



PERFORMANCE CATALOG

Applications for Street/Strip • V-Twin/Metric



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About MTC

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MTC Engineering has been developing, testing, refining and producing excellent quality **high performance motorcycle components** for almost 50 years. Whether it's on-the Drag Strip or Street, our products continue to be the performance-edge-of-choice for companies, teams, and individuals building the quickest and fastest motorcycles in the world. Our engine components; **Big Blocks & Pistons** and our high performance **Clutches** have been a key ingredient to help many racers win championships.

MTC Engineering is widely recognized for **Experience Driven Proprietary Solutions**. We develop advanced product performance qualities by partnering with championship race teams; to run, test, and optimize our components with feedback from track proven results. When new products have passed all the extreme rigors of the race track, they are introduced to you, the end user, as a proven leading edge product. We utilize the latest analysis, manufacturing and inspection technologies available to assure the consistency and reliability of our manufacturing process and to expedite the delivery of the most robust component solutions to you, with confidence.

As we continue to expand our cooperation with industry leading partners for building premier high performance motorcycles components, we are able to offer a wider and more diverse product line. We have also teamed up with other high quality motorcycle component manufacturers to provide some of the best complimentary products in the market today. As you will see in this catalog, many more engine components are now available to qualify MTC Engineering as your preferred "one-stop" supplier.

To earn your trust and long-term confidence, we are committed to continuous improvement of our comprehensive customer service systems. We understand that having the right product, at the right time and with full technical support is the key to establishing a mutually beneficial long-term relationship. By working closely with our customers, we bring together the necessary inventory investments and special support services to be an effective contributor for assisting in the attainment of your goals.

Please give us a call and let us help solve your high performance issues and objectives.



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Dave Beck
2009 UK Pro-Stock Champion



Terms

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POLICY: Our policy is to offer the highest quality products and services. All products go through a thorough testing program prior to release for sale. MTC will allow a discount to any registered, legitimate motorcycle dealership or repair shop. A completed dealer application (a copy in the back of this catalog or available on our website at <http://www.mtceng.com>) and proof of business is required before a discount is extended.

WARRANTY: MTC sells high performance products intended for high performance and/or racing use only. Due to the nature of our product line and their intended usage, it is impossible to warrant high performance and/or racing parts. There is therefore, no warranty written or implied, on any product manufactured or sold by MTC Engineering LLC. All descriptions in this catalog as a function are for reference only and are not a guarantee. MTC Engineering LLC will assume no responsibility for personal injury, labor, or any other injury arising out of usage of any product we manufacture or sell. By purchasing and/or installing the product, the buyer agrees to all of these terms. If a defect in workmanship or materials is found before installation, please contact us and we will replace it after inspection in our plant. In most cases, high performance parts are not legal for use on public highways. Check your local laws before ordering. Use of products in this catalog is purely at the sole discretion of the buyer.

TERMS: All orders will be shipped COD cash unless payment is received with your order, or other arrangements are made in advance. We reserve the right to specify collection by cash, company check, or any other US dollar instrument without notice. We accept VISA, MasterCard, Discover, and American Express.

SHIPPING: All orders will be shipped freight collect, F.O.B. our warehouse in Cocoa, FL, USA. Shipment will be made by USP Ground for domestic or USPS International Express (depending on availability in individual countries) for international shipments unless otherwise specified with your order.

CLAIMS: If damage occurs to any item during transit, it is the responsibility of the carrier. Responsibility for goods is passed from the shipper to the carrier when the carrier leaves the point of pick-up. All claims must be made with the carrier. Do not discard the shipping box or container as the claims representative may want to see it. Our staff will assist you with your claim any way we can.

RETURNS: Your merchandise must be inspected for any defects or shortages and must be reported to MTC Engineering LLC within three (3) business days. NO RETURNS will be accepted after 30 days from purchase date. All AUTHORIZED returns must have an R.A. number; obtained from MTC Engineering LLC (321-636-9480). All AUTHORIZED returns must have a copy of the invoice with the return. Parts must be shipped in original packaging and condition. Defaced items will be returned to customers. Failure to follow these instructions will result in an unprocessed credit. All returns are subject to a 20% restock fee and are for store credit only.

JOB STORAGE: MTC will not be held responsible for the safe keeping of the customer's parts after thirty (30) days. This policy does not apply if the job is not yet complete. Any items unclaimed after sixty (60) days will be considered abandoned and will be sold/discarded for labor or costs incurred.

PHONE CALLS: Our toll free number is 1-800-827-9210 and is for placing orders only. Technical questions and other calls must use 321-636-9480. Our Fax number is 321-631-8804.

E-MAIL: Sales@mtceng.com; PistonSupport@mtceng.com; ClutchSupport@mtceng.com; or Admin@mtceng.com.

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Kawasaki Piston Kits

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Kawasaki KZ 900 / KZ 1000

YEARS	1973-1980
STROKE	66MM
RING GROOVES	1.0, 1.2, 2.8MM
KIT CONTAINS	4 PISTONS, RINGS, WRIST PINS, BUTTONS, AND HEAD GASKET
WRIST PIN SIZE	17MM (CAN BE HONED TO 18MM)
VALVE SIZE	39MM IN, 33MM EX (POCKET 1MM LARGER)



Displacement	Bore Size	Installation Requirements	Usage	Comp Ratio	Part Number
1075CC KZ 1000: 2mm oversize	72MM 2.834 In	KZ 900: Resleeving and bore crankcase KZ 1000: Cylinder boring	ROAD DRAG TURBO	10.5:1 12.5:1 9.0:1	MTC-K1075 MTC-K1075H MTC-K1075T
1135CC KZ 1000: 4mm oversize	74MM 2.913 In	Resleeving and bore crankcase	ROAD DRAG TURBO	10.5:1 12.5:1 7.8:1	MTC-K1135 MTC-K1135H MTC-K1135T
1197CC KZ 1000: 6 mm oversize	76MM 2.992 In	Resleeving and bore crankcase	ROAD DRAG TURBO	10.5:1 12.5:1 7.8:1	MTC-K1197 MTC-K1197H MTC-K1197T
1261CC KZ 1000: 8mm oversize	78MM 3.070 In	Resleeving and bore crankcase	ROAD DRAG TURBO	10.5:1 12.5:1 7.8:1	MTC-K1261 MTC-K1261H MTC-K1261T
1327CC KZ 1000: 10mm oversize	80MM 3.149 In	Big block required bore crankcase	ROAD DRAG TURBO	10.5:1 13.5:1 7.8:1	MTC-K1327 MTC-K1327H MTC-K1327T
1428CC KZ 1000: 13mm oversize	83MM 3.267 In	Big block required bore crankcase	ROAD DRAG TURBO	10.5:1 13.5:1 7.8:1	MTC-K1428 MTC-K1428H MTC-K1428T
1500CC KZ 1000: 15mm oversize	85MM 3.346 In	Big block required bore crankcase	DRAG TURBO	13.5:1 7.8:1	MTC-K1500H MTC-K1500T

Mike Konopacki
2009 AMA/Dragbike 3X Multi-Class Champion



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Kawasaki GPZ 1100

YEARS	1983-1984
STROKE	66MM
RING GROOVES	1.0, 1.2, 2.8MM
KIT CONTAINS	4 PISTONS, RINGS, WRIST PINS, BUTTONS, AND HEAD GASKET
WRIST PIN SIZE	17MM (CAN BE HONED TO 18MM)
VALVE SIZE	39MM IN, 33MM EX (POCKET 1MM LARGER)

Displacement	Bore Size	Installation Requirements	Usage	Comp Ratio	Part Number
1135CC	74MM	Cylinder boring only	ROAD	10.5:1	MTC-G1135-3
1.5mm oversize	2.913 In		DRAG	12.5:1	MTC-G1135H-3
1197CC	76MM	Resleeving and bore crankcase	ROAD	10.5:1	MTC-G1197-3
3.5mm oversize	2.992 In		DRAG	12.5:1	MTC-G1197H-3
			TURBO	7.8:1	MTC-G1197T-3
1261CC	78MM	Resleeving and bore crankcase	ROAD	10.5:1	MTC-G1261-3
5.5mm oversize	3.070 In		DRAG	12.5:1	MTC-G1261H-3
			TURBO	7.8:1	MTC-G1261T-3
1327CC	80MM	Big block required bore crankcase	ROAD	10.5:1	MTC-G1327-3
7.5mm oversize	3.149 In		DRAG	13.5:1	MTC-G1327H-3
			TURBO	7.8:1	MTC-G1327T-3
1394CC	82MM	Big block required bore crankcase	ROAD	10.5:1	MTC-G1394-3
9.5 mm oversize	3.229 In		DRAG	13.5:1	MTC-G1394H-3
1428CC	83MM	Big block required bore crankcase	ROAD	10.5:1	MTC-G1428-3
10.5 mm oversize	3.267 In		DRAG	13.5:1	MTC-G1428H-3
			TURBO	7.8:1	MTC-G1428T-3

Cliff Jones
MTC Piston Supervisor





Kawasaki Piston Kits

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Kawasaki J Model

YEARS	GPZ1100 1981-1982 KZ1000J 1981-1997
STROKE	66MM
RING GROOVES	1.0, 1.2, 2.8
KIT CONTAINS	4 PISTONS, RINGS, WRIST PINS, BUTTONS, AND HEAD GASKET
WRIST PIN SIZE	17MM (CAN BE HONED TO 18MM)
VALVE SIZE	39MM IN, 33MM EX (POCKET 1MM LARGER)



Displacement	Bore Size	Installation Requirements	Usage	Comp Ratio	Part Number
1075CC 2mm oversize	72MM 2.834 In	Cylinder boring	ROAD DRAG TURBO	10.5:1 12.5:1 7.8:1	MTC-J1075 MTC-J1075H MTC-J1075T
1135CC J-Model: 4mm oversize GPZ: 1.5mm oversize	74MM 2.913 In	J-Model: Resleeve GPZ: Cylinder bore	ROAD DRAG TURBO	10.5:1 12.5:1 7.8:1	MTC-J1135 MTC-J1135H MTC-J1135T
1197CC J-Model: 6mm oversize GPZ: 3.5mm oversize	76MM 2.992 In	Resleeve bore crankcase	ROAD DRAG TURBO	10.5:1 12.5:1 7.8:1	MTC-J1197 MTC-J1197H MTC-J1197T
1261CC J-Model: 8mm oversize GPZ: 5.5mm oversize	78MM 3.070 In	Resleeve bore crankcase	ROAD DRAG TURBO	10.5:1 12.5:1 7.8:1	MTC-J1261 MTC-J1261H MTC-J1261T
1327CC J-Model: 10mm oversize GPZ: 7.5mm oversize	80MM 3.149 In	Big block required bore crankcase	ROAD DRAG TURBO	10.5:1 13.5:1 7.8:1	MTC-J1327 MTC-J1327H MTC-J1327T
1394CC J-Model: 12mm oversize	82MM 3.229 In	Big block required bore crankcase	ROAD DRAG	10.5:1 13.5:1	MTC-J1394 MTC-J1394H
1428CC J-Model: 13mm oversize GPZ: 10.5mm oversize	83MM 3.267 In	Big block required bore crankcase	ROAD DRAG TURBO	10.5:1 13.5:1 7.8:1	MTC-J1428 MTC-J1428H MTC-J1428T
1500CC J-Model: 15mm oversize GPZ: 12.5mm oversize	85MM 3.346 In	Big block required bore crankcase	TURBO	7.8:1	MTC-J1500T



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Kawasaki ZX-9

YEARS	1998-1999
STROKE	50.87MM
RING GROOVES	1.0, 1.0, 2.0
KIT CONTAINS	4 PISTONS, RINGS, WRIST PINS, AND BUTTONS
WRIST PIN SIZE	18MM
VALVE SIZE	30.5MM IN, 26.5MM EX (POCKET 1 MM LARGER)

Kawasaki ZX-11

YEARS	1990-1999
STROKE	58MM
RING GROOVES	1.0, 1.2, 2.8
KIT CONTAINS	4 PISTONS, RINGS, WRIST PINS, AND BUTTONS
WRIST PIN SIZE	18MM
VALVE SIZE	32MM IN, 27MM EX (POCKET 1 MM LARGER)

Kawasaki ZX-14

YEARS	2006-2009
STROKE	61MM
RING GROOVES	FLAT TOP: 1.0, 1.0, 2.0; TALL
DECK:	1.0, 1.2, 2.8;
STROKER:	1.0, 3.6 (2.8+SPACER)
KIT CONTAINS	4 PISTONS, RINGS, WRIST PINS, AND CLIPS
WRIST PIN SIZE	20MM
MAX VALVE SIZE	"FLAT TOP/TALL DECK: 34MM IN, 29MM EX
STROKER:	35.5MM IN, 30.75MM EX (POCKET 1MM LARGER)"

Kawasaki ZX-10

YEARS	2004-2005
STROKE	55MM
RING GROOVES	0.8, 0.8, 1.5 (76MM) 1.0, 1.0, 2.0 (79MM)
KIT CONTAINS	4 PISTONS, RINGS, WRIST PINS, AND CLIPS
WRIST PIN SIZE	17MM
VALVE SIZE	31.5MM IN, 26.5MM EX (POCKET 1 MM LARGER)

Kawasaki ZX-12

YEARS	2000-2005
STROKE	55.40MM
RING GROOVES	1.0, 1.0, 2.0 (83MM) 1.0, 1.2, 2.8 (85-86MM)
KIT CONTAINS	4 PISTONS, RINGS, WRIST PINS, AND CLIPS
WRIST PIN SIZE	21MM
VALVE SIZE	35.5MM IN, 30.75MM EX (POCKET 1 MM LARGER)

Kawasaki ZX-9

Displacement	Bore Size	Installation Requirements	Usage	Comp Ratio	Part Number
998CC 4mm oversize	79MM 3.110 In	Bore block & replate	STREET	11.5:1	MTC-ZX09-0998

Kawasaki ZX-10

998CC	76MM 2.992 In	Drop in (NO RINGS - use OEM rings)	TURBO	9.8:1	MTC-ZX10-998T
1137CC 3mm oversize	79MM 3.110 In	Bore block & replate	STREET DRAG	12.5:1 14.5:1	MTC-ZX10-1137FT MTC-ZX10-1137H

Kawasaki ZX-11

1109CC 2mm oversize	78MM 3.070 In	Bore block & replate +Requires .060 spacer plate, Turbo/Nitrous	ROAD TALL DECK	12.5:1 9.8:1	MTC-ZX1109H MTC-ZX1109-TD
1195CC 5mm oversize	81MM 3.189 In	Resleeve - After-market block required +Requires .060 spacer plate, Turbo/Nitrous	ROAD TURBO	12.5:1 9.8:1	MTC-ZX1195H-TD MTC-ZX1195T-TD

Kawasaki ZX-12

1199CC	83MM 3.267 In	Drop in Drop in Requires .060 spacer, Turbo/Nitrous	FLAT TOP TURBO TALL DECK	12.5:1 11:1 11:1	MTC-ZX1199 MTC-ZX1199T MTC-Z1199T-TD
1256CC	85MM 3.346In	Bore block & replate	DRAG	14.7:1	MTC-ZX1256H
1256CC PRO LITE	85MM 3.346In	Bore block & replate	DRAG	14.7:1	MTC-4VPL-85ZX
1287CC PRO LITE	86MM 3.386 In	Bore block & replate	DRAG	14.7:1	MTC-4VPL-862X

Kawasaki ZX-14

1352CC	84MM 3.307 In	Std Bore"3.307 In" Drop in Drop In + Requires 2mm Shorter Rod Drop In + Requires 4mm Stroker Crank	FLAT TOP TALL DECK STROKER	12.25:1 11:1 12.25:1	MTC-ZX14-1352H-FT MTC-ZX14-1352-TD MTC-ZX14-1352S
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Suzuki Piston Kits

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Suzuki GS 1150

YEARS	ALL YEARS
STROKE	66MM
RING GROOVES	1.0, 1.2, 2.8
KIT CONTAINS	4 PISTONS, RINGS, WRIST PINS, BUTTONS, AND HEAD GASKET
WRIST PIN SIZE	20MM
VALVE SIZE	31MM IN, 26MM EX (POCKET 1MM LARGER)



Displacement	Bore Size	Installation Requirements	Usage	Comp Ratio	Part Number
1134CC	74MM	Drop in	ROAD	10.5:1	MTC-1134-20
Std. Bore	2.913 In		DRAG	12.5:1	MTC-1134H-20
			TURBO	7.8:1	MTC-1134T-20
1166CC	75MM	Cylinder boring	ROAD	10.5:1	MTC-1166-20
1mm oversize	2.952 In		DRAG	12.5:1	MTC-1166H-20
			TURBO	7.8:1	MTC-1166T-20
1198CC	76MM	Cylinder boring	ROAD	10.5:1	MTC-1198-20
2mm oversize	2.992 In		DRAG	12.5:1	MTC-1198H-20
			TURBO	7.8:1	MTC-1198T-20
1230CC	77MM	Cylinder boring	ROAD	10.5:1	MTC-1230-20
3mm oversize	3.031 In		DRAG	12.5:1	MTC-1230H-20
			TURBO	7.8:1	MTC-1230T-20
1261CC	78MM	Resleeve	ROAD	10.5:1	MTC-1261-20
4mm oversize	3.070 In	Bore crankcase	DRAG	13.5:1	MTC-1261H-20
			TURBO	7.8:1	MTC-1261T-20
1327CC	80MM	Big block required	ROAD	10.5:1	MTC-1327-20
6mm oversize	3.149 In	Bore crankcase	DRAG	13.5:1	MTC-1327H-20
			TURBO	7.8:1	MTC-1327T-20
1395CC	82MM	Big block required	ROAD	10.5:1	MTC-1395-20
8mm oversize	3.228 In	Bore crankcase	DRAG	13.5:1	MTC-1395H-20
			TURBO	7.8:1	MTC-1395T-20
1428CC	83MM	Big block required	ROAD	10.5:1	MTC-1428-20
9mm oversize	3.267 In	Bore crankcase	DRAG	13.5:1	MTC-1428H-20
			TURBO	7.8:1	MTC-1428T-20
1464CC	84MM	Big block required	ROAD	10.5:1	MTC-1464-20
10mm oversize	3.307 In	Bore crankcase	DRAG	13.5:1	MTC-1464H-20
			TURBO	7.8:1	MTC-1464T-20
1500CC	85MM	Big block required	DRAG	13.5:1	MTC-1500H-20
11mm oversize	3.346 In	Bore crankcase	FLAT TOP	11:1	MTC-1500T-20
1500CC PRO LITE	85MM	Big block required	DRAG	15:1	MTC-4VPL-85-20
11mm oversize	3.346 in.	Bore crankcase	FLAT TOP	11:1	MTC-4VPL-85FT-20
1570CC PRO LITE	87MM	Big block required	DRAG	15:1	MTC-4VPL-87-20
13mm oversize	3.425 in.	Bore crankcase & add valve pockets	FLAT TOP	11:1	MTC-4VPL-87FT-20
1640CC PRO LITE	89MM	Big block required	DRAG	15:1	MTC-4VPL-89-20
15mm oversize	3.504 in.	Bore crankcase & add valve pockets	FLAT TOP	11:1	MTC-4VPL-89FT-20

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Suzuki GS 1100

YEARS	ALL YEARS
STROKE	66MM
RING GROOVES	1.0, 1.2, 2.8
KIT CONTAINS	4 PISTONS, RINGS, WRIST PINS, BUTTONS, AND HEAD GASKET
WRIST PIN SIZE	18MM
VALVE SIZE	31MM IN, 26MM EX (POCKET 1MM LARGER)

Displacement	Bore Size	Installation Requirements	Usage	Comp Ratio	Part Number
1104CC	73MM	Cylinder boring	ROAD	10.5:1	MTC-S1104
1mm oversize	2.874 in.		DRAG	12.5:1	MTC-S1104H
			TURBO	7.8:1	MTC-S1104T
1134CC	74MM	Cylinder boring	ROAD	10.5:1	MTC-S1134
2mm oversize	2.913 in.		DRAG	12.5:1	MTC-S1134H
			TURBO	7.8:1	MTC-S1134T
1166CC	75MM	Cylinder boring	ROAD	10.5:1	MTC-S1166
3mm oversize	2.952 in.		DRAG	12.5:1	MTC-S1166H
			TURBO	7.8:1	MTC-S1166T
1198CC	76MM	Resleeve and Bore crankcase	ROAD	10.5:1	MTC-S1198
4mm oversize	2.992 in.		DRAG	12.5:1	MTC-S1198H
			TURBO	7.8:1	MTC-S1198T
1230CC	77MM	Resleeve and Bore crankcase	ROAD	10.5:1	MTC-S1230
5mm oversize	3.031 in.		DRAG	12.5:1	MTC-S1230H
			TURBO	7.8:1	MTC-S1230T
1261CC	78MM	Resleeve and Bore crankcase	ROAD	10.5:1	MTC-S1261
6mm oversize	3.070 in.		DRAG	13.5:1	MTC-S1261H
			TURBO	7.8:1	MTC-S1261T
1327CC	80MM	Big block required Bore crankcase	ROAD	10.5:1	MTC-S1327
8mm oversize	3.149 in.		DRAG	13.5:1	MTC-S1327H
			TURBO	7.8:1	MTC-S1327T
1395CC	82MM	Big block required Bore crankcase	ROAD	10.5:1	MTC-S1395
10mm oversize	3.228 in.		DRAG	13.5:1	MTC-S1395H
			TURBO	7.8:1	MTC-S1395T
1428CC	83MM	Big block required Bore crankcase	ROAD	10.5:1	MTC-S1428
11mm oversize	3.267 in.		DRAG	13.5:1	MTC-S1428H
			TURBO	7.8:1	MTC-S1428T
1464CC	84MM	Big block required Bore crankcase	ROAD	10.5:1	MTC-S1464
12mm oversize	3.307 in.		DRAG	13.5:1	MTC-S1464H
			TURBO	7.8:1	MTC-S1464T
1500CC	85MM	Big Block Required Bore crankcase	DRAG	13.5:1	MTC-S1500H
13mm oversize	3.346 in.		FLAT TOP	11:1	MTC-S1500T
1500CC PRO LITE	85MM	Big block required Bore crankcase	DRAG	15:1	MTC-4VPL-85
13mm oversize	3.346 in.		FLAT TOP	11:1	MTC-4VPL-85FT
1570CC PRO LITE	87MM	Big block required Bore crankcase & add valve pockets	DRAG	15:1	MTC-4VPL-87
15mm oversize	3.425 in.		FLAT TOP	11:1	MTC-4VPL-87FT
1605CC PRO LITE	88MM	Big block required Bore crankcase & add valve pockets	DRAG	15:1	MTC-4VPL-88
16mm oversize	3.465 in.		FLAT TOP	11:1	MTC-4VPL-88FT
1640CC PRO LITE	89MM	Big Block Required Bore crankcase & add valve pockets	DRAG	15:1	MTC-4VPL-89
17mm oversize	3.504 in.		FLAT TOP	11:1	MTC-4VPL-89FT



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Suzuki GSXR 750 Watercooled High Compression

YEARS	1996-1999
STROKE	46MM
RING GROOVES	STOCK OEM
KIT CONTAINS	4 PISTONS, PINS, AND BUTTONS
WRIST PIN SIZE	16MM
VALVE SIZE	28.5MM IN, 26MM EX (POCKET 1MM LARGER)

Suzuki GSXR 1000 Watercooled

YEARS	2001-2004
STROKE	59MM
RING GROOVES	1.0, 1.0, 2.0
KIT CONTAINS	4 PISTONS, RINGS, WRIST PINS, AND CLIPS
WRIST PIN SIZE	16MM
VALVE SIZE	30.5MM IN, 25MM EX (POCKET 1MM LARGER)

Suzuki GSXR 1100 Watercooled

YEARS	1993-1998
STROKE	60MM
RING GROOVES	1.0, 1.2, 2.8
KIT CONTAINS	4 PISTONS, RINGS, WRIST PINS, BUTTONS, AND HEAD GASKET
WRIST PIN SIZE	20MM

Suzuki GSXR 750 Watercooled High Compression

Displacement	Bore Size	Installation Requirements	Usage	Comp Ratio	Part Number
748CC Std Bore	72MM 2.835 In	Drop in	DRAG	14:1	MTC-S748HW

Suzuki GSXR 1000 Watercooled

1043CC 2mm oversize	75MM 2.952 In	Bore block & replate	DRAG	14.5:1	MTC-R1043H
1070CC 3mm oversize	76MM 2.992 In	Bore block & replate	DRAG	14.5:1	MTC-R1070H

Suzuki GSXR 1100 Watercooled

1117CC 1mm oversize	77MM 3.032 In	Cylinder boring	ROAD TURBO	11:1 9.8:1	MTC-R1117W MTC-R1117TW
1191CC 3.5mm oversize	79.5MM 3.129 In	Resleeving & bore crankcase	DRAG	12:1	MTC-R1191HW

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Suzuki GSXR 1100 58mm Stroke

YEARS	1986-88
STROKE	58MM
RING GROOVES	1.0, 1.2, 2.8
KIT CONTAINS	4 PISTONS, RINGS, WRIST PINS, BUTTONS, AND HEAD GASKET
WRIST PIN SIZE	20MM
VALVE SIZE	29.5 IN 26MM EX (POCKET 1 MM LARGER)

Displacement	Bore Size	Installation Requirements	Usage	Comp Ratio	Part Number
1107CC 2mm oversize	78MM 3.070 in.	Cylinder boring	ROAD DRAG TURBO	12.0:1 13.5:1 10.0:1	MTC-R1107 MTC-R1107H MTC-R1107T
1165CC 4mm oversize	80MM 3.149 in.	Resleeving bore crankcase	ROAD DRAG TURBO	12.0:1 13.5:1 10.0:1	MTC-R1165 MTC-R1165H MTC-R1165T
1195CC 5mm oversize	81MM 3.189 in.	Resleeving bore crankcase	ROAD DRAG TURBO	12.0:1 13.5:1 10.0:1	MTC-R1195 MTC-R1195H MTC-R1195T
1224CC 6mm oversize	82MM 3.228 in.	Big block required bore crankcase	ROAD DRAG TURBO	12.0:1 13.5:1 10.0:1	MTC-R1224 MTC-R1224H MTC-R1224T
1254CC 7mm oversize	83MM 3.267 in.	Big block required bore crankcase	ROAD DRAG TURBO	12.0:1 13.5:1 10.0:1	MTC-R1254 MTC-R1254H MTC-R1254T
1285CC 8mm oversize	84MM 3.307 in.	Big block required bore crankcase	ROAD DRAG TURBO	12.0:1 13.5:1 10.0:1	MTC-R1285 MTC-R1285H MTC-R1285T
1315CC 9mm oversize	85MM 3.346 in.	Big block required bore crankcase	ROAD DRAG TURBO	12.0:1 13.5:1 10.0:1	MTC-R1315 MTC-R1315H MTC-R1315T



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Swedish Funnybike Racer



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Suzuki GSXR 1100 **59 mm Stroke**

YEARS	1989-92, KATANA 1988-93
STROKE	59MM
RING GROOVES	1.0, 1.2, 2.8
KIT CONTAINS	4 PISTONS, RINGS, WRIST PINS, BUTTONS, AND HEAD GASKET
WRIST PIN SIZE	20MM
VALVE SIZE	29.5MM IN 26MM EX (POCKET 1MM LARGER)



Displacement	Bore Size	Installation Requirements	Usage	Comp Ratio	Part Number
1127CC Std. Bore	78MM 3.070 In	Drop in	ROAD DRAG TURBO	12.0:1 13.5:1 10.0:1	MTC-R1127 MTC-R1127H MTC-R1127T
1185CC 2mm oversize	80MM 3.149 In	Cylinder boring	ROAD DRAG TURBO	12.0:1 13.5:1 10.0:1	MTC-R1185 MTC-R1185T MTC-R1185H
1216CC 3mm oversize	81MM 3.189 In	Cylinder boring	ROAD DRAG TURBO	12.0:1 13.5:1 10.0:1	MTC-R1216 MTC-R1216T MTC-R1216H
1246CC 4mm oversize	82MM 3.228 In	Resleeving bore crankcase	ROAD DRAG TURBO	12.0:1 13.5:1 10.0:1	MTC-R1246 MTC-R1246H MTC-R1246T
1276CC 5mm oversize	83MM 3.267 In	Resleeving bore crankcase	ROAD DRAG TURBO	12.0:1 13.5:1 10.0:1	MTC-R1276 MTC-R1276H MTC-R1276T
1307CC 6mm oversize	84MM 3.307 In	Resleeving bore crankcase	ROAD DRAG TURBO	12.0:1 13.5:1 10.0:1	MTC-R1307 MTC-R1307H MTC-R1307T
1338CC 7mm oversize	85MM 3.346 In	Resleeving bore crankcase	ROAD DRAG TURBO	12.0:1 13.5:1 10.0:1	MTC-R1338 MTC-R1338H MTC-R1338T

Leslie Porterfield
Land Speed Record Holder



Suzuki Piston Kits

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Suzuki GSX1300R HAYABUSA

YEARS	1999-2007
STROKE	63MM
RING GROOVES	1.0, 1.0, 2.0 (81-83MM) 1.0, 1.2, 2.8 (84-86MM)
KIT CONTAINS	4 PISTONS, RINGS, WRIST PINS, AND BUTTONS OR CLIPS
WRIST PIN SIZE	20MM
VALVE SIZE	34.5MM IN, 29.5MM EX (POCKET 1MM LARGER)

Displacement	Bore Size	Installation Requirements	Usage	Comp Ratio	Part Number
1300CC Std. Bore	81MM 3.188 in.	Drop In	STREET	13:1	MTC-RH1300HFT
			TURBO	10.5:1	MTC-RH1300T
		+Requires .060 spacer, Turbo/Nitrous	TALL DECK	13:1	MTC-RH1300-TD
1363CC 2mm oversize	83MM 3.267 in.	Bore block & replate	STREET	13:1	MTC-RH1363
			DRAG	14.7:1	MTC-RH1363H
			TURBO	10.5:1	MTC-RH1363T
		+Requires .060 spacer, Turbo/Nitrous	TALL DECK	13:1	MTC-RH1363-TD
1363CC PRO LITE 2mm oversize	83MM 3.267 in.	Bore block & replate	STREET	13:1	MTC-4VPL-83HFT
			DRAG	14.7:1	MTC-4VPL-83H
1394CC 3mm oversize	84MM 3.307 in.	Bore block & replate	STREET	13:1	MTC-RH1394
			DRAG	14.7:1	MTC-RH1394H
1394CC PRO LITE 3mm oversize	84MM 3.307 in.	Bore block & replate	STREET	13:1	MTC-4VPL-84HFT
			DRAG	14.7:1	MTC-4VPL-84H
1429CC 4mm oversize	85MM 3.346 in.	Bore block & replate	STREET	13:1	MTC-RH1429
			DRAG	14.7:1	MTC-RH1429H
1429CC PRO LITE 4mm oversize	85MM 3.346 in.	Bore block & replate	STREET	13:1	MTC-4VPL-85HFT
			DRAG	14.7:1	MTC-4VPL-85H
1463CC PRO LITE 5mm oversize	86MM 3.386 in.	Bore block & replate	STREET	13:1	MTC-4VPL-86HFT
			DRAG	14.7:1	MTC-4VPL-86H

YEARS	2008-Present
STROKE	65MM
RING GROOVES	1.0, 1.0, 2.0 (81-83MM) 1.0, 1.2, 2.8 (84-86MM)
KIT CONTAINS	4 PISTONS, RINGS, WRIST PINS, AND CLIPS
WRIST PIN SIZE	18MM
VALVE SIZE	34.5MM IN, 29.5MM EX (POCKET 1MM LARGER)

Displacement	Bore Size	Installation Requirements	Usage	Comp Ratio	Part Number
1340CC Std. Bore	81MM 3.188 in.	Drop In	STREET	13:1	MTC-RH08-1340
			TURBO	10.5:1	MTC-RH08-1340T
		+Requires OEM Base Gasket plus .060 Spacer Plate	TALL DECK	13:1	MTC-RH08-1340-TD
1407CC 2mm oversize	83MM 3.267 in	Bore block & replate	STREET	13:1	MTC-RH08-1407
			DRAG	14.7:1	MTC-RH08-1407H
			TURBO	10.5:1	MTC-RH08-1407T
		+Requires OEM Base Gasket plus .060 Spacer Plate	TALL DECK	13:1	MTC-RH08-1407-TD
1441CC 3mm oversize	84MM 3.307 in	Bore block & replate	STREET	13:1	MTC-RH08-1441
			DRAG	14.7:1	MTC-RH08-1441H



Yamaha Piston Kits

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Yamaha V MAX

YEARS	ALL YEARS
STROKE	66MM
RING GROOVES	1.0, 1.2, 2.8
KIT CONTAINS	4 PISTONS, RINGS, WRIST PINS, AND BUTTONS
WRIST PIN SIZE	19MM
VALVE SIZE	30MM IN, 26.5MM EX (POCKET 1MM LARGER)



Displacement	Bore Size	Installation Requirements	Usage	Comp Ratio	Part Number
1260CC	78MM	Cylinder boring only	DRAG	14:1	MTC-YV1260
2mm oversize	3.070 in.				
1327CC	80MM	Resleeve	DRAG	14:1	MTC-YV1327
4mm oversize	3.149 in.				



Bill Warner
Land Speed Record Holder

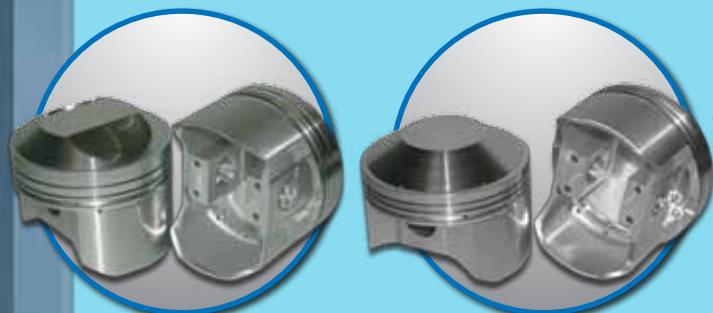
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Racing Piston Kits

KIT CONTAINS 4 PISTONS, RINGS, WRIST PINS, AND BUTTONS OR CLIPS

Pro Mod

Bore Size	Style	Deck Height	Valve Size	Pin Size	Part Number
83MM	2 Valve	.775 w/18MM	42 in. 36 ex.	17 or 18 MM	MTC-2VPM-83
85MM	2 Valve	.775 w/18MM	42 in. 36 ex.	17 or 18 MM	MTC-2VPM-85
87MM	2 Valve	.775 w/18MM	42 in. 36 ex.	18 MM	MTC-2VPM-87
89MM	2 Valve	.775 w/18MM	42 in. 36 ex.	18 MM	MTC-2VPM-89
83MM	4 Valve Suzuki	.835 w/18MM	31 in. 28.5 ex.	18 or 20 MM	MTC-4VPM-83
85MM	4 Valve Suzuki	.835 w/18MM	31 in. 28.5 ex.	18 or 20 MM	MTC-4VPM-85

Pro Stock

85MM	2 Valve	.635 w/17MM	No Pockets	17MM	MTC-2VPS-85-17
		.615 w/18MM		18MM	MTC-2VPS-85
87MM	2 Valve	.615 w/18MM	No Pockets	18MM	MTC-2VPS-87
89MM	2 Valve	.615 w/18MM	No Pockets	18MM	MTC-2VPS-

45 Degree Dome

KIT CONTAINS BUTTONS INSTEAD OF CLIPS

83MM	2 Valve Kawasaki	.645 w/17MM	37 in. 32 ex.	17 or 18MM	MTC-2V45-83
85MM	2 Valve Kawasaki	.645 w/17MM	37 in. 32 ex.	17 or 18MM	MTC-2V45-85

Top Fuel

KIT CONTAINS BUTTONS INSTEAD OF CLIPS

80MM	2 Valve	.735 w/17MM	36 in. 31 ex.	17, 18, or 20MM	MTC-TF2V-80
83MM	2 Valve	.676 w/20MM	36 in. 31 ex.	20MM	MTC-TF2V-83
83MM	4 Valve	.900 w/18MM	31 in. 31 ex.	18 or 20MM	MTC-TF4V-83

Note: Valve pocket is cut 1MM larger than valve size listed

Hector Arana
2009 NHRA Pro-Stock Champion





Harley Davidson Piston Kits

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80" Evolution Big Twin

YEARS	1984-PRESENT
STROKE	4.25 IN
KIT CONTAINS	2 PISTONS, RINGS, CLIPS, AND WRIST PINS
WRIST PIN SIZE	0.792
VALVE SIZE	2.140 IN, 1.740 EX



Displacement	Bore Size	Installation Requirements	Comp Ratio	Part Number
80CI	3 1/2	Drop in	10:1	MTC-HD3500
80CI	3 1/2	Hone cylinders to +.005	10:1	MTC-HD350005
80CI	3 1/2	Bore and hone cylinders to +.010	10:1	MTC-HD350010
80CI	3 1/2	Bore and hone cylinders to +.020	10:1	MTC-HD350020
80CI	3 1/2	Bore and hone cylinders to +.030	10:1	MTC-HD350030
88CI	3 5/8	After-market cylinder required	10:1	MTC-HD3625
88CI	3 5/8	After-market cylinder required	10:1	MTC-HD362505
88CI	3 5/8	After-market cylinder required	10:1	MTC-HD362510

Twin Cam 88

YEARS	1999-2006
STROKE	4 IN
KIT CONTAINS	2 PISTONS, RINGS, CLIPS, AND WRIST PINS
WRIST PIN SIZE	0.927
VALVE SIZE	2.040 IN, 1.790 EX (95CI); 2.100 IN, 1.790 EX (107CI - 131CI)



Displacement	Bore Size	Installation Requirements	Comp Ratio	Part Number
95CI	3 7/8	Bore and hone cylinders	10.5:1	MTC-HD3875
95CI	3 7/8	Bore and hone cylinders	15:1	MTC-HD3875H
95CI	3 7/8	Bore and hone cylinders to +.005	10.5:1	MTC-HD387505
95CI	3 7/8	Bore and hone cylinders to +.005	15:1	MTC-HD387505H
95CI	3 7/8	Bore and hone cylinders to +.010	10.5:1	MTC-HD387510
95CI	3 7/8	Bore and hone cylinders to +.010	15:1	MTC-HD387510H
95CI	3 7/8	Bore and hone cylinders to +.020	10.5:1	MTC-HD387520
95CI	3 7/8	Bore and hone cylinders to +.020	15:1	MTC-HD387520H
107CI	4 1/8 *	Resleeve, bore, and hone	9.8:1	MTC-HD4125
107CI	4 1/8 *	Resleeve, bore, and hone to +.010	10.5:1	MTC-HD412510
107CI	4 1/8 *	Resleeve, bore, and hone to +.020	10.5:1	MTC-HD412520
117CI, 4 3/8 STROKE	4 1/8 *	Resleeve, bore, and hone	9.8:1	MTC-HD4125-4375
117CI, 4 3/8 STROKE	4 1/8 *	Resleeve, bore, and hone to +.010	9.8:1	MTC-HD412510-4375
117CI, 4 3/8 STROKE	4 1/8 *	Resleeve, bore, and hone to +.020	9.8:1	MTC-HD412520-4375
124CI, 4 5/8 STROKE	4 1/8 *	Resleeve, bore, hone, and fly-wheels	9.8:1	MTC-HD4125-4625
124CI, 4 5/8 STROKE	4 1/8 *	Resleeve, bore, hone to +.010, and fly-wheels	9.8:1	MTC-HD412510-4625
124CI, 4 5/8 STROKE	4 1/8 *	Resleeve, bore, hone to +.020, and fly-wheels	9.8:1	MTC-HD412520-4625
131CI, 4 5/8 STROKE	4 1/4	After-market motor required	9.8:1	MTC-HD4250
131CI, 4 5/8 STROKE	4 1/4	After-market motor required (hone +.005)	9.8:1	MTC-HD425005
131CI, 4 5/8 STROKE	4 1/4	After-market motor required (hone +.010)	9.8:1	MTC-HD425010
131CI, 4 5/8 STROKE	4 1/4	After-market motor required (hone +.020)	9.8:1	MTC-HD425020
131CI, 4 5/8 STROKE	4 1/4	After-market motor required (hone +.030)	9.8:1	MTC-HD425030
131CI, 4 5/8 STROKE	4 1/4	After-market motor required (hone +.005)	9.8:1	MTC-HD425005
131CI, 4 5/8 STROKE	4 1/4	After-market motor required (hone +.010)	9.8:1	MTC-HD425010
131CI, 4 5/8 STROKE	4 1/4	After-market motor required (hone +.020)	9.8:1	MTC-HD425020
131CI, 4 5/8 STROKE	4 1/4	After-market motor required (hone +.030)	9.8:1	MTC-HD425030

* These pistons will fit into stock cylinders that have been resleeved. MTC has sleeves for this application and torque plates for this and many other V-Twin applications.

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Wrist Pin Buttons

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Kawasaki KZ900/1000/ GPZ1100 81-84

Diameter	Length (in)	Bore Size (SWP)	Bore Size (TSP)	Part Number
17mm	0.243	70mm	71mm	WPB-17-243
17mm	0.282	72mm	73mm	WPB-17-282
17mm	0.322	74mm	75mm	WPB-17-322
17mm	0.342	75mm	76mm	WPB-17-342
17mm	0.361	76mm	77mm	WPB-17-361
17mm	0.381	77mm	78mm	WPB-17-381
17mm	0.401	78mm	79mm	WPB-17-401
17mm	0.420	79mm	80mm	WPB-17-420
17mm	0.440	80mm	81mm	WPB-17-440
17mm	0.460	81mm	81mm	WPB-17-460
17mm	0.479	82mm	83mm	WPB-17-479
17mm	0.499	83mm	84mm	WPB-17-499
17mm	0.519	84mm	85mm	WPB-17-519
17mm	0.538	85mm	86mm	WPB-17-538

Suzuki GS1100

Diameter	Length (in)	Bore Size (SWP)	Bore Size (TSP)	Part Number
18mm	0.268	72mm	72mm	WPB-18-268
18mm	0.287	73mm	73mm	WPB-18-287
18mm	0.307	74mm	74mm	WPB-18-307
18mm	0.327	75mm	75mm	WPB-18-327
18mm	0.347	76mm	76mm	WPB-18-347
18mm	0.366	77mm	77mm	WPB-18-366
18mm	0.386	78mm	78mm	WPB-18-386
18mm	0.425	80mm	80mm	WPB-18-425
18mm	0.464	82mm	82mm	WPB-18-464
18mm	0.484	83mm	83mm	WPB-18-484
18mm	0.504	84mm	84mm	WPB-18-504
18mm	0.523	85mm	85mm	WPB-18-523

Suzuki GS1150 and GSXR

Diameter	Length (in)	Bore Size (SWP)	Bore Size (TSP)	Part Number
20mm	0.267	74mm	71mm	WPB-20-267
20mm	0.287	75mm	72mm	WPB-20-287
20mm	0.306	76mm	73mm	WPB-20-306
20mm	0.326	77mm	74mm	WPB-20-326
20mm	0.346	78mm	75mm	WPB-20-346
20mm	0.365	79mm	76mm	WPB-20-365
20mm	0.385	80mm	77mm	WPB-20-385
20mm	0.405	81mm	78mm	WPB-20-405
20mm	0.424	82mm	79mm	WPB-20-424
20mm	0.444	83mm	80mm	WPB-20-444
20mm	0.463	84mm	81mm	WPB-20-463
20mm	0.483	85mm	82mm	WPB-20-483
20mm	0.503	86mm	83mm	WPB-20-503
20mm	0.523	87mm	84mm	WPB-20-523
20mm	0.538	88mm	85mm	WPB-20-538
20mm	0.558	89mm	86mm	WPB-20-558

Cir-Clips

All clips sold in pairs

Install the end of one lock at 90 degrees from the pick lock groove. Use a stiff small bladed screwdriver and insert the tip into the pick lock groove while you wedge the lock into the groove without kinking or deforming the lock. After the first lock is in place, seat the lock by solidly hitting the wrist pin with a brass drift pin. Now install the connecting rod and the second lock. Seat the second lock in the same manner as the first. Just as a precaution, we recommend hitting each side of the wrist pin with the brass drift pin an additional time. Perform these functions on a cloth towel or soft rubber pad so no damage to the piston occurs.

Bore Size	Part Number
15mm	CIR-CC15
16mm	CIR-CC16
17mm	CIR-CC17
18mm	CIR-CC18
19mm	CIR-CC19
20mm	CIR-CC20
21mm	CIR-CC21
22mm	CIR-CC22
23mm	CIR-CC23
0.927in	CIR-CC927

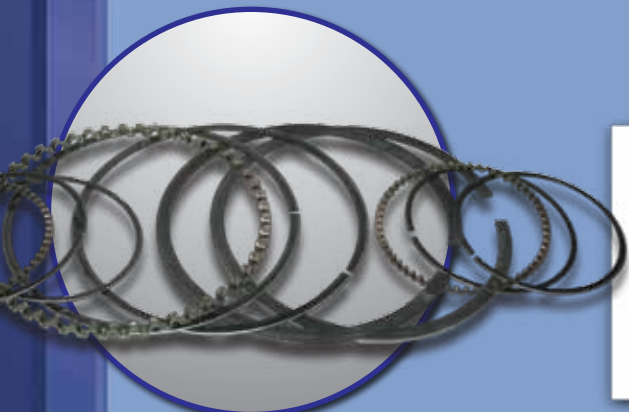
Rings & Wrist Pins

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Replacement Rings

.059 X .059 X .110 XN style
65mm - 80mm

.039 X .047 X .110 XC & GNH style
65mm - 89mm

.039 X .039 X .079 XG style & GNH style 75mm - 83mm

.031 X .047 X .110 XACC style
(for ProStock)
85mm & 89mm

Limited sizes

.047 X .047 X .110

Call for availability of bore!

Tool Steel Wrist Pins



DIAMETER	LENGTH (in)	WALL (in)	PART NUMBER
16mm	2.050	0.140	TSP-16-140
17mm	2.254	0.108	TSP-17-108
17mm	1.820	0.112	TSP-17-112
17mm	2.350	0.180	TSP-17-180
17mm	1.820	0.180	TSP-17-182
18mm	1.820	0.112	TSP-18-112
18mm	2.280	0.150	TSP-18-150
18mm	1.820	0.150	TSP-18-151
18mm	2.280	0.180	TSP-18-181
18mm	1.820	0.180	TSP-18-182
19mm	2.000	0.130	TSP-19-130
19mm	2.250	0.160	TSP-19-160
20mm	1.820	0.122	TSP-20-112
20mm	2.250	0.140	TSP-20-140
20mm	2.365	0.200	TSP-20-200
20mm	2.355	0.250	TSP-20-250
21mm	1.820	0.112	TSP-21-112
21mm	2.250	0.114	TSP-21-114
21mm	2.250	0.160	TSP-21-160
22mm	2.205	0.160	TSP-22-160
22mm	2.500	0.120	TSP-22-120
23mm	2.595	0.160	TSP-23-160
24mm	2.500	0.140	TSP-24-140
0.927in	2.750	0.130	TSP-927-2.750

Standard Hard Chromed Wrist Pins

DIAMETER	LENGTH (in)	WALL (in)	PART NUMBER
16mm	2.050	0.150	SWP-16-150
17mm	2.250	0.130	SWP-17-130
18mm	2.280	0.130	SWP-18-130
20mm	2.360	0.135	SWP-20-135
21mm	2.250	0.150	SWP-21-150
0.792in	2.600	0.150	SWP-792HD
0.927in	2.750	0.150	SWP-927HD



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Head Gaskets

Kawasaki Head Gaskets

Model	Displacement	Bore	Thickness	Material	Part Number
KZ900/1000/GPZ/J	1015cc	70mm	0.043	Copper	GAS-HG70K
	1045cc	71mm	0.043	Copper	GAS-HG71K
	1075cc	72mm	0.043	Copper	GAS-HG72K
	1103cc	73mm	0.043	Copper	GAS-HG73K
	1135cc	74mm	0.043	Copper	GAS-HG74K
	1166cc	75mm	0.043	Copper	GAS-HG75K
	1200cc	76mm	0.043	Copper	GAS-HG76K
	1229cc	77mm	0.043	Copper	GAS-HG77K
	1260cc	78mm	0.043	Copper	GAS-HG78K
	1327cc	80mm	0.043	Copper	GAS-HG80K
	1395cc	82mm	0.043	Copper	GAS-HG82K
	1428cc	83mm	0.043	Copper	GAS-HG83K
	1463cc	84mm	0.043	Copper	GAS-HG84K
	1500cc	85mm	0.043	Copper	GAS-HG85K
ZX-9	998cc	79mm	0.027	S/S	GAS-HG79ZX9 S/S
ZX-10	1078cc	79mm	0.027	S/S	GAS-HG79ZX10 S/S
ZX-11	1109cc	78mm	0.036	S/S	GAS-HG78ZX11
	1195cc	81mm	0.027	S/S	GAS-HG81ZX11
ZX-12	1199cc	83mm	0.030	S/S	GAS-HG83ZX12
	1257cc	85mm	0.030	S/S	GAS-HG85ZX12
	1287cc	86mm	0.030	S/S	GAS-HG86ZX12
ZX-14	1352cc	84mm	0.043	Copper	GAS-HG84ZX14
	1352cc	84mm	0.018	S/S	GAS-HG84ZX14 S/S

Suzuki Head Gaskets

Model	Displacement	Bore	Thickness	Material	Part Number
GS1100/1150	1103cc	73mm	0.043	Copper	GAS-HG73S
	1135cc	74mm	0.043	Copper	GAS-HG74S
	1168cc	75mm	0.043	Copper	GAS-HG75S
	1198cc	76mm	0.043	Copper	GAS-HG76S
	1260cc	78mm	0.043	Copper	GAS-HG78S
	1294cc	79mm	0.043	Copper	GAS-HG79S
	1327cc	80mm	0.043	Copper	GAS-HG80S
	1395cc	82mm	0.043	Copper	GAS-HG82S
	1428cc	83mm	0.043	Copper	GAS-HG83S
	1500cc	85mm	0.043	Copper	GAS-HG85S
	1568cc	87mm	0.043	Copper	GAS-HG87S
	1640cc	89mm	0.043	Copper	GAS-HG89S
GSXR1100 thru '92	1186cc	80mm	0.032	Copper	GAS-HG80XR
	1195/1216cc	81mm	0.032	Copper	GAS-HG81XR
	1224/1246cc	82mm	0.032	Copper	GAS-HG82XR
	1255/1277cc	83mm	0.032	Copper	GAS-HG83XR
	1285/1307cc	84mm	0.032	Copper	GAS-HG84XR
	1316/1340cc	85mm	0.032	Copper	GAS-HG85XR
	1617/1640cc	89mm	0.032	Copper	GAS-HG89XR
GSXR1000	1043cc	75mm	0.030	S/S	GAS-HG75XR10
	1071cc	76mm	0.030	S/S	GAS-HG76XR10
GSX1300R HAYABUSA	1300cc	81mm	0.032	Copper	GAS-HG81RH
	1300cc	81mm	0.030	S/S	GAS-HG81RH S/S
	1364cc	83mm	0.032	Copper	GAS-HG83RH
	1364cc	83mm	0.030	S/S	GAS-HG83RH S/S
	1394cc	84mm	0.032	Copper	GAS-HG84RH
	1394cc	84mm	0.030	S/S	GAS-HG84RH S/S
	1429cc	85mm	0.030	S/S	GAS-HG85RH S/S

Gaskets

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MTC Power Ring Head Gasket

Power Ring head Gasket come with 1 gasket & 4 power rings. Rings can also be purchased separately.

Model	Bore	Thickness	Material	Part Number
Kawasaki / Suzuki GS 1100/GSXR	78mm	0.043	Copper	GAS-PRKS78
	80mm	0.043	Copper	GAS-PRKS80
	82mm	0.043	Copper	GAS-PRKS82
	83mm	0.043	Copper	GAS-PRKS83
	84mm	0.043	Copper	GAS-PRKS84
	85mm	0.043	Copper	GAS-PRKS85
	87mm	0.043	Copper	GAS-PRKS87
	78mm	0.320	Copper	GAS-HG PR-ZX11
Kawasaki ZX-11	78mm	0.320	Copper	

Base Gaskets

Model	Sleeve O.D.	Thickness	Material	Part Number
Kawasaki KZ/J/GPZ	3.275	0.010	Copper	GAS-BGK3275-10
	3.285	0.020	Copper	GAS-BGK3285-20
	3.385	0.005	Copper	GAS-BGK3385-05
	3.385	0.010	Copper	GAS-BGK3385-10
	3.385	0.020	Copper	GAS-BGK3385-20
	3.385	0.040	Aluminum	GAS-BGK3385-40
	3.385	0.060	Aluminum	GAS-BGK3385-60
	3.490	0.010	Copper	GAS-BGK3490-10
	3.490	0.020	Copper	GAS-BGK3490-20
	3.490	0.040	Aluminum	GAS-BGK3490-40
	3.490	0.060	Aluminum	GAS-BGK3490-60
	3.560	0.010	Copper	GAS-BGK3560-10
Kawasaki ZX11 (Stock)		0.060	Aluminum	GAS-BGK3270
Kawasaki ZX12 (Stock)		0.010	S/S	GAS-BGZX12
		0.060	Aluminum	GAS-BGZX12-60
Suzuki GS1100/1150	3.385	0.010	Copper	GAS-BGS3385-10
	3.385	0.020	Copper	GAS-BGS3385-20
	3.450	0.005	Copper	GAS-BGS3450-05
	3.450	0.010	Copper	GAS-BGS3450-10
	3.450	0.020	Copper	GAS-BGS3450-20
	3.490	0.010	Copper	GAS-BGS3490-10
	3.490	0.020	Copper	GAS-BGS3490-20
	3.490	0.040	Aluminum	GAS-BGS3490-40
	3.490	0.060	Aluminum	GAS-BGS3490-60
	3.490	0.080	Aluminum	GAS-BGS3490-80
	3.490	0.100	Aluminum	GAS-BGS3490-100
	3.560	0.005	Copper	GAS-BGS3560-05
	3.560	0.010	Copper	GAS-BGS3560-10
	3.560	0.020	Copper	GAS-BGS3560-20
	3.660	0.005	Copper	GAS-BGS3660-05
	3.660	0.010	Copper	GAS-BGS3660-10
	3.660	0.020	Copper	GAS-BGS3660-20
Suzuki GSXR Oil cooled	3.450	0.010	Copper	GAS-BGXR3450-10
	3.460	0.010	Copper	GAS-BGXR3460-10
	3.560	0.010	Copper	GAS-BGXR3560-10
	3.560	0.020	Copper	GAS-BGXR3560-20
	3.610	0.010	Copper	GAS-BGXR3610-10
Suzuki GSX1300R		0.010	S/S	GAS-BGGSX-010
Hayabusa (Stock)		0.020	S/S	GAS-BGGSX-020
		0.032	Aluminum	GAS-BGGSX-032
		0.040	Aluminum	GAS-BGGSX-040
		0.063	Aluminum	GAS-BGGSX-063
		0.080	Aluminum	GAS-BGGSX-080
		0.100	Aluminum	GAS-BGGSX-100
		0.125	Aluminum	GAS-BGGSX-125



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Miscellaneous Gaskets

Model	Description	Part Number
Kawasaki KZ 900/1000 1973-1980	Cylinder Base	GAS-K650
	Cam Chain Tensioner	GAS-K651
	L.H. Engine Cover/Dyno Cover	GAS-K652
	R.H. Engine Cover/Points	GAS-K653
	Clutch Cover	GAS-K654
	Slider Clutch Cover	GAS-K654S
	Kick Shaft	GAS-K655
	Oil Pan	GAS-K656
	Transmisison	GAS-K657
	KZ Valve Cover	GAS-K660
	KZ Valve Cover (MTC Head)	GAS-MTC-VC
	Contact Breaker	GAS-K661
	Oil pump cover	GAS-K662
	Oil pump cover	GAS-K663
	Exhaust	GAS-K664
	Exhaust (Copper)	GAS-K664C
	GPZ Valve Cover	GAS-K660A
Kawasaki GPZ/J	Clutch Cover	GAS-K665
	Oil Pan (Copper)	GAS-K666
Kawasaki ZX-10	Clutch Cover (AFM)	GAS-CCZX10
Kawasaki ZX-11	Clutch Cover (AFM)	GAS-CCZX11
Kawasaki ZX-12	Clutch Cover (AFM)	GAS-CCZX12
Kawasaki ZX-14	Clutch Cover (AFM)	GAS-CCZX14
Suzuki GS1100/1150	Tension Adjuster	GAS-S111
	Valve Cover Specify year	GAS-S118
	Oil Gallery Cap	GAS-S124
	Breather Cover Specify year	GAS-S125
	Slider Clutch Cover (AFM)	GAS-S127
	Clutch Cover	GAS-S128
	Contact Breaker Cover	GAS-S129
	Dyno Cover	GAS-S130
	Oil Pan	GAS-S131
	Oil Pan (Copper)	GAS-S132
	Oil Pan (AFM)	GAS-S133
Suzuki GSXR1000	Clutch Cover	GAS-CCXR1000
Suzuki GSXR1100	Clutch Cover	GAS-CCXR1100
Suzuki GSXR1100 W/C	Clutch Cover	GAS-CCXR1100WC
Suzuki GSX1300R HAYABUSA	Hayabusa Clutch Cover	GAS-CCRH



Ricky Gadson
2009 AMA/Dragbike Supersport Champion

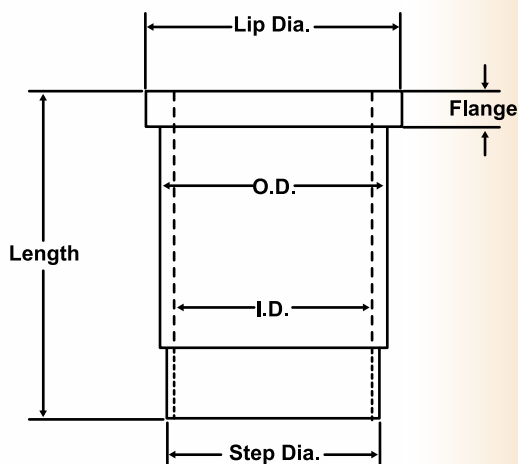
Cylinder Sleeves

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Cylinder Sleeves

O.D.	I.d. Mm/in.	Lip Dia	Length	Flange	Step Dia	Step Length	Part Number
2.991	65.5/2.580	3.150	4.840	0.317	No step	No step	SLE-CS2991
3.200	71.3/2.810	3.415	4.560	0.250	No step	No step	SLE-CS3200
3.275	75.0/2.950	3.500	4.560	0.250	No step	No step	SLE-CS3275
3.311/3.270	75.2/2.960	3.535/3.360	4.085	0.238	3.255	1.035	SLE-CS5081/ZX
3.385	75.5/2.975	3.580	4.600	0.200	3.360	1.100	SLE-CS3385A
3.425	80.5/3.170	3.660	4.600	0.200	3.400	1.100	SLE-CS3425
3.435	77.5/3.050	3.670	4.600	0.200	3.360	1.100	SLE-CS3435
3.450	79.2/3.120	3.600	4.580	0.250	No step	No step	SLE-CS3450
3.520	79.5/3.130	3.720	4.600	0.510	No step	No step	SLE-CS3520
3.520	79.5/3.130	3.720	4.600	0.510	3.475	1.100	SLE-CS3520-2
3.530	79.5/3.130	3.720	4.600	0.510	No step	No step	SLE-CS3530
3.600	82.0/3.235	3.720	4.600	0.510	No step	No step	SLE-CS3600
3.600	79.0/3.110	3.720	5.110	0.510	No step	No step	SLE-CSTF
3.650	84.0/3.307	3.800	4.600	0.510	No step	No step	SLE-CS3650
3.660	84.0/3.307	3.800	4.600	0.510	No step	No step	SLE-CS3660



Cylinder Blocks

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MTC Cast Cylinder Blocks

The MTC Cylinder Blocks are cast out of the same alloy that is used for all Top Fuel and Funny Car blocks and heads to insure maximum strength. Then they are CNC machined, including the cam chain roller cavities, to insure uniformity of all parts.

The MTC Cylinder Blocks come 2 different ways: Sleeved and Surfaced, or Finished.

Finished blocks are bored and honed using our state of the art equipment. This insures the straightest, roundest holes possible.



Block

KAW (GPZ1100/J) BIG BLOCK
 KAW (GPZ1100/J) BIG BLOCK
 KAW (Z1/KZ1000) BIG BLOCK
 KAW (Z1/KZ1000) BIG BLOCK
 SUZ (GS1100/1150) BIG BLOCK
 SUZ (GS1100/1150) BIG BLOCK
 SUZ (GSX1300R HAYABUSA) STOCK BLOCK

Finish

Finished **
 Sleeved and Surfaced *
 Finished **
 Sleeved and Surfaced *
 Finished **
 Sleeved and Surfaced *
 Finished **

Part Number

FCB-GFS100
 FCB-GSS100
 FCB-KFS100
 FCB-KSS100
 FCB-SFS100
 FCB-SSS100
 FCB-HFS100

* For sleeved and surfaced blocks specify sleeve turndown, deck height, and bore size.

** For finished blocks specify bore size, o-ring/power ring style, head gasket type, sleeve turndown, and deck height.

MTC also offers an exchange program on SUZ GSX1300R HAYABUSA and KAW ZX-12 blocks

MTC Billet Cylinder Blocks

These MTC billet blocks are made of high quality aircraft standard aluminum and are designed to add more material to the area around the cylinders to support the ductile sleeves. This helps maintain bore roundness over time. The blocks can be custom made to your specifications and are available in either finished condition or just as a bare block. They can also be custom engraved with your team name.



MODEL

SUZ (GS1100/1150) FINISHED BILLET BLOCK <3.500
 SUZ (GS1100/1150) FINISHED BILLET BLOCK <3.500
 KAW (Z1/1000) FINISHED BILLET BLOCK <3.500
 KAW (Z1/1000) FINISHED BILLET BLOCK >3.500

DECK HEIGHT

PART NUMBER

FCB-BGS200
 FCB-BGS201
 FCB-BKZ200
 FCB-BKZ201

Miscellaneous Engine Components

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Main Bearing Studs

MTC Main Bearing studs are made with you, the racer, in mind. As with all MTC studs, these main bearing studs are made out of the MTC special stud alloy for added strength to help hold the crank and are ground smaller in the center for controlled stretch. All kits come complete with special heat treated and chrome plated nuts.

Model	Part Number
KAW (Z1/KZ1000/GPZ1100)	CHC-K162
SUZ (GS1100/1150)	CHC-S141
SUZ (GSXR1100)	CHC-XR-110

Cylinder Studs

KAW (Z1/KZ1000/GPZ1100)	CHC-K100
SUZ (GS1100)	CHC-S434
SUZ (GS1150)	CHC-S435
SUZ (GSX1300R HAYABUSA)	CHC-S436

Cylinder Head Nuts

Head nuts are made out of Chrome-moly steel and heat treated to maximum for the ultimate in strength. MTC head nuts are a must in any high performance engine.

KAW (Z1/KZ1000/GPZ1100)	CHC-K163
SUZ (GS1100) (set of 12)	CHC-S143

Rocker Arm Screw

Comes with a wrench

SUZ (GS1100/1150/GSXR) (set of 16)	CHC-1150-010
------------------------------------	--------------

Cam Sprockets

Fully machined and slotted

KAW (Z1/KZ1000) (pair)	CHC-K172
KAW (Z1/KZ1000MK11) (Reg for Stroker) (pair)	CHC-K173
KAW (GPZ1100) Conversion (pair)	CHC-K174
SUZ (GSXR750) (pair)	CHC-S153
SUZ (GSXR1100) (pair)	CHC-S154
SUZ (GSXR1100W/C) (pair)	CHC-S154-WC
SUZ (GS1100/1150) (pair)	CHC-S156
SUZ (GSX1300R HAYABUSA) w/adaptor kit	CHC-S158

Cam Chains

Model	Links	Part Number
KAW (KZ1000)	126	CHC-K126
KAW (KZ650/750)	118	CHC-K110
KAW (TOP FUEL)	132	CHC-K132
KAW (Z1/KZ1000)	122	CHC-K111
KAW (Z1000MK11)	124	CHC-K112
SUZ (GS750/1000/1100/1150)	120	CHC-S109
SUZ (GSXR)	122	CHC-S122
SUZ (TOP FUEL)	132	CHC-S132

Special chains available upon request

Valve Guides

Silicon bronze pre-honed for ease of installation

Model	Part Number
KAW (Z1/KZ1000/GPZ)	CHC-K103
SUZ (GS1100/1150)	CHC-S103

Some oversize available

Cam Tappets

Hard chrome/WCC coated for wear resistance

KAW (Z1/KZ1000/GPZ) - 33mm	CHC-K109
SUZ (GS1100) - 33.5mm	CHC-S108
Oversize 36.95mm	CHC-VT3695
Oversize 37.00mm	CHC-VT3700
Oversize 38.00mm	CHC-VT3800
Oversize 38.50mm	CHC-VT3850
Oversize 39.00mm	CHC-VT3900

Valve Seals

MTC valve seals are true Hi-Performance valve seals. Double lipped for maximum oil control.

KAW (Z1/KZ1000/GPZ1100) (8 ea)	CHC-K314
SUZ (GS750/1100/1150) 4V (16 ea)	CHC-S402

Valve Springs

Simply the Best

KAW (NINJA 900/1000)	CHC-K102
SUZ (GS1100/1150)	CHC-S102
SUZ (GSXR750/1100)	CHC-S105

Titanium Retainers

Reduced valve train weight without sacrificing strength.

KAW (Z1/KZ1000/GPZ)	CHC-K108
SUZ (GS1100/1150)	CHC-S107



Falcon Connecting Rods

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FALCON

MTC is an authorized distributor of Falcon products.

The Knife® Connecting Rod

Falcon 2-Piece Knife Oval Beam Connecting Rods are designed for plain-bearing cranks, and come complete with premium ARP bolts. Our bolts are custom AGE 625+ rated at 280,000 PSI - one of the highest ratings in the industry.

Falcon 2-Piece Knife Rods feature:

- Specially designed for High RPM, High Horsepower engines
- Forged Alloy Aircraft Steel
- 100% Machined
- Ampco Bronze Bushing in small end
- OEM and Custom Lengths available
- Available in "Bolts-Down" design for increased crankcase clearance.



Description	Part Number	Description	Part Number
2 PC KNIFE REPLACEMENT PART	FCR-250-001	SUZ GSX1300R BOLTS DOWN KNIFE	FCR-252-212
CUSTOM KNIFE 2 PC (10 pc min)	FCR-250-002	SUZ GSX1300R CLASSIC H	FCR-252-210
HON CB1100 KNIFE	FCR-251-101	SUZ GSX1300R KNIFE	FCR-252-209
HON CBR 1000RR KNIFE	FCR-251-102	SUZ GSX1300R KNIFE -2.5MM	FCR-252-211
HON CBR 1000RR KNIFE -2MM	FCR-251-103	SUZ GSX-R1000 -2MM	FCR-252-202
HON CBR 1100XX KNIFE	FCR-251-104	SUZ GSX-R1000 KNIFE	FCR-252-201
HON CBR 1100XX KNIFE -2MM	FCR-251-105	SUZ GSX-R1100 -2.5MM KNIFE	FCR-252-204
HON CBR 900RR KNIFE	FCR-251-107	SUZ GSX-R1100 BOLTS DOWN -2.5MM KNIFE	FCR-252-205
HON CBX	FCR-251-108	SUZ GSX-R1100 BOLTS DOWN KNIFE	FCR-252-207
HON CBX KNIFE 17MM	FCR-251-109	SUZ GSX-R1100 KNIFE	FCR-252-203
HON SOHC 750 KNIFE	FCR-251-106	SUZ GSX-R1100 LIQUID KNIFE	FCR-252-206
KAW NINJA 1000 KNIFE	FCR-253-313	SUZ SV650 KNIFE	FCR-252-213
KAW V-FORCE 700 ATV KNIFE	FCR-253-312	SUZ SV650 KNIFE -1.8MM	FCR-252-214
KAW ZX-10 KNIFE ROD '04+	FCR-253-301	SUZ SV650 KNIFE -2.7MM	FCR-252-215
KAW ZX-11 KNIFE	FCR-253-302	YAM FJ1100/1200 KNIFE	FCR-254-401
KAW ZX-11 KNIFE -2.5MM	FCR-253-303	YAM FZR/YZF 1000R KNIFE	FCR-254-402
KAW ZX-14 KNIFE	FCR-253-308	YAM YZF R-1 '06	FCR-254-405
KAW ZX-14 KNIFE -2.5MM	FCR-253-309	YAM YZF-R1 '03 AND EARLIER	FCR-254-403
SUZ GSF1200 KNIFE	FCR-252-208	YAM YZF-R1 AND RX-1 KNIFE LATE '04/05	FCR-254-404

Falicon Connecting Rods

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The Knife® Oval Beam Connecting Rods - 1 Piece

Falicon 1-Piece Knife Oval Beam Connecting Rods are designed for press-together roller-bearing cranks. These rods do not have a pressed-in bearing race that will move under load. They are specially designed to withstand the demands of high-RPM performance-modified cranks.

Falicon 1-Piece Knife Rods feature:

- Integral hardened and ground bearing race
- Specially designed for High RPM, High Horsepower engines
- Forged Alloy Aircraft Steel
- 100% Machined
- Ampco Bronze Bushing in small end
- OEM and Custom Lengths available

Description	Part Number	Description	Part Number
1 PC KNIFE REPLACEMENT PART	FCR-240-001	SUZ DR/LT-Z400 KNIFE	FCR-242-212
CUSTOM FORGED 1 PC KNIFE ROD	FCR-240-002	SUZ GS1100 +.125" KNIFE	FCR-242-202
(10 pc min)		SUZ GS1100 FALICON KNIFE	FCR-242-201
HON 400EX ATV KNIFE	FCR-241-105	SUZ GS1100 PRO STOCK KNIFE	FCR-242-203
HON CRF-250 KNIFE	FCR-241-101	SUZ GS1150 KNIFE	FCR-242-204
HON CRF-450 KNIFE	FCR-241-107	SUZ RM-Z250 KNIFE	FCR-242-211
HON TRX-450 '05 EARLY KNIFE	FCR-241-109	SUZ RM-Z450 KNIFE	FCR-242-210
HON TRX-450 LATE '06+ KNIFE	FCR-241-110	YAM 660 RAPTOR KNIFE	FCR-244-405
HON XR-400 KNIFE	FCR-241-104	YAM TT-500	FCR-244-402
HON XR-600 KNIFE	FCR-241-102	YAM YFZ-450 ATV '06 LATE KNIFE	FCR-244-404
HON XR-650 KNIFE	FCR-241-103	YAM YZ-250F KNIFE	FCR-244-403
KAW 1000J FALICON KNIFE	FCR-243-301	YAM YZ-450F KNIFE	FCR-244-401
KAW GPZ1100 KNIFE	FCR-243-304	YAMYFZ-450 ATV KNIFE '05 EARLY	FCR-244-406
KAW MKII FALICON KNIFE	FCR-243-303	ROTAX 450 KNIFE 72MM	FCR-249-501
KAW Z-1-KZ FALICON KNIFE	FCR-243-302	POLARIS PREDATOR ATV-KNIFE	FCR-249-502

2-Piece Standard Rods

We also offer a few 2-piece standard-style rods. Shown here are our standard 2-piece rods for the Harley-Davidson V-Rod Classic "H". For stroker crank application, we offer a rod that is 0.125" shorter. This allows you to use standard pistons on a 0.25" stroker crank. Other special rods are available on special order.

Model	Part Number
HARLEY V-ROD CLASSIC "H" STEEL ROD	FCR-255-502
HARLEY V-ROD CLASSIC "H" STEEL ROD -0.125"	FCR-255-504



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Column Headings

- Valve Lift:** All figures for valve lift indicate the total travel of the valve from the seated (or fully closed position) to its fully open position. The figures are given in decimal inches.
- Duration:** This is the advertised duration and is used for comparison only.
- Duration @ .050:** This is the duration checked at .050" of valve lift with zero valve lash. All duration figures refer to the amount of time (expressed in degrees of crankshaft rotation) that the valve is off its seated (or closed) position.
- Grind Number:** A WEB-CAM reference donating the master cam or tooling used for that particular application.
- Description:** Explanation of the performance changes an/or general uses for which each grind is intended.

Part Numbers

- Regind:** Your camshaft will be precision ground. You will need to send in your camshaft.
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- New Cam:** The specifications precision ground onto a new cast camshaft. This is a new camshaft.

Kawasaki 900/1000/1100 (1973-1984) 8v

Valve Lift	Duration	Duration @.050	Grind Number	Description	Regrind	Hard Weld	New Cam
.384	276°	240°	119	Street or turbo. Broad overall power range. Stock base circle.	N/A	CAM-60-241	CAM-60-242
.365	283°	246°	118	Performance street cam for stock engines. Stock base circle.	N/A	CAM-60-081	CAM-60-082
.395	284°	256°	110	Good mid range and top end power for hot street. Use with big bore and performance valve springs. Stock base circle.	N/A	CAM-60-091	CAM-60-092
.418	280°	242°	218	Street or turbo. Must use shim under-style cam followers and valve springs. Stock base circle.	N/A	CAM-60-231	CAM-60-232
.425	287°	260°	109	Excellent mid range and top end power for hot street. Must use shim-under style cam followers and performance valve springs. Stock base circle.	N/A	CAM-60-531	CAM-60-202
.435	288°	261°	125	Excellent mid range and top end power for hot street. Must use shim-under style cam followers and performance valve springs. Stock base circle.	N/A	CAM-60-541	CAM-60-422
.425/.395	287°/284°	260°/256°	109/110	Strong mid and upper end power. Excellend Dwarf car application. Use shim-under style buckets. Stock base circle.	N/A	CAM-60-551	CAM-60-142
.460/.435	290°/288°	262°/261°	122-125	Designed for super-gas type engines. Base circle 1.000".	N/A	CAM-60-211	CAM-60-212
.480/.460	292°/290°	266°/262°	136/122	Designed for super-comp type racing engines. Recommended compressions 13 to 1. Base circle 1.000".	N/A	CAM-60-561	CAM-60-152
.500/.470	300°	275°	206/231	Designed for large displacement pro-stock type engines. Use with 16 to 1 compression. Base circle 1.000".	N/A	CAM-60-221	CAM-60-222
0.52	293°	270°	24	Special racing cam for large displacement pro-stock type racing engines. Base circle .900. Designed for large displacement pro-stock type engines. Use with 16 to 1 compression. Base circle 1.000".	N/A	CAM-60-131	CAM-60-132
0.515	282°	265°	44	Special racing cams for large displacement pro-stock type racing engines. Base circle .900".	N/A	CAM-60-351	CAM-60-352

****NOTE:** Some profiles listed here will need to have the cylinder head cut for lobe clearances.**



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Kawasaki 900/1000 NINJA (1984-1991) 16v

Valve Lift	Duration	Duration @.050	Grind Number	Description	Regrind	Hard Weld	New Cam
.360	255°	230°	228	Bolt-in cams increase low and mid range power.	CAM-60-250	N/A	N/A
.390	278°	252°	236	Strong mid range and top end power for hot street-strip engines. Must use valve spring kit.	N/A	CAM-60-291	N/A
.430	286°	260°	213	Tremendous top end power for large displacement, high compression racing engines. Must use spring kit.	N/A	CAM-60-261	N/A

Kawasaki ZX10R (2004-2005) 16v

Valve Lift	Duration	Duration @.050	Grind Number	Description	Regrind	Hard Weld	New Cam
.356/.332	277°/263°	256°/238°	187/117	Performance profile to increase power thru out the RPM range. Recommended higher compression pistons	CAM-60-580	N/A	N/A

Kawasaki ZX10/11 NINJA (1990-2001), GPZ1100 (1995), ZZR12 (2002-2005) 16v

.388	275°		263	Bolt-in profile increases overall performance. Extended hardwelded rockers must be used wit this cam. Stock springs OK.	N/A	CAM-60-151	N/A
.410/.388	280°/275°		40b/263	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.	N/A	CAM-60-631	N/A
.410	280°		40b	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.	N/A	CAM-60-141	N/A

Kawasaki ZX-12R (2000-2005) 16v

.383/.369	276°/280°	253°/252°	227/549	Increases mid and upper end power for racing. Check all clearances. Performance valve springs recommended.	N/A	CAM-60-571	N/A
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SUZUKI GS 750/1100/1150 (1980-1986) 16v

****TECH TIPS:** The camshafts listed for the GS 750/1100/1150 have a 7mm sprocket hold. This is a factory bolt for stock engines 1984 and later. In some cases, when using cams with high lift profiles, it will be necessary to use extra long, specially hardened rocker arm adjusting screws.

Valve Lift	Duration	Duration @.050	Grind Number	Description	Regrind	Hard Weld	New Cam
.310	268°	240°	167	Good all around cam for stock engines. Increases power through RPM range. Must use hardwelded rockers!	N/A	CAM-70-101	CAM-70-102
.340	266°	240°	223	Bolt-in cams for GS 1150 engines. Increases power throughout the RPM range. Must use hardwelded rockers!	N/A	CAM-70-281	CAM-70-282
.348	282°	257°	168	Strong mid range and top end for hot street/strip engines. Must use valve sprint kit, hardwelded rockers and remove oil bump from rocker.	N/A	CAM-70-111	CAM-70-112
.370	264°	242°	190	Designed for small displacement engines. Must use racing springs and shortened valve guides and hardwelded rockers!	N/A	CAM-70-121	CAM-70-122
.370	284°	256°	212	Strong mid and top end power for large displacement pro street/strip engines. Must use hardwelded rockers!	N/A	CAM-70-251	CAM-70-252
.418/.385	288°	256°	255/254	Designed for large displacement engines. Must use extended hardwelded rockers!	N/A	CAM-70-311	CAM-70-312
.420/.390	280°	256°	213/202	Designed for pro-stock type engines. Must use extended hardwelded rockers!	N/A	CAM-70-231	CAM-70-232
.416	266°	244°	263	Designed for pro-stock type engines. Must use extended hardwelded rockers!	N/A	CAM-70-151	CAM-70-152
.430	266°	244°	Feb-83	Designed for pro-stock type engines. Must use extended hardwelded rockers!	N/A	CAM-70-421	CAM-70-422
.430	272°	248°	267	Designed for pro-stock/pro-mod type engines. Must use extended hardwelded rockers!	N/A	CAM-70-321	CAM-70-322
.440/.420	290°/280°	260°/256°	257/213	Designed for pro-stock type engines. Must use extended hardwelded rockers!	N/A	CAM-70-521	CAM-70-522
.445	274°	250°	282	Designed for pro-stock type engines. Must use extended hardwelded rockers!	N/A	CAM-70-411	CAM-70-412
.430/.390	298°/284°	268°/258°	240/202	Designed for large displacement (1500cc+) pro-street/strip engines. Must use extended hardwelded rockers!	N/A	CAM-70-301	CAM-70-302
.430	298°	268°	240	Top fuel profile. Must use extended hardwelded rockers!	N/A	CAM-70-711	CAM-70-712

Suzuki GSXR 750/1100 (1986-1990), BANDIT 1200 (1996-2003) 16v

****TECH TIPS:** WEB-CAM recommends to degree in all profiles. It is very important that you check retainer to guide seal clearance, minimum .030". Must be checked with cams over .380" valve lift. New or hardened rocker arms are required with ALL profiles!

.330	266°	240°	223	Bolt-in performance cams for stock 750cc. Hardwelded rockers highly recommended!	N/A	CAM-70-191	CAM-70-192
.362/.330	255°/266°	230°/240°	453/223	TURBO profile increase power through the RPM. Hardwelded rockers highly recommended!	N/A	CAM-70-791	CAM-70-792
.370/.330	270°/266°	246°/240°	236/223	Offers increased mid and upper end power for 750cc road racing. Performance valve springs required. Hardwelded rockers highly recommended!	N/A	CAM-70-341	CAM-70-342
.370	270°	246°	236	Improves mid range and top end power. Hot street-strip. Performance valve springs required. Hardwelded rockers highly recommended!	N/A	CAM-70-331	CAM-70-332
.380	281°	256°	202	Good mid and upper end power for large displacement racing engines. Must use racing springs and shortened guides. Hardwelded rockers highly recommended!	N/A	CAM-70-381	CAM-70-382
.400	280°	256°	479	Good mid and upper end power for large displacement racing engines. Must use racing springs and shortened guides. Must use extended hardwelded rockers!	N/A	CAM-70-531	CAM-70-532
.425	272°	248°	267	High lift, short duration profile designed for drag race application. Must use racing springs and shortened guides. Must use extended hardwelded rockers!	N/A	CAM-70-391	CAM-70-392
.425/.410	287°/268°	262°/246°	257/263	Racing profile designed for large displacement 1400cc+. Must use extended hardwelded rockers!	N/A	CAM-70-801	CAM-70-802



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Suzuki GSXR750w (1993-1995), GSXR1100w (1993-1999) 16v

Valve Lift	Duration	Duration @.050	Grind Number	Description	Regrind	Hard Weld	New Cam
.322	263°	239°	117	Increases overall power for the 750cc engine. CA model.	N/A	CAM-70-491	N/A
.352	262°	243°	55	Increases mid and upper end for the 750cc engine. Bolt in performance cams for the 1100cc engine.	N/A	CAM-70-461	CAM-70-462
.377/.350	260°/250°	240°/230°	100/101	New cams available for 1100cc engine only! Designed for hot street/strip engines. Recommended to use with racing pistons, carb, exhaust and performance valve springs. New cams available for 1100cc engine only!	N/A	CAM-70-471	CAM-70-472
.383/.352	276°/263°	253°/243°	227/55	Top end profile! Check all clearances. New cams available for 1100cc engine only!	N/A	CAM-70-481	CAM-70-482

Suzuki GSXR 1000 (2001-2004) 16v

.384/.330	272°/252°	248°/226°	540/577	Bolt in profile. Improves power through the RPM range.	N/A	CAM-40-871	CAM-70-872
.384-.335	272°/262°	248°/236°	540/566	Increased torque with added mid and top end power. Stock springs and pistons OK. High lift short duration cam produces good overall power. Requires Exhaust System, High Compression Piston, and iPerformance Valve Spring Kit.	N/A	CAM-40-831	CAM-70-832
.395/.358	266°/268°	242°/241°	483/11	Increases mid and upper end performance. Requires Exhaust System. High Compression Piston, and Performance Valve Spring Kit. Check ALL clearances!	N/A	CAM-70-681	CAM-70-682
.400/.340	280°/260°	256°/236°	539/298	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!	N/A	CAM-71-331	CAM-71-332

SUZUKI GSXR 1000 (2005-2006) 16v

.395/.358	266°/268°	242°/241°	483/11i	High lift short duration cam produces good overall power. Requires Exhaust System, High Compression Piston, and Performance Valve Spring Kit.	N/A	CAM-71-431	CAM-71-432
.380	282°	258°	931 45+2.5°(5°)/11i	Special intake4 profile designed to increase mid and upper end performance. Stock lift for class rules.	N/A	CAM-71-291	CAM-71-292
.400/.340	280°/260°	256°/236°	539/298	Increases mid and upper end performance. Requires Exhaust System. High Compression Piston, and Performance Valve Spring Kit. Check ALL clearances!	N/A	CAM-70-681	CAM-70-682
.415/.358	273°/268°	249°/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!	N/A	CAM-71-331	CAM-71-332

SUZUKI GSXR 1000 (2007-2008) 16v

.379/.354	280°/267°	254°/238°	1000+3°(6°)/ 1003+3°(6°)	Special Road Race profile to increase overall power. Maintain stock lift for class rules	N/A	CAM-71-281	CAM-71-282
.395/.358	266°/268°	242°/241°	483/11i	High lift short duration cam produces good overall power. Requires Exhaust System, High Compression Piston, and Performance Valve Spring Kit.	N/A	CAM-71-421	CAM-71-422
.400/.368	280°/266°	256°/243°	539/1011	Performance profile designed to increase mid and upper end. Requires Exhaust System, and Performance Valve Spring Kit. Check ALL clearances!	N/A	CAM-71-011	CAM-71-012

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SUZUKI GSX1300R HAYABUSA (1999-2005) 16v

.360/.312	266°/246°	244°/220°	297/902	Performance profile to bolt into a stock engine. Increases power throughout the RPM range.	N/A	CAM-70-951	CAM-70-952
.368/.322	261°/244°	235°/218°	1511/294	Designed for turbo applications to increase overall power.	N/A	CAM-70-161	CAM-70-162
.378/.330	267°/252°	244°/226°	536/577	Performance profile designed to increase overall performance. Requires Performance Valve Spring Kit.	N/A	CAM-70-751	CAM-70-752
.395/.378	266°/267°	242°/244°	483/536	Designed to increase mid and upper end performance. Requires High Compression Piston, Exhaust System, Performance Valve Spring Kit, and Shortened Valve Guides.	N/A	CAM-70-761	CAM-70-762
.415/.395	268°/266°	244°/242°	45/483	Performance profile designed to increase mid and upper end. Requires Exhaust System, High Compression Piston, Shortened Valve Guides, and Performance Valve Spring Kit.	N/A	CAM-70-841	CAM-70-842
.425/.415	277°/268°	250°/244°	1039/45	Performance profile designed to increase mid and upper end. Requires Exhaust System, High Compression Piston, Shortened Valve Guides, and Performance Valve Spring Kit.	N/A	CAM-70-631	CAM-70-632
.445/.415	268°/268°	244°/244°	776/45	Race profile. New cams must be hardwelded. Requires Exhaust System, High Compression Piston, Shortened Valve Guides, and Performance Valve Spring Kit. Check ALL clearances!	N/A	CAM-70-891	CAM-70-892
.460/.415	268°/268°	244°/244°	785/45	Race profile. New cams must be hardwelded. Requires Exhaust System, High Compression Piston, Shortened Valve Guides, and Performance Valve Spring Kit. Check ALL clearances!	N/A	CAM-70-601	CAM-70-602

SUZUKI GSX1300R HAYABUSA (2008-2009) 16v

.395/.378	266°/267°	242°/244°	483/536	Designed to increase mid and upper end performance. Requires High Compression Piston, Exhaust System, Performance Valve Spring Kit, and Shortened Valve Guides.	N/A	CAM-70-661	N/A
.415/.378	268°/268°	244°/244°	45/536	Designed to increase mid and upper end performance. Requires High Compression Piston, Exhaust System, Performance Valve Spring Kit, and Shortened Valve Guides.	N/A	CAM-71-001	CAM-70-462
.415/.395	268°/266°	244°/242°	45/483	Performance profile designed to increase mid and upper end. Requires Exhaust System, High Compression Piston, Shortened Valve Guides, and Performance Valve Spring Kit.	N/A	CAM-70-671	CAM-70-472
.425/.415	277°/268°	250°/244°	1039/45	Performance profile designed to increase mid and upper end. Requires Exhaust System, High Compression Piston, Shortened Valve Guides, and Performance Valve Spring Kit.	N/A	CAM-70-641	CAM-70-482
.445/.415	268°/268°	244°/244°	776/45	Performance profile designed to increase mid and upper end. Requires Exhaust System, High Compression Piston, Shortened Valve Guides, and Performance Valve Spring Kit.	N/A	CAM-70-981	
.480/.415	268°/268°	244°/244°	785/45	Performance profile designed to increase mid and upper end. Requires Exhaust System, High Compression Piston, Shortened Valve Guides, and Performance Valve Spring Kit.	N/A	CAM-70-651	



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Harley Davidson EVOLUTION & TWIN CAM (1984-2004)

Type	Head Diameter	Stem Diameter	Overall Length	Tip Length	Reference	Part Number
E	1.572	.310	4.523	.200	25° Flo. Dish Head. Black Nitride	VAL-F0501
E	1.615	.310	4.531	.200	24° Flo. Stock Size	VAL-F0145
E	1.615	.310	4.531	.200	40° Flo. Stock Size	VAL-F0275
E	1.615	.310	4.523	.200	25° flo. Flat Head. Black Nitride	VAL-F0507
E	1.615	.310	4.527	.205	25° Flo. Dish Head. Black Nitride	VAL-F0500
E	1.625	.310	4.531	.200	24° Flo. Oversize	VAL-F0045
E	1.625	.310	4.430	.180	Harley/Edelbrock	VAL-F0251
I	1.900	.310	4.441	.205	25° Flo. Over Size. Dish Head. Black Nitride	VAL-F0502
I	1.944	.310	4.444	.200	25° Flo. Over Size. Dish Head. Black Nitride	VAL-F0503
I	2.022	.310	4.438	.205	25° Flo. Dish Head. Black Nitride	VAL-F0504

Harley Davidson EVOLUTION (1984-1998)

E	1.625	.310	4.511	.180	24° Flo. Oversize. Harley/Edelbrock	VAL-F0285
E	1.750	.310	4.531	.200	24° Flo. Oversize	VAL-F0143
I	1.850	.310	4.444	.200	24° Flo. Stock Size	VAL-F0144
I	1.900	.310	4.444	.180	24° Flo. Oversize	VAL-F0046
I	1.940	.310	4.424	.180	24° Flo. Oversize. Harley/Edelbrock	VAL-F0284
I	1.940	.310	4.444	.200	24° Flo. Oversize	VAL-F0044
I	2.000	.310	4.345	.180	Harley/Edelbrock	VAL-F0252
I	2.000	.310	4.444	.200	24° Flo. Oversize	VAL-F0146
I	2.100	.310	1.111	.200	24° Super Flo. Oversize	VAL-F0317

Harley Davidson Twin Cam (2005)

E	1.575	.2754	4.610	.100	25° Flo. Stock Size. Triple Groove	VAL-F0302
E	1.616	.2754	4.610	.200	25° Flo. Oversize. Single Radial Groove	VAL-F0318
I	1.800	.2755	4.425	.080	25° Super Flo. Stock size. Triple Groove	VAL-F0319
I	1.900	.2755	4.425	.180	25° Super Flo. Oversize. Single Radial Groove	VAL-F0320

Harley Davidson VRSCA V ROD (2002-2003)

E	34.4	5.95	116.98	1.8	21° Flo. Stock Size. Triple Groove	VAL-F0210
E	35.4	5.95	116.98	1.8	21° Flo. Oversize. Triple Groove	VAL-F0212
I	40	5.97	116.28	1.8	19° Flo. Stock Size. Triple Groove	VAL-F0209
I	41	5.97	116.28	1.8	19° Super Flo. Oversize. Triple Groove	VAL-F0211

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Kawasaki KZ900 (1973-1977), Kawasaki KZ1000 (1977-1980)

Type	Head Diameter	Stem Diameter	Overall Length	Tip Length	Reference	Part Number
E	31	7	90	5	22° Flo. Oversize	VAL-F0014
E	33	7	135	N/A	22° Flo-No Groove-No Tip	VAL-F0004K
E	39	7	135	N/A	22° Tulip Flo-No Groove-No Tip	VAL-F0038
I	37.5	7	92	5	20° Flo. Oversize	VAL-F0015

Kawasaki J Model 1000 (1981-1982), Kawasaki GPZ1100 (1981-1984)

E	32	7	89.3	4.9	22° Flo. Stock Size	VAL-F0003
E	33	7	114	N/A	22° Flo-No Groove-No Tip	VAL-F0004J
E	36	7	114	N/A	22° Tulip-No Groove-No Tip	VAL-F0034
E	39	7	135	N/A	22° Tulip Flo-No Groove-No Tip	VAL-F0038
I	38.5	7	90.5	4.8	20° Flo. Oversize (J model)	VAL-F0001
I	42	7	114	N/A	20° Flo-No Groove-No Tip	VAL-F0002
I	46	7	135	N/A	16° Super Flo-No Groove-No Tip	VAL-F0039

Kawasaki ZX12 (2000-2002)

E	28.35	4.95	98.52	1.35	12° Flo Dish Head. Stock Size	VAL-F0180
I	33.39	4.97	97.8	1.35	10° Flo Dish Head. Stock Size	VAL-F0179
I	34.39	4.97	97.8	1.35	19° Super Flo. Dish Head. 1mm Oversize	VAL-F0325

Suzuki GSXR 750 (1986-1987)

E	24	5	87.75	2.75	21° Flo. Stock Size	VAL-F0022
E	25	5	87.75	2.75	21° Flo. 1mm Oversize	VAL-F0023
I	27	5	88.25	2.85	19° Super Flo. Stock Size	VAL-F0024
I	28.5	5	88.25	2.85	19° Super Flo. 1.5mm Oversize	VAL-F0025
I	30	5	135	N/A	19° Super Flo-No Groove-No Tip	VAL-F0067

Suzuki GSXR 750 (1988-1989)

E	24	5	87.75	2.75	21° Flo. Stock Size	VAL-F0022
E	26	5	87.75	3	21° Flo. Oversize	VAL-F0055
I	27	5	88.25	2.85	19° Super Flo. Stock Size	VAL-F0024
I	28.5	5	88.25	2.85	19° Super Flo. 1.5mm Oversize	VAL-F0025
I	30	5	88.2	3	19° Super Flo. Oversize	VAL-F0054
I	30	5	135	N/A	19° Super Flo-No Groove-No Tip	VAL-F0067
E/I	36	5	135	N/A	19° Super Flo-No Groove-No Tip	VAL-F0065

Suzuki GSXR 750 (1990)

E	24	5	87.75	2.75	21° Flo. Stock Size	VAL-F0022
E	25	5	87.75	2.75	21° Flo. 1mm Oversize	VAL-F0023
E	26	5	87.75	3	21° Flo. Oversize	VAL-F0055
I	27	5	88.25	2.85	19° Super Flo. Stock Size	VAL-F0024
I	28.5	5	88.25	2.85	19° Super Flo. 1.5mm Oversize	VAL-F0025
I	30	5	88.2	3	19° Super Flo. Oversize	VAL-F0054
I	30	5	135	N/A	19° Super Flo-No Groove-No Tip	VAL-F0067
E/I	36	5	135	N/A	19° Super Flo-No Groove-No Tip	VAL-F0065



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Suzuki GSXR 750 (1991-1992)

Type	Head Diameter	Stem Diameter	Overall Length	Tip Length	Reference	Part Number
E	24	5	90	1.7	19° Flo. Stock Size	VAL-F0104
I	27	5	89.85	1.7	18° Super Flo. Stock Size	VAL-F0103
I	30	5	135	N/A	19° Super Flo-No Groove-No Tip	VAL-F0067

Suzuki GSXR 750 (1993-1995) Watercooled

E	24	4.45	96.5	1.7	19° Flo. Flat Head. Stock Size	VAL-F0121
E	25	4.45	96.5	1.7	19° Flo. 1 mm Oversize	VAL-F0221
E	26	4.5	125	N/A	21° Super Flo-No Groove-No Tip	VAL-F0063
I	27	4.45	96.5	1.7	19° Super Flo-No Flat Head. Stock Size	VAL-F0120
I	28	4.45	96.5	1.7	19° Super Flo. Oversize	VAL-F0220
I	34	4.5	125	N/A	19° Super Flo-No Groove-No Tip	VAL-F0062

Suzuki GSXR 750 (2000)

E	24	3.96	95.67	1.7	14° Flo Dish Head. Stock Size	VAL-F0273
E	25	3.96	95.67	1.7	14° Flo Dish Head. 1mm Oversize	VAL-F0274
I	29	3.98	95.4	1.7	14° Flo Dish Head. Stock Size	VAL-F0271
I	30	3.98	95.4	1.7	14° Flo Dish Head. 1mm Oversize	VAL-F0272

Suzuki GSXR 1100 (1986-1990) Adjust Rockers

E	26	5	85.3	2.8	21° Flo. Oversize	VAL-F0036
I	30	5	85.9	2.8	19° Super Flo. Oversize	VAL-F0037
I	30	5	135	N/A	19° Super Flo-No Groove-No Tip	VAL-F0067
I	31.5	5	85.9	2.8	19° Super Flo. Oversize	VAL-F0068
E/I	36	5	135	N/A	19° Super Flo-No Groove-No Tip	VAL-F0065

Suzuki GSXR 1100 (1991-1992) Shim Style

E	25	5	87.2	1.7	19° Flo. Stock Size	VAL-F0106
E	26	5	87.2	1.7	19° Flo. Oversize	VAL-F0206
I	28.5	5	87.9	1.7	19° Super Flo. Stock Size	VAL-F0105
I	31	5	87.9	1.7	19° Super Flo. Oversize	VAL-F0205
I	30	5	135	N/A	19° Super Flo-No Groove-No Tip	VAL-F0067
E/I	36	5	135	N/A	19° Super Flo-No Groove-No Tip	VAL-F0065

Suzuki GSXR 1100 (1993-1998) Watercooled

E	27	4.46	94.5	1.7	19° Flo. Stock Size	VAL-F0107
E	28	4.46	94.5	1.7	19° Flo. Oversize	VAL-F0207
I	31	4.46	94.8	1.7	19° Super Flo. Stock Size	VAL-F0108
I	32	4.46	94.8	1.7	19° Super Flo. Oversize	VAL-F0208
I	34	4.5	125	N/A	19° Super Flo-No Groove-No Tip	VAL-F0062

Suzuki GS 1100 (1980-1983), Suzuki GS 1150 (1984-1986)

E	24	5.5	85.9	4.1	21° Super Flo. Stock Size	VAL-F0007
E	26	5.5	85.9	4.1	21° Super Flo. Oversize	VAL-F0008
E	30	5.5	87.52	4.1	19° Flo-Top Fuel-Super Alloy	VAL-F0228
E	30	5.5	87.52	4.1	19° Top Fuel. Super Alloy	VAL-F0328
E	30	5.5	110	N/A	19° Top Fuel. Super Alloy	VAL-F0238
I	28.5	5.5	86.52	4.1	19° Super Flo. Stock Size	VAL-F0005
I	31	5.5	86.52	4.1	19° Flo. Oversize	VAL-F0006
I	34	5.5	135	N/A	19° Super Flo-No Groove-No Tip	VAL-F0047

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Suzuki GSX1300R Hayabusa (1999-2000)

Type	Head Diameter	Stem Diameter	Overall Length	Tip Length	Reference	Part Number
E	27.5	4.96	94.84	1.7	20° Flo Dish Head. Stock Size	VAL-F0151
E	28.5	4.96	94.84	1.7	20° flo Dish Head. 1mm Oversize	VAL-F0152
I	33	4.98	95.03	1.7	20° Dish Head. Stock Size	VAL-F0153
I	34	4.98	95.03	1.7	20° flo Dish Head. 1mm Oversize	VAL-F0154

Suzuki GSXR 1000 (2001-2002)

E	24	3.96	95.67	1.7	14° Flo Dish Head. Stock Size	VAL-F0273
E	25	3.96	95.67	1.7	14° Flo Dish Head. 1mm Oversize	VAL-F0274
I	29	3.98	95.40	1.7	14° Flo Dish Head. Stock Size	VAL-F0271
I	30	3.98	95.40	1.7	14° Flo Dish Head. 1mm Oversize	VAL-F0272

Nick Mazeika
Pro Street Racer



Slider Clutches

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MTC Signature Slider Clutch

The MTC signature slider clutches will lower your reaction times, lower your E.T. and increase your M.P.H.
 The clutch comes as a complete assembly including forged aluminum clutch basket, forged slider plate assembly, and other model specific parts.
 All MTC signature slider clutches and components are covered under US patents.

Complete Slider Clutches

Model	Installation Requirements	Part Number
KAW (GPZ1100)	"Must convert to KZ1000 & send KZ cores. Core Req'd: Outer basket w/gear & inner hub"	SCC-KZS101
KAW (H-2)	Replacement parts: Outer baskets w/gear & inner hub	SCC-H2S
KAW (KZ 900/1000)	Core Req'd: Outer basket w/gear & inner hub	SCC-KZS100
KAW (ZX-12)	Core Req'd: Outer basket w/gear, inner hub, clutch cover	SCC-KZX120
KAW (ZX-14)	Core Req'd: Outer basket w/gear, inner hub	SCC-KZX140
SUZ (GS1100)	Core Req'd: Outer basket w/gear & inner hub	SCC-GSS101
SUZ (GS1150)	Core Req'd: Outer basket w/gear & inner hub	SCC-GSS102
SUZ (GSX1300R HAYABUSA)	Core Req'd: Outer basket w/gear, clutch cover, MTC billet inner hub (if inner hub not provided, must purchase separately)	SCC-GSS104
SUZ (GSXR1000) (2001-04)	Core Req'd: Outer basket, inner hub, clutch cover	SCC-GSS105
SUZ (GSXR1000) (2005-08)	Same as above but must use 2001-04 inner hub	SCC-GSS105
SUZ (GSXR1100)	Core Req'd: Outer basket w/gear, inner hub, bearing, race NOTE: Uses GSXR1000 fibers and hat assembly	SCC-GSS103

Slider Clutch Baskets

KAW (GPZ1100)	Core Req'd: Outer basket w/gear * (Requires KZ1000 gear)	SCC-KZS201
KAW (H-2)	Core Req'd: Outer basket w/gear *	SCC-KH2100
KAW (KZ900/1000)	Core Req'd: Outer basket w/gear *	SCC-KZS200
KAW (ZX-12)	Core Req'd: Outer basket w/gear *	SCC-ZX12S201
KAW (ZX-14)	Core Req'd: Outer basket w/gear *	SCC-ZX14S201
SUZ (GS1100)	Core Req'd: Outer basket w/gear *	SCC-GSS201
SUZ (GS1150)	Core Req'd: Outer basket w/gear *	SCC-GSS202
SUZ (GSX1300R HAYABUSA)	Core Req'd: Outer basket w/gear *	SCC-GSSH201
SUZ (GSXR1000) (2001-08)	Core Req'd: Outer basket w/gear *	SCC-GSSR206
SUZ (GSXR1100)	Core Req'd: Outer basket w/gear *	SCC-GSSR201

NOTE: Uses GSXR1000 fibers and hat assembly

* Core required: send your old basket assembly and we will disassemble at no cost.



Slider Clutches

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Slider Clutch Components

Model/Description	Part Description	Part Number
KAW (KZ900/1000)	Complete hat assembly	SCC-KZS203H
KAW (ZX-12)	Complete hat assembly	SCC-ZX12S203H
KAW (ZX-14)	Complete hat assembly	SCC-ZX14S203H
SUZ (GS1000/1100/1150)	Complete hat assembly	SCC-GSS203H
SUZ (GSX1300R HAYABUSA)	Complete hat assembly	SCC-GSSH203H
SUZ (GSXR1100)	Complete hat assembly	SCC-GSSR203H
KAW (KZ900/1000)	Slider hat	SCC-KZS203
KAW (ZX-12)	Slider hat	SCC-ZX12S203
KAW (ZX-14)	Slider hat	SCC-ZX14S203
SUZ (GS1000/1100/1150)	Slider hat	SCC-GSS203
SUZ (GSX1300R HAYABUSA)	Slider hat	SCC-GSSH203
SUZ (GSXR1000)	Slider hat	SCC-GSSR202
SUZ (GSXR1100)	Slider hat	SCC-GSSR203
KAW (KZ900/1000)	Hat pressure plate	SCC-KZS206
KAW (ZX-12)	Hat pressure plate	SCC-ZX12S206
KAW (ZX-14)	Hat pressure plate	SCC-ZX14S206
SUZ (GS1000/1100/1150)	Hat pressure plate	SCC-GSS204
SUZ (GSX1300R HAYABUSA)	Hat pressure plate	SCC-GSSH204
SUZ (GSXR1000/1100)	Hat pressure plate	SCC-GSSR204
SUZ (GSXR1100)	Oil restrictor plug	SCC-GSSR205
SUZ (GSX1300R HAYABUSA/GSXR1000)	Oil restrictor plug	SCC-GSSRH205
KAW (ZX-12)	Oil restrictor plug	SCC-ZX12S211
KAW (ZX-14)	Oil restrictor plug	SCC-ZX14S211
KAW (KZ900/1000)	Oil restrictor plug	SCC-KZS212
SUZ (GS1150) INNER HUBS	Inner hub	CLU-CC510
SUZ (GSX1300R HAYABUSA)	Slider hub (billet)	SCC-CC112H
KAW (KZ900/1000)	Inner hub (used)	CLU-CC509
SUZ (GSXR1000) INNER HUB	Inner hub	CLU-CC533
SUZ (GSXR1100) INNER HUB	Inner hub	CLU-CC511
KAW (KZ)	Clutch rod plug & oil restrictor plug set	SCC-KZS210
KAW (J/GPZ)	Clutch rod plug & oil restrictor plug set	SCC-KZS211
KAW (GPZ)	Slider cover (cast)	SCC-KZS208
KAW (KZ900/1000)	Slider cover (cast)	SCC-KZS207
KAW (KZ900/1000)	Quick access slider cover (cast)	CLU-CC526S
SUZ (GS1100/1150)	Slider cover (cast)	SCC-GSS206
SUZ (GS1100/1150)	Quick access slider cover (cast)	CLU-CC530S
BEARING (SMALL)	Small bearings (3)	SCC-MSS125
BEARING (LARGE)	Large bearings (3)	SCC-MSS126
SLIDER COVER BEARING	Bearing	SCC-MSS118
SLIDER ARMS	Arms (5)	SCC-MSS100
SLIDER STUDS (6MM)	Studs (5)	SCC-MSS101
SLIDER STUDS (8MM)	Studs (5)	SCC-MSS201
REG SLIDER SPRINGS	Regular springs (5)	SCC-MSS102
HIGH STALL SPRINGS	Hi-Stall springs (5)	SCC-MSS103
MED STALL SPRINGS	Med. Stall springs (5)	SCC-MSS124
SLIDER HAT BOLTS	Hat bolts	SCC-MSS105
6MM SPRING ADJUSTMENT NUTS	Blue nuts (5)	SCC-MSS110
8MM SPRING ADJUSTMENT NUTS	Purple nuts (5)	SCC-MSS210
SLIDER SHIM KIT	Shim kit	SCC-MSS111
SUZ STRAIGHT CUT BASKET GEAR	Straight cut gear	MIS-S-SGGBG
SPRING ADJUSTMENT TOOL	Adjustment tool	SCC-BLUE NUT GAUGE
5 GRAM CLUTCH WEIGHTS	5 gram weights (5)	SCC-BCW5
10 GRAM CLUTCH WEIGHTS	10 gram weights (5)	SCC-BCW10
KZ/GS MTC SLIDER COVER OIL FILL CAP	Oil fill cap	SCC-MTC562
KAW (ZX-12)	Clutch cover plug	SCC-ZX12S212

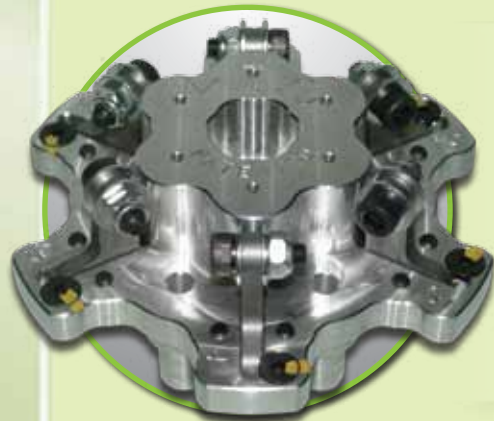
Lock Up Clutches

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MTC Lock Up Clutches

Each arm represents one stage of lock-up adjustment. Arms are controlled by a stall spring, thus allowing the mechanic flexibility in determining the RPM each finger will start applying clutch pressure. All multi stage lock up clutches and components are covered under US patents.

MTC Multi Stage Lock Up Clutches

Model	Installation Requirements	Part Number
HARLEY-DAVIDSON® V-ROD®	Core Req'd: Clutch cover, inner hub, release bearing	MSC-SFLH400
HONDA (CBR-1000RR)	Core Req'd: Clutch cover, pressure plate	MSC-SFLCBR100
KAW (KZ1000)	Core Req'd: Pressure plate	MSC-SFLK500
KAW (ZX-10)	Core Req'd: Pressure plate, release shaft	MSC-SFLZX10-M
KAW (ZX-12)	Core Req'd: Clutch cover, pressure plate, release shaft	MSC-SFLZX12-M
KAW (ZX-14)	Core Req'd: ALL BIKES: Pressure plate	MSC-SFLZX14-M
	If Sidewinder Exhaust: Clutch Cover also	
SUZ (GS1100/1150)	Core Req'd: Pressure plate	MSC-SFLS600
SUZ (GSX1300R HAYABUSA)	Core Req'd: Clutch cover, pressure plate *Must use MTC billet inner hub*	MSC-SFLH500
SUZ (GSXR1000) (2001-04)	Core Req'd: Clutch cover, pressure plate	MSC-SFLG501
SUZ (GSXR1000) (2005-08)	NOTE: Must backdate to 2001-04 clutch system (see website for details)	MSC-SFLG501
SUZ (GSXR1100 DIAPHRAGM O/C)	No cores required	MSC-SFLG500
SUZ (GSXR1100 DIAPHRAGM W/C)	No cores required	MSC-SFLG500WC
SUZ (GSXR750) (2000-05)	Core Req'd: GSXR1000: Clutch cover, GSXR750: pressure plate	MSC-SFLXR750-M

MTC 2 Stage Lock Up Clutches

HONDA (CBR-1000RR)	Core Req'd: Clutch cover, pressure plate	LUC-SFLCBR100
KAW (KZ1000)	Core Req'd: Pressure plate	LUC-SFLK100
KAW (ZX-11)	Core Req'd: Pressure plate	LUC-SFLZX11-2
KAW (ZX-12)	Core Req'd: Clutch cover, pressure plate, release shaft	LUC-SFLZX12-2
KAW (ZX-14)	Core Req'd: ALL BIKES: Pressure plate.	LUC-SFLZX14-2
	If Sidewinder Exhaust: Clutch Cover also	
SUZ (GSXR1000) (2001-04)	Core Req'd: Clutch cover, pressure plate	LUC-SFLG101
SUZ (GSXR1000) (2005-08)	NOTE: Must backdated to 2001-2004 clutch system (see website for details)	LUC-SFLG101
SUZ (GSXR1100 W/C)	Core Req'd: Pressure plate	LUC-SFLG100WC
SUZ (GSX1300R HAYABUSA)	Core Req'd: Clutch cover, pressure plate *Must use MTC billet inner hub*	LUC-SFLH200
SUZ (BANDIT)	No cores required	LUC-SFLB100
SUZ (GS1100/1150)	Core Req'd: Pressure plate	LUC-SFLS100
SUZ (GSXR750) (2000-05)	Core Req'd: GSXR1000 Clutch cover & GSXR750 pressure plate	LUC-SFLXR750-2
SUZ (GSXR1100)	Core Req'd: Pressure plate	LUC-SFLG100
SUZ (GSXR1100 DIAPHRAGM)	No cores required	LUC-SFLDC100
SUZ (GSXR1100 DIAPHRAGM W/C)	No cores required	LUC-SFLDC100WC



Lock Up Clutches

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MTC Lock Up Clutch Components Model/Description

Part Description

Part Number

.010 SHIMS	.010 shims (18)	CLU-KSL107
.025 SHIMS	.025 shims (18)	CLU-KSL105
.050 SHIMS	.050 shims (18)	CLU-KSL106
2 STAGE LOCK UP ARMS	2 stage lock up arms (4)	LUC-MSS100-4
2 STAGE LOCK UP ARMS	2 stage lock up arms (5)	LUC-MSS100-5
2 STAGE LOCK UP ARMS	2 stage lock up arms (6)	LUC-MSS100-6
ALUMINUM NUT AND BOLT	Aluminum nut and bolt (4)	MSC-NBA112-4
ALUMINUM NUT AND BOLT	Aluminum nut and bolt (5)	MSC-NBA112-5
ALUMINUM NUT AND BOLT	Aluminum nut and bolt (6)	MSC-NBA112-6
SUZ (GSXR1000) (2001-04)	Inner hub (billet)	CLU-CC534
SUZ (GSXR1100)	Inner hub	CLU-CC511
SUZ (GSX1300R HAYABUSA)	Inner hub (billet)	CLU-CC112H
KAW (KZ900/1000)	Inner hub (used)	CLU-CC509
SUZ (GS1150)	inner hub	CLU-CC510
KAW (KZ900/1000)	Lock up clutch cover	CLU-CC501
KAW (GPZ) (86-92)	Spacer plate	CLU-CC504
KAW (ZX-12)	Spacer plate	CLU-CC518
KAW (ZX-14)	Spacer plate	CLU-CC528
SUZ (GSXR1100 W/C)	Spacer plate	CLU-CC503WC
SUZ (GSXR1100)	Spacer plate	CLU-CC503
SUZ (GS1100)	Spacer plate	CLU-CC502
KAW (ZX-12)	Modified release shaft	CLU-CC516
SUZ (GS1100/1150)	Lock up extended rack	CLU-CCR513
SUZ (GSXR1000) & (GSX1300R HAYABUSA)	Modified clutch pusher	CLU-CC521
MULTI STAGE #3, 5, 7 SPRING KIT	Multi stage #3, 5, 7 spring kit (3 each)	MSC-LKS109
MULTI STAGE #9, 11, 13 SPRING KIT	Multi stage #9, 11, 13 spring kit (3 each)	MSC-LKS108
MULTI STAGE #15, 18, 21 SPRING KIT	Multi stage #15, 18, 21 spring kit (3 each)	MSC-LKS107
MULTI STAGE LOCK UP ARMS	Multi stage lock up arms (5)	MSC-MSS104-5
MULTI STAGE LOCK UP ARMS	Multi stage lock up arms (6)	MSC-MSS104-6
KAW (KZ900/1000)	Pressure plate (used)	CLU-CC508
KAW (ZX-12)	Pressure plate (used)	CLU-CC513
SUZ (GS1100)	Pressure plate	CLU-CC506
SUZ (GSX1300R HAYABUSA)	Pressure plate	CLU-CC514
SUZ (GSXR1000) (2001-04)	Pressure plate	CLU-CC522
SUZ (GSXR1100)	Pressure plate	CLU-CC507
SUZ (GSX1300R HAYABUSA)	Sight glass	CLU-CC520A
SUZ (GSX1300R HAYABUSA)	O-ring seal	CLU-CC520B
KAW (KZ900/1000)	Quick access cover (cast)	CLU-CC526L
SUZ (GS1100/1150)	Quick access cover (cast)	CLU-CC530L
SUZ (GSX1300R HAYABUSA)	Quick access cover (billet)	CLU-CC520
SUZ (GSX1300R HAYABUSA)	Quick access cover (cast)	CLU-CC532
SUZ (GSXR1000)	Quick access cover (billet)	CLU-CC523
STEEL NUT AND BOLT	Steel nut and bolt (4)	MSC-NBS112-4
STEEL NUT AND BOLT	Steel nut and bolt (5)	MSC-NBS112-5
STEEL NUT AND BOLT	Steel nut and bolt (6)	MSC-NBS112-6
BOLT KIT FOR COVERS & SPACERS	Bolt kit for covers & spacers	CLU-CC505
CLUTCH WEIGHTS	Clutch weights (20)	CLU-CW116
MULTI STAGE TUNER KIT	Includes shims, weights, multi stage springs, and arm screws	MSC-TUNER-KIT
SUZ (GS1100/1150)	Bearing for lock up rack (CCR513)	CLU-CCR513B
SUZ (GS1100/1150)	Cable extender	CLU-CC515
SUZ (GS1100/1150)	Short clutch cable with bracket	CLU-CC531
SUZ (GSXR1100 DIAPHRAGM)	Multi stage 6 prong flange socket	CLU-FRT600
SUZ (GSXR1100 DIAPHRAGM)	2 stage 4 prong flange socket	CLU-FRT400

Miscellaneous Clutches

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Harley-Davidson® Destroyer™ Replacement Parts

Model/Description	Part Description	Part Number
BASE, CLUTCH FLIPPER	Bare flipper (no internal components)	HDC-36836-06K
CENTER CLUTCH HUB W/BUTTONS	Anodized center hub with hardened buttons	HDC-36827-06K
CLUTCH ASSEMBLY	Includes clutch gear, basket, steels & fibers, inner hub, springs, and release plate	HDC-36826-06K
CLUTCH COVER ASSEMBLY	Includes modified cover, secondary dome, and sensor plug	HDC-36830-06K
CLUTCH SPRINGS	OEM clutch springs (5)	HDC-36828-06K
CLUTCH TUNER KIT	Includes 2 sets clutch springs, shims, weights, and multi stage springs	HDC-36843-06K
CONTACT BUTTON	Replacement contact button	HDC-36842-06K
COVER WITH RING	Modified cover with mounting ring, no secondary dome	HDC-36837-06K
COVER, SECONDARY DOME	Secondary dome for modified cover	HDC-36840-06K
FLIPPER CLUTCH	Flipper with internal components	HDC-36829-06K
PLUG KIT	Plug and o-ring	HDC-36841-06K
WASHER	1 gram clutch weights (30)	HDC-36831-06K

Top Fuel Clutch

CANNON CYLINDER	Complete cylinder with thrust bearing	CLU-TF8CY
CLUTCH ASSEMBLY	Complete clutch assembly includes Cannon Cylinder	CLU-TF8
CLUTCH PLATE FRICTION	Sintered steel friction plate	CLU-TF8F
CLUTCH SPRINGS	Red clutch springs (3)	CLU-TF8SP
PRIMARY ARM #1	Primary arm	CLU-TF8PA
SECONDARY ARM #1	Stage 1 secondary arm	CLU-TF8SA1
SECONDARY ARM #2	Stage 2 secondary arm	CLU-TF8SA2
SECONDARY ARM #3	Stage 3 secondary arm	CLU-TF8SA3
SECONDARY ARM #4	Stage 4 secondary arm	CLU-TF8SA4
SECONDARY ARM #5	Stage 5 secondary arm	CLU-TF8SA5
SECONDARY ARM #6	Stage 6 secondary arm	CLU-TF8SA6
SECONDARY ARM #7	Stage 7 secondary arm	CLU-TF8SA7
SECONDARY ARM #8	Stage 8 secondary arm	CLU-TF8SA8
SECONDARY ARM #9	Stage 9 secondary arm	CLU-TF8SA9
SPRING CAPS	Red clutch spring caps (3)	CLU-TF8SC
STEEL FLOATER PLATE	Surface ground floater plate	CLU-TF8S

Suzuki Straight - Cut Gears

These hi-strength straight-cut gears help solve clutch basket problems by removing side thrust caused by factory installed helical-cut gears. These straight-cut gears are the same ratio as stock GS1100. Set is one crank gear and one clutch hub gear.

Model	Part Number
SUZ (GS1100)	MIS-S-SGG

Oil Pan Gate

This gate is designed to prevent loss of oil pressure due to the oil running to the back of the engine during acceleration.

Model	Part Number
KAWASAKI	MIS-K-339

Kawasaki Gpz Output Shaft

This Kawasaki GPZ output shaft is designed to allow the GPZ series transmission to drop into Z1/KZ1000 stock cases without the use of a special bearing. The output end spline is the same as Z1/KZ1000, the rest of the shaft is the same as GPZ1100

Model	Part Number
KAW (GPZ1100)	MIS-GPZ1100

Kawasaki Low Gear Assembly

This 2.92 low gear ration fits all Kawasaki Z1/KZ1000 1973-1979 motors. Designed for drag racing and made out of a hi-strength forging, heat treated for racing application.

Model	Part Number
KAWASAKI	MIS-KLG292



Miscellaneous Clutches

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MTC Heavy Duty Clutch Baskets

MTC heavy duty clutch baskets are forged aluminum clutch basket assemblies designed for any application. All MTC clutch baskets use hardened steel backing plates and rivets. At MTC we do not weld our rivets as that would weaken the backing plate as well as the rivets. We press our rivets (same as factory) using hardened tooling and a 50 ton press. All this makes the MTC clutch baskets as strong as possible.

Model

KAW (ZX-12)
KAW (ZX-14)
KAW (KZ900/1000)
SUZ (GS1100)
SUZ (GS1150)
SUZ (GSX1300R HAYABUSA)
SUZ (GSXR1000) (2001-08)
TRIUMPH (ROCKET III)

Installation Requirements

Core req'd: Outer basket *
Core req'd: Outer basket *
Core req'd: Outer basket *
Core req'd: Outer basket *
Core req'd: Outer basket *
Core req'd: Outer basket *
Core req'd: Outer basket *
Core req'd: Outer basket *

Part Number

CLU-ZHB200
CLU-ZHB210
CLU-KHB200
CLU-SHB200
CLU-SHB201
CLU-SHB202
CLU-SHB203
CLU-THB200

* Core required: send your old basket assembly and we will disassemble at no cost.

Clutch Springs

Model

HONDA (VTX) HEAVY DUTY
KAW (KZ900/1000)
KAW (ZX-12)
KAW (ZX-12) SOFT
KAW (ZX-14) SUPER SOFT
SUZ (GSX1300R HAYABUSA) HEAVY DUTY
SUZ (GSX1300R HAYABUSA) SOFT
SUZ (GSXR1000) (2001-04)
SUZ (GSXR1000) (2001-04) SUPER SOFT
SUZ (M109)

Part Description

Springs (6)
Springs (5)
Springs (12) double stack
Springs (12) double stack
Springs (5)
Springs (6) *Will not work with stock inner hub*
Springs (6) *Will not work with stock inner hub*
Springs (10) double stack
Springs (10) double stack
Springs (6)

Part Number

CLU-VTX252
CLU-K172
CLU-K272
CLU-KZX173
CLU-K471
CLU-HCS150
CLU-HCS151
CLU-S251
CLU-SXR150
CLU-S252

MTC Hard Chrome Plated Steel Plate Kits

These are hard chrome plated for wear resistance.

Model

KAW (KZ1000)
KAW (ZX-11)
KAW (ZX-14)
SUZ (GSX1300R HAYABUSA)
SUZ (GSXR1000)
SUZ (GSXR1100)
SUZUKI (GS1100/1150)

Part Description

Steel plates (7)
Steel plates (8)
Steel plates (9) *Must use with MTC fiber kit*
Steel plates (7 thin, 2 thick)
Steel plates (9)
Steel plates (8)
Steel plates (8)

Part Number

CLU-K177K
CLU-ZX150K
CLU-K476K
CLU-S152K
CLU-S154K
CLU-S151K
CLU-S150K

NOTE: To order single steel plates, use the same part number without the "K". For Hayabusa and ZX-14 specify "Thick" or "Thin".

MTC Clutch Fiber Kits

Model

HONDA (VTX) CLUTCH KIT

KAW (KZ900/1000)
KAW (ZX-10)
KAW (ZX-14)
SUZ (GS1100/1150)
SUZ (GSX1300R HAYABUSA)
SUZ (GSXR1000)
TRIUMPH (ROCKET III)

Part Description

Clutch fibers (8), clutch springs (6),
.025 shims (12), and .050 shims (12)"
Clutch fibers (8)
Clutch fibers (10)
Clutch fibers (10) *Must use with MTC steel kit*
Clutch fibers (9)
Clutch fibers (8 thin, 2 thick)
Clutch fibers (10)
Clutch fibers (10)

Part Number

CLU-VTX101

CLU-K167K
CLU-K168K
CLU-K475K
CLU-S143K
CLU-S149K
CLU-S153K
CLU-T172K

NOTE: To order single fibers, use the same part number without the "K". For Hayabusa and ZX-14 specify "Thick" or "Thin".

Clutch Picks

Item

Clutch pick -- NO magnets
Clutch pick -- WITH magnets

Part Description

Contains 2 picks
Contains 2 picks

Part Number

CLU-CC527NM
CLU-CC527

Gen II Multistage Clutches

Order: 1-800-827-9210

Int'l: 1-321-636-9480

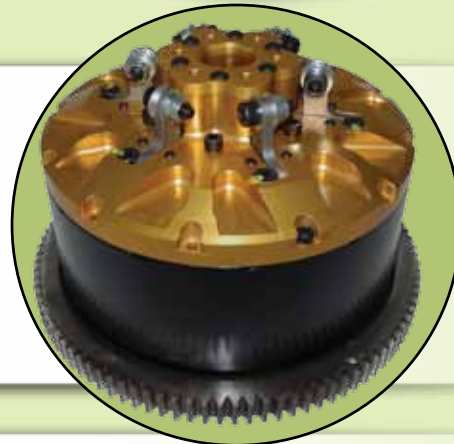
www.mtceng.com

sales@mtceng.com



GEN II MULTISTAGE CLUTCH

This new clutch called the "Gen II Multistage Clutch" is designed and built with the same robustness as MTC has used for over 40 years in making the best products in the racing industry. This 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.



MODEL

BUELL (S&S)

HD PRO-SERIES

KAW (KZ900/1000)

KAW (ZX-14)

SUZ (GS1100/1150)

SUZ (GSX1300R HAYABUSA)

SUZ (GSXR1000) (2001-08)

CORES REQUIRED

Outer basket w/gear & inner hub

Cores supplied by MTC and included in price

Outer basket w/gear & inner hub

Outer basket w/gear & inner hub

Cores supplied by MTC and included in price

Outer basket w/gear & inner hub

Outer basket w/gear & inner hub

Cores supplied by MTC and included in price

Outer basket w/gear & clutch cover

Cores supplied by MTC and included in price

Outer basket w/gear, inner hub, & clutch cover

PART NUMBER

GMS-BU500

GMS-BU500NC

GMS-HDP500

GMS-KZ500

GMS-KZ500NC

GMS-ZX14-500

GMS-GS500

GMS-GS500NC

GMS-HYB500

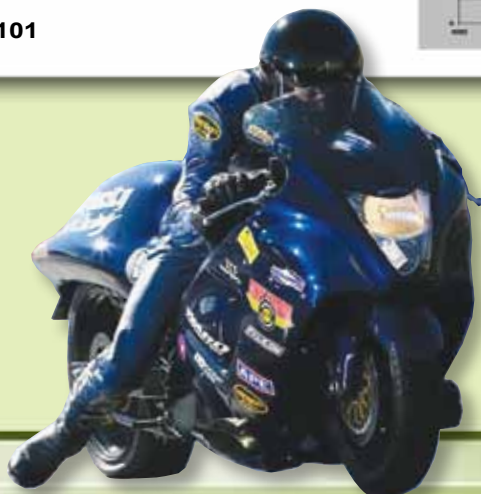
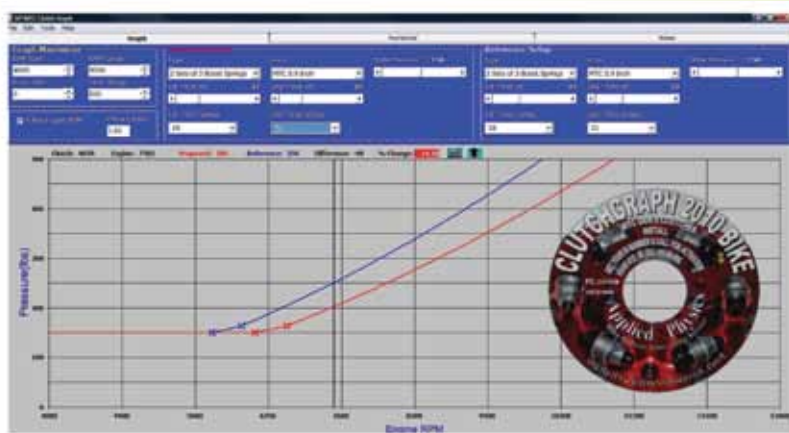
GMS-HYB500NC

GMS-GSXR500

GEN II Multistage Simulation Software

This software has the ability to take all the variables associated with the clutch setup and provide an output in graphical form indicating the pressure load on the clutch. It allows you to maintain the previous set up and then run "what if" scenarios of proposed changes. Since the Gen II runs on engine RPM, adding the primary ratio allows the plate load to be associated with engine RPM's in determining required forces to lock up the clutch under varying engine RPMs.

GMS-SW101



Mike Slowe

2009 AMA/Dragbike Pro Street Champion



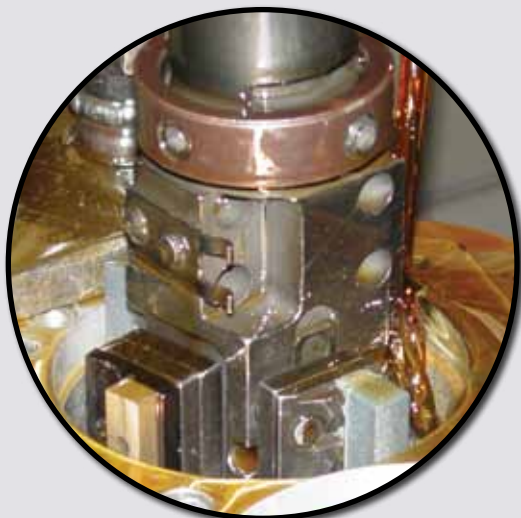
Custom Manufacturing Services

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- Install buttons in pressure plates
- Modifications for quick access clutch covers
- Custom Welding
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- Special coating processes can be arranged
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- Manufacturing Custom Pistons
- Machining piston domes
- Machining piston ring grooves
- Machining valve pockets on pistons
- Gas port pistons
- Re-Honing piston pin holes
- Pro-prep pistons

- Surfacing cylinder head
- Surfacing cylinder blocks
- Removing cylinder studs
- Boring upper cases
- Counterboring for Special Power Ring on Cylinder Blocks
- Deepen or correct existing counterbore on Cylinder Blocks
- O-Ring Cylinder Blocks
- Deepen existing o-ring on Cylinder Blocks
- Boring out destroyed sleeve
- Resleeving, Boring & Honing Cylinder Blocks
- Boring & Honing Cylinder Blocks
- Brush Honing to break glaze on Cylinder Blocks
- Brush Honing to straighten Bore on Cylinder Blocks
- Special inspection and analysis procedures



MTC Engineering is structured to provide a full complement of support manufacturing and inspection services as illustrated above.

We also welcome "challenging" opportunities to work with our customers on advanced developments, designs, and manufacturing requirements to achieve the highest levels of performance and reliability.



MTC T-Shirt

White T-shirt with small logo on front and large picture on back.

Size	Part Number
Youth	MER-WT-Y
Small	MER-WT-S
Medium	MER-WT-M
Large	MER-WT-L
X-Large	MER-WT-XL
XX-Large	MER-WT-XXL
XXX-Large	MER-WT-XXXL

MTC Baseball Hat

Baseball Hat with MTC logo

Item	Part Number
Baseball Hat (White)	MER-HAT
Baseball Hat (Black)	MER-HATB

MTC Patch

Patch 4" x 2 1/4" MTC logo laser cut to shape.

	Part Number
Patch	MER-PATCH





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Worlds Fastest Top Fuel Motorcycle



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