

NOV. 15-22

PRICES SUBJECT
TO CHANGE

MIDWEST
Motorcycle Supply



Friday to Friday Sale

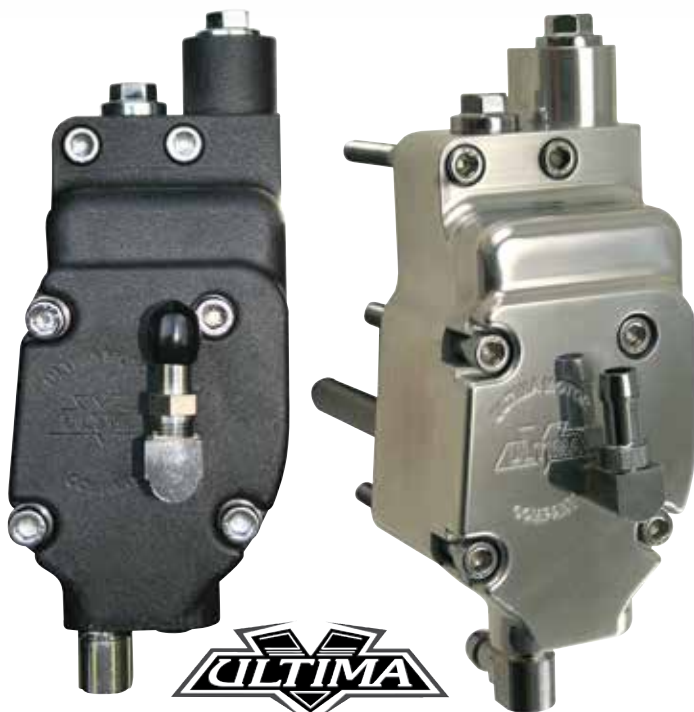
ULTIMA® 'STANDARD VOLUME' & 'HIGH OUTPUT' OIL PUMPS

Ultima®'s line of oil pumps focuses on consistency. Ultima® pumps are checked on a Coordinate Measuring Machine, and flow tested on a test stand to insure the oil pumps are consistent from one pump to the next, and the motor is getting adequate oil. Ultima®'s S.V. pump performs with similar characteristics of the stock pump for volume and pressure. The H.O. pump has a much greater potential for pressures and volume. Unlike stock oil pumps which won't start feeding the bottom end oil until 2000+ RPM, tests show the H.O. Pump will feed the bottom end at idle speeds, and keep a consistent flow throughout the R.P.M range to keep from floating bottom end bearings. Bottom line, you are getting a precise pump that you can be confident in. Check fitting for Baggers due to master cylinder.

- 98U515** '92 -'99 Standard Volume Pump, polished.
- 98U516** '84 -'91 Standard Volume Pump, polished.

- 98U517** '92 -'99 High Output Pump, polished.
- 98U518** '84 -'91 High Output Pump, polished.

- 98U519** '84 -'91 High Output Pump, wrinkle black.
- 98U520** '92 -'99 High Output Pump, wrinkle black.



ULTIMA

ULTIMA® ENGINE CASES

These case kits include: main bearings, full compliment cam bearings, installed chromoly cylinder studs, main seal, chrome timing hole plug, case counterbores for socket head bolts, stainless socket head case bolts and alignment dowels for true line bore. These cases are cast from prime A360-T6 aluminium for excellent tappet bore wear resistance.

TWIN CAM A 99'-06'

Equipped with the Timken® sprocket shaft bearing (OEM 9028) and late model pinion bearing (OEM 24605-07).

SMALL CAM BEARING, (OEM #9198 BEARING)

206U104 Ultima® standard bore, 4.065 spigot, Silver finish (stock replacement)

LARGE CAM BEARING, (OEM #9215 BEARING)

206U105 Ultima® standard bore, 4.065 spigot, Polish finish (Ultima® 100 C.I.)

206U106 Ultima® standard bore, 4.065 spigot, Black finish (Ultima® 100 C.I.)

206U107 Ultima® standard bore, 4.065 spigot, Silver finish (Ultima® 100 C.I.)

206U109 Ultima® 4.125 bore, 4.320 spigot, Silver finish (Ultima® 124 C.I.)

206U110 Ultima® 4.125 bore, 4.320 spigot, Polished finish (Ultima® 124 C.I.)



SHOVELHEAD 70'-84'

Large bore breather for increased crank case vacuum and less blow by.

5 PC FLYWHEEL DESIGN

206U29 Stock bore case, Black finish. 74 C.I. and 80 C.I. Uses 1984-1991 EVO oil pump.

206U30 Stock bore case, Polish finish. 74 C.I. and 80 C.I. Uses 1984-1991 EVO oil pump.

206U21 3.625" bore case, Natural finish. 96" big bore case uses 1992 & later oil pump.

206U22 3.625" bore case, Black finish. 96" big bore case uses 1992 & later oil pump.

206U23 3.625" bore case, Polish finish. 96" big bore case uses 1992 & later oil pump.

3 PC FLYWHEEL DESIGN

206U26 1992 & Later oil pump, 3.625" bore, Ultima® 96 C.I., Natural finish

206U27 1992 & Later oil pump, 3.625" bore, Ultima® 96 C.I., Black finish

206U28 1992 & Later oil pump, 3.625" bore, Ultima® 96 C.I., Polish finish

EVOLUTION STYLE 84'-99'

Machined for both bottom, case, and top, cylinder head, breathing systems.

5 PC FLYWHEEL DESIGN

206U54 1984 Thru 1991, 3.500" bore Natural finish.

206U55 1984 Thru 1991, 3.500" bore Black finish.

206U52 1984 Thru 1991, 3.625" bore Natural finish case kit.

206U53 1984 Thru 1991, 3.625" bore Black finish.

206U56 1992 & Later, 3.500" bore Natural finish.

206U50 1992 & Later, 3.625" bore Natural finish.

206U40 Fatso™ Gen I case, Twin Cam® top Evo lower, Natural finish.

206U41 Fatso™ Gen I case, Twin Cam® top Evo lower, Black finish.

206U42 1992 & Later 3.875" & 4.000" bores, S&S® bolt pattern, Natural.

206U43 1992 & Later 3.875" & 4.000" bores, S&S® bolt pattern, Black.

3 PC FLYWHEEL DESIGN

206U70 1992 & Later 3.875" & 4.000" bores, Ultima® 100/107/113 C.I., Natural finish.

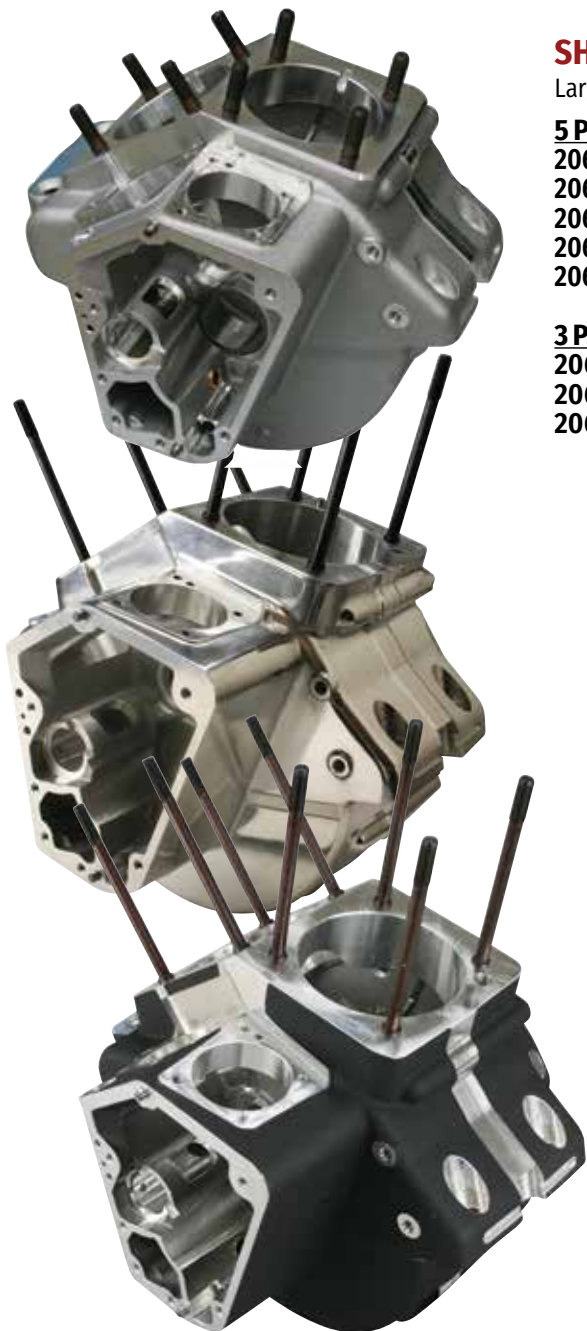
206U71 1992 & Later 3.875" & 4.000" bores, Ultima® 100/107/113 C.I., Black finish.

206U48 1992 & Later 4.250" bore, Ultima® 120 & 127 C.I., Natural finish.

206U49 1992 & Later 4.250" bore, Ultima® 120 & 127 C.I., Black finish.

206U44 1992 & Later 4.400" bore, Ultima® 140 C.I., Natural finish.

206U45 1992 & Later 4.400" bore, Ultima® 140 C.I., Black finish.



ULTIMA® HEAVY DUTY TRANSMISSION CASES FOR 6 SPEED TWIN CAM A

Case, complete with main bearing & retaining ring, countershaft bearing, shift shaft bushing and all alignment pins. **NOTE:** No speedo hole drilled.

298U132 Black powder coat, Twin Cam A 99'-00'

298U133 Silver finish, Twin Cam A 99'-00'

298U134 Polished finish, Twin Cam A 99'-00'

***298U135** Black powder coat, Twin Cam A 01'-06'

***298U136** Silver finish, Twin Cam A 01'-06'

***298U137** Polished finish, Twin Cam A 01'-06'

*** 2001 Twin Cam A transmission cases require conversion sleeve #96-105**



ULTIMA® BLACK SPRINGER FRONT END

Ultima® wide body springers are offered with modern sleek updated styling. Made from high quality steel & includes the 3/4" front axle assembly & top tree nut. The reinforced top and bottom trees reduce flex and improve handling. Fits most Big Twin, Sportster® & aftermarket frames 1949 to present w/a 1" diameter neck stem. (Will NOT fit 2004 to present Sportster)

117U80 -4" Under stock, length

