

## MAHLE PISTON KITS

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

10:1 ratio, 1.381 pin height, domed piston

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

### REPLACEMENT 96 C.I. PISTONS

9.75:1 ratio (most OEM Evolution® heads), 1.200 pin height (0.012 tighter squish than most), flat top piston

BORE	PART NO.
3.625 +.010	<b>93-782</b>
3.625 +.030	<b>93-784</b>

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'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 well as pin galling at initial start-up and MAHLE's proprietary Grafal® anti-friction skirt coating. All pistons have CNC precision finished pin bores (no honing required). These kits come with high quality steel pins, round wire locks and low drag performance rings (unless noted). Trust your motor to the experts with over 80 years of piston building technology, trust MAHLE.



**PISTON KITS INCLUDE PINS & CLIPS.  
RINGS SOLD SEPARATELY  
UNLESS NOTED**



### FOR TWIN CAM® 100 C.I.

9.5:1 ratio, 1.160 pin height, dome piston

BORE	PART NO.	RINGS
3.875 (Std.)	<b>92-500</b>	<b>93-760 INCLUDED</b>
3.875 +.005	<b>92-501</b>	<b>93-761 INCLUDED</b>
3.875 +.010	<b>92-502</b>	<b>93-762 INCLUDED</b>
3.875 +.020	<b>92-503</b>	<b>93-763 INCLUDED</b>
3.875 +.030	<b>92-504</b>	<b>93-764 INCLUDED</b>

### FOR TWIN CAM® 113 C.I.

10.1:1 ratio, 1.075 pin height, dome piston

BORE	PART NO.	RINGS
4 (Std.)	<b>93-965</b>	<b>93-911 INCLUDED</b>
4 +.005	<b>93-966</b>	<b>93-912</b>
4 +.010	<b>93-967</b>	<b>93-913</b>
4 +.020	<b>93-968</b>	<b>93-120</b>
4 +.030	<b>93-969</b>	<b>93-121</b>

### FOR TWIN CAM® 124 C.I.

10.1 ratio, 1.015 pin height, dome piston

BORE	PART NO.	RINGS
4.125 (Std.)	<b>93-200</b>	<b>93-620 INCLUDED</b>
4.125 +.005	<b>93-201</b>	<b>93-621</b>
4.125 +.010	<b>93-202</b>	<b>93-622</b>
4.125 +.020	<b>93-203</b>	<b>93-623</b>
4.125 +.030	<b>93-204</b>	<b>93-624</b>

### FOR ULTIMA® 100 C.I.

10.1:1 ratio, 1.450 pin height, dome

BORE	PART NO.	RINGS
3.875 (Std.)	<b>93-185</b>	<b>INCLUDED</b>
3.875 +.005	<b>93-186</b>	<b>93-909</b>
3.875 +.010	<b>93-187</b>	<b>93-910</b>
3.875 +.020	<b>93-188</b>	<b>93-122</b>
3.875 +.030	<b>93-189</b>	<b>93-123</b>

### FOR ULTIMA® 107 C.I.

10.6:1 ratio, 1.325 pin height, dome

BORE	PART NO.	RINGS
4 (Std.)	<b>93-180</b>	<b>INCLUDED</b>
4 +.005	<b>93-181</b>	<b>93-912</b>
4 +.010	<b>93-182</b>	<b>93-913</b>
4 +.020	<b>93-183</b>	<b>93-120</b>
4 +.030	<b>93-184</b>	<b>93-121</b>

### FOR ULTIMA® 113 C.I.

11.2:1 ratio, 1.200 pin height, dome

BORE	PART NO.	RINGS
4 (Std.)	<b>93-175</b>	<b>INCLUDED</b>
4 +.005	<b>93-176</b>	<b>93-912</b>
4 +.010	<b>93-177</b>	<b>93-913</b>
4 +.020	<b>93-178</b>	<b>93-120</b>
4 +.030	<b>93-179</b>	<b>93-121</b>



### FOR ULTIMA® 120 C.I.

9.5:1 ratio, 1.200 pin height, flat

BORE	PART NO.	RINGS
4.250 (Std.)	<b>93-970</b>	<b>INCLUDED</b>
4.250 +.005	<b>93-971</b>	<b>INCLUDED</b>
4.250 +.010	<b>93-972</b>	<b>INCLUDED</b>
4.250 +.020	<b>93-973</b>	<b>INCLUDED</b>
4.250 +.030	<b>93-974</b>	<b>INCLUDED</b>

### FOR ULTIMA® 127 C.I.

10.0:1 ratio, 1.075 pin height, flat

BORE	PART NO.	RINGS
4.250 (Std.)	<b>93-975</b>	<b>INCLUDED</b>
4.250 +.005	<b>93-976</b>	<b>INCLUDED</b>
4.250 +.010	<b>93-977</b>	<b>INCLUDED</b>
4.250 +.020	<b>93-978</b>	<b>INCLUDED</b>
4.250 +.030	<b>93-979</b>	<b>INCLUDED</b>

### FOR ULTIMA® 130 C.I.

9.5:1 ratio, 1.385 pin height, flat

BORE	PART NO.	RINGS
4.400 (Std.)	<b>93-980</b>	<b>INCLUDED</b>
4.400 +.005	<b>93-981</b>	<b>INCLUDED</b>
4.400 +.010	<b>93-982</b>	<b>INCLUDED</b>
4.400 +.020	<b>93-983</b>	<b>INCLUDED</b>
4.400 +.030	<b>93-984</b>	<b>INCLUDED</b>

### FOR ULTIMA® 140 C.I.

10.2:1 ratio, 1.200 pin height, flat

BORE	PART NO.	RINGS
4.400 (Std.)	<b>93-985</b>	<b>93-995</b>
4.400 +.005	<b>93-986</b>	<b>93-996</b>
4.400 +.010	<b>93-987</b>	<b>93-997</b>
4.400 +.020	<b>93-988</b>	<b>93-998</b>
4.400 +.030	<b>93-989</b>	<b>93-999</b>

**ALL PISTON SETS - SOLD AS PAIR**

### 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.). 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. 1.200 pin height.

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

**PISTONS SOLD AS PAIR; PINS & CLIPS INCLUDED; RINGS SOLD SEPARATELY.**

