

MM HiFlo ST Engines

4 Cylinder Engines - M10

| | | Core Deposit |
|---|--------------------|--------------|
| 2002, 320i, 318i ≥'85 - 4 Cyl SOHC Engines | | |
| 2200 Sport Engine | 155 HP..... | 800 |
| 2200 Rally Engine | 160 HP..... | 800 |
| 2300 Rally Engine | 165 HP..... | 800 |
| 2400 Rally Engine | 170 HP..... | 800 |
| 2100 FI Engine | 12 lbs 275 HP..... | 800 |
| 2300 FI Engine | 12 lbs 300 HP..... | 800 |
| 2000-2400 Race Engines | 180 -240 HP. | 800 |
| Other M10 Race Engines | | 800 |

Call 573-765-1269

Add Alternator Bracket: 2002 tii, 320i ('80-'83) & 318i ... 200

6 Cylinder Engines - M30

| | | Core Deposit |
|---|--------------------|--------------|
| 5, 6, & 7 Series ≥'93 - 6 Cyl SOHC Engines | | |
| 3.0cs, Bavaria - 4 Cyl SOHC Engines | | |
| 3700 Sport Engine | 270 HP..... | 800 |
| 3700 Rally Engine | 285 HP..... | 800 |
| 3600 FI Engine | 12 lbs 450 HP..... | 800 |
| M30 Race Engines | | 800 |

Call 573-765-1269

Additional charge for not having a 3.5 L Block..... 500

"Baby Six" Engines - M20

| | | Core Deposit |
|--|-------------|--------------|
| 325i/e, 528, 525i ≥'91 - 6 Cyl SOHC Engines | | |
| 2900 Sport Engine | 205 HP..... | 800 |
| 3000 Sport/Rally | 225 HP..... | 800 |
| 3200 Sport/Rally | 230 HP..... | 800 |
| 3200 Rally Engine | 240 HP..... | 800 |
| M20 Race Engines | | 800 |

Call 573-765-1269

Option: MM custom oil pan with crank scrapper for track use 750

| | | Core Deposit |
|---------------------------------|-----------------|--------------|
| Forced Induction Engines | | |
| 2900 FI Engine | 250-325 HP..... | 800 |
| 3100 FI Engine | 325-450 HP..... | 800 |

For ix's, Customer's Core & additional charge 200

M3 Engines - S14

| | | Core* |
|--|-----------------|--------|
| M3 '88-'91 - 4 Cyl DOHC Engines | | |
| 2400 Sport Engine | 210 HP..... | 9,495 |
| 2500 Rally Engine | 255 HP..... | 11,495 |
| 2500 Race Engine | 285 HP..... | 13,995 |
| 2500 FI Engine | 300-400 HP..... | 12,495 |

M5 & M6 Engines - S38/S88

| | | Core* | 450 lbs |
|---|--------------------|--------|---------|
| M5 & M6 '85-'93 - 6 Cyl DOHC Engines | | | |
| 3700 Sport Engine | 310 HP..... | 11,495 | 450 lbs |
| 3700 Rally Engine | 350 HP..... | 12,995 | 450 lbs |
| 3600 FI Engine | 12 lbs 550 HP..... | 13,995 | 450 lbs |

*Customer's Own Core Needed

FI = Forced Induction

ST = our Patented Surface Turbulence Treatment

M42 & M44 Engines

| | | Core Deposit |
|--|-------------------------------|-----------------------|
| M42: (E30 318is '90-91), (E36 '92-95), (Z3 '95) | | |
| M44: (E36 318ti '96-98), (E36 318i '96-98) | | |
| (Z3 '96-99) - 4 Cyl DOHC Engines | | |
| 2000 Sport M42 | 83.5mm Stroke ... 160 HP..... | 7495 800 |
| 2100 Rally M42 | | 205 HP..... 9495 800 |
| 2000 Sport M44 | 83.5mm Stroke ... 170 HP..... | 7495 1200 |
| 2100 Rally M44 | | 190 HP..... 9495 1200 |
| M42 Race Engines | | Call 573-765-1269 |

Forced Induction Engines

| | | |
|-------------|-----------------|-----------|
| 1900 FI M42 | 200-250 HP..... | 7995 800 |
| 2100 FI M42 | 250-325 HP..... | 9995 800 |
| 2000 FI M44 | 200-250 HP..... | 7995 800 |
| 2100 FI M44 | 250-325 HP..... | 9995 1200 |

M50, M50tu, S50, M52 & S52 Engines

| | | |
|---|----------------|--------------------------|
| M50 Non-Vanos: (325i/525i '91-92), | | |
| M50tu: (325i/525i '93-95), S50: (M3 '95) | | |
| M52: (328i/528i '96-'97), S52: (M3 '96-99)- 6 Cyl DOHC | | |
| 3200 Sport OBD I or II | 275 HP.... | 10,495 2000-3500 350 lbs |
| 3200 Rally OBD I or II | 280-305 HP.... | 12,995 2000-3500 |
| 3300 Rally OBD I or II | 295-315 HP.... | 14,995 2000-3500 |

Forced Induction Engines

| | | |
|---|------------------|------------------|
| 3200 FI OBD I or II | 375 - 500 HP.... | 13,995 2000-3500 |
| Upcharge (except for S52) NO 89.6mm Crankshaft..... 200 | | |

Engine Installations

| | | |
|---------------------------|---|------|
| M10 | 2002, 2002 tii, 320i, 318i..... | 2500 |
| M30 | 5, 6 & 7 Series ≥'93, 3.0cs, Bavaria | 3000 |
| M20 | 325i/e, 528, 525i ≥'91, Euro 323i | 3000 |
| M20 | 325ix | 3500 |
| S14 | M3 | 3000 |
| S14 Conversion | into 2002 | 5000 |
| S38 & S88 | M5, M6, Euro M635csi | 3500 |
| M42 | E30 318is '90-'91 | 3000 |
| M42 Conversion | into 2002 | 5000 |
| M42, M44 | E36 318is, 318ti & Z3 '92-98 | 3000 |
| M50, M50tu, M52, S50, S52 | 3 & 5 Series from '91-'99 & M3 from '95-'99 | 3500 |
| S52 Conversion | into E30 | 5000 |

Call for pricing on Forced Induction Installations

Above conversion prices apply to the installation of a Metric Mechanic engine only.



MM HiFlo ST Engine Kits

4 Cylinder Engine Kits - M10

2002, 320i, 318i ≥'85

| 2200 Sport Engine Kit - 155 HP | Core Deposit |
|--|--------------|
| Head, HiFlo ST Sport | 2295 |
| Head Gasket, 94mm Big Bore | 140 |
| Head Bolt Set..... | 50 |
| Pistons, 92mm Sport, Hard Anodized 9.75:0 CR.... | 1000 |
| Rings, 92mm Moly | 160 |
| Rods: <i>not provided, factory 2.0 L rods, call if you need help</i> | |
| Rod Bearing Set, STD | 100 |
| Main Bearing Set, STD..... | 120 |
| Top End Gasket Set | 100 |
| Bottom End Gasket | 150 |
| Crankshaft** uses Stock 2 Liter Crank | |

2300 Rally Engine Kit - 165 HP

| | |
|---|------|
| Head, HiFlo ST Sport..... | 2295 |
| Head Gasket, 94mm Big Bore..... | 140 |
| Head Bolt Set..... | 50 |
| Pistons, 92mm Rally, Hard Anodized 10.1:0 CR | 1000 |
| Rings, 92mm Moly | 160 |
| Rods, "H" Beam 143mm, 4 Oiling Grooves | 860 |
| Rod Bearing Set, Coated Tri-Metal | 180 |
| Main Bearing Set, Coated | 225 |
| Crankshaft 84mm 2.3 S14 (<i>Limited Availability</i>) ... | CALL |
| Bolt, Washer, Drive Flange, Pulley & Seal | 550 |
| Optional: Windage Tray/Scraper Bar | 350 |

2400 Rally Engine Kit - 170 HP

| | |
|--|------|
| Head, HiFlo ST Sport..... | 2295 |
| Head Gasket, 94mm Big Bore..... | 140 |
| Head Bolt Set..... | 50 |
| Pistons, 92mm Rally, Hard Anodized 10.1:0 CR | 1000 |
| Rings, 92mm Moly | 160 |
| Rods, "H" Beam, 143mm, 4 Oiling Grooves | 860 |
| Rod Bearing Set, Coated Tri-Metal | 180 |
| Main Bearing Set, Coated | 225 |
| Crankshaft & Kit** 87mm | 2450 |
| Includes Crank Sprocket, Bolt, Washer, Drive Flange, Pulley & Seal | |
| Optional: Windage Tray/Scraper Bar | 350 |

6 Cylinder Engine Kits - M30

3.0cs, Bavaria, 5, 6, & 7 Series ≥'93

| 3700 Sport Engine Kit - 270 HP | Core Deposit |
|---|--------------|
| Head, HiFlo ST Sport..... | 2695 |
| Head Gasket, 94.5mm Bore..... | 195 |
| Head Bolt Set..... | 75 |
| Pistons, 95mm Sport, Hard Anodized 10.1:0 CR.... | 1500 |
| Rings, 95mm Moly | 240 |
| Rods: <i>not provided, factory 3.5i L rods, call if you need help</i> | |
| Rod Bearing Set, STD..... | 150 |
| Main Bearings, STD..... | 180 |
| Top End Gasket Set | 110 |
| Bottom End Gasket | 150 |
| Crankshaft** uses Stock 86mm B34/B35 Crank | |

3800 Rally Engine Kit - 285 HP

| | |
|--|------|
| Head, HiFlo ST Sport..... | 2695 |
| Head Gasket, 96mm Bore | 195 |
| Head Bolt Set..... | 75 |
| Pistons, 96mm Rally, Hard Anodized 10.25:1 CR... | 1500 |
| Rings, 95mm Moly | 240 |
| Rods, "H" Beam, 143mm, 4 Oiling Grooves..... | 1170 |
| Rod Bearing Set, Coated Tri-Metal | 270 |
| Main Bearings, Coated | 315 |
| Top End Gasket Set | 110 |
| Bottom End Gasket | 150 |
| Crankshaft** uses Stock 86mm B34/B35 Crank | |



Baby 6 Engine Kits - M20

325i/e, 528e, 525i ≥'91

Core Deposit

| | |
|---|------|
| 2900 Sport "I" Engine Kit - 205 HP | |
| Head, HiFlo ST Sport | 2495 |
| Head Gasket, Improved Water Flow | 140 |
| Head Bolt Set, 8mm Allen Head Socket | 140 |
| Pistons, 2900 Sport, 86mm, Hard Anodized | |
| Deep Valve Pockets, 10.0:1 CR..... | 1500 |
| Rings, Moly 86mm | 240 |
| Rods: <i>not provided, factory 2.5i L rods, call if you want help</i> | |
| Rod Bolt Set | 75 |
| Rod Bearing Set | 150 |
| Option: Rod Bearing Set, Coated Tri-Metal | 270 |
| Main Bearing Set | 180 |
| Option*: Main Bearing Set Coated, 360° Oiling Groove | 315 |
| <i>*Requires MM to machine the lock-tang grooves on the Main Bearing Caps</i> | |
| Top End Gasket Set | 100 |
| Bottom End Gasket | 150 |
| Crankshaft, 81mm Stroke ETA Crank | Call |

3000 2926cc Sport/Rally Engine Kit - 225 HP

| | |
|---|------|
| Head, HiFlo ST Sport..... | 2495 |
| Head Gasket, Improved Water Flow | 140 |
| Head Bolt Set, 8mm Allen Head Socket | 140 |
| Pistons, 3200 Sport, 86mm, | |
| Hard Anodized 10.0:1 CR | 1500 |
| Rings, Moly 86mm | 240 |
| Rods, "H" Beam 138mm long | 1290 |
| Rod Bearing Set, Coated Tri-Metal | 270 |
| Main Bearing Set Coated, 360° Oiling Groove..... | 315 |
| <i>*Requires MM to machine the lock-tang grooves on the Main Bearing Caps</i> | |
| Top End Gasket Set | 100 |
| Bottom End Gasket | 150 |
| Crankshaft* 84mm Stroke..... | Call |
| *Crank Seal Spacer, Bolt & Washer, | |
| required for Crankshaft | 200 |
| *Idler Shaft machined for Crank clearance | 100 |
| <i>Some block clearancing required for the crankshaft. Call for directions.</i> | |

325i/e, 528, 525i ≥'91

Core Deposit

| | |
|---|------|
| 3200 Sport/Rally Engine Kit - 230 HP | |
| Head, HiFlo ST Sport..... | 2495 |
| Head Gasket, Improved Water Flow | 140 |
| Head Bolt Set, 8mm Allen Head Socket | 140 |
| Pistons, 3200 Sport, 86mm | |
| Hard Anodized 10.0:1 CR | 1500 |
| Rings, Moly 86mm | 240 |
| Rods, "H" Beam, 135mm, 4 Oiling Grooves | 1170 |
| Rod Bolt Set, | 75 |
| Rod Bearing Set, Coated Tri-Metal | 270 |
| Option: Rod Bearing Set, STD..... | 150 |
| Main Bearing Set Coated, 360° Oiling Groove..... | 315 |
| <i>*Requires MM to machine the lock-tang grooves on the Main Bearing Caps</i> | |
| Top End Gasket Set | 100 |
| Bottom End Gasket | 150 |
| Crankshaft**, 89.6mm Stroke | Call |
| *Crank Seal Spacer, Bolt & Washer, | |
| required for Crankshaft | 200 |
| *Idler Shaft machined for Crank clearance | 100 |
| <i>Some block clearancing required for the crankshaft. Call for directions.</i> | |

3200 Rally Engine Kit - 240 HP

| | |
|---|------|
| Head, HiFlo ST Rally | 2695 |
| Head Gasket, Improved Water Flow | 140 |
| Head Bolt Set, 8mm Allen Head Socket | 140 |
| Pistons, 3200 Rally, 86mm | |
| Hard Anodized 11.0:1 CR | 1500 |
| Rings, Moly 86mm | 240 |
| Rods, "H" Beam 138mm, 4 Oiling Grooves | 1170 |
| Rod Bearing Set, Coated Tri-Metal | 270 |
| Main Bearing Set Coated, 360° Oiling Groove..... | 315 |
| <i>*Requires MM to machine the lock-tang grooves on the Main Bearing Caps</i> | |
| Top End Gasket Set | 100 |
| Bottom End Gasket | 150 |
| Crankshaft** 89.6mm Stroke | Call |
| *Crank Seal Spacer, Bolt & Washer, | |
| required for Crankshaft | 200 |
| *Idler Shaft machined for Crank clearance | 100 |
| <i>Some block clearancing required for the crankshaft. Call for directions.</i> | |



M3 Engine Kit - S14

M3 '88-'91

2400 Sport Engine - 210 HP

Core Deposit

| | | |
|---|------|-----|
| Head* HiFlo Sport, 29.5mm Ports | 2295 | 500 |
| Adjusting Shim Pads..... | 400 | |
| Cam Box Clearanced for future cam upgrade | 150 | |
| Head Gasket..... | 140 | |
| Pistons, 95mm, Hard Anodized 11.5:1 CR..... | 1000 | |
| Rings, Moly 95mm..... | 160 | |
| Rods, use your stock rods..... | 0 | |
| Rod Bearing Set STD..... | 120 | |
| Main Bearing Set STD | 120 | |
| Cornering Baffle..... | 50 | |
| EVO Intake Gaskets | 220 | |
| Top End Gasket Set..... | 100 | |
| Bottom End Gasket..... | 150 | |
| Motorsport Front and Rear Crank Seal.80 | | |
| Crankshaft uses Stock 84mm, 2.3 Liter Crank | | |

2500 Rally Engine - 255 HP

| | | |
|---|------|-----|
| Head* HiFlo Rally, 31mm Intake Ports | 2495 | 500 |
| Rally Camshaft | 750 | 300 |
| Cam Box Clearanced for Race Cam | 150 | |
| Adjusting Shim Pads | 400 | |
| Head Gasket | 140 | |
| Pistons, 95mm, Hard Anodized 12.5:1 CR..... | 1000 | |
| Rings, Moly 95mm | 160 | |
| Rods, "H" Beam, 143mm, 4 Oiling Grooves | 780 | |
| Rod Bearing, Coated Tri-Metal | 180 | |
| Main Bearing Set, Coated..... | 225 | |
| Crankshaft, 87mm Stroke | CALL | |
| Cornering Baffle | 50 | |
| Ported Intake Manifolds..... | 600 | |
| EVO Intake Gaskets | 220 | |
| Top End Gasket Set | 100 | |
| Bottom End Gasket | 150 | |
| Motorsport Front and Rear Crank Seal.... | 80 | |

2500 Race Engine - 285 HP

| | | |
|---|------|-----|
| Head* 31mm Intake Ports..... | 2495 | 500 |
| Race Camshafts, Pair | 1500 | 600 |
| Cam Box Clearanced for Race Cam | 150 | |
| Shim-Under 37.5 mm Lifter Bucket System | 800 | |
| Lash Caps 7mm, set of 16 | 96 | |
| Adjusting Shim Pads | 600 | |
| Head Gasket | 140 | |
| Pistons, 95mm, Hard Anodized 13.5:1 CR..... | 1000 | |
| Rings, Moly 95mm | 160 | |
| Rods, "H" Beam, 143mm, 4 Oiling Grooves | 780 | |
| Rod Bearing Set, Coated Tri-Metal | 180 | |
| Main Bearing Set, Coated..... | 225 | |
| Crankshaft, 87mm Stroke | CALL | |
| Cornering Baffle | 50 | |
| EVO Intake Gaskets | 220 | |
| Top End Gasket Set | 100 | |
| Bottom End Gasket | 150 | |
| Motorsport Front and Rear Crank Seal.... | 80 | |
| Ported Intake Manifolds..... | 750 | |
| Optional: Windage Tray/Scrapper Bar | 350 | |
| Optional: Race Oil Pan with Swing Gate & Baffle..... | 450 | |

M5/6 Engine Kits - S38/S88

M5 & M6 '85-'93

3700 Sport Engine - 310 HP

Core Deposit

| | | |
|--|------|------|
| Head, HiFlo Sport, 29.5mm Intake Ports | 2995 | Core |
| Adjust Shim Pads | 500 | |
| Head Gasket | 195 | |
| Pistons, 95mm, Hard Anodized 11.5 CR..... | 1500 | |
| Rings, Moly 95mm | 240 | |
| Top End Gasket Set | 100 | |
| Bottom End Gasket..... | 150 | |
| Motorsport Front and Rear Crank Seal | 80 | |
| Rod Bearing Set, STD | 150 | |
| Main Bearing Set, STD | 250 | |
| Crankshaft, 86mm Stroke..... | 750 | |

3700 Rally Engine - 350 HP

| | | |
|---|------|------|
| Head, Rally, 31mm Intake Ports..... | 2995 | Core |
| Head Gasket | 195 | |
| Rally Cam..... | 1000 | 500 |
| Clearance Cam Box for Rally Cam | 200 | |
| Adjust Shim Pads | 500 | |
| Ported Intake Manifolds | 750 | |
| Pistons, 95mm, Hard Anodized 12.5 CR..... | 1500 | |
| Rings, Moly 95mm | 240 | |
| Rods, "H" Beam 143mm, 4 Oiling Grooves..... | 1170 | |
| Rod Bearing Set, Coated Tri-Metal..... | 270 | |
| Main Bearing Set, Coated | 315 | |
| Crankshaft, 86mm Stroke..... | 750 | |
| Top End Gasket Set | 100 | |
| Bottom End Gasket..... | 150 | |
| Motorsport Front and Rear Crank Seal | 80 | |

Core: No Deposit required as BMW Owner
Supplies their own Core for rebuilding

The M3, M5 and M6 Engine Kits also need:

With Purchase of complete Kit, we will rebuild your Oil Pump core for \$750
(need \$300 if you do not have a core to send us)

1. Timing Chain, Dual Row
3. Guide Rail
4. Lower Tensioner Rail
5. Upper Tensioner Rail
6. Top Guide Rail
2. Oil Pump Chain

* NOTE: The S14 has a two piece head. We refer to the Top Section as the "Cam Box" and the Bottom Section as the "Head". During installation, the Head must be bolted to the block first before the Cam Box can be attached.



M50/M50tu/M52/S50/S52

3 & 5 Series '92 >

| | |
|---|--------------|
| 3200 Sport - 275 HP | Core Deposit |
| Head, Sport/Rally Surface Turbulence/6% Flow Inc | 2795 1000 |
| Cams, uses Stock M3, call if you need help sourcing them | |
| Optional: Cams, Int 262° & Exh 250° | 1300 600 |
| Head Gasket, <i>improved water flow</i> | 140 |
| Head Bolt Set | 60 |
| Pistons, Rally 87mm Forged Alusil Hard Anodized 12.0:1..... | 1500 |
| Rings, 87mm Moly Rings | 240 |
| Rods, <i>use your stock rods</i> | |
| Rod Bolt Set | 75 |
| Rod Bearing Set, Coated Tri-Metal | 270 |
| Optional: Rod Bearing Set, STD..... | 150 |
| Main Bearing Set, 360° Thrust & Oiling Groove | 315 |
| Machine Lock Tangs in Main Bearing Caps for above set | |
| <i>You send us your Main Bearing Caps</i> | 175 |
| Top End Gasket Set | 100 |
| Bottom End Gasket | 150 |
| Motorsport Front and Rear Crank Seal..... | 80 |
| Crankshaft 89.6mm Stroke | 1250 |

3200 Rally - 280 to 305 HP

| | |
|--|-----------|
| Head, Rally Surface Turbulence/6% Flow Increase..... | 2795 1000 |
| Cam Pair, Int 262° & Exh 250° | 1600 600 |
| Head Gasket, <i>improved water flow</i> | 140 |
| Head Bolt Set | 60 |
| Pistons, Rally 87mm Forged Alusil, Hard Anodized 12.0:1..... | 1500 |
| Rings, 87mm Moly Rings | 240 |
| Rods, Rally 138mm "H" Beam 525 grams..... | 1290 |
| Rod Bearing Set, Coated Tri-Metal..... | 270 |
| Main Bearing Set, 360° Thrust & Oiling Groove | 250 |
| Machine Lock Tangs in Main Bearing Caps for above set | |
| <i>You send us your Main Bearing Caps</i> | 175 |
| Top End Gasket Set | 100 |
| Bottom End Gasket | 150 |
| Motorsport Front and Rear Crank Seal..... | 80 |
| Crankshaft 89.6mm Stroke | 1250 |

3300 Rally - 295 to 315 HP

| | |
|---|-----------|
| Head, Rally Surface Turbulence/6% Flow Increase..... | 2795 1000 |
| Cam Pair, Int 262° & Exh 250° | 1300 600 |
| Head Gasket, <i>improved water flow</i> | 140 |
| Head Bolt Set | 60 |
| Pistons, Rally 87mm Forged Alusil, Hard Anodized 12.0:1..... | 1500 |
| Rings, 87mm Moly Rings | 240 |
| Rods, Rally 139mm "H" Beam 495 grams..... | 1290 |
| Rod Bearing Set, Coated Tri-Metal..... | 270 |
| Main Bearing Set, 360° Thrust & Oiling Groove | 250 |
| Machine Lock Tangs in Main Bearing Caps for above set | |
| <i>You send us your Main Bearing Caps</i> | 175 |
| Top End Gasket Set | 100 |
| Bottom End Gasket | 150 |
| Motorsport Front and Rear Crank Seal..... | 80 |
| Crankshaft, 93mm Stroke with custom Timing Chain Sprocket..... | 2700 |

Core: No Deposit required as BMW Owner
Supplies their own Core for rebuilding

M42 Engine Kits

M42: E30 318is '90-91, E36 '92-95, Z3 '95

| | |
|---|--------------|
| 2000 Sport M42 - 160 HP | Core Deposit |
| Head, Sport Surface Turbulence/6% Flow Increase | 1795 600 |
| Head Upgrade, from 7mm to 6mm Valvetrain | 350 |
| Sport Intake Camshaft 258°, 11.15mm Lift | 600 250 |
| Head Gasket | 140 |
| Head Bolt Set | 45 |
| Pistons, Sport 87mm Forged Alusil, Hard Anodized 11.0:1 . | 1000 |
| Rings, 87mm Moly Rings | 160 |
| Rod Bearing Set, Coated Tri-Metal..... | 180 |
| Optional: Rod Bearing Set, STD | 100 |
| Main Bearing Set, 360° Thrust & Oiling Groove | 120 |
| Machine Lock Tangs in Main Bearing Caps for above set | |
| <i>You send us your Main Bearing Caps</i> | 125 |
| Double Row Timing Chain | 100 |
| Optional: Single Row Timing Chain Conversion | |
| using cam sprockets provided by customer | 250 |
| Top End Gasket Set | 100 |
| Bottom End Gasket | 150 |
| Motorsport Front and Rear Crank Seal..... | 80 |
| Crankshaft, Stock M44 83.5mm | Call |

2100 Rally M42 - 205 HP

| | |
|--|----------|
| Head, Rally Surface Turbulence/6% Flow Increase..... | 1795 600 |
| Cam Pair, Intake 272° & Exhaust 258° | 1200 500 |
| Head Gasket | 140 |
| Head Bolt Set | 45 |
| Pistons, Rally 87mm Forged Alusil, Hard Anodized 11.5:1... | 1000 |
| Rings, 87mm Moly Rings | 160 |
| Rods, Rally 138mm "H" Beam 525 grams..... | 860 |
| Rod Bearing Set, Coated Tri-Metal..... | 180 |
| Main Bearing Set, 360° Thrust & Oiling Groove | 120 |
| Machine Lock Tangs in Main Bearing Caps for above set | |
| <i>You send us your Main Bearing Caps</i> | 125 |
| Double Row Timing Chain | 100 |
| Optional: Single Row Timing Chain Conversion | |
| using cam sprockets provided by customer | 250 |
| Top End Gasket Set | 100 |
| Bottom End Gasket | 150 |
| Motorsport Front and Rear Crank Seal..... | 80 |
| Crankshaft, 88mm Stroke, modified..... | 1800 |

M50/M50tu/M52/S50/S52 & M42 Heads Include
6% Flow Increase, Surface Turbulence Valves, Manganese Valve
Guides, Vitan Valve Guide Seals, Dual Valve Springs, Lightweight
Retainers & Valve Spring Perches Shims. Head is glass beaded,
cleaned and surfaced before assembly.



M44 Engine Kits

M44: E36 318ti '96-98, E36 318i '96-98, Z3 '96-98

2000 Sport M44 - 170 HP

| | | |
|---|------|-----|
| Head, Sport Surface Turbulence/6% Flow Increase | 1995 | 600 |
| Sport Intake Camshaft 258°, 11.15mm Lift | 600 | 250 |
| Head Gasket | 140 | |
| Head Bolt Set | 60 | |
| Pistons, 87mm Forged Alusil Hard Anodized 11.0:1 | 1000 | |
| Rings, 87mm Moly Rings..... | 160 | |
| Rod Bearing Set, Coated Tri-Metal..... | 180 | |
| Optional: Rod Bearing Set, STD..... | 100 | |
| Main Bearing Set, 360° Thrust & Oiling Groove | 120 | |
| Machine Lock Tangs in Main Bearing Caps for above set | | |
| <i>You send us your Main Bearing Caps</i> | 125 | |
| Double Row Timing Chain | 100 | |
| Optional: Single Row Timing Chain Conversion | | |
| using cam sprockets provided by customer | 250 | |
| Top End Gasket Set | 100 | |
| Bottom End Gasket..... | 150 | |
| Motorsport Front and Rear Crank Seal | 80 | |
| Crankshaft, Stock M44 83.5mm | Call | |

2100 Rally M44 - 190 HP

| | | |
|--|------|-----|
| Head, Rally Surface Turbulence/6 % Flow Increase | 1995 | 600 |
| Cam Pair, Intake 272° & Exhaust 258°..... | 1200 | 500 |
| Head Gasket | 140 | |
| Head Bolt Set | 60 | |
| Pistons, Rally 87mm Forged Alusil | | |
| Hard Anodized 11.5:1..... | 1000 | |
| Rings, 87mm Moly Rings | 160 | |
| Rods, Rally 138mm "H" Beam 525 grams..... | 780 | |
| Rod Bearing Set, Coated Tri-Metal..... | 180 | |
| Main Bearing Set, 360° Thrust & Oiling Groove | 120 | |
| Machine Lock Tangs in Main Bearing Caps for above set | | |
| <i>You send us your Main Bearing Caps</i> | 125 | |
| Double Row Timing Chain | 100 | |
| Optional: Single Row Timing Chain Conversion | | |
| using cam sprockets provided by customer | 250 | |
| Top End Gasket Set | 100 | |
| Bottom End Gasket..... | 150 | |
| Motorsport Front and Rear Crank Seal | 80 | |
| Crankshaft, 88mm Stroke, modified | CALL | |

M44 Heads Include 6% Flow Increase, Surface Turbulence Valves, Manganese Valve Guides, Vitan Valve Guide Seals, Dual Valve Springs, Lightweight Retainers & Valve Spring Perches Shims. Head is glass beaded, cleaned and surfaced before assembly.



MM HiFlo ST Heads

4 Cylinder - M10

2002, 320i, 318i ≥'85

Core Deposit

| | | |
|-----------------|-------------|-----|
| Sport Head..... | 2295 | 300 |
| Race Head..... | 2795 - 2995 | 300 |
| Stock Head..... | 1795 | 300 |

6 Cylinder - M30

3.0cs, Bavaria, 5, 6, & 7 Series ≥'93

| | | |
|-----------------|------|-----|
| Sport Head..... | 2695 | 500 |
| Stock Head..... | 2195 | 500 |

Baby Six - M20

325i/e, 528e, 525i ≥'91

| | | |
|-----------------|------|-----|
| Sport Head..... | 2495 | 500 |
| Rally Head..... | 2695 | 500 |
| Stock Head..... | 1995 | 500 |

M3 - S14

M3 '88-'91

| | | |
|-----------------------------------|------|-------|
| Sport Head (29.5mm Ports)..... | 2295 | Core* |
| Options: Adjusting Shim Pads..... | 400 | |

| | | |
|--------------------------------------|------|-------|
| Rally Head (31mm Ports)..... | 2495 | Core* |
| Options: | | |
| Rally Camshaft..... | 750 | |
| Clearance Cam Box for Rally Cam..... | 150 | |
| Adjusting Shim Pads..... | 400 | |
| EVO Intake Gaskets..... | 220 | |
| Ported Intake Manifolds..... | 600 | |

| | | |
|--|------|-------|
| Race Head (31mm Ports)..... | 2495 | Core* |
| Options: | | |
| Race Camshafts (2)..... | 1500 | |
| Clearance Cam Box for Race Cam..... | 150 | |
| Adjusting Shim Pads..... | 400 | |
| EVO Intake Gaskets..... | 220 | |
| Ported Intake Manifolds/Throttle Body..... | 850 | |

| | | |
|-----------------------------------|------|-------|
| Stock Head..... | 1995 | Core* |
| Options: Adjusting Shim Pads..... | 400 | |

M5 & M6 - S38 / S88

M5 & M6 '85-'93

Core Deposit

| | | |
|-----------------------------------|------|-------|
| Sport Head, 29.5mm Ports..... | 2995 | Core* |
| Options: Adjusting Shim Pads..... | 500 | |

| | | |
|--------------------------------------|------|-------|
| Rally Head, 31mm Ports..... | 3295 | Core* |
| Options: | | |
| Rally Camshaft..... | 1000 | 500 |
| Clearance Cam Box for Rally Cam..... | 200 | |
| Adjusting Shim Pads..... | 500 | |
| Ported Intake Manifolds..... | 900 | |

| | | |
|-----------------------------------|------|-------|
| Stock Head..... | 2295 | Core* |
| Options: Adjusting Shim Pads..... | 500 | |

M42 & M44 Engines

M42: (E30 '90-'91), (E36 '92-'95), (Z3 '95)

M44: (E36/5 318ti '96-'98), (E36 318i '96-'98), (Z3 '96-'98)

| | | |
|---|------|-----|
| Sport or Rally Head, M42..... | 1795 | 750 |
| Head Upgrade, from 7mm to 6mm Valvetrain..... | 350 | |
| Sport or Rally Head, M44..... | 1995 | 750 |

Includes 6% Flow Increase, Surface Turbulence Valves, Manganese Valve Guides, MM "Bee Hive" Valve Springs & Lightweight Retainers

M50/M50tu/S50/S52/M52/M52tu/M54

M50 Non-Vanos: 325i, 525i '91-'92

M50tu: 325i, 525i '93-'95

M52: 328i, 528i '96-'97

M52tu: 232i, 328i, 528i, Z3 2.3 & 2.8 '99 -'2000

M54: 325i, 230i '01-'06

S50: M3 '95

S52: M3 '96-'99

| | | |
|--------------------------|------|------|
| Sport or Rally Head..... | 2795 | 1000 |
|--------------------------|------|------|

Includes 6% Flow Increase, Surface Turbulence Valves, Manganese Valve Guides, MM "Bee HIve" Valve Springs & Lightweight Retainers

| | | |
|-----------------|------|--|
| Stock Head..... | 2195 | |
|-----------------|------|--|

Stock Head: cleaned, glass beaded, 3 angle valve job, reconditioned valves, manganese bronze valve guides, "Bee Hive" valve springs, & retainers

Core*

No Deposit as BMW Owner Supplies their own Core for rebuilding



Cams & Head Parts

Camshafts

Core Deposit

| | | |
|---|------------|------------|
| 4 Cylinder M10 Sport/Rally Camshaft 290° Duration/10.75mm Lift..... | 600 | 150 |
| 6 Cylinder M30 Sport/Rally Camshaft 290° Duration/10.75mm Lift..... | 750 | 150 |
| Baby Six M20 Sport Camshaft 286° Intake Lobe Duration/11.75mm Lift..... 260° Exhaust Lobe Duration/11.2mm Lift | 750 | 150 |
| Baby Six M20 Rally Camshaft 286° Intake Lobe Duration/11.75mm Lift..... 272° Exhaust Lobe Duration/11.75mm Lift | 850 | 150 |
| M3 - S14 Rally Intake Camshaft 276° Duration/11.3mm Lift..... | 750 | 300 |
| M3 - S14 Race Camshafts 290° Intake Duration/11.7mm Lift..... 276° Exhaust Duration/11.3mm Lift..... | 750 750 | 300 300 |
| M5/M6 - S38/S88 Rally Intake Camshaft 276° Duration/11.3mm Lift..... | 1000 | 500 |
| M50, M50tu, M52, S50, S52 Sport Camshaft 262° Intake Duration/11.15mm Lift | 800 | 500 |
| M50, M50tu, M52, S50, S52 Rally Camshafts 272° Intake Duration/11.4mm Lift..... 258° Exhaust Duration/10.9mm Lift..... | 800 800 | 500 500 |
| M42 - M44 Sport Intake Camshaft 258° Intake Duration/11.15mm Lift | 600 | 250 |
| M42 - M44 Rally Camshaft 272° Intake Duration/11.4mm Lift..... 258° Exhaust Duration/11.15mm Lift | 600 600 | 250 250 |
| M42 - M44 Turbo Camshaft 258° Intake Duration/11.15mm Lift | 600 | 250 |
| | | 250 |

Head & Valve Train Parts

| | | |
|--|----|------|
| MM Outer Valve Springs | 20 | Each |
| <i>Use with stock inner spring on S14, S38, M20 & late M30</i> | | |
| MM Rally Valve Spring Set SOHC | 45 | Each |
| <i>for M10 & early M30 Sport/Rally Heads</i> | | |
| <i>also M20 IF you no longer have Inner Spring, Retainer & Perch</i> | | |
| <i>Includes Inner and Outer Spring, Retainer, Perch & Shim</i> | | |
| MM Rally Valve Spring Set DOHC | 45 | Each |
| <i>for M42, M44, M50, M50tu, M52, S50, S52 Sport/Rally Heads</i> | | |
| <i>Includes Inner and Outer Spring, Retainer, Perch & Shim</i> | | |

Head & Valve Train Parts - Continued

| | | |
|---|-----|---------------------------------|
| NEW Valve Compression Tool for M42, M50, S52-M54 | | 1 st 2 nd |
| Valve Compression Tool <i>Sold with Valve Spring Purchase</i> | 30 | |
| Valve Compression Tool - <i>Sold Alone</i> | 50 | 1 st 2 nd |
| Valve Guides, Manganese Bronze each | 15 | |
| Rocker Arms: M10, M20, M30 Inspected, 30% stronger | 40 | |
| Dual Chamber Sprayer Bar M30 Engine | 125 | |
| Distributor Cam Conversion Nut M30 | 125 | |
| Adjustable Cam Sprocket M10 | 175 | |
| Adjustable Cam Sprocket M30 | 200 | |
| Single Row Timing Chain Conversion, M10 | 200 | |
| Single Row Timing Chain Conversion, S14 | | |
| Using Cam Sprockets provided by customer | 250 | |
| Single Row Timing Chain Conversion, S14 | | |
| Using NEW Cam Sprockets at \$225 each | 700 | |
| Single Row Timing Chain Conversion, M42/M44 | | |
| Using Cam Sprockets provided by customer | 250 | |
| Single Row Timing Chain Conversion, M42/M44 | | |
| Using NEW Cam Sprockets at \$50 each | 350 | |

Head Gaskets & Head Bolts

| | |
|--|-----|
| M10 Engines | |
| Head Gasket, 94mm Big Bore..... | 140 |
| S14 Engines | |
| Head Gasket, 94.5mm..... | 140 |
| M30, S38, Engines | |
| Head Gasket, 94.5mm & 95.5mm..... | 195 |
| Baby Six, M20 Engines | |
| Head Gasket, Improved Water Flow..... | 140 |
| Head Bolts, Set of 14 Socket, 10mm x 150mm long | 140 |
| M50, M52, S50, S52, | |
| Head Gasket, Improved Water Flow..... | 140 |

Block Parts

| | | |
|--|-----|---------|
| Sport Forged Alusil Vented Pistons | | |
| Hard Anodized - 10.1:1 | 250 | Each |
| Rally Forged Alusil Vented Pistons | | |
| Hard Anodized - 10.25 - 11.0:1 | 250 | Each |
| Moly Rings..... | 40 | Each |
| Rally Rods "H" Beam | 195 | Each |
| Rod Bearing, Coated Tri-Metal..... | 45 | Each |
| Main Bearing, Coated & 360° Oil Groove | 45 | Each |
| <i>Required on the 360° Main Bearings: Labor for machining</i> | | |
| <i>Main Bearing Cap Lock Tang groove.....</i> | 25 | Per Cap |



Ultimate Transmission Rebuilds

4 Cylinder Getrag Transmissions

Core Deposit

320i ≥ '80 -'82

Getrag 2452995 700

Getrag 245 Sport OD3995 700

318i ≥ '85, 318is '89-'90,

Getrag 2402995 500

Getrag 240 Sport OD3995 500

2002, 320i Race ≥ '79

Getrag 242, Close Ratio 4 Speed3995 500

6 Cylinder Getrag Transmissions

E28 5-Series, E24 6-Series, E23 7-Series

from '80 ≥ '82 + '85, & E30 M3 '88 ≥ '91

Getrag 2653295 700

Getrag 265 Sport OD4295 700

Euro 635csi & M535i '79 ≥ '84

Getrag Sport 262, 265 Sport CR3495 1500

E30 325i & 325e - all years

E28 5-Series '84, '86-'88, E24 6-Series '84, '86-'89

Getrag 2602995 600

Getrag 260 Sport OD4295 600

Euro 635csi & M535i '79 ≥ '84

Z3 1.9 & 2.5, E36 325i & 323i, E46 323i '92 >

Getrag 2502995 700

M5, M6 '87 ≥ '91 + Euro M5/M6 '85 ≥ '91

Getrag 280 Instead of a 280 rebuild, we provide the MM

265 Getrag Conversion4195 None

E46 M3 2001-2007, 540i, M5, Z8, Euro E36 M3

Getrag 4204595 Your Core

6 Cylinder ZF Transmissions

E36: M3, 328i, E46: 328i, 330i, E39: 528i, 530i

ZF S5-313195 800 100¹⁸

E46: 330i '04 > + 530i '04 >

ZF S6-373695 800

Ultimate Transmission Conversions

5 Speed Conversions

Core Deposit

Getrag 245 + Kit for 2002 4 Speed4995 200

Getrag 245 + Kit for 2002 4 Speed
Used Transmission, Inspected and Sealed2995 200

MM 5 Speed Kit Only with 4 Bolt Flange
No Transmission1695 200

MM 5 Speed Kit Only with 3 Bolt Flange
No Transmission1895 200

MM Crossmember Mount 450

ZF S5-31 CR + Kit for 325i/e '84 -'91 5495 200

ZF S5-31 CR + Kit for 325i/e '84 -'91
Used Transmission, Inspected and Sealed2995 200

Getrag 265 + Kit Conversion for 280 M5/M6

Alternative Upgrade for the Stock 280 Getrag4995

Getrag 265 + Kit Conversion for 280 M5/M6

Alternative Upgrade for the Stock 280 Getrag

Used Transmission, Inspected and Sealed2995

Transmission Installations

5 Speed 600

6 Speed 850

5 Speed Conversions1000 - 1400

CR = Close Ratio

OD = Overdrive

MM = Metric Mechanic



Differentials

MM Variable Limited Slips

All BMW Models ≥'98, (includes 2002, E9, E21, E12, E23, E24, E28, E30, E31, E32, E34, E36/M3, E36/5, 318ti, Z3, Z3M Coupe and Z3M Roaster: 1st Gen -168 & 188 Differentials- Z3, M23, M23 Coupe

| | | | |
|--|------|---------|-------|
| Variable Limited Slip 2 Disc | 1395 | 300-600 | LBS |
| Sport Variable Limited Slip 3 Disc | 1595 | 300-600 | 90LBS |
| Rally Variable Limited Slip 4 Disc | 1795 | 300-600 | |
| Race Variable Limited Slip 5 Disc..... | 1995 | 300-600 | |
| Standard LS Differentials | 1295 | 600 | |
| Standard Open, Non Limited Slip | 1095 | 600 | |
| E9 Sideloader, Non Limited Slip | 1395 | 600 | |
| E9 & E12 Sideloaders, Prices Vary | 1995 | 600 + | |
| 2002 LS Conversion Flanges Pair | 650 | | |

If you have 320i Limited Slip Flanges to send in, you will be refunded \$200
Additional Charge for Gear Change Ratio 250/450
Metric Mechanic Differential Installations..... 400

E46, E39 (6 cyl. only) '99 and later, 2nd Gen -188 Differentials

| | | | |
|--|------|-----|--|
| Sport Variable Limited Slip 3 Disc | 2695 | 500 | |
|--|------|-----|--|

Additional Charge for Gear Change Ratio 450+
Replace Differential Bushings..... 200
HiTorque Flanges, Pair..... 800
Metric Mechanic Differential Installations..... 400

All M5's, 8 Series, E32 740i & 750i - 1st Gen 210 Differentials (Excluding E60 & E65)

| | | | |
|--|------|-----|--|
| Sport Variable Limited Slip 2 Disc | 1995 | 500 | |
|--|------|-----|--|

Additional Charge for Gear Change Ratio 450-750
Metric Mechanic Differential Installations..... 600

E39-540i, E38-740i - 2nd Gen - 210 Differentials

Z8, E52 - 2nd Gen - 210/215 Differentials

| | | | |
|----------------------------------|------|------------|--|
| Quaife Conversion/Retrofit | 1500 | No Deposit | |
|----------------------------------|------|------------|--|

Metric Mechanic Differential Installations..... 600
Owner must provide their own Quaife Unit & Core
Please call for gear options & more information.

E90, 323i, 325i, 328i, 330i, 2004 > 3rd Gen -188 Differentials

| | | | |
|---|------|------------|--|
| Quaife Conversion/Retrofit with carrier tapered Roller Bearing for greater load carrying capacity | 1800 | No Deposit | |
|---|------|------------|--|

Metric Mechanic Differential Installations..... 600
Owner must provide their own Quaife Unit & Core

E90 & E92 335i 2006 > 3rd Gen 210/215 Differentials

| | | | |
|---|------|------------|--|
| Quaife Conversion/Retrofit with carrier tapered Roller Bearing for greater load carrying capacity | 1800 | No Deposit | |
|---|------|------------|--|

Metric Mechanic Differential Installations..... 600
Owner must provide their own Quaife Unit & Core

Flywheels & Clutch Assemblies

Lightened Single Mass Flywheels

Most Models ≥'88, Including E30 M3 & E34 M5
Using a single stock mass Flywheel 450 Core Deposit 200 ^{12LBS}

Models '89 >
With Dual Mass Flywheels, require Conversions shown below ^{1L8 292}

Converting from Dual to Single Mass - Lightened Flywheel & Clutch Combinations

E30 325i/s with a MM 3000 or 3200 Rally Engine
MM 12 lb. Lightened Single Mass Flywheel & 240 mm Clutch Assembly 1100
M30 Flywheel required for core deposit refund..... 200

E30 318is & All 4 Cyl E36 & Z3 Models

MM 11 lb. Lightened Single Mass Flywheel & 228 mm Clutch Assembly 1150
M42 or M44 Flywheel Ring Gear required for core deposit refund..... * 200

E36 325is, '92 - '98

MM 11 lb. Lightened Single Mass Flywheel & 228 mm Clutch Assembly 1150
M50 Flywheel Ring Gear required for core deposit refund..... * 200

E36 M3 328i, E34 535i, '89 - '93

MM 12.5 lb. Lightened Single Mass Flywheel & 240 mm Clutch Assembly 1250
M50, M52, S50, S52 Flywheel Ring Gear required for core deposit refund..... * 200

* Stock Dual Mass Ring Gear required for core - remove and return or just return the entire Flywheel

Clutch Upgrades

| | |
|--------------------------------------|-----|
| Clutch Assembly 215mm..... | 300 |
| Clutch Assembly 228mm..... | 375 |
| HiTorque Clutch Assembly 228mm | 425 |
| HD Clutch Assembly 240mm..... | 600 |
| HiTorque Clutch Assembly 240mm | 750 |

For Additional Racing Products, please call for more information - 1-573-765-1269

Differential Terminology

LS = Limited Slip 1st Gen = Longer Pinion Shaft
VLS = Variable Limited Slip 2nd Gen = Short Pinion Shaft
3rd Gen = Very Short Pinion Shaft

Intake & Exhaust

Intake

| | | Core Deposit |
|---|------|--------------------------------------|
| M20 Pulse Chamber Intake Manifold | 1200 | 150 |
| M42 Pulse Chamber Intake Manifold | 1000 | 150 12 th 0 ^{oz} |
| Ported Intake Manifolds | | |
| 3, 5, 6, 7 Series 1984 - 1991..... | 750 | 150 |
| Ported Intake Manifolds M3 S14 Rally | 600 | * Core |
| Ported Intake Manifolds/Throttle Body | | |
| M3 S14 Race..... | 850 | * Core |
| Ported Intake Manifolds | | |
| M5/M6 S38 Rally..... | 900 | * Core |
| 38 DGES Carburetor Kit & Manifold | 850 | 150 |

Exhaust

| | | |
|------------------------------------|------|-----|
| Exhaust Manifolds Ported | | |
| 3, 5, 6, 7 Series 1984 - 1991..... | 500 | 150 |
| System 300, E28, E24 | 1350 | |
| System 300, M5, M6 | 1350 | |

Core*

No Deposit as BMW Owner Supplies their own Core for rebuilding