

CARRILLO™

THE CHOICE CONNECTION

CARRILLO RODS

Recognized as the premier manufacturer of connecting rods for high performance engines, the Carrillo connecting rod is a precision, high strength, quality piece. Over forty-five years of experience enable Carrillo to design and manufacture a connecting rod that reflects the optimum balance between lightweight and durability. From single cylinder through large displacement sportbikes we offer a broad range of unique and specific application connecting rods. High RPM, high horsepower engines demand the most of connecting rods. OEM rods often fail and the results are obvious. Carrillo H-Beam chrome moly steel rods are unsurpassed in strength and quality. Carrillo's new more affordable pricing structure is "icing on the cake!" **100% MADE IN USA.**



FALICON CLASSIC H-BEAM RODS

- Billet 4340 Steel H-Beam connecting rods
- Sizes held to some of the tightest tolerances in the industry, +/- .0001" and +/- 1 gram per end
- Shot peened for improved fatigue life
- Bronze wrist pin bushings, drilled for oiling
- Exclusively using ARP +625 fasteners; rated to 280,000 psi
- Redesigned cap for superior product performance
- Specially designed for high RPM, high horsepower engines



OEM ROD AND MAIN BEARINGS

Full range of rod and main bearings available for GSXR1000, GSX1300R, ZX12 and ZX14.



STROKER CRANKSHAFTS

We stock a variety of modified OEM cranks as well as billet strokers for GSX1300R.

These crankshafts are precision machined from 4340 steel. They're nitrided, micro polished, and feature ground gears. Weld-ups also available on exchange: ZX12, ZX14, GSXR1000, GSX1300R.

BIGCC DRY SUMP KIT

The BigCC dry sump kit for the Hayabusa and GSXR1000 is designed for motorcycle-engined cars and high performance race applications. The twin chamber gear pump is designed to replace the standard engine driven water pump. The billet sump is machined to provide two oil takeoff's to the suction pump plus oil return feed from the remote tank (not supplied).



GSXR1000 MAIN BEARING GIRDLE

Main girdle for the Suzuki GSXR is constructed from heat treated 4130 chrome moly for superior strength. Designed to help prevent your cases and crankshaft from flexing in extreme horsepower applications. Add a bottom end stud kit for the ultimate bottom end upgrade.



LOWER END

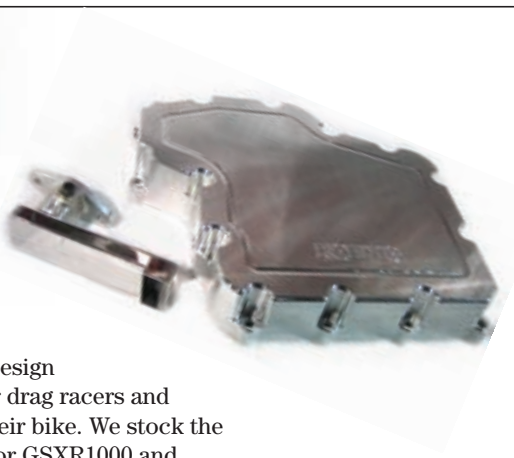


LOWER END



LOW PROFILE OIL PANS

Special low profile design makes it a **MUST** for drag racers and others who lower their bike. We stock the finest from Koenig for GSXR1000 and GSX1300R utilizing a swivel pickup for uninterrupted oil pickup under the most extreme accelerations. Also available for ZX12.



ADAMS PERFORMANCE KAWASAKI ZX14 BILLET LOW PROFILE PAN



A work of art. Includes baffle and shortened pickup unit.

OIL PAN BAFFLE

For additional oil pickup stabilization, these baffles help retain oil in pan under hard acceleration and reduce windage. For GSXR1000 and GSX1300R.



GSXR1000 AND GSX1300R HIGH VOLUME OIL PUMP GEAR

In extreme applications the stock oil pump does not supply enough oil pressure to keep your engine lubed at high RPM. Our billet oil pump gear increases oil pressure from 72 psi to 90 psi at 6,000 RPM.



RPM BILLET OIL PRESSURE RELIEF

Direct replacement, helps increase oil pressure at all RPMs. For GSXR750 00-05, GSXR1000 01-08, GSX1300R, ZX10, and ZX14 all years. Help's prevent bearing failure from low oil pressure at high RPM. Great for high compression naturally aspirated motors and nitrous applications. The OEM valve allows up to 71 psi at high rpm. This high quality billet oil pressure valve allows up to 125 psi at high RPM.



VORTEX

VORTEX CASE COVERS

Vortex case covers are CNC-machined from solid billet, offering the highest level of crash protection. Increasingly mandated by race organizations, Vortex Case Covers are not only tough, but add increased safety as well—keeping vital engine oil from spilling in a crash. Anodized black for corrosion resistance and an attractive appearance.



GSX1300R IDLER GEAR

Also called the starter gear. No more stripped factory idler gears which can cause your starter and your cases to break. Idler gear is 40% wider than the stock gear and can help save your expensive engine components.



GSX1300R CASE SAVER

Titanium sleeve supports starter idler shaft bung to eliminate breakage from starter kickback.



OIL FILTER RELOCATORS

For sidewinder, turbo or other clearance issues. These are easily installed and allow additional clearance and filter access.





LOW PROFILE BREATHER COVER

FOR GSXR1000 AND GSX1300R

Billet aluminum and low profile—just 3/8" tall. Female 1/4 NPT breather outlet.

GSX1300R BILLET SPROCKET COVER

CNC-machined aluminum cover offers a rigid mount for the clutch slave cylinder and additional protection for the water pump. For GSX1300R 99-07 and GSX1300R 08-09 in black anodized or silver.



VANSON BALLISTIC ENGINE DIAPER

AMA Dragbike Approved! This engine diaper comes with removable and replaceable absorbent pad. Utilizing a soft outer liner with a replaceable absorbent inner liner. Available for Kawasaki KZ, Suzuki GS models and GSX1300R with sidewinder or turbo.



K&P BILLET OIL FILTERS

UNIQUE DESIGN, TOP QUALITY MATERIALS AND CONSTRUCTION

The K&P Engineering filter element is made from medical grade, type 304 stainless steel micronic filter cloth to provide unmatched protection against oil contamination and resultant engine damage. A one inch square of this material flows an incredible 1.9 gallons of oil per minute at only 1 psi pump pressure. The adhesive used in the filter assembly process is good to 600° F. A super strength rare earth magnet is installed pre-filtering of the oil. The

sophisticated bypass is engineered for proper differential pressures and consistent operation, delivering a greater percentage of filtered oil while being very easy to clean. Twist lock design for easy disassembly, inspection, and cleaning.



ORIENT EXPRESS HIGH PERFORMANCE CLUTCH PLATES

These high performance OEM quality clutch kits offer great durability and performance from street driven through seven second drag race applications. Designed to end slippage and breakage.



STEEL CLUTCH PLATES

OEM quality steel replacement plates.



HEAVY DUTY CLUTCH SPRINGS

Heavy duty clutch springs are pre-set, shot-peened, and heat treated for performance and durability.

HYPERPLATES

Hyperplates use a dual coating that protects aluminum drive plates from the rigors of race conditions. They're 65% lighter than steel plates. You get better acceleration, reduced inertia, improved throttle response, 10 times faster heat dissipation, and less clutch fade. An excellent upgrade for old heavy steel technology!



FALCON BILLET BASKET AND REBUILD KITS

Billet baskets and heavy duty backing kits for GS1100/1150 and KZ/GPZ.



MTC BILLET BASKETS

Assembled and balanced on supplied cores or purchased outright. These are black anodized CNC-machined billet baskets that include heavy duty rivets. Available in standard or slider applications for GSXR1000, GSX1300R, ZX12 and ZX14.





CLUTCHES



MTC MULTI-STAGE LOCKUP

From soft release to full lockup, you can now have full control over clutch activation. Includes a multi-fingered pressure plate—each finger represents one stage of lock-up adjustment. Fingers are controlled by stall spring, allowing flexibility in determining the RPM each finger will start applying clutch pressure. Each finger can be adjusted to release clutch pressure at maximum rated torque your engine produces, thus keeping your motor at maximum efficiency with each gear change. **Pressure plate and cover cores required.**



MTC CENTRIFUGAL DUAL STAGE LOCKUP CLUTCH

These centrifugal lockup clutches are a must on all turbo/nitrous engines or four-wheel applications. They allow for adjustment of soft through full lockup clutch conditions. Put an end to slipping problems and maintain good engagement feel. **Pressure plate and cover cores required.**

GSX1300R BILLET INNER HUB

Solid one-piece hard-faced billet aluminum inner hub eliminates the original back torque device to help with smoother clutch activation. Required lockup or slider applications.



GSX1300R BACK TORQUE ELIMINATOR

Disables back torque limiter to allow for smooth launches. Great gains for very little investment!



BILLET QUICK ACCESS CLUTCH COVERS

Our billet aluminum cover allows for full clutch assembly access without whole cover removal or draining of your oil. For GSXR1000 01-08, GSX1300R all years and ZX14. Available in billet aluminum, unfinished or black anodized.



SAND CAST QUICK ACCESS CLUTCH COVERS

For GSX1300R and ZX14. All the benefit of the billet covers at a significant savings.



GSX1300R SLAVE SUPPORT

Offers additional support of slave cylinder to engine case mount. For Gen 1 or Gen 2 GSX1300R.





RPM SINGLE STAGE LOCKUPS

Machined to fit with stock inner hub and clutch plate stack height. A great economical alternative. **Requires pressure plate and cover cores.**



GEN 2 MULTI-STAGE CLUTCH

MTC Engineering is proud to announce the release of its new lock up clutch. The new clutch called the "Gen 2 Multistage 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.



MTC SLIDER CLUTCH

For better reaction times and quicker ET's. RPM activated engagement, these units completely eliminate the clutch lever. Engagement and disengagement are controlled totally by engine RPM. Using centrifugal force to engage the clutch and eliminate the need for the rider to release the clutch lever results in lower more consistent 60' times, lower ET's than lever clutch equipped bikes and a smoother launch.



CABLE CONVERSION KIT

Eliminates the standard hydraulic clutch cylinders and converts to a simple screw-type cable activated system for smooth clutch engagement. Available for Gen 1, Gen 2 GSX1300R in billet aluminum finish or black anodized.

Yoyodyne

YOYODYNE SLIPPER CLUTCH ASSEMBLIES

The slipper clutch allows clutch "slip" during heavy braking situations, preventing engine compression braking from locking up the rear wheel and causing chatter.



FACTORY PRO DETENT AND EVO SHIFT KITS

Factory shift kits are a must for positive, crisp upshifts and downshifts. Available in Pro Detent and EVO Star styles

