancing for the wider gear.	
SG1300GSX	Fits models thru 2002
HIGH VOLUME OIL PUMP GEAR:	
It is no secret in the racing community that Suzuki's monster super bike has a problem with low oil pressure. This usually shows itself in the form of connecting rod bearing damage. This new gear is a direct bolt in replacement for the OEM oil pump gear. This gear causes the pump to turn at faster speeds which increases oil volume and thus pressure. Initial testing revealed the following improvements on the test bike; 3000 RPM, 32 psi with stock gear - 52 psi with high volume gear. 6000 RPM, 72 psi stock - 90 psi HV gear. This item will be a must-have for all Hayabusas that are subject to high performance type riding.	
OPG-1300GSX	SUZUKI HAYABUSA

TIMING RETARD ELIMINATOR



This trick part is a simple plug in that vastly improves drivability in the lower gears and on the later top speed restricted models, the TRE removes the restriction.

How does it work? Your bikes ECU (computer) changes the ignition advance depending on what gear you are in. The best advance for all around drivability is the one in 5th gear. The TRE tricks the ECU into thinking it is in 5th gear all the time. Same for the speed restrictor. The computer kicks in a rev limiter in 6th gear to restrict top speed. Again, with the TRE, the computer never knows it is in 6th gear.

What do users say about the TRE?

"Holy cow.No wonder Suzuki's legal department made them retard the timing in 1st and second.

It has smoothed out the on/off throttle whack by about 50% for me.But, what shouldn't have surprised me and did, is the power delivery's improved. And it's so smooth that you're at redline before you have a clue. I'm gonna have to allow a bigger budget for rear tires. Another user mentioned having to adjust the suspension to allow for the greater power delivery, which I thought was a bit of hyperbole, but he was correct."

Richard..hayabusa.org

The TRE does not increase horsepower as measured on a dyno. The TRE may violate federal emission controls, and is for "off road" use only!

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|---|---|---|
| <p>#TRE002
Fits the following bikes
Hayabusas, all models
2000-2004 GSXR600/750/1000
1998-2004 GSXR750
TL1000S</p> | <p>#TRE006
ZX10R (Up to 2005)
#TRE009
ZX10R (2006-2007)
#TRE008
ZX14</p> | <p>#TRE007
2005 GSXR1000</p> |
|---|---|---|