MAHLE PISTONS

80 C.I. BIG TWIN 1340 EVOLUTION® 1984 & LATER

10 to 1 Compression, standard stroke 4.250, compression height 1.381. PISTONS SOLD AS PAIR; RINGS SOLD SEPARATELY.

BORE	PART NO.	RINGS
3.498 (Std.)	93-794	93-456
3.503 (+.005)	93-795	93-476
3.508 (+.010)	93-796	93-457
3.518 (+.020)	93-797	93-458
3.528 (+.030)	93-798	93-459

89 C.I. STROKER PISTONS

FOR ULTIMA® 100 C.I.

FOR ULTIMA® 113 C.I.

BORE

3.875 (Std.)

3.875 +.005

3.875 +.010

3.875 +.020

3.875 +.030

BORE

4 (Std.)

4 +.005

4 +.010

4 +.020

4 +.030

Pistons set with rings; 9.6:1 ratio.

PART NO.

93-880

93-881

93-882

93-883

93-884

PART NO.

93-885

93-886

93-887

93-888

93-889

Pistons set with rings; 10.2:1 ratio.

The same parts used in our 89" stroker kits. Stock Bore, 1.200" compression height flat top pistons with pins, & clips.

BORE	PART NO.	RINGS	
3.498 (Std.)	93-785	93-456	
3.503 +.005	93-786	93-476	PISTONS SOLD AS PAIR;
3.508 +.010	93-787	93-457	RINGS SOLD SEPARATELY.
3.518 +.020	93-788	93-458	
3,528 +.030	93-789	93-459	

REPLACEMENT 96 C.I. PISTONS

Used on our 96", 4-5/8" stroke x 3-5/8"bore Ultima® engines. Our new 1.200 compression height means .012 tighter squish than most other manufacturers. 9.75 to 1 Compression with most OEM Evolution® heads. Includes "Slipper Style" pistons with pins & clips.

BORE

4 (Std.)

4 +.005

4 +.010

4 +.020

4 +.030

BORE

4.250 (Std.)

4.250 +.005

4.250 +.010

4.250 +.020

4.250 +.030

BORE	PART NO.	RINGS
3.625 (Std.)	93-780	93-631
3.625 +.005	93-781	93-632
3.625 +.010	93-782	93-633
3.625 +.020	93-783	93-634
3.625 +.030	93-784	93-635

PISTONS SOLD AS PAIR: RINGS SOLD SEPARATELY.

FOR ULTIMA® 127 C.I.

MAHLE.

Pistons set with rings; 10.2:1 ratio.

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BORE	PART NO.
4.250 (Std.)	93-975
4.250 +.005	93-976
4.250 +.010	93-977
4.250 +.020	93-978
4.250 +.030	93-979

FOR ULTIMA® 130 C.I.

Pistons set with rings; 10.0:1 ratio.

BORE	PART NO.
4.400 (Std.)	93-980
4.400 +.005	93-981
4.400 +.010	93-982
4.400 +.020	93-983
4.400 +.030	93-984

ALL PISTON SETS - SOLD AS PAIR



With experience from original equipment to NASCAR and even Formula 1, MAHLE the largest piston manufacturer in the

world brings true technology to the V-twin market. MAHLE

integrates what they learn on the track into every piston they

make. MAHLE's piston kits start with forgings from low expansion 4032 alloy aluminum, for superior operating performance and durability. The pistons are deburred and performance coated. The performance coatings include a dry phosphate lubricant to protect against ring micro-welding as

4.400 +.020 93-988 4.400 +.030 93-989

FOR ULTIMA® 140 C.I.

BORE

4.400 (Std.)

4.400 +.005

4.400 +.010

FOR TWIN CAM 113 C.I. Pistons set with rings: 10.2:1 ratio.

Pistons set with rings; 10.8:1 ratio.

PART NO.

93-985 93-986

93-987

1 1310113 3Ct With Hings, 10.2.1 10		
BORE	PART NO.	
4 (Std.)	93-965	
4 +.005	93-966	
4 +.010	93-967	
4 +.020	93-968	
4 +.030	93-969	

FOR ULTIMA® 107 C.I.

FOR ULTIMA® 120 C.I.

Pistons set with rings; 10:1 ratio.

PART NO.

93-960

93-961

93-962

93-963

93-964

PART NO.

93-970

93-971

93-972

93-973

93-974

Pistons set with rings; 9.8:1 ratio.

BIG BORE KIT FOR EVOLUTION® 883 XLH MODEL SPORTSTER®

The 1200cc Big Bore conversion kit for Evolution® 883cc & 1100cc Sportster® will convert your 883 or 1100 to 1200cc (73.3 C.I.). like all Mahle pistons, these units are forged for ultimate strength. The piston-pin assembly weights the same as the stock assembly so that your engine does not need to be re-balanced. They can be installed in the bike without splitting the case. Your cylinders must be bored to accommodate this kit. No head modification necessary with the inverse dome. Kit includes pistons, pins & clips.

BORE	STROKE	CR	PART NO.	RINGS
3.498	3.812	9.75	93-790	93-456
3.508	3.812	9.75	93-791	93-457
3.518	3.812	9.75	93-792	93-458

PISTONS SOLD AS PAIR; RINGS SOLD SEPARATELY.



SEE SEC. 13 FOR **ULTIMA TORQUE PLATES**