

APE



World's Fastest Motorcycle Racing Products



In July '06 APE moved into a state of the art performance center at the legendary Willow Springs Raceway in eastern Kern County California.

The purpose-built facility houses a CNC manufacturing wing, as well as sales and warehouse space. This has allowed APE to increase personnel to offer faster service to the racing community.



APE operates one of the most advanced manufacturing facilities devoted exclusively to racing components for Japanese motorcycles. In the beginning, APE manufactured aerospace parts as their main product line and motorcycle parts were a sideline. The racing products were manufactured to the same precise quality demands as the aerospace parts. This quality soon led to the use of APE products by the top racers world wide. Many of the aspects of the aerospace business are now incorporated in the racing parts line. This



includes the use of state of the art computerized CNC machinery.

Jay Eshbach, APE president, states that the company is continually exploring ways to increase production which allow prices to remain unchanged. "I'm often asked how we can still sell adjustable cam sprockets and starter plates for the same price we did four years ago? The answer is that we make many more per hour than we did four years ago. This way we can build the necessary increases in net revenue, build higher quality products, without having to charge more for them".



CUSTOMER POLICY



SHIPPING INSTRUCTIONS



7347 W. Rosamond Bl.
Rosamond, Ca. 93560
P: 661-256-7309
F: 661-256-7809

TABLE OF CONTENTS

Quick Index

PISTON KITS	4-10
SUZUKI	4-7
KAWASAKI	7-9
HONDA	9-10
YAMAHA	10
ENGINE KITS	11-14
BLOCK EXCHANGE KITS / BIG BLOCKS	14
STUDS/NUTS	16-17
CYLINDER STUDS	16-17
MAIN BEARING STUDS	17
HEAD NUTS	17
CYLINDER HEADS	18-21
VALVE TRAIN COMPONENTS	22-33
VALVES	22-25
SEATS	26
ROCKERS	27
VALVE GUIDES	28
SEALS, VALVE STEM	29
VALVE SPRINGS	30-31
TITANIUM RETAINERS	32-33
CAMS / CAM CHAIN	34-41
SUZUKI	34-37
KAWASAKI	37-39
HONDA	39-40
YAMAHA	40
CAM CHAIN	41
CAM SPROCKETS	42-43
CAM CHAIN TENSIONERS	44-46
CRANKS / RODS / WRIST PINS	48-55
CRANKSHAFTS	48-51
CONNECTING RODS	53-54
WRIST PINS	54-55
CLUTCHES / TRANSMISSION	56-64
CLUTCH KITS - TRAC KING	56-57
BASKETS AND HUBS, HEAVY DUTY	57-58
COVERS	59, 61
CLUTCH SPRINGS	59
CLUTCHES	60
TRANSMISSIONS, COMPONENTS	62-63
AIR SHIFTERS	64
IGNITIONS / WIRES / COILS ETC.	64-67
CARBURETORS	68
AIR FILTERS / MANIFOLDS	69-70
TOOLS, ENGINE BUILDING	72-73
GASKETS	74-78
SWAG, APPAREL	79

ALTERNATOR BLOCK OFF COVER	47
AIR FILTERS	69
AIR SHIFTERS	64
BEARINGS, TRANSMISSION	63
BREATHER COVERS	47
CAMS	34-40
CAM BEARINGS	43
CAM CHAIN	41
CAM CHAIN IDLER ADAPTER	27
CAM CHAIN TENSIONERS	44-46
CAM CHAIN TENSIONER GUIDE	28
CAM COVER CAPS, BILLET	47
CAM COVER PLUGS	27
CAM SPROCKETS, ADJUSTABLE	42-43
CARBURETORS	68
CLUTCHES, TRAC KING	56-57
BASKETS, BILLET	57-58
BILLET CLUTCH CAM	61
CLUTCH PUSHER	58
CLUTCH COVERS	59, 61
COVER SUPPORT BRACKET	61
HUBS, HEAVY DUTY	58, 60
HUB REBUILD KITS	58
LOCK UP, CENTRIFUGAL, SLIDER	60
PUSHRODS	61
SPRINGS	59
CONNECTING RODS	53-54
COILS	65
CRANKSHAFTS, CRANKSHAFT SERVICES	48-51
CRANK BALANCER DUMMY SHAFTS	52
CYLINDER HEADS	18-21
CYLINDER HEAD NUTS	17
CYLINDER HEAD LABOR	15
CYLINDER STUDS	16-17
CYLINDER SPACERS	52
DRAIN PLUGS, LOW PROFILE	71
ENGINE KITS	11-14
GASKETS	74-78
IGNITIONS	64-67
KEEPERS, VALVE	26
KICK STARTER BLOCK OFF PLATE	46
MACHINING SERVICES	15
MAIN BEARING STUDS	17
MAIN BEARING SUPPORT CAP	52
NOS MANIFOLDS	70
OIL COOLER BLOCKOFF PLATES	71
OIL FILTER COVERS, LOW PROFILE	71
OIL PAN, BILLET	71
OIL PUMP COVER, BILLET	71
OIL PUMP GEAR, HIGH VOLUME	53
OILING KIT, OVERHEAD	71
PAIR VALVE BLOCKOFF PLATES	47
PUSH PULL THROTTLE ASSEMBLY	68
REED CHAMBER BLOCK OFF PLATES	47
RETAINERS, TITANIUM	32-33
REV LIMITERS	66
ROCKER ARMS	27
SEALS, VALVE GUIDE	28
SEATS, BRONZE	26
SHIFT LIGHTS	67
SHIFT SHAFTS, TOOL STEEL	62
SLEEVES, BIG BORE	11
STARTER HOLE PLUGS	46
STARTER PLATES, BILLET	70
TAPPETS	26
TRE	67
THROTTLE CABLE, PUSH PULL	68
TOOLS	72-73
TRANSMISSIONS, PARTS, SERVICES	62-63
VALVE COVER BOLTS	26
VALVES, STAINLESS STEEL	22-25
VALVE GUIDES	28
VALVE LASH SHIM KITS	27
VALVE SPRINGS	30-31
VALVE SPRING SHIMS	33
VELOCITY STACKS	70
WRIST PINS	54-55

BIG BORE PISTON KITS

APE is a leading supplier of racing pistons. We are factory warehouse distributor for all of the leading manufacturers. We have the largest selection available from any supplier.

All race pistons supplied by APE are forged. All pistons listed here are off the shelf stock. Special sizes and configurations are also available on special order.

APE is the leading manufacturer of tool steel wrist pins for motorcycles. APE pins must be ordered separately (see page 55)



SUZUKI GSX-R

GSXR1300R HAYABUSA	DISP	BORE	COMP	PART#	MFG	NOTES
2008-2015	1340CC STD	81MM	9.5:1 CR TURBO	M4030	CP	NO SPACER PLATE REQUIRED
	1340CC STD	81MM	13.5:1	274085	JE	.
	1340CC STD	81MM	13.5:1	K8733DA-4	WOS	.
	1340CC STD	81MM	9:1 TURBO	K8736DA-4	WOS	.
	1340CC STD	81MM	9:1 TURBO	300270	JE	.080 SPACER PLATE REQUIRED
	1340CC STD	81MM	13.5:1 CR	M4031	CP	.
	1407CC	83MM	13.5:1 CR	K8733D200-4	WOS	.
	1407CC	83MM	9:1 TURBO	K8736D200-4	WOS	.
	1407CC	83MM	9:1 TURBO	300269	JE	.080 SPACER PLATE REQUIRED
	1440CC	84MM	13.5:1 CR	K8733D300-4	WOS	.
	1440 CC	84MM	13.25:1 CR	M4032	CP	.
	1440 CC	84MM	13.25:1 CR	M4032A	CP	HEAVY DUTY
	1440 CC	84MM	14:1 CR	M4039	CP	W GAS PORTS
	1441 CC	84MM	13.5:1	274087	JE	(ALSO AVAILABLE 14.5:1)
	1475CC	85MM	13.5:1 CR	K8733D400-4	WOS	.
	1475 CC	85MM	13.25:1 CR	M4040B	CP	.
	1475 CC	85MM	14:1 CR	M4033	CP	.
	1476 CC	85MM	13.5:1 CR	284735	JE	.
	1476 CC	85MM	14.5:1 CR	284736	JE	.

GSXR1300R HAYABUSA	DISP	BORE	COMP	PART#	MFG	NOTES
1999-2007	1298CC STD	81MM	13:1 CR	#CK104	WIS	.
	1298CC STD	81MM	12.3:1 CR	#167679	JE	.
	1298CC STD	81MM	12.5:1 CR	M4034	CP	.
	1298CC STD	81MM	9:1 TURBO	K8734DA-4	WOS	.080 SPACER PLATE REQUIRED
	1298CC STD	81MM	13.5:1	K8730DA-4	WOS	.
	1298CC STD	81MM	8.7:1 TURBO	299834	JE	.080 SPACER PLATE REQUIRED EXTREME-DUTY
	1300CC STD	81MM	9.5:1 TURBO	M4008	CP	NO SPACER PLATE REQUIRED
	1363CC STD	83MM	9:1 TURBO	K8734D200-4	WOS	.080 SPACER PLATE REQUIRED
	1363CC	83MM	8.7:1 TURBO	300268	JE	.080 SPACER PLATE REQUIRED
	1363CC	83MM	12:1 CR	#CK105	WIS	.
	1363CC	83MM	14:1	M4003	CP	.
	1363CC	83MM	12.8:1 CR	#167680	JE	.
	1397CC	84MM	13.5:1	K8730D300-4	WOS	.
	1397CC	84MM	13:1 CR	#172945	JE	.
	1397CC	84MM	12:1 CR	#CK121	WIS	.
	1396CC	84MM	12.5:1 CR	M4004B	CP	.
	1396CC	84MM	12.5:1 CR	M4004A	CP	HEAVY DUTY
	1396CC	84MM	12.5:1 WITH GAS PORTS	M4005B	CP	.
	1429CC	85MM	13.5:1	K8730D400-4	WOS	.
	1429CC	85MM	12.5:1	M4006B	CP	.
	1429CC	85MM	14:1 CR	M4007B	CP	WITH GAS PORTS
	1429CC	85MM	13.3:1	262288	JE	.

GSXR1000	DISP	BORE	COMP	PART#	MFG	NOTES
2009-2012	999CC	74.5	13.8:1	284700	JE	CYLINDER DEGLAZING REQUIRED
	999CC	74.5	13.8:1	284701	JE	CYLINDER DEGLAZING REQUIRED
	999CC	74.5	14:1	K8790DA-4	WOS	CYLINDER DEGLAZING REQUIRED
	999CC	74.5	10:1 TURBO	K8794DA-4	WOS	CYLINDER DEGLAZING REQUIRED
	1039CC	76.5	13.8:1	284702	JE	BORING AND NIKASIL REPLATING REQUIRED 2 MM OVERSIZE
	999CC	74.5	13.8:1	CK218	WIS	CYLINDER DEGLAZING REQUIRED
	1039CC	76MM	13.5:1	MX4046C-050	CP	BORING AND NIKASIL REPLATING REQUIRED+1.5MM OS 57.3 STROKE.

GSXR1000	DISP	BORE	COMP	PART#	MFG	NOTES
2005-2008	998CC	2.874 73.4MM	13.5:1	CK190	WIS	CYLINDER DEGLAZING REQUIRED STD BORE
	998CC	73.4MM	14:1	K8700DA-4	WOS	CYLINDER DEGLAZING REQUIRED STD BORE
	998CC	73.4MM	13.5:1	M4047	CP	CYLINDER DEGLAZING REQUIRED STB BORE X 59 MM STROKE
	988CC	73.4MM	10:1 TURBO	K8747DA-4	WOS	STD BORE, HONE ONLY

GSXR1000	DISP	BORE	COMP	PART#	MFG	NOTES
2005-2008 (CONT)	1043CC	75MM	13.5:1	M4018-050	CP	CYLINDER BORING AND REPLATING RQD. 1.6MM O.S.
	1042CC	75MM	10:1 TURBO	K8747D160-4	WOS	BORING AND NIKASIL REPLATING REQUIRED 1.6MM OVERSIZE
	1042CC	75MM	14.6:1	K8700D160-4	WOS	BORING AND NIKASIL REPLATING REQUIRED 1.6MM OVERSIZE
	1043CC	2.9528" 75MM	13.5:1	CK191	WIS	CYLINDER BORING AND REPLATING RQD. 1.5MM O.S.
	1043CC	76MM	14.9:1	K8700D360-4	WOS	BORING AND NIKASIL REPLATING REQUIRED 2.6MM OVERSIZE
	1078CC	2.9528" 76MM	13.5:1	M4019C-050	CP	+2.6MM O.S. X 59MM STROKE
	1078CC	2.9921" 76MM	13.5:1	CK192	WIS	CYLINDER BORING AND REPLATING RQD. 2.5MM O.S.
	1078CC	2.9921" 76MM	13.5:1	MX4019	CP	BORE AND REPLATE
	1142CC	76MM	12.5:1	MX4041C-050	CP	+2.6MM OS +4MM STROKE. STD PIN LOCATION.
GSXR1000	DISP	BORE	COMP	PART#	MFG	NOTES
2001-2004	988CC	73MM	13.5:1	215817	JE	STD BORE, HONE ONLY
	988CC	73MM	13.5:1	CK134	WIS	STD BORE, HONE ONLY
	988CC	73MM	9.8:1	CK134	WIS	STD BORE, HONE ONLY
	998CC	73MM	10:1 TURBO	K8755DA-4	WOS	CYLINDER DEGLAZING REQUIRED STD BORE
	998CC	73MM	14:1	K8754DA-4	WOS	CYLINDER DEGLAZING REQUIRED STD BORE
	1042CC	76MM	12.5:1	MX4043C	CP	BORE AND REPLATE
	1042CC	75MM	10:1 TURBO	K8755D200-4	WOS	BORING AND NIKASIL REPLATING REQUIRED 2 MM OVERSIZE
	1042CC	75MM	13.5:1	213919	JE	BORING AND NIKASIL REPLATING REQUIRED 2 MM OVERSIZE
	1043CC	75MM	13.5:1	M4000	CP	BORE AND REPLATE
	1071CC	76MM	13.5:1	CK150	WIS	BORING AND NIKASIL REPLATING REQUIRED 3 MM OVERSIZE
	1070CC	76MM	13.5:1	192322	JE	BORING AND NIKASIL REPLATING REQUIRED 3 MM OVERSIZE
	1078CC	76MM	13.5:1	M4001	CP	BORING AND NIKASIL REPLATING REQUIRED 3 MM OVERSIZE X 59MM STROKE
	1078CC	76MM	13.5:1	MX4001C	CP	BORING AND NIKASIL REPLATING REQUIRED 3 MM OVERSIZE X 59MM STROKE
	1142CC	77MM	12.5:1	MX4044C	CP	BORING AND NIKASIL REPLATING REQUIRED 4 MM OVERSIZE X 63MM (+4MM) STROKE
GSXR1100	DISP	BORE	COMP	PART#	MFG	NOTES
1986-1988 (1052 CC)	1109CC	3.070" 78MM	12:1	R1109		CYLINDER BORING ONLY
	1225CC	3.228" 82MM	13:1	128885	JE	SU3450SP SLEEVES REQUIRED. DWARF CAR LEGAL
	1255CC	3.268" 83MM	15:1	132495	JE	KIT INCLUDES HEAD GASKET APE BIG BLOCK CYL ASSY REQUIRED. USES SU3450SP SLEEVES
	1316CC	3.346" 85MM	13.5:1	126961	JE	APE BIG BLOCK CYLINDER ASSEMBLY REQUIRED. USES SU3500SP SLEEVES.
	1316CC	3.346" 85MM	15:1	130894	JE	APE BIG BLOCK CYLINDER ASSEMBLY REQUIRED. USES SU3500SP SLEEVES.
GSXR1100 1989-1992 (1127cc 4 valve)	DISP	BORE	COMP	PART#	MFG	NOTES
GSXR1100F Katana (1988-1989) Bandit 1200 (1997-2004)	1186CC	80MM	12:1	R1186	WIS	CYLINDER BORING ONLY
	1216CC	81MM	12:1	R1216	WIS	INCLUDES HEAD GASKET. CYLINDER BORING ONLY. MAXIMUM BORE WITH STOCK SLEEVES.
	1216CC	81MM	13.5:1	127642	JE	CYLINDER BORING ONLY. MAXIMUM BORE WITH STOCK SLEEVES.
	1277CC	83MM	13.5:1	127643	JE	APE BIG BLOCK CYL ASSY HIGHLY RECOMMENDED OVER 13:1 C.R. USES SU3450SP SLEEVES.
	1277CC	83MM	15:1	132495	JE	APE BIG BLOCK CYL ASSY HIGHLY RECOMMENDED OVER 13:1 C.R. USES SU3450SP SLEEVES.
	1340CC	85MM	13.5:1	127644	JE	APE BIG BLOCK CYLINDER ASSEMBLY REQUIRED. USES SU3550SP SLEEVES
	1340CC	85MM	15:1	130894	JE	APE BIG BLOCK CYLINDER ASSEMBLY REQUIRED. USES SU3550SP SLEEVES
	1371CC	86MM	13.5:1	127645	JE	APE BIG BLOCK CYLINDER ASSEMBLY REQUIRED. USES SU3550SP SLEEVES
GSXR1100w	DISP	BORE	COMP	PART#	MFG	NOTES
1993-1998	1117CC	77MM	12.3:1	131367	JE	CYLINDER BORING ONLY
	1146CC	78MM	12:1	155930	JE	CYLINDER BORING ONLY
	1195CC	79.5MM	13:1	129682	JE	BIG BORE SLEEVES REQUIRED INCLUDES HEAD GASKET
GSF1200SX BANDIT	DISP	BORE	COMP	PART#	MFG	NOTES
1996-2006	1117CC	77MM	12.3:1	131367	JE	CYLINDER BORING ONLY
	1146CC	78MM	12:1	155930	JE	CYLINDER BORING ONLY
	1195CC	79.5MM	13:1	129682	JE	BIG BORE SLEEVES REQUIRED INCLUDES HEAD GASKET
GSXR750	DISP	BORE	COMP	PART#	MFG	NOTES
2000-2005	791CC	74MM	12.5:1	222104	JE	BORING AND NIKASIL REPLATING REQUIRED
	813CC	75MM	12.5:1	222103	JE	BORING AND NIKASIL REPLATING REQUIRED
GSXR750	DISP	BORE	COMP	PART#	MFG	NOTES
1992-1995	907CC	77MM	12:1	138983	JE	SU3200SP SLEEVES REQUIRED.
GSXR750	DISP	BORE	COMP	PART#	MFG	NOTES
1990-1991	771CC	2.791 71MM	11:1	R787	WIS	CYLINDER BORING ONLY 1 MM OVERSIZE
	907CC	3.031" 77MM	13:1	157593	JE	SU3200SP SLEEVES REQUIRED. TOP CASE MUST BE BORED.
	955CC	3.110" 79MM	12:1	157594	JE	SU3275SP SLEEVES REQUIRED. TOP CASE MUST BE BORED.



Scan the QR code for pricing on all piston kits or visit:
www.aperaceparts.com/pistons



SUZUKI GSX-R (CONT.)

GSXR750	DISP	BORE	COMP	PART#	MFG	NOTES
THRU 1987	771CC	2.791 71MM	13:1	R771	WIS	CYLINDER BORING ONLY 1 MM OVERSIZE
	907CC	3.031" 77MM	13:1	157593	JE	SU3200SP SLEEVES REQUIRED. TOP CASE MUST BE BORED.
	955CC	3.110" 79MM	12:1	157594	JE	SU3275SP SLEEVES REQUIRED. MUST USE '90-92 BLOCK. (3.035" STOCK SPIGOT DIAMETER.) TOP CASE MUST BE BORED.
SV650	DISP	BORE	COMP	PART#	MFG	NOTES
ALL	677CC	83MM	12.3:1	169253	JE	CYLINDER BORING REQUIRED 2 MM OVERSIZE.
	694CC	84MM	12:1	CK114	WIS	CYLINDER BORING REQUIRED 3 MM OVERSIZE.
GSXR600	DISP	BORE	COMP	PART#	MFG	NOTES
2008-2012	599CC	67MM	13:1	308644	JE	STD. BORE DEGLAZE ONLY
	636CC	69MM	13.2:1	308645	JE	CYLINDER BORING REQUIRED 2 MM OVERSIZE.
GSXR600	DISP	BORE	COMP	PART#	MFG	NOTES
2006-2007	636CC	69MM	13:1	255720	JE	CYLINDER BORING REQUIRED 2 MM OVERSIZE.
GSXR600	DISP	BORE	COMP	PART#	MFG	NOTES
2004-2005	636CC	69MM	13:1	222386	JE	CYLINDER BORING REQUIRED 2 MM OVERSIZE.
GSXR600	DISP	BORE	COMP	PART#	MFG	NOTES
2001-2003	1186CC	80MM	12:1	R1186	WIS	CYLINDER BORING ONLY
	1216CC	81MM	12:1	R1216	WIS	INCLUDES HEAD GASKET. CYLINDER BORING ONLY. MAXIMUM BORE WITH STOCK SLEEVES.
	1216CC	81MM	13.5:1	127642	JE	CYLINDER BORING ONLY. MAXIMUM BORE WITH STOCK SLEEVES.
	1277CC	83MM	13.5:1	127643	JE	APE BIG BLOCK CYL ASSY HIGHLY RECOMMENDED OVER 13:1 C.R. USES SU3450SP SLEEVES.
	1277CC	83MM	15:1	132495	JE	APE BIG BLOCK CYL ASSY HIGHLY RECOMMENDED OVER 13:1 C.R. USES SU3450SP SLEEVES.

SUZUKI GS

GS750	DISP	BORE	COMP	PART#	MFG	NOTES
1977-1979 2 VALVE	844CC	69MM	10.25:1	K844	WIS	CYLINDER BORING ONLY. INCLUDES HEAD GASKET
GS750	DISP	BORE	COMP	PART#	MFG	NOTES
1980-1984 4 VALVE	816CC	70MM	10.25:1	K816	WIS	CYLINDER BORING ONLY '83 GS750ED AND 750ESD MUST USE MODIFIED OEM HEAD GASKET.
GS1000	DISP	BORE	COMP	PART#	MFG	NOTES
1978-1981 2 VALVE	1085CC	73MM (+3MM)	10.25:1	K1085	WIS	CYLINDER BORING ONLY. INCLUDES HEAD GASKET
	1146CC	75MM	10.5:1	KS1146	MTC	CYLINDER BORING ONLY FOR GS1100 2 VALVE. 1000 REQUIRES KA629 SLEEVES
	1176CC	76MM	10.5:1	KS1166	MTC	KA629 SLEEVES REQUIRED
GS1100	DISP	BORE	COMP	PART#	MFG	NOTES
18MM PIN	1134CC	74MM	10.25:1	K1133	WIS	CYLINDER BORING ONLY. INCLUDES HEAD GASKET
	1168CC	75MM	10.25:1	K1168	WIS	CYLINDER BORING ONLY. LARGEST SIZE FOR STOCK SLEEVES INCLUDES HEAD GASKET
	1168CC	75MM	10.25:1	125490	JE	CYLINDER BORING ONLY. LARGEST SIZE FOR STOCK SLEEVES INCLUDES HEAD GASKET
	1200CC	76MM	7.8:1	S1196T	MTC	KA750SL SLEEVES REQUIRED
	1260CC	78MM	10.25:1	S1258	MTC	KA750SL SLEEVES REQUIRED MAX FOR STOCK BLOCK. INCLUDES HEAD GASKET
	1260CC	78MM	13.5:1	130299	JE	KA750SL SLEEVES REQUIRED
	1295CC	79MM	13.5:1	127402	JE	APE BIG BLOCK CYLINDER REQUIRED.
	1327CC	80MM	11:1	129310	JE	SLEEVES NOT INCLUDED IN PISTON KITS. APE BIG BLOCK CYLINDER REQUIRED.
	1327CC	80MM	10:1	SBGS1327-18	MTC	SLEEVES INCLUDED. INCLUDES HEAD GASKET. USES STOCK CYLINDER BLOCK
	1327CC	80MM	7.8:1	S1327T	MTC	SLEEVES NOT INCLUDED IN PISTON KITS. APE BIG BLOCK CYLINDER REQUIRED.
	1395CC	82MM	13.5:1	130301	JE	APE BIG BLOCK CYLINDER REQUIRED.
	1428CC	83MM	11.7:1	129313	JE	APE BIG BLOCK CYLINDER REQUIRED.
	1428CC	83MM	13.5:1	130302	JE	APE BIG BLOCK CYLINDER REQUIRED.
	1428CC	83MM	15:1	SPM1428-18	MTC	APE BIG BLOCK CYLINDER REQUIRED.
	1428CC	83MM	8:1	S1428T-18	MTC	APE BIG BLOCK CYLINDER REQUIRED.
	1500CC	85MM	12:1	129315	JE	APE BIG BLOCK CYLINDER REQUIRED.
	1500CC	85MM	14:1	138271	JE	APE BIG BLOCK CYLINDER REQUIRED.
	1500CC	85MM	12.5:1	190680	JE	APE BIG BLOCK CYLINDER REQUIRED.
	1568CC	87MM	15:1	146085	JE	APE BIG BLOCK CYLINDER REQUIRED.
	1568CC	87MM	BLANK	PLS-87-18	MTC	APE BIG BLOCK CYLINDER REQUIRED.



1327cc Stock Block Suzuki GS 1100/1150

APE introduces a new product that is not really new. WE are reintroducing a well kept secret from the street racing heydays. This kit allows you to run a full 1327cc motor using a stock block on the GS1100 and GS1150. Designed for no leak operation. Still has the cooling passages between the bores. Kit includes forged pistons in 10:1 C.R. Special APE cylinder sleeves, and a MLS head gasket.

It is impossible to guess how much money was won back in the day with this kit. Now you can have this torque monster for your GS. Complete kit. OPTIONAL: send your cylinder block and top case to APE and we will do all machine work for you.

Suzuki GS1100 part# **#SBGS1327-18**

Suzuki GS1150 part# **#SBGS1327-20**

SUZUKI GS (CONT.)

GS1150	DISP	BORE	COMP	PART#	MFG	NOTES
20MM PIN	1198CC	76MM	10.25:1	K1199	WIS	CYLINDER BORING ONLY. INCLUDES HEAD GASKET
	1327CC	80MM	10:1	SBGS1327-20	MTC	SLEEVES INCLUDED. INCLUDES HEAD GASKET. USES STOCK CYLINDER BLOCK
	1327CC	80MM	11:1	134355	JE	APE BIG BLOCK CYLINDER REQUIRED.
	1327CC	80MM	7.8:1	S1327T-20	MTC	APE BIG BLOCK CYLINDER REQUIRED.
	1395CC	80MM	7.8:1	S1395T-20	MTC	APE BIG BLOCK CYLINDER REQUIRED.
	1428CC	83MM	13.5:1	134360	JE	APE BIG BLOCK CYLINDER REQUIRED.
	1428CC	83MM	12:1	140457	JE	APE BIG BLOCK CYLINDER REQUIRED.
	1428CC	83MM	7.8:1	S1428T-20	MTC	APE BIG BLOCK CYLINDER REQUIRED.
	1500CC	85MM	14:1	138329	JE	APE BIG BLOCK CYLINDER REQUIRED.
	1568CC	87MM	14:1	CUSTOM	JE	CALL FOR PRICING

KAWASAKI ZX PISTONS

NINJA ZX14	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
2012-2014	1352CC	84MM	TURBO	9.5:1	M4048	CP	DEGLAZE
	1352CC	84MM	STREET/RACE	14.1:1	M4036	CP	DEGLAZE
	1418CC	86MM	STREET/RACE	14.1:1	M4037	CP	CYLINDER BORING AND REPLATING

NINJA ZX14	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
2006-2011	1352CC	84MM	TURBO	9.5:1	M4035	CP	DEGLAZE (FITS THRU 2010)
	1352CC	84MM	TURBO	9.5:1	247620	JE	DEGLAZE
	1352CC	84MM	STREET/RACE	13.5:1	M4036	CP	DEGLAZE (FITS THRU 2010)
	1352CC	84MM	STREET/RACE	13.5:1	K8785DA-4	WOS	DEGLAZE
	1352CC	84MM	TURBO	9:1	K8780DA-4	WOS	DEGLAZE
	1352CC	84MM	STREET/RACE	13.5:1	247619	JE	DEGLAZE
	1417CC	86MM	STREET/RACE	13.5:1	K8785D200-4	WOS	CYLINDER BORING AND REPLATING
	1417CC	86MM	TURBO	9:1	K8780D200-4	WOS	CYLINDER BORING AND REPLATING
	1417CC	86MM	STREET/RACE	13.5:1	247621	JE	CYLINDER BORING AND REPLATING
	1418CC	86MM	STREET/RACE	13.25:1	M4037	CP	CYLINDER BORING AND REPLATING (FITS THRU 2010)
	1450CC	87MM	STREET/RACE	13.5:1	K8785D300-4	WOS	CYLINDER BORING AND REPLATING
	1450CC	87MM	STREET/RACE	14:1	M4038	CP	CYLINDER BORING AND REPLATING (FITS THRU 2010)

ZX12R	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
2000-2005	1198CC	3.268" 83MM	STREET/RACE	13.5:1	CK132	WIS	DEGLAZE - INCLDS HEAD GASKET
	1198CC	3.268" 83MM	STREET/RACE	13.5:1	M3014	CP	DEGLAZE
	1257CC	85MM	STREET/RACE	12.5:1	M3015	CP	CYLINDER BORING AND REPLATING
	1287CC	3.385" 86MM	STREET/RACE	13:1	192315	JE	CYLINDER BORING AND REPLATING

ZRX1200	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
2001-2005	1224CC	81MM	STREET/RACE	12.5:1	284696	JE	CYLDER BORING, REPLATING (WITH PISTON PURCHASE - \$385 - SAVE \$82)

APPLICATIONS	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
ZX11 C1 '90-'94 ZX11 D1 '93-'96 GPZ1100 '95-96 ZZR1100 '90-'02 ZRX1100 '97-'01	1109CC	3.071" 78MM	STREET/RACE	12:1	R1052	WIS	CYLINDER BORING ONLY. INCLUDES HEAD GASKET
	1109CC	3.071" 78MM	TURBO	10.5:1	ZX1109T	MTC	CYLINDER BORING ONLY

ZX10R	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
2008-2013	998CC	76MM	STREET/RACE	14:1	MX4052	CP	DEGLAZE
	998CC	76MM	TURBO	10.3:1	K8767DA-4	WOS	DEGLAZE
	998CC	76MM	STREET/RACE	13.5:1	K8832DA-4	WOS	DEGLAZE
	998CC	76MM	STREET/RACE	13.7:1	K8746DA-4	WOS	DEGLAZE
	998CC	76MM	STREET/RACE	13.5:1	284718	JE	DEGLAZE
	1051CC	78MM	STREET/RACE	13.5:1	284719	JE	CYLINDER BORING AND REPLATING
	1051CC	78MM	STREET/RACE	13.5:1	K8832D200-4	WOS	CYLINDER BORING AND REPLATING
	1051CC	78MM	STREET/RACE	13.7:1	K8746D200-4	WOS	CYLINDER BORING AND REPLATING
	1051CC	78MM	TURBO	10.3:1	K8767D200-4	WOS	CYLINDER BORING AND REPLATING
	1078CC	79MM	STREET/RACE	13.5:1	K8832D300-4	WOS	CYLINDER BORING AND REPLATING
	1078CC	79MM	STREET/RACE	13.7:1	K8746D300-4	WOS	CYLINDER BORING AND REPLATING
	1078CC	79MM	STREET/RACE	13.5:1	MX4053	CP	CYLINDER BORING AND REPLATING
	1078CC	79MM	STREET/RACE	13.5:1	284720	JE	CYLINDER BORING AND REPLATING

ZX10R	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
2004-2007	998CC	76MM	STREET/RACE	13.5:1	222111	JE	DEGLAZE THE CYLINDERS ONLY
	998CC	76MM	STREET/RACE	13.5:1	CK157	WIS	DEGLAZE THE CYLINDERS ONLY
	998CC	76MM	TURBO	10:1	K8767DA-4	WOS	DEGLAZE
	998CC	76MM	STREET/RACE	13.4:1	K8746DA-4	WOS	DEGLAZE
	1051CC	78MM	STREET/RACE	13.4:1	K8746D200-4	WOS	CYLINDER BORING AND REPLATING
	1051CC	+2MM 78MM	STREET/RACE	13.5:1	222112	JE	BORE AND REPLATE REQUIRED
	1051CC	78MM	TURBO	10:1	K8767D200-4	WOS	CYLINDER BORING AND REPLATING
	1078CC	79MM	STREET/RACE	13.4:1	K8746D300-4	WOS	CYLINDER BORING AND REPLATING
	1078CC	79MM +3MM	STREET / RACE	12.5:1	K1078-12	MTC	CYLINDER BORING AND REPLATING
	1078CC	79MM +3MM	RACE	14.5:1	K1078-14	MTC	CYLINDER BORING AND REPLATING

ZX1000, ZX10	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
1988-1989	1039CC	2.973" 75MM	STREET/RACE	11:1	K1040	WIS	CYLINDER BORING ONLY. INCLUDES HEAD GASKET

KAWASAKI ZX PISTONS (CONT.)

NINJA ELIMINATOR 900		DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
THRU 1986		972CC	2.953" 75MM	STREET/RACE	11:1	K972	WIS	CYLINDER BORING ONLY. INCLUDES HEAD GASKET
NINJA 1000		DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
THRU 1987		1039CC	2.973" 75MM	STREET/RACE	11:1	K1039	WIS	CYLINDER BORING ONLY. INCLUDES HEAD GASKET
ZX9R		DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
1998-2003		936CC	3.012" 76.5MM	STREET/RACE	12:1	157592	JE	CYLINDER BORING ONLY
ZX9R		DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
1994-1997	924CC	2.913" 74MM	STREET/RACE	13:1	156026	JE		CYLINDER BORING ONLY
	950CC	2.953" 75MM	STREET/RACE	13:1	R951	WIS		CYLINDER BORING ONLY. INCLUDES HEAD GASKET
ZX7R		DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
1996-2003	770CC	74MM	STREET/RACE	13:1	149299	JE		CYLINDER BORING ONLY
	779CC	2.933" 74.5MM	STREET/RACE	12.5:1	CK111	WIS		CYLINDER BORING ONLY
ZX7, ZX7R		DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
1991-1995		765CC	2.835" 72MM	STREET/RACE	12:1	R766	WIS	CYLINDER BORING ONLY
ZX6R		DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
2009-2016	599CC	67MM	STREET/RACE	13.5:1	292756	JE		STD. CYLINDER DEGLAZING REQUIRED
	599CC	67MM	STREET/RACE	13.8:1	CK226	WIS		STD. CYLINDER DEGLAZING REQUIRED
	617CC	68MM	STREET/RACE	13.5:1	292757	JE		CYLINDER BORING/REPLATING
	635CC	69MM	STREET/RACE	13.5:1	292758	JE		CYLINDER BORING/REPLATING
ZX6R		DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
2007-2008	599CC	67MM	STREET/RACE	13.5:1	299042	JE		STD. CYLINDER DEGLAZING REQUIRED
	599CC	67MM	STREET/RACE	13.8:1	CK226	WIS		STD. CYLINDER DEGLAZING REQUIRED
	635CC	69MM	STREET/RACE	13.5:1	299043	JE		CYLINDER BORING
ZX6R		DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
2003-2006	636CC	2.677" 68MM	STREET/RACE	12.9:1	CK175	WIS		STD. CYLINDER DEGLAZING REQUIRED
	674CC	70MM	STREET/RACE	13.5:1	CK202	WIS		CYLINDER BORING/REPLATING REQUIRED
	674CC	69MM	STREET/RACE	13.5:1	317207	JE		CYLINDER BORING/REPLATING REQUIRED
EX500 TWIN		DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
		526CC	2.972" 75.5MM	STREET/RACE	12:1	4113PS/2	WIS	CYLINDER BORING ONLY - 2 MM OVERSIZE

KAWASAKI KZ/GPZ

KZ/GPZ550		DISP	BORE	COMP	PART#	MFG	NOTES
1982-1995		615CC	61MM (+2MM)	10.25:1	K615	WIS	CYLINDER BORING ONLY. INCLUDES HEAD GASKET
KZ650		DISP	BORE	COMP	PART#	MFG	NOTES
1976-1983		700CC	64MM (+2MM)	10.25:1	K700	WIS	CYLINDER BORING ONLY. INCLUDES HEAD GASKET
KZ/GPZ750		DISP	BORE	COMP	PART#	MFG	NOTES
1980-1985		810CC	69MM (+3MM)	10.25:1	K810	WIS	CYLINDER BORING ONLY. INCLUDES HEAD GASKET
KZ/GPZ750		DISP	BORE	COMP	PART#	MFG	NOTES
1980-1985		810CC	69MM (+3MM)	8:1	K809B	WIS	CYLINDER BORING ONLY
KZ900/KZ1000		DISP	BORE	COMP	PART#	MFG	NOTES
THRU 1980 UNLESS OTHERWISE STATED, THESE PISTONS ARE DESIGNED FOR USE WITH THE EARLY 1973 - '80 STYLE KZ CYLINDER HEAD, AND CRANK-SHAFT WITH STOCK KZ LENGTH CONNECTING RODS.	1015CC	70MM	10.25:1	K1015	WIS		KZ900 CYLINDER BORING ONLY. INCLUDES HEAD GASKET
	1075CC	72MM	10.25:1	K1075-1	WIS		KZ1000 CYLINDER BORING ONLY. INCLUDES HEAD GASKET
	1075CC	72MM	10.25:1	K1075	WIS		KZ900, SLEEVES INCLUDED
	1075CC	72MM	8.5:1	125083	JE		KZ1000 CYLINDER BORING ONLY
	1075CC	72MM	12:1	R1075	WIS		KZ1000 CYLINDER BORING ONLY. INCLUDES HEAD GASKET
	1105CC	73MM	10.25:1	K1105	WIS		KZ900, INCLUDES SLEEVES. INCLUDES HEAD GASKET
	1105CC	73MM	10.25:1	K1105-1	WIS		KZ1000, CYLINDER BORING ONLY. INCLUDES HEAD GASKET
	1200CC	76MM	10.25:1	K1200	WIS		INCLUDES SLEEVES. INCLUDES HEAD GASKET. KZ1000, KZ1000J 1200CC IN STOCK BLOCK.
	1200CC	76MM	7.8:1	K1200T	MTC		KA629 SLEEVES REQUIRED. KZ1000, KZ1000J 1200CC IN STOCK BLOCK.
	1260CC	78MM	13.5:1	P1260M	MTC		KA3240 SLEEVES REQUIRED. KZ1000, KZ1000J 1260CC IN STOCK BLOCK.
	1260CC	78MM	10.5:1	K1260M	MTC		KA3240 SLEEVES REQUIRED. KZ1000, KZ1000J 1260CC IN STOCK BLOCK.
	1327CC	80MM	7.8:1	K1327T	MTC		SLEEVES NOT INCLUDED IN PISTON KIT. APE BIG BLOCK CYLINDER REQUIRED.
	1428CC	83MM	13.5:1	P1425	WIS		APE BIG BLOCK CYLINDER REQUIRED. INCLUDES HEAD GASKET
	1428CC	83MM	BLANK	PMKS-83	MTC		PRO MOD BLANK DOME. SPECIFY 17 OR 18 MM PINS HOLES. SPECIAL ORDER.
	1500CC	85MM	PRO STOCK 18MM PINS MAX	CK127	WIS		APE BIG BLOCK CYLINDER REQUIRED. FOR USE WITH VORTEX 2 CYLINDER HEAD. MORE PISTON DETAILS. INCLUDES HEAD GASKET
	1500CC	85MM	BLANK PRO STOCK	PSKS1500	MTC		FOR USE WITH VORTEX 2 CYLINDER HEAD
	1500CC	85MM	BLANK PRO MOD	PMSK-2V	MTC		BLANK DOME NITROUS PRO MOD. EXTRA LOW RING PACK. 18MM PIN BORES ONLY

KAWASAKI KZ/GPZ PISTONS (CONT.)

All of the pistons listed in the table below are for use with the 1000J model 1980 thru 1997, and early GPZ1100 1980-'82. J model GPZ crankshaft and connecting rods with 17mm pin bores, and std J/GPZ length, unless otherwise stated. Compression ratios are figured on J model 1981 thru '97 and/or early GPZ1100 1981-'82 cylinder head unless otherwise stated.

	DISP	BORE	COMP	PART#	MFG	NOTES
KZ1100J 1981-1997 GPZ1100 1981-1982 17MM PIN	1075CC	72MM	10.25:1	K1076	WIS	1000J CYLINDER BORING ONLY. LARGEST KIT FOR STOCK SLEEVES.. INCLUDES HEAD GASKET
	1075CC	72MM	12.5:1	JK1075H	MTC	1000J CYLINDER BORING ONLY. LARGEST KIT FOR STOCK SLEEVES. OVERSIZE
	1070CC	75MM	10.25:1	K1171	WIS	GPZ 1100 CYLINDER BORING ONLY. LARGEST KIT FOR STOCK SLEEVES. INCLUDES HEAD GASKET
	1260CC	78MM	10.5:1	KJ1261	MTC	KA750-1 SLEEVES REQUIRED. LARGEST KIT FOR USE IN STOCK GPZ1100 CYLINDER BLOCK.
	1327CC	80MM	10.5:1	KJ1327	MTC	APE BIG BLOCK CYLINDER REQUIRED.
	1327CC	80MM	13.5:1	KJ1327H	MTC	APE BIG BLOCK CYLINDER REQUIRED.
	1500CC	85MM	PRO STOCK	PRO STOCK 18MM PINS MAX	WIS	APE BIG BLOCK CYLINDER REQUIRED.FOR USE WITH VORTEX 2 CYLINDER HEAD. INCLUDES HEAD GASKET

All of the pistons listed in the table below are for use with the 1983 -'84 GPZ1100, and late GPZ1100 1983 -'84 crankshaft and connecting rods with 18mm pin bores, and std GPZ length, unless otherwise stated. Compression ratios are figured on 1983 -'84 GPZ1100 "bath tub" cylinder head unless otherwise stated. 1983 KZ1100 owners, check pin size to order.

KZ/GPZ1100	DISP	BORE	COMP	PART#	MFG	NOTES
1983-1984 18MM PINS	1170CC	75MM	10.25:1	K1172	WIS	CYLINDER BORING ONLY. INCLUDES HEAD GASKET
	1428CC	83MM	BLANK	PMKS-83-18	MTC	SEE PMKS-83 PAGE 8 FOR DETAILS
	1500CC	80MM	MAX	CK127	WIS	APE BIG BLOCK CYLINDER REQUIRED. FOR USE WITH VORTEX 2 CYLINDER HEAD. INCLUDES HEAD GASKET
	1500CC	80MM	BLANK	PMKS-2V	WIS	APE BIG BLOCK CYLINDER REQUIRED. FOR USE WITH VORTEX 2 CYLINDER HEAD. INCLUDES HEAD GASKET
	1500CC	85MM	BLANK	PSKS1500-18	MTC	SEE PSKS1500 / PMSK-2V PAGE 8 FOR DETAILS.

HONDA PISTONS

HAWK NT650 TWIN	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
1996-2003	696CC	3.228" / 82MM	STREET COMPETITION	11:1	K696	WIS	3 MM OVER CYLINDER BORING ONLY
CBR600 F2/F3	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
1991-1998	637CC	67MM	STREET RACE	13:1	R637	WIS	CYLINDER BORING ONLY 2 MM OVERSIZE
CBR600 F4/F4I	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
1999-2006	599CC	67MM	STREET RACE	12.8:1	CK106	WIS	DEGLAZE
CBR600RR	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
2003-2006	600CC	67MM	STREET/RACE	12.4:1	CK169	WIS	DEGLAZE ONLY
	618CC	68MM	STREET/RACE	12.7:1	CK170	WIS	CYLINDER BORING/REPLATING
	636CC	69MM	STREET/RACE	13:1	CK196	WIS	CYLINDER BORING/REPLATING
CBR600RR	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
2007-2016	600CC	67MM	STREET/RACE	13.5:1	262276	JE	DEGLAZE ONLY
	600CC	67MM	STREET/RACE	13.5:1	CK222	WIS	DEGLAZE ONLY
	618CC	68MM	STREET/RACE	13.5:1	274099	JE	CYLINDER BORING/REPLATING
	636CC	69MM	STREET/RACE	13.5:1	CK224	WIS	CYLINDER BORING/REPLATING
	636CC	69MM	STREET/RACE	13.5:1	262277	JE	CYLINDER BORING/REPLATING
CB750 2 VALVE	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
1969-1978 K MODEL (NOT F2)	836CC	65MM	STREET	10.25:1	K836	WIS	CYLINDER BORING ONLY
	836CC	65MM	RACE	12.5:1	149295	JE	CYLINDER BORING ONLY
CB750 4 VALVE	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
1979-1981 NOT NIGHTHAWK MODELS	823CC	65MM	STREET	10.25:1	K823	WIS	CYLINDER BORING ONLY
CBR900F	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
	985CC	67.5MM	STREET	10.25:1	K985	WIS	CYLINDER BORING ONLY
CBR900RR	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
1992-1995	945CC	72MM	STREET / RACE	12.1	138979	JE	CYLINDER BORING ONLY 2MM O.S.
CBR900RR/CBR919	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
2000-2003	970CC	73MM	STREET / RACE	12.1	R970	WIS	SLEEVES REQUIRED 2 MM OVERSIZE
	997CC	74MM	STREET / RACE	12.1	157587	JE	3 MM OVERSIZE SLEEVES REQUIRED
CBR929	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
	954CC	75MM	STREET / RACE	12.5:1	222114	JE	1 MM OVERSIZE
CBR1000RR	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
2004-2007	998CC	75MM	STREET/RACE	13.5:1	222118	JE	DEGLAZE ONLY
	1053CC	77MM	STREET/RACE	13.5:1	222119	JE	CYLINDER BORING/REPLATING

HONDA PISTONS (cont)

CBR1000RR	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
2008-2016	999CC	76MM	STREET/RACE	14:1	MX2078	CP	DEGLAZE ONLY
	999CC	76MM	STREET/RACE	13.5:1	274082	JE	DEGLAZE ONLY
	999CC	76MM	STREET/RACE	13.5:1	CK229	WIS	DEGLAZE ONLY
	1026CC	77MM	STREET/RACE	13.5:1	300214	JE	CYLINDER BORING/REPLATING
	1053CC	78MM	STREET/RACE	13.5:1	CK230	WIS	CYLINDER BORING/REPLATING
	1052CC	78MM	STREET/RACE	13.5:1	274083	JE	CYLINDER BORING/REPLATING
	1054CC	78MM	STREET/RACE	14:1	MX2079	CP	CYLINDER BORING/REPLATING
RC51 / RVT1000R	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
	999CC	100MM	STREET/RACE	11.1:1	184333	JE	STD. BORE
VTR1000	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
1997-2002	996CC	98MM	STREET/RACE	11.5:1	149139	JE	STD. BORE
CB1100F	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
	1123CC	72MM	STREET	10.25:1	K1123	WIS	CYLINDER BORING ONLY
CBR1100XX BLACKBIRD	DISP	BORE	USAGE	COMP	PART#	MFG	NOTES
1998-2002	1195CC	81MM	STREET	11:1	CK100	WIS	2 MM OVERSIZE
	1195CC	81MM	STREET / RACE	11.5:1	153766	JE	2 MM OVERSIZE

YAMAHA PISTONS

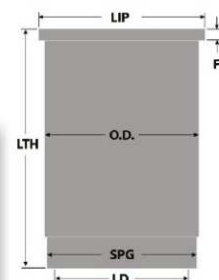
YZF-R6	DISP	BORE	COMP	PART#	MFG	NOTES
2001-2005	600CC	65.5MM	13.5:1	CK159	WIS	STANDARD BORE. CYLINDER DEGLAZING ONLY
	618CC	65.5MM	13.5:1	CK160	WIS	1 MM OVER. CYL BORING AND REPLATING REQD.
	637CC	67.5MM	13:1	221324	JE	2 MM OVER. RESLEEVEING AND REPLATING REQD.
YZF-R6	DISP	BORE	COMP	PART#	MFG	NOTES
2006-2014	600CC	67MM	13.1:1	262317	JE	STANDARD BORE CYLINDER DEGLAZING ONLY
	635CC	69MM	13.1:1	262318	JE	2 MM OVER RESLEEVEING AND REPLATING REQD.
FZR1000	DISP	BORE	COMP	PART#	MFG	NOTES
1989-1996	1040CC	77MM	12:1	R1041	WIS	1.5 MM OVER CYLINDER BORING ONLY. INCLUDES HEAD GASKET
R1	DISP	BORE	COMP	PART#	MFG	NOTES
1999-2003	998CC	74MM	13:1	CK122	WIS	CYLINDER DEGLAZE ONLY. INCLUDES HEAD GASKET
	998CC	74MM	13:1	174998	JE	CYLINDER DEGLAZE ONLY
	1029CC	75MM	13:1	221392	JE	1 MM OVER. BORING AND REPLATING REQD. INCLUDES HEAD GASKET
	1052CC	76MM	13:1	222095	JE	2 MM OVER. SLEEVES AND REPLATING REQD.
R1	DISP	BORE	COMP	PART#	MFG	NOTES
2004-2006	998CC	3.031" 77MM	13.5:1	CK165	WIS	STANDARD BORE CYLINDER DEGLAZING ONLY.
	998CC	77MM	13:1	MX1023C	CP	STANDARD BORE CYLINDER DEGLAZING ONLY.
	1050CC	79MM	13:1	MX1024C	CP	CYLINDER BORING AND REPLATING REQUIRED.
	1051CC	79MM	13.5:1	222098	JE	CYLINDER BORING AND REPLATING REQUIRED.
R1	DISP	BORE	COMP	PART#	MFG	NOTES
2007-2008	998CC	77MM	13:1	M1055C	CP	STANDARD BORE. CYLINDER DEGLAZE ONLY.
	1024CC	79MM	13:1	M1056C	CP	BORING AND REPLATING REQD.
R1	DISP	BORE	COMP	PART#	MFG	NOTES
2009-2014	998CC	78MM	13.5:1	M1079C	CP	STANDARD BORE CYLINDER DEGLAZING ONLY.
	998CC	78MM	13.5:1	290126	JE	STANDARD BORE CYLINDER DEGLAZING ONLY.
	1050CC	80MM	13:1	M1080C	CP	CYLINDER BORING AND REPLATING REQUIRED.
YZX1000R	DISP	BORE	COMP	PART#	MFG	NOTES
2006	998CC	80MM	12.5:1	M1096	CP	STANDARD BORE CYLINDER DEGLAZING ONLY.
	998CC	80MM	9.5:1 TURBO	M1095	CP	STANDARD BORE CYLINDER DEGLAZING ONLY.
YZF1000	DISP	BORE	COMP	PART#	MFG	NOTES
1997-1998	1040CC	77MM	12:1	R1041	WIS	1.5 MM OVER CYLINDER BORING ONLY. INCLUDES HEAD GASKET
FJ1100/1200 XJ1300	DISP	BORE	COMP	PART#	MFG	NOTES
	1220CC	78MM	10.25:1	K1219-1	WIS	CYLINDER BORING ONLY 1200. 1100 USE K1219. INCLUDES HEAD GASKET
	1220CC	78MM	10.25:1	K1219	WIS	INCLUDES SLEEVES FOR FJ1100. INCLUDES HEAD GASKET
	1250CC	79MM	10.25:1	K1250WE	WIS	SU3350SP SLEEVES REQUIRED.. INCLUDES HEAD GASKET
	1314CC	81MM	10.25:1	K1314WE	WIS	SU3350SP SLEEVES REQUIRED.. INCLUDES HEAD GASKET

BIG BORE CYLINDER SLEEVES

Premium quality ductile steel cylinder sleeves. Greater resistance to distortion than "grey cast iron" sleeves. Sizes available for all popular big bore conversions.

SUZUKI

PART#	O.D.	SPG	I.D.	LTH	FL	LIP	USE
KA750-1	3.275	3.275	2.950	4.550	.250	3.500	GS1100 / 1150 1260CC
SU3350	3.350	3.350	2.945	4.560	.250	3.500	GS1100 / 1150 1294CC PRO STOCK BIG BLOCK ONLY
KA773-2	3.450	3.450	3.100	.	.250	3.600	GS1100 / 1150 1325 THRU 1425CC BIG BLOCK ONLY
SU3550	3.550	3.550	3.235	4.600	.250	3.700	GS1100 / 1150 1425 THRU 1500CC BIG BLOCK ONLY
SU3600	3.600	3.600	3.235	4.600	.250	3.700	GS1100 / 1150 1425 THRU 1570CC BIG BLOCK ONLY
SU3600-1	3.600	3.600	3.370	4.600	.250	3.700	GS1100 / 1150 1533 THRU 1570CC BIG BLOCK ONLY
SU3450SP	3.450	3.450	3.100	4.300	.250	3.600	GSXR1100 THRU '92 1186 THRU 1277CC
SU3550SP	3.550	3.550	3.240	4.300	.250	3.700	GSXR1100 THRU '92 1340 THRU 1371CC



KAWASAKI

PART#	O.D.	SPG	I.D.	LTH	FL	LIP	USE
KA629-1	3.200	3.200	2.900	4.550	.250	3.415	KZ900 / 1000 1135CC THRU 1200CC 1000J 1170 / 1200CC, GPZ1100 1200CC
KA773-2	3.450	3.450	3.100	4.520	.250	3.600	KZ900 / 1000 / 1000J / GPZ1100 1325 THRU 1425CC BIG BLOCK ONLY
KA3500	3.500	3.500	3.120	4.625	.250	3.700*	KZ900 / 1000 1468 THRU 1500CC

*MUST BE MACHINED TO 3.600 FOR USE IN KAWASAKI BLOCK

ENGINE KITS

APE is well known for its performance engine kits. Specially matched and selected components that take the guess work out of selecting the right parts. APE Engine kits are offered in 2 styles; **Super Street and Road Race** kits for hot rod street use as well as road race competition. **Super Drag Racer** kits designed for all out drag race performance. The Street Kits were designed by the APE engineers to provide the properly matched components for maximum street performance at the best possible price. We have chosen the most popular combinations of pistons and cams in designing these kits.

With the installation of these kits, the motor will respond dramatically to a performance cylinder head and carburation. All kits are priced lower than if the components were purchased separately. Listed on this page are examples of the most popular kits. Engine kit packages are available for all models. Contact our tech department for kit info on your bike. Billet cams are also available for most kits. Call for billet pricing.

SUZUKI HAYABUSA

HAYABUSA 1507cc ENGINE KIT

APE once again leads the way with this awesome 1507cc engine kit for the Suzuki Hayabusa (1472 for Gen 2) Options available include CP state of the art pistons, APE Stud kits. Stage 2 kits available with rods installed on the crank. **Note:** Gen 1 kits come with 84 mm pistons. Gen 2 kits use 83 mm pistons. To use 84 mm pistons in the gen 2 kit, you must supply a gen 1 cylinder block.

STAGE 1

The stage 1 kit comes complete with a freshly bored and replated big bore cylinder block (good cylinder block core required with the order), JE Forged Pistons on their latest trick forging, and an APE BILLET 68mm stroker crankshaft with direct shot oiling, race balanced to less than 1/3 gram. The appropriate spacer plate is also included.

Gen 1 #SSR1507
Gen 2 #SSR1472

STAGE 2

APE 1507cc Stage 2 Hayabusa engine kit includes all of Stage 1 plus Carrillo H beam rods.

Gen 1 #SSR1507-2
Gen 2 #SSR1472-2



HAYABUSA 1600cc ENGINE KIT (1596cc)

1560cc for Gen 2.

STAGE 1

The stage 1 kit comes complete with a freshly bored and replated big bore cylinder block (Good cylinder block core required with the order), JE Forged Pistons on their latest trick forging, and an APE BILLET 72mm stroker crankshaft with direct shot oiling, race balanced to less than 1/3 gram. The appropriate spacer plate is also included.

Gen 1 #SSR1600
Gen 2 #SSR1560

STAGE 2

APE 1596cc Stage 2 Hayabusa engine kit includes all of Stage 1 plus Carrillo H beam rods.

Gen 1 #SSR1600-2
Gen 2 #SSR1560-2

SUZUKI GSXR1000 HOT ROD STREET/STRIP KITS



2001-2004	
1070CC PISTON KIT, (W)70-831 CAMS, CAM SPROCKETS.	SSR1070
1070CC PISTON KIT, (W)70-831 CAMS, CAM SPROCKETS, 4MM STROKER KIT WITH CARRILLO RODS. (ON CUSTOMER CRANK.) USES '04 STYLE PISTONS AND RODS FOR ALL MODELS.	SSR1143
2005-2008	
1070CC PISTON KIT, (W)70-831 CAMS*, CAM SPROCKETS.	SSR1070-08
2009-2012	
1070CC PISTON KIT, (W)70-831 CAMS, CAM SPROCKETS, 4MM STROKER KIT WITH CARRILLO RODS. (ON CUSTOMER CRANK.) USES '04 STYLE PISTONS AND RODS FOR ALL MODELS.	SSR1070-12

SUZUKI GSXR1100W HOT ROD STREET/STRIP KITS

1993-1998	
1147CC PISTON KIT, (W)70-561 CAMS, CAM SPROCKETS	SSR1147

SUZUKI GSXR1100 OIL COOLED HOT ROD STREET/STRIP KITS

1988-1992 1127 MOTORS*	
1216CC PISTON KIT, (W)70-331 CAMS, VALVE SPRINGS, CAM SPROCKETS	SSR1216
1986-1988 1052 MOTORS	
1109CC PISTON KIT, (W)70-331 CAMS, VALVE SPRINGS, CAM SPROCKETS	SSR1109
1255CC PISTON KIT, CYLINDER SLEEVES, (W)70-331 CAMS, VALVE SPRINGS, CAM SPROCKETS, CYLINDER STUDS.	SSR1277
1316CC PISTON KIT, CYLINDER SLEEVES, (W)70-331 CAMS, VALVE SPRINGS, CAM SPROCKETS, CYLINDER STUDS. 1127 BLOCK RECOMMENDED	SSR1340
*KITS NOT AVAILABLE FOR SHIM NON-ROCKER ARM MODELS.	

SUZUKI GSXR1100 OIL COOLED DRAG RACE MOTORS

1988-1992 1127 MOTORS*	
1216CC PISTON KIT, (W) 70-381 CAMS, SPROCKETS, VALVE SPRINGS, TITANIUM RETAINERS, CYLINDER STUDS	SDR1216
15:1 1277CC PISTON KIT ('86-'88) 1277CC ('89-'90), CYLINDER SLEEVES, (W) 70-531 CAMS, VALVE SPRINGS, TITANIUM RETAINERS, CYLINDER STUDS, CAM SPROCKETS.	SDR1277
ARIAS / JE 1340CC PISTON KIT, CYLINDER SLEEVES, (W) 70-531 CAMS, VALVE SPRINGS, TITANIUM RETAINERS, CYLINDER STUDS, AND CAM SPROCKETS. 1127 BLOCK RECOMMENDED	SDR1340
1371CC PISTON KIT, CYLINDER SLEEVES, (W) 70-531 CAMS, VALVE SPRINGS, TITANIUM RETAINERS CYLINDER STUDS, AND CAM SPROCKETS. 1127 BLOCK RECOMMENDED	SDR1371
*KITS NOT AVAILABLE FOR SHIM NON-ROCKER ARM MODELS.	
1986-1988 1052 MOTORS	
15:1 1255CC PISTON KIT ('86-'88) 1277CC ('89-'90), CYLINDER SLEEVES, (W) 70-531 CAMS, VALVE SPRINGS, TITANIUM RETAINERS, CYLINDER STUDS, CAM SPROCKETS	SDR1277
JE1316CC PISTON KIT, CYLINDER SLEEVES, (W) 70-531 CAMS, VALVE SPRINGS, TITANIUM RETAINERS, CYLINDER STUDS, AND CAM SPROCKETS	SDR1340

SUZUKI GSXR750 HOT ROD STREET/STRIP KITS

1993-1995 (W)	
907CC PISTON KIT, SLEEVES, (W)70-561 CAMS, CAM SPROCKETS	SSR907W
1990-1997	
955CC JE PISTON KIT, SLEEVES, (W)70-331 CAMS, VALVE SPRINGS, CAM SPROCKETS, CYLINDER STUDS.	SSR955

SUZUKI GS1100 HOT ROD STREET/STRIP KITS

ALL YEARS	
1168CC PISTON KIT, (W)70-112 CAMS, VALVE SPRING KIT	SSR1168
1327CC PISTON KIT, "GORILLA" CYLINDER BLOCK, (W)70-112 OR (W)70-252 CAMS, CYLINDER STUDS VALVE SPRINGS. ABSOLUTELY AWESOME	SSR1323
1500CC PISTON KIT, "GORILLA" CYLINDER BLOCK, (W)70-112 OR (W)70-252 CAMS, CYLINDER STUDS VALVE SPRINGS. EVEN MORE AWESOME. TALK TO OUR TECH GUYS BEFORE ORDERING.	SSR1500

SUZUKI GS1150 HOT ROD STREET/STRIP KITS

ALL YEARS	
1230CC PISTON KIT, WGS348 CAMS, RACING VALVE SPRINGS	SSR1230
1327CC PISTON KIT, "GORILLA" CYLINDER BLOCK, (W)70-112 OR (W)70-122 CAMS, CYLINDER STUDS, VALVE SPRINGS. MAKES FOR AN AWESOME BIG INCH NITROUS MOTOR. NEEDS APE CYLINDER HEAD	SSR1324
1395CC PISTON KIT, "GORILLA" CYLINDER BLOCK, (W)70-112 OR (W)70-122 CAMS, CYLINDER STUDS, VALVE SPRINGS. CHROME MOLY HANDLE BARS RECOMMENDED. NEEDS APE CYLINDER HEAD.	SSR1400

SUZUKI GS1100 DRAG RACE MOTORS

ALL YEARS	
1260CC PISTON KIT, "GORILLA" CYLINDER BLOCK, CHOICE OF CAMS, PRO VALVE SPRINGS, RETAINERS, CYLINDER STUDS.	SDR1260S
JE1395CC PISTON KIT, "GORILLA" CYLINDER BLOCK, (W)70-232 CAMS, PRO VALVE SPRINGS RETAINERS, CYLINDER STUDS.	SDR1383
JE1428CC PISTON KIT, "GORILLA" CYLINDER BLOCK, (W)70-232 CAMS, PRO VALVE SPRINGS RETAINERS, CYLINDER STUDS.	SDR1427
SAME AS SDR1328 BUT WITH 1500CC PISTONS AND (W)70-302 CAMS.	SDR1499

SUZUKI GS1150 DRAG RACE MOTORS

ALL YEARS	
1199CC PISTON KIT, (W)70-252 CAMS VALVE SPRINGS RETAINERS, CYLINDER STUDS.	SDR1199
JE1428CC PISTON KIT, "GORILLA" CYLINDER BLOCK, (W)70-232 CAMS, PRO VALVE SPRINGS RETAINERS, CYLINDER STUDS.	SDR1424

Cams listed in these kits that begin with (W) are WEB hardweld cams. Customer core is required. New billet cams are also available for most kits. For specs on specific cams see page 34

KAWASAKI KZ900/1000 HOT ROD STREET/STRIP KITS

1973-1980	
1015CC PISTON KIT, K410 CAMS, VALVE SPRING KIT	SSR1015
1075CC PISTON KIT, K410 CAMS, VALVE SPRING KIT	SSR1075
1200CC PISTON KIT - WITH SLEEVES, K435 CAMS, SOB RETAINERS, TAPPETS, VALVE SPRINGS, CYLINDER STUDS.	SSR1200
1327 OR 1395CC PISTON KIT,BIG BLOCK CYLINDER ASSEMBLY, K435 CAMS, TAPPETS, RETAINERS, CYLINDER STUDS VALVE SPRINGS. FOR THE SERIOUS PERFORMANCE ENTHUSIAST	SSR1325

KAWASAKI KZ900/1000 DRAG RACE MOTORS

1973-1980	
1075CC PISTON KIT (12:1), K435 CAMS, RACING VALVE SPRINGS, SOB RETAINERS, TAPPETS, CYLINDER STUDS.	SDR1075
1260CC PISTON KIT, BIG BLOCK CYLINDER ASSEMBLY, 60-152 CAMS, .500" LIFT VALVE SPRINGS, SOB RETAINERS, TAPPETS, CYLINDER STUDS.	SDR1260-K
1327CC PISTON KIT, BIG BLOCK CYLINDER ASSEMBLY, 60-222 CAMS,.500" LIFT VALVE SPRINGS, SOB RETAINERS, TAPPETS, CYLINDER STUDS.	SDR1325
FOR KZ HEAD - 1425CC PISTON KIT,"GORILLA" CYLINDER BLOCK, 60-222 CAMS, .520" LIFT VALVE SPRINGS, SOB RETAINERS, TAPPETS, CYLINDER STUDS.	SDR1425
1395CC PISTON KIT, BIG BLOCK CYLINDER ASSEMBLY, 60-222 CAMS, .500" LIFT VALVE SPRINGS, SOB RETAINERS, TAPPETS, CYLINDER STUDS.	SDR1385

KAWASAKI J MODEL AND GPZ HOT ROD STREET/STRIP KITS

KAWASAKI J MODEL, EARLY GPZ ('81-82) 17MM WRIST PIN AND FULL HEMI STYLE HEAD	
1076CC PISTON KIT, K410 CAMS, VALVE SPRINGS	SSR1076J
1170CC PISTON KIT, K410 CAMS, VALVE SPRINGS (J MODEL REQUIRES SLEEVES)	SSR1171
1260 PISTON KIT, K410 / K435 CAMS, VALVE SPRINGS REQUIRES FOUR KA750 SLEEVES NOT INCLUDED.	SSR1261
1327CC PISTON KIT,BIG BLOCK CYLINDER ASSEMBLY, K435 CAMS, TAPPETS, RETAINERS, CYLINDER STUDS VALVE SPRINGS. FOR THE SERIOUS PERFORMANCE ENTHUSIAST	SSR1326-17
1395CC PISTON KIT,BIG BLOCK CYLINDER ASSEMBLY, K435 CAMS, TAPPETS, RETAINERS, CYLINDER STUDS VALVE SPRINGS. FOR THE SERIOUS PERFORMANCE ENTHUSIAST	SSR1386-17
1425CC PISTON KIT,BIG BLOCK CYLINDER ASSEMBLY, K435 CAMS, TAPPETS, RETAINERS, CYLINDER STUDS VALVE SPRINGS. FOR THE SERIOUS PERFORMANCE ENTHUSIAST	SSR11430-17

KAWASAKI J MODEL AND GPZ DRAG RACE MOTORS

KAWASAKI J MODEL, EARLY GPZ ('81-82) 17MM WRIST PIN AND FULL HEMI STYLE HEADT	
1327CC PISTON KIT, BIG BLOCK CYLINDER ASSEMBLY, 60-222 CAMS,.500" LIFT VALVE SPRINGS, SOB RETAINERS, TAPPETS, CYLINDER STUDS.	SDR1326-17
1395CC PISTON KIT, BIG BLOCK CYLINDER ASSEMBLY, 60-222 CAMS, .500" LIFT VALVE SPRINGS, SOB RETAINERS, TAPPETS, CYLINDER STUDS.	SDR1386-17
1425CC PISTON KIT,"GORILLA" CYLINDER BLOCK, 60-222 CAMS, .520" LIFT VALVE SPRINGS, SOB RETAINERS, TAPPETS, CYLINDER STUDS.	SDR1430-17

KAWASAKI LATE STYLE GPZ DRAG RACE MOTORS

KAWASAKI J MODEL, EARLY GPZ ('81-82) 17MM WRIST PIN AND FULL HEMI STYLE HEADT	
1327CC PISTON KIT, BIG BLOCK CYLINDER ASSEMBLY, 60-222 CAMS,.500" LIFT VALVE SPRINGS, SOB RETAINERS, TAPPETS, CYLINDER STUDS.	SDR1326-18
1327CC PISTON KIT, BIG BLOCK CYLINDER ASSEMBLY, 60-222 CAMS,.500" LIFT VALVE SPRINGS, SOB RETAINERS, TAPPETS, CYLINDER STUDS.	SDR1386-18
1425CC PISTON KIT,"GORILLA" CYLINDER BLOCK, 60-222 CAMS, .520" LIFT VALVE SPRINGS, SOB RETAINERS, TAPPETS, CYLINDER STUDS.	SDR1430-18

KAWASAKI LATE STYLE GPZ HOT ROD STREET/STRIP KITS

KAWASAKI LATE STYLE GPZ ('83-84) WITH 18MM WRIST PINS AND "BATH TUB" STYLE HEAD.	
170CC PISTON KIT, K410 CAMS, VALVE SPRINGS.	SSR1172
1327CC PISTON KIT,BIG BLOCK CYLINDER ASSEMBLY, K435 CAMS, TAPPETS, RETAINERS, CYLINDER STUDS VALVE SPRINGS. FOR THE SERIOUS PERFORMANCE ENTHUSIAST	SSR1326-18
1395CC PISTON KIT,BIG BLOCK CYLINDER ASSEMBLY, K435 CAMS, TAPPETS, RETAINERS, CYLINDER STUDS VALVE SPRINGS. FOR THE SERIOUS PERFORMANCE ENTHUSIAST	SSR1386-18
1430CC PISTON KIT,BIG BLOCK CYLINDER ASSEMBLY, K435 CAMS, TAPPETS, RETAINERS, CYLINDER STUDS VALVE SPRINGS. FOR THE SERIOUS PERFORMANCE ENTHUSIAST	SSR1430-18

HONDA CB750 2-VALVE HOT ROD STREET/STRIP KIT


HONDA CB750 K MODEL	
APE REINTRODUCES ONE OF OUR MOST POPULAR ENGINE KITS EVER. THIS KIT INCLUDES A 10.5:1 C.R. 836CC FORGED BIG BORE PISTON KIT. H360 BILLET CAM, PERFORMANCE VALVE SPRING KIT, TITANIUM RETAINERS, ADJUSTABLE CAM SPROCKET, AND HEAVY DUTY CYLINDER STUDS. COMPLETE MATCH COMPONENTS AT A KIT PRICE.	SSR836



BLOCK EXCHANGE KITS



IN STOCK - READY TO SHIP

HAYABUSA BLOCK EXCHANGE W JE PISTONS



GEN 2 HAYABUSA

2008 - 2016 Busa - Gen 2 Hayabusa blocks. Bored and replated with 1407 JE Pistons. In stock, ready for immediate exchange. Your core must be in good condition. -

Exchange - **#CBE1407**

GEN 1 HAYABUSA

1999-2007 BUSA - Your core must be in good condition. Scored bores or 1363 blocks ok.-

Exchange - **#CBE1397**

Outright - **#CBE1397OR** (Subject to availability)

HAYABUSA BLOCK EXCHANGE W CP PISTONS



Exclusively from APE.. Big bore Hayabusa cylinders with CP pistons for exchange. Send us your 99 to 07 cylinder block, and we will send you a finished **1397 block** with premium CP pistons. Send your 08 cylinder block and we will send you a **1407cc block** with premium CP pistons.

CP pistons for 99-07 models are available in 1397cc 12.5:1 for hot rod street /strip bikes, or 14:1 gas ported for race only.

1397CC KIT OPTIONS			
1999-07	1397CC	13.5:1	EXCHANGE #EBCP01
1999-07	1397CC	13.5:1	OUTRIGHT #EBCP01OR
1999-07	1397CC	14:1	EXCHANGE #EBCP02
1999-07	1397CC	14:1	OUTRIGHT #EBCP02OR

KAWASAKI ZX12 BLOCK EXCHANGE 1287cc



In stock, ready for shipping. Good customer core required. Scored bores okay. JE pistons.

JE1287cc **#CBE1287**



KAWASAKI ZRX1200 BLOCK EXCHANGE 1224cc



In stock, ready for shipping. Good customer core required. Scored bores okay. JE pistons

JE1224cc **#CBE1224**



APE BIG BLOCKS

APE blocks are available completely finished, ready to install. Bored, honed, o'ring (if necessary.)

Sold only with piston purchase from APE.

SUZUKI GS1150 **#GBS1150-3**

KAWASAKI KZ **#GBK1000-3**

KAWASAKI GPZ **#GBK1100-3**



Scan for prices on all machining services

MACHINING SERVICES

APE offers a first-class production facility. This includes a state-of-the-art machine shop for modifying existing engine parts such as: Boring and honing cylinders, boring engine cases, head surfacing, block surfacing, valve jobs, lightening and balancing crankshafts. We also operate a complete aerospace-type CNC machining facility in which we manufacture our world-famous racing products. These facilities are all on-site at the APE race shop.

If you're sending engine components to APE for machine work, please visit www.aperaceparts.com/packaging for detailed shipping instructions.

Note that below there are part numbers corresponding to machine work performed "with piston purchase." These special-priced part numbers require that the pistons be purchased at the time the work is done. For pricing visit www.aperaceparts.com/machining

CYLINDER BORING - IRON SLEEVE

FOUR CYLINDER WITH REMOVABLE BLOCKS	
LC100	BORE AND HONE WITH PISTON PURCHASE
LC150	BORE AND HONE WITH CUSTOMER'S PISTONS
FOUR CYLINDER ONE-PIECE BLOCK AND UPPER CASES	
LC200	BORE AND HONE WITH PISTON PURCHASE
LC200P	BORE AND HONE WITH CUSTOMER'S PISTONS
TWIN/ONE BLOCK	
LC175	BORE AND HONE WITH PISTON PURCHASE
LC176	BORE AND HONE WITH CUSTOMER'S PISTONS
SINGLES	
LC180	BORE AND HONE WITH PISTON PURCHASE
LC181	BORE AND HONE WITH CUSTOMER'S PISTONS
LC201D	DEGLAZE CYLINDER
FOURS	
LC250	BORE BLOCK, INSTALL SLEEVES, SURFACE, AIR-COOLED 4 CYLINDER
LC250W	BORE BLOCK, INSTALL SLEEVES, SURFACE, LIQUID-COOLED 4 CYLINDER
LC350	SURFACE BLOCK OR CYLINDER HEAD
LC275	REMOVED UNDAMAGED SLEEVE / REPLACE
LC275-D	REMOVE DAMAGED SLEEVE / REPLACE
LC300	MACHINE O-RING GROOVES (WIRE PROVIDED)
LC350B	SURFACE BOTTOM OF CYLINDER WHEN CHANGING SLEEVES

CYLINDER BORING - ALUMINUM NIKASIL PLATED

REMOVABLE BLOCKS	
LC145	BORE AND RE-NIKASIL SINGLE CYLINDER - W/PISTON PURCHASE
LC146	BORE AND RE-NIKASIL SINGLE CYLINDER - W/CUSTOMER PISTON
LC155	BORE AND REPLATE FOUR CYLINDER WITH PISTON PURCHASE
LC156	BORE AND REPLATE FOUR CYLINDER WITH CUSTOMER'S PISTONS
ONE PIECE BLOCK AND UPPER CASE	
LC157	BORE AND REPLATE FOUR CYLINDER WITH PISTON PURCHASE
LC158	BORE AND REPLATE FOUR CYLINDER WITH CUSTOMER'S PISTONS

PISTONS, VALVES, MISC. MACHINING

PISTONS	
LC225	PIN-FIT ONE (1) PISTON
LC235	PIN-FIT FOUR (4) PISTONS W/PISTON PURCHASE & BORE AND HONE
LC500	GAS-PORT ONE (1) PISTON WITH PISTON PURCHASE
LC550	GAS-PORT ONE (1) CUSTOMER'S PISTON
LC400	MACHINE ONE (1) PISTON'S VALVE POCKETS WITH PISTON PURCHASE.
LC450	MACHINE ONE (1) PISTON'S VALVE POCKET'S IN CUSTOMER'S PISTON
LC600	BORE PIN HOLE FOR LARGER PIN
VALVES	
LC410	MACHINE VALVE-HEAD DIAMETER AND GRIND FACE
LC415	MACHINE VALVE STEM TO LENGTH AND CUT KEEPER GROOVE
LC420	LC410 AND LC415 ADD \$10.00 EA. IF CUSTOMER SUPPLIES VALVES.
LC416	GRIND ONE (1) VALVE FACE
LC417	GRIND ONE (1) VALVE STEM TIP
MISC.	
LC125	RE-BUSH CARRILLO ROD
LC650	INSTALL ONE HELICOIL
LC700	BORE ENGINE CASE FOR LARGER SLEEVES, NO STUDS.
LC725	REMOVE STUDS FROM TOP CASE
LC765	INSTALL APE SPROCKET ADAPTER ON CAM
LC765-NC	INSTALL APE ADAPTER ON CAMS WITH CAM AND SPROCKET PURCHASE.
LC770	ASSEMBLE RODS ON CRANK WITH ROD PURCHASE (BEARINGS EXTRA)
LC770CR	ASSEMBLE CUSTOMER SUPPLIED RODS ON CRANK (BEARINGS EXTRA)
LC775	SHOT PEEN CUSTOMER'S RODS - SET OF 1-4
LC785	REMOVE ROLLER BEARING
LC800	WELD FOUR CYLINDER ROLLER BEARING CRANKS
LC850	LABOR PER HOUR
LC110	RECONDITION CARRILLO ROD
LC-HT	HEAT TREAT PROCESS
LC910	CUT APE WRIST PINS TO CUSTOM LENGTH

CYLINDER HEAD SERVICES (See page 18 for CYLINDER HEADS)

PART#	DESCRIPTION
HW-3-4S	INSTALL BRONZE VALVE GUIDES - LABOR ONLY - SINGLE CYLINDER HEAD**
HW-3-8S	INSTALL BRONZE VALVE GUIDES AND SIZE FOR VALVES - LABOR ONLY - 8 VALVE HEAD
HW-3-16S	INSTALL BRONZE VALVE GUIDES AND SIZE FOR VALVES - LABOR ONLY - 16 VALVE HEAD
HW-3-20S	INSTALL BRONZE VALVE GUIDES AND SIZE FOR VALVES - LABOR ONLY - 20 VALVE HEAD
HW-4-4	PERFORMANCE (STD SIZE) VALVE JOB - SINGLE CYLINDER HEAD**
HW-4-8	PERFORMANCE (STD SIZE) VALVE JOB - 8 VALVE HEAD
HW-4-16	PERFORMANCE (STD SIZE) VALVE JOB - 16 VALVE HEAD
HW-4-20	PERFORMANCE (STD SIZE) VALVE JOB - 20 VALVE HEAD
HW-5-P	BIG VALVE INSTALLATION WITH PORTING (SEE PORTED HEADS BELOW)
HW-5-4	INSTALL OVERSIZE VALVES AND BLEND PORTS, EACH SIDE - SINGLE CYLINDER HEAD**
HW-5-8	INSTALL OVERSIZE VALVES, EACH SIDE, 8 VALVE. (BLEND TO PORTS ADD \$49.00)
HW-5-16	INSTALL OVERSIZE VALVES, EACH SIDE, 16 VALVE. (BLEND TO PORTS ADD \$69.00)
HW-5-20	INSTALL OVERSIZE VALVES, EACH SIDE, 20 VALVE. (BLEND TO PORTS ADD \$75.00)
HW-6	CAM CLEARANCE KAWASAKI HEAD
HW-7	ASSEMBLE HEAD (SEALS EXTRA) INCLUDED IN VALVE JOB
HW-7SP	ADJUSTING SPRING HEIGHTS WHEN ASSEMBLING HEAD
HW-10	INSTALL IDLER ADAPTER IN GPZ HEAD
HW-20-8	8-VALVE HEAD. DISASSEMBLE, INSPECT, CLEAN COMBUSTION CHAMBERS AND VALVES, LAP VALVES IN. REASSEMBLE. NO PARTS INCLUDED. SEALS EXTRA.
HW-20-16	16-VALVE HEAD. DISASSEMBLE, INSPECT, CLEAN COMBUSTION CHAMBERS AND VALVES, LAP VALVES IN. REASSEMBLE. NO PARTS INCLUDED. SEALS EXTRA.
HW-40	PORT AND VALVE JOB 8-VALVE
HW-45	PORT AND VALVE JOB 16-VALVE
HW-48	INSTALL 16 APE BRONZE SEATS IN FOUR CYLINDER HEAD.
LC-415	MACHINE ONE VALVE STEM
LC-420	MACHINE ONE VALVE HEAD AND STEM
LC425	GRIND ONE VALVE FACE
LC-350	SURFACE CYLINDER HEAD

**NOTE: HW-3-4S, HW-4-4 AND HW-5-4 ARE FOR SINGLE CYLINDER ENGINES.

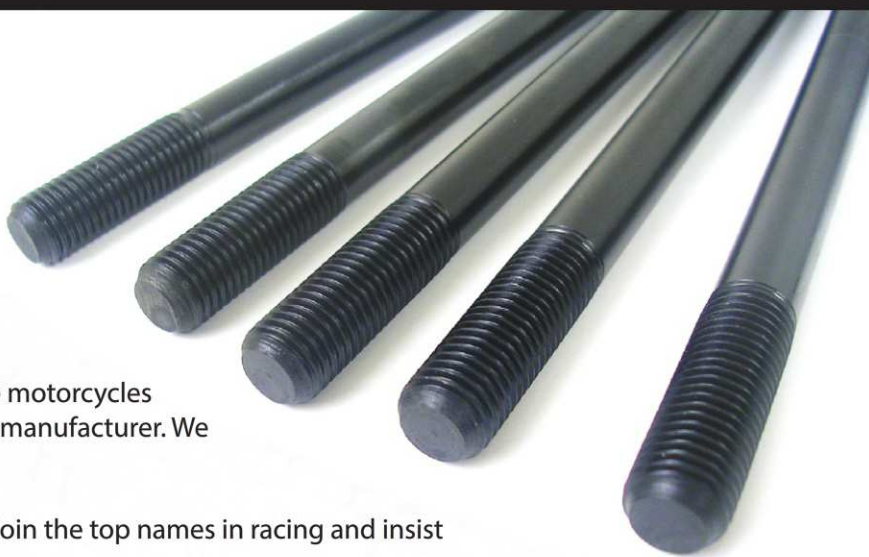
HEAVY DUTY ENGINE STUDS

Hheavy 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, centerless ground, and have rolled threads after heat treat for maximum strength.

APE originated heavy duty studs for performance motorcycles and today is recognized as the industry's leading manufacturer. We supply studs to all of the top engine builders

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.



HAYABUSA "PRO MOD" STUDS

The Hayabusa engine uses head bolts instead of the preferred stud arrangement. When engines are subjected to bigger bores, higher compression ratios, nitrous oxide, turbo, etc. the stock head bolts are not up to the task. Blown head gaskets are the result.

These Hayabusa studs are made from ultra high heat treated premium 8740 steel and feature rolled threads for maximum strength. Torque to 60 lbs. APE head nuts are machined from billet stock and heat treated to prevent threads from stretching. This set up is a must for all serious go-fast motors. Extra thread on the nut end allows them to also be used with no plate when using APE CHN10125-10 cylinder head nuts.

Please note that the cylinder head can not be removed with engine bolted in place when using studs. Must use in conjunction with part#CHN10125-10. (See page 17)

#CS1300STN

SUZUKI ZX14

APE now has ZX14 cylinder studs in stock. These studs feature heat treated 8740 steel, and come complete with high tensile 12 pt. nuts.

#CSZX14



COUNTERSHAFT CASE STUD KIT FOR SUZUKI HAYABUSA

APE, in conjunction with DME's Skip Gladstone, has developed a stud kit that holds the cases together behind the countershaft. Skip contacted APE after breaking two sets of engine cases in this location. The advantage of the stud over the oem bolt is that a bolt can not use all of the thread in the case or it bottoms out. APE studs go in all the way to the bottom using all of the case thread. Also, studs are not removed every time the cases come apart.

The stud is manufactured the same way we do our world famous cylinder studs. Same heat treat and threads rolled after heat treat. Comes with a special APE nut. The high tensile strength does not loosen and allow the case to flex.

Why take the chance. The cases can not be repaired when they break here. #OPSS-BUSA



SCAN FOR COMPLETE STUDS AND NUTS PRICING



SUZUKI CYLINDER STUDS

APPLICATION	PART NUMBER
DRZ400	CSDRZ400 (NUTS INCLUDED)
SV650	CS650S (USE CHN10125-8 NUTS)
GSXR750 (2004-2005)	CS1000GSX (USE CHN10125-10 NUTS)
GS1000	CS1000S
GSXR1000 (2001-2015)	CS1000GSX (USE CHN10125-10 NUTS)
GS1100	CS1100S (CHN1000K NUTS)
GSXR1100 (1127CC CASE)	CS1127GSX
GS1150	CS1150S (CHN1000K NUTS)
BANDIT 1200	CS1127GSX
HAYABUSA	CS1300STN (USE CHN10125-10 NUTS)

STUD WASHERS FOR HAYABUSA

We offer two types of washers to be used with our Hayabusa cylinder studs.

On the gen 2 busa, 2008 and later, the head bolt washers do not come off the bolts. When using our stud kits with a gen 2, it is necessary or order part #BHW1300. This is a set of 10. On gen 1 busas, use your stock head bolt washers.

BHW1300 Set of 10

Part# BHW-STP This special washer is for use on heads that have been machined for our 1/2" studs, but then the head goes back on a motor with 10mm studs. Stock washers do not work well on heads that have had this mod.



BHW-SPT Set of 10

YAMAHA CYLINDER STUDS

APPLICATION	PART NUMBER	USE HEAD NUT #
FJ100 (LATE)/1200	CS1100FJ	CHN10125-12

KAWASAKI CYLINDER STUDS

APPLICATION	PART NUMBER
650/750 2 VALVE FOURS	CS650K (USE CHN1000K NUTS)
900/1000/1100 2 VALVE FOURS	CS900K (USE CHN1000K NUTS)
ZX10 (2004 AND LATER)	CSZX10 (USE STOCK WASHERS, CHN10125-10 NUTS)
ZX11, ZRX11	CS1100K (USE CHN1100K NUTS)
ZRX12, ZZR1200	CS1100K (USE CHN1100K NUTS)
ZX12	CS1200K (NUTS INCLUDED)

HONDA CYLINDER STUDS

APPLICATION	PART NUMBER
CB400F	CS400H
CB500/550/650 FOURS	CS500H
750 SOHC THRU 1978	CS750H
900/1100F	CS900H
CBX 1978-1981	CS-CBX-E78
CBX 1982	CS-CBX-L82

BMW CYLINDER STUDS

APPLICATION	PART NUMBER	USE HEAD NUT #
1000RR	CSBMW1000	NUTS INCLUDED

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. Packed in complete engine sets.

PART#	DESCRIPTION
CHN1000K	10MM X 1.25 WITH 7/8" BASE DIA. KAWASAKI 900/1000/1100 SUZUKI GS1100/1150 GSXR750/1100 OIL COOLED MODELS - SET OF 12
CHN1100K	SPECIAL HEAD NUTS FOR USE WITH APE #CS1100K STUD SET
CHN10125-8	SV650
CHN10125-10	10MM X 1.25 WITH 3/4" BASE DIA. FOR USE WITH ANY APPLICATION REQUIRING THE SMALLER 3/4" BASE DIA. SET OF 10.

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 we use in our cylinder studs. All threads are rolled after heat treat for maximum strength.



All sets come with special flanged nuts.

SUZUKI MAIN BEARING STUDS

APPLICATION	PART NUMBER
GSXR1000	MBS1000GSX
GSXR1100 (THRU 1992)	MBS1100GSX
GS1100/EARLY 1150	MBS1100S
LATE 1150 W 8 AND 9MM BOLTS	MBS1150S

KAWASAKI MAIN BEARING STUDS

APPLICATION	PART NUMBER
Z1900, KZ1000, GPZ1100	MBS1000K
ZX10 (2004 - 2015)	MBSZX10

*The 10 mm main bearing holes in the lower case are slightly miss matched from the factory. It is necessary to run a 10 mm reamer (not a drill) thru the holes from the inside out. Visit www.zxzone.com/studs to see instructions.

PERSONAL WATERCRAFT CYLINDER STUDS

APE PART# **CS1200K** FIT THE FOLLOWING WATERCRAFT
(12 POINT NUTS INCLUDED)

APPLICATION	YEARS
STX-12F	2003-2007
STX-15F	2004-2013
ULTRA LX	2007-2013
STX	2009-2010
ULTRA250	2007-2008
ULTRA260	2009-2010
ULTRA300	2011-2013



CYLINDER HEADS



Cylinder head work at APE is done on the latest state-of-the-art equipment. We have facilities to completely rebuild all motorcycle heads. As a manufacturer of high-performance cylinder head components, we have all of the parts in stock: bronze valve guides, stainless steel valves, valve springs, titanium retainers and more. Everything we need to complete your job without waiting on the parts - which slows down most shops.

APE uses the super state-of-the-art Serdi cylinder head machine, with triple-float head for the most accurate valve seats possible.

The Serdi uses a multi-angle carbide cutter that has the seat shape ground into it. This ensures that all angles are exactly the same - all seat widths are exactly the same. A perfect valve job.

APE is the source for bronze valve seats for motorcycles. We supply them to many of the leading cylinder head shops and aftermarket manufactures.

Bronze dissipates heat much quicker than steel which allows the valves to run cooler. Another benefit is that bronze does not beat the valve faces up like steel seats do. This is especially beneficial with titanium valves. Available for stock size and oversize.



APE offers damaged combustion chamber repair. This is a good way to save those high dollar race heads that may have dropped a valve, etc.

We completely weld up the chamber, then CNC a new combustion chamber. Damages seats are replaced with APE bronze seats. valve job is completed and head will be ready to shim and install.

Please note that this is a little pricy, and if your head is stock, it is probably cheaper and faster to find a used one.

NEW FULLY ASSEMBLED CYLINDER HEADS FOR HONDA CRF250/450

BRAND NEW Honda cylinder head with the ports matched to the seats and special stainless/steel intake and exhaust valves, heavy-duty valve springs and titanium retainers. Ready to bolt on. This is an outright purchase with no core required.

OPTIONAL BRONZE VALVE SEATS AND GUIDE

New aftermarket casting. Optional Titanium intake valves available (see below.) Bronze seats don't kill Ti valves like oem seats. All part numbers that end in -B. This is an outright purchase with no core required.

FULLY RACE PORTED OPTION

These new cylinder heads are available fully race ported, with stainless valves, heavy duty springs and titanium retainers. See below.

REBUILD OPTION

Send us your head and we'll race port it, give it a competition Serdi valve job, new bronze guides, stainless steel intake and exhaust valves, heavy duty valve springs and titanium retainers. See below.



BRAND NEW CYLINDER HEADS	
CRF250 ('04-'07)	#H250HS-3
CRF250 ('04-'07) W BRONZE SEATS AND GUIDES	#H250-3-B
CRF250 (2008)	#H250HS-8
CRF250 (2008) W BRONZE SEATS AND GUIDES	#H250-8-B
CRF250 (2009)	#H250HS-9
CRF250 (2009) W BRONZE SEATS AND GUIDES	#H250-9-B
CRF450 THRU '06	#H450HS-3
CRF450 THRU '08**	#H450HS-08
**Part #H450HS-08 is an '08 cylinder head which will fit both early and late model CRF 450s. For bike-owners who favor the 08 intake tract and the smaller exhaust valve, we offer this package using this '08 CRF450 cylinder head.	
ATV	
TRX450R 04-05	#TRX450-4
TRX450R 06-09	#TRX450-9

ADDITIONAL OFFROAD CYLINDER HEAD SERVICES

#HW-3-4S	INSTALL BRONZE VALVE GUIDES - SINGLE CYLINDER HEAD
#HW-4-4	PERFORMANCE VALVE JOB
#HW-5-4	INSTALL OVERSIZE VALVES AND BLEND PORTS - EACH SIDE



NEW CYLINDER HEADS FULLY RACE PORTED (SEE ABOVE)	
CRF450 06	#H450HS-4
CRF450 08	#H450HS-08-4
CRF250 ('04-'07)	#H250HS-4
CRF250 (2008)	#H250HS-08-4
CRF250 (2009)	#H250HS-09-4

CUSTOMER'S HEAD REBUILD (SEE ABOVE)	
CRF450 TRX450	#HW30-450
CRF250R	#HW-30-250



CRF 250/450 INTAKE AND EXHAUST VALVE TRAIN KIT

Consists of APE stainless steel valves. High performance "Gold Stripe" valve springs, specially matched for ultimate valve control. Manufactured from "super clean" chrome silicone wire. Titanium valve spring retainers and steel spring bases. **#H450HS-2**

For more CRF cylinder head components see page 31

SPORTBIKE CYLINDER HEAD PACKAGES

SUZUKI HAYABUSA

HAYABUSA HOT ROD STREET / STRIP HEAD

This package includes race porting and competition valve job, and assembly. NO PARTS INCLUDED. Valve stem seals extra. See page 15 for additional services. **#HW45**

HAYABUSA BIG VALVE RACE HEAD

This package includes lower valve guides for big cams, race porting, oversize intake and exhaust valve installation (stock seats), competition valve job, and assembly. Valves and guides, seals, valve springs and retainers included. Big bore motors only. No exchange. **#HW46**

16 VALVE RACE HEAD **#HW-45**

This package includes most four cylinder motors with four valves per cylinder. Price includes race porting and competition valve job, and assembly. NO PARTS INCLUDED. Valve stem seals extra.



SUZUKI GSXR

GSXR1000

Full race porting. Competition Full radius valve job. APE stainless Steel valves, Intake and exhaust. **#HW-50**

Same as above with bronze valve guides **#HW-50G**

SUZUKI GSXR1100 OIL-COOLED

STREET - ECONO RACER **#HW-24**

Excellent first-stage cylinder head. Street, drag racing, mini-sprints. Very good power improvement over stock. This head uses the stock customer-supplied valves.

- Porting
- Competition Multi-Angle Valve Job
- Bronze Valve Guides
- Racing Valve Springs
- Seals
- Assembled, ready to install

SUPER COMP - ROAD RACE - MINI-SPRINTS **#HW-25**

Big air flow for the serious racer. Oversize stainless steel valves both sides (30mm intake, 26mm exhaust)

- Porting
- Competition Multi-Angle Valve Job
- Bronze Valve Guides
- Racing Valve Springs
- Titanium Retainers
- Stainless Steel Intake and Exhaust Valves
- Seals
- Assembled, ready to install

SUZUKI GS

SUPER STREET / ECONO RACER **#HW-16**

This is an excellent entry level cylinder head for the budget racer or street hot rod. Very good power gain over stock.



This cylinder head uses customer supplied stock valves. Consists of: porting, competition multi angle valve job, racing valve springs, bronze valve guides, seals, rocker arms ground for cam clearance, assembly. Ready to install.

PRO GAS **#HW-18** (Titanium valves extra.)

- Porting
- Bronze valve guides
- Competition multi angle valve job
- Stainless steel oversize intake and exhaust valves
- Racing valve springs
- Titanium retainers
- Seals
- Rocker arms ground for cam clearance
- Surfaced
- Assembled, ready to install

KAWASAKI ZX

ZX14 - **#HW-53**

- Full race porting
- Competition Full radius valve job
- APE stainless Steel valves, intake and exhaust
- Racing valve springs
- Titanium Retainers



Same as above with bronze valve guides **#HW-53G**

ZX12 - **#HW-51**

- Full race porting
- Competition Full radius valve job
- APE stainless Steel valves, Intake and exhaust
- Racing valve springs
- Titanium Retainers

Same as above with bronze valve guides **#HW51G**

KAWASAKI ZX (cont)

ZX10 - # HW-56

- Full race porting
- Competition Full radius valve job
- APE stainless Steel valves, Intake and exhaust
- Racing valve springs
- Titanium Retainers

Same as above with bronze valve guides **#HW-56B**

ULTRA 250/260/300/310 WATERCRAFT #HW-55



Full race porting Competition Full radius valve job. APE stainless Steel intake valves, Inconel exhaust valves. Racing valve springs with Titanium Retainers.

Same as above with bronze valve guides **#HW-55G**

ULTRA 300 PWC #HW-65WC

- Full race porting
- Full radius valve job
- Surface cleanup
- 65lb racing springs
- Titanium retainers
- Valve stem seals



HONDA 16 VALVE

Race porting and competition valve job. **#HW-45**



HONDA 750 SOHC

- New Stainless steel valves
- New Bronze valve guides
- Matching seats to the ports
- Serdi radius valve job
- Surface for clean up
- New seals.

750 K MODELS **#HW-41**

F2 MODELS **#HW-42**

K MODEL RACE HEAD #HW-43

- Full race porting.
- Competition full-radius valve job.
- APE stainless steel valves, intake and exhaust.
- Racing valve springs
- Titanium retainers.
- Bronze valve guides.
- Seals.



KAWASAKI KZ/GPZ

FOUR CYLINDER 8-VALVE RACE HEAD

This package includes most four cylinder motors with four valves per cylinder. Price includes race porting and competition

valve job, and assembly. No parts included. **#HW-40**

STREET HOT ROD #HW-15

Excellent power increase for small motors (up to 1075cc). This head uses the stock customer-supplied valves.

- Porting
- Competition Multi-angle Valve Job
- Cam Clearanced for APE K410 Cams.
- Bronze Valve Guides
- Racing Valve Springs
- Seals
- Assembled (not shimmed).

SUPER GAS - Z1 / KZ EARLY STYLE #HW-17E

Approximately 15% more air flow than the STREET HOT ROD package.

- 37.5mm Stainless Steel Intake Valves
- Shim on Bottom Titanium Retainers
- Porting
- Intake Valve Installation
- Competition Multi-angle Valve Job
- Cam Clearanced
- Bronze Valve Guides
- Racing Valve Springs
- Seals
- Assembled

PRO GAS - J MODEL / GPZ HEAD #HW-28L

Good mid to high 8 second head.

- 40mm Intake and 33mm Exhaust Stainless Steel valves.
- Porting
- Bronze Intake Seats
- Intake and Exhaust Valve Installation
- Competition Multi-angle Valve Job
- Cam Clearanced
- Bronze Valve Guides
- Stainless Steel Valves
- Racing Valve Springs
- Titanium Retainers (Shim on bottom)
- Seals
- Assembled

SUPER GAS - J MODEL GPZ1100 HEAD #HW17L

Approximately 15% more air flow than the STREET HOT ROD package.

- 38.6mm Stainless Steel Intake Valves
- Shim on Bottom Titanium Retainers
- Porting
- Intake Valve Installation
- Competition Multi-angle Valve Job
- Cam Clearanced
- Bronze Valve Guides
- Racing Valve Springs
- Seals
- Assembled

See page 15 for a complete list of cylinder head services.



STAINLESS STEEL VALVES



With over forty years of experience manufacturing racing parts for some of powersports' most powerful engines -- as a valve manufacturer who also does racing cylinder heads, we know valves.

Our expertise results in valves made from the finest high heat stainless steel formulated for severe race applications. Stems are plated with real hard chrome then precision ground for long stem and valve guide life.

This is a costlier process than black oxide valves, but then APE valves are top tier real race quality.

SUZUKI STAINLESS STEEL VALVES

HAYABUSA			
98151	EXHAUST	27.5MM	STD SIZE
98152	EXHAUST	28.5MM	OVERSIZE
98153	INTAKE	33MM	STD SIZE
98154	INTAKE	34MM	OVERSIZE

GSXR750 / GSXR1000 2000 - 04 4MM STEM			
98203	INTAKE	29 MM	STD SIZE
98204	INTAKE	30 MM	OVERSIZE
98206	EXHAUST	24 MM	STD SIZE
98205	EXHAUST	25 MM	OVERSIZE

GSXR1000 2005 - 08 4.5MM STEM - STAINLESS REPLACEMENTS FOR OEM TITANIUM			
98377	EX	24 MM	STD SIZE
98378	EX	25 MM	+1MM
98379	IN	30 MM	STD SIZE
98380	IN	31 MM	+1MM

GSXR 1100 THRU 1990 5.0 MM STEM - ALL SCREW ADJUSTING ROCKER ARM. 2.8 MM TIP LENGTH			
984215	EXHAUST	25 MM	STD SIZE
98036	EXHAUST	26 MM	OVERSIZE
984216	INTAKE	28.5 MM	STD SIZE
98037	INTAKE	30 MM	OVERSIZE
98068	INTAKE	31.5 MM	OVERSIZE

GSXR750 '04 -'05			
98377	EXHAUST	24 MM	.

SV650 '99-'09 4.47 MM STEM.			
98297	EXHAUST	25.5 MM	STD SIZE
98298	EXHAUST	26.5 MM	OVERSIZE
98295	INTAKE	31 MM	STD SIZE
98296	INTAKE	32 MM	OVERSIZE

GSXR750 '86 -'90, 5.0 MM STEM - SCREW ADJUSTER ROCKER ARMS. 2.75MM TIP LENGTH			
98022	EXHAUST	24 MM	STD SIZE
98023	EXHAUST	25 MM	OVERSIZE
98055	EXHAUST	26 MM	OVERSIZE
98024	INTAKE	27 MM	STD SIZE
98025	INTAKE	28.5 MM	OVERSIZE
98054	INTAKE	30 MM	OVERSIZE

GSXR750W '93-'95 4.5 MM STEM.			
98121	EXHAUST	24 MM	STD SIZE
98221	EXHAUST	25 MM	OVERSIZE
98120	INTAKE	27 MM	STD SIZE, FLAT FACE
98220	INTAKE	28 MM	OVERSIZE

GSXR750 SRAD '96-'99 4.5 MM STEM			
980221	EXHAUST	25 MM	FLAT FACE
980181	INTAKE	29 MM	FLAT FACE
980086	INTAKE	30 MM	FLAT FACE

GSXR 1100 '91 - '92 5.0 MM STEM ALL SHIM ADJUSTING ROCKER ARM. 1.7 MM TIP LENGTH			
98106	EXHAUST	25 MM	STD SIZE
98105	INTAKE	28.5 MM	STD SIZE

GSXR1100W '93 - 99 T4.5 MM STEM.			
98107	EXHAUST	27 MM	STD SIZE
98207	EXHAUST	28 MM	OVERSIZE
98108	INTAKE	31 MM	STD SIZE
98208	INTAKE	32 MM	OVERSIZE

GS1000 8 VALVE 1978-1981			
98500	INTAKE	40 MM	2MM OVERSIZE
98501	EXHAUST	33 MM	1MM OVERSIZE

GS1100/1150 4 VALVE - 1982-86			
98005	INTAKE	28.5 MM	MAX 1100 STOCK SEATS
980033	INTAKE	29.5 MM	MAX 1150 STOCK SEATS
98006*	INTAKE	31 MM	.
980032*	INTAKE	32 MM	SEATS MUST BE MOVED.
98047*	INTAKE	34 MM	BLANK
98007	EXHAUST	24 MM	1MM OVERSIZE FOR 1100 AND 1150
98008*	EXHAUST	26 MM	.
980039*	EXHAUST	27 MM	.
980041*	EXHAUST	29 MM	TOP FUEL ALLOY
98328*	EXHAUST	30 MM	TOP FUEL ALLOY

*OVERSIZE SEATS REQUIRED

STAINLESS STEEL VALVES

KAWASAKI STAINLESS STEEL VALVES

ZX14 Stainless steel with hard chrome stems. ONLY AVAILABLE FROM APE.			
98502	EXHAUST	28.5MM	STD SIZE
98509	EXHAUST	29.5MM	OVERSIZE
98503	INTAKE	33.4MM	STD SIZE
98504	INTAKE	34.4MM	OVERSIZE

ZX12 ALL			
98180	EXHAUST	28.35 MM	STD. SIZE
98179	INTAKE	33.39 MM	STD. SIZE

ZX10 2004-2007 4.5 mm stem			
98326	EXHAUST	25.5 MM	•
98327	INTAKE	31 MM	•

ZX10 / ZX11 '88-'97 ZXR1100 5.0 MM STEM			
98101	EXHAUST	27 MM	STD ZX11
98201	EXHAUST	28 MM	OVERSIZE
98199	INTAKE	31 MM	OVERSIZE ZX10
98102	INTAKE	31.5 MM	STD ZX11
98202	INTAKE	32.5 MM	OVERSIZE

900 / 1000 NINJA '84-'87 / EX500 5.5 MM STEM (EX500 USES 4 OF EACH)			
984190	INTAKE	29 MM	STD SIZE
98019	INTAKE	30.5 MM	•
984192	EXHAUST	24.5 MM	STD SIZE
98018	EXHAUST	26 MM	•

ZX9R thru '98-99 4.5 mm stem			
98139	EXHAUST	26 MM	STD SIZE / 93.03MM OAL
98140	EXHAUST	27 MM	•
98141	INTAKE	30 MM	STD SIZE / 92.44MM OAL
98142	INTAKE	31 MM	•

ZX7R '96 - 99 (Ex flat face, int dish)			
98147	EXHAUST	25 MM	STD SIZE / 94.56MM OAL
98148	EXHAUST	26 MM	•
98149	INTAKE	29 MM	STD SIZE / 94.17MM OAL
98150	INTAKE	30 MM	•

ZX7 '93 - '95 Dish Face			
98098	EXHAUST	25 MM	STD SIZE
98198	EXHAUST	26 MM	•
98097	INTAKE	29 MM	STD SIZE
98197	INTAKE	30 MM	•

ZX6R '95 -99 up Flat face 4 mm stem			
980155	EXHAUST	22.6 MM	98.34 MM OAL
980154	INTAKE	27 MM	96.8 MM OAL

ZX6R '95-'99 Non flat face			
98123	EXHAUST	22.6 MM	STD SIZE 98.35MM OAL
98223	EXHAUST	23.6 MM	•
98122	INTAKE	27 MM	STD SIZE 96.9MM OAL
98222	INTAKE	28 MM	•

ZX6E '93 up Flat face 4 mm stem			
980152	EXHAUST	22 MM	92 MM OAL

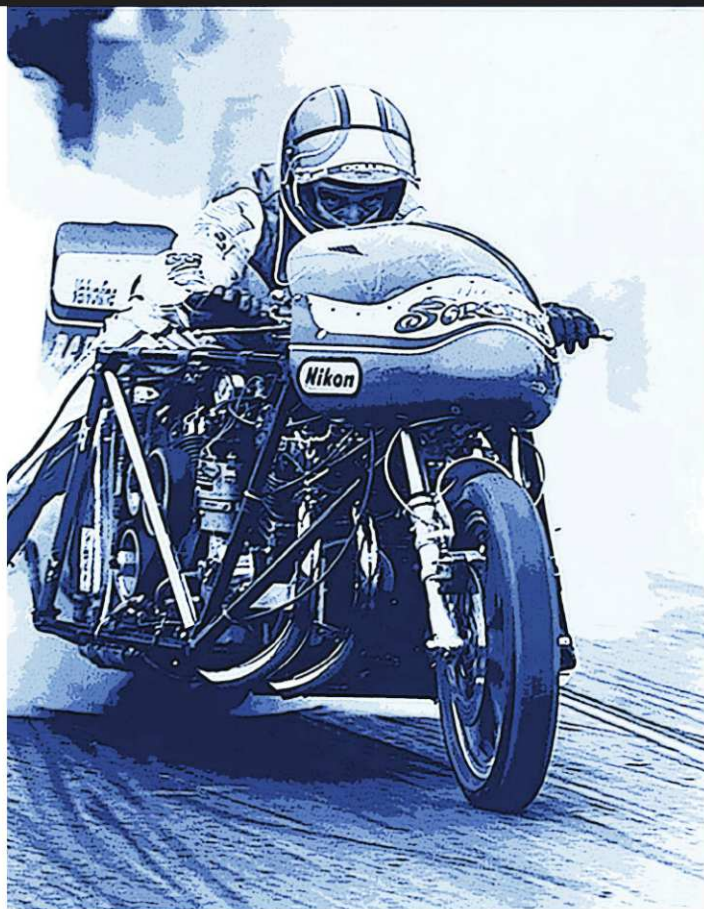
900 / 1000 thru 1980 7 mm stem (Radius groove)			
984183	EXHAUST	30 MM	STD SIZE
98014	EXHAUST	31 MM	MAX STOCK SEAT
980800*	EXHAUST	33MM	3.524" OAL
98004*	EXHAUST	33 MM	BANK STEM
98034*	EXHAUST	36 MM .	BLANK STEM
98038*	EXHAUST	39 MM	TULIP, BLANK STEM
984180	INTAKE	36 MM	STD SIZE
98020	INTAKE	37.5MM	.055" SHORT - ALLOWS INSTALLATION WITH ADEQUATE VALVE-TO-VALVE CLEARANCE
98015	INTAKE	37.5MM	MAX STOCK SEAT
980105	INTAKE	40MM	BLANK STEM
98002*	INTAKE	42 MM	BLANK STEM
980072*	INTAKE	44MM	BLANK STEM
98039*	INTAKE	46MM	BLANK STEM

1000J / GPZ1100			
98003	EXHAUST	32 MM	STD SIZE
980008	EXHAUST	33MM	MAX STOCK SEAT
98004	EXHAUST	33 MM	BLANK
98034*	EXHAUST	36 MM	BLANK - OS SEATS REQD
98038*	EXHAUST	38.5 MM	TULIP HEAD
98001	INTAKE	38.6 MM	MAX STOCK SEAT
980012*	INTAKE	40 MM	OS SEATS REQD
980105*	INTAKE	40 MM	BLANK - OS SEATS REQD
98002*	INTAKE	42 MM	BLANK - OS SEATS REQD
980072*	INTAKE	44 MM	BLANK - OS SEATS REQD
98039*	INTAKE	46 MM	BLANK - OS SEATS REQD

*OVERSIZE SEATS REQUIRED



STAINLESS STEEL VALVES



HONDA STAINLESS STEEL VALVES

CBR900RR '93 - '99 4.5 MM STEM.

98096	EXHAUST	23 MM	•
98196	EXHAUST	24 MM	•
98095	INTAKE	27.5 MM	•
98195	INTAKE	28.5 MM	•

CBR600F2 / F3 4 MM STEM.

98094	EXHAUST	22 MM	STD SIZE
98194	EXHAUST	23 MM	•
98092	INTAKE	25.5 MM	STD SIZE
98192	INTAKE	26.5 MM	•

CBR600F4 4 MM STEM.

98115	EXHAUST	23 MM	FLAT FACE STD SIZE
98116	EXHAUST	24 MM	FLAT FACE
98117	INTAKE	26.5 MM	FLAT FACE, STD SIZE
98118	INTAKE	27.5 MM	FLAT FACE

750 SOHC K MODEL

98508	EXHAUST	28 MM	
98506	INTAKE	32 MM	
98507	EXHAUST	29 MM (OVERSIZE)	
98505	INTAKE	33.5 MM (OVERSIZE)	

750 SOHC F2

989901	INTAKE	34 MM	STD SIZE
989902	EXHAUST	31 MM	STD SIZE

CB750 DOHC '79 - '81 CBX 6 CYLINDER / CB900 / CB1100F 5.5 MM STEM

984222	EXHAUST	22 MM	•
980050	EXHAUST	23 MM	•
984221	INTAKE	25 MM	•
980018	INTAKE	27.5 MM	•

CBR 1100X BLACKBIRD 5 MM STEM.

98119	EXHAUST	27 MM	STD SIZE
98124	EXHAUST	28 MM	•
98125	INTAKE	32 MM	STD SIZE
98126	INTAKE	33 MM	•

YAMAHA STAINLESS STEEL VALVES

YAMAHA YZF1000R1 1998 - '02

INTAKE 3.97 MM STEM, EXHAUST 4.46 MM STEMS - BLACK FINISH

98159	EXHAUST	24.5 MM	STD SIZE
98160	EXHAUST	25.5 MM	OVERSIZE
98161	INTAKE	23 MM	STD SIZE, LONG
98162	INTAKE	24 MM	OVERSIZE, LONG
98163	INTAKE	23 MM	STD SIZE, SHORT
98164	INTAKE	24 MM	OVERSIZE, SHORT

R1 USES ONE SHORT AND TWO LONG INTAKES.

YAMAHA YZF 600R6 1999-2002

98155	EXHAUST	22 MM	STD SIZE
98156	EXHAUST	23 MM	•
98157	INTAKE	25 MM	STD SIZE
98158	INTAKE	26 MM	•

YAMAHA FZR / YZF1000 1989 - 2000

4.5 MM STEM

98114	EXHAUST	25. MM	STD SIZE, 2 REQUIRED
98111	INTAKE	23.5 MM	STD SIZE, SHORT
98112	INTAKE	23.5 MM	STD SIZE , LONG
98063	INTAKE	26 MM	BLANK STEM

YAMAHA FJ 1100 / 1200 5.5 MM STEM

'84-'93 - BLACK FINISH

988121	EXHAUST	25 MM	STD SIZE
98016	EXHAUST	26 MM	•
988120	INTAKE	29 MM	STD SIZE
98017	INTAKE	30.5 MM	•

OFFROAD

APE offers the ultimate CR450R and CRF250 R/X cylinder head solution with APE stainless valves. These valves completely eliminate the problem of OEM valves beating themselves into the seats and the lash tightening up. Install APE valves and spend more time riding and less time working on the motor.

For the ultimate solution use in conjunction with APE valve springs and retainers. **For complete valve/retainer/spring Conversion Kits see page 31**

HONDA CRF 450R (2002-2008)	98305	INTAKE	36MM	84.6MM	STD. SIZE 5.49MM STEM
TRX 450R (2004-2009)					
HONDA CRF 450R (2002-2006)	98308	EXHAUST	31MM	84.25MM	STD. SIZE 4.965MM STEM
HONDA CRF 450R (2007-2008)	98801	EXHAUST	30MM	84.25MM	STD. SIZE

Valves indicated with *** are a very high tensile strength SAE HNV3 steel, used because the factory seats on these models are too hard to get good valve face life with stainless steel

HONDA OFFROAD STAINLESS STEEL VALVES

HONDA CRF 250R (2004/2007) #98331 FITS THRU '09				
PART#	TYPE	HEAD DIA.	O.A.LGTH	DESC.
98329	Exhaust	26mm	82.15mm	Std size / 4.97 stem
98330	Exhaust	27mm	82.15mm	1mm O.S. / 4.97 stem
98331	Intake	31.1mm	83.40mm	Std size / 4.98 stem
98332***	Intake	32.1mm	83.40mm	1mm O.S. / 4.98 stem

HONDA XR 250R (1996/1999)				
PART#	TYPE	HEAD DIA.	O.A.LGTH	DESC.
98127	Exhaust	23.5mm	95.63mm	Std size / 4.95 stem
98128	Exhaust	24.5mm	95.63mm	1mm O.S. / 4.95 stem
98129	Intake	28.5mm	96.58mm	Std size / 4.97 stem
98130	Intake	29.5mm	96.58mm	1mm O.S. / 4.97 stem

HONDA XR 400R (1996/1999) HONDA TRX 400EX QUAD (1999)				
PART#	TYPE	HEAD DIA.	O.A.LGTH	DESC.
98131	Exhaust	29mm	101mm	Std size / 5.45 stem
98132	Exhaust	30mm	101mm	1mm O.S. / 5.45 stem
98133	Intake	33mm	102.64mm	Std size / 5.47 stem
98134	Intake	34mm	102.64mm	1mm O.S. / 5.47 stem

HONDA CRF 450R (2002-2008) - TRX450R (2004-2009) - INTAKE				
PART#	TYPE	HEAD DIA.	O.A.LGTH	DESC.
98305***	Intake	36mm	84.6mm	Std size / 5.49mm stem
98304	Intake	37mm	84.6mm	1mm O.S. / 5.49mm stem

HONDA CRF 450R (2002-2006) - EXHAUST				
PART#	TYPE	HEAD DIA.	O.A.LGTH	DESC.
98308	Exhaust	31mm	84.25mm	Std size / 4.965mm stem
98299	Exhaust	32mm	84.25mm	Oversize / 4.97mm stem

HONDA CRF 450R (2007-2008) - EXHAUST				
PART#	TYPE	HEAD DIA.	O.A.LGTH	DESC.
98801	Exhaust	30mm	84.25mm	Std size

HONDA CRF 450 (2002/2004) - MOTOCROSS - TITANIUM				
PART#	TYPE	HEAD DIA.	O.A.LGTH	DESC.
98409	Intake	37mm	84.63mm	1mm O.S. / 5.48mm stem
98408	Intake	38mm	84.63mm	2mm O.S. / 5.48mm stem
98410	Intake	36mm	84.63mm	Std size / 5.48mm stem

HONDA TRX 450 (2004/2009)				
PART#	TYPE	HEAD DIA.	O.A.LGTH	DESC.
98339 ('04-'05)	Exhaust	30mm	84.27mm	Std size / 5.49mm stem
98340 ('04-'05)	Exhaust	31mm	84.27mm	1mm O.S. / 5.49mm stem
98248	Intake	36mm	84.6mm	NA
98305***	Intake	36mm	84.6mm	Std size / 5.49mm stem
98304	Intake	37mm	84.6mm	1mm O.S. / 5.49mm stem

HONDA TRX 450 (2004/2005) TITANIUM				
PART#	TYPE	HEAD DIA.	O.A.LGTH	DESC.V
98410	Intake	36mm	84.63mm	Std size / 5.48mm stem
98309	Intake	37mm	84.63mm	1mm O.S. / 5.48mm stem
98408	Intake	38mm	84.63mm	2mm O.S. / 5.48mm stem

HONDA NX 650 (1988/1989), XR 650L (1993/1999)				
PART#	TYPE	HEAD DIA.	O.A.LGTH	DESC.
98135	Exhaust	31mm	104.31mm	Std size / 6.55 stem
98136	Exhaust	32mm	104.31mm	1mm O.S. / 6.55 stem
98137	Intake	36mm	105.69mm	Std size / 6.57 stem
98138	Intake	37mm	105.69mm	1mm O.S. / 6.57 stem

HONDA XR 500R (1981/1984)				
PART#	TYPE	HEAD DIA.	O.A.LGTH	DESC.
98321	Exhaust	30.10mm	89.90mm	Std size / 6.55 stem
98322	Exhaust	31.10mm	89.90mm	1mm O.S. / 6.55 stem
98323	Intake	35mm	91.10mm	Std size / 6.57 stem
98324	Intake	36mm	91.10mm	1mm O.S. / 6.57 stem

HONDA XL600R (1983/1987) HONDA XR 600R (1985/1999)				
PART#	TYPE	HEAD DIA.	O.A.LGTH	DESC.
98135	Exhaust	31mm	104.31mm	Std size / 6.55 stem
98136	Exhaust	32mm	104.31mm	1mm O.S. / 6.55 stem
98137	Intake	36mm	105.69mm	Std size / 6.57 stem
98138	Intake	37mm	105.69mm	1mm O.S. / 6.57 stem

KAWASAKI OFFROAD STAINLESS STEEL VALVES

KAWASAKI 250 (2004) - MOTOCROSS - TITANIUM				
PART#	TYPE	HEAD DIA.	O.A.LENGTH	DESC.
98412	Exhaust	25mm	79.1mm	Std size / 4.46 stem
98414	Exhaust	26mm	79.1mm	1mm O.S. / 4.46 stem
98411	Intake	31mm	78.93mm	Std size / 4.48 stem
98413	Intake	32mm	78.93mm	1mm O.S. / 4.48 stem

KAWASAKI KFX250 (2004/2005)				
PART#	TYPE	HEAD DIA.	O.A.LENGTH	DESC.
98333	Exhaust	20mm	79.1mm	Std size / 4.46 stem
98334	Intake	23mm	79.1mm	1mm O.S. / 4.46 stem
98335	Intake	31mm	78.93mm	Std size / 4.48 stem
98336	Exhaust/Intake	36mm	78.93mm	1mm O.S. / 4.48 stem

SUZUKI OFFROAD STAINLESS STEEL VALVES

SUZUKI 250 (2004) - MOTOCROSS - TITANIUM				
PART#	TYPE	HEAD DIA.	O.A.LENGTH	DESC.
98412	Exhaust	25mm	79.1mm	Std size / 4.46 stem
98414	Exhaust	26mm	79.1mm	1mm O.S. / 4.46 stem
98411	Intake	31mm	78.93mm	Std size / 4.48 stem
98413	Intake	32mm	78.93mm	1mm O.S. / 4.48 stem

SUZUKI RMZ250 (2004-2005) - MOTOCROSS				
PART#	TYPE	HEAD DIA.	O.A.LENGTH	DESC.
98333	Exhaust	20mm	79.1mm	Std size / 4.46 stem
98334	Intake	23mm	79.1mm	1mm O.S. / 4.46 stem
98335	Intake	31mm	78.93mm	Std size / 4.48 stem
98336	Exhaust/Intake	36mm	78.93mm	1mm O.S. / 4.48 stem

SUZUKI DRZ 400 (2002 - 2003)				
PART#	TYPE	HEAD DIA.	O.A.LENGTH	DESC.
98217	Exhaust	29mm	81.75mm	Std size / 4.96 stem
98218	Exhaust	30mm	81.75mm	1mm O.S. / 4.96 stem
98215	Intake	36mm	82.65mm	Std size / 4.98 stem
98216	Intake	37mm	82.65mm	1mm O.S. / 4.98 stem

YAMAHA OFFROAD STAINLESS STEEL VALVES

YAMAHA YZF YZ 400F (1999) - 5 VALVE ENGINE				
PART#	TYPE	HEAD DIA.	O.A.LGTH	DESC.
98225	Exhaust	20mm	64.75mm	*
98224	Intake	23mm	65.35mm	*
98165	Exhaust	27.96mm	82.02mm	Std size / 4.95mm stem
98166	Exhaust	28.96mm	82.02mm	1mm o.s. - 2 required / 4.95mm stem
98167	Intake	26.96mm	82.28mm	Std. size / 4.48mm stem
98169	Intake	26.99mm	84.28mm	Std size - 2 required / 4.48mm stem
98168	Intake	27.96mm	83.28mm	1mm O.S. / 4.48mm stem
98170	Intake	27.99mm	84.28mm	1mm O.S. - 2 required / 4.48mm stem

YAMAHA YFM 80 - RAPTOR (2002-2004) - MOTOCROSS				
PART#	TYPE	HEAD DIA.	O.A.LENGTH	DESC.
98225	Exhaust	20mm	64.75mm	*
98224	Intake	23mm	65.35mm	*

PERSONAL WATERCRAFT

KAWASAKI STX-15F, ULTRA250, 260, 300				
PART#	TYPE	HEAD DIA.	O.A.LGTH	DESC.
98180	EXHAUST	28.35 MM		STD. SIZE
98179	INTAKE	33.39 MM		STD. SIZE
98181NC	EXHAUST	28.35 MM		INCONEL - EXTREME HEAT APPLICATIONS.



SCAN FOR VALVE PRICING

**VALVE KEEPERS**

Sold in complete engine sets

APPLICATION	PART #
KAWASAKI NINJA 900/1000	21-603
KAWASAKI KZ/GPZ 650 THRU 1100 2 VALVE	21-604W
HONDA CB750 1979-1982	21-001
HONDA CB900F, CBX	21-001
SUZUKI GSXR1100 (THRU 1992)	21-3005

OVERSIZE BRONZE VALVE SEATS

APE manufactures precision racing valve seats from special bronze alloys. Bronze dissipates heat faster than steel, resulting in longer valve life. Bronze does not beat the valve face like steel resulting in longer valve life, a real plus with expensive titanium valves. Bronze seats have less tendency to move in the head like steel seats do. All seats are priced "each" and are packed in complete sets of intake or exhaust.

Part numbers color coded like this are made in special order quantities only.



For pricing visit
www.aperaceparts.com/seats

PART #	QTY	VALVE SIZE	O.D.	I.D.	THICKNESS
BVS-1001S	8	26-27-28 MM EX.	1.142"	.785"	.336"
BVS-1002	8	27 - 29 MM	1.181"	.866"	.336"
BVS-1003-T	8	28 - 30 MM	1.220"	.750"	.400"
BVS-1004	8	30-31 MM IN	1.260"	.975"	.336"
BVS-1005	8	32 MM INT.	1.300"	.975"	.336"
BVS-1006	4	30 - 34 MM	1.339"	1.024"	.374"
BVS-1006-T	4	29 - 34 MM	1.339"	.995"	.600"
BVS-1008	4	31 - 36 MM	1.417"	1.063"	.374"
BVS-1009	4	32 - 37 MM	1.457"	1.102"	.374"
BVS-1009-T	4	32 - 37 MM	1.457"	.800"	.600"
BVS-1010	4	33 - 38 MM	1.496"	1.142"	.374"
BVS-1013	4	37 - 40 MM	1.614"	1.220"	.374"
BVS-1680	4	38 - 42 MM	1.680"	1.270"	.325"
BVS-1016	4	40 - 43 MM	1.732"	1.339"	.374"
BVS-1825	4	40 - 46 MM	1.825"	1.339"	.374"
BVS-1022	4	44 - 48 MM	1.969"	1.435"	.450"
BVS-1400	8	--	1.400"	1.180"	.300"
BVS-1230	8	--	1.230"	.980"	.300"

For Suzuki Hayabusa, Kawasaki ZX12, ZX14

PART #	QTY	O.D.	I.D.	THICKNESS
BVS1300I	8	1.400"	1.140"	.300"
BVS1300E	8	1.220"	.900"	.300"

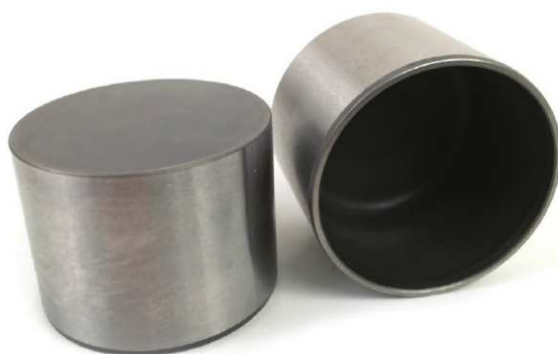
KAWASAKI SHIM UNDER TAPPETS - KZ/GPZ

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 .410 in a Kawasaki. The top surface to the shim button surface is actual Kawasaki size so you don't sacrifice shim sizes. APE tappets require use of APE titanium valve spring retainers.

Available only from APE.

#VTK900

Larger sizes available

**ALUMINUM VALVE COVER BOLTS**

Replace stock bolts with trick lightweight aluminum. Available in both standard and 1mm oversize for repairing damaged threads. Fits GSXR1100 '86-'92, Katana models, GSXR750 '86-'05, Hayabusa, SV650 etc.*

Set of eight bolts, comes with o-rings.

RPM131 - Standard size(7mm)

RPM132 - 1 mm oversize

*Note: These bolts are a replacement for Suzuki OEM #09106-07009. This OEM# fits many Suzuki models.





VALVE LASH SHIM KITS

APE offers valve lash shim kits for the two most popular sizes. The kits contain all of the shims in the ranges listed below. Three shims of each size. Save big money by doing your own valve service. Replacement shims are also available.

Shim kits are not returnable.

7.5MM O.D. VALVE LASH SHIM KIT

Sizes include three each; 1.20 thru 3.50 mm by .05 mm increments - 47 sizes - 141 shims.

Kit #**VSHK75-01**

9.5MM O.D. VALVE LASH SHIM KIT

Sizes include three each; 1.20 thru 3.50 mm by .05 mm increments - 47 sizes - 141 shims.

Kit #**VSHK95-02**

For a complete listing of all sportbike and offroad models that use these shims visit www.aperaceparts.com/valveshims

REPLACEMENT (REFILL) 7.5MM O.D. SHIMS FOR KIT #VSHK75-01

PART NUMBER	SIZE RANGE (.05MM INCREMENTS)	O.D.
SHIM03	1.20 THRU 1.45	7.5 MM
SHIM04	1.50 THRU 1.75	7.5 MM
SHIM05	1.80 THRU 2.05	7.5 MM
SHIM06	2.10 THRU 2.35	7.5 MM
SHIM15	2.40 THRU 2.65	7.5 MM
SHIM16	2.70 THRU 2.95	7.5 MM
SHIM17	3.00 THRU 3.25	7.5 MM
SHIM18	3.30 THRU 3.50	7.5 MM

REPLACEMENT (REFILL) 7.5MM O.D. SHIMS FOR KIT #VSHK95-02

PART NUMBER	SIZE RANGE (.05MM INCREMENTS)	O.D.
SHIM07	1.20 THRU 1.45	9.5 MM
SHIM08	1.50 THRU 1.75	9.5 MM
SHIM09	1.80 THRU 2.05	9.5 MM
SHIM10	2.10 THRU 2.35	9.5 MM
SHIM11	2.40 THRU 2.65	9.5 MM
SHIM12	2.70 THRU 2.95	9.5 MM
SHIM13	3.00 THRU 3.25	9.5 MM
SHIM14	3.30 THRU 3.50	9.5 MM

HARDWELD ROCKER ARMS

The cam contact surface on all screw adjuster type Suzuki rocker arms is a soft material covered with hard chrome. Under the increased loads of higher spring pressures, cam lifts, etc. the surface caves in allowing the chrome to crack and peel off. This wipes out the rocker and cam lobe. The solution is welding the contact pads with special hard face rod and regrounding the faces. This service is performed on customer supplied rockers. Note that they can have pad damage. Remove the adjuster screws. WE DO NOT RETURN ANY ADJUSTER SCREWS.

#**WRA1100** (sold individually)

#**WRA1100GS-STD** (standard pad, sold individually)

#**WRA1100GS-EXT** (extended pad, sold individually)



ALUMINUM CAM COVER PLUGS

APE fully machined billet aluminum cam cover plugs for the Kawasaki. Won't blow out or suck in as the stock rubber plugs do on this model. Fits all Z1, KZ900, and 1000s except J Model.

#**99278-S** SET OF 4 SILVER

#**99278-B** SET OF 4 BLACK



KAWASAKI GPZ CAM CHAIN IDLER 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 motor. Use with oem KZ sprocket or the high performance version at the right. Comes with mounting bolts (not shown.)

CCIA	ADAPTER W PIN
CCIA-WG	INCLUDES IDLER GEAR
HW-10	INSTALL IN CUSTOMER'S HEAD

NOTE: HW-10 requires customer's head and cam cover.

See page 72 for Idler Adapter Drill Jig for DIY installation.

HIGH PERFORMANCE REPLACEMENTS FOR CAM CHAIN IDLER PARTS NO LONGER AVAILABLE FROM KAWASAKI

The top idler assembly #12057-001HP (also 1253-1035) and the back tensioner roller assembly #12048-001HP have heavy duty steel sprockets instead of the oem style rubber wheels that wear out.



KZ1000

#12048-001HP
Roller Tensioner Assembly



KZ1000

#12057-001HP
Top Idler Assembly (also replaces
oem#12053-10350)



KZ1000

#12057-002HP
Idler Gear. Two required. Single gear
included in APE part# CCIA-WG (page
27)



KZ650

#12053-1013
Top idler assy

#12048-015
Bottom roller assy

TOP IDLER SPACER BLOCKS



Replaces expensive OEM rubber dampeners. Buy them once...never have to buy them again. Rigid for more accurate cam timing. Won't rot away. (Replaces OEM part#92075-120 and 92075-119) #Z1BL1000

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 rubber 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
TGK1000	KAWASAKI 1000J AND GPZ MODELS

BRONZE 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. Major 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 seals or factory OEM seals. Sold in sets of 16

SPORTBIKES
SUZUKI

MODEL	YEARS	PART#
GSXR750 / GSXR1100	THRU 1992	VG750GSX
BANDIT 1200	THRU 2002	VG750GSX
GSXR750W	1993-1995	VG1100GSX
1100W	1993-1998	VG1100GSX
HAYABUSA	ALL	VG1300GSX
GSXR600/750	2000-2003	VG1000GSX-4
GSXR600/750	2004-2014	VG1000GSX-15
GSXR1000	THRU 2004	VG1000GSX-4
GSXR1000	2005-2017	VG1000GSX-15
GS1000 2 VALVE	ALL	VGK900
GS1100 / 1150	ALL	VG51100S
SPECIAL SUZUKI VALVE GUIDES		
VALVE GUIDE FOR VORTEX 2 CYLINDER HEAD. .477" OD		VG-VORTEX



HONDA VALVE GUIDES

MODEL	YEARS	PART#
CB750 SOHC	1969-1978	VGH750

YAMAHA VALVE GUIDES

MODEL	YEARS	PART#
FJ1100/1200	ALL	VG1100

KAWASAKI VALVE GUIDES

MODEL	YEARS	PART#
KAWASAKI 650 THRU 1100 2 VALVE	ALL	VGK900
ZX10/ZX11	ALL	VGK1100
ZX12	ALL	VGK1200
ZX14	ALL	VGK1400
SPECIAL KAWASAKI VALVE GUIDES		
Z1 / KZ1000 / GPZ1100 .004" OVERSIZE.		99101-4
Z1/KZ1000/GPZ1100 .027" OVERSIZE REPAIR GUIDE (.502 DIA)		99101-25

OFFROAD

HONDA VALVE GUIDES

MODEL	YEARS	PART#
CRF250R	'04-'07 (EX)	VG7250-7E
CRF250X	'04-'17 (EX)	VG7250-7E
CRF250R	'04-'09 (IN)	VG7250-7I
CRF250X	'04-'17 (IN)	VG7250-7I
CRF450R	'02-'08 (IN)	VGH4508I
CRF450X	'06-'09, '12-'17 (IN)	VGH4508I
TRX450R/ER	'04-'14 (IN)	VGH4508I
CRF450R	'09-'16 (IN)	VGH45015I
CRF450R	'02-'17 (EX)	VGH45015E
CRF450X	'05-'17 (EX)	VGH45015E
TRX450R/ER	'06-'14 (EX)	VGH45015E

PERSONAL WATERCRAFT

KAWASAKI VALVE GUIDES

MODEL	PART#
STX-15FV	VGK1200
ULTRA250	VGK1200
ULTRA260	VGK1200
ULTRA300	VGK1200
ULTRA310	VGK1200

VALVE GUIDE SEALS

APE seals are the best available. Won't dry out and crack. Keeps the oil out of the motor for maximum performance. Insist on the best.



WATERCRAFT

KAWASAKI

APPLICATION	PART#
STX-15F	99206
ULTRA250, 260, 300	99206

VALVE GUIDE HONES



See page 73



SCAN FOR VALVE GUIDE AND SEAL PRICING



SPORTBIKE VALVE GUIDE SEALS

KAWASAKI

APPLICATION	PART#
650 THRU 1100 2 VALVE	99199
ZX10 (2004-2010)	92049-1349
ZX6 THRU Z1000 WITH 4.5MM VALVE STEMS.	92049-1349
NINJA 900 / 1000	99202
ZL600 1986 - 1987	99208
ZX600 NINJA 1985 - 1993	99208
ZX750F-H	99208
ZX7 NINJA 1987-1990	99208
ZX10	99208
ZX11	99208
ZX12	99206
ZX14	99206

SUZUKI

APPLICATION	PART#
GS 1000 2 VALVE	99199
GS 1100 / 1150	99201
GSX600F, GSXR750 / GSXR1100 OIL COOLED	99204
GSXR750W, GSXR750T, GSXR1100W THRU '98	99205
GSXR1000 2001-'04	09289-04003
GSXR1300 HAYABUSA	99206

HONDA

APPLICATION	PART#
CBR600F '87-90, CB650 '83-85	99209
CB 750 SOHC '69 -78	99200
750 DOHC 4S	99207
CB900F, CB1100F CBR1000 VF1000, VF1100	99207

HEAVY DUTY VALVE SPRINGS

World famous APE valve springs are made from premium chrome silicone wire for constant 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.

SUZUKI GSXR1000

Nearly a year in development. APE, in partnership with racing's leading racing spring manufacturer, has introduced the all new spring for the Gixxer. Unique manufacturing process, including multiple stress relieving processes, makes this the best GSXR1000 spring available.

While keeping pressures up where big drag motors require, these new pro springs were designed for endurance racing such as GSXR powered race cars.

Uses stock spring bases. Fits APE titanium retainers or OEM.

SPRING	SEAT	.300 LIFT	.400 LIFT	.500 LIFT	COIL BIND
APE #VS1000S-PRO	55 LBS.	105 LBS.	127 LBS.	155 LBS.	.520
STOCK GSXR	25 LBS.	80 LBS.	102 LBS.	•	.435

KAWASAKI ZX14

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 features slightly deeper shim bores for maximum shim control. Includes steel spring bases.

#VS1400K

HAYABUSA

For the Hayabusa, APE offers VS1300GSX-2 for turbos, nitrous or cams with radical ramps. Valve springs should never be run closer than .050" to coil bind. As you can see, OEM springs will only handle a max .380 lift. However at that lift the pressure is too low to properly control the valves at high RPM. APE springs are over 30 LBS higher at .380 -- and can safely handle up to .470" lift, or allow shimming to even higher pressures depending on the application.

PART #	SEAT PRESSURE	COIL BIND
STOCK	43 LBS.	.430"
VS1300GSX-2	65 LBS	.520"
VS1300GSX	47 LBS	.515 (.385 LIFT MAX)

HONDA

APPLICATION	PART#	NOTES
CB750 SOHC (K MODEL)	VS750H	UP TO .440 LIFT
CB750, 900, 1100F DOHC THRU 1984	VS900H	UP TO .440 LIFT

KAWASAKI

APPLICATION	PART#	NOTES
KZ650	VS900K	UP TO .440 LIFT
KZ/GPZ750 FOURS	VS900K	UP TO .440 LIFT
NINJA900/1000	VS908K	UP TO .430 LIFT



KAWASAKI (CONT.)

APPLICATION	PART#	NOTES
Z1, KZ900, KZ1000	VS900K	UP TO .440 LIFT
KZ/GPZ1100	VS900K	UP TO .440 LIFT
KZ/GPZ RACE	VSP500	UP TO .500 LIFT
KZ/GPZ RACE	VSP550	UP TO .550 LIFT
ZX10	VS1100K	THRU 1989 UP TO .430 LIFT
ZX10	VS1000K	2004-2007
ZX11	VS1100K	UP TO .430 LIFT
ZX12	VS1200K	.

SUZUKI

APPLICATION	PART#	NOTES
GSXR750 '86-'90	VS750GSX	STREET/RACE
GSXR750 '91-92 SHIM STYLE	VS750GSX	STREET / RACE VSA204 SHIMS REQ.
GSXR750T '96-'99	VS750ST	STREET/RACE
GS1000 2 VALVE	VS750S	STREET/RACE
GSXR1000	VS1000-PRO	STREET/RACE
GS1100/1150	VS1100S	UP TO .400 LIFT
GS1100/1150	VS1100SPRO	UP TO .460 LIFT
GSXR1100 '86-'90	VS750GSX	STREET/RACE
GSXR1100 '91-'92	VS750GSX	STREET / RACE VSA204 SHIMS REQ.

YAMAHA

APPLICATION	PART#	NOTES
R1	VS1000R1	1998-2003
FJ1100/1200	VS1100FJ	.

OFFROAD

APE offers the ultimate CR450R and CRF250 R/X cylinder head solution with APE stainless valve conversions. These conversions completely eliminate the problem of oem valves beating themselves into the seats and the lash tightening up. Install APE conversion and spend more time riding and less time working on the motor. World famous APE valve springs are made from premium chrome silicone wire for consistent pressure and excellent fatigue life. We have had over 30 years experience designing valve springs for the most high-performance motorcycle engines. APE valve spring retainers are CNC machined in-house from aircraft quality titanium bar stock. Special gauging fixtures allow dimensions to be held close to provide exact installed heights when assembling the cylinder head.

STAGE 1 - CRF 250/450 INTAKE ONLY KIT



Consist of APE stainless steel valves. High performance valve springs, specially matched for ultimate valve control. Manufactured from "super clean" chrome silicone wire. Titanium valve spring retainers and steel spring bases

CRF450 and TRX450 Quad (2002-2004) #H450HS-1

CRF250R/X #H250HS-1

STAGE 2 - CRF 250/450 INTAKE AND EXHAUST KIT



Same as stage one, with the addition of special stainless exhaust valves, made from premium "turbo grade" material to better resist heat, and featuring hard chrome stems for extreme wear resistance. Exhaust side matched valve springs and titanium retainers.

CRF450 - #H450HS-2

CRF250R/X (2004 - 2007) - #H250HS-2

CRF450R (2007-2008) - H450HS-2-08

CRF 450 VALVE SPRING KIT



Manufactured from the finest super clean, chrome silicone valve spring wire, for reliable, long life service. Kit includes springs, titanium retainers and spring bases.

APPLICATION	YEARS	PART#
CRF450R/X	.	VSKH450
CRF250R/X	2004-2007	VSKH250
TRX450R	THRU 2005	VSKH450TRX
TRX450	2006-2009	VSKH450

DRZ400/ LTZ400 HIGH-PERFORMANCE VALVE SPRING KIT

This valve spring kit comes with APE's famous silicone wire valve springs and titanium valve spring retainers. Order as a kit (shown) or just the valve springs. Fits the following bikes and ATVs:

SUZUKI

DRZ400 (2000-2004)
DRZ400E (2000-2007)
DRZ400S (2000-20009)
DRZ400SM (2005-2008)
LTZ400 (2003-2009)

KAWASAKI

KFX400 (2003-2006)
KLX400 (2003-2006)

ARCTIC CAT

400DVX

#VSKS400 - VALVE SPRINGS AND RETAINERS

#VS400S - VALVE SPRINGS ONLY



SCAN FOR COMPLETE VALVE SPRING LISTING AND PRICES

- Seat pressure is 60 to 64 lbs.
- .510" (12.95mm) travel to coil bind.
- Recommended lift limit, .470" (11.94mm)
- Specs taken using APE Ti retainer.

PERSONAL WATERCRAFT

APPLICATION	PART#
KAWASAKI STX-15F	VS1200K
KAWASAKI ULTRA250,260,300	VS1200KWW

TITANIUM RETAINERS



APE valve spring retainers are machined from aircraft quality titanium bar stock in the APE plant on the latest state of the art computerized CNC machinery. CNC machining allows us to offer such advantages as bored taper keeper holes for exact keeper fit. Special gauging fixtures allow dimensions to be held close to provide exact installed heights when assembling the cylinder head. APE titanium retainers are shorter than stock to provide additional retainer to valve guide clearance for high lift cams. APE is the only manufacturer of motorcycle retainers that also builds cylinder heads. We know how they have to fit, how they have to clear the bucket, etc. No other manufacturer can offer this expertise. You might think this extra precision is expensive. The fact that we are the manufacturer allows us to provide these super precision retainers at a price everyone can afford.

NO MATTER WHO BUILDS YOUR CYLINDER HEAD, INSIST THAT THEY USE APE TITANIUM RETAINERS.

SUZUKI HAYABUSA



The stock retainers for the 'Busa are aluminum - not nearly as strong as titanium. Although they seem to work fine in stock motors, as soon as you increase the spring load above what the factory designed the stock retainers for you run the risk of pulling the valve keepers through the aluminum retainer and dropping the valve in the motor. Also - the bottom of the stock retainer will contact the valve stem seal at about .380" cam lift. Removing material from the bottom of the stock aluminum retainer will only further weaken the stock retainer. APE retainers are .030 shorter than stock. For cam lifts over .410" you must use APE short valve guides. These titanium retainers must be used with APE valve springs. Use either APE #VS1300GSX or #VS1300GSX-2. See page 30



SCAN FOR PRICING ON APE TITANIUM
RETAINERS

#TVSR1300-PRO - Set of 16 retainers

SUZUKI SPORTBIKE

APPLICATION	YEARS	PART#
GSXR600	2001-2003	TVSR1000GSX
GSXR600	2004-2014	TVSR51000GSX-2
GSXR750	1986 - 1990	TVSR5750
GSXR750	1991-1992 (SHIM STYLE)	TVSR5750SH
GSXR750	2000-2003	TVSR1000GSX
GSXR750	2004-2014	TVSR51000GSX-2
GS1000 2 VALVE	ALL (REQS. KEEPERS #21-604 AND CUSTOM VALVES)	TVSRK1000
GSXR1000	2001-2004 (4MM STEM STEEL VALVES)	TVSR51000GSX
GSXR1000	2005-2008 (4.5MM STEM TITANIUM VALVES)	TVSR51000GSX-2
GS1100/1150	ALL - UP TO .400" CAM LIFT	TVSR51100
GS1100/1150	ALL - UP TO .460" CMA LIFT	TVSR5750
GSXR1100	1986-1990	TVSR5750
GSXR1100	1991-1992 (SHIM STYLE)	TVSR5750SH

KAWASAKI SPORTBIKE

APPLICATION	YEARS	PART#
ZX6-R	2003 - 2006	#TVSRK636
Z750S	2005 -2006	#TVSRK636
KZ650, KZ/GPZ750 FOURS	UP TO .440 LIFT	TVSRK1000
Z1, KZ900, KZ1000, KZ/GPZ1100	UP TO .440 LIFT	TVSRK1000
ZX10	THRU '89	#TVSRK1100

KAWASAKI SPORTBIKE (CONT.)

APPLICATION	YEARS	PART#
ZX10	2004-2007	#TVSRKZX10 (FITS VS1000K SPRING)
ZX11	.	#TVSRK1100
ZRX1100	1999-2000	#TVSRK1100
ZRX1200	2001-2005	#TVSRK1100
ZZR1200	2002-2005	#TVSRK1100
ZX12	.	#TVSRK1100 (FORMERLY TVSRK1200)

HONDA

APPLICATION	YEARS	PART#
CB750 SOHC	K MODEL	TVSRH750

PERSONAL WATERCRAFT

KAWASAKI

APPLICATION	YEARS	PART#
STX-15F, ULTRA250, 260, 300	.	TVSRKUL300

YAMAHA

APPLICATION	YEARS	PART#
ALL 1.8 ENGINE PWC	.	TVSRY1800

OFFROAD

For offroad titanium retainers see page 31

VALVE SPRING SHIMS

.060", .030" and .015" thick valve spring shims. A variety of IDs and ODs available.

TWO VALVE SUZUKI GS AND KAWASAKI KZ/GPZ

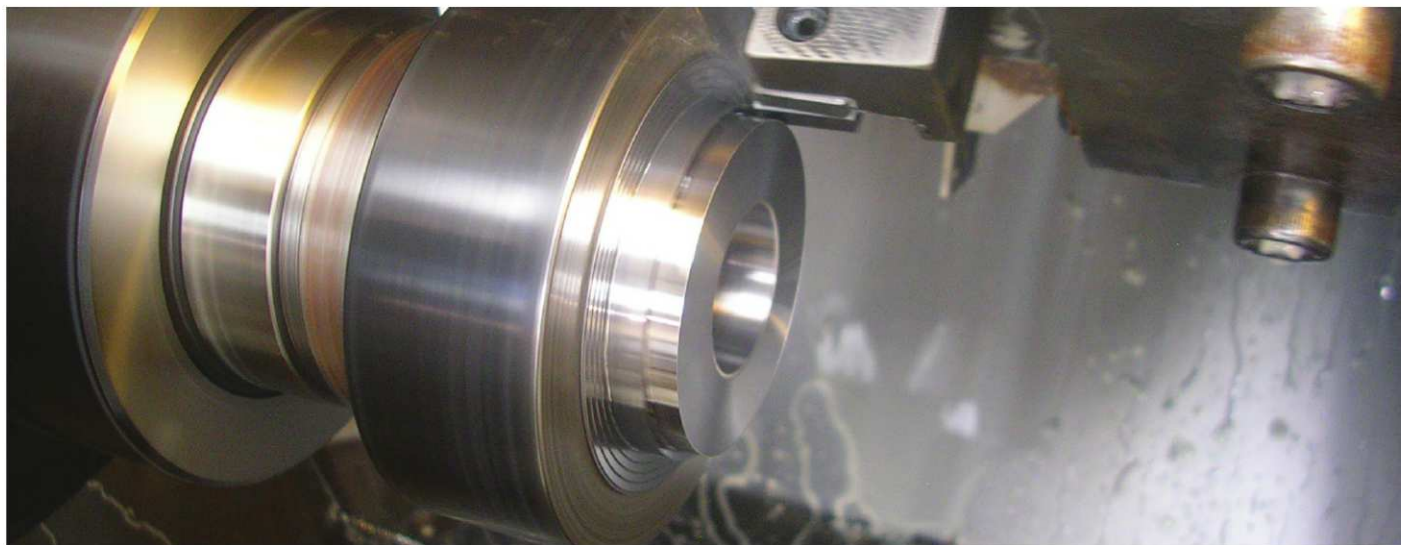
PART#	THICK	O.D.	I.D.
VSA107 (SET OF 8)	.060"	1.255"	.624"
VS107 (SET OF 8)	.030"	1.255"	.624"
VSC107 (SET OF 8)	.015"	1.255"	.624"

FOUR VALVE SUZUKI GS AND GSXR ENGINES

PART#	THICK	O.D.	I.D.
VSA204 (SET OF 16)	.060"	.796	.515
VS204 (SET OF 16)	.030"	.796	.515
VSC204 (SET OF 16)	.015"	.796	.515

SUZUKI HAYABUSA, KAWASAKI ZX14, ZX12

PART#	THICK	O.D.	I.D.
VSA202 (SET OF 16)	.060"	.916"	.640"
VS202 (SET OF 16)	.030"	.916"	.640"
VSC202 (SET OF 16)	.015"	.916"	.640"



CAMSHAFTS



Web has proven themselves to be the best in both performance and quality. Webs are available in two types, hardweld and billet. Hardweld cams are ground on customer supplied cores and are the most durable. The lobes are much harder than traditional billets or regrinds. Billet cams are subjected to special heat treatments after grinding, and are considered a good choice for those who want to purchase cams outright. If APE adjustable cam sprockets are purchased at the same time as cams, the sprocket adaptors will be installed on the cams at no charge. Billet cams come without the cam bearing. If you purchase billet cams you must also purchase cam bearings.

Part numbers with **(W)** are hard weld cams. Customer core required.
 Part numbers with **(B)** are new billet cams. No core required.
 Part numbers with **(R)** are grind cams. Customer core required.

SUZUKI

HAYABUSA 2008-2014 ADD "-SPKT" TO THE END OF ANY BILLET (B) PART NUMBER FOR APE SPROCKET ASSEMBLY INSTALLED ON THE CAMS.

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 70-661 (B) 70-662	.395"/.378"	242° /244°	DESIGNED TO INCREASE MID AND UPPER END PERFORMANCE. REQUIRES HIGH COMPRESSION PISTON, EXHAUST SYSTEM, VALVE SPRINGS, AND SHORT VALVE GUIDES.
(W) 71-001	.415"/.378"	244° /244°	PERFORMANCE PROFILE DESIGNED TO INCREASE MID AND UPPER END. REQUIRES HIGH COMPRESSION PISTON, EXHAUST SYSTEM, VALVE SPRINGS, AND SHORT VALVE GUIDES.
(W) 70-671	.415"/.395"	244° /242°	PERFORMANCE PROFILE DESIGNED TO INCREASE MID AND UPPER END. REQUIRES HIGH COMPRESSION PISTON, EXHAUST SYSTEM, VALVE SPRINGS, AND SHORT VALVE GUIDES.
(W) 70-641	.425"/.415"	250° /244°	PERFORMANCE PROFILE DESIGNED TO INCREASE MID AND UPPER END. REQUIRES HIGH COMPRESSION PISTON, EXHAUST SYSTEM, PERFORMANCE VALVE SPRING KIT, AND SHORT VALVE GUIDES.
(W) 70-981	.445"/.415"	244° /244°	PERFORMANCE PROFILE DESIGNED TO INCREASE MID AND UPPER END. REQUIRES HIGH COMPRESSION PISTON, EXHAUST SYSTEM, PERFORMANCE VALVE SPRING KIT, AND SHORT VALVE GUIDES.
(W) 70-651	.460"/.415"	244° /244°	FOR BIG-BORE MOTORS. APE VALVE SPRINGS REQUIRED TITANIUM RETAINERS REQUIRED TO AVOID RETAINER TO VALVE GUIDE INTERFERENCE.

HAYABUSA 1999-2007 ADD "-SPKT" TO THE END OF ANY BILLET (B) PART NUMBER FOR APE SPROCKET ASSEMBLY INSTALLED ON THE CAMS.

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 70-161 (B) 70-162	.368"/.322"	235°/220°	DESIGNED FOR TURBO APPLICATIONS TO INCREASE OVERALL PERFORMANCE. REQUIRES PERFORMANCE VALVE SPRING KIT.
(W) 70-951 (B) 70-952	.360"/.312"	242°/220°	PERFORMANCE PROFILE INCREASES POWER THROUGHOUT THE RPM RANGE. REQUIRES PERFORMANCE VALVE SPRING KIT.
(W) 70-751 (B) 70-752	.378"/.330"	244°/226°	PERFORMANCE PROFILE INCREASES POWER THROUGHOUT THE RPM RANGE. REQUIRES PERFORMANCE VALVE SPRING KIT.
(W) 70-761 (B) 70-762	.395"/.378"	242°/244°	DESIGNED TO INCREASE MID AND UPPER END PERFORMANCE. REQUIRES HIGH COMPRESSION PISTON, VALVE SPRING KIT, AND SHORTENED VALVE GUIDES.
(W) 70-841	.415"/.395"	244°/242°	APE VALVE SPRINGS REQUIRED TITANIUM RETAINERS AND SHORT VALVE GUIDES REQUIRED TO AVOID RETAINER TO VALVE GUIDE INTERFERENCE.
(W) 70-631	.425"/.415"	250° /244°	PERFORMANCE PROFILE DESIGNED TO INCREASE MID AND UPPER END. APE VALVE SPRINGS REQUIRED TITANIUM RETAINERS AND SHORT VALVE GUIDES REQUIRED TO AVOID RETAINER TO VALVE GUIDE INTERFERENCE.
(W) 70-891	.445"/.415"	244° /244°	RACE PROFILE. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, SHORTENED VALVE GUIDES, AND PERFORMANCE VALVE SPRING KIT. CHECK ALL CLEARANCES!
(W) 70-601	.460"/.415"	244° /244°	RACE PROFILE. REQUIRES EXHAUST SYSTEM, SHORTENED VALVE GUIDES, PERFORMANCE VALVE SPRING KIT, LARGER DIAMETER 31 MM INTAKE FOLLOWERS, AND HIGH COMPRESSION PISTON. CHECK ALL CLEARANCES!

GSXR1000 2009-11

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 71-501	.395"/.358"	242°/241°	HIGH LIFT SHORT DURATION CAM PRODUCES GOOD OVERALL POWER. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT.
(W) 71-511	.400"/.368"	256°/243°	PERFORMANCE PROFILE DESIGNED TO INCREASE MID AND UPPER END. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT. CHECK ALL CLEARANCES!
(W) 71-521	.415"/.395"	244°/242°	INCREASES MID AND UPPER END PERFORMANCE. LARGER TAPPETS REQUIRED ON INTAKE. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT. CHECK ALL CLEARANCES!

SUZUKI (CONT)

GSXR1000 2007-08 ADD "-SPKT" TO THE END OF ANY BILLET (B) PART NUMBER FOR APE SPROCKET ASSEMBLY INSTALLED ON THE CAMS.

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 71-281 (B) 71-282	.376"/.352"	254°/238°	SPECIAL ROAD RACE PROFILE TO INCREASE OVERALL POWER. MAINTAIN STOCK LIFT FOR CLASS RULES.
(W) 71-421 (B) 71-422	.395"/.358"	242°/241°	HIGH LIFT SHORT DURATION CAM PRODUCES GOOD OVERALL POWER. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT.
(W) 71-011 (B) 71-012	.400"/.368"	256°/243°	PERFORMANCE PROFILE DESIGNED TO INCREASE MID AND UPPER END. REQUIRES EXHAUST SYSTEM, AND PERFORMANCE VALVE SPRING KIT. CHECK ALL CLEARANCES!
(W) 71-531	.415"/.395"	244°/242°	INCREASES MID AND UPPER END PERFORMANCE. LARGER TAPPETS REQUIRED ON INTAKE. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT. CHECK ALL CLEARANCES!

GSXR1000 2005-06 ADD "-SPKT" TO THE END OF ANY BILLET (B) PART NUMBER FOR APE SPROCKET ASSEMBLY INSTALLED ON THE CAMS.

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 71-431 (B) 71-432	.395"/.358"	242°/241°	HIGH LIFT SHORT DURATION CAM PRODUCES GOOD OVERALL POWER. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT.
(W) 71-491 (B) 71-492	.400"/.368"	256°/243°	PERFORMANCE PROFILE DESIGNED TO INCREASE MID AND UPPER END. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT. CHECK ALL CLEARANCES!
(W) 71-291 (B) 71-292	.380"	258°	SPECIAL INTAKE PROFILE DESIGNED TO INCREASE MID AND UPPER END PERFORMANCE. STOCK LIFT FOR CLASS RULES. SINGLE CAM PRICING
(W) 70-681 (B) 70-682	.400"/.340"	256°/236°	INCREASES MID AND UPPER END PERFORMANCE. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT. CHECK ALL CLEARANCES!
(W) 71-331 (B) 71-332 (B) 71-332	.415/358	250°/241°	RACE PROFILE DESIGNED TO INCREASE MID AND UPPER END PERFORMANCE. MAINTAINS EXCELLENT TORQUE. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, LARGER DIAMETER FOLLOWERS, SHORTENED VALVE GUIDES, AND PERFORMANCE VALVE SPRING KIT. CHECK ALL CLEARANCES!

GSXR1000 2001-04 ADD "-SPKT" TO THE END OF ANY BILLET (B) PART NUMBER FOR APE SPROCKET ASSEMBLY INSTALLED ON THE CAMS.

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 70-871 (B) 70-872	.384"/.330"	248°/226°	INCREASED POWER THRU THE RPM RANGE. BOLT IN.
(W) 70-831 (B) 70-832	.384"/.335"	248°/236°	WELDED - INCREASED TORQUE WITH ADDED MID TO TOP-END POWER. STOCK SPRINGS AND PISTON OK.
(W) 71-431 (B) 71-432	.395"/.358"	242°/241°	HIGH LIFT SHORT DURATION CAM PRODUCES GOOD OVERALL POWER. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT.
(W) 71-491 (B) 71-492	.400"/.368"	256°/243°	PERFORMANCE PROFILE DESIGNED TO INCREASE MID AND UPPER END. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT.
(W) 70-681 (B) 70-682	.400"/.340"	256°/236°	INCREASES MID AND UPPER END PERFORMANCE. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT. CHECK ALL CLEARANCES!
(W) 71-331	.415"/.358"	250°/241°	RACE PROFILE DESIGNED TO INCREASE MID AND UPPER END PERFORMANCE. MAINTAINS EXCELLENT TORQUE. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, LARGER DIAMETER FOLLOWERS, SHORTENED VALVE GUIDES, AND PERFORMANCE VALVE SPRING KIT. CHECK ALL CLEARANCES!

SUZUKI GSXR1100W '93-'98

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 70-461 (B) 70-462	.352"	.241°	PERFORMANCE PROFILE TO INCREASE OVERALL PERFORMANCE.
(W) 70-471 (B) 70-472	.377"/.350"	240 / 230°	DESIGNED FOR HOT STREET / STRIP ENGINES. REQUIRES HIGH COMPRESSION PISTON, EXHAUST SYSTEM, PERFORMANCE VALVE SPRING KIT, AND CARBURETORS.
(W) 70-481 (B) 70-482	.383"/.352"	253° / 24°	TOP END PROFILE! REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT. CHECK ALL CLEARANCES!

GSXR750 2000-05

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 70-861 (B) 70-862	.360"/.303"	246°/223°	INCREASED POWER THRU THE RPM RANGE. BOLT IN.

A SPECIAL .395" LIFT INTAKE CAM AVAILABLE FOR SUPERBIKES, BUT MODIFYING THE HEAD FOR LARGER HAYABUSA TAPPETS HIGHLY RECOMMENDED. PURCHASE APE ADJUSTABLE CAM SPROCKETS WITH THIS MODEL WEB CAMS AND WE WILL INSTALL THEM FOR FREE

NEW WELDED CAMS ALSO AVAILABLE AS OUTRIGHT PURCHASE

TITANIUM RETAINERS see page 32
 HEAVY DUTY VALVE SPRINGS see page 30
 BRONZE VALVE GUIDES see page 28

SUZUKI (CONT)

GSXR750 1986-1990

GSXR1100 1986-1990

BANDIT 1200 1996-2003

ALL SCREW ADJUSTING ROCKER ARM ENGINES.

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 70-191 (B) 70-192	.330"/.330"	240°/240°	BOLT IN PERFORMANCE CAMS FOR STOCK 750CC.
(W) 70-791 (B) 70-792	.362"/.330"	230°/240°	TURBO PROFILE INCREASES PERFORMANCE THROUGHOUT THE RPM. APE VALVE SPRINGS AND SHORT VALVE GUIDES REQUIRED.
(W) 70-341 (B) 70-342	.370"/.330"	246°/240°	OFFERS INCREASED MID AND UPPER END POWER FOR 750CC ROAD RACING. APE VALVE SPRINGS AND SHORT VALVE GUIDES REQUIRED.
(W) 70-331 (B) 70-332	.370"	246°/246°	IMPROVED MID RANGE AND TOP END POWER. USE WITH HOT STREET OR ROAD RACE TYPE MOTORS. APE VALVE SPRINGS REQUIRED
(W) 71-401 (B) 71-402	.380"/.370"	256°/246°	GOOD MID AND UPPER END PERFORMANCE FOR LARGE DISPLACEMENT RACING ENGINES. APE VALVE SPRINGS AND SHORT VALVE GUIDES REQUIRED.
(W) 70-381 (B) 70-382	.380"	256°/256°	RECOMMENDED FOR COMPETITION USE ONLY. APE VALVE SPRINGS AND SHORT VALVE GUIDES REQUIRED.
(W) 71-411 (B) 71-412	.385"/.325"	246/240	ROAD RACE PROFILE. APE VALVE SPRINGS AND SHORT VALVE GUIDES REQUIRED.
(W) 70-531 (B) 70-532	.400"	256°/256°	GOOD MID TO UPPER END POWER FOR LARGE DISPLACEMENT RACING ENGINES. APE SHORT VALVE GUIDES AND RACING VALVE SPRINGS REQUIRED
(W) 70-391 (B) 70-392	.425"	248°/248°	FULL COMPETITION. APE PRO SPRINGS, RETAINERS AND SHORTENED GUIDES REQUIRED
(W) 70-801 (B) 70-802	.425"/.410"	262°/246°	RACING PROFILE FOR LARGE DISPLACEMENT 1400CC+. APE PRO SPRINGS, RETAINERS, SHORTENED GUIDES AND EXTENDED ROCKERS REQUIRED

GSXR750 SRAD 1998-99

WELDED CAMS ONLY (CUSTOMER CORES REQUIRED)

CAM PART#	LIFT	DURATION @ 050	NOTES
(W) 70-721	.352"/.332"	241°/239°	INCREASED INCREASED POWER THRU THE RPM RANGE. BOLT IN POWER THRU THE RPM RANGE. BOLT IN. (HARDWELD)
(W) 70-731	.377"/.350"	240°/230°	RACING. NEEDS PISTONS AND VALVE SPRINGS. HARDWELD. PURCHASE APE ADJUSTABLE CAM SPROCKETS WITH THIS MODEL WEB CAMS AND WE WILL INSTALL THEM FOR FREE

SUZUKI GSXR750W '93-'95

HARDWELD CAMS ONLY. CORE REQUIRED WITH ORDER.

CAM PART#	LIFT	DURATION @ 050	NOTES
(W) 70-441	.332"	.239°	INCREASED OVERALL PERFORMANCE. 750S ONLY.
(W) 70-561	.352"	.243°	IMPROVES MID AND UPPER END PERFORMANCE. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT. PRICE PER SET
(W) 70-571	.377"/.350"	240°/230°	DESIGNED FOR HOT STREET / STRIP ENGINES. REQUIRES HIGH COMPRESSION PISTON, EXHAUST SYSTEM, PERFORMANCE VALVE SPRING KIT, AND CARBURETORS.
(W) 70-611	.383"/.352"	253°/243°	TOP END PROFILE! REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT. CHECK ALL CLEARANCES!

GSXR750 1996-97

CAM PART#	LIFT	DURATION @ 050	NOTES
(W) 70-541	.352"/.332"	241°/239°	INCREASED POWER THRU THE RPM RANGE. BOLT IN.
(W) 70-551	.377"/.350"	240°/230°	RACING. NEEDS PISTONS AND VALVE SPRINGS. PURCHASE APE ADJUSTABLE CAM SPROCKETS WITH THIS MODEL WEB CAMS AND WE WILL INSTALL THEM FOR FREE

#HB1300GX - CAM BALL BEARINGS

GS1000 2 VALVE

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 70-071	.422"/.422"	260°/260°	HOT STREET & STRIP BIG BORE MOTORS. STRONG MID RANGE AND TOP END. APE VALVE SPRINGS REQUIRED. THIS IS A HARDWELD CAM. CUSTOMER CORE REQUIRED.



SCAN FOR CAM PRICING

TITANIUM RETAINERS see page 32

HEAVY DUTY VALVE SPRINGS see page 30

BRONZE VALVE GUIDES see page 28

Part numbers with (W) are hard weld cams. Customer core required.

Part numbers with (B) are new billet cams. No core required.

Part numbers with (R) are regrind cams. Customer core required.

GS1100/1150 NEW BILLETS

CAM PART#	LIFT	DURATION @ .050	NOTES
(B) 70-112	.348"/.348"	257°/257°	HOT STREET & STRIP BIG BORE MOTORS. STRONG MID RANGE AND TOP END. APE VALVE SPRINGS REQUIRED.
(B) 70-122	.370"/.370"	242°/242°	HOT STREET 1260 - 1327CC MOTORS SMALL VALVE PRO STOCK MOTORS. MOST POPULAR FOR LARGE DISPLACEMENT STREET MOTORS.
(B) 70-252	.370"/.370"	256°/256°	STRONGER MID RANGE AND TOP END. 13:1+ COMP RATIO
(B) 70-312	.418"/.385"	256°/256°	LARGE DISPLACEMENT PRO GAS / PRO STREET MOTORS. LESS AGGRESSIVE THAN PRO STOCK TYPE GRINDS FOR LONGER CAM AND ROCKER LIFE. VS1100S-PRO SPRINGS REQUIRED
(B) 70-232	.420"/.390"	256°/256°	PRO STOCK, STREET RACER WITH BIG MOTOR AND BIG CYLINDER HEAD. APE VS1100S-PRO VALVE SPRINGS REQUIRED.
(B) 70-152	.416"/.416"	244°/244°	PRO STOCK TYPE MOTOR. APE #VS1100S-PRO VALVE SPRINGS REQUIRED.
(B) 70-422	.430"/.430"	244°/244°	CURRENT STATE OF THE ART PRO STOCK GRIND. MUST USE NEW GSXR TYPE OR EXTENDED PAD ROCKERS AND APE #VS1100S-PRO VALVE SPRINGS
(B) 70-302	.430"/.390"	268°/258°	1500CC+ PRO STOCK / PRO COMP / PRO STREET TYPE MOTORS. APE #VS1100S-PRO VALVE SPRINGS REQUIRED.
(B) 70-412	.445"/.445"	250°/250°	MOUNTAIN MOTOR PRO STOCK APE #VS1100S-PRO VALVE SPRINGS REQUIRED.
SPECIAL NOTE...ALL SUZUKI GS 4 VALVE MODELS REQUIRE THE VALVE GUIDES TO SIT LOWER IN THE HEAD WITH CAM LIFTS ABOVE .370" APE GUIDES SIT LOW ENOUGH IN THE HEAD TO CLEAR ALL CAMS LISTED. APE TITANIUM RETAINERS ALLOW ABOUT .030" ADDITIONAL VALVE TRAVEL.			

KAWASAKI

ZX14 2006-11

CAM PART#	LIFT	DURATION @ .050	NOTES
(R) 61-650 (B) 61-650	.360"/.335"	246°/238°	INCREASED OVERALL PERFORMANCE.
(W) 60-721 (B) 60-722	.369"/.350"	252°/240°	PERFORMANCE PROFILE TO INCREASE MID AND UPPER END. ADDITIONAL CHARGE WILL APPLY FOR PART NUMBER (W) 60-721 TO HARD CHROME JOURNALS. (DOES NOT APPLY TO THE NEW BILLETS.) REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT.
(W) 60-731 (B) 60-732	.383"/.358"	253°/241°	RACE PROFILE TO INCREASE MID AND UPPER END PERFORMANCE. ADDITIONAL CHARGE WILL APPLY FOR PART NUMBER (W) 60-731 TO HARD CHROME JOURNALS. (DOES NOT APPLY TO THE NEW BILLETS.) REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT.
(W) 60-751 (B) 60-752	.395"/.378"	242°/244°	DESIGNED TO PRODUCE EXCELLENT TORQUE AND ACCELERATION. ADDITIONAL CHARGE WILL APPLY FOR PART NUMBER (W) 60-751 TO HARD CHROME JOURNALS. (DOES NOT APPLY TO THE NEW BILLETS.) REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT
(W) 61-361 (B) 61-362	.415"/.378"	250°/244°	RACE PROFILE DESIGNED FOR EXTREME ACCELERATION WITH ADDED MID AND UPPER END PERFORMANCE. ADDITIONAL CHARGE WILL APPLY FOR PART NUMBER (W) 61-361 TO HARD CHROME JOURNALS. (DOES NOT APPLY TO THE NEW BILLETS.) REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, LARGER DIAMETER FOLLOWERS, AND PERFORMANCE VALVE SPRING KIT.
(W) 61-371 (B) 61-372	.425"/.378"	250°/244°	RACE PROFILE DESIGNED FOR EXTREME ACCELERATION WITH ADDED MID AND UPPER END PERFORMANCE. ADDITIONAL CHARGE WILL APPLY FOR PART NUMBER (W) 61-371 TO HARD CHROME JOURNALS. DOES NOT APPLY TO THE NEW BILLETS. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, PERFORMANCE VALVE SPRING KIT, AND LARGER DIAMETER FOLLOWERS.

ZX12 2000-06

CORES REQUIRED WITH ORDER.

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 60-571	.383"/.369"	253°/252°	INCREASED MID AND UPPER END POWER. CHECK ALL CLEARANCES. APE SPRINGS VS1200K RECOMMENDED. CORE REQUIRED.
(W) 60-531	.272"/.270"	248°/246°	INCREASED OVERALL PERFORMANCE. REQUIRES PERFORMANCE VALVE SPRINGS
(W) 60-541	.383"/.378"	253°/244°	INCREASED MID AND UPPER END POWER. CHECK ALL CLEARANCES. APE SPRINGS VS1200K RECOMMENDED. CORE REQUIRED.
(W) 60-561	.383"/.384"	253°/248°	INCREASED MID AND UPPER END POWER. CHECK ALL CLEARANCES. APE SPRINGS VS1200K RECOMMENDED. CORE REQUIRED.
(W) 61-031	.415"/.395"	244°/242°	HIGH LIFT, SHORT DURATION FOR RACING ENGINES. CAN BE USED FOR TURBO. 28MM TAPPETS REQUIRED. USE HIGH COMPRESSION PISTON AND PERFORMANCE VALVE SPRINGS. VS1200K

ZX10R (08-10) DOHC

CORES REQUIRED WITH ORDER. ADDITIONAL CHARGE WILL APPLY TO HARD CHROME JOURNALS

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 61-161	.396"/.348"	245°/235°	PERFORMANCE PROFILE DESIGNED TO INCREASE MID AND UPPER END. REQUIRES EXHAUST SYSTEM, AND HIGH COMPRESSION PISTON.
(W) 61-211	.400"/.384"	256°/248°	RACE PROFILE DESIGNED FOR EXTREME ACCELERATION WITH ADDED MID AND UPPER END PERFORMANCE. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT.

ZX10R (06-07) DOHC

ADDITIONAL CHARGE WILL APPLY TO HARD CHROME JOURNALS

CAM PART#	LIFT	DURATION @ .050	NOTES
(R) 60-690	.356"/.332"	252°/239°	INCREASED OVERALL PERFORMANCE. REQUIRES HIGH COMPRESSION PISTON. (REGRIND)
(R) 60-980	.355"/.332"	252°/245°	PERFORMANCE PROFILE DESIGNED TO INCREASE MID AND UPPER END PERFORMANCE. CAMS HAVE A REDUCED BASE CIRCLE. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT.
(W) 60-911	.400"/.384"	256°/248°	INCREASED MID AND UPPER END POWER. ADDITIONAL CHARGE WILL APPLY TO HARD CHROME JOURNALS FOR PART# (W) 60-911. REQUIRES EXHAUST SYSTEM, HIGH COMP. PISTONS AND PERFORMANCE VALVE SPRING KIT.

KAWASAKI (CONT)

ZX10R (04-05) DOHC

CORES REQUIRED WITH ORDER.

CAM PART#	LIFT	DURATION @ .050	NOTES
(R) 60-960	.355/.332	252°/245°	PERFORMANCE PROFILE DESIGNED TO INCREASE OVERALL PERFORMANCE. REQUIRES HIGH COMPRESSION PISTON.
(W) 60-741	.384/.358"	248°/241°	INCREASED MID AND UPPER END POWER. ADDITIONAL CHARGE WILL APPLY TO HARD CHROME JOURNALS. REQUIRES EXHAUST SYSTEM, HIGH COMP. PISTONS AND PERFORMANCE VALVE SPRING KIT. (HARDWELD)

ZX10 (88-90), ZX11 (90-01)

CORES REQUIRED WITH ORDER. ZX10S AND ZX11S MUST USE HARDWELD ROCKER ARMS

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 60-781	.388"	275°/275°	BOLT IN PROFILE INCREASES OVERALL PERFORMANCE. EXTENDED HARDWELDED ROCKERS MUST BE USED WITH THIS CAM. STOCK SPRINGS OK. THIS CAM IS A HARDWELD - YOUR CORE IS REQUIRED.
(W) 60-631	.410"/.388"	280°/275°	INCREASED MID AND UPPER END POWER. MUST USE PERFORMANCE VALVE SPRING KIT, HIGHER COMPRESSION PISTONS AND EXHAUST. EXTENDED HARDWELDED ROCKERS MUST BE USED WITH THIS CAM. THIS CAM IS A HARDWELD - YOUR CORE IS REQUIRED.
(W) 60-141	.410"	280°/280°	RACE PROFILE. DESIGNED TO INCREASE MID AND UPPER END POWER. MUST USE PERFORMANCE VALVE SPRING KIT, HIGHER COMPRESSION PISTONS AND EXHAUST. EXTENDED HARDWELDED ROCKERS MUST BE USED WITH THIS CAM. THIS CAM IS A HARDWELD - YOUR CORE IS REQUIRED.

900 / 1000 (84-91) NINJA

CAM PART#	LIFT	DURATION @ .050	NOTES
(R) 60-250	.360/.360	230°/230°	NINJA 1000. BOLT IN CAMS. INCREASES LOW AND MID RANGE POWER. (REGRIND)
(W) 60-291	.390/.390	252°/252°	NINJA 900. HOT STREET AND DRAG RACE WITH BIG BORE MOTOR. APE SPRINGS ARE REQUIRED. (HARDWELD)
(W) 60-261	.430/.430	260°/260°	NINJA 900. TREMENDOUS TOP END POWER FOR ALL OUT RACE MOTORS. APE VALVE SPRINGS REQUIRED. (HARDWELD)

ZX9 2000-03

CORES REQUIRED WITH ORDER.

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 60-511	.388/.368	249°/235°	INCREASED MID AND UPPER END POWER FOR RACING. EXCELLENT THROTTLE RESPONSE. VALVE SPRINGS RECOMMENDED.
(W) 61-151	.415/.395	252°/242°	RACE PROFILE DESIGNED FOR EXTREME ACCELERATION WITH ADDED MID AND UPPER END PERFORMANCE. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, PERFORMANCE VALVE SPRING KIT, AND 28 MM LARGER DIAMETER FOLLOWERS.

ZX9 1998 - 99

CORES REQUIRED WITH ORDER.

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 60-471	.384 / .368"	240°/235°	INCREASED MID AND UPPER END POWER FOR RACING. EXCELLENT THROTTLE RESPONSE. APE VALVE SPRINGS RECOMMENDED.
(W) 61-141	.386/.378	248°/244°	RACE PROFILE DESIGNED FOR EXTREME ACCELERATION WITH ADDED MID AND UPPER END PERFORMANCE. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT.

ZX9 1994 - '97

CORES REQUIRED WITH ORDER.

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 60-441	.390 / .365"	252° / 240°	INCREASED MID AND UPPER RANGE POWER VALVE SPRINGS RECOMMENDED

ZX7 R NINJA 1996 -'03

CORES REQUIRED WITH ORDER.

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 61-131	.376/.317	248°/236°	RACE PROFILE DESIGNED TO INCREASE MID AND UPPER END PERFORMANCE. REQUIRES HIGH COMPRESSION PISTON, AND CARBURETOR MODIFICATION MAY BE NECESSARY.
(W) 60-521	.378/.330"	244°/226°	DESIGNED TO INCREASE OVERALL PERFORMANCE. MUST USE HIGH COMPRESSION AND PERF. EXHAUST, STOCK SPRINGS OK

ZX7 1991-'95

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 60-391	.358/.358	244°/244°	IMPROVED MID AND UPPER POWER FOR RACING ENGINES RECOMMENDED FOR '91-92 NON-R MODELS
(W) 60-401	.385/.358"	244°/244°	SPECIAL ROAD RACING GRIND. VALVE SPRINGS REQ.
(W) 60-451	.390/.365"	252°/240°	SPECIAL ROAD RACE GRIND. VALVE SPRINGS REQ.

ZX7 1989-'90

CORES REQUIRED WITH ORDER.

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 60-341	.388/.350	249°/238°	INCREASED MID AND UPPER END POWER FOR ZX7. VALVE SPRING KIT RECOMMENDED

ZX6 1989-'93

CORES REQUIRED WITH ORDER.

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 60-331	.360/.360	246°/246°	OFFERS INCREASED MID AND UPPER END PERFORMANCE. REQUIRES PERFORMANCE VALVE SPRING KIT.

Z1900 / KZ1000 (73-84)

CAM PART#	LIFT	DURATION @ .050	NOTES
K410 (APE BILLET)	.410"	266° @.030	HOT STREET AND STRIP THRU 1100CC. GREAT ROAD-RACE GRIND. APE VALVE SPRINGS REQUIRED. TOP SHIMS OKAY. WILL NOT WORK WITH STOCK PISTONS. STD (1.110") BASE CIRCLE.
K435 (APE BILLET)	.435"	266° @.030	HOT STREET 1100 THRU 1400CC. DRAG RACE ONLY IN SMALLER MOTORS. APE VALVE SPRINGS AND SHIM-ON-BOTTOM TAPPETS REQUIRED. THIS IS THE LARGEST CAM WE RECOMMEND FOR STREET MOTORS AS LARGER ONES WEAR OUT VALVE SPRINGS RAPIDLY. 1.080" BASE CIRCLE.
(B) 60-212	.460/435"	262°	(122/125) BROAD POWER RANGE FOR PRO GAS TYPE MOTORS. USE APE VS900K/VSP500 VALVE SPRINGS. CAMS HAVE 1 INCH BASE CIRCLE.
(B) 60-152	.480/460"	266°/262°	(136/122) PRO STOCK TYPE MOTORS 1200 THRU 1327CC. USE APE VSP500 VALVE SPRINGS. CAMS HAVE 1 INCH BASE CIRCLE.
(B) 60-222	.500/470"	275°	(206/231) LARGE DISPLACEMENT PRO STOCK TYPE MOTORS. THE WINNINGEST KAWASAKI CAM EVER. USE APE VSP500/520 VALVE SPRINGS. CAMS HAVE 1 INCH BASE CIRCLE.
(B) 60-132	.520"	270°	(24) SPECIAL CAMS FOR 1500CC PRO STOCK TYPE MOTORS. INTAKE CAM HAS .900 BASE CIRCLE.
(B) 60-352	.515"	265°	(44) SPECIAL CAMS FOR LARGE DISPLACEMENT. PRO STOCK TYPE MOTORS. .900 BASE CIRCLE
(B) 60-122	.340"	234°	(247) SPECIAL TURBO, NITROUS FUNNY BIKE GRIND. THIS IS "THE" CAM FOR KAWASAKI FUNNYS!

KAWASAKI KZ650 KZ750, GPZ750 DOHC

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 60-051	.365/.365"	245°/245°	INCREASED OVERALL PERFORMANCE. REQUIRES PERFORMANCE VALVE SPRINGS (BELOW) HARDWELD - CORES REQUIRED
(W) 60-061	.395/.395"	256°/256°	INCREASED MID AND UPPER END POWERFOR. REQUIRES PERFORMANCE VALVE SPRINGS (BELOW) HARDWELD - CORES REQUIRED

HONDA

CBR1000RR 2012-2013

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 59-250	.384/.358"	248°/241°	CORES REQUIRED WITH ORDER. PROFILE DESIGNED TO INCREASE OVERALL POWER. REDUCED BASE CIRCLE / LONGER VALVES OR EXTRA SHIMMING REQUIRED. REQUIRES EXHAUST SYSTEM.
(W) 59-260	.383/.358"	253°/241°	CORES REQUIRED WITH ORDER. PROFILE DESIGNED TO INCREASE MID AND UPPER PERFORMANCE. REDUCED BASE CIRCLE. REQUIRES EXHAUST SYSTEM AND HIGH COMPRESSION PISTON.

CBR1000RR 2008-2011

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 59-100	.384/.358"	248°/240°	CORES REQUIRED WITH ORDER. PROFILE DESIGNED TO INCREASE OVERALL POWER. REDUCED BASE CIRCLE / LONGER VALVES OR EXTRA SHIMMING REQUIRED.

CBR1000RR 2006-2007

CAM PART#	LIFT	DURATION @ .050	NOTES
(R) 57-720	.376/.363	242°/234°	PERFORMANCE PROFILE DESIGNED TO INCREASE OVERALL PERFORMANCE.
(R) 59-110	.376/.350	248°/240°	PERFORMANCE PROFILE DESIGNED TO INCREASE MID AND UPPER END. REQUIRES EXHAUST SYSTEM, AND HIGH COMPRESSION PISTON.
(W) 59-121	.384/.358	248°/241°	RACE PROFILE. ADDITIONAL CHARGE WILL APPLY FOR THIS PROFILE TO HARD CHROME JOURNALS. SEE PART CJ-000. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT.

CBR1000RR 2004-2005

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 57-181	.376/.363	242°/234°	PERFORMANCE PROFILE DESIGNED TO INCREASE OVERALL PERFORMANCE.
(W) 59-231	.383/.360	253°/242°	RACE PROFILE FOR BUILT ENGINES. REQUIRES EXHAUST SYSTEM, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT.
(W) 59-241	.384/.363	248°/234°	HIGH LIFT, SHORT DURATION PROFILE TO HELP MAINTAIN TORQUE WITH ADDED OVERALL POWER. REQUIRES EXTENDED ROCKERS, HIGH COMPRESSION PISTON, AND PERFORMANCE VALVE SPRING KIT.

CBR1100XX BLACKBIRD - HARDWELD

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 55-211	.350/.350	240°/240°	CORES REQUIRED WITH ORDER. BOLT IN CAMS. IMPROVES OVERALL POWER.
(W) 57-381	.360/.332	246°/239°	RACE PROFILE DESIGNED TO INCREASE MID AND UPPER END PERFORMANCE. REQUIRES HIGH COMPRESSION PISTON, EXHAUST SYSTEM, AND PERFORMANCE VALVE SPRING KIT.

CBR900RR 1993-'03

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 55-831	.308/.308	228°/228°	CORES REQUIRED WITH ORDER. BOLT IN CAMS. IMPROVES OVERALL POWER.
(W) 55-841	.352/.332"	241°/243°	CORES REQUIRED WITH ORDER. STRONG MID AND UPPER END POWER FOR RACING ENGINES. VALVE SPRINGS REQUIRED

CB750 / 900 / 1100FV

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 55-481	.365"	246°	GOOD MID RANGE AND TOP END POWER FOR HOT STREET OR RACING. APE VALVE SPRINGS REQUIRED.
(W) 55-491	.395"	256°	STRONG MID AND TOP END FOR RACE MOTORS. MUST USE APE VALVE SPRINGS, RETAINERS AND TAPPETS.

HONDA (CONT)

CB750 SOHC THRU 1978

CAM PART#	LIFT	DURATION	NOTES
H360	.335"	275°	BILLET CAMS. SOLD OUTRIGHT. HOT STREET AND STRIP
H370	.345"	296°	BILLET CAMS. SOLD OUTRIGHT. HOT STREET AND STRIP. TQ MIDGETS. ALL STREET BIKES WITH BIG BORE KITS. APE VALVE SPRINGS REQUIRED.

NOTE: DUE TO THE VARIANCE IN 750 SOHC ROCKER ARM RATIOS, THE LIFT AND DURATION NUMBERS ARE APPROXIMATE.

NT650 HAWK

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 55-611	.360"	245°	CORE REQUIRED WITH ORDER. BOLT IN PERFORMANCE FOR STOCK ENGINES.
(W) 55-691	.383/400"	260/266°	CORE REQUIRED WITH ORDER. ROAD RACE PROFILE. MODIFIED PISTONS AND VALVE SPRINGS REQUIRED.

CBR600 F1 HURRICANE '87 - '90

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 55-161	.348"	228°/228°	CORE REQUIRED WITH ORDER. HARDWELD

CBR600 F2/F3/F4 - HARDWELDS

CAM PART#	LIFT	DURATION @ .050	NOTES
(W) 55-191	.308"	228°/ 228°	CORE REQUIRED WITH ORDER. BOLT IN CAMS. IMPROVES OVERALL POWER
(W) 55-181	.352/.332"	241°/243°	CORE REQUIRED WITH ORDER. STRONG MID AND UPPER END POWER FOR RACING ENGINES VALVE SPRINGS REQUIRED.

YAMAHA

YAMAHA RI (07-08)

CAM PART#	LIFT	DURATION @.050	NOTES
(R) 81-280	.376/.338	272°/264°	STOCK LIFT WITH LESS DURATION TO INCREASE TORQUE AND ACCELERATION.
(W) 81-291	.369/.338	280°/268°	PERFORMANCE PROFILE DESIGNED TO INCREASE MID AND UPPER END. HARDWELDED PROFILES WILL NEED THE JOURNALS HARD CHROMED. RE- QUIRES EXHAUST SYSTEM, AND HIGH COMPRESSION PISTON.
(W) 81-301	.380/.348	282°/273°	PERFORMANCE PROFILE DESIGNED TO INCREASE MID AND UPPER END. HARDWELDED PROFILES WILL NEED THE JOURNALS HARD CHROMED. RE- QUIRES EXHAUST SYSTEM, AND HIGH COMPRESSION PISTON.

YAMAHA RI (00-03)

CAM PART#	LIFT	DURATION @.050	NOTES
(W) 80-401	.332"	262°	SPECIAL INTAKE PROFILE DESIGNED TO INCREASE MID AND UPPER END PERFORMANCE. REQUIRES PERFORMANCE VALVE SPRING KIT, HIGH COMPRESSION PISTON, AND ADJUSTABLE CAM SPROCKETS.

YAMAHA R6 (06-09)

CORE REQD WITH ORDER. SOME PROFILES MAY REQUIRE HARD CHROMING AT ADDITIONAL COST.

CAM PART#	LIFT	DURATION @.050	NOTES
(W) 81-200	.340"	236°	SPECIAL INTAKE PROFILE DESIGNED TO INCREASE THROTTLE RESPONSE AND OVERALL POWER.

YAMAHA R6 (03-05)

CORE REQD WITH ORDER. SOME PROFILES MAY REQUIRE HARD CHROMING AT ADDITIONAL COST.

CAM PART#	LIFT	DURATION @.050	NOTES
(W) 81-191	.330/.305	258°/247°	MID AND TOP END PROFILE. REQUIRES EXHAUST SYSTEM AND HIGH COMPRESSION PISTON.
(W) 80-981	.335/.302	254°/240°	STOCK LIFT W/ ADDED DURATION FOR INCREASE MID AND UPPER PERFORMANCE. BOLT IN - NO MODS NECESSARY.
(W) 81-260	.340/.297	236°/230°	DESIGNED TO INCREASE TORQUE AND ACCELERATION. GREAT FOR SPRINT CAR APPLICATIONS. CAN BE GROUND IF 49 STATE MODEL / CALIFORNIA MODEL MUST BE HARDWELD.

YAMAHA R6 (00-02)

CORE REQD WITH ORDER. SOME PROFILES MAY REQUIRE HARD CHROMING AT ADDITIONAL COST.

CAM PART#	LIFT	DURATION @.050	NOTES
(W) 81-101	.320/.303	244°/223°	BOLT IN PERFORMANCE CAM FOR STREET/TOURING. CALIFORNIA MODEL ONLY.
(W) 81-171	.330/.317	248°/236°	HIGH LIFT SHORT DURATION PROFILE TO INCREASE THROTTLE RESPONSE. REQUIRES EXHAUST SYSTEM - CHECK PISTON TO VALVE CLEARANCE.
(W) 80-621	.335/.302	254°/240°	MID AND TOP END PROFILE. REQUIRES EXHAUST SYSTEM AND HIGH COMPRESSION PISTON.
(W) 80-531	.338/.317	257°/246°	RACE PROFILE FOR MID AND TOP END PERFORMANCE. REQUIRES EXHAUST SYSTEM AND HIGH COMPRESSION PISTON.

YAMAHA FJ1100 / FJ1200

OUTRIGHT PURCHASE AVAILABLE..CALL FOR PRICE.

CAM PART#	LIFT	DURATION @.050	NOTES
(W) 80-291	.350"	238°	(225) BOLT IN CAMS. INCREASES MID RANGE AND TOP END POWER.
(W) 80-051	.384"	248°	(163) STRONG MID AND TOP END CAM. MUST USE APE VALVE SPRINGS AND BIG BORE PISTON KIT.
(W) 80-301	.395"	256°	(110) 1300CC+ BIG BORE DRAG RACE / STREET RACEMOTORS. SHIM ON BOTTOM TAPPETS AND APE VALVE SPRINGS REQUIRED.

HEAVY DUTY CAM CHAIN

Premium cam chains are recommended to help eliminate chain breakage which can result in extensive engine damage. APE carries the highest quality cam chains available, and at a price usually less than a new stock chain. Equally at home is a stock street bike of all out race bike. Don't chance expensive engine damage. Replace that cam chain.

SUZUKI

MODEL	YEARS	PART #
GSXR750	'87 & '90-'91	BFO5MX116
GS750 4 VALVE	.	BFO5MUX122
GSXR1100	'86-'92	BFO5MUX122
GSXR1100W	'93-'98	BFO5MUX114
GS1100 / 1150 / GS750/850/1000 2 VALVE	.	BFO5MUX120

KAWASAKI

MODEL	YEARS	PART #
KZ900 / 1000	THRU '80 WITH 30T SPROCKETS	BSO5MHX122
KZ900 / 1000	THRU '80 WITH 32T SPROCKETS (MARK 2)	BSO5MHX124

HONDA

MODEL	YEARS	PART #
CB750	ALL MODELS THRU '78	BFO5MX94

YAMAHA

MODEL	YEARS	PART #
XS1100	.	BFO5MX128

APE offers a wide range of cam chains. These chains are manufactured by Borg Warner in Japan and are designed and produced to exact OEM specifications. Using only special M-type chains which have special heat treated pins, plus advanced pin and link connections to ensure maximum performance and durability.

SUZUKI

MODEL	YEARS	PART #
GSXR600	'97-'00	CC3796
GSXR600	'01-'09	CC3607
SV650	'03-'09	CC3603
GSXR750	'96-'99	CC3796
GSXR750	'00-'05	CC2661
GSXR750	'06-'09	CC3607
GSXR1000	'01-'06	CC3901
GSXR1000	'07-'08	CC3907
BANDIT 1200	'96-'06	CC3996
HAYABUSA	'99-'13	CC3999

KAWASAKI

MODEL	YEARS	PART #
ZX6R	'95-'02	CC4655
ZX6R	'03-'08	CC4663
ZX12R	'00-'06	CC4980

HONDA

MODEL	YEARS	PART #
CB600F2	'91-'94	CC1691
CB600F3	'95-'98	CC1691
CB600RR	'03-'10	CC1691
CBR900RR	'92-'99	CC1993
CBR929	'00-'01	CC1900
CBR954	'02-'03	CC1900
CBR1000RR	'04-'07	CC1993
BLACKBIRD	'96-'03	CC1997

YAMAHA

MODEL	YEARS	PART #
R1	'99-'03	CC1997



ADJUSTABLE CAM SPROCKETS

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 the latest state of the art computerized equipment to precision tolerances and fully heat treated for extra long wear life.

ADJUSTABLE CAM SPROCKETS ASSEMBLIES FOR MODELS WITH FACTORY PRESSED ON 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, four bolts. The sprockets are available separately, but only fit APE adapters.

If you purchase your cams and sprocket assembly from APE we will install the sprockets on the cams at no charge.



SPORTBIKES

SUZUKI SPROCKET SETS

MODEL	YEARS	PART#
GSXR600	THRU 1996	ACS750GSX
GSXR750	THRU 1987, 1990-1992	ACS750S
GSXR750J	1988-1989	ACS1100GSX
GSXR750W	1992-1995	ACS750GSX
GS1100/1150	ALL	ACS1100S
GSXR1100	1986-1992	ACS1100GSX
GSXR1100W	1993-1998	ACS750GSX
BANDIT 1200	ALL	ACS1200S

SUZUKI SPROCKET ASSEMBLIES

MODEL	YEARS	PART#
GSXR600/750T	THRU 1999	CSAKS750
GSXR600	2001-2014	CSAKS750-2
GSXR750	2000-2014	CSAKS750-2
GSXR1000	2001-2014	CSAKS750-2
GSXR1300 HAYABUSA	ALL	CSAKS1300
SV650 (4 SPROCKET SET)	ALL	CSAKS650

HONDA SPROCKET SETS

MODEL	YEARS	PART#
CBR600F2	.	ACS600H
CBR600F3	.	ACS600H
CBR600F4	.	ACS600-4H
CBR600RR	2003-2016	ACS600RR
CB750 SOHC	.	ACS750H (ONE SPROCKET)
CBR1000RR	2004-2006	ACS929H
CBR1000RR	2008-2016	ACS1000H
CBR900RR	1992-1999	ACS900H
CBR929RR	2000-2004	ACS929H
CBR954RR	2000-2004	ACS929H
BLACKBIRD	.	ACS1100H

Scan the QR code for pricing and installation instructions.



YAMAHA SPROCKET SETS

MODEL	YEARS	PART#
YZF750/OWO1	.	ACS1000Y
FZR1000	1989 AND LATER	ACS1000Y
R1	THRU 2003	ACS1000R1
R1	2015-2016	CSAKY1000
FJ1100/1200	.	ACS1100FJ
R6	1995-2005	ACS600Y
R6	2006-2010	ACSY06R6

KAWASAKI SPROCKET ASSEMBLIES

MODEL	YEARS	PART#
ZX9	1998 AND LATER	CSAKK9-98
ZX12	.	CSAKK1200

KAWASAKI SPROCKET SETS

MODEL		PART#
KZ900 / 1000 WITH 30 TOOTH SPROCKET		ACS900K
KZ900 / 1000 WITH 32 TOOTH SPROCKET FOR MARK 2 CRANK		ACS1000K
1000J/ GPZ1100 ADAPTOR SPROCKETS. USES HY-VO STYLE CAM CHAIN WITH KZ STYLE THREE BOLT CAMS		ACS1100K
32 TOOTH ROLLER TYPE SPROCKETS TO FIT STOCK 2 BOLT GPZ STYLE CAMS. VERY POPULAR TURBO SET UP.		ACS1100K-2B
30 TOOTH ROLLER TYPE SPROCKETS TO FIT STOCK 2 BOLT GPZ STYLE CAMS..		ACS900K-2B
MODEL	YEARS	PART#
ZX10	1988-1989	ACS1100ZX*
ZX11, ZRX11, ZRX12	.	ACS1100ZX*
ZX14	THRU 2011	ZCSZX14
ZX14	2012	ACSZX14-12
*THIS CAM SPROCKET IS NOT MANUFACTURED BY APE		

*THIS CAM SPROCKET IS NOT MANUFACTURED BY APE



SPORTBIKES CONT

TRIUMPH SPROCKET SETS

MODEL	PART#
675	ACST675
ROCKET THREE	ACST2300
SPEED TRIPLE (955/1050)	ACST1050

OFFROAD

HONDA OFFROAD SPROCKET SETS

MODEL	YEARS	PART#
CRF450R	2002-2006	ACSCRF450
CRF450X	2005-2007	ACSCRF450
TRX450	2006-2008	ACSCRF450

PERSONAL WATERCRAFT

KAWASAKI PWC SPROCKET ASSEMBLIES

MODEL	PART#
STX-15F	CSAKK1200
ULTRA 300	CSAKK300
ULTRA 250/260	CSAKK260

YAMAHA PWC SPROCKET SETS

MODEL		PART#
FX140	2002-2004	ACS1000R1
FX CRUISER 1000/1100	2004	ACS1000R1
WAVERUNNER FX CRUISER	2005	ACS1000R1
WAVERUNNER 1800	2013-2015	ACS1800Y



HAYABUSA ROLLER CAM CHAIN CONVERSION KIT

Now replace the main weak link in the 'busa motor. A complete roller cam chain conversion for the Suzuki Hayabusa. For serious racers that cannot have cam timing fluctuations and / or the risk of the oem style hy-vo cam chain breaking, this kit is the answer.

The kit contains special upper and lower cam drive sprockets, camshaft adaptors, 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.

These kits require modifications to the oem front, back, and top chain guide.
E-mail APE at tech@aperaceparts.com for more information.

#CCK1300GSX - 114 link chain

#CCK1300GSX-116 - extra long 116 link chain for running thick stroker plates etc.

GEN 1 BUSA STOCK INTAKE CAM FOR EXHAUST SIDE - WITH ADJUSTABLE SPROCKET

One of the most popular Busa modifications is to swap out the stock exhaust cam for a stock intake. The intake cam has a higher lift profile than the exhaust for more flow and power. The main problem encountered when doing this mod is that the intake cam sprocket has to be installed in a different "index" for the exhaust cam. APE solves this problem by supplying these cams with our adjustable cam sprockets indexed for use on the exhaust.

These are brand new factory Suzuki cams, with new bearing and APE adjustable sprocket.
Ready to install. Works with stock valve springs. Direct bolt-in.

#OEIC1300 Cam with sprocket

#CSAKS1300-1 One additional adjustable sprocket assembly

2008 GEN 2 INTAKE CAM WITH APE ADJUSTABLE SPROCKET

Web intake cams, both .378 and .395 lift for 08 Hayabusas. These are hardweld cams and come complete with APE adjustable sprocket installed. Ready to install.

The factory bumped the exhaust cams up quite a bit in the 08 models, but the intake needs more with 1441cc + motors. Customer's '08 core required for "core exchange" option.



PART #	LIFT	NOTES
WIC395-08	.395"	CORE EXCHANGE
WIC0-08-OR	.395"	OUTRIGHT
WIC378-08	.378"	CORE EXCHANGE
WIC378-08-OR	.378"	OUTRIGHT



CAM BEARINGS

Hayabusa thru 2007. Uses stock clip. **#HB1300GX**

Hayabusa 2008 & later. Comes with '08 bearing clip installed **#HB1300GX-08**

Single bearing/clip available also

MANUAL CAM CHAIN TENSIONERS



PRO SERIES



The APE Pro Series manual cam chain tensioner is designed for the racer who frequently adjusts his engine. The easy-access socket head adjuster screw is perfect for tight spaces. The interior o-ring design ensures that repeated adjustments will not eventually flatten the o-ring against a jam nut.

APE'S Pro Series tensioner features an internal oring and

custom machined adjuster bolt. The bolt is broached with a 4mm hex. Most Pro Series Tensioners come with mounting bolts and gasket (or o-ring where applicable). Look for the **PRO** logo in the tables below.



CLASSIC SERIES



This single part has probably saved more motors from serious damage than any other part. Racers know that you can not trust high performance motors to automatic cam chain adjusters. Easy to install, the manual tensioner cannot back out allowing the cam chain to jump the sprockets as the auto adjusters have been known to do.



KAW (CONT.)

MODEL	YEARS	TENSIONER PART#	GASKET PART#
ZR550 ZEPHYR	1990-1991	KTR250	•
Z1	ALL	KT1000	EC067
KZ900	ALL	KT1000	EC067
KZ1000	THRU1980	KT1000	EC067
KZ650	ALL	KT1000	EC067
KZ750	ALL	KT1000	EC067
GPZ750	1983-1985	KT1000	EC067
GPZ750 TURBO	ALL	KT1000	EC067
ZN700	1984-1985	KT1000	EC067
ZN750 CANADIAN	ALL	KT1000	EC067
1000J	ALL	KT1100	COMES W O-RING
GPZ1100	ALL	KT1100	COMES W O-RING
POLICE	ALL	KT1100	COMES W O-RING
KZ550	ALL	KT550	COMES W O-RING
GPZ550	ALL	KT550	COMES W O-RING
ZN1300	ALL	KT1300	USE OEM
KZ1300 6 CYL.	ALL	KT1300	USE OEM

YAMAHA SPORTBIKE

MODEL	YEARS	TENSIONER PART#	GASKET PART#
R6	THRU 2005	YT1000	EC109
	2006-2013	YTR6	EC109
	2006-2013	PRO YTR6-PRO	INCLUDED
FZR600	ALL	YT1000	EC109
YZF600R	ALL	PRO YT450-PRO	INCLUDED
FZ-07	2015	PRO YTFZ09-PRO	INCLUDED
FZ-09	2014-2016	PRO YTFZ09-PRO	INCLUDED
FJ-09	2015	PRO YTFZ09-PRO	INCLUDED
FZR750	ALL	YT1000	EC109
YZF750	ALL	YT1000	EC109
FZR1000	ALL	YT1000	EC109
YZF1000	ALL	YT1000	EC109
R1	THRU 2003	YT1000	EC109
	2004-2006	YTR1	USE OEM O-RING
	2007-2008	PRO YTR1-PRO*	•
	2009-2016	YTR1-09	EC145
	2004-2008	PRO YTR1-PRO*	INCLUDED
FZ1	2009-2014	PRO YTR1-09-PRO	INCLUDED
	2001-2012	YTR1	USE OEM O-RING
FJ1100/1200	ALL	YT1000	EC109
SUPER TENERE	2012-2015	PRO YTR1-09-PRO*	INCLUDED
FJ1300	ALL	YT1300	EC157

* The 2004-2006 OEM R1 tensioner uses a gasket, the 2007-2008 OEM R1 tensioner uses an o-ring. Other than this they are identical. This Pro Tensioner eliminates the o-ring and includes a gasket thereby fitting the entire '04-'08 range.



KAWASAKI SPORTBIKE

MODEL	YEARS	TENSIONER PART#	GASKET PART#
250 NINJA	2008-2011	KT550	•
EX500	ALL	KT1100	•
600R NINJA	ALL	KT1100	•
ZX6R	1995-2015	PRO KTZX6-PRO	INCLUDED
	1995-2014	KT750	•
ZX6E	1993-2001	KT1050	EC109
ZZR600	2002-2005	KT1050	EC109
ZX6RR 636	2002-2006	KT750	•
EX650/ER650	2006-2015	PRO KTZX6-PRO	INCLUDED
	2006-2015	KT750	•
VN750, VULCAN	1985-2003	KT1100	•
ZX7	UP TO 1990	KT1100	•
	1991-2003	KT750	•
900 NINJA	1986-2003	KT1100	•
900 ELIMINATOR	1985-1986	KT1100	•
ZX9	1994-2005	KT750	•
NINJA 1000	1986-1987	KT1100	•
Z1000	2003-2006	KT900	•
ZX10	UP TO 2003	KT1050	EC109
	2004-2005	KTZX10	•
	2006-2015	PRO KTZX10-PRO	INCLUDED
	2016	PRO KTZX10-16-PRO	•
ZX11	1993-2001	PRO KTZR-X-PRO	INCLUDED
	1999-2005	KT1050	EC109
ZRX1100/1200	1999-2005	PRO KTZR-X-PRO	INCLUDED
	1990-1993	KT1050	EC109
ZX12R	ALL	KT750	•
ZX12	2000-2005	PRO KTZX6-PRO	INCLUDED
ZX14	2006-2011	KTZX14	•
	2012-2015	PRO KTZX14-12-PRO	INCLUDED
CONCOURSE	THRU 2007	KT100-C	•

BMW SPORTBIKE

MODEL	PART#
BMW 1000RR	BT1000-PRO (W/REPLACEMENT O-RING)
BMW K1200 (2006-2009)	BT1200-PRO
K1300 (2008-2016)	BT1200-PRO

KTM

MODEL	PART#
390 DUKE / RC (2013-2015)	KT400T

SUZUKI SPORTBIKE

MODEL	YEARS	TENSIONER PART#	GASKET PART#
GSX600F	ALL	ST750	ECO65
GSXR600	93-96	ST1100GX	ECO65
	97-00	ST750GX	EC377
	01-03	ST750Y2K	EC523
	2004-07	ST1000-3	EC745
	2004-07 PRO SERIES	ST1000-3-PRO	INCLUDED
	2008-15	ST1300-08	EC124
	2008-15 PRO SERIES	ST1300-08-PRO	INCLUDED
SV650 / SFV650	'99-'04 "EARLY" (SEE NOTE BELOW) PRO SERIES	ST1300-PRO (REQ. TWO)	INCLUDED
	2005-'08 "LATE" (SEE NOTE BELOW)	ST650SV-6 (REQ. TWO)	.
	2005-2010 SV650S	ST650SV-6 (REQ. TWO)	.
	'09-'10 SFV650	ST650SV-6 (REQ. TWO)	.
DL650	2004-'09	ST650SV-6 (REQ. TWO)	.
GSXR750	86-92 OIL COOLED	ST750	ECO65
	93-95 WATER COOLED	ST1100GX	ECO65
	96-99 SRAD MOTORS	ST750GX	EC377
	00-03	ST750Y2K	EC523
	2004 - '07	ST1000-3	EC745
	2004 - '07 PRO SERIES	ST1000-3-PRO	INCLUDED
	2008 - '15	ST1300-08	EC124
	2008 - '15 PRO SERIES	ST1300-08-PRO	INCLUDED
GS1000 2 VALVE	ALL	ST1100	ECO62
GSXR1000	2001-2002	ST750Y2K	EC523
	2003-2008	ST1000-3	EC745
	2003-2008 PRO SERIES	ST1000-3-PRO	INCLUDED
	2009 - 2014 (AND '11 GSX-R1000L1)	ST1300-08	EC124
GSXR1100	87-92 OIL COOLED	ST750	ECO65
	93-99 WATER COOLED	ST1100GX	ECO65
GSX1100G	1991-'93	ST750	ECO65
GS1100/1150	ALL	ST1100	ECO62
BANDIT 1200	ALL (1200 BANDITS, 1157 CC)	ST750	ECO65
HAYABUSA	THRU 2007	ST1300-PRO	INCLUDED
	THRU 2007	ST1300GSX	EC377
	2008 AND LATER	ST1300-08-PRO	INCLUDED
	2008 AND LATER	ST1300-08	EC124

A NOTE ABOUT SV650 MOTORS

THE "EARLY" AND "LATE" TENSIONER MODELS CANNOT BE INDICATED BY DATE ALONE. BETWEEN 2003 AND 2005 BOTH THE EARLY AND LATE SHAPE TENSIONERS WERE STANDARD EQUIPMENT ON DIFFERENT SV650S. APE CALLS THE EARLY SHAPE TENSIONER '99-'04 (SEEN ON THE LEFT) AND THE LATE SHAPE TENSIONER '05-'08 (SEEN ON THE RIGHT.) IF YOUR SV650 IS BETWEEN 2003 AND 2005 THEN VISUALLY INSPECT THE SHAPE OF YOUR OEM TENSIONER AND ORDER THE EARLY OR THE LATE FROM APE ACCORDINGLY.

*NOTE SV 650 REQUIRES TWO TENSIONERS

EARLY SV650



LATE SV650



HONDA SPORTBIKE

MODEL	YEARS	TENSIONER PART#	GASKET PART#
CBR250R/RA	2011-2013	HT400	EC377
CRF250L ('13-'15)	2013-2015	HT400	EC377
CBR600F ('86-'90)	1986-1990	HT600	OEM HONDA
CBR600F2 ('91-94)	1991-1994	HT600	OEM HONDA
CBR600RR	2003 - 2011	HT600RR	EC814
CB750 SOHC	.	HT750 (-FB, -R, -B) RED, BLACK OR FLAT BLACK	EC102
CBR1000RR	2004-2016	HT1000	EC814
CBR600F3	1995-1998	HT900	EC388
CBR600F4/F4i	.	HT900	EC388
	.	HT900-PRO	GSKET INCLUDED
CBR900RR	1991-1999	HT900	EC388
919	.	HT900	EC388
1100XX BLACK-BIRD	.	HT900	EC388
CBR929 / 954	.	HT929	EC631
1000VTR / SUPER-HAWK	.	HT1000VTR (TWO REQD.)	EC388 (2 REQD.)
	.	HT1000VTR-PRO (TWO REQD.)	GASKET INCLUDED
VFR800	2002-2008	HT600RR (TWO REQD.)	EC814 (2 REQD.)

TRIUMPH SPORTBIKE

MODEL	PART#
DAYTONA 675 (2006-2014) - USE OEM O-RING	
UP TO VIN# 381274	TT675
FROM VIN# 381275 ON UP	TT675-09
STREET TRIPLE & STREET TRIPLE R (2007-2014) - USE OEM O-RING	
UP TO VIN# 560476	TT675
FROM VIN# 560477 ON UP	TT675-09
TIGER 800 (2011)	
ALL 2011 MODELS	TT675-09

Triumph divides OEM applications by VIN number range, not by year of manufacture. Triumph has made two styles of OEM tensioner that cover all of the models listed above. APE offers a tensioner modeled after each of them. If you don't know your bike's VIN number, see the pictures below to determine which tensioner fits your model.



USE APE #TT675



USE APE #TT675-09

OFFROAD

YAMAHA BIKE/ATV

MODEL	YEARS	TENSIONER PART#	GASKET PART#
YZ250F	'01-'05	YT1000	EC019
	2014-2016 PRO SERIES	YT450-PRO	INCLUDED
WR250F	'01-'06	YT1000	EC019
YZ400F	'98-'99	YT1000	EC019
WR400F	'98-'00	YT1000	EC019
YZ426	'00-'02	YT1000	EC019
WR426	'01-'02	YT1000	EC019
YZ450F	'03-'05	YT1000	EC019
	2006 - '09	YT450	EC019
	2010-2016 PRO SERIES	YT450-PRO	INCLUDED
WR250F	2001 - '06	YT1000	EC019
WR450F	2003 - '06	YT1000	EC019
	2007 - '11	YT450	EC019
YFM250 TIMBER-WOLF	'92-'01	YT1000	EC019
YFB250 BEAR TRACKER	'99-'02	YT1000	EC019
YFZ450R/X	'09-'12	YT450	EC019
YZF450	2004-'09	YT450	EC019

SUZUKI BIKE/ATV

MODEL	YEARS	TENSIONER PART#	GASKET PART#
DRZ400	ALL	ST400	#EC377
LTZ400	ALL	ST400	#EC377
RMZ450	'05-'06	ST450	.

OFFROAD CONT.

HONDA BIKE/ATV

MODEL	YEARS	PART#	GASKET PART#
CRF250L	'13-'15	HT450	EC377
	'02-'03	HT450	EC377
CRF450R	'04-'14 PRO SERIES PRO	HT450-04-PRO	INCLUDED
	'04-'14	HT450-04	EC377
CRF450X	'05-'14 PRO SERIES PRO	HT450-04-PRO	INCLUDED
	'05-'14	HT450-04	EC377
CRF250R	'04-'14 PRO SERIES PRO	HT450-04-PRO	INCLUDED
	'04-'14	HT450-04	EC377
CRF250X	'04-'13 PRO SERIES PRO	HT450-04-PRO	INCLUDED
	'04-'13	HT450-04	EC377
CRF150R, RB	'07-'14 PRO SERIES PRO	HT450-04-PRO	INCLUDED
		HT450-04	EC377
TRX450R	2004-'05	HT900	EC388
	2006-'09 PRO SERIES PRO	HT450-04-PRO	INCLUDED
	2006-'09	HT450-04	EC377
TRX450ER	'06-'14 PRO SERIES PRO	HT450-04-PRO	INCLUDED
	'06-'14	HT450-04	EC377
TRX400FW	'95-'03	HT400	EC377
TRX400ES/S	'98-'01	HT400	EC377
TRX450FE	'02-'04	HT400	EC377

KAWASAKI BIKE

MODEL	YEARS	PART#	GASKET PART#
KLR250	'86-'05	KTR250	•
KSF250 MOJAVE	'87-'05	KTR250	•
KLX400	ALL	KT400	#EC377
KFX400	ALL	KT400	#EC377
KLX450	'08-'09	KT250	•
KX450F	'06-'12	KT250	•
KFX450R	'08-'12	KT450R	STOCK
KLR600	ALL	KT1050	#EC109
KLX650-R, KLX650-C	1993-'96	KT650R	#EC109
KLR650	2008-2010	KT1050	#EC109

POLARIS ATV

MODEL	YEARS	PART#	GASKET PART#
PREDATOR 500	'03-'07 (ALL)	PT500	EC814
OUTLAW 500	'06-'07	PT500	EC814
RZR 900/XP900	'11-'16 PRO SERIES PRO	PT900-PRO	INCLUDED
RZR 1000	'14-'16 PRO SERIES PRO	PT900-PRO	INCLUDED
SPORTSMAN 570	'14-'16 PRO SERIES PRO	PT900-PRO	INCLUDED
RZR 570	'12-'16 PRO SERIES PRO	PT900-PRO	INCLUDED
RANGER 570	'13-'16 PRO SERIES PRO	PT900-PRO	INCLUDED
RANGER 900	'13-'16 PRO SERIES PRO	PT900-PRO	INCLUDED

HUSQVARNA BIKE

MODEL	YEARS	TENSIONER PART#
TE610 / SM610	2006-'09	HTE610
TE250 THRU TE510	2004-'09	HTE250
TC250 THRU TC510	2004-'09	HTE25
TXC250 THRU TXC510	2008-'09	HTE250
SMR400 THRU SMR510	2004-'07	HTE25
SMR450 THRU SMR510	2008-'09	HTE25

PERSONAL WATERCRAFT

MODEL	PART#
KAWASAKI ULTRA 250 PRO	KTZX6-PRO
KAWASAKI ULTRA 300 PRO	KTU300-PRO
KAWASAKI ULTRA 310 (2014) PRO	KTU300-PRO
YAMAHA 1800 WAVERUNNER PRO	YT1800-PRO



Scan for complete listing and prices for APE tensioners



KAW KZ KICK START BLOCK-OFF COVER



Much weight can be saved by removing the kick start assembly from Kawasaki drag bikes. APE makes it simple for the racer to remove the entire kick start mechanism from his Kawasaki. This handsome billet cover bolts on and prevents any oil leaks.

#99211

ALUMINUM STARTER HOLE PLUGS



For plugging the starter motor hole when using outboard starters.

- SUZUKI GSXR1100 w/1127cc CASES **#99315**
- KAWASAKI KZ900/1000/GPZ1100, SUZUKI GS1100/1150 (30mm) **#99314**
- KAWASAKI and SUZUKI GS VENTED **#99314-V**

GSXR1000 LOW PROFILE BEATHER COVER



APE offers billet low profile breather covers for the GSXR1000. Uses OEM gasket. Comes with 4 mounting bolts and special breather hose fitting.

#BC1000GSX

HAYABUSA LOW PROFILE BEATHER COVER



Available in three styles:

- Single outlet (shown - like the oem unit) **#BC1300**
- Dual outlet (for some very large motors that may need more breathing capacity) **#BC1300-2**
- No outlet for motors using vacuum pumps. **#BC1300-0**

Uses OEM gasket. Mounting bolts included

BILLET REED CHAMBER BLOCK OFF PLATES

These reed chamber covers replace the ugly stock caps. They are fully cnc-machined from billet 6061 aluminum. Bolt holes are recessed so bolt heads are flush with the top of the cap. The kits come with both caps and four bright mounting bolts. Uses stock reed-valve assembly for sealing - no gasket necessary.



SUZUKI HAYABUSA (2008-2014)	PVB1300-08
SUZUKI GSXR600 (2001-2003)	PVBGX1000
SUZUKI GSXR750 (2000-2005)	PVBGX1000

GSXR1000 (2001-2008)	PVBGX1000
KAWASAKI ZX10	PVBZX10
KAWASAKI ZX12	PVBZX12

KAWASAKI KZ/GPZ CAM COVER CAPS



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. The APE BILLET caps are CNCed for perfect fit and stunning good looks. They fit all 1000s and 1100s with smog hoses in the cam cover. All kits come with mounting bolts. Set of two.

KZ650 (1977-1980)	KCK650
KZ750 LTD (1980-1981)	KC650
KZ.GPZ550	KCK550
GPZ1100, KZ1000 (SMOG), 1000J	KCK1100

SUZUKI PAIR VALVE BLOCK OFF PLATES



APE pair valve block-off plates allow for the removal of the Pair valve system which can save up to 2 1/2 lbs on race only engines. These plates fit all Hayabusa models thru '07 and most GSXRs with 30 mm stud centers.

Does not fit 2005 1000s and Bandit 1200s. They come a set of four with gaskets.

#PVB1300GX

BILLET ALTERNATOR BLOCK OFF COVER

APE Alternator block off covers allow the removal of the alternator on race only bikes. Their unique design makes them a simple bolt on replacement for the alternator, which can be re-installed if desired. All APE billet covers come complete with o-ring and mounting bolts. This model has the top mounting ear eliminated as most racers remove the top flange from the cases to facilitate the installation of larger carburetors.



#ABPS1100

GSXR1100

KAW KZ LOW PROFILE BREATHER COVER



- Allows plenty of room for large carbs, turbochargers, etc.
- CNC machined from billet stock
- Uses factory o-ring
- **#KBC1000K** for applications where motor is vented from starter hole
- **#KBC1000D** (shown) drilled/tapped for fitting and breather filter
- Fits KZ900/1000 thru 1978

CRANKSHAFTS

STROKER CRANKSHAFTS

APE offers crankshaft stroking. This process involves moving the rod journals away from centerline to increase the overall stroke in the engine. This modification can be performed on cranks that have damaged rod journals, as well as good cranks. APE strokes all plain bearing 4-cylinder cranks.



APE is known world-wide for our race prep on four cylinder plain-bearing crankshafts. The who's who of racing depend on APE cranks for performance and dependability. Over 40 years experience modifying motorcycle cranks is available for your motorcycle.

APE experts have reworked every kind of four cylinder plain bearing motorcycle crank there is. From the old Honda sohc 750 to the latest GSXR1000.

The advantage of a lightened crank... Much quicker throttle response, less power wasted trying to turn a heavy crank means more power to the rear wheel. The engine accelerates faster. Harder pull off the corners. Reshaped counterweights move through the oil mist with less drag. Lighter cranks have less gyro effect.

Visit www.racecranks.com for pricing.

LIGHTENED AND BALANCED CRANKS

APE completely machines the crank counter-weights to remove weight and narrow the profile (sometimes called "knife-edging"). The oil holes are fluted on certain models to keep more oil at the bearings. The crank is then balanced on a state-of-the-art computerized balancing machine to extremely tight tolerances.

As all racers know, heavy wheels and brakes spinning fast act like gyroscopes, and resist being moved off their axis, such as leaning the bike over for cornering. Same with the crank. The heavier the spinning crank, the more it resists being tilted when cornering. Light cranks not only make more power, but help improve handling.

For roller bearing crank services see page 15



HAYABUSA BILLET STROKER CRANKSHAFTS



- Machined from premium chrome moly steel billet.
- Direct shot oiling for extended bearing life.
- Fully nitrided
- Race balanced to less than 1/3 gram.

HBCC1300-5 (68mm stroker)

HBCC1300-9 (72mm stroker)

HAYABUSA BILLET STROKER CRANKSHAFT KITS

This kit includes one of the HBCC1300 Series billet stroker cranks (above), race balanced, with Carrillo H-Beam stroker rods and spacer plate.

BSK1300-5 (68mm stroker kit)

BSK1300-9 (72mm stroker kit)

GSXR1000 BILLET STROKER CRANK KITS

APE offers the ultimate GSXR1000 stroker kit. Includes new Billet stroker crankshaft, and Carrillo stroker rods. Crankshaft is race balanced to less than 1/3 gram.

BSK1000-4 4 MM Billet stroker kit

BSK1000-6 6 MM Billet stroker kit (Stroker pistons required.)



WELDED STROKER KITS

Includes welded stroker on customer supplied core, balancer gear removed, "draglite" machining, and race balanced to less than 1/3 gram and Carrillo stroker rods. Customer core required.

WSK1000-4 4 MM Welded stroker kit

WSK1000-6 6 MM Welded stroker kit (Stroker pistons required.)

GSXR1000 BILLET STROKER CRANKS (CRANK ONLY)

SBSC1000-4 4mm stroker crank

SBSC1000-6 6mm stroker crank

GSXR1000 STROKER CRANKS

All APE strokers are fully nitrided for extra long bearing journal life. All cranks have standard rod journal sizes making bearing selection a snap. We can stroke any stroke that fits your engine program, however the most popular are

4MM This size requires Carrillo stroker rods. This size when used with a 1070 piston kit makes the very popular 1143cc motor.

6MM Requires Carrillo stroker rods and custom pistons. This size when used with a 1070 piston kit makes the very popular 1179cc motor.

KAWASAKI ZX STROKER CRANKS

4mm - 4mm stroker can be used with a 2mm stroker plate (for stroker plates see page 52).

4.6mm - 4.6mm stroker can be used with a 2.3 mm stroker plate (for stroker plates see page 52)

APE PRO STREET CONNECTING RODS

1969-1978 HONDA 750 SOHC

Developed for the hot rod street bikes that make enough power that the risk of using stock rods is too great, but don't make all out race power that required Carrillo H beams.

Good running 836's with a cam have been known to put stock rods right thru the cases. APE has the is economical solution.

Fully machined from heat treated 4340 billet steel. Precision sizing for use with OEM bearings. Complete with ARP 2000 performance rod bolts.



PSRH750 set of four

ULTIMATE 2MM STROKER CRANK KIT FOR HAYABUSA



Kit includes Gen 2 busa crankshaft , fully lightened, counterbalancer gear removed, new billet race rods installed, new Suzuki bearings, and spacer plate. Bolt in your '99 thru 07. Ready for the most demanding applications.

BCK1300 Ultimate crank kit with Carrillo H-Beam rods

2MM STROKER CRANK KIT FOR HAYABUSA



Kit consists of a Gen 2 Hayabusa crankshaft, but you can't buy this one from Suzuki or anyone else. Rod journals are fluted for extra oil at the rod bearings. Micro polished. Computer balanced to less than 1/3 gram. (these cranks don't come from Suzuki balanced that well) This allows you to run this crank with the counterbalancer removed if you like. Includes certificate of balance. Spacer plate, allows this crank to bolt into earlier busas without changing rods or pistons. (Use 08 main bearings) When used with a 1397 motor, it yields 1441cc.

#HCK-08

HONDA CB750 ULTRA CRANK

APE offers the exclusive Honda Ultra-crank assembly for the sohc CB750.

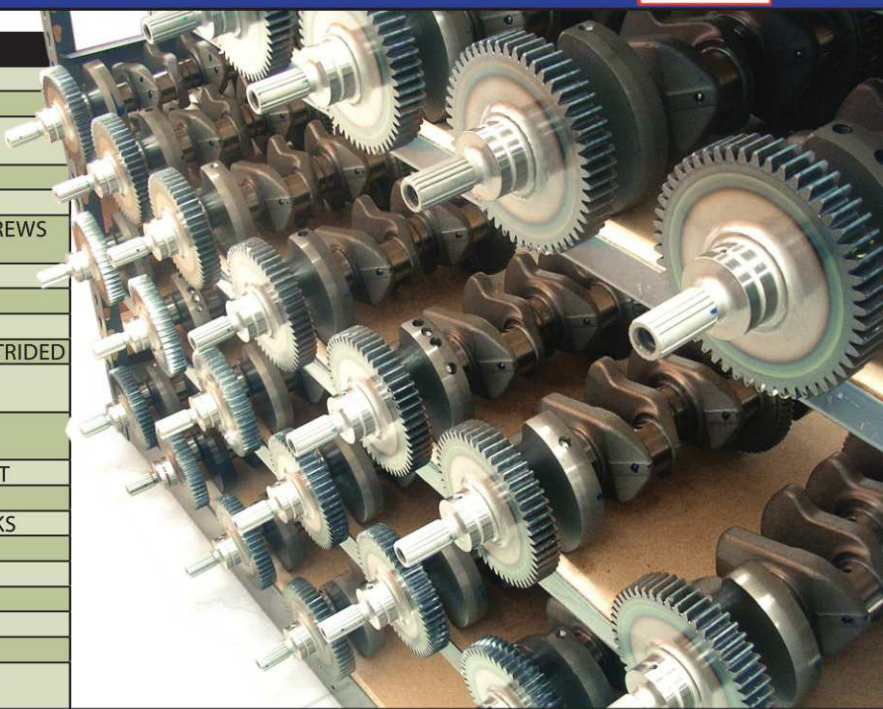
Includes Customer supplied crankshaft, lightened and race balanced, Exclusive APE Pro Street billet rods installed with new oem bearings.

Ready to install This Ultra Crank kit is only available from APE



ULCKH750

CRANKSHAFT MACHINING SERVICES	
LC750	LIGHTEN AND BALANCE CRANKSHAFT
LC750-MAG	MAGNAFLUX CRANKSHAFT
LC900	STROKE CRANKSHAFT/INLINE 4 CYL.WITH RACE BALANCE
LC905	STROKE 6MM+WITH RACE BALANCE
LC750ZX12	LIGHTEN/BALANCE ZX12 OR ZX14 CRANKSHAFT
LC751	REMOVE BALLS AND TAP OIL HOLES FOR SET SCREWS (WITH STROKER)
LC753	RACE BALANCE ONLY
LC754	LIGHTEN AND BALANCE AUTOMOTIVE FOURS
LC755	REMOVE COUNTERBALANCE GEAR
LC761	REPAIR ONE (1) DAMAGED CRANK JOURNAL - NITRIDED
LC761-2	REPAIR TWO (2) DAMAGED CRANK JOURNALS - NITRIDED
LC762	REPAIR CRANK JOURNAL - TWIN CYLINDER, EA. - NITRIDED
LC763	MAGNAFLUX, STRAIGHTEN, POLISH CRANKSHAFT
LC764	REPAIR CRANK JOURNAL - BILLET CRANKS
LC764-2	REPAIR TWO (2) CRANK JOURNAL - BILLET CRANKS
LC766	NITRIDE, STRAIGHTEN, AND POLISH CRANK
LC770	ASSEMBLE RODS ON CRANKSHAFT
LC770CR	INSTALL CUSTOMER'S RODS
LC775	SHOT PEEN 4 RODS
LC800	WELD PINS ON ROLLER BEARING CRANK
LC808	COMPLETE REBUILD AND WELDING 4 CYLINDER ROLLER CRANKS



BILLET 4MM STROKER CRANK - KAWASAKI ULTRA 300 PWC

Exclusively from APE, 4 mm stroker crankshaft machined from solid billet premium steel. Connecting rod journals are offset to provide an additional 4mm of stroke.

Call for info.

LC808 • COMPLETE REBUILD AND WELDING 4 CYLINDER ROLLER CRANKS



When shipping a crankshaft to APE please visit www.aperaceparts.com/package for shipping details.

Include an APE work order form when sending parts in for labor. To download a work order form go to www.aperaceparts.com/workorder.pdf

Ship parts to:

APE
7347 W. Rosamond Bl.
Rosamond, Ca. 93560

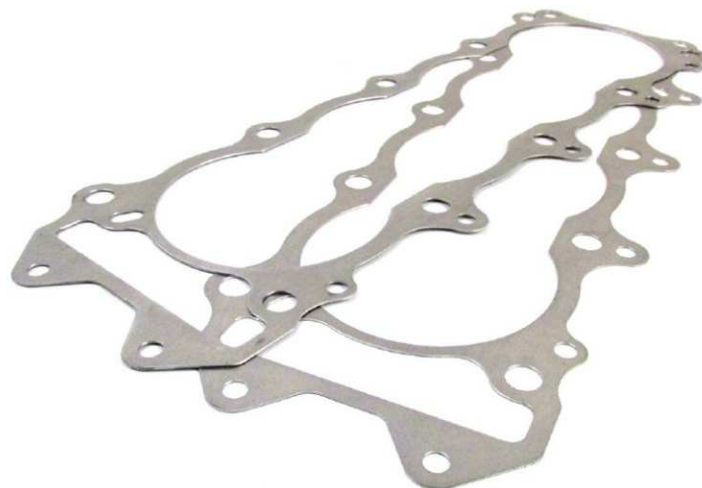


Scan for crank pricing
or visit www.racecranks.com

ALUMINUM CYLINDER SPACERS

In some stroker applications, the increased stroke can be compensated for by using a spacer plate. Other methods are shorter connecting rods or custom pistons. The thickness of the stroker plate you need is exactly 1/2 of your crankshaft's increased stroke. A crank that has been stroked +.160 would use a .080 spacer plate, etc.

APE's aluminum spacer plates come in .040 .063, .080, .100 and .125 thicknesses.



APPLICATION	PART#	SIZE
SUZUKI HAYABUSA	CYSPSB040	.040"
	CYSPSB063	.063"
	CYSPSB080	.080"
	CYSPSB100	.100"
	CYSPSB125	.125"
	CYSPSB188	.188"
	CYSPSB250	.250"
	CYSPSB313	.313"
SUZUKI EARLY OIL-COOLED GSXR	CYSPGB375	.375"
	CYSPGX020	.020"
	CYSPGX040	.040"
	CYSPGX063	.063"
	CYSPGX080	.080"
	CYSPGX100	.100"
	CYSPGX125	.125"
	CYSPGX188	.188"
SUZUKI GS1100/1150	CYSPS020	.020"
	CYSPS040	.040"
	CYSPS063	.063"
	CYSPS080	.080"
	CYSPS125	.125"
	CYSPS250	.250"

KAWASAKI Z1900, KZ1000, GPZ1100 THRU 1984	CYSPK020	.020"
	CYSPK040	.040"
	CYSPK063	.063"
	CYSPK080	.080"
	CYSPK100	.100"
	CYSPK125	.125"
	CYSPK188	.188"
KAWASAKI ZX12 (ZX11 AND ZRX/ZZR1200 SPACER PLATES ALSO AVAILABLE.)	CYSPKZX020	.020"
	CYSPKZX040	.040"
	CYSPKZX063	.063"
	CYSPKZX080	.080"
	CYSPKZX100	.100"

CRANK BALANCER DUMMY SHAFTS

When you remove the crankshaft counterbalancer gear from your engine there's no sense in keeping the heavy balancer mechanism in the cases. Remove the balancer mechanism and its bearings and replace everything with this lightweight aluminum dummy shaft. The precise fit blocks oil passages.

APPLICATION	PART #
SUZUKI GSXR1000 (2001-2008)	CBS1000
SUZUKI HAYABUSA (1999-2009)	CBS1300
KAWASAKI ZX14 (2 PIECES)	CBS1400
KAWASAKI ZX10	CBSZX10
HONDA CBR1000RR (2008-2012)	CBS1000RR



KAWASAKI MAIN BEARING SUPPORT CAP

Helps prevent crankshaft flex and resulting broken cranks. This is necessary on all Kawasakis that make serious horsepower.

All 900/1000 thru '78 #99285



Mill journal cap for support (customer cap required) #LC100

HAYABUSA 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.

#OPG1300GSX

KAWASAKI ZX14 HIGH VOLUME OIL PUMP GEAR #OPGZX14



CONNECTING RODS



CARRILLO PRO H-BEAM CONNECTING RODS

The world's strongest rods
Fully CNC machined from chrome moly forgings, Carrillos are the strongest rods available for motorcycles. Features multiphase bolts.

Why risk destruction of the complete lower end when Carrillos provide that extra cushion of protection?



SUZUKI GSXR

PART#	APPLICATION
CAR010	SV650 TWIN - TWO RODS
CAR062-00	GSXR600 2001-2003
CAR062	GSXR600 2004-2008
CAR003	GSXR750 '00-'05
CAR003-06	GSXR750 '06-'08
CAR004	GSXR1000 (STD LENGTH) 2001-2004 (16MM PIN)
CAR004-1	GSXR1000 2001-2004 1MM SHORTER(16MM PIN)
CAR004-2	GSXR1000 2001-2004 FOR 4MM STROKER (16MM PIN)
CAR004+2	GSXR1000 2001-2004 2MM LONGER (16MM PIN)
CAR061	GSXR1000 (STD LENGTH 15MM PIN) 2005-2008
CAR061-1	GSXR1000 1MM SHORTER 2005-2008
CAR061-2	GSXR1000 2MM SHORTER 2005-2008
CAR061+2	GSXR1000 2MM LONGER 2005-2008
CAR061A	GSXR1000 A-BEAM 2005-2008
CAR077	GSXR1000 2009-2012 STD. LGTH.
CAR016	GSXR1100 1127CC 88-92, GSXR1100W 93-98, AND BANDIT 88-93 (4.606" LONG)
CAR015	GSXR1100 1052CC 86-88 ONLY (4.621" LONG)

KAWASAKI

PART#	APPLICATION
CAR636	LIGHT WEIGHT ZX6R (636) 02-06, ZX6R '00-'01
CAR636-09	ZX6R '07-'09
CAR636-15	ZX6R '13-'15
CAR6RR	ZX6RR '04-'06
CAR063-1	ZX10R '04-'06
CAR063-2	ZX10R '07-'15
CAR022	ZX11
CAR002	ZX12 2002-2006
CAR002-6	ZX12 2007-20012
CARX14	ZX14 '06-'11
CARX14-2	ZX14 '06-'11 BIG BOOST TURBOS OR 4MM STROKERS.
CARX14-12	ZX14 '12-'16

YAMAHA

PART#	APPLICATION
CAR026	R1 - THRU '03
CAR064	R1 '04-'09
CAR027	FJ1100/1200
CAR029	V-MAX
CAR075	R6 2001 - 2005
CAR075-06	R6 2006 - 2008
CHRYR606	2006 R6

HONDA

PART#	APPLICATION
CAR031	600F3 / F4
CAR031RR	CBR600RR 2003-2006
CAR031RR-8	CBR600RR 2007-2008
CAR033	750 SOHC (KMODEL)
CAR005	CBR1100XX BLACKBIRD
CAR078	CBR1000RR 2004-2007
CAR079	CBR1000RR 2008 AND LATER

HAYABUSA

PART#	APPLICATION
CAR001	HAYABUSA STANDARD LENGTH - 20MM PIN
CAR001-08	'08 BUSA - 18MM PIN
CAR016	HAYABUSA STROKER ROD (.100" 2.5 MM SHORT) 20MM PIN BORES USE WITH 5MM STROKER AND NO PLATE, OR 8MM STROKER WITH

DUCATI

APPLICATION	DESC.	PART#
851/748/916	2 RODS	DU-851<-8M4882S
900S/906/907	2 RODS	DU-906>-8M5118S
996/998/999	2 RODS	DU-998>-8M4882S

BSA

APPLICATION	DESC.	PART#
B50	1 ROD	BS-B50>N-06000
GOLDSTAR	1 ROD	BS-DBD>-06470

NORTON

APPLICATION	DESC.	PART#
COMMANDO 750/850	ONVRODS)	NO-COM>-558755

PERSONAL WATERCRAFT

KAWASAKI

MODEL	YEARS	BOLT	PIN DIA	LGTH (MM)	PART #
ULTRA 250X/260X/300	ALL	8MM	21MM	113	CRWCO01
ULTRA LX, STX-15F	ALL	8MM	21MM	113	CRWCO01

SEADOO

MODEL	BOLT	PIN DIA	LGTH (MM)	PART #
SEADOO PWC, ROTAX 1503 4-TEC	8MM	23MM	120	CRWC004

YAMAHA

MODEL	BOLT	PIN DIA	LGTH (MM)	PART #
FX (ALL) 2002-'07,	8MM	17MM	110.50	CRWC002
VX 2005-'07	8MM	17MM	110.50	CRWC002
FX SHO (PWC) 2008-'09	9MM	22	145	CRWC003

TRIUMPH

APPLICATION	DESC.	PART#
TRIPLE 1995 AND UP	3 RODS	TR-953>8M4587S
650 TWIN T120	2 RODS	TR-650>-56500S
750 TWIN T140	2 RODS	TR-750>-56000S
TRIDENT T150	3 RODS	TR-TRD>55750S



TOOL STEEL WRIST PINS


V-TWIN *NITRO* TOOL STEEL WRIST PINS

These are the same Nitro Tool Steel wrist pins that APE sold to the late Jim McClure and used by nitro racers world wide. APE **NITRO** pins are REAL Tool Steel and are the choice of top nitro racers such as Larry "Spiderman" McBride, European Top Fuel Champion Ian King, and many others. Pins are taper bored from each end to a .500" through hole.

O.D.	LENGTH	PART#
1.094"	3.500"	HFP1095-3.500
.990"	3.125"	HFP990-3.125

"It's the kind that don't break! Best wrist pins on the planet!" - **Jay Turner**

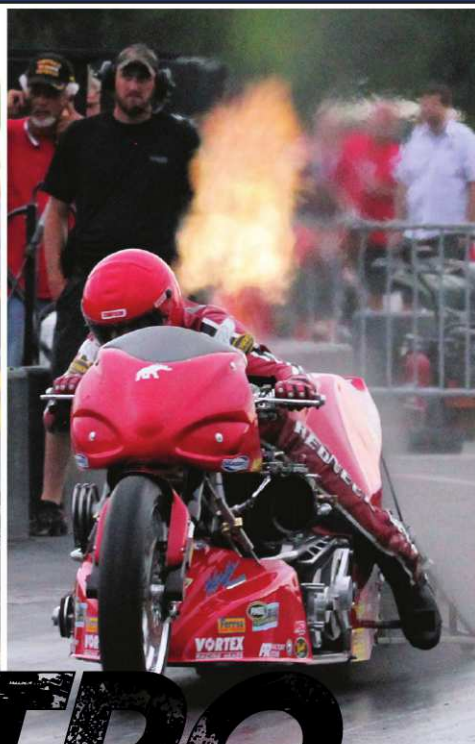
"The Zodiac Racing supercharged Nitro Harley uses APE REAL tool steel wrist pins." **Vincent Pels**



Call for a quote on custom pins
(661) 256-7309



SCAN FOR PRICING



NITRO PINS

The weakest links in a high performance engine are the connecting rods and wrist pins. Several companies have addressed the rod issue. APE manufactures racing's strongest wrist pins. Machined from special tool steel bar stock, and utilizing a proprietary heat treatment. APE is the only motorcycle aftermarket parts supplier that actually manufactures tool steel wrist pins in our own facility.

We control the material used, the manufacturing process, the end quality. That's why APE tool steel wrist pins are used in the world's most powerful racing engines, from Larry "Spiderman" McBride's 248 mph top fueler, to the world's first 6.30 sec high gear only nitro Harley. Other APE performance milestones include the first 200, 210, 220, 230 and 240mph quarter mile runs. There has never been a record of a broken APE pin. Today's modified sport bikes are pushing 300 to 700 hp and this demands super strong components.



PART NUMBER	SIZE	LENGTH
TSP16-115-1750	16MM / .115 WALL	1.750
TSP17-200-2430	17MM / .200 WALL	2.430
TSP18-115-2050	18MM / .115 WALL	2.050
TSP18-115-2000	18MM / .115 WALL	2.000
TSP18-115-2095	18MM / .115 WALL	2.095
TSP20-140-2362	20MM / .140 WALL	2.362
TSP20-140-2250	20MM / .140 WALL	2.250
TSP20-140-2000	20MM / .140 WALL	2.000
TSP20-240-2362	20MM / .240 WALL	2.362



PERFORMANCE CLUTCHES

Trac King Ultra Performance clutch kits are specifically designed for extreme racing applications. From abusive drag racing applications to motorcycle powered race cars, these clutches will give performance that surpasses other clutches.

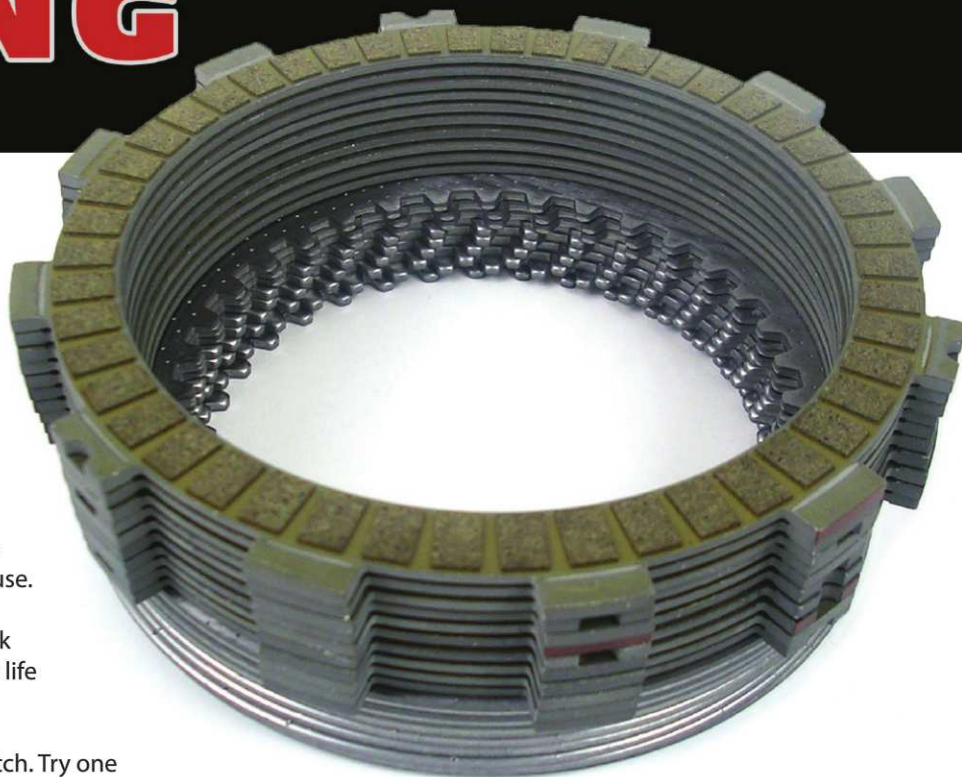
Drag racers who insist that oem clutches are the best... You owe it to your self to try a Trac King, you will never use an oem clutch again.

Race cars, Radicals, Mini Sprints, Micro Sprints and Dwarf Cars. Trac Kings will handle the abuse.

Trac King clutches are equally at home in stock and modified street bikes for extended clutch life and better clutch performance.

If you have the horsepower, we have your clutch. Try one today.

Part numbers ending in **FO** are friction disc only. All others are complete with friction disc and steel plates. Pack heights set where necessary.



MODEL	PART NUMBER ("FO" IS FRICTION PLATES ONLY)
SUZUKI	
GS1100/1150 '80 - '86	TKC1150GS-FO
GS1100/1150 '80 - '86	CKGS1100
GS1000	CKGS1000
HAYABUSA	TKC1300GSX (2002-2011)
	TKC1300GSX-FO (2002-2011)
	TKC1300GSX-99 (1999-2001)
	TKC1300-HaysLU - for use with Hays lockup clutch
	TKC1300-HaySLR - for use with Hays/MTC slider clutch
GSXR1000 '01-'04	TKC1000-4GSX
	TKC1000-4GSX-FO
GSXR1000 '05 - '08	TKC1000-8GSX
	TKC1000-8GSX-FO

MODEL	PART NUMBER ("FO" IS FRICTION PLATES ONLY)
GSXR1000 '09 - '15	TKC1000-15GSX
	TKC1000-15GSX -FO
GSXR1100 '86 - '88	TKC1100GSX-88
GSXR1100 '95 - '98	TKC1100GSX-88
GSXR1100W '93 - '98	TKC1100GSX-88
GSXR1100 '89 - '92	TKC1100GSX-92
BANDIT '97-03	TKCS1200
GSXR750 '00 - '02	TKC 750GSX-02
GSXR750 '03-'05	TKC750GSX-05
GSXR750 '06-'09	TKC750GSX-09
KAWASAKI	
KZ650 AIR COOLED	CK650K
Z1900/KZ1000 (1976-1981)	TKCKZ1000-FO
Z1, KZ1000 (THRU 1980)	CK900
KZ1000J (1981-'05)	TKC1100GPZ-FO
GPZ1100 THRU 1984	TKC1100GPZ-FO
ZX636 ZX6R ('03-'04)	TKCZX604-FO

MODEL	PART NUMBER ("FO" IS FRICTION PLATES ONLY)
ZX10R ('04 - '05)	TKCZX10-05
	TKCZX10-05-FO
ZX10R ('06 - '16)	TKCZX10-10
ZX11 ('90 - '01)	TKCZX11-FO
ZRX1200R ('01 - '05)	TKC1200RR
ZZR1200 ('02 - '05)	TKC1200ZZR-FO
ZX12 ('00 - '05)	TKCZX12-FO
ZX14 ('06 - '15)	TKCZX14
	TKCZX14-FO
YAMAHA	
YZF R6 (1999-2005, 2007-2009)	(8 plate) TKCR6-05-FO
YZF R6 (2006-2009)	(9 plate) TKCR-0-9FO
YZF600RR (1995-2007)	TKCYZF6-07-FO
R1 (2004-2005)	TKCR1-05
R1 (2006-2008)	TKCR1-08
	TKCR1-FO ('04-'08)
HONDA	
CBR1000RR (2006-2016)	TKCH1000-8
	TKCH1000-8-FO
CBR1000RR (2004-2007)	TKCH1000-4-FO
BMW	
1000RR	TKC1000RR



SCAN FOR PRICING ON CLUTCHES AND CLUTCH COMPONENTS



SUPER PRO BILLET CLUTCH BASKET ASSEMBLIES

The oem clutch basket casting is a very weak link. It can break, which can cause extensive engine damage.

APE solves this with our exclusive Trac King Super Pro Forged clutch basket assembly. We take the oem clutch basket assembly and completely rebuild it for the most extreme performance use. We discard the weak oem basket and add our forged billet unit.

Another special exclusive APE feature for the Suzuki Hayabusa is the use of the internal steel spring seat, that prevents the springs in the gear from gouging into the aluminum basket.

The oem Busa clutch basket uses a heat treated steel plate to prevent the springs from contacting the aluminum basket. Other heavy duty clutch baskets discard this steel plate and have the springs riding directly on the aluminum basket. The springs dig into the basket and the entire assembly gets loose.

The APE Trac King super Pro clutch basket assembly for the Hayabusa is designed to incorporate the steel plate so *the springs never make contact with the aluminum basket*, and wear is dramatically reduced.



SUPER PRO BILLET CLUTCH BASKET ASSEMBLIES

SUZUKI	
HAYABUSA	BBA1300-2
HAYABUSA (OUTRIGHT)	BBA1300-2OR
GSXR1000	BGHS1000
GSXR1000 (OUTRIGHT)	BGHS1000-OR
GS1100/1150	BGHS1100
GS1100/1150 STRAIGHT CUT GEAR ASSY.	BGHS1100-SG
*HAYABUSA AND GSXR1000 ARE AVAILABLE WITH CORE EXCHANGE OR OUTRIGHT	

KAWASAKI	
ZX14	BGHZX14
ZX12	BGHZX12
ZX11	BGHZX11
GPZ1100	BGHH1100

YAMAHA	
R1	BGHYR1
FJ1100/1200	BGHY1100

HONDA	
BLACKBIRD	BGHH1100



TRAC KING KZ HEAVY DUTY CLUTCH HUB ASSEMBLY



The strongest modified clutch hub assembly available. Consisting of our heavy duty clutch hub kits installed on customer supplied clutch hub. We must have a good clutch basket / gear assembly from the customer.

#GHK1000 Z1, KZ1000 thru '80

TRAC KING KZ HEAVY DUTY CLUTCH HUB ASSEMBLY



The strongest modified clutch hub assembly available. Consisting of our heavy duty clutch hub kits installed on customer supplied clutch hub. We must have a good clutch basket / gear assembly from the customer.

#GHS1100 Suzuki GS1100/GS1150

CLUTCH HUB REBUILD KITS

For the do-it-yourselfer. All of the parts necessary to install heavy-duty springs. Suzuki GS1100/1150 kits include heavy duty backing plate.

SUZUKI GS1100	EARLY 11MM RIVETS	CHK1100
SUZUKI GS1150	LATE 11.9MM RIVETS	CHK1150
KAWASAKI	Z1, KZ1000 THRU 1980	CHK1000K



SUZUKI HEAVY DUTY CLUTCH HUB NUT

The factory Suzuki hub nuts are soft, allowing the threads to deform and come loose. This allows the hub assembly to wobble. The APE nuts are CNC machined from heat treated chrome moly steel. End of problem.

#SHN1150 Suzuki GS1100 / GS1150



KAWASAKI NEEDLE BEARING CLUTCH PUSHER

The APE needle bearing clutch pusher kit for the Kawasaki completely eliminates the problem of the clutch rod seizing when the clutch is put to severe use. It is a direct replacement part requiring no machining of any kind to install. Fits all 900's and 1000's thru 1980

#KCB900

QUICK ACCESS CLUTCH COVER



APE has made a major upgrade to our quick access clutch cover for the Hayabusa. With the billet lid and larger opening, it now works with The Hays clutch as well as others. The Hays hat can be removed just by removing the lid on the APE cover.

Designed to allow complete access to the clutch without having to remove the entire cover. Simply remove six allen screws and remove the o'ringed outer cover. Replace clutch pack, adjust lockup, etc. No more oil spills in your pit area. OEM oil sight glass just like the stock cover. CNC machined for perfect fit.

#QCC1300GSX



Now you can service the clutch, change the plates, make adjustments to the slider or lock up without having to remove the clutch cover. No more frantically trying to get the pipe off to remove the cover for between-round maintenance. No more torn gaskets, oil puddles in your pit area. Simply undo six allen bolts and remove the outer cover, which has a built in o'ring.

SUZUKI GS1100/1150	RBD630100 (ALL NON-SLIDERS)
SUZUKI GS1100/1150	RBD630100S (FOR SLIDERS)
KAWASAKI Z1 / KZ1000 THRU '80	RBD630101 (LOCK UPS AND NON SLIDERS)
KAWASAKI Z1 / KZ1000 THRU '80	RBD630101S (FOR SLIDERS)

HAYABUSA HEAVY DUTY CLUTCH SPRINGS

APE offers the strongest clutch springs available for the Suzuki 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. They come as a complete kit ready to install.

HAYABUSA (1999-2007) #HDCS1300GSX

HAYABUSA (2008-2014) #HDCS1300-08



KAWASAKI ZX14

ZX14 (2012-2015) HDCSX14-6

ZX14 (2006-2011) HDCSX14-12

KAWASAKI

APPLICATION	YEARS	PART#
ZX14	2012-2017	501-38-06141
ZX14	2006-2011	501-48-05129
ZX12	2000-2005	501-50-06116
ZX11	1990-2001	501-58-06076
ZX10	2006-2017	501-58-06121
ZX9	1998-2003	501-59-05098
ZX6	1993-2004	501-56-05096

HONDA

APPLICATION	YEARS	PART#
CBR1000RR	2004-2007	501-53-05114
CBR600RR	2003-2016	501-73-05067
CBR929RR	2000-2001	501-61-05079
CBR954RR	2002-2003	501-61-05079
RC51	2000-2006	501-56-06096
VFR800	1998-2009	501-73-05067
CBR600F4i	2001-2006	501-63-05014
CBR600F4	1999-2000	501-75-05005

SUZUKI

APPLICATION	YEARS	PART#
GSXR1000	2001-2004	501-59-05098
GSXR1000	2005-2008	501-48-06125
GSXR1000	2009-2011	501-60-06085
GSXR1000	2012-2016	501-58-06092
GSXR750	1986-1989	501-87-04009
GSXR750	1990-1995	501-58-06076
GSXR750	2000-2005	501-58-05092
GSXR750	2006-2007	501-48-06125
GSXR750	2008-2009	501-48-06125
GSXR750 KATANA	1988-1997	501-87-04009
GSXR750 KATANA	1998-2006	501-58-04076
GSXR750T	1996-1999	502-00-01094
SV650	1999-2002	501-60-06085
SV650	2003-2009	501-43-06024
GSXR600	1992	501-58-06076
GSXR600	1997-2000	502-00-01094
GSXR600	2001-2003	501-73-05067
GSXR600	2004-2005	501-58-05092
GSXR600	2006-2009	501-48-06125
BANDIT 600	1996-1997	501-58-04076
RF600RR	1994-1997	501-58-06076
GX600 KATANA	1002-1996	501-58-06076
GSXR1100/1100G	1989-1992	502-00-01094
GSXR1100	1993-1994	502-00-01094
GSX1100 KATANA	1988-1995	501-87-04009



MTC SIGNATURE SLIDER CLUTCH

The MTC signature slider clutch will lower your reaction times, lower your E.T. and increase your M.P.H. Comes as a complete assembly including forged aluminum clutch basket and forged slider plate assembly. Call for info or visit:

www.aperaceparts.com

#SCC-GSS104 Core reqd. with order; outer bskt with gear.

MTC GEN II MULTISTAGE CLUTCH

The MTC Gen II Multistage Clutch clutch significantly reduces clutch lever efforts and yet improves clutch adjustability through its "multistage" technology. The new design runs on engine RPM, and demonstrates a quicker reaction time and more repeatability between passes. The new design also allows for easier dynamic spring replacement with its quick access cover plate over the springs. Call for info or visit **www.aperaceparts.com** Must be used with billet inner hub #BIH1300GSX (page 60) **#GMS-HYB500** Core reqd. with order; outer bskt with gear.



MTC 2-STAGE LOCK-UP CLUTCH - BUSA

The two stage clutch is your basic lock up. First stage for first half of the track, and the second stage for the top end. Both stages are fully adjustable to get just the exact performance that you need.

Includes hardened steel buttons in the customer supplied pressure plate.

#SFLH-200 (With customer-supplied pressure plate)

#SFLH-200-OR (With APE-supplied pressure plate)

Must be used with QCC1300GSX Quick access clutch cover. See page 59

Must be used with billet inner hub #BIH1300GSX (Below)



MTC 2-STAGE LOCK-UP CLUTCH - BUSA

The multi stage lockup has more stages and is popular with racers wanting infinite clutch tune-ability, and for bikes running progressive nitrous controllers or multi stage boost controllers on turbos. As more nitrous or boost is brought in, more clutch can be added to hold it. Includes hardened steel buttons in the customer supplied pressure

plate. Must be used with QCC1300GSX Quick access clutch cover (page 59) and billet inner hub #BIH1300GSX (page 60)

#SFLH-500 (With customer-supplied pressure plate)

#SFLH-500-OR (With APE-supplied pressure plate)



CLUTCH SPRING CONVERSION KIT

Suzuki GSXR1100 conversion kit converts the diaphragm style clutch spring to a multiple coil type spring clutch. An absolute must for all high performance GSXR1100s

#SPPK1100 - GSXR1100 1990-1992



GSXR1000 PROGRESSIVE CLUTCH

The GSXR1000 clutch is a multi stage lock up . Used primarily for drag racing, and other very high horsepower applications. The faster the rear wheel turns, the more lock up pressure is applied to the pressure plate.

Each arm on the lock up device represents one stage of lock-up adjustment. Arms are controlled by stall spring, thus allowing the mechanic flexibility in determining the RPM each finger will start applying clutch pressure. In addition, an arm can be adjusted to release clutch pressure at maximum rated torque your engine produces, thus keeping your motor at maximum efficiency with each gear change. Kit requires customers clutch cover and pressure plate with order (**#SFLG501**), or can be purchased outright (**#SFLG501-OR**)

Fits GSXR1000 2001-2004t

2005 and later must switch to early-style clutch. For parts needed to back-date 2005 GSXR1000 clutch assembly visit **www.gsxrzone/clutches**



RDB RIGHT SIDE CLUTCH CABLE KIT

You will wonder why no one came up with this before. This kit brings the clutch cable from the lever, down around the right side of the motor. No more snaking the cable around under the carbs, through the air box, etc. RBD and most other aftermarket covers. Won't fit stock cover. Much smoother clutch action.

RBD 630200 Bracket and cable

RBD 630300-B Bracket only



BILLET INNER CLUTCH HUB

The billet inner hub completely replaces the oem hub and eliminated the back torque limiter. This modification is a must for all Hayabusas that are drag raced on the track or street. Fast starts are much easier with this modifications. Bolt in, no machining required.

#BIH1300GSX

KAWASAKI CLUTCH PUSHRODS

Direct OEM replacements

#13116-021

Z1 '73-'75, KZ900 '76-'77, KZ1000 '77-'80

#13116-1007

KZ1000E1/E2 KZ1100A1-A3 and too many more models to list. Replaces OEM #13116-1007.



ONE PIECE BILLET CLUTCH CAM

This one piece clutch cam is a direct bolt in replacement for the OEM two piece unit. 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. This is a race part and care must be taken. Comes with installation instructions. **#CF1300GSX**



BILLET QUICK ACCESS CLUTCH COVERS WITH OIL SITE GLASS

APE offers 100% billet machined quick access clutch covers. They are CNC machined from billet aluminum bar, and feature oem oil sight glasses. This cover features a two piece design which allows the entire clutch to be serviced by only removing 6 allen screws, and the outer cover. The outer cover features an o-ring for oil seal, so gasket replacement is no longer necessary. Dramatically reduces the time necessary to get at the clutch.

The unique design also helps prevent oil spills in your pit space when servicing the clutch. This new cover completely replaces the stock cover and is sold outright. No stock covers need to be returned. Will work with all lock up style clutches

SUZUKI GSXR1000 **#BCC1000**



GEN 1 HAYABUSA CLUTCH COVER SUPPORT BRACKET

CLUTCH COVER SUPPORT - GEN 1

The clutch cover support from hayabusazone is designed to give maximum support to the clutch slave cylinder cover. The thin cover casting can crack when heavier clutch springs are installed. Our support bracket is a direct bolt on and eliminates the flex that cracks the cover. This support offers less cover flex than any other support available. Strong enough even for APE Heavy Duty Clutch Springs (page 59)

#CCS1300



TRANSMISSIONS



TRANSMISSION UNDERCUTTING

Undercutting a transmission involves machining angles on the engagement dogs and slots to prevent the transmission from jumping out of gear under load. There are three types of undercuts available from APE. To see details of undercutting visit www.aperaceparts/transmissions

RACE CUT...

This cut is performed on the side of the dogs that are loaded on acceleration. Recommended for hot street bikes and drag racers, dwarf cars, etc.

UP AND DOWN CUT....

Both sides of the dog are cut to also prevent jumping out of gear on down shifts. Recommended for road racing.

UNDER CUTTING NOTES...

Some of the newer sportbikes are coming from the factory with undercut gears in the transmission. When you send us your trans, if it has factory undercut that is adequate, you will not be charged for undercutting that gear or gears.

If dogs are rounded off due to repeatedly slipping out of gear of missed shifts, they can not be undercut. You will be notified by APE tech staff if any of your trans parts are unusable.

There are times when small things like clips and spacers are unusable. These parts will be replaced at a nominal charge when servicing transmissions.

HONDA

MODEL	UNDERCUT SERVICE#
B750 SOHC	LC55-3
CBR600	LC56-3
CBR900	LC56-3
CBR929	LC56-2
CBR1100XX	LC56-2
BLACKBIRD	LC56-3

KAWASAKI

MODEL	UNDERCUT SERVICE#
KZ900 / 1000	LC55-2
GPZ/J MODELS	LC55-2
ZX6 THRU 97	LC56-2
ZX6 98 LATER	LC56-3
ZX7	LC56-2
ZX9 THRU '97	LC56-2
ZX9 '98 LATER	LC56-3
ZX1100, ZRX1100	LC55-3
ZX11	LC56-2
ZX12	LC56-3

YAMAHA

MODEL	UNDERCUT SERVICE#
FJ1100 / 1200	LC55-3
FZR1000	LC55-3
FZR400	LC56-3
R1	LC56-4
R6	LC56-4
V-MAX	LC55-3

SUZUKI

MODEL	UNDERCUT SERVICE#
GS1000	LC55-2
GS1100 / 1150	LC55-2
GSXR600 / 750	LC56-2
KATANA 600	LC56-2
RF600	LC56-2
SV650	LC56-2
GSXR1000W	LC55-2
GSXR1000 (2001)	LC56-2
GSXR1100 OIL	LC55-2
GSXR1100 WATER	LC55-2
HAYABUSA 1300	LC58-1
HAYABUSA 1300 - STD UNDERCUT	LC56-2

APE TOOL STEEL SHIFT SHAFTS

We initially designed these shift shafts for use in Hayabusa powered Radical road racing cars. These cars weigh more than twice as much as a motorcycle and put tremendous stresses on the transmissions with constant up shifting and down shifting.

The problem..... Both the OEM and currently available high performance shift shafts were bending and flexing which wallows out and oblongs the shift shaft holes in the cases which eventually scraps the cases.

The solution..... It is well known that APE builds the strongest, no flex, tool steel wrist pins in the industry. The very same pins that Spiderman McBride uses to run those five second ETs. So why not use this expertise to build a no flex shift shaft. And that is just what we have done. Tool steel shift shafts, just like McBride's wrist pins, now available for your Hayabusa.



TSSK1000

Kawasaki Z1, KZ1000 thru 1980 - One piece

TSSKZX12

Kawasaki ZX12R (2000-2005) (2006 European) replaces OEM 49047-1103

TSSKZX14

Kawasaki ZX14 (2006-2015)
Concourse 14 (2008-2015)
ZR1000 (2010)
replaces OEM 49047-0023

TSSH1100*

GSXR 750/1100 all yrs. One piece

TSSGX1000

GSXR1000 (thru 2008) Two piece

TSSGX1000-09

GSXR1000 ('09) two piece

TSSH1300

Pair, upper and lower. Fits thru 2015

* This is a heavy-duty version of Suzuki OEM# 25411-27A00. This shift shaft fits many Suzuki models.

KAWASAKI Z1/KZ BILLET STEEL HIGH GEAR SHIFT FORK



This is the one that goes over the shaft drum. This shift fork is a one piece heat treated alloy steel fork. It features thicker tube walls with minimal cut outs for better support around the drum. This equates to a smoother, more positive shift. NEW forks are no longer available from Kawasaki!

#Z1SFH

HAYABUSA COUNTERSHAFT NUT AND WASHER



Modified to fit heavy duty output shaft (below).

New countershaft nut and washer for use with APE heavy duty Hayabusa output shaft. This is a must as the stock nut and washer do not fit the larger shaft diameter. Direct bolt on. No modification required.

#CSN1300

SUPER DUTY HAYABUSA TRANSMISSION OUTPUT SHAFT

One area that has been found to be a weak point in modified Hayabusas is the stock transmission output shaft. Under extreme loads the stock shaft can break resulting in engine case damage. The Super Duty output shaft from APE is machined from super high strength aircraft alloy steel. The vulnerable sprocket spline area has been enlarged from 25 mm to 30 mm and accepts commonly available countershaft sprockets

This shaft is a complete bolt in with no modifications necessary

	PART#	DESC.
HAYABUSA	OPS1300GSX-16	(1999 - 2007, W/16 TOOTH SPROCKET)
	OPS1300GSX-17	(1999 - 2007, W/17 TOOTH SPROCKET)
	OPS1300GSX-18	(1999 - 2007, W/18 TOOTH SPROCKET)
	OPS1300GSX-20	(1999 - 2007, W/20 TOOTH SPROCKET)
	OPS1300GSX-08-16	(2008 - 2009, W/16 TOOTH SPROCKET)
	OPS1300GSX-08-17	(2008 - 2009, W/17 TOOTH SPROCKET)
	OPS1300GSX-08-18	(2008 - 2009, W/18 TOOTH SPROCKET)
SUZUKI GS1100/1150	1100-55	•
	KAWASAKI 1000J/ GPZ1100	•

OUTPUT SPROCKET

PART#	APPLICATION
OPS-S16	16 TOOTH
OPS-S17	17 TOOTH
OPS-S18	18 TOOTH
OPS-S20	20 TOOTH

SUPER HEAVY DUTY TRANSMISSION BEARINGS



PART#	APPLICATION
HDB11305	Z1 / KZ1000 1 REQUIRED
HDB115305	DOUBLE ROW, 1 REQUIRED Z1 THRU GPZ1100
HDB113305	SUPER DOUBLE ROW 1 REQUIRED Z1 THRU GPZ1100
HDB1130528	TRANSMISSION CONVERSION BEARING. ALLOWS THE INSTALLATION OF A GPZ1100 TRANSMISSION INTO A Z1/KZ1000 CASES WITHOUT THE NEED FOR SPECIAL SHAFTS.
HDB11305	GS1100/1150 2 REQUIRED
HDB11204	GS1100/1150 2 REQUIRED

HEAVY DUTY TRANSMISSION GEARS



SUZUKI GS1100/1150

#1100-521 2nd gear input
#1100-520 2nd gear output
#1100-530 3rd gear output

SUZUKI HAYABUSA

#1300-610-269 1 TOOTH TALLER TO ACCOMPLISH A 269 RATIO. FITS 1999-2006

KAWASAKI Z1/KZ1000

#1000-521 2nd gear input
#1000-520 2nd gear output

KAWASAKI 1000J/GPZ1100

#1100-2521 2nd gear input
#1100-2520 2nd gear output
#1100-2533 3rd gear output
#1100-2535S 3rd clutch 123 ratio
#1100-2550 5th gear output 123 ratio
#1100-2560 set of 1000-2535S & 1000-2550

ADDITIONAL TRANSMISSION SERVICES

LC57-1	(UNDERCUT 2ND GEAR ONLY)
LC58-1	PRO-CUT HAYABUSA TRANS.
LC58-1X2	PRO-CUT HAYABUSA TRAN. (UP AND DOWN CUT)
LC61	MAGNAFLUX TRANSMISSION
LC850-TRANS	HARDWELD TRANS. GEAR (EA)



SCAN FOR PRICING ON APE TRANSMISSION PARTS AND SERVICES

APE SPORTBIKE AIR SHIFTER

Effortless sure upshifts with the push of a button. You can use an APE air shifter mounting bracket or fabricate your own.

The APE sportbike shifter comes complete with:

- Electronic engine kill
- DOT Air Bottle
- Electric Air Valve
- Air pressure gauge
- Premium shift cylinder
- Hoses and fittings.

#SBAS-1000 - Complete kit as shown

#SBAS1000F-NB - Complete w/fuel kill, Less bottle

MPS SPORTBIKE KILL BOX. The only effective engine kill box for the late four coil sportbikes #1-0263

HAYABUSA AIR SHIFTER WIRING HARNESS. Ready made harness makes installing an air shifter on your Busa. You will be very glad you got this with your shifter.

SUZUKI HAYABUSA #1-0285



MRE DELUXE AIR SHIFTER

The M*R*E deluxe air shifter is the undisputed choice of the world's leading racers. It is used by more winning racers than all of the imitations combined. Just a push of the button and an instant gear change takes place, resulting in significantly reduced elapsed times.

M*R*E air shifters come in several configurations:

DELUXE

This is the one the pros use. It comes complete with an NHRA / Prostar / IDBA legal DOT approved air bottle which is mandatory at all NHRA race tracks. It has the larger heavy duty switching valve / shift cylinder assembly. It includes a handlebar pushbutton assembly with air gauge and filler, plus all lines, fittings, etc. necessary for installation. The optional 3" inch shift cylinder" is necessary on some Harley Davidson race engine chassis combinations.



JUNIOR

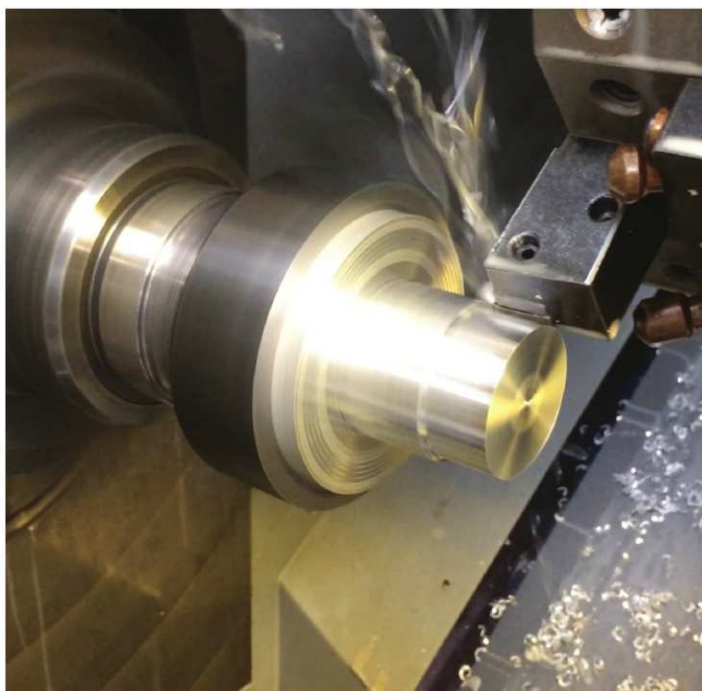
The junior air shifter is aimed at the budget racer / street rider. It uses a DOT-only tank and has the smaller switching valve / shift cylinder assembly. The DOT approved tank is available separately (see below) for bracket racers wanting to use the junior shifter on NHRA tracks.

ELECTRIC OVER AIR

Both the deluxe and junior shifters are available in "electric over air" configuration which is popular with late model sportbike riders where handlebar space is limited. Just wire the shifter through the horn button. Another popular use for the EOA shifter is the drag racer using any kind of automatic RPM controlled shifting device.

APE carries a complete selection of replacement parts for M*R*E air shifters.

DELUXE AIR SHIFTERS	
100-000	STANDARD DELUXE
100-000A	1" HANDLE BAR MOUNT / HARLEY®
100-000B	ELECTRIC OVER AIR
100-000E	1" HANDLE BAR MOUNT / 3" SHIFTER / HARLEY®
JUNIOR AIR SHIFTERS	
2000-000	STANDARD JUNIOR SHIFTER
2000-000A	WITH DOT/NHRA TANK
2000-000C	ELECTRIC OVER AIR
2000-000D	ELECTRIC OVER AIR / W DOT-NHRA TANK
AIR TANKS ONLY - FOR UPDATING SHIFTERS	
1000-011	DELUXE SHIFTER DOT/NHRA AIR TANK ASSY
2000-010-DOT	JUNIOR SHIFTER DOT/NHRA AIR TANK



IGNITIONS AND WIRES

DYNA ARC-2 IGNITION



Dynatek's ARC-2 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's designed to provide the strong spark needed to develop peak power for turbocharged, nitrous oxide and high-compression applications. Intelligent Spark Profiling 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 Dynatek ARC-2 is the smallest (4" x 4.6" x 1.6") and lightest (<1.25 lbs.) CDI available.

#DARC-2

SUZUKI GSXR1000 (2005-2015)
SUZUKI GSXR750 (2006-2015)
SUZUKI GSXR600 (2006-2016)
SUZUKI HAYABUSA (2002-2015)

#DARC2-1

KAWASAKI ZX12 (2000-2005)

#DARC2-2

KAWASAKI ZX14 (2006-2010)

#DARC2-3

ZX10 (2003-2010)

#DARC1-1

HONDA CBR1100X (1999-2003)

#DARC-2 REQUIRES INSTALL KIT #DARC3-1



DYNA 2000 IGNITION

The DYNA 2000 represents a breakthrough in motorcycle ignition flexibility. The DYNA 2000 system consist 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.

KAWASAKI

PART#	APPLICATION
DDK2-1	GPZ WITH MOD 1981-1985
DDK2-11	KAW ZX6R 1998-2001
DDK2-1C	KAW KZ 900,1000,1100 1973-1985
DDK2-2	KAW KZ 650 1977-1980
DDK2-2C	KAW KZ 650 1977-1980 AVAILABLE W/COILS
DDK2-3	KAW GPZ550 1981
DDK2-3C	KAW GPZ550 W/COILS 1981
DDK2-4	KAW ZX10 1000 1988-1990
DDK2-7	KAW ZX7,ZX7R, ZX7RR 1991-1998

SUZUKI

PART#	APPLICATION
DDK3-2	SUZ GS 550,750,850 1977-1981
DDK3-2	SUZ GS 1000,1100,1150 1977-1985
DDK3-2C	SUZ GS 1000,1100,1150 1977-1985 AVAILABLE W/COILS
DDK3-3	GSXR 1100/750 A&OC 1986-1992
DDK3-3	SUZ KATANA 600/750/1100 1988-2006
DDK3-3	GSXR 1100/750 A&OC 1986-1992
DDK3-4	GSXR 1100 WC 1993-1997
DDK3-4	GSXR 1100 WC 1993-1997
DDK3-4	GSXR 750 WC 1993-1995

HONDA

PART#	APPLICATION
DDK1-10	HON CBR 1100XX 1997-1998
DDK1-12	HON V65 SABRE/MAGNA 1984-1986
DDK1-13	HON CBR1100XX 1999-2007
DDK1-2	500/550/750 FOUR CYLINDER 1969-1978
DDK1-5	HON CB 750,900,1100 1979-1983
DDK1-5C	HON CB 750,900,1100 1979-1983
DDK1-6	HON CBR 600 F 1987-1990
DDK1-7	HON CBR 600 F2 1991-1994
DDK1-8	HON CBR 600 F3 1995-1997
DDK1-9	HON CBR 900 RR 1993-1999

YAMAHA

PART#	APPLICATION
DDK7-1	YAMAHA FJ 1100,1200 1984-1996

DYNA 2000SE IGNITION

The Dynatek 2000SE Ignition is the latest from Dynatek. It is a piggyback unit that allows you to control the ignition timing of your motorcycle's engine. The 2000SE uses direct coil driver technology and allows a high degree of timing adjustment.



- PC programmable ignition maps
- +/- 20 degree timing range
- Individual cylinder timing
- Gear position timing
- Timing can be adjusted based on boost or temperature inputs
- Built in launch limiter
- Pit lane limiter

PART#	APPLICATION
D2K1-1SE	CBR600RR (2007-2012)
D2K1-2SE	CB1000R (2008-2013)
D2K1-3SE	CBR1000RR (2008-2011)
D2K2-4SE	ZX6R (2007-2012)
D2K2-5SE	Z750 (2007-2011)
D2K2-6SE	Z1000 (2007-2012)
D2K2-7SE	ZX10R (2007-2010)
D2K2-8SE	ZX10R (2011-2013)
D2K2-9SE	ZG1400 (2008-2011)
D2K2-10SE	ZG1400 (2008-2013)
D2K3-3SE	GSXR1300R HAYABUSA (2008-2013)
D2K7-1SE	R6 (2006-2013)
D2K7-2SE	FZ1 (2006-2010)
D2K7-3SE	FZ1 (2011-2013)
D2K7-4SE	R1 (2009-2011)



SCAN FOR PRICING ON IGNITIONS, COILS, WIRES ETC.

DYNA 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, aftermarket 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#	DESCRIPTION
DC10-1	5 OHM, SINGLE OUTPUT
DC1-1	3 OHM, DUAL OUTPUT
DC11-1	.5 OHM, DUAL OUTPUT (MINI TC COILS)
DC11-2	.5 OHM, DUAL OUTPUT (MINI TC COIL)
DC1-2	3 OHM, DUAL OUTPUT (MINI COILS)
DC12-1	.5 OHM, SINGLE OUTPUT (MINI TC COILS)
DC12-2	.5 OHM, SINGLE OUTPUT (MINI TC COIL)
DC1-3	3 OHM, DUAL OUTPUT (MINI COIL)
DC2-1	1.5 OHM, DUAL OUTPUT
DC3-1	3 OHM, SINGLE OUTPUT
DC3-2	3 OHM, SINGLE OUTPUT (MINI COILS)
DC3-3	3 OHM, SINGLE OUTPUT (MINI COIL)

PART#	DESCRIPTION
DC4-1	2.2 OHM, DUAL OUTPUT
DC6-1	3 OHM, DUAL OUTPUT HD
DC6-4	3 OHM, TWIN FIRE, FOUR O/P
DC6-5	3 OHM, TWIN FIRE II MINIATURE
DC6-6	.5 OHM FOR CARBURETED TWINCAM
DC6-7	.4 OHM FOR EFI BIG TWINS 2001-2006
DC6-8	.4 OHM FOR EFI SPORTSTER
DC6-9	.4 OHM FOR EFI BIG TWINS
DC7-1	5 OHM, DUAL OUTPUT HD
DC8-1	5 OHM, DUAL OUTPUT
DC9-1	.7 OHM, DUAL OUTPUT
DC9-2	.7 OHM, TWIN FIRE, FOUR O/P
DC9-4	.7 OHM SINGLE OUTPUT

DYNA 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 available with a solid copper core for use on older vehicles where electrical interference is not an issue.

DW-1100	BLACK SILICONE, 7MM, GRAPHITE SUPPRESSION CORE
DW-1200	GREY SILICONE, 8MM GRAPHITE SUPPRESSION CORE
DW-200	BLACK SILICONE, 7 MM
DW-300	RED SILICONE, 7 MM
DW-600	BLK SILICONE, 7MM, SUPP
DW-800	GREY SILICONE, 8MM, SUPP



CRANK TRIGGER

Dynatek Pro Series Crank Trigger is a newly designed crankshaft pickup for use with the Dyna 2000 Sportbike. The Pro Series Pickup consists of a blue anodized aluminum base plate with two injection molded pickup assemblies.

DCT1-10A	CRANK TRIGGER HONDA CBR 600 F2, 600 F3, 1100XX, 900 RR FOR DYNA 2000
DCT1-5A	CRANK TRIGGER HONDA CB750, 900, 1100 FOR DYNA 2000
DCT1-6A	CRANK TRIGGER HONDA CBR 600F FOR DYNA 2000
DCT2-1A	CRANK TRIGGER KAWASAKI KZ FOR DYNA 2000
DCT2-4A	CRANK TRIGGER KAWASAKI ZX10 1000, ZX 1100, NINJA 900R/1000R FOR DYNA 2000
DCT2-7A	CRANK TRIGGER KAWASAKI ZX7, ZX7R, ZX7RR, ZX9R FOR DYNA 2000
DCT3-2A	CRANK TRIGGER SUZUKI 600/750/1100/1150 FOR DYNA 2000
DCT3-3A	CRANK TRIGGER SUZUKI 86-92 GSXR, BANDIT 1200 S, KATANA 600/750/1100 FOR DYNA 2000
DCT3-4A	CRANK TRIGGER SUZUKI 93-95 GSXR 750 WC, 93-97 GSXR 1100 WC FOR DYNA 2000
DCT7-1A	CRANK TRIGGER YAMAHA 1985-1993 FJ 1100, 1200 FOR DYNA 2000

DYNA S IGNITION

Dyna S Ignition System 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.



PART#	APPLICATION
DS1-1	HONDA 350/400 FOUR CYLINDER 1972-1977
DS1-2	HONDA 500/550/750 FOUR CYLINDER 1969-1978
DS1-3	SUZUKI GL1000 1975-1979
DS2-1	KAWASAKI 900/1000/1100 FOUR CYLINDER- AIR COOLED 1973-1985
DS2-2	KAWASAKI 550/650/750 FOUR CYLINDER 1976-1982
DS3-1	SUZUKI 550/750 FOUR CYLINDER (KD) 1977-1978
DS3-2	SUZUKI 550/750/850/1000/1100 FOUR CYLINDER (ND) 1977-1981
DS3-3C	SUZUKI GS 400 TWIN W/COILS 1976-1978
DS4-1	DUCATI 750 TWINS 1972-1974
DS5-1	MOTO GUZZI V35/V50/V65



#DRL-300

DRL-300 STANDARD REV LIMITER

The DRL300 has an improved clamping capability, and more outputs than the DRL200. The DRL200 could clamp only 2 of our green (higher impedance) coils. The DRL300 can clamp up to 4 of our 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.

Potential uses include shift kill to kill ignitions during upshift, allowing for clutchless shifts. Instead of having to cut jumper wires to get the box to work with a particular application, and having only two choices, there are now 3 dip switches. These dip switches allow not only for a very wide range of applications (single fire thumpers to Harleys to inline 4s to 8 cylinders), but they also allow for the rev range to be adjusted from the standard 6000-12000. This means that new motorcycles with 12000+ rpm redlines can now be handled, as can applications where the limit needs to be set below 6000.



#DRL-400

DRL-400 TWO-STAGE REV 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 3/4" x 2 3/8" x 1" plastic case with integral mounting flanges.



TRE

BilletProof Racing is proud to introduce the GPS PRO for the Suzuki GSXR line. The all new GPS PRO is a Plug-N-Play gear position controller which acts as a Smart TRE...it will disable the top speed limiter, enable full timing in all gears, and will transmit neutral to the ECU to allow the newer bikes to idle correctly. The GPS PRO also has an optically isolated output to the ECU in order to protect the ECU

from any unwanted interference or a short in the main harness. It comes complete with factory waterproof connectors for an easy installation, just unplug the factory sensor and plug in the GPS PRO inline and you are done! Keep in mind, if your bike is equipped with a gear position indicator from the factory, it will now read 5-0-5-5-5-5, instead of 1-0-2-3-4-5-6.

This part is intended for race use only, and comes with a full lifetime warranty against materials and workmanship. That's right, LIFETIME...you won't find a better deal on an aftermarket electronics part anywhere!

The GPS PRO fits all GSXR models from 2001-present and all years Hayabusa. One model fits all. **#GPS1**

MSD LAUNCHMASTER



The MSD Launchmaster is starting line RPM control for GSXR1000, GSXR750 (2000 and later) and 1300 Hayabusa. The Launchmaster comes with a plug and play harness that plugs into the coils. No splicing of coil wires is required. The Launchmaster sets from 1800 RPM to 9900 RPM in 100 RPM increments. The Launchmaster can be activated by a positive 12vdc signal or a ground signal.

For GSXR1000 and GSXR750, 2000 and later. 1300 Hayabusa.

#2-4350

DYNA SHIFT MINDER SHIFT LIGHT



The Dyna shift light features a machined billet aluminum housing and is designed to withstand the vibration on a motorcycle. It is the most popular among racers. The RPM is set using the Dyna Shift Minder control box included in the system. The Dyna Shift Minder control module has been designed with extremely accurate circuitry to insure triggering accuracy to better than $\pm 1/2\%$. The Shift Minder control module is adjustable to switch at any of 64 different rpm settings with 125 rpm increments between settings. The Shift Minder is self contained and requires no additional parts for shift point selection. Shift Minder Systems listed below include shift light and shift Minder.

PART#	APPLICATION
DSL-1	SHIFT LITE
DSL-2	SHIFT LITE, MINI (BLACK, SILVER, RED, GREEN, BLUE)
DSM-2	SHIFT MINDER 2 CYL
DSM-2H	SHIFT MINDER 4 CYL
DSM-2HD-EFI	SHIFT MINDER 2 CYL H-D EFI MODELS 2007-2012
DSM-4	SHIFT MINDER 4 CYL
DSM-4H	SHIFT MINDER 4 CYL
DSMS-2	SHIFT MINDER SYS 2 CYL
DSMS-2H	SHIFT MINDER SYS 4 CYL
DSMS-2HD-EFI	SHIFT MINDER SYS 2 CYL H-D EFI MODELS 2007-2012
DSMS-4	SHIFT MINDER SYS 4 CYL
DSMS-4H	SHIFT MINDER SYS 4 CYL



DSL-2 DYNA SHIFT LIGHT

The DSL-2 is a small, lightweight LED based shift light for use with the Dyna Shift Minder or any aftermarket RPM switch. Available in a variety of colors to match your color scheme.

MSD SB6 PROGRAMMABLE IGNITION

Melt the pavement as you streak off the line with MSD's new SB6 programmable ignition installed on your Kawasaki ZX14 or Hayabusa.



SUZUKI HAYABUSA (2002-2007) **#4227**

SUZUKI GSXR (2003-2009) **#42271**

KAWASAKI ZX14 (2006-2008) **#4219**

Once plugged into the factory harness, you can select from 10 preprogrammed timing curves, or plug your PC to the USB port and start mapping. You can program timing maps, rev limits, shift points and much more with the easy-to-use Pro-Data+ software.

- Programmable timed launch limiter
- Alter the timing curve to match riding conditions
- Record and review rpm and timing functions
- Custom fit harness with sealed connectors
- Advance or retard the factory timing: adjust timing $\pm 5^\circ$ to -20°
- Load up to 10 timing curves
- Shift light: Set up to 5 shift point from 2000 rpm to 12500 rpm
- Shift light intensity: set intensity of light from 1% to 100%
- Shift Kill: set kill time from 20ms to 99ms
- Shift kill delay: set kill delay from 1ms to 50ms
- View real-time engine parameters
- Time controlled launch rev limiter
- Programmable retard for nitrous hits
- Plug-n-play installation
- Sensor input for TPS, MAP or O2, 0-5 volts
- On-board ignition data acquisition
- USB for PC connections



CARBURETORS



MIKUNI RS FLATSLIDE SMOOTHBORE CARBURETORS

Mikuni RS flat slide carburetors were designed for hot rod street bikes as well as drag bikes. They feature an accelerator pump to make street operation as smooth as oem type carbs. These carbs are fully tunable. Must be used with #PPT100 push pull throttle and cable assembly. See below.



APPLICATION	SIZE - MM	PART#
GSXR600 '88, GSXR750 OIL COOLED	34	RS34-D21K
750/1100 OIL COOLED MODELS	36	RS36-D9-K
1100 OIL COOLED	38	RS38-D19-K
1100 OIL COOLED	40	RS-40-D7-K
NINJA 900 / 1000	36	RS36-D8-K
NINJA 900 / 1000	38	RS38-D35K
NINJA 900 / 1000	40	RS-40-D12-K
YAMAHA KJ1100 / FJ1200 ALL	36	RS36-D8-K
YAMAHA FJ1100 / FJ1200	38	RS38-D35-K
YAMAHA FJ1100 / FJ1200 RACE	40	RS40-D12-K
GS1000	34	RS34-D21-K
GS1000	36	RS36-D3-K
GS1000	38	RS38-D19-K
GS1100 / 1150	36	RS36-D3-K
GS1100 / 1150	38	RS38-D19-K
GS1100 / 1150	40	RS-40-D1K
KZ900 / 1000 / 1100	34	RS34-D21-K
KZ900 / 1000 / 1100	36	RS36-D3-K
KZ900 / 1000 / 1100	40	RS-40-D1K



KEIHHN FCR CARBURETORS

The downdraft FCRs feature a flatslide throttle operating on roller bearings in a smoothbore venturi. These are the ultimate racing carburetors for all downdraft applications.



APPLICATION	SIZE - MM	PART#
GSXR750W	'93-'95	39 (H) 16-562*
GSXR750W	'93-'95	41 (H) 16-584*
GSXR1100W	'93-'98	39 (H) 16-563*
GSXR1100W	'93-'98	41 (H) 16-585*
GSXR1100AIR CLD	THRU 92	39 (H) 16-565
GSXR1100AIR CLD	THRU 92	41 (H) 16-509
ZX9RC	'98 - 99	41 16-590
ZRX1100	99	39 16-500
CB750	1969-1976	29 16-3025
CB750	1969-1976	31 16-3050
CB750F/K	1977-1978	29 16-3027
CB750F/K	1977-1978	31 16-3052
FZR1000	'89-'96	39 16-492*
YZF-R6	99 - 02 WITH TPS	35 16-524

* PUSH/PULL THROTTLE CABLES INCLUDED. (H) INDICATES HORIZONTAL.

Keihin Roundslide CR racing carbs for Honda CB 750



PUSH PULL THROTTLE ASSEMBLY

All Mikuni smoothbore carburetors are designed for use with a push-pull type throttle assembly. Because of the precision slide fit, slide return is delayed because of high vacuum. Installation of this throttle and cable assembly enables the slides to be pulled shut for instant return to idle. Do not attempt to run RS Mikunis without a push/pull cable.

#PPT100



APE SUPER PRO AIR FILTERS

APE Super Pro high performance air filters provide the kind of air flow necessary for today's high performance engines. Don't strangle your engine with poor filtration, insist on the best...APE Super Pro.



#005-122



#005-121

#005-122 APPLICATIONS

FITS MIKUNI RS FLATSLIDE SMOOTHBORES, 29MM, 33MM, 34MM AND THE FOLLOWING STOCK CARBS.

MODEL	YEARS
SUZUKI GSXR750	1985-1986
HONDA CB750	1977-1978
YAMAHA FZR400	1988-1990
YAMAHA FZ600/FJ600	1984-1988
YAMAHA ZJ600 SECA II	1992-1998
YAMAHA XJ650	1980-1983
YAMAHA XJ700 MAXIM	1985-1987
YAMAHA XJ750 MAXIM	1981-1983
YAMAHA XJ 750R SECA	1981-1983
KAWASAKI Z1900	*
KAWASAKI KZ1000	1973-1980
KAWASAKI KZ1100	1981-1985
KAWASAKI GPZ1100	1983-1985

#005-121 APPLICATIONS

FITS RS36, 38, 40 MM MIKUNI RS CARBS AND THE FOLLOWING STOCK CARBS.

MODEL	YEARS
HONDA CB900/1100F	*
YAMAHA FZR1000	1987-1988
YAMAHA FJ1100	1984-1985
YAMAHA FJ1200	1986
YAMAHA XS1100	1979-1981
KAWASAKI KZ700	1984-1985
KAWASAKI NINJA 900	*
KAWASAKI KZ/GPZ750	1980-1985
KAWASAKI KZ1100	1981-1999 (NON F.I.)
KAWASAKI KZ1000J	1981-1999 (EX F.I.)



K&N AIR FILTERS

K&N, the name that is synonymous with high flow filters. APE offers K&N for all popular sports bikes. Increase the breathing and horsepower of any engine by making a simple air filter swap.

KAWASAKI

MODEL	YEARS	PART#
ZX10 (RACE FILTER)	08-10	KA-1008R
	11-15	KA-1011R
ZX12R NINJA	00-06	KA-1299-1
ZX14	06-11	KA-1406

YAMAHA

MODEL	YEARS	PART#
R1	98-01	YA-1098
	02-03	YA-1002
	04-06	YA-1004
	07-08	YA-1007
R1 (RACE FILTER)	09-14	YA-1009R

SUZUKI

MODEL	YEARS	PART#
GSXR1000	01-04	SU-7500
GSXR1000 (RACE FILTER)	05-08	SU-1005R
	09-16	SU-1009R
HAYABUSA	99-07	SU-1399
	08-16	SU-1308
HAYABUSA (RACE FILTER)	08-16	SU-1308R

HONDA

MODEL	YEARS	PART#
CBR1000RR (RACE FILTER)	04-07	HA-1004R
	08-16	HA-1008R

K&N FILTERS FOR USE WITH AFTERMARKET SUZUKI KEIHIN FCR CARBURETORS

MODEL	YEAR	SIZE	ADAPT #	QTY REQ.	FILTER #	QTY REQ.
GSXR750/1100 O/C	86-92	39, 41	021-216	4	RU-2922	DUAL KIT 1
GSXR600/750W	93-95	37, 39, 41	021-216	4	RU-3092	DUAL KIT 1
GSXR600/750T	96-99	35, 39, 41	021-215*	4	SU-7596	FITS STOCK AIR BOX 1
GSXR1100W	93-00	37, 39, 41	021-216	4	RU-3092	DUAL KIT 1
GSF1200 BANDIT	97-99	39, 41	021-216	4	RU-2922	DUAL KIT 1

*RAM AIR ADAPTER

VELOCITY STACKS



Fits all Mikuni RS series and other carbs with 55mm O.D. intake bells.

Set of four - silver.

#005-250

30MM LNGTH. BROAD HIGH RPM POWER

#005-251

50MM LNGTH. MID RPM POWER

RUBBER MANIFOLDS



HONDA CB750 (1969-1970) **#05-897**

HONDA CB750 (1971-1978) **#05-898**

KAWASAKI Z1900/KZ1000/GPZ1100
#KM4811

BILLET NITROUS OXIDE PLATE

APE offers a billet nitrous fogger plate for the KZ / GPZ model Kawasakis. They mount to the head and feature separate tapped holes for mounting the large manifolds. They are tapped for NOS / Nitrous Express fogger nozzles (not included.)

#KNP1000 KZ1000

#KNP1100 100J/GPZ1100



ALUMINUM NOS MANIFOLDS



Precision CNC machined billet nitrous manifolds install between the rubber carb boots and the cylinder head. Manifolds are tapped for NOS fogger nozzles. Using APE billet manifolds make installing your NOS kit a snap.

Certain models feature o-ring sealing to the cylinder head. (GSXR 1100 shown) Works with any brand nozzle that has 1/16 npt thread..

Comes in set of four. Fogger nozzles not included.

PART#	APPLICATION
NOSMS1100	SUZUKI GSXR1100/GSXR750 OIL COOLED*
NOSMK1000	KAWASAKI 900-1100
*DOES NOT FIT '88-'89 SLINGSHOT 750	



SUZUKI LEFT SIDE MOTOR PLATE - GS1100/1150

Countershaft support bearing is incorporated along with the crank support bearing now in one package. Features an O-ring and seal behind the crank bearing for complete no leak operation. Completely CNC machined for perfect fit.

Available for large or small Suzuki crank ends. The countershaft bearing accepts offset sprockets with a 45 mm nose (also available from APE) This motor plate comes with: billet cnc plate, starter nut, support plate, mounting bolts, seal, seal holders, all bearings and bearing holders, pressed-assembled and ready to install.

#MPS1100 Small style 25mm seal diameter

#MPS1150 Large style 29mm seal diameter

STARTER PLATES

APE is racing's leading manufacturer of outboard starter plates and nuts.

APE plates are precision CNC machined to exact tolerances. This assures that the seal is directly on the crankshaft center line, which allows long service without leaks or premature seal wear. The seal holder has a built in o-ring between it and the plate so that it will never leak oil. Besides the precision fit and function, APE starter plates are strikingly good looking. Bright satin finish with highlighted edges for showbike quality.

All APE kits come fully assembled, ready to install. Kits come complete with cnc machined heat treated steel starter nut. Standard 1 1/8 inch hex.



SUZUKI HAYABUSA	SPS1300GX
SUZUKI GSXR1000 (EARLY)	SPS1000GX
SUZUKI GS1100 (25MM SEAL DIA.)	SPS1100
SUZUKI GS1150 (29MM SEAL DIA.)	SPS1150
KAW Z1, KZ1000, GPZ1100 (22MM SEAL DIA.)	SPK900
KAW Z1, KZ1000, GPZ1100 (25MM SEAL DIA.)	SPK1000

OUTBOARD BEARING STYLE

This plate carries a bearing on the outside of the plate to give the crank support out on the very end. This prevents the crank snout oscillation that fatigues and eventually causes the destruction of the left side throw, causing catastrophic engine failure.

#SPS1100-B SMALL CRANK TAPER 25MM SEAL DIA.

#SPS1150-B LARGE CRANK TAPER 29MM SEAL DIA.



ZX14 BILLET OIL PUMP COVER

APE reintroduces the popular Kawasaki ZX14 heavy duty oil pump cover. This popular mod was manufactured for years by a company no longer in business.

The oem cover on the ZX14 is well known to bow under pressure and leak resulting in pressure drop. This problem is compounded when high pressure check valve is used. The APE cover cannot flex. Problem solved. The APE crank shop has seen many ZX14 cranks come in for journal repair, that might have survived if they had the APE cover.

#OPCZX14 (KAWASAKI ZX14 2006-2016)

DME BILLET OIL PAN



- Billet aluminum
- Swinging pickup with needle bearing
- Uses stock drain plug

HAYABUSA -aggressive angle design to for maximum ground clearance, and safety.

Pans measures 1/4" at the front and slopes to 1 1/2" at the rear. These billet oil pans have a swinging pick up to prevent oil pressure loss when drag racing. Oil cooler will need to be removed and blocked off. Note: This pan requires a shortened oil pressure relief. The required oil relief is included with this product. **#DME-102**

HAYABUSA 1" thick pan **#DME-100**

HAYABUSA 1.5" thick pan **#DME-101**

GSXR1000 ('07-'08) 1.5" thick pan **#DME-104**

GSXR1000 ('01-'06) 1.5" thick pan **#DME-103**

KAW ZX10 ('11 and up) 1.5" thick pan **#DME-107**

KOENIG BILLET OIL PAN



A must for all drag raced Hayabusas, GSXR1000s and ZX12s. This pan provides 2" more ground clearance than the oem pan, and features a swivle pickup that keeps the pick up in the oil whether under hard acceleration when the oil tries to stack up against the back of the pan, or under hard braking when the oil runs to the front.

This pan slants slightly forward where the drain plug is located. No drain plug on the bottom to cause problems on lowered bikes. CNC machined from solid billet aluminum to exact specifications. Uses all stock bolts.

HAYABUSA **#BOP1300GSX**

GSXR1000 (2001-2007) **#BOP1000GSX**

KAWASAKI ZX12 **#BOP1200ZXT**

FLAT PROFILE OIL DRAIN PLUGS



After issues with cracked oil pans, a leading race shop contacted APE for a solution. The problem.. When these modern no bar bikes wheelie and come down hard, the drain plug can hit the ground and attempts to dig in. This tries to bend the plug backwards which can crack the pan. The solution... APE flat profile drain plug. Can not dig into the track surface and puts an end to the cracked pans. The APE plug uses a 6mm allen wrench so virtually nothing protrudes below the pan surface.

KAWASAKI ZX10 (1988-2013)	DPK1200
KAWASAKI (1990-2001)	DPK1200
ZX12 (2000-2005), ZX14 (2006-2013)	DPK1200
SUZUKI HAYABUSA	DPS1300
KAWASAKI Z1900/KZ1000 THRU 1980	DPK900

Part# DPK1200 fits many more Kawasaki models, too many to list here. It replaces both OEM #s 92066-0079 and 92066-1174.

KAW KZ LOW PROFILE OIL FILTER COVER

The original oil filter cover for lowered KZ race bikes. Provides the maximum clearance under the bike. OFC1000K kit comes complete with plate, special filter bolt, low profile drain plug, and allen wrench.

OFC1000GPZ Comes with o-ring, plate, bolt and hex wrench. The 2" minimum ground clearance rule is being strictly enforced by all of the drag racing organizations. Don't get caught too low.



Z1900/KZ1000 THRU 1980	OFC1000K
1000J AND GPZ1100 MODELS	OFC1100GPZ
DPK900	DRAIN PLUG ONLY FOR OFC1000K

HAYABUSA OIL COOLER BLOCK-OFF PLATES



Uses stock o-rings. Comes with mounting bolts and instructions. Comes in sets of two.

#OCBP1300

OVER HEAD OILING KIT



Feed oil directly to the camshafts to help lube cams and rocker arms.

These kits are a must for all Suzuki GS1100/1150s and GSXR1100 oil cooled bikes that see any kind of performance use. Street bikers, drag bikes, dwarf cars, etc. Simple bolt on. Tapped for fairing screws. Don't risk rocker arm and camshaft damage.

#CC-31650 GSXR1100 OIL-COOLED 1986-1992

#CC-31625 GS1100/1150

ENGINE BUILDING TOOLS



DUAL GAUGE LEAKDOWN TESTER



The Racetoolz dual gauge leakdown tester is a precision tool for measuring the amount of cylinder leakage in an engine. It will work on any internal combustion automotive or motorcycle engine with threaded spark plugs. The tester requires an external air supply of at least 100 psi.

Simple to use. The adaptor hose screws into the spark plug hole and air supply is connected to the tool. The regulator is adjusted so the left gauge reads 100 psi. Any leakage is shown on the right gauge. If the right gauge reads 90 psi, that cylinder has 10% leakdown. In most cases, the tester can pinpoint the leakage help diagnosis damage before the motor is disassembled. For instance, if leakdown shows on the gauge, listening at the exhaust outlet may produce the sound of escaping air. This would indicate leaking exhaust valve/s. In the air intake, intake valves. Oil fill, leaking rings, etc.



ITEM	PART#
LEAKDOWN TESTER WITH 10MM (SPARKPLUG) HOSE	LDT1000-10
LEAKDOWN TESTER WITH 12MM (SPARKPLUG) HOSE	LDT1000-12
LEAKDOWN TESTER WITH 14MM (SPARKPLUG) HOSE	LDT1000-14

ADDITIONAL HOSES



10MM HOSE	LTH10
12MM HOSE	LTH12
14MM HOSE	LTH14



30" EXTENSION HOSE

#SP-100

KAWASAKI GPZ CAM CHAIN IDLER DRILL JIG

This drill jig is used for drilling the mounting bolt holes in Kawasaki J model and GPZ1100 cylinder heads, to install the cam chain idler adapter necessary for use on early style lower end. The jig has hardened steel drill bushings and a 12" long drill for use in a drill motor. Simply bolt on to the head and drill through the bushings. See page 27 for cam chain idler adapter.



#CCIA-JJ

CAM DEGREE WHEEL



APE degree wheels are the most accurate available. This due to the fact that the graphics are CAD designed which places the marks exactly one degree apart. These wheels are metal and very easy to read.

#W1012

VALVE HEIGHT GAUGES



The valve height gauge is the ideal tool for tipping valves. Made from billet aluminum, each gauge is made to measure .100" from the tip of the valve to the top of the gauge when the valve stem length is in the middle of the shim range.

PART#	APPLICATION
VHG1300	HAYABUSA
VHGZX11	ZX11
VHGZX12	ZX12
VHGZX14	ZX14
VHGGX1000L	GSXR1000 '06-'08
VHGGX1000E	GSXR1000 THRU '05
VHGC RF250 (TWO PIECES)	HONDA CRF250 THRU '08
VHGC RF450 (TWO PIECES)	HONDA CRF450 THRU '08

These valve height gauges, manufactured for specific reduced base circles, are stepped in the top. When in the cylinder head, the tip of the valve falls between the high and low tolerance levels of the height gauge.

PART#	APPLICATION FOR KAW KZ/GPZ
VHG1110	1.110" STOCK BASE CIRCLE
VHG1080	1.080" BASE CIRCLE
VHG1000	1.000" BASE CIRCLE
VHG900	.900" BASE CIRCLE

For pricing on all APE shop tools go to www.racetoolz.com

BILLET ENGINE VALVE TRAY

- CNC machined from billet aluminum and chrome moly
- Holds 16 valves up to 34mm head diameter and 106mm length
- Perfect for organizing valves when head is being worked on



#VTM16

CYLINDER STUD PULLER



All you need is a 1/2" ratchet and extension. This device tightens its grip on the the shaft of the stud as you unscrew it. Works on all studs from 1/4" (6.5mm) to 3/4" (19mm).

#SP-100

STUD INSTALLATION TOOL



This tool makes it easy to install cylinder and main bearing studs. No more double-nutting. The set screw/ steel ball mechanism locks the tool at the top of the stud. Easy to put on and remove.

08-150	8MMX1.25
08-151	10MMX1.25

TOP DEAD CENTER TOOLS

The only accurate way to find top dead center. CNC machined billet aluminum.

Note: NGK plugs starting with "C" are 10mm. Starting with "D" are 12mm If you use another brand, you will have to remove the plug and measure it.



TDC10	10MM TDC TOOL
TDC12	12MM TDC TOOL
TDC14	14MM TDC TOOL

HEAD SAVER KIT



The Racetoolz head saver kit is designed to repair damaged valve guide holes in Kawasaki KZ650 through GPZ1100 2 valve cylinder heads. Damage can occur when old guides are driven out with carbon on them, valves run into each other, breaking and moving the guide, cracking the guide boss which requires welding. The head saver kit will ream a new oversize hole on center of the tappet bore. Then install one of the special guides that come in the kit, and it is fixed. Touch up the seat and it is back in service. The reamer opens the hole .025" which should be more than enough to clean up the most severely damaged guide hole. Every shop that works on KZ cylinder heads should have this kit. Each kit includes one head-saver bushing, one reamer, set screw (to easily lift the bushing from the tappet bore) and two +.027 oversize bronze valve guides. #HS1000K

Replacement oversize valve guides - #99101-25

VALVE GUIDE HONES



APE offers precision valve guide hones for fitting valves in tight valve guides. No more hand reaming tight guides. After installing APE or other aftermarket bronze guides, you may find a tight one. No problem..just a few strokes through the guide with the hone in a drill motor and the valve slips right in. Not recommended for new stock OEM steel guides.

APPLICATION	SIZE	PART#WWW
--	4MM	GH-400
--	4.5MM	GH-450
SUZ GSXRS ETC.	5MM	GH-500
SUZ GS1100/1150 ETC.	5.5MM	GH-550
KAW 2 VALVE ETC.	7MM	GH-700
HARLEY DAVIDSON®	5/16"	GH-312
HARLEY DAVIDSON®	3/8"	GH-375

APE SHOP CLOCK

The Team APE shop clock is perfect for the garage, workshop, race rig or in the pits. Runs on 1 AA battery (included) so no electrical outlet is needed. Hangs almost anywhere. 10" Dia.

#WC10



CYLINDER HEAD STAND



These neat stands will firmly hold cylinder heads for all kinds of service operations. Great for porting, seat grinding, assembly, bench-shimming etc. Flip the head over in seconds. No bolting or unbolting of the head required.

#PT110

GASKETS

MLS (MULTI-LAYER STEEL HEAD GASKETS)

MLS head gaskets provides maximum sealing performance for today's high output engines and require no sealants. MLS gaskets are ideal for both aluminum heads to aluminum blocks and aluminum heads to cast iron blocks. They can withstand the shearing force created by the two materials. MLS gaskets have increased strength because they are composed of multiple layers of stainless steel; which also creates the ability to rebound and resist corrosion. The outer layers are embossed and coated on both sides with Vitona flouroelastomer rubber based material that is heat resistant to 250 C/ 482 F. Viton is designed to meet the demands of a variety of harsh sealing environments, load conditions, and surface finishes. The center or shim layer is uncoated stainless steel, which can be varied to accommodate multiple thickness requirements.



Big bore head and base gaskets are designed for use with overbore piston kits. They are available in all of the most common big bore combinations. Big bore base gaskets have oversize holes to accomidate big bore kits that use oversize sleeves. If a big bore base gasket is not listed, that kit usually takes a stock oem gasket.

Head gaskets are available in four types (depending on the model of bike); Spring steel which is an OEM style, MLS (see above), solid copper for use on o'ring applications, and graphite CFM.

Base gaskets are available as spring steel, or copper in various thicknesses to adjust piston deck height. If you have any questions as to which gaskets are right for your application, call the APE tech line.

SUZUKI GSXR

HEAD AND BASE GASKETS

MODEL	DISPL.	BORE	HEAD GASKETS			BASE GASKETS	COPPER BASE GASKETS		
			SPRING STEEL	MLS .018"	COPPER	SPRG STEEL	.005"	.010"	.020"
GSXR600 '97 - '00	600CC	65.5MM	S8413	.	.	S8422	.	.	.
GSXR600 '97 - '00	640CC	67.5 MM	.	.	.	S8422	.	.	.
GSXR600 '01 - '03	.	68 MM	S8644	S8644-18	.	.	.	.	.
GSXR600 '01 - '03	.	69 MM	S8645	S8645-18	.	.	.	.	.
GSXR600 '01 - '03	.	70 MM	S8646	S8646-18	.	.	.	.	.
GSXR600 '04 - '05	.	68 MM	S8632	S8632-18	.	.	.	.	.
GSXR600 '04 - '05	.	70 MM	S8724	S8724-18	.	.	.	.	.
GSXR600 '06 - '08	.	68 MM	S8302	S8302-18	.	.	.	.	.
SV650	.	81 MM	S8614	S8614-18	.	.	.	.	.
SV650	.	83 MM	S8600	S8600-18	.	.	.	.	.
SV650	.	84 MM	S8593	S8593-18	.	.	.	.	.
SV650	.	87 MM	S8613	S8613-18	.	.	.	.	.
GSXR750 '88-89 / KAT '89-'97	756-7716CC	74MM	S8415	.	.	.	.	.	.
GSXR750 '90-'92	756/771CC	71MM	S8466	.	.	USE STOCK	.	.	.
GSXR750 '86-87, '90-92	907CC	77 MM	S8464	.	.	.	.	.	.
GSXR750 '90-'92	955CC	79 MM	S8463	.	.	.	.	.	.
GSXR750W '93-95	750/771CC	71 MM	S8276	.	.	.	.	.	.
GSXR750W '93-'95	907CC	77 MM	S8338	.	.	.	.	.	.
GSXR750T '96 - '99	750CC	72 MM	S8387	.	.	S8421	.	.	.
GSXR750T '96 - 99	791CC	74 MM	S8414	.	.	S8421	.	.	.
GSXR750T '96 - 99	813CC	75 MM	S8445	.	.	S8421	.	.	.
GSXR750 '00-'05	791CC	74 MM	S8574	.	.	.	.	.	.
GSXR750 '00-05	813CC	75 MM	S8214	.	.	.	.	.	.
GSXR750 '00-05	836CC	76 MM	S8602	.	.	.	.	.	.
RF900 '94-98	972CC	75 MM	S8337	.	.	.	.	.	.
RF900 '94-'98	1045CC	77 MM	S8338	.	.	.	.	.	.
GSXR1000 '00-'04	998CC	73 MM	S8663	S8663-18	.	.	.	.	.
GSXR1000 '00-'04	.	74 MM	S8574	S8574-18	.	.	.	.	.
GSXR1000 '00-'04	1040CC	75 MM	S8214	.	.	.	.	.	.
GSXR1000 '00 - '04	1070CC	76 MM	S8602	.	.	.	.	.	.
GSXR1000 '05 - '08	1040CC	75 MM	S8214	S8214-18	.	.	.	.	.
GSXR1000 '05 - '08	1070CC	76 MM	S8602	S8602-18	.	.	.	.	.
GSXR1000 '09 - '14	.	74.5 MM	S8772	.	.	.	.	.	.
GSXR1000 '09 - '15	.	76 MM	S8773	.	.	.	.	.	.
GSXR1100 '86 - 88	1109CC	78MM	S8277	.	S8231	S8373	S8297	.	S8462
GSXR1100 THRU '92, BANDIT 1200	1186CC	80 MM	S8368	.	S8232	S8373	S8297	.	S8462
GSXR1100 THRU '92, BANDIT 1200	1195-1216CC	81 MM	S8279	.	S8191	S8373	S8297	.	S8462

SUZUKI GSXR

HEAD AND BASE GASKETS (cont)

MODEL	DISPL.	BORE	SPRING STEEL	MLS .018"	COPPER	SPRG STEEL	.005"	.010"	.020"
GSXR1100 THRU '92, BANDIT 1200	1255-1277CC	83 MM	S8323	•	S8192	S8373	S8203	•	S8526
GSXR1100 THRU '92	1340 STOCK BLOCK	85 MM	S8340	•	S8194	S8374	S8246	•	S8526
GSXR1100 THRU '92 1/4" DOWEL	1340 APE BIG BLOCK	85 MM	•	•	S8437	•	S8246	S8247	S8446
GSXR1100 THRU '92 1/4" DOWELS	1371 APE BIG BLOCK	86 MM	•	•	S8195	•	S8246	S8247	S8446
GSXR1100 '93-98	1117CC	77 MM	S8280	•	•	S8371	S8307	S8308	S8444
GSXR1100 '93-98	1147CC	78 MM	S8478	•	S8479	S8371	S8307	S8308	S8444
GSXR1100 '93-98	1198CC	79.75 MM	S8281	•	S8481	S8371	S8307	S8308	S8444

HAYABUSA

HEAD AND BASE GASKETS

		HEAD GASKETS				BASE GASKETS			
DISPLACEMENT	BORE	SPRING STEEL STD THICKNESS		MLS .018		BASE			
1295CC	81MM	S8656		S8656-18		S8585			
1363CC	83MM	S8657		S8657-18		S8585			
1397CC	84MM	S8658		S8658-18		S8585			
1429CC	85MM	S8659		S8659-18		S8585			

SUZUKI GS

HEAD AND BASE GASKETS

SUZUKI GS

HEAD AND BASE GASKETS

			HEAD GASKETS			COPPER BASE GASKETS		
MODEL	DISPLACEMENT	BORE	COPPER	CFM20	MLS/COT SPRING STEEL	.005"	.010"	.020"
GS1100	1168CC	75 MM	S8185 .043" STD DOWEL	S8031	S8728-045 STD DOWEL	S8110	S8111	S8112
GS1100/1150	1198CC	76 MM	S8165 .043" STD DOWEL	S8032	S8729-045 STD DOWEL	S8114	S8115	S8116
GS1100/1150	1260CC	78 MM	S8166 .043" STD DOWEL	S8033	.	S8114	S8115	S8116
GS1100/1150	1294CC	79 MM	S8167 .043" STD DOWEL	.	S8730-045 STD DOWEL	S8177	S8178	S8179
GS1100/1150	1327CC	80 MM	S8605 .043" D DOWEL	S8034	S8731-045 STD DOWEL	S8177	S8178	S8179
GS1100/1150	1395CC	82 MM	S8470 .043" D DOWEL	.	.	S8177	S8178	S8179
GS1100/1150	1428CC	83 MM	S8471 .043" D DOWEL	.	S8732-045 D DOWEL	S8177	S8178	S8179
GS1100/1150	1500CC	85 MM	S8187 .043" FRONT DOWEL	.	S8733-045 D DOWEL	S8118	S8119	S8120
GS1100/1150	1568CC	87 MM	S8171 .043" FRONT DOWEL	.	.	S8375	S8376	S8377
GS1100/1150	1600CC	88 MM	.	.	.	S8375	S8376	S8377

KAWASAKI ZX

HEAD AND BASE GASKETS

HEAD AND BASE GASKETS			HEAD GASKETS		BASE GASKETS	COPPER BASE GASKETS		
MODEL	DISPL.	BORE	SPRING STEEL/ CFM20 STD. THICKNESS	.018"THICK SPRING STEEL	SPRING STEEL	.005"	.010"	.020"
ZX600 / 600R '95 - 02	617/636CC	68 MM	K8270 SS	K8270-18	.	.	.	.
KZ750	810CC	69 MM	K8230 CFM20	.	.	.	.	.
ZX7 / ZX750 '91-'95	748CC	71 MM	K8386 SS	.	K8344	K8290	K8291	K8292
ZX7 / ZX750 '91-'95	770CC	72 MM	K8274 SS	K8274-18	.	.	.	.
ZX7 '96 - '03	750CC	73 MM	K8428 SS	K8428-18	.	K8524	K8525	.
ZX7 '96 - '03	795CC	75 MM	.	.	.	K8524	K8525	.
900 NINJA	971CC	75 MM	K8013 CFM20	.	.	.	.	.
ZX9 '94 - '97	950CC	75 MM	K8272 SS	.	K8344	K8290	K8291	K8292
ZX9R '98 - '99	950CC	77 MM	K8515 SS	.	.	K8505	.	.
ZX9R 00 - 02	950CC	77 MM	K8570 SS	K8570-18	.	.	K8595	K8596
ZX9R 00 - 02	.	79 MM	K8609 SS	K8609-18	.	.	K8595	K8596
1000R NINJA THRU '87	1039CC	75.5 MM	K8271 SS	.	K8346	K8355	.	.
1000R NINJA ZX10 '88-92	1040CC	75.5 MM	K8271 SS	.	K8346	K8355	.	.
ZX1000 NINJA ZX-10R '04-'05	998CC	76 MM	K8680 SS	K8680-18	.	.	.	.
ZX1000 NINJA ZX-10R '04-'05	998-1051CC	78 MM	K8681 SS	K8681-18	.	.	.	.
ZX1000 NINJA ZX-10R '04-'05	998-1051CC	79 MM	H2241SP2030S	.	.	.	.	.
ZX1000 NINJA ZX-10R '06-'07	998-1051CC	78 MM	K8576 SS	K8576-18	.	.	.	.
ZX11 D1, C / GPZ1100 '90-00	1109CC	78 MM	K8273 SS	K8273-18	K8358	.	.	.
ZRX1200 2001-'05	1224CC	81MM	K2488SP	.	.	.	.	.
ZX-12R 00 - 03	1199CC	83 MM	K8642 SS	K8642-18	K8579	.	.	.
ZX-12R 00 - 03	1228CC	84 MM	K8573 SS	K8573-18	K8579	.	.	.
ZX-12R 00 - 03	1257CC	85MM	K8643 SS	K8643-18	K8579	.	.	.
ZX-12R 00 - 03	1287CC	86MM	K8641 SS	K8641-18	K8579	.	.	.
ZX14R	1352CC	84MM	.	K8460-18	.	.	.	.
ZX14R	1353-1417CC	86MM	K8621 SS	.	.	.	.	.
ZX14R	1418CC-1450CC	87MM	K8622 SS	.	.	.	.	.

KAWASAKI KZ

HEAD AND BASE GASKETS

MODEL	DISPLACEMENT	BORE	HEAD GASKETS		COPPER BASE GASKETS		
			COPPER	MLS/COT SPRING STEEL	.005"	.010"	.020"
KZ900/1000	1045CC	71 MM	K8153 043"	.	.	.	.
KZ900/1000	1075CC	72 MM	K8154 043"	K8018	.	.	.
KZ900/1000	1105/1135CC	74 MM	.	K8019	.	.	.
KZ900/1000	1170CC	75MM	.	K8017	.	.	.
KZ900/1000	1200CC	76 MM	K8156 +043"	K8020	.	.	.
KZ900/1000	1260CC	78 MM	K8157 +043"	K8021	K8098	K8099	K8100
KZ900/1000	1327CC	80 MM	K8431	K8022	K8102	K8103	K8104
KZ900/1000	1395CC	82 MM	K8432 043" "D" DOWEL	.	K8102	K8103	K8104
KZ900/1000	1428CC	83 MM	K8433 043" "D" DOWEL	.	K8102	K8103	K8104
KZ900/1000	1463CC	84 MM	K8161 043" "D" DOWEL	.	K8121	K8122	K8123
KZ900/1000	1500CC	85 MM	K8162 043" "D" DOWEL	.	K8121	K8122	K8123
J MODEL / GPZ1100	1075CC	72 MM	K8154 043"	K8324 (2 PC) CF	.	.	.
J MODEL / GPZ1100	1135CC	74 MM	.	K8325 (2 PC) CF	.	.	.
J MODEL / GPZ1100	1200CC	76 MM	K8156 +043"	.	.	.	.

HONDA

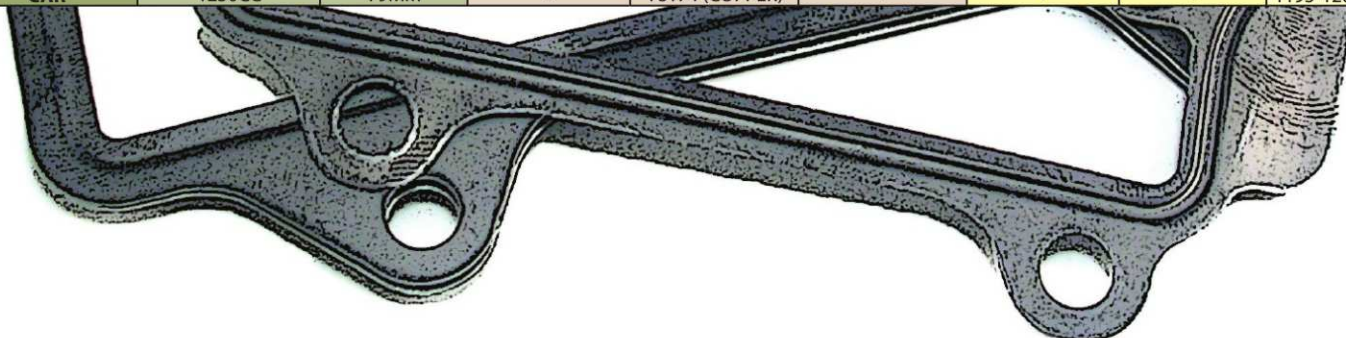
HEAD AND BASE GASKETS

MODEL	DISPL.	BORE	COPPER	HEAD GASKETS		COPPER BASE GASKETS		
				CFM20 OR SPRING STEEL STD. THICKNESS	CFM20 OR SPRING STEEL .018"	.005"	.010"	.020"
CBR600F2-F3 '91-98	618-637CC	67 MM	.	H8265 SS	H8265-18	.	.	.
CBR600F4 '99-'02	599CC	67 MM	.	H8572 SS	H8572-18	.	.	.
HAWK 650	700CC	82 MM	.	H8207 SS	.	.	.	.
750 SOHC	836CC	65 MM	.	H8001	.	32-40	H8287	H8288
750 SOHC	915CC	68 MM	.	H8002	.	.	.	.
CBR900RR	945CC	72 MM	.	H8267	H8267-18	.	.	.
CBR900RR	970CC	73 MM	.	H8401 SS	H8401-18	.	.	.
CBR900RR	997CC	74 MM	.	H8268 SS	H8268-18	.	.	.
CBR900RR	1033CC	75 MM	.	H8406 SS	H8406-18	.	.	.
CBR929 00 - 01	980CC	76 MM	.	H8568 SS	H8568-18	.	.	.
CBR1000RR 2004-2006	1053CC	77 MM	.	H8727	.	.	.	.
CB1100F	1123CC	72 MM	H8224 043"	.	.	.	.	H8521
CBR1100XX BLACKBIRD	1195CC	81 MM	.	H8499 SS	H8499-18	.	.	.

YAMAHA

HEAD AND BASE GASKETS

MODEL	DISPLACEMENT	BORE	COPPER	HEAD GASKETS		COPPER BASE GASKETS		
				CFM20	MLS/COT SPRING STEEL	.005"	.010"	.020"
FZR600 - '94-'99	629CC	60.5MM	Y8282	.	.	Y8427 (020)	.	.
YZF600RR - '94-'99	618CC	63MM	Y8424	.	.	Y8427 (020)	.	.
YZF-R6 - '99-'02	646CC	68MM	.	Y8575	Y8575-18	.	.	.
YZFR6 - '03-'05	646CC	68MM	.	.	Y8684-18	.	.	.
	685CC	70MM	.	.	Y8699-18	.	.	.
YZFR6 - '06-'07	617CC	68MM	.	Y8710	.	.	.	.
	654CC	70MM	.	.	Y8712-18	.	.	.
FZR1000 - '88-'95	1070CC	78MM	.	Y8388	.	.	Y8382	.
	1040CC	77MM	.	Y8283	.	.	.	.
YZFR1 - '98-'03	1000CC	75MM	.	Y8562	.	.	.	.
	1054CC	77MM	.	Y8563	.	.	.	.
XS1100	1179CC	76MM	.	Y8046 (CFM)	.	.	.	.
FJ1100/1200	1188CC	77MM	.	Y8327	.	.	.	.
	1219CC	78MM	.	Y8351	.	.	.	.
	1250CC	79MM	.	Y8330	.	Y8141 (1260CC)	Y8597 (1260CC)	.
	1314CC	81MM	.	Y8328	.	Y8242	Y8598	Y8239
FJ1100 LEGEND CAR	1202CC	75.5MM	.	Y8285	.	.	.	Y8142
	1250CC	79MM	.	Y8174 (COPPER)	.	.	.	1195-1260CC



COMPLETE ENGINE GASKET SETS

Most sets include valve stem seals, but not oil seals.

SUZUKI GSXR	
GSXR600F ('91-'95)	083097
GSXR750J ('88-'89)	083045
GSXR750 ('91-'92)	083083
GSXR750W ('93-'95)	083098
GSXR1100 ('86-'88)	083046
GSXR1100W ('93-'98)	083099
SUZUKI GS	
GS1100ET/EX '80-'8	08421
GS1100 '83-'84	08429
GS1150 84 - 85	083027

KAWASAKI ZX	
ZX600 NINJA ('85-'97)	084011
ZX750 (ZX7) ('89-'90)	084046
GPZR900 NINJA	084008
GPZR1000 NINJA	084009
ZX10 - THRU (1989)	084032
ZX11	084047
KAWASAKI KZ/GPZ	
Z1 900	08618
KZ1000'77-'79	08619
KZ1000J'81-'83	08620
GPZ1100 '81-'83	08621
GPZ1100 '84	08642

HONDA	
CBR600-F2 ('91-'94)	081160
CBR600-F3 ('95-'98)	081180
750 SOHC (THRU '78)	08048
CBR900RR ('93-'95)	081171
CBR900RR ('96-'98)	081186
CB1100F	GK970

VALVE COVER GASKETS

KAWASAKI KZ/GPZ VALVE COVER GASKETS	
Z-1 900/1000 THRU '78 19-601	19-601
KZ1000 '79-'81 (SMOG) 19-603	19-603
1000J/GPZ1100 19-606 14.95	19-606

SUZUKI GS VALVE COVER GASKETS		
GS1100 / 1150	GS1100 EARLY 20 BOLT	S8212
	GS1100 LATE 24 BOLT	S8264
	GS1150E/ES '84-85	G840

HONDA VALVE COVER GASKETS	
CBR600F HURRICANE '87-90	G852
750 SOHC THRU '78	19003
CBR900RR 93 - 99	19054



INDIVIDUAL GASKETS AND GASKET SETS

SUZUKI GSXR LOWER END GASKET SETS AND INDIVIDUAL GASKETS		
GSXR600 '92-'93	OIL PAN, CLUTCH, IGNITION BOX, CAM CHAIN	C8143
GSXR750 '92-'95	LIQUID COOLED CLUTCH COVER GASKET	EC022
GSXR600/750 ('06-'15)	LOWER END GASKET KIT	C8742
GSXR600 1997 - 2000	GASKET KIT	C8592
GSXR600 ('01-'03)	LOWER END GASKET KIT	C8206
GSXR750 '88-'92	OIL PAN, CLUTCH, IGNITION BOX, DYNO, CAM CHAIN TENSIONER	C8423
KATANA 750 88-97		
GSXR750T '96-'99	LOWER END GASKET KIT	C8403
	CLUTCH COVER GASKET	EC091
GSXR750 '04-'05	GASKET KIT	C8689
	LOWER END GASKET KIT	C8893
GSXR1000 ('09-'15)	OIL PAN	OP517060
	CLUTCH COVER	EC1579060
	MAG COVER	EC1410032
	LOWER END GASKET KIT	C8752
	MAG COVER	EC946032
	STARTER IDLE GEAR COVER	EC521032
	STARTER CLUTCH COVER	EC520032
	BREATHING COVER	EC522032
	CLUTCH COVER	EC947032
	OIL PAN	OP269060

SUZUKI GSXR LOWER END GASKET SETS AND INDIVIDUAL GASKETS		
	LOWER END GASKET KIT	C8206
	MAG COVER	EC519032
	STARTER IDLE GEAR COVER	EC521032
GSXR1000 (01-'02)	STARTER CLUTCH COVER	EC520032
	BREATHING COVER	EC522032
	CLUTCH COVER	EC947032
	OIL PAN	OP071060
GSXR1100 '86-'92	CLUTCH COVER GASKET	EC012
	OIL PAN, CLUTCH, IGN BOX, CAM CHAIN	C8144
GSXR1100 '93-'98	CLUTCH COVER GASKET	EC022

HAYABUSA 1999-2008 INDIVIDUAL GASKETS	
LOWER END GASKET KIT	C8587
CLUTCH COVER	EC370
OIL PAN GASKET	EC369
MAGNETO COVER	EC374
STARTER IDLER GEAR COVER	EC371
STARTER COVER	EC375
CAM CHAIN TENSIONER	EC377
GEAR SHIFT COVER	EC3720
BREATHING COVER	EC3730

SUZUKI GS LOWER END GASKET SETS AND INDIVIDUAL GASKETS		
	OIL PAN GASKET	EC007
GS1100 / 1150	CLUTCH COVER GASKET	EC008
	GEN/ DYNO COVER	EC009

YAMAHA LOWER END GASKET SETS AND INDIVIDUAL GASKETS		
	LOWER END GASKET SET	C8720
	CASE BREATHING	EC1149032
R6 ('06-'15)	CLUTCH COVER	EC1151032
	IGNITION COVER	EC1104018
	OIL PAN	OP201032
	OIL PUMP COVER	EC1105032
	LOWER END GASKET SET	C8683
	CLUTCH COVER	EC939032
R6 ('03-'05)	IGNITION COVER	EC355032
	CASE BREATHING	EC937032
	MAGNETO COVER	EC938032
	LOWER END GASKET SET	C8612
	GEAR SELECTOR	EC354032
R6 ('99-'02)	IGNITION COVER	EC355032
	CLUTCH COVER	EC356032
	MAGNETO COVER	EC421020
	OIL PAN	OP246032

INDIVIDUAL GASKETS AND SETS (cont)

YAMAHA LOWER END GASKET SETS AND INDIVIDUAL GASKETS		
FZR600 ('89-'99)	LOWER END GASKET SET	C8402
YZF600R ('95-'07)	LOWER END GASKET SET	C8402
FZR1000 ('89-'95)	LOWER END GASKET SET	C8088
R1 ('98-'03)	LOWER END GASKET SET	C8588
	CLUTCH COVER	EC383032
	GEAR SELECTOR	EC384032
	IGNITION COVER	EC385018
	OIL STRAINER COVER	EC387018
R1 ('04-'08)	OIL PUMP	EC940032
	LOWER END GASKET SET	C8688
	OIL PUMP	EC941032
	BREATHING COVER	EC942032
	IGNITION COVER	EC943032
R1 (2015)	CLUTCH COVER	EC944032
	OIL PUMP ('04-'06)	OP205032
	OIL PUMP ('10-'14)	OP361032
	LOWER END GASKET SET	C8896
	CLUTCH COVER	EC2067032
FJ1100/1200	MAGNETO COVER	EC2068032
	BREATHING COVER	EC2069018
	OIL PAN	OP519032
	LOWER END GASKET SET	C8146
	OIL PAN	EC017032
FJ1100/1200	CLUTCH COVER (FJ1200)	EC018018
	OIL STRAINER	EC020032
	CLUTCH COVER (FJ1100)	EC039032

KAWASAKI ZX LOWER END GASKET SETS AND INDIVIDUAL GASKETS		
ZX6R '95-'02	KIT-OIL PAN, CLUTCH, IGNITION, DYNO	C8303
	CLUTCH COVER GASKET	EC076
ZX7 '91-95	KIT-OIL PAN, CLUTCH COVER, TRANS.	C8304
ZX9 '94-'97	CLUTCH COVER GASKET	EC054
ZX7 96 - 02	KIT- OIL PAN, CLUTCH COVER, TRANS	C8619
	CLUTCH COVER GASKET	EC485
ZX9 98 - 02	KIT- OIL PAN, CLUTCH COVER, GENERATOR COVER.	C8620
	CLUTCH COVER	EC488
ZX1000/ZX10R '04 - '05	LOWER END GASKET SET	C8682
	CLUTCH COVER	EC826032
	STARTER IDLER GEAR COVER	EC827032
	STARTER COVER	EC828032
	OIL PAN	OP142032
ZX1000/ZX10R '06 - '08	LOWER END GASKET SET	C8715
	CLUTCH COVER	EC1165032
	STARTER IDLER GEAR COVER	EC1116032
	STARTER COVER	EC1164032
	OIL PAN	OP204032
ZX1000/ZX10R '11 - '15	GENERATOR COVER	EC1117032
	LOWER END GASKET SET	C8846
	CLUTCH COVER	EC1905032
	GENERATOR COVER	EC1903032
	OIL PAN	OP447032
ZX11 D1, C '00-'03	STARTER COVER	EC1904032
	STARTER IDLER GEAR COVER	EC1902032
	LOWER END GASKET SET	C8305
	DYNO COVER	EC056020
	CLUTCH COVER	EC057020
ZX12R '00 - '03	TRANSMISSION COVER	EC058020
	OIL PAN	EC059020
	LOWER END GASKET SET	C8497
	GENERATOR COVER	EC881032
	CLUTCH COVER	EC882032
ZX14 ('06-'15) CONCURSE ('06-'12)	BREATHING COVER	EC884032
	OIL PAN	OP149032
	LOWER END GASKET SET	C8713
	CLUTCH COVER	EC1159032
	CRANK CASE BREATHING	EC1160032
ZX14 ('06-'15) CONCURSE ('06-'12)	GENERATOR COVER	EC1161032
	PULSER COVER	EC1162032
	OIL PAN	OP197032
	CLUTCH COVER	EC392020

KAWASAKI KZ/GPZ LOWER END GASKET SETS AND INDIVIDUAL GASKETS		
Z1 900 / KZ1000 THRU '79	OIL PAN GASKET	EC001
	CLUTCH COVER GASKET	EC002
GPZ1100 '81-84 1000J '80-98	OIL PAN, CLUTCH COVER, DYNO, TRANS, IGN.	C8306
	OIL PAN GASKET	EC001
	CLUTCH COVER GASKET	EC060

HONDA LOWER END GASKET SETS		
CBR600F2/F3	OIL PAN, CLUTCH, GENERATOR, PULSE	C8301
	CLUTCH COVER GASKET	EC033
CBR600F4	CAM CHAIN, IGNITION, CLUTCH COVER OIL PAN, GENERATOR	C8633
	IGNITION / CLUTCH COVER GASKET	EC625
CBR900RR ('91-'97)	OIL PAN, CLUTCH COVER, DYNO, IGNITION, CAM CHAIN, CA. EMISSIONS	H8211
	CLUTCH COVER GASKET	EC033
CBR929 / 954 ('00-'03)	LOWER END GASKET SET	C8634
	GENERATOR COVER	EC628018
	OIL PAN	EC629018
	IGNITION / CLUTCH COVER	EC630018
BLACKBIRD	LOWER END GASKET SET	C8586
	CAM PULSER	EC389020
	PULSER COVER	EC390020
	ALTERNATOR COVER	EC391020
	CLUTCH COVER GASKET	EC392020



SCAN FOR GASKET PRICING



SWAG

POWERSPORTS TEE



Front

Back

100% COTTON

MEDIUM	#SWG2000B-M
LARGE	#SWG2000B-L
X LARGE	#SWG2000B-XL
XX LARGE	#SWG2000B-XXL
XXX LARGE	#SWG2000B-XXXL

DRAGBIKE TEE



Front

Back

100% COTTON

MEDIUM	#SWG1000-M
LARGE	#SWG1000-L
X LARGE	#SWG1000-XL
XX LARGE	#SWG1000-XXL
XXX LARGE	#SWG1000-XXXL

DRAGBIKE HOODIE



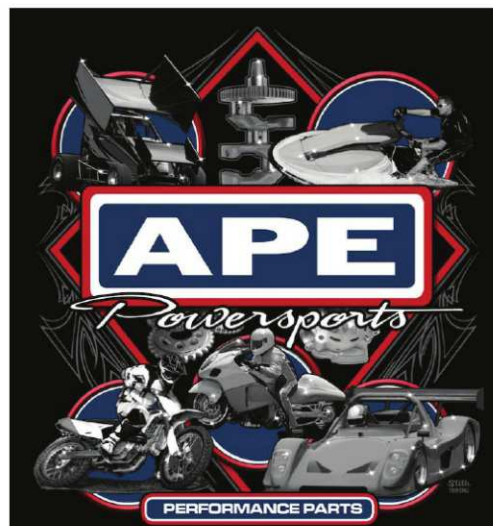
SMALL	#SWG3000-S
MEDIUM	#SWG3000-M
LARGE	#SWG3000-L
X LARGE	#SWG3000-XL
XX LARGE	#SWG3000-XXL
XXX LARGE	#SWG3000-XXXL

APE BALL CAP

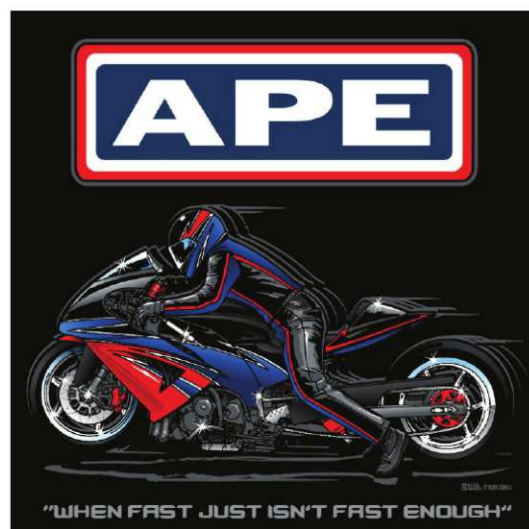
Universal fit - Black mesh with embroidered APE design.

SMALL-MED (6 7/8 - 7 3/8)	#SWG-CAP(S-M)
MED-XL (7 3/8 - 8)	#SWG-CAP(M-X)
XXL (7 3/8 - 8 1/2)	#SWG-CAP(XXL)

Visit www.aperaceparts.com/swag.html

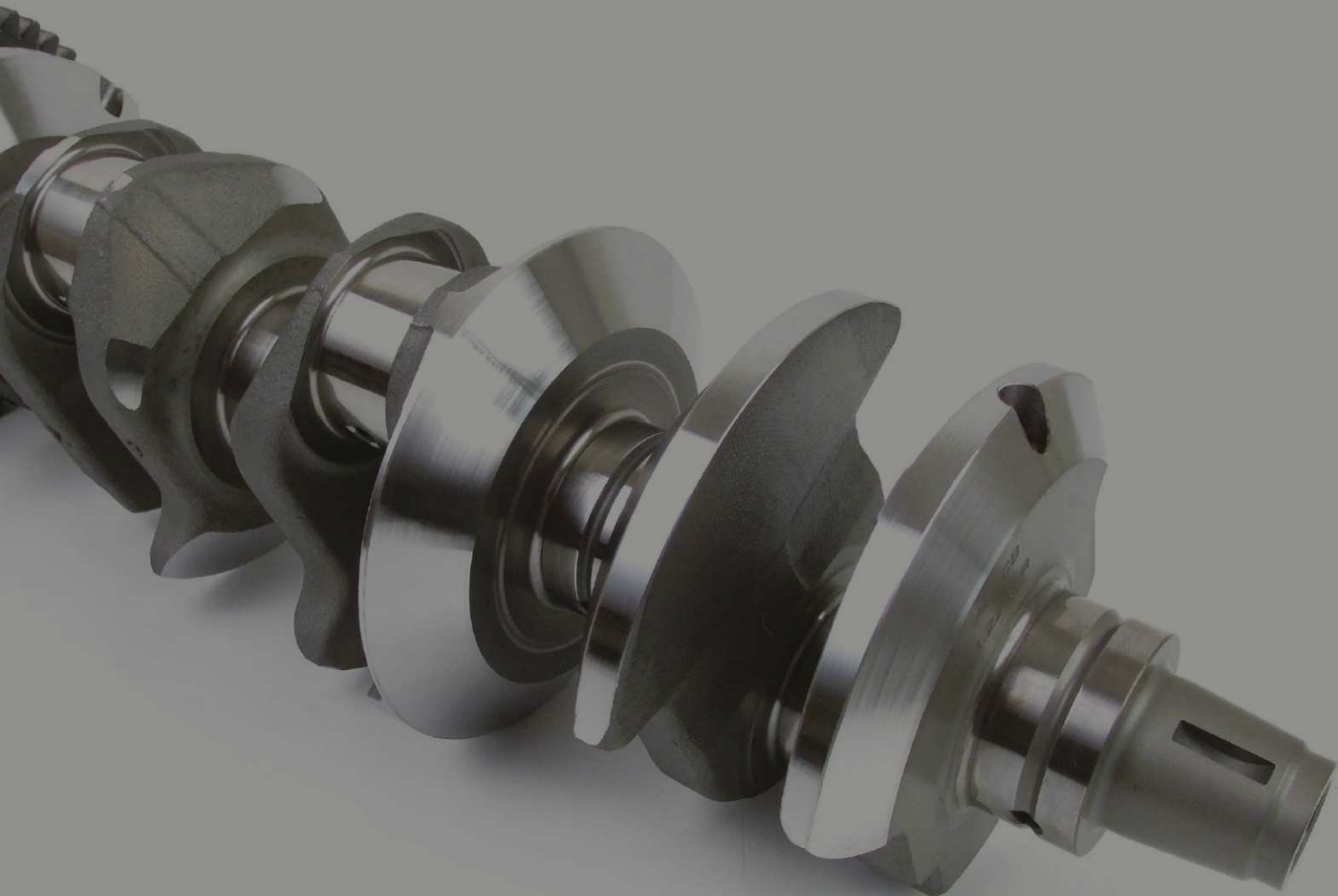


POWERSPORTS ILLUSTRATION



DRAGBIKE ILLUSTRATION





7347 ROSAMOND BL.
ROSAMOND, CA 93560

P: 661-256-7309

F: 661-256-7809

WWW.APERACEPARTS.COM