



1. CDI Ignition generator system, ask for special information, it will be available again in spring 1999. art.: 340

2. Sports cylinder heads, 880g lighter than serial parts. art.: 310

3. Big bore kit 1040 ccm, complete and ready to be mount, comes with cylinders with stainless steel pushrod tubing, pistons, head gasket, shortening of your cylinder bolts and pushrods, shortened intake manifolds, adaption of the squish area of your cylinder heads, TÜV certificate. Power output depending on the compression ratio and accessory from 48 kW (68 hp) to 53 kW (75 hp) see attached diagram, weight saving compared to 980 ccm serial parts abt 1,1 kg, the piston is 182 g lighter than the serial part. Engine width is reduced for 26 mm (fits your serial bike -"Serie"). art.: 307

5. Sports crankshaft, specially produced for HPN, balanced for 1040ccm piston, weight reduction 800 g "Serie" art.: 304

6. Camshaft, 320° OEZ (without camshaft bearing shield and sprocket) the camshaft with good midrange torque and good high end power. (Please do not mix up with BMW 320° camshaft developed to meet swiss requirements of noise and pollution emissions). art.: 315.1

For sport engines also suitable the camshaft 332°OEZ with very good high end power but lack of low end torque. art.: 315

7. Titanium conrods for the 2-valve boxer engine. Exclusively produced for HPN by a Formula 1 supplier for Ferrari. Weight 350g (against 620g stock) complete with bearings for the sports engine. (Attention this article has delivery time) art.: 306

8. Conversion kit double ignition ready to be installed including: ignition coil, black box, cables, spark plugs, reduction of the advance angle, spark plug holes in the cylinder heads, TÜV cert., "serie" from '81. Please order with the chassis nr. of your bike. art.: 303

A lot of motorcycle magazines stated the good vibrationless running of the HPN tuned engines and measured power and torque increasing our readings. See data chart below.

