



Motorcycle Racing Products



APE is a leading manufacturer of motorcycle racing products, covering the Sportbike, off road, and V-twin markets. Entering their 35th year in business, the company operates a state of the are CNC manufacturing facility at the fabled Willow Springs Raceway in Rosamond, California.

APE products are available through all leading performance dealers and warehouse distributors, as well as racer direct.

Although APE is a full line warehouse distributor carrying all leading brands, this catalog covers only the APE brand name products manufactured by APE.

For more information or ordering 661-256-7309 or visit www.aperaceparts.com



ADJUSTABLE CAM SPROCKETS



The original billet adjustable cam sprockets. If you read the internet boards you know that APE sprockets are the preferred choice of leading racers and engine builders.

HONDA

CRF450R/CRF450X / TRF450R
 CBR600F2 / F3
 CBR600F4
 CBR600RR
 CBR900RR 1992 - '99
 CBR929RR 2000 - '04
 CBR954RR 2000 - 04
 CBR1000RR 2004 - '06
 CBR100RR 2008 - 09
 CBX1100 Blackbird

ACSCR450
ACS600H Pair
ACS600-F4
ACS600RR
ACS900H
ACS929H
ACS929H
ACS929H
ACS1000H
ACS1100H

SUZUKI

GSXR600 thru '96
 GSXR600 '01 - '08
 Suzuki SV650 set of 4
 GSXR750 thru '87 , '90 - '92
 GSXR750J '88 - '89
 GSXR750w '95 - '95
 GSXR750 '00 - '08
 GSXR1000 '01 - '08
 GSXR1100 '86 - '92
 GSXR1100w '93 - '98
 GS1100, GS1150
 Bandit 1200
 Hayabusa
 Hayabusa roller chain
 conversion sprockets & chain

ACS750GSX
CSAKS750-2
CSAKS650
ACS750S
ACS1100GSX
ACS750GSX
CSAKS750-2
CSAKS750-2
ACS1100GSX
ASC750GSX
ACS1100
ACS1200S
CSAKS1300

CCK1300GSX

KAWASAKI

Ninja 250 '08
 EX500
 ZX-600
 ZX6R
 ZX7 / Ninja750
 ZX7 '91 later
 ZX9 '94 - '97
 ZX9 '98 later
 Z1. KZ900 30 tooth
 KZ1000 thru '80 32 tooth
 KZ1000J GPZ1100 adapter
 Spkt for early KZ cams
 ZX12
 ZX14

ACS250KN
ACS500K
ACS600K
CSAKK600***
ACS750K
CSAKK750***
CSAKK900***
CSAKK9-98
ACS900K
ACS1000K
ACS1100K

CSAKK1200
ACSZX14

YAMAHA

R6 thru 2005
 R6 2006 - '08
 FZR750
 YZF750, OW1
 FZR1000 '87 - '88
 FZR1000 YZF1000 '89 later
 R1 thru 2003

ACS600Y
ACSY06R6
ACS750Y
ACS1000Y
ACS750Y
ACS1000Y
ACS1000R1

TRIUMPH

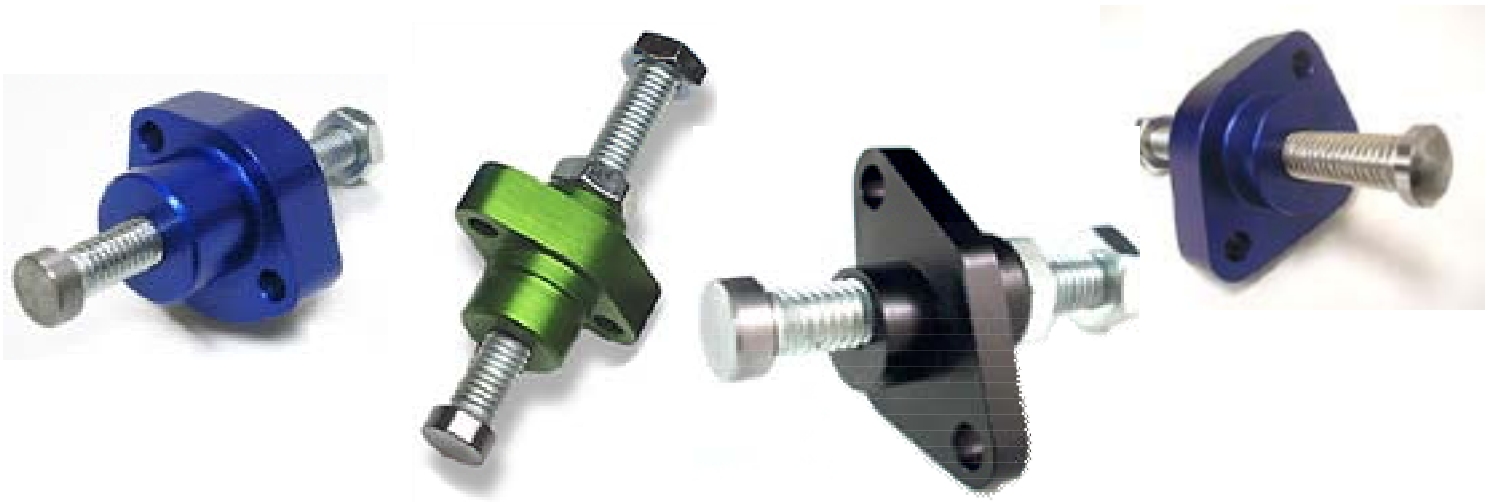
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ACST675



**New part numbers
 constantly being added**





MANUAL CAM CHAIN ADJUSTERS

Another APE innovation. Secures the cam chain adjustment to insure that the cams stay in time while the engine is running. Also prevents the all to common problem of the auto tensioner backing out during hard deceleration which momentarily allows the cams to go out of time, with possible engine damage resulting. Why chance it? Install an APE manual tensioner.

HONDA

CRF250R	HT250
CRF450R / TRX450R	HT450
CB600F (Hurricane 1986 - '90), CBR600F2 1991 - '94	HT600
CBR600F3 ('95 - '98), CBR600F4 ('99-'000) CBR600F4i	HT900
CBR600RR ('03)	HT600RR
XR650	HT929
CBR900RR, CBR919	HT900
CBR929, CBR954	HT929
1000VTR / Superhawk (2 required)	HT1000VTR
Blackbird	HT900

HUSQVARNA TE610 / SM610

HTE610

KAWASAKI

KX250	KT900
Ninja 250 '08	KTN250
KLX400 / KFX400 Dual Sport and Quads	ST1300GSX
EX500 all years	KT1050
VN500 Vulcan ('95)	KT1050
KLR600	KT1050
KZ550 / GPZ550	KT550
Ninja 600 (some),	KT1100
ZX6R ('96 - '02), ZX-6RR 636 ('00 - 04)	KT750
KZ650 / 750 -4 GPZ750 '83-'85	KT1000
KLX650-R 1993-'96	KT650R
750 turbo air cooled models	KT1000
ZX-7 up to '90 all center cam chain models	KT1100
ZX7 ('91 - 02)	KT750
VN750 Vulcan ('85 - 03)	KT1100
ZX9 ('94 - '97)	KT750
ZX9 ('98 - 05)	KT900
Z1 / KZ900	KT1000
Ninja / Eliminator 900 / 1000	KT1050

Continued

MANUAL CAM CHAIN ADJUSTERS

KZ1000 thru '80	KT1000
KZ1000J ('81 - 04)	KT1100
ZX10 ('88 - '89)	KT1050
ZX10 ('04 - '05)	KTZX10
ZX11, ZRX1100	KT1050
GPZ1100 thru '84	KT1100
GPZ1100 ('95 - '96)	KT1050
ZX12	KT750
ZX14	KTZX14
KZ1300	KT1050
Concourse	KT1100C

SUZUKI

RM250	KT900
DRZ400 / LTZ400	STDRZ400
GS500	ST650SV
GSXR600 '93 - '96	ST1100GX
GSXR600 '97 - '00	ST750GX
GSXR600 '01 - '03	ST750Y2K
GSXR600 '04 - '05	ST1000-3
SV650 2 required Thru 2005	ST650SV
SV650 2 required 2006	ST650SV-6
GSXR750 '86 - '92 all oil cooled models	ST750
Katana 750 all oil cooled models	ST750
GSXR750w '93 - '95	ST1100GX
GSXR750 '96 - '99 SRAD	ST750GX
GSXR750 '00 - '03	ST750Y2K
GSXR750 '04 - ;08	ST1000-3
RF900	
GS1000 '78 - '79	ST1100
GSXR1000 '01 - '02	ST750Y2K
GSXR1000 '03 - '08	ST1000-3
GSXR1100 '87 - '92 all oil cooled models	ST750
GSXR1100w '93 - 98	ST1100GX
GS1100 / 1150	ST1100
Bandit 1200	ST750
Hayabusa thru 07	ST1300GX
Hayabusa 08	ST1300-08

POLARIS

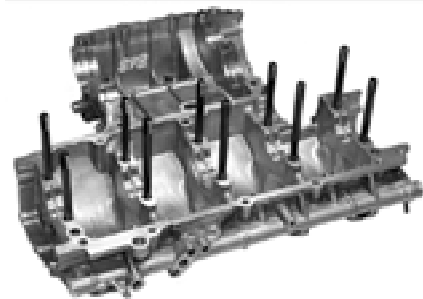
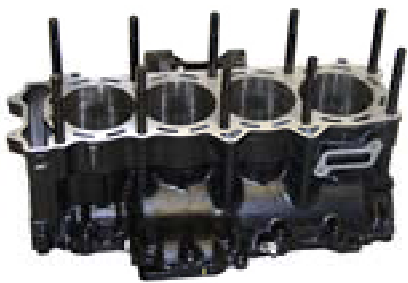
Preditor	HT600RR
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TRIUMPH

675	TT675
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YAMAHA

YZ250F '01-04 WR250F '01-04	YT1000
YZ400F '98-99 WR400F '98-00	YT1000
YZ426 '00-02 WR426 '01-02 YZ450F '03-04	YT1000
R6 thru '05, FZR600	YT1000
R6 2006 - '08	YTR6
750, YZF750, FZR750	YT1000
FZR, YZF1000, FZ-1, R1 thru '03	YT1000
R1 '04 - '08	YTR1
FJ1100, 1200, 1300	YT1000



CYLINDER STUDS --- MAIN BEARING STUDS -- HEAVY DUTY HEAD NUTS

If you've been around this sport long, you know that APE is the leading fastener manufacturer in all of motorcycling. We have been making heat treated cylinder studs before we were APE. No one knows this product like the folks at APE.

All APE studs feature threads rolled after heat treatment for the strongest stud available. You can not buy stronger studs than APE,

CYLINDER STUDS

CS750H	Honda 750 sohc 1969-78
CS650K	Kawasaki KZ650/ KZ750
CS900K,	Kawasaki Z1, KZ1000, GPZ1100 thru '85
CS1100K	Kawasaki ZX11 with nuts
CS1200K	Kawasaki ZX12 with nuts
CS1400K	Kawasaki ZSX14 with nuts
CSDRZ400	Suzuki DRZ400 w/nuts
CS650S	Suzuki SV650, uses CHN10125-8 nuts
CS1000GSX	Suzuki GSXR1000 all Use CHN1025-10 nuts
CS1000S	Suzuki GS1000 2 valve
CS1000GSX	Suzuki GSXR1000
CS1100GSXW	Suzuki GSXR1100w uses CHN10125-12 nuts
CS1100S,	Suzuki GS1100
CS1127GSX	Suzuki GSXR1100 1127 cases
CS1150S	Suzuki GS1150
CS1300GSTN	Suzuki Hayabusa . Use CHN10125-10 nuts
CS1000R1	Yamaha R1 thru '03
CS1200VMAX	Yamaha V-Max uses CHN10125-8 nuts
CS1100FJ,	Yamaha FJ1100 / 1200

MAIN BEARING STUDS

MBS1000K	Kawasaki Z1, KZ1000, GPZ1100 thru '85
MBS1000S	Suzuki GSXR1000
MBS1100S	Suzuki GS1100 / 1150 all 8 mm
MBS1150S	Suzuki GS1150 8 and 9mm
MBS1100GSX	Suzuki GSXR1100 1127 cases
MBS1300GSX	Suzuki Hayabusa

CYLINDER HEAD NUTS

CHN1000K	Set of 12 Closed top 22 mm base Kawasaki 650 thru 1100, FJ Yamaha, Suzuki GS1100, etc
CHN10125-12	Set of 12 Open top 19 mm base
CHN10125-10	Hayabusa / GSXR1000 with APE studs and all others, Set of 10
CHN10125-8	SV650 with APE studs and all others. Set of 8



APE CLOSED TOP NUTS

Also called "Tall Nuts" because they are tall enough that it is impossible to bottom them out on the stud, no matter how much the head has been milled. These nuts have a 22 mm diameter base and are usually used on applications where they are replacing oem



APE OPEN TOP NUTS

Generally used in applications where the oem head bolts are replaced with APE studs. Hayabusa, GSXR1000, etc. 19mm base.



**THE ONES THAT
DON'T BREAK**

APE is famous for their valve springs. The first ones over 200, 210, 220, and 230 mph. Top engine builders accept nothing less. Made from the finest "Super Clean" chrome silicon materials.

VS450H	Honda CRF405R		Set of 4
VS750H	Honda 750 sohc thru '78		Set of 8
VS900K	Kawasaki Z1, KZ1000, GPZ1100 thru '84.	.440 lift	Set of 8
VSP500	Kawasaki Z1, KZ1000, GPZ1100 thru '84	.480 lift	Set of 8
VSP520	Kawasaki Z1, KZ1000, GPZ1100 thru '84	.520 lift	Set of 8
VS908K	Kawasaki Ninja 900/1000		Set of 16
VS1100K	Kawasaki ZX10 / ZX11 thru '97		Set of 16
VS1200K	Kawasaki ZX12		Set of 16
VS1400K	Kawasaki ZX14 complete kitr with titanium retainers		Set of 16
VS750S	Suzuki GS550 thru GS1000		Set of 8
VS750GSX	Suzuki GSXR750 / GSXR1100		Set of 16
VS1100S	Suzuki GS1100 / 1150 Hot rod street and strip		Set of 16
VS1100S-PRO	Suzuki GS1100 / 1150 Drag race 65 lbs.		Set of 16
VS1300GSX	Suzuki Hayabusa (53 lbs seat)		Set of 16
VS1300GSX-2	Suzuki Hayabusa (65 lbs seat)		Set of 16
VS1100FJ	Yamaha FJ1100 / 1200		Set of 16

Watch www.bigborethumpers.com for our new line or springs for off road models

TITANIUM VALVE SPRING RETAINERS



TVSRH750	Honda 750 sohc Titanium	Set of 8
TVSRH250	Honda CRF250R	Set of 4
TVSRH450	Honda CRF450R	Set of 4
TVSRK1000	Kawasaki Titanium Shim on bottom KZ650/750/Z1900/1000/GPZ1100	Set of 8
TVSRK1000K-600	Kaw / Suz 2 valve pro stock Manley / PSI springs	Set of 8
TVSRK1100	Kawasaki ZX10 / ZX11 thru '97, ZX12	Set of 16
TVSRS750	Suzuki GSXR750 / GSXR1100 o.c.	Set of 16
TVSRS1000GSX	Suzuki GSXR1000 Thru 04, Steel valves GSXR750 2000 up	Set of 16
TVSRS1000GSX-2	Suzuki GSXR1000 Thru 05 - '08 With oem titanium valves	Set of 16
TVSR750SH	Suzuki GSXR1100 '91-92 shim style Can be used in offset valve applications	Set of 16
TVRS1100	Suzuki GS1100 /1150	Set of 16
TVSR1300PRO	Suzuki Hayabusa with APE springs	Set of 16

APE titanium retainers are precision machined from premium titanium bar in APE's machine shop. There is an advantage to using retainers made by people who actually build cylinder heads.



PERFORMANCE BRONZE VALVE GUIDES

APE bronze valve guides are used by all leading cylinder head shops. These guides are designed to sit lower in the cylinder head to clear all available high performance camshafts. APE guides are furnished in the correct size, unlike OEM Suzuki guides that require machining before they can be installed. Trick bronze guides at a fraction of the cost of stock OEM.

VGH750	Honda 750 sohc thru '78	Set of 8
VGH250	Honda CRF250	Set of 4
VGH450	Honda CRF450R	Set of 4
VGK900	Kawasaki 650 thru 1100	Set of 8
VG1100K	kawasaki ZX10 / ZX11 thru '97	Set of 16
VGK1200	Kawasaki ZX12	Set of 16
VGS1100S	Suzuki GS1100 / 1150	Set of 16
VG750GSX	Suzuki GSXR 750 /1100 oil cooled	Set of 16
VG1100GSX	Suzuki GSXR750 1100w	Set of 16
VG1000GSX-1	Suzuki GSXR1000 / 750 4 mm valve	Set of 16
VG1000GSX-2	Suzuki GSXR1000 4.5 mm valve	Set of 16
VG1300GSX	Suzuki Hayabusa	Set of 16
VGY1100	Yamaha FJ1100 / 1200	Set of 16
VG1100S-OS	Suzuki 1100 for offset valves	Each
VGS1100-520	Suzuki GS1100/1150 .520 O.D.	Each
99101-4	Kawasaki +.004oversize guide	Each
99101-25	Kawasaki +.025 oversize guide	Each
VG-VORTEX	Ward Vortex 2 Cylinder head	Each



Tool Steel Shift Shafts

Working with top engine builders developing Hayabusa race engines for Radical race cars, one of the most demanding forms of engine stress applications, we found that the oem shift shafts were flexing to the point of eventually wallowing out the holes in the cases, rendering the cases junk. Chrome moly shafts didn't solve the problem.

We at APE being the leading manufacturer of tool steel wrist pins for motorcycles, we decided to use this same no flex technology to the transmission shift shafts. The problem was eliminated.



TSSK1000	Kawasaki Z1, KZ1000 thru '80, one piece
TSSH1100	Suzuki GSXR1100 oil cooled, one piece
TSSGX1000	Suzuki GSXR1000, two pieces
TSSGS1100	Suzuki GS1100/1150, two piece
TSSH13000	Suzuki Hayabusa, two pieces



TOOL STEEL WRIST PINS



The weakest links in a high performance engine are the connecting rods and wrist pins. Several companies have addressed the rod issue.

APE manufactures racing's strongest wrist pins. Machined from special tool steel bar stock, and utilizing a proprietary heat treatment.

APE is the only motorcycle aftermarket parts supplier that actually manufactures tool steel wrist pins in our own facility. We control the material used, the manufacturing process, the end quality.

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



APE manufactures pins for all popular Wiseco, JE and CP pistons. These aftermarket pistons do not come with tool steel pins. They need to be ordered separately from APE.

We also make a replacement tool steel pin for the 08 Hayabusa. The factory reduced the oem pin diameter from 20 to 18 mm to accommodate the stroke increase. No need to worry about the smaller pin when building turbo / nitrous big power motors.

TSP15-120	15mm / .120 wall	2.050 long	JE length
TSP16-115	16mm / .115 wall	1.750 long	Wiseco length
TSP17-200	17mm / .200 wall	2.430 long	Funnybike / top fuel
TSP18-115	18mm / .115 wall	2.470 long	Wiseco length
TSP18-115J	18mm / .115 wall	2.250 long	JE length
TSP18-115C	18mm / .115 wall	2.00 long	CP length
TSP18-115SU	18mm / .115 wall	2.095 long	08 busa replacement
TSP20-140	20mm / .140 wall	2.362 long	Wiseco length
TSP20-140J	20mm / .140 wall	2.250 long	JE length
TSP20-140C	20mm / .140 wall	2.00 long	CP length
TSP20-240	20mm / .240 wall	2.362 long	Top Fuel



A wrist pin/rod failure can destroy the whole motor.

SUZUKI SPORTBIKE BILLET PRODUCTS



HAYABUSA PAIR VALVE BLOCK OFF SYSTEM (For off road use only)
Removing the pair valve assembly on racing Hayabusas can save as much as 2 1/2 lbs.
The APE kit comes with block off plates and gaskets.

PVB1300 Fit Hayabusas and all other Suzukis with 30 mm stud centers. Not bandit 1200
PVB1300-08 Fits Hayabusa 08 and 09. Valve cover style like the GSXRs below



GSXR1000 REED CHAMBER BLOCK OFFS

Replace the reed valves and their ugly covers with these unique APE covers. CNC machined billet aluminum for perfect fit.

PVBGSX1000 GSXR1000s 2004 to 2006
PVBGSX1000-7 GSXR1000 -07-08

KAWASAKI ZX10 / ZX15 BILLET EMISSION BLOCKOFFS



These reed chamber block-off plates for the ZX10 and ZX12 replace the ugly stock caps. They are fully cnc-machined from billet 6061 aluminum.

PVBZX10
PVBZX12
PVBZX14

ZX10
ZX12
ZX14

KAWASAKI KZ LOW PROFILE BREATHER COVER



At last a low profile cover to replace the tall oem breather cover. Allows plenty of room for large carbs, turbochargers, etc. CNC machined from billet stock. Uses factory o-ring.

Plain for applications where motor is vented from starter hole, or drilled and tapped for fitting and breather filter.

Z1 / KZ1000 thru 1978

KBC1000K Plain
KBC1000D Tapped

BILLET LOW PROFILE BREATHER COVERS

Designed to replace the large bulky oem breather covers. Allows more room for custom nitrous systems, aftermarket induction systems, etc. Uses oem breather cover gasket



Suzuki Hayabusa

Three different styles;

BC1300 Single outlet for oem style

BC1300-2 Dual outlet for large displacement motors requiring more breathing

BC1300-0 No outlet for motors using vacuum pumps



Suzuki GSXR1000

BC1000GSX

Uses oem gasket (not included)

SUZUKI HAYABUSA OIL COOLER BLOCKOFFS



Uses oem o'rings

OCBP1300



KAWASAKI CAM CHAIN ADAPTOR

This adaptor installs in the Kawasaki J model or GPZ1100 cylinder heads to allow them to be used on the earlier Z1/KZ1000 motors.

99285



KAWASAKI KZ BILLET CAM COVER PLUGS

Replaces the rubber plugs in all Z1 / KZ1000s thru '78. Anodized blue.

99278



KAWASAKI KZ MAIN BEARING SUPPORT CAP

Billet steel cap helps support crankshafts

99285



LOW PROFILE OIL FILTER KIT

Provides maximum ground clearance in lowered Kawasaki KZ/GPZ1100s

OFC1000K

Z1/ KZ1000 thru '78

OFC1100GPZ

1000 J model / GPZ1100



CAM COVER CAPS

Owners of “race only” Kawasakis using the popular “J model” or GPZ1100 cylinder head can now remove the smog hose caps without leaving those ugly holes in the valve cover.

The APE BILLET caps are CNCed for perfect fit and stunning good looks. (They fit all 1000s and 1100s with smog hoses in the cam cover.

#KCK1100 Pair, with allen bolts



NITROUS OXIDE MANIFOLDS

Precision CNC machined billet nitrous manifolds install between the rubber carb boots and the cylinder head. Manifolds are tapped for NOS “fogger” nozzles. Using APE billet manifolds make installing your NOS kit a snap. Certain models feature o-ring sealing to the cylinder head. (GSXR 1100 shown) Works with any brand nozzle that has 1/16 npt thread..

Comes in set of four. Fogger nozzles not included.

NOSMS1100 SUZUKI GSXR1100/GSXR750 OIL COOLED*

NOSMK1000 KAWASAKI 900-1100



KAWASAKI Z1 / KZ1000 KICK START BLOCKOFF

Much weight can be saved by removing the kick start assembly from Kawasaki drag bikes.

APE makes it simple for the racer to remove the entire kick start mechanism from his Kawasaki. This handsome billet cover bolts on and prevents any oil leaks.

99211 Kick start Block off cover.



ALTERNATOR BLOCKOFF COVER

APE Alternator block off covers allow the removal of the alternator on race only bikes. Their unique design makes them a simple bolt on replacement for the alternator, which can be re-installed if desired. All APE billet covers come complete with o-ring and mounting bolts.

ABP-S1100

Suzuki GSXR750 / GSXR1100 oil cooled thru '92

STARTER PLATE KITS



APE is the leading manufacturer of starter plate and nut kits. These kits, designed for very high compression dragbikes allows the use of all outboard starters.

They replace the charging rotor and allows the oem starter to be removed.

They are fully CNC machined for perfect fit and feature an o'ring behind the seal holder for completely leak free operation.

Beautiful satin and brushed finish.

All kits come complete with mounting screws, crank seal and a starter nut.

The kit for the Hayabusa is designed for drag motors using Lectron carbs and a Dyna ignition on the right side of the motor

SUZUKI HAYABUSA

SPS1300GX



KAWASAKI Z1 / KZ1000 / GPZ1100

Two part numbers fit all of the KZ900 thru GPZ1100 motors.

SPK900 22 mm crank seal diameter
900s and early 1000s

SPK1000 25 mm crank seal diameter
late 1000 / 1000J / GPZ1100



SUZUKI GS 1100 / 1150

Two part numbers cover the GS1100 GS1150 models

SPS1100 Small style 25 mm crank seal dia

SPS1150 large 29 mm crank seal dia.

SUZUKI GS OUTBOARD CRANK SUPPORT BEARING STARTER PLATE AND ENGINE PLATES

The unique design of the APE crank support bearing starter plates has certainly saved many crankshafts. The starter nut on the very end of the crank rides in a bearing so that the crank snout is supported at all times. The weight of the starter is not an issue with this design. Crank snout can not run out no matter how high RPM the motor turns. It is highly recommend that the crankshaft has less than .005' T.I.R. runout in order to use these.



Up until now, racers wanting to use a complete motor plate with a countershaft sprocket support, had to do without the crank support. Not anymore. APE now incorporates the unique crank support system in a complete motor plate. This kit includes a bearing at the countershaft that accepts any 45 mm nose style sprocket.



BEARING SUPPORT STARTER PLATES

MPS1100	Motor plate assy 25 mm crank
MPS1150	Motor plate assy 29mm crank
SPS1100-B	Starter plate 25mm crank
SPS1150-B	Starter plate 29 mm crank

STARTER NUTS For use with all 1 1/8" starters



HEAT TREATED STEEL

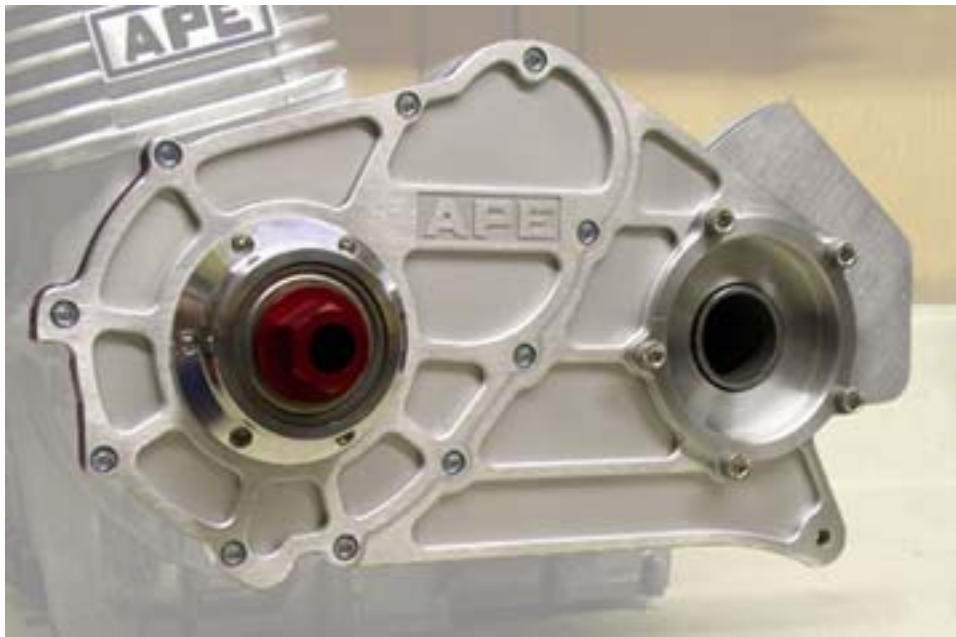
SNK900	Kaw 22 mm crank
SNK1000	Kaw 25 mm crank
SNS1100	Sus 25 mm crank
SNS1150	Suz 29 mm crank



ALUMINUM 7075

Replacement nuts for APE bearing support kits

SNALS1100Suz	25 mm crank
SNALS1150Suz	29 mm crank



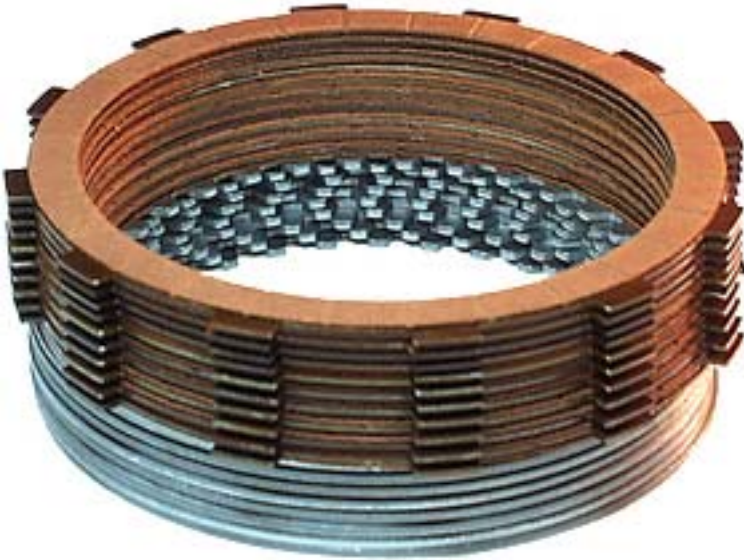
STARTER HOLE PLUGS

For plugging the starter motor hole when removing the oem starter motor. Available vented as shown, or non vented. Fits all 30 mm starter holes.

99314	Non vented plug
99314V	Vented plug



HAYABUSA CLUTCH PARTS



APE Hayabusa clutch pack. This was the clutch used in the first seven second quarter mile run by a Busa

Kit consist of APE red friction plates and steels. Packaged as a set with measured pack height.

CPK1300GSX



APE's legendary Busa clutch springs. The strongest Busa springs available. Will handle the most abusive power levels. When used for hot rod street applications, some use three APE's and three oem springs.

Thru 07

HDCS1300GSX

BILLET SLAVE CYLINDER SUPPORT

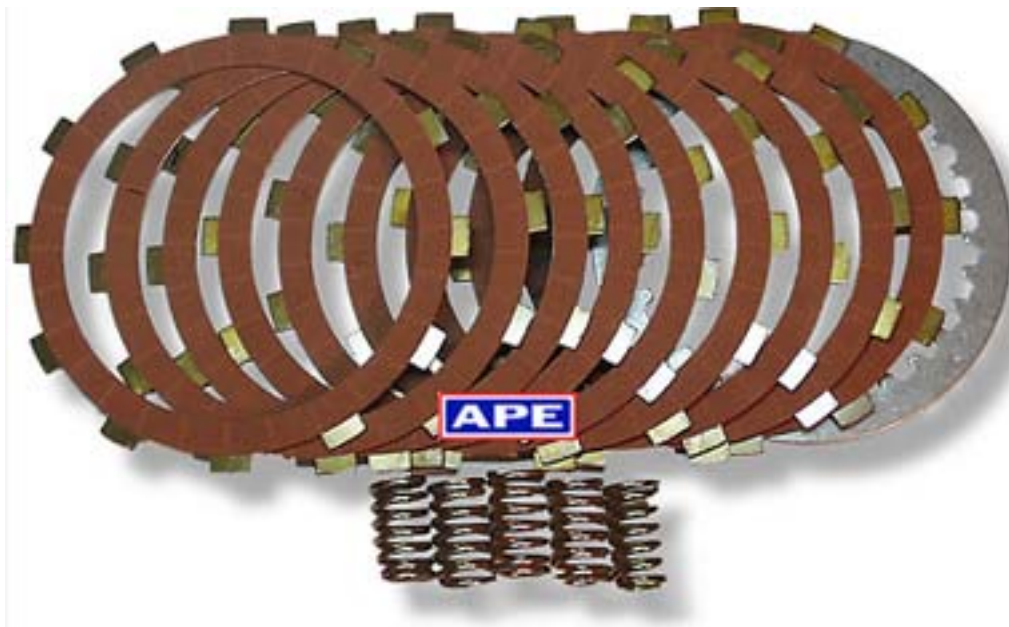
Necessary when increasing clutch spting pres-
sure to keep from cracking tje oem housing.

Comes complete. Simple bolt on.

CCS1300



APE EXTRA PLATE CLUTCH KITS



Increases clutch contact by as much as 20%. A direct install with no machining required.

Kits consist of friction plates with extra plate, additional steel plate and heavy duty springs.

- CK750-3** Honda 750 thru '78
- CK750-4** Honha 750-1100F
- CK650K** Kawasaki KZ650/750
- CS750K** KawasakiZX7 1991 - 02
- CK900** Kawasaki KZ900 / 1000
- CK909R** Kawasaki ZX9 1994 - 97
- CK908K** Kawasaki Ninja 900
- CK1000K** Kawasaki Ninja 1000 1986 - 87

- CK1100K** Kawasaki 1000 / 1100 '81 & later

- CK1200K** Kawasaki ZRX1200 2000 - 02
- CKGS1000** Suzuki GS1000 2 valve
- CKGS1100** Suzuki GS1100 / 1150
- CKY1100** Yamaha FJ1100 / 1200



SUZUKI CLUTCH HUB NUT

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

SHN1150 Suzuki GS1000 / GS1100 / GS1150

KAWASAKI NEEDLE BEARING CLUTCH PUSHER

The APE needle bearing clutch pusher kit for the Kawasaki completely eliminates the problem of the clutch rod seizing when the clutch is put to severe use. It is a direct replacement part requiring no machining of any kind to install.

All 900's and 1000's thru 1980

#KCB900

