

**2014**



**KB Motorcycle Pistons Master Catalog**

**1-800-648-7970 • [www.uempistons.com](http://www.uempistons.com)**

# KB MOTORCYCLE PISTONS

## NEW FORGED APPLICATIONS

### FORGED Sportster 1200 and 883 to 1200 Conv.

FLAT TOP WITH VALVE POCKETS FOR BOTH 1200 AND 883 HEADS



Part #	Bore	Stroke	Comp Hgt.	CC	Comp. Ratio
KB935C	3.488"	3.812"	1.208"	+3	SEE NOTE

#### NOTE

Used as 883cc to 1200cc conversion piston with an 883cc 51cc head - 11:1

Used with 1200cc head with a 69cc chamber - 9:1

Oversizes: STD .005 .010 .020 .030 .040

### FORGED Big Bore 93" Shovelhead

4-1/2" STROKE WITH STOCK LENGTH CYLINDERS



Part #	Bore	Stroke	Comp Hgt.	CC	Comp. Ratio
KB658C	3.625"	4.500"	1.175"	-42.3	8:1
KB659C	3.625"	4.500"	1.175"	-53.6	10.2:1

Designed to work with stock 5.330" length cylinders, no stroker plates required.

Compression ratios are calculated with piston .085" below top of cylinder.

Oversizes: STD .005 .010 .020 .030 .040

### FORGED Twin Cam 103" 10:1

WITH SCREAMIN' EAGLE® 95cc HEADS



Part #	Bore	Stroke	Comp Hgt.	CC	Comp. Ratio
KB660C	3.875"	4.375"	1.076"	-8.8	10:1

True 10:1 with Screamin' Eagle (MVA) Maximum Velocity Area Heads.

Ring Pack: 1.5mm 1.5mm 2.5mm

Oversizes: STD .005 .010 .020 .030

### FORGED Twin Cam 110" 10:1

WITH SCREAMIN' EAGLE® 95cc HEADS



Part #	Bore	Stroke	Comp Hgt.	CC	Comp. Ratio
KB661C	4.000"	4.375"	1.076"	-4.2	10:1

True 10:1 with Screamin' Eagle (MVA) Maximum Velocity Area Heads.

Ring Pack: 1.5mm 1.5mm 2.5mm

Oversizes: STD .005 .010 .020 .030

**ALL KB FORGED PISTONS ARE MADE WITH 4032 ALLOY AND HAVE OFFSET WRIST PINS.**



### KB Performance Motorcycle Pistons

Division of United Engine & Machine Co. Inc.

1040 Corbett St. — Carson City, NV 89706

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## SELECTING THE PISTON ALLOY FOR YOUR APPLICATION

**KB Performance Pistons are offered in two materials:**

***Hypereutectic cast 390 Alloy*** found in ***ORANGE Section***

***Forged 4032 Alloy*** found in ***GRAY Section***

***Hypereutectic Alloy*** is a cast 16% high silicon content material that has very high thermal barrier properties along with a low thermal expansion rate. This alloy is perfectly suited for an air-cooled engine. Tight piston-to-cylinder clearances are used to achieve better ring seal and a quiet running engine. Hypereutectics are best suited for Street Bikes using stock or mild compression ratios to 10.5:1 running on pump fuel. With the high silicon content, these pistons will resist skirt wear the best. Models that end in a "C" come with Anti-Friction skirt coating.

***Forged 4032 Alloy*** is an 11% silicon alloy that is formed in a forging press then fully machined. The combination of this alloy and forging process allows the piston to flex under detonation or pre-ignition, giving the best resistance to cracking. Since 4032 alloy has a low expansion rate but higher than Hypereutectic, it will require about a .001" wider piston to wall clearance. Forged pistons are suited for Street or Race with power adders such as NOS or boost. Models that end in a "C" come with Anti-Friction skirt coating.

### Warranty Disclaimer

Due to the nature of performance applications, the parts sold by United Engine & Machine Co. Inc. are sold without any express warranty or any implied warranty of merchantability or fitness for a particular purpose. UEM shall not, under any circumstances, be liable for any special, incidental or consequential damages, including, but not limited to damage, or loss of profits or revenue, cost of purchased or replacement goods, or claims of customers of the purchaser, which may arise and/or result from sale, installation or use of these parts.

UEM reserves the right to make product improvements or changes without notice and without incurring liability with respect to similar products previously manufactured.

The information contained in this instruction should not be considered absolute. Final decisions concerning the installation and use of these products are ultimately the responsibility of the customer. UEM makes no guarantee of warranty on emissions.

# TECH TIPS & INSTALLATION

## Hypereutectic Motorcycle Application

Your KB Hypereutectic motorcycle pistons are made from a high silicon aluminum alloy. Hypereutectic alloys have less thermal expansion and lower thermal conductivity than a typical cast or forged piston alloy. In addition to greater thermal properties, Hypereutectic alloys have 16% silicon which gives superior wear properties. **The low thermal conductivity of this alloy requires engines running hypereutectic pistons to reduce total ignition timing 2 to 4 degrees.**

## KB Forged Motorcycle Application

KB's Forged motorcycle line is supplied in 4032 alloy in new lightweight designs. **It is important to remember that specifications for hypereutectic and forged applications be kept separate.**

## Clearances

### MINIMUM PISTON TO WALL CLEARANCE

The spreadsheet below is for general clearance guidelines for KB Pistons, but final sizing needs to be based on your application and conditions.

Hypereutectic	Bore Size	Forged	Bore Size	
	Under 4.00"		Under 4.125"	4.125" & Above
Aluminum Cyl w/ Steel Sleeve	.0015"	Aluminum Cyl w/ Steel Sleeve	.0025"	.0030"
Cast Iron Cylinder	.0020"	Cast Iron Cylinder	.0025"	N/A

**Special note on STANDARD size pistons:** .001" less clearance is built into the piston to allow honing of a good STANDARD bore cyl. New cylinders must be checked for proper wall clearance and may require slight honing.

### IMPORTANT!!! Ring end gaps MUST be checked for proper gap opening.

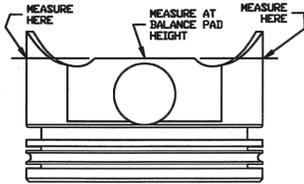
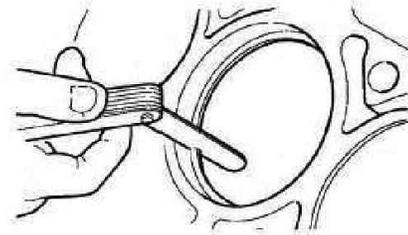
Multiply bore size by the ring end gap factor listed below for your application (i.e. 3.498" X .0065" = .022" gap)

### MINIMUM TOP RING END GAP FACTORS

Application	Hypereutectic	Forged
Stock / Light Bike	.0065"	.004"
Hi Comp / Touring	.008"	.0055"
Boosted	.010"	.006"

### MINIMUM SECOND RING END GAP FACTORS

All	.004"	.004"
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**Coated Piston Note:**  
Do NOT measure over coating

## KB Hypereutectic and Premium Forged Motorcycle Pistons Nominal Clearances

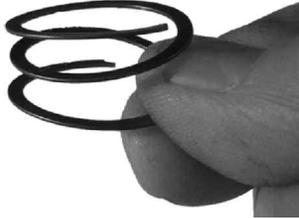
The following standards are used on all KB Hypereutectic and Premium forged motorcycle non-coated pistons. All KB motorcycle pistons come with clearance built into the piston. An example is a 3.498" hypereutectic piston at .010" over would have the cylinder bored to 3.508" and we would supply the piston at 3.5065" for a clearance of .0015". **Final piston clearance should be based solely on the demands of your application. Consideration should be given to such things as components being used, demands of the application, climatic conditions, fuel, desired compression ratio, just to mention a few. Typically, additional clearance is honed into the cylinder if more demanding applications are intended, and there may be cases where reduced clearance is acceptable. The chart above is for general clearance guidelines, but final sizing needs to be made based on your conditions. Hypereutectic and forged applications have different minimum clearance requirements.**

## Calculating Compression Ratios

When calculating compression ratios, KB treats a **dish** designed piston as a positive number. This is because a **dish** adds volume to the cylinder head. All KB **dish** pistons receive a positive cc volume. The reverse is true for all **dome** style pistons. Since the **dome** removes volume from the cylinder head we give all **domes** a negative cc volume. Remember this when calculating compression using the KB calculator on our website [uempistons.com](http://uempistons.com).

## Spiral lock rings – used in all series:

1. Spring the lock about ½" to ¾" to get your thumb between the coils.
2. Insert tang into groove. Slightly twist your wrist towards the groove angling the lock downward into the groove.
3. Using a small flat screwdriver push down on the lock to push it into the groove. Continue in a circular rotation. Do not try to spin the lock in.



## Pin Lubrication and Installation

1. Use a high quality engine assembly lube such as Torco between the pin and pin bore. Failure to properly lubricate may result in pin seizure.
2. Do not use grease when lubricating the pin bore. Grease acts as a dam and prevents oil from getting to the pin.
3. **Special note for Sportster, Pan, Knuckle and Shovelhead:** Both .791" and .792" diameter pins were used in these engines. Check pin fit in rod bushing before installing piston. It should slide in freely just like in the piston. If it does not the rod bushing will need to be reamed to .0006" - .0008" clearance.

## Installation Rings

Top Two: Always use a ring expander tool to stretch rings over the piston, expand ring only enough to get ring over piston.

**NEVER SPIRAL COMPRESSION RINGS ON**

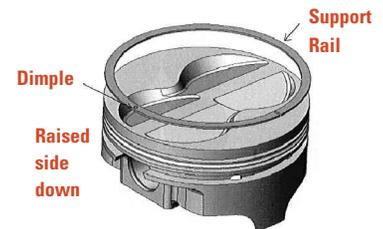


## Oil Support Rail

Application where the wrist pin is intersecting the oil groove require an Oil Support Rail to bridge the gap the wrist pin cut out has made.

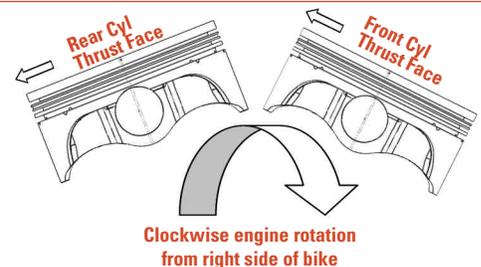
All three of the oil control rings are then installed on top of the Support Rail.

**Special Note:** The raised dimple on the Support Rail is positioned down and indexed in the open area of the wrist pin cut out.



## Offset Pin Orientation

All **FORGED** pistons are supplied with offset wrist pins. Offset pins are designed to help control piston slap noise. The short offset side must always be towards the thrust face side of the engine which is to the rear of the bike.

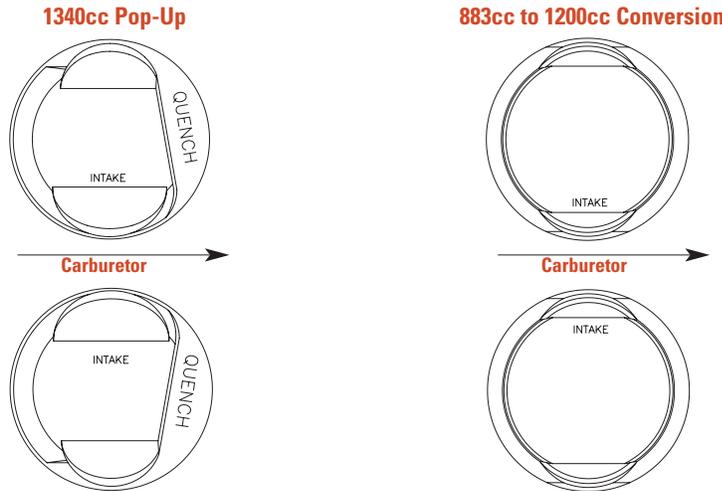


## Helpful Dimensions

	Case Deck Hgt	Cylinder Length Gasket to Gasket	Rod Length
74" Panhead	5.375"	5.330" + .200" Fire Ring	7.440"
80" Shovelhead	5.375"	5.330" + .200" Fire Ring	7.440"
Ironhead Sportster	5.070"	5.330" + .167" Fire Ring	7.440"
Evo Sportster	5.375"	4.650"	6.926"
80" EVO	5.375"	5.550"	7.440"
Twin Cam 88"–110"	6.000"	4.937"	7.667"

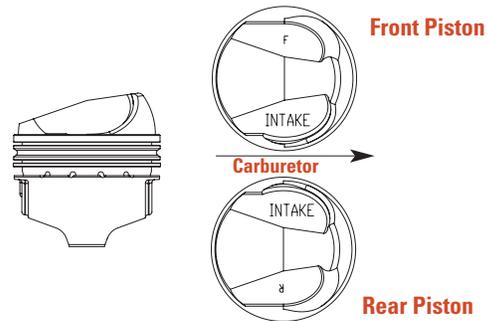
## Installation of 883cc to 1200cc Conversion and 1340cc Pop-Up

These pistons have asymmetrical valve reliefs and head designs. Put the intakes to the center of the engine and the quench toward the carburetor.



## Installation of Sportster Domes

The pistons are marked front and rear. Intakes toward the middle of the engine. Dome toward the carburetor.



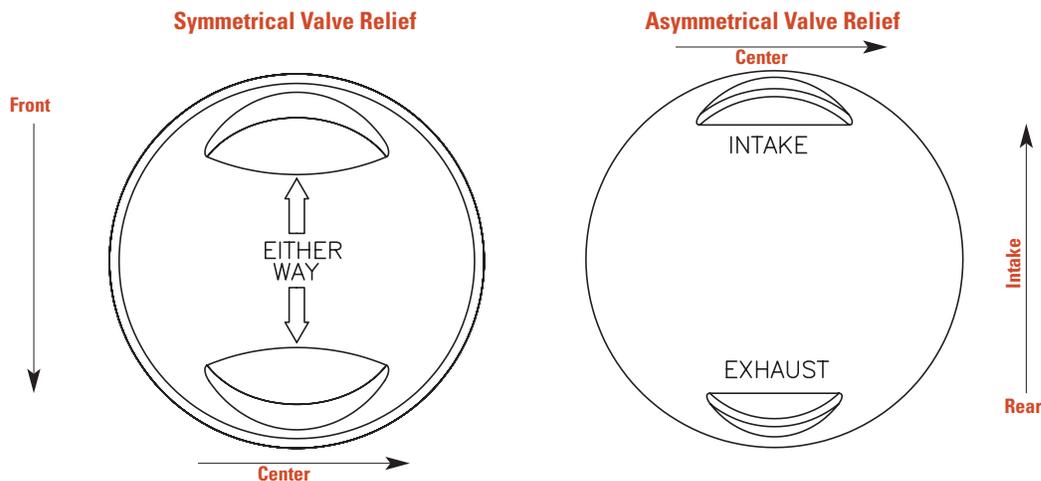
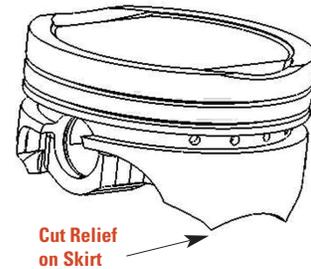
## Installation of Motorcycle Piston with Symmetrical and Asymmetrical Valve Reliefs

When installing KB Motorcycle Pistons that have **symmetrical** valve reliefs, the piston can be turned so either valve is pointing toward the center of the engine. The piston can be fit in either the front or rear cylinder.

If the piston has symmetrical valve reliefs but has a relief cut in the skirt tip, the cut relief must be oriented toward the center of the engine. The piston can be fit in either the front or rear cylinder.

Piston skirt tip clearance should always be checked.

When installing KB Motorcycle Pistons that have **asymmetrical** valve reliefs (intake larger than exhaust), the intake should always be oriented toward the center of the engine. The piston can be in either the front or rear cylinder.



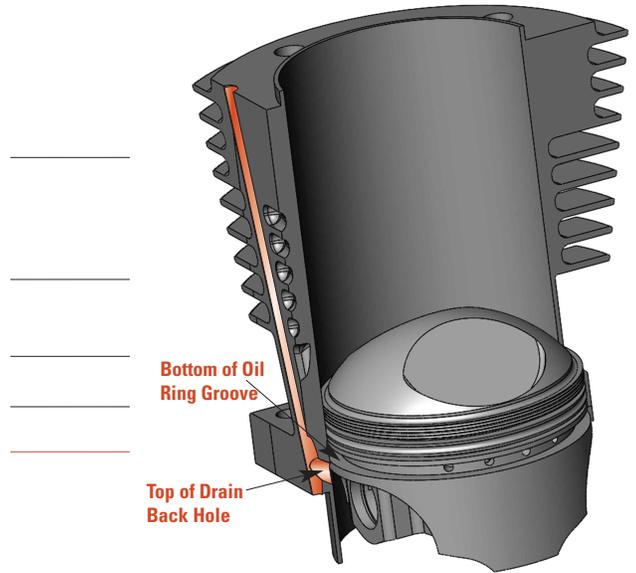
# SHOVELHEAD INSTALLATION TIPS

## 80" thru 98" Shovelhead

### Stock and Big Bore Oil Drain Back Hole Clearance Check.

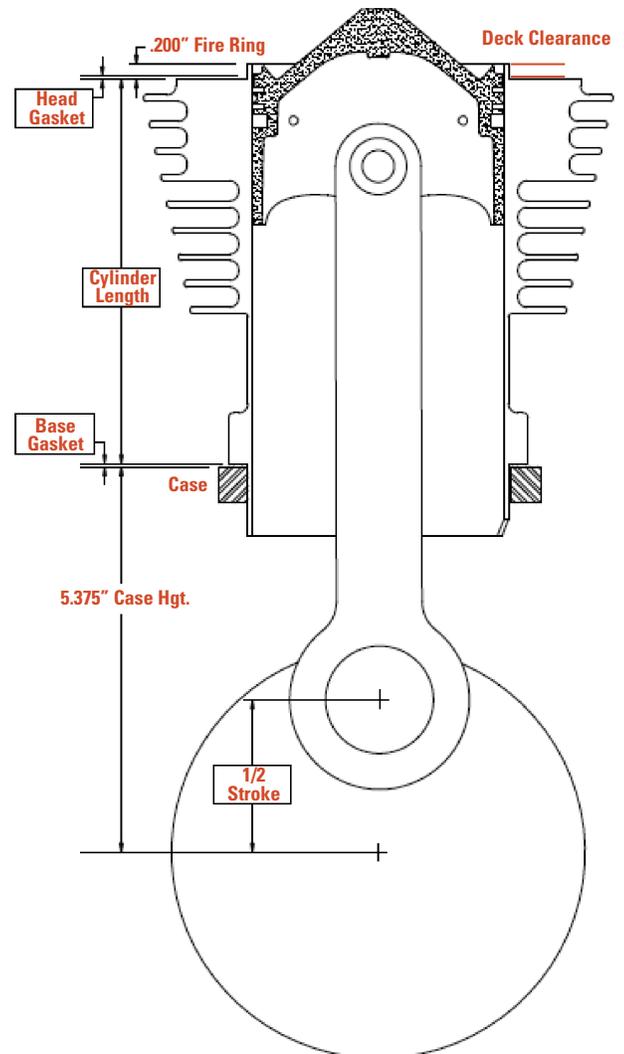
- Step 1** Measure from top of cylinder to top of oil drain back hole in cylinder. \_\_\_\_\_
- Step 2** Install piston without rings and place cylinder with base gasket over piston then rotate to Bottom Dead Center. \_\_\_\_\_
- Step 3** Measure from top of cylinder to top of outer step on piston. \_\_\_\_\_
- Step 4** With piston back out of cylinder, measure from top of outer step on piston to bottom of oil ring groove. \_\_\_\_\_
- Step 5** Add 3 and 4 together. \_\_\_\_\_
- Step 6** Subtract 1 from 5; this will be the clearance number. \_\_\_\_\_

**Note** If the oil ring is allowed to go down into the drain back hole it may get overloaded with oil that it can not control which will result in high oil consumption.



## Calculating Deck Clearance and Required Piston Compression Height

1. Measure cylinder length, gasket surface to gasket surface. \_\_\_\_\_
2. Fire ring height, typical is .200" \_\_\_\_\_
3. Base gasket thickness. \_\_\_\_\_
4. Deck Height, centerline of crank to cylinder gasket surface. Stock Shovelhead is 5.375" \_\_\_\_\_
5. Add 1, 2, 3 and 4 (this is your Case/Cylinder stack-up) \_\_\_\_\_
6. Half stroke \_\_\_\_\_
7. Rod length, stock Shovelhead rod is 7.440" \_\_\_\_\_
8. Piston compression height, centerline of pin to outer step on top of piston. (you will find the comp. hgt. on KB pistons listed in the catalog in the header of each listing) \_\_\_\_\_
9. Add 6, 7 and 8 (this is your crank, rod and piston stack-up) \_\_\_\_\_
10. Subtract 9 from 5. (this is your deck clearance.) \_\_\_\_\_



**For easy compression ratio calculator go to [www.uempistons.com](http://www.uempistons.com) then TOOLS to calculator.**

**Or call the Tech line at 800-648-7970 ex 3.**

# HYPEREUTECTIC SERIES

Fully Machined head and valve reliefs



Spiral Lock style lock rings

CNC machined pin bores produce straight and accurately sized bores



Mini Grooves to reduce scuffing if overheated

Accumulator Groove aids with compression ring seal

Diamond finished skirts

## SPORTSTERS

### Sportster 54ci / 883cc 1986–Present

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.000	3.812	6.929	1.210	2 - 1.5mm 1 - 2.8mm	.791 / Centered	STD .010 .020 .030 .040



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
<b>KB408C</b>	Flat Top with +1.2cc	<b>9.0:1 w/49cc</b>	Piston 253 Pin 77	Hypereutectic Alloy	Coated Skirts. Stock replacement piston.

#### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M6198	0791X216K	RRN-81	Not Used

### Sportster Ironhead 61ci / 1000cc 1972–85

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.188	3.812	7.440	1.182	2 - 1/16 1 - 3/16	.792 / Centered	STD .010 .020 .030 .040 .050



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
<b>KB292</b>	Dome with -48.9cc	<b>8.2 w/110cc</b>	Piston 335 Pin 97	Hypereutectic Alloy	Cut back Dome for improved combustion

#### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M7003	0792X216K	RRN-81	Not Used

### EVO-Sportster 1200XL 1988–Present / 1100cc 1986–87

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.498	3.812	6.926	1.210	2 - 1/16 1 - 3/16	.792 / Centered	STD .005 .010 .020 .030 .040



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
<b>KB264</b>	Flat Top with +0.8cc	<b>9.0:1 w/69cc</b>	Piston 349 Pin 97	Hypereutectic Alloy	
<b>KB295</b>	Flat Top with +1.6cc	<b>8.9:1 w/69cc</b>	Piston 349 Pin 97	Hypereutectic Alloy	.044" deeper valve pockets than KB264

#### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M6127	0792X216K	RRN-81	R-102 / STD .005 .010 .020 R-103 / .030; R-104 / .040

## EVO-Sportster 74ci / 883 to 1200 Conversion 1986–Present

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.498	3.812	6.926	See Notes	2 - 1/16 1 - 3/16	.792 / Centered	STD .005 .010 .020 .030 .040



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
<b>KB410</b>	Flat Top with +0.05cc	<b>9.0:1 w/51cc</b>	Piston 310 Pin 97	Hypereutectic Alloy	Piston is .125" below deck, 1.090" Comp Hgt
<b>KB272</b>	Dish with +10cc	<b>10.0:1 w/51cc</b>	Piston 335 Pin 97	Hypereutectic Alloy	1.210" Compression Hgt.

### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M6127	0792X216K	RRN-81	R-102 / STD .005 .010 .020 R-103 / .030; R-104 / .040

## Sportster XR1200 and BUELL 1200 2008–Present

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.498	3.812	6.926	1.210	2 - 1/16 1 - 3/16	.792 / Centered	STD .005 .010 .020 .030 .040



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
<b>KB414</b>	Dome with -1cc	<b>9.2:1 w/69cc</b> <b>10.1:1 w/62cc</b> <b>11:1 w/55cc</b>	Piston 360 Pin 97	Hypereutectic Alloy	Can be used with XL1200 Heads

### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M6127	0792X216K	RRN-81	R-102 / STD .005 .010 .020 R-103 / .030; R-104 / .040

# EVOLUTION

## Evolution 80ci 1340cc 1984–99 *Stock Bore and Stroke*

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.498	4.250	7.440	1.375	2 - 1/16 1 - 3/16	.792 / Centered	STD .005 .010 .020 .030 .040



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
<b>KB258</b>	Flat Top with +0.8cc	<b>8.6:1 w/80cc</b>	Piston 350 Pin 97	Hypereutectic Alloy	
<b>KB305</b>	Dome with -9cc	<b>9.6:1 w/80cc</b>	Piston 392 Pin 97	Hypereutectic Alloy	Solid Dome
<b>KB266</b>	Dome with -16.5cc	<b>10.5:1 w/80cc</b>	Piston 360 Pin 97	Hypereutectic Alloy	Hollow Dome

### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M6127	0792X216K	RRN-81	Not Used

# KNUCKLE, PAN & SHOVELHEAD

## Knuckle, Pan and Shovelhead 74ci FL,FLH,FX 1941-79

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.437	3.969	7.440	1.450	2 - 1/16 1 - 3/16	.792 / Centered	STD .005 .010 .020 .030 .040 .050 .060 .070 .080



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
<b>KB263</b>	Hemi Dome with -42.3cc	<b>8.0:1 w/112cc</b>	Piston 370 Pin 97	Hypereutectic Alloy	8.0:1 at .063" Deck Clearance;

### Replacement Parts

Ring Set	Pin #	Lock #	Piston Oversizes
2M6482	0792X216K	RRN-81	STD .005 .010 .020 .030 .040 .050
2M6127.STD	0792X216K	RRN-81	.060
2M6127.010	0792X216K	RRN-81	.070
2M6127.020	0792X216K	RRN-81	.080

## Shovelhead 80ci FL,FLH,FX 1978-84

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.498	4.250	7.440	1.285	2 - 1/16 1 - 5/32	.792 / Centered	STD .005 .010 .020 .030 .040



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
<b>KB288</b>	Hemi Dome with -29.3cc	<b>7.2:1 w/117cc</b>	Piston 357 Pin 97	Hypereutectic Alloy	7.2:1 at -.085" Deck Clearance. See page 5.
<b>KB297</b>	Hemi Dome with -45.4cc	<b>8.3:1 w/117cc</b>	Piston 388 Pin 97	Hypereutectic Alloy	8.3:1 at -.085" Deck Clearance. See page 5.

### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M6127 Prior to 2011	0792X216K	RRN-81	Not Used
2M6164 2012-Current	0792X216K	RRN-81	Not Used

## Shovelhead 88-98ci 1948-84 **BIG BORE STROKER 4.250" to 4.750"**

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.625	4.250 - 4.750	7.44	1.285	2 - 1/16 1 - 3/16	.792 / Centered	STD .005 .010 .020 .030 .040



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
<b>KB294</b>	Hemi Dome with -42.3cc	<b>8.5:1 w/117cc</b> <b>9.4:1 w/117cc</b>	Piston 357 Pin 97	Hypereutectic Alloy	8.5:1 w/ 4.250 stroke -.085" deck clearance 9.38:1 w/ 4.750 stroke -.085" deck clearance

### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M5721	0792X216K	RRN-81	Not Used

# TWIN CAM 88"

## Twin Cam 88ci 1998-06 *Stock Bore and Stroke*

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.750	4.000	7.667	1.270	2 - 1/16 1 - 5/32	.927 / Centered	STD .005 .010 .020 .030



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
<b>KB339</b>	Flat Top with +1cc	<b>8.8:1</b> w/85cc	Piston 370 Pin 144	Hypereutectic Alloy	
<b>KB343</b>	Dome with -16.8cc	<b>10.6:1</b> w/85cc	Piston 430 Pin 144	Hypereutectic Alloy	

### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M4793	0927X300K	PRJ100-3	Not Used

## Twin Cam 95" / Big Bore 88" 1998-06 *Stock Stroke*

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.875	4.000	7.667	1.270	2 - 1/16 1 - 3/16	.927 / Centered	STD .005 .010 .020 .030 .040



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
<b>KB348</b>	Flat Top with +1cc	<b>9.3:1</b> w/85cc	Piston 408 Pin 102	Hypereutectic Alloy	
<b>KB411</b>	Dome with -11.2cc	<b>10.5:1</b> w/85cc	Piston 447 Pin 102	Hypereutectic Alloy	Replaces KB374

### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M4985	0927X216K	PRJ100-3	R-108 / STD .005 .010 .020 R-109 / .030 .040



# TWIN CAM 96"

## Twin Cam 103" / Big Bore 96" 2007–Present *Stock Stroke*

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.875	4.375	7.667	1.076	2 - 1.5mm 1 - 2.5mm	.927 / Centered	STD .005 .010 .020 .030 .040



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
<b>KB409C</b>	Flat Top with +1.9cc	<b>10.0:1 w/85cc</b>	Piston 371 Pin 102	Hypereutectic Alloy	See instructions for coated piston clearances

### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M4941	0927X300K	PRJ100-3	Not Used

# INDIAN

## Indian Power Plus 100ci

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.875	4.250	7.440	1.400	2 - 1/16 1 - 3/16	.792 / Centered	STD .005 .010 .020 .030 .040



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
<b>KB412</b>	Flat Top with +2.9cc	<b>10.0:1 w/83cc</b>	Piston 455 Pin 89	Hypereutectic Alloy	Replaces 2315

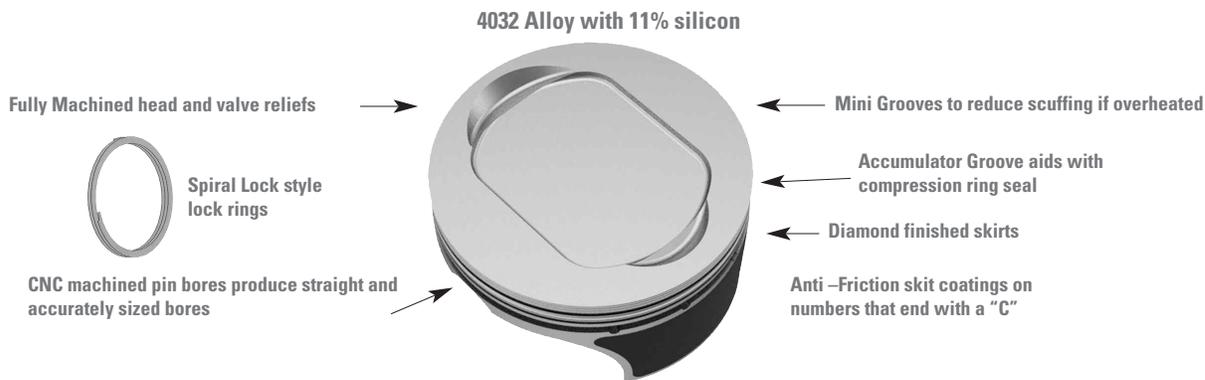
### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M4985	0792X208K	RRN-81	Not Used



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# FORGED SERIES



## EVO-SPORTSTER

### Evo - Sportster 883 to 1200 Conversion 1986–Present

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.498	3.812	6.926	1.208	2 - 1/16 1 - 5/32	.791 / Offset	STD .005 .010 .020 .030 .040



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
KB922C	Dish with +18.1cc	<b>9.0:1 w/51cc</b>	Piston 359 Pin 97	Coated Forged 4032 Alloy	All numbers come with dual valve reliefs so they may be used with either a 883 or 1200 head. Compression ratios are listed with 883 head.  See instructions for coated piston clearances.
KB923C	Dish with +13.7cc	<b>9.5:1 w/51cc</b>	Piston 365 Pin 97	Coated Forged 4032 Alloy	
KB924C	Dish with +9.8cc	<b>10.0:1 w/51cc</b>	Piston 371 Pin 97	Coated Forged 4032 Alloy	
KB925C	Dish with +6.3cc	<b>10.5:1 w/51cc</b>	Piston 377 Pin 97	Coated Forged 4032 Alloy	
KB935C	Flat Top +1cc	<b>11.0:1 w/883 head @ 51cc 9.0:1 w/1200 head @ 69cc</b>	Piston 384 Pin 97	Coated Forged 4032 Alloy	

#### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M6127 Prior to 2011 2M6164 2012–Current	0791X216K	RRN-81	

### Evo - Sportster 1200XL 1988–Present

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.498	3.812	6.926	1.208	2 - 1/16 1 - 5/32	.791 / Offset	STD .005 .010 .020 .030 .040



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
KB935C	Flat Top +1cc	<b>9.0:1 w/1200 head @ 69cc</b>	Piston 384 Pin 97	Coated Forged 4032 Alloy	See instructions for coated piston clearances.

#### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M6164 2012–Current	0791X216K	RRN-81	

# KNUCKLE, PAN & SHOVELHEAD

## Knuckle, Pan and Shovelhead 74ci FL,FLH,FX 1941-79

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.437	3.969	7.440	1.450	2 - 1/16 1 - 3/16	.791 / Offset	STD .005 .010 .020 .030 .040 .050 .060 .070 .080



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
KB931	Hemi Dome with -47.6cc	<b>8.5:1 w/112cc</b>	Piston 456 Pin 97	Forged 4032 Alloy	8.5:1 at -.085 deck clearance
KB932	Hemi Dome with -52.7cc	<b>9.0:1 w/112cc</b>	Piston 470 Pin 97	Forged 4032 Alloy	9.0:1 at -.085 deck clearance

### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M6482	0791X216K	RRN-81	Not Used

## Shovelhead 80ci FL,FLH,FX 1978-84 *Stock Stroke*

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.498	4.250	7.44	1.285	2 - 1/16 1 - 3/16	.791 / Offset	STD .005 .010 .020 .030 .040



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
KB926	Hemi Dome with -47.4cc	<b>8.6:1 w/117cc</b>	Piston 416 Pin 97	Forged 4032 Alloy	8.6:1 at -.085 deck clearance
KB927	Hemi Dome with -58cc	<b>9.5:1 w/117cc</b>	Piston 449 Pin 97	Forged 4032 Alloy	9.5:1 at -.085 deck clearance

### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M6127	0791X216K	RRN-81	Not Used

## Shovelhead 88-98ci 1948-84 *BIG BORE STROKER*

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.625	<b>4.250 - 4.750</b>	7.44	*1.285 **1.175	2 - 1/16 1 - 3/16	.791 / Offset	STD .005 .010 .020 .030 .040



Part #	Piston Head Type/CC	Comp. Ratio w/117cc Head	Gram Wgt.	Material	Notes
*KB928	Hemi Dome with -42.3cc	<b>8.5:1 to 9.4:1</b>	Piston 440 Pin 97	Forged 4032 Alloy	When used w/4.500" & 4.750" stroke longer cylinders or stroker plates must be used.
**KB658C	Hemi Dome with -42.3cc	<b>9.0:1</b>	Piston 423 Pin 97	Forged 4032 Alloy	Designed for stock length 5.330" cylinders and 4.500" stroke. Coated skirts.
*KB929	Hemi Dome with -53.6cc	<b>9.5:1 to 10.5:1</b>	Piston 470 Pin 97	Forged 4032 Alloy	When used w/4.500" & 4.750" stroke longer cylinders or stroker plates must be used.
**KB659C	Hemi Dome with -53.6cc	<b>10.2:1</b>	Piston 453 Pin 97	Forged 4032 Alloy	Designed for stock length 5.330" cylinders and 4.500" stroke. Coated skirts.
*KB930	Hemi Dome with -58.2cc	<b>10.0:1 to 11.5:1</b>	Piston 484 Pin 97	Forged 4032 Alloy	When used w/4.500" & 4.750" stroke longer cylinders or stroker plates must be used.

### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M5721	0791X216K	RRN-81	Not Used

# EVOLUTION

## Evolution 80ci 1984-99

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.498	4.250	7.440	1.375	2 - 1/16 1 - 3/16	.792 / Offset	STD .005 .010 .020 .030 .040



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
KB919	Dish with +2.1cc	<b>8.5:1 w/80cc</b>	Piston 365 Pin 97	Forged 4032 Alloy	
KB920	Dome with -8.5cc	<b>9.5:1 w/80cc</b>	Piston 390 Pin 97	Forged 4032 Alloy	
KB921	Dome with -16.7cc	<b>10.5 w/80cc</b>	Piston 380 Pin 97	Forged 4032 Alloy	Hollow Dome Design

### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M6127	0792X216K	RRN-81	Not Used

## TWIN CAM 88"

### Twin Cam 95" / Big Bore 88" 1999-06 Stock Stroke

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.875	4.000	7.667	1.263	2 - 1.5mm 1 - 2.5mm	.927 / Offset	STD .005 .010 .020 .030 .040



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
KB904C	Dome with -1.0cc	<b>9.25:1 w/85cc</b>	Piston 350 Pin 89	Coated Forged 4032 Alloy	
KB905C	Dome with -6.7cc	<b>10.0:1 w/85cc</b>	Piston 370 Pin 89	Coated Forged 4032 Alloy	See instructions for coated piston clearances.
KB906C	Dome with -11.3cc	<b>10.5:1 w/85cc</b>	Piston 382 Pin 89	Coated Forged 4032 Alloy	

### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M4941	0927X208K	PRJ100-3	Not Used

### Twin Cam 107" / Big Bore 88" 1999-06 Stock Stroke

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
4.125	4.000	7.667	1.263	2 - 1.5mm 1 - 3.0mm	.927 / Offset	STD .005 .010 .020 .030



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
KB910C	Dish with +9.4cc	<b>9.5:1 w/85cc</b>	Piston 400 Pin 89	Coated Forged 4032 Alloy	See instructions for coated piston clearances
KB911C	Dish with +3.6cc	<b>10.0:1 w/85cc</b>	Piston 384 Pin 89	Coated Forged 4032 Alloy	Stock 88" case must be machined for 4.125" cylinders
KB912C	Dome with -1.5cc	<b>10.5:1 w/85cc</b>	Piston 401 Pin 89	Coated Forged 4032 Alloy	

### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M5157	0927X208K Forged	PRJ100-3	Not Used

# TWIN CAM 96"

## Twin Cam 103" / Big Bore 96" 2007–Present *Stock Stroke*

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
3.875	4.375	7.667	1.076	2 - 1.5mm 1 - 2.5mm	.927 / Offset	STD .005 .010 .020 .030



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
KB907C	Dish with +6.9cc	<b>9.5:1</b> w/85cc	Piston 335 Pin 89	Coated Forged 4032 Alloy	
KB908C	Flat Top with +1.9cc	<b>10.0:1</b> w/85cc	Piston 317 Pin 89	Coated Forged 4032 Alloy	See instructions for coated piston clearances.
KB909C	Dome with -3.6cc	<b>10.5:1</b> w/85cc	Piston 335 Pin 89	Coated Forged 4032 Alloy	
*KB660C	Dome with -9.8cc	<b>10.0:1</b> w/95cc	Piston 369 Pin 106	Coated Forged 4032 Alloy	<b>*Designed for Screamin' Eagle 95cc Heads</b>

### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M4941	0927X208K	PRJ100-3	Not Used

## Twin Cam 110" / Big Bore 96" 2007–Present *Stock Stroke*

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
4.000	4.375	7.667	1.076	2 - 1.5mm 1 - 2.5mm	.927 / Offset	STD .005 .010 .020 .030



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
KB913C	Dish with +13.3cc	<b>9.5:1</b> w/85cc	Piston 350 Pin 89	Coated Forged 4032 Alloy	Stock 96" case must be machined for 4" bore cylinders.
KB914C	Dish with +7.1cc	<b>10.0:1</b> w/85cc	Piston 356 Pin 89	Coated Forged 4032 Alloy	Direct replacement pistons for factory 110" engines.
KB915C	Flat Top with +1.8cc	<b>10.5:1</b> w/85cc	Piston 354 Pin 89	Coated Forged 4032 Alloy	
*KB661C	Dome with -4.2cc	<b>10.0:1</b> w/95cc	Piston 397 Pin 88	Coated Forged 4032 Alloy	<b>*Designed for Screamin' Eagle 95cc Heads</b>

### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M5080	0927X208K	PRJ100-3	Not Used

*Twin Cam 117", next page ...*

## Twin Cam 117" / Big Bore 96" 2007–Present *Stock Stroke*

Bore	Stroke	Rod	Comp Hgt.	Ring Pack	Pin	Oversizes
4.125	4.375	7.667	1.076	2 - 1.5mm 1 - 3.0mm	.927 / Offset	STD .005 .010 .020 .030



Part #	Piston Head Type/CC	Comp. Ratio with Head CC	Gram Wgt.	Material	Notes
KB916C	Dish with +19.0cc	<b>9.5:1 w/85cc</b>	Piston 377 Pin 89	Coated Forged 4032 Alloy	Stock 96" case must be machined for 4.125" bore cylinders. See instructions for coated piston clearances.
KB917C	Dish with +11.5cc	<b>10.0:1 w/85cc</b>	Piston 375 Pin 89	Coated Forged 4032 Alloy	
KB918C	Dish with +7.2cc	<b>10.5:1 w/85cc</b>	Piston 369 Pin 89	Coated Forged 4032 Alloy	
*KB662C	Dome with -1.5cc	<b>10.0:1 w/95cc</b>	Piston 410 Pin 88	Coated Forged 4032 Alloy	<b>*Designed for Screamin' Eagle 95cc Heads</b>

### Replacement Parts

Ring Set	Pin #	Lock #	Oil Ring Support
2M5157	0927X208K	PRJ100-3	Not Used



# APPLICATION LISTING

Application	Part #	Type	Head Type	Comp. Ratio	Ring Type	Page #
Evo-Sportster 1100/1200	<b>KB264</b>	<b>Hyper</b>	FT +.8cc	9.0:1	2-1/16, 1-3/16	pg. 6
Evo-Sportster 1100/1200	<b>KB295</b>	<b>Hyper</b>	FT +1.6cc	8.9:1	2-1/16, 1-3/16	pg. 6
Evo-Sportster 1200XL	<b>KB935C</b>	<b>Forged</b>	FT +1cc	9.0:1	2-1/16, 1-5/32	pg. 11
Evo-Sportster 883 to 1200	<b>KB272</b>	<b>Hyper</b>	Dish +10cc	10.0:1	2-1/16, 1-3/16	pg. 7
Evo-Sportster 883 to 1200	<b>KB410</b>	<b>Hyper</b>	FT +.05cc	9.0:1	2-1/16, 1-3/16	pg. 7
Evo-Sportster 883 to 1200	<b>KB922C</b>	<b>Forged</b>	Dish +18.1cc	9.0:1	2-1/16, 1-3/16	pg. 11
Evo-Sportster 883 to 1200	<b>KB923C</b>	<b>Forged</b>	Dish +13.7cc	9.5:1	2-1/16, 1-3/16	pg. 11
Evo-Sportster 883 to 1200	<b>KB924C</b>	<b>Forged</b>	Dish +9.8cc	10.0:1	2-1/16, 1-3/16	pg. 11
Evo-Sportster 883 to 1200	<b>KB925C</b>	<b>Forged</b>	Dish +6.3cc	10.5:1	2-1/16, 1-3/16	pg. 11
Evo-Sportster 883 to 1200	<b>KB935C</b>	<b>Forged</b>	FT +1cc	11.0:1	2-1/16, 1-5/32	pg. 11
Evolution 80ci	<b>KB258</b>	<b>Hyper</b>	FT +.8cc	8.6:1	2-1/16, 1-3/16	pg. 7
Evolution 80ci	<b>KB266</b>	<b>Hyper</b>	Dome -16.5cc	10.5:1	2-1/16, 1-3/16	pg. 7
Evolution 80ci	<b>KB305</b>	<b>Hyper</b>	Dome -9cc	9.6:1	2-1/16, 1-3/16	pg. 7
Evolution 80ci	<b>KB919</b>	<b>Forged</b>	Dish +2.1cc	8.5:1	2-1/16, 1-3/16	pg. 13
Evolution 80ci	<b>KB920</b>	<b>Forged</b>	Dome -8.5cc	9.5:1	2-1/16, 1-3/16	pg. 13
Evolution 80ci	<b>KB921</b>	<b>Forged</b>	Dome -16.7cc	10.5:1	2-1/16, 1-3/16	pg. 13
Indian Power Plus 100ci	<b>KB412</b>	<b>Hyper</b>	FT+2.9cc	10.0:1	2-1/16, 1-3/16	pg. 10
Knuckle, Pan, Shovel	<b>KB263</b>	<b>Hyper</b>	Hemi -42.3cc	8.0:1	2-1/16, 1-3/16	pg. 8
Knuckle, Pan, Shovel	<b>KB931</b>	<b>Forged</b>	Hemi -47.6cc	8.5:1	2-1/16, 1-3/16	pg. 12
Knuckle, Pan, Shovel	<b>KB932</b>	<b>Forged</b>	Hemi -52.7cc	9.0:1	2-1/16, 1-3/16	pg. 12
Shovelhead 80ci	<b>KB288</b>	<b>Hyper</b>	Hemi -29.3cc	7.2:1	2-1/16, 1-3/16	pg. 8
Shovelhead 80ci	<b>KB297</b>	<b>Hyper</b>	Hemi -45.4cc	8.3:1	2-1/16, 1-3/16	pg. 8
Shovelhead 80ci	<b>KB926</b>	<b>Forged</b>	Hemi -47.4cc	8.6:1	2-1/16, 1-3/16	pg. 12
Shovelhead 80ci	<b>KB927</b>	<b>Forged</b>	Hemi -58cc	9.5:1	2-1/16, 1-3/16	pg. 12
Shovelhead 88ci to 98ci	<b>KB294</b>	<b>Hyper</b>	Hemi -42.3cc	8.5 to 9.4:1	2-1/16, 1-3/16	pg. 8
Shovelhead 88ci to 98ci	<b>KB928</b>	<b>Forged</b>	Hemi -42.3cc	8.5 to 9.4:1	2-1/16, 1-3/16	pg. 12
Shovelhead 88ci to 98ci	<b>KB929</b>	<b>Forged</b>	Hemi -53.6cc	9.5 to 10.5:1	2-1/16, 1-3/16	pg. 12
Shovelhead 88ci to 98ci	<b>KB930</b>	<b>Forged</b>	Hemi -58.2cc	10.0 to 11.5:1	2-1/16, 1-3/16	pg. 12
Shovelhead 88-98ci	<b>KB658C</b>	<b>Forged</b>	Hemi -42.3cc	9.0:1	2-1/16, 1-3/16	pg. 12
Shovelhead 88-98ci	<b>KB659C</b>	<b>Forged</b>	Hemi -53.6cc	10.2:1	2-1/16, 1-3/16	pg. 12
Sportster 54ci	<b>KB408C</b>	<b>Hyper</b>	FT +1.2cc	9.0:1	2-1.5m, 1-2.8m	pg. 6
Sportster Ironhead	<b>KB292</b>	<b>Hyper</b>	Dome -48.9cc	8.2:1	2-1/16, 1-3/16	pg. 6
Sportster XR1200	<b>KB414</b>	<b>Hyper</b>	Dome -1.0cc	10.1:1	2-1/16, 1-3/16	pg. 7
Twin Cam 88 (107ci)	<b>KB910C</b>	<b>Forged</b>	Dish +9.4cc	9.5:1	2-1.5m, 1-3.0m	pg. 13
Twin Cam 88 (107ci)	<b>KB911C</b>	<b>Forged</b>	Dish +3.6cc	10.0:1	2-1.5m, 1-3.0m	pg. 13
Twin Cam 88 (107ci)	<b>KB912C</b>	<b>Forged</b>	Dome -1.5cc	10.5:1	2-1.5m, 1-3.0m	pg. 13
Twin Cam 88 (88ci)	<b>KB339</b>	<b>Hyper</b>	FT +1cc	8.8:1	2-1/16, 1-5/32	pg. 9
Twin Cam 88 (88ci)	<b>KB343</b>	<b>Hyper</b>	Dome -16.8cc	10.6:1	2-1/16, 1-5/32	pg. 9
Twin Cam 88 (95ci)	<b>KB348</b>	<b>Hyper</b>	FT +1cc	9.3:1	2-1/16, 1-3/16	pg. 9
Twin Cam 88 (95ci)	<b>KB411</b>	<b>Hyper</b>	Dome -11.1cc	10.5:1	2-1/16, 1-3/16	pg. 9
Twin Cam 88 (95ci)	<b>KB904C</b>	<b>Forged</b>	Dome -1.0cc	9.25:1	2-1.5m, 1-2.5m	pg. 13
Twin Cam 88 (95ci)	<b>KB905C</b>	<b>Forged</b>	Dome -6.7cc	10.0:1	2-1.5m, 1-2.5m	pg. 13
Twin Cam 88 (95ci)	<b>KB906C</b>	<b>Forged</b>	Dome -11.3cc	10.5:1	2-1.5m, 1-2.5m	pg. 13
Twin Cam 96 (103ci)	<b>KB409C</b>	<b>Hyper</b>	FT +1.9cc	10.0:1	2-1.5m, 1-2.5m	pg. 10
Twin Cam 96 (103ci)	<b>KB660C</b>	<b>Forged</b>	Dome -9.8cc	10.0:1	2-1.5m, 1-2.5m	pg. 14
Twin Cam 96 (103ci)	<b>KB907C</b>	<b>Forged</b>	Dish +6.9cc	9.5:1	2-1.5m, 1-2.5m	pg. 14
Twin Cam 96 (103ci)	<b>KB908C</b>	<b>Forged</b>	Dish +1.9cc	10.0:1	2-1.5m, 1-2.5m	pg. 14
Twin Cam 96 (103ci)	<b>KB909C</b>	<b>Forged</b>	Dome -3.6cc	10.5:1	2-1.5m, 1-2.5m	pg. 14
Twin Cam 96 (110ci)	<b>KB661C</b>	<b>Forged</b>	Dome -4.2cc	10.0:1	2-1.5m, 1-2.5m	pg. 14
Twin Cam 96 (110ci)	<b>KB913C</b>	<b>Forged</b>	Dish +13.3cc	9.5:1	2-1.5m, 1-2.5m	pg. 14
Twin Cam 96 (110ci)	<b>KB914C</b>	<b>Forged</b>	Dish +7.1cc	10.0:1	2-1.5m, 1-2.5m	pg. 14
Twin Cam 96 (110ci)	<b>KB915C</b>	<b>Forged</b>	Dish +1.8cc	10.5:1	2-1.5m, 1-2.5m	pg. 14
Twin Cam 96 (117ci)	<b>KB662C</b>	<b>Forged</b>	Dome -1.5cc	10.0:1	2-1.5m, 1-3.0m	pg. 15
Twin Cam 96 (117ci)	<b>KB916C</b>	<b>Forged</b>	Dish +19.0cc	9.5:1	2-1.5m, 1-3.0m	pg. 15
Twin Cam 96 (117ci)	<b>KB917C</b>	<b>Forged</b>	Dish +11.5cc	10.0:1	2-1.5m, 1-3.0m	pg. 15
Twin Cam 96 (117ci)	<b>KB918C</b>	<b>Forged</b>	Dish +7.2cc	10.5:1	2-1.5m, 1-3.0m	pg. 15

# NUMERICAL LISTING

Part #	Application	Type	Head Type	Comp. Ratio	Ring Type	Page #
KB258	Evolution 80ci	Hyper	FT +.8cc	8.6:1	2-1/16, 1-3/16	pg. 7
KB263	Knuckle, Pan, Shovel	Hyper	Hemi -42.3cc	8.0:1	2-1/16, 1-3/16	pg. 8
KB264	Evo-Sportster 1100/1200	Hyper	FT +.8cc	9.0:1	2-1/16, 1-3/16	pg. 6
KB266	Evolution 80ci	Hyper	Dome -16.5cc	10.5:1	2-1/16, 1-3/16	pg. 7
KB272	Evo-Sportster 883 to 1200	Hyper	Dish +10cc	10.0:1	2-1/16, 1-3/16	pg. 7
KB288	Shovelhead 80ci	Hyper	Hemi -29.3cc	7.2:1	2-1/16, 1-3/16	pg. 8
KB292	Sportster Ironhead	Hyper	Dome -48.9cc	8.2:1	2-1/16, 1-3/16	pg. 6
KB294	Shovelhead 88ci to 98ci	Hyper	Hemi -42.3cc	8.5 to 9.4:1	2-1/16, 1-3/16	pg. 8
KB295	Evo-Sportster 1100/1200	Hyper	FT +1.6cc	8.9:1	2-1/16, 1-3/16	pg. 6
KB297	Shovelhead 80ci	Hyper	Hemi -45.4cc	8.3:1	2-1/16, 1-3/16	pg. 8
KB305	Evolution 80ci	Hyper	Dome -9cc	9.6:1	2-1/16, 1-3/16	pg. 7
KB339	Twin Cam 88 (88ci)	Hyper	FT +1cc	8.8:1	2-1/16, 1-5/32	pg. 9
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