MM HiFlo ST Engines

4 Cylinder Engines - M10

2002, 320i, 318i 89 - 4 Cyl SOHC Engines
2200 Rally Engine ............... 160 HP ....... 7995
2100 FI Engine .................... 12 lbs 275 HP ....... 8995

2000-2200 Race Engines...100-240 HP ... 11,995-12,995

ITB & Other Race Engines...........Call 573-765-1269

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

Core Deposit

3600 Rally & Other Race Engines

5, 6, & 7 Series 93 - 6 Cyl SOHC Engines

3.0cs, Bavaria - 4 Cyl SOHC Engines

3700 Rally Engine ............... 285 HP ....... 8995
3600 FI Engine .................... 12 lbs 450 HP ....... 9995
3700 Race Engines .............. 350hp ....... 14,995

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

Core Deposit

“Baby Six” Engines - M20

325i/e, 528, 525i 91 - 6 Cyl SOHC Engines

2900 Sport Engine ............... 205 HP ....... 8495
3000 Sport/Rally ............... 225 HP ....... 8995
3200 Sport/Rally ............... 230 HP ....... 9495

Spec & Other Race Engines........Call 573-765-1269

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

Core Deposit

Forced Induction Engines

2900 FI Engine .................... 250-325 HP ....... 9995
3100 FI Engine .................... 325-450 HP ....... 10,995

Core Deposit

524TD & Vixen M21 TD

2800 TD Engine..................... 10,995

1500

*We allow for only 2 cracks in the head. If we find any additional cracks we will use a NEW head for an additional charge of 1500

Core Deposit

M3 Engines - S14

M3 88-91 - 4 Cyl DOHC Engines

2400 Sport Engine ............... 210 HP ....... 10,995
2400 Rally Engine ............... 255 HP ....... 11,995
2500 Race Engine ............... 285 HP ....... 13,995
2500 FI Engine .................... 300-400 HP ....... 12,495

Core Deposit

M5 & M6 Engines - S38/S88

M5 & M6 85-93 - 6 Cyl DOHC Engines

3700 Sport Engine ............... 310 HP ....... 12,995
3700 Rally Engine ............... 350 HP ....... 14,995
3600 FI Engine .................... 12 lbs 550 HP ....... 15,995

Core Deposit

M42 & M44 Engines

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/Rally 83.5mm Stroke .. 170 HP ....... 8495
2100 Rally M42/M44 ............. 205 HP ....... 9995
2100 Race Engine M42 ........... 240 HP ....... 12,995

Note: With light weight mechanical shim under lifter buckets

Forced Induction Engines

2000 FI M42/M44 ............. 200-250 HP ....... 10,995

Core Deposit

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
3200 Rally OBD I or II .... 280-305 HP ....... 12,995
3300 Rally OBD I or II .... 295-315 HP ....... 14,995
3200 Race Engine S52....... 360 HP ....... 15,995

Note: With light weight mechanical shim under lifter buckets

Spec, ITS & Other Race Engines........Call 573-765-1269

Forced Induction Engines

3200 FI OBD I or II .... 375 - 500 HP ....... 13,995

Upcharge (except for S52) NO 89.6mm Crankshaft.......200

Core Deposit

M54 Engines

325i/xi/ic, Z3, X5, X3 99-05

3000 Sport OBD II ............ 240 HP ....... 10,495
3000 Rally OBD II ............ 275HP ....... 12,995

2000-3500

Core Deposit

S54 Engines

M3 00-06 E46

3200 Sport .................. 340HP ....... 13,995
3200 Rally .................. 360HP ....... 15,995

Core Deposit

S62 Engines

M5 98-03 E39

5000 Sport .................. 425HP ....... 21,995
5000 Rally .................. 475HP ....... 24,995

Core Deposit

*Customer’s Own Core Needed

FI = Forced Induction
ST = our Patented Surface Turbulence Treatment
### Baby 6 Engine Kits - M20

#### 325i/e, 528e, 525i ≥ '91

**2900 Sport/Rally “I” Engine Kit - 205 HP**

- Head, HiFlo ST Sport .......................................................... 2695
- Head Gasket, Improved Water Flow ...................................... 140
- Head Bolt Set, 8mm Allen Head Socket .................................. 140
- Pistons, 2900 Sport, 86mm, Hard Anodized ........................... 1650
- Deep Valve Pockets, 10.0:1 CR .............................................. 240
- Rod Bearing Set, Coated Tri-Metal ....................................... 270
- Main Bearing Set Coated, 360° Oiling Groove ....................... 315

*Requires MM to machine the lock-tang grooves on the Main Bearing Caps* ................................................................. 175

Crankshaft, 81mm Stroke ETA Crank ......................................

#### 3000 2926cc Sport/Rally Engine Kit - 225 HP

- Head, HiFlo ST Sport .......................................................... 2695
- Head Gasket, Improved Water Flow ...................................... 140
- Head Bolt Set, 8mm Allen Head Socket .................................. 140
- Pistons, 3200 Sport, 86mm, Hard Anodized 10.0:1 CR .............. 1650
- Rings, Moly 86mm ............................................................... 240
- Rods, “H” Beam 135mm long .............................................. 1290
- Rod Bearing Set, Coated Tri-Metal ....................................... 270
- Main Bearing Set Coated, 360° Oiling Groove ....................... 315

*Requires MM to machine the lock-tang grooves on the Main Bearing Caps* ................................................................. 175

Crankshaft* 84mm Stroke ......................................................

*Crank Seal Spacer, Bolt & Washer, required for Crankshaft* ........ 200

*Idler Shaft machined for Crank clearance* ............................. 100

Call for directions.

#### 325i/e, 528, 525i ≥ '91

**3200 Sport/Rally Engine Kit - 230 HP**

- Head, HiFlo ST Sport .......................................................... 2695
- Head Gasket, Improved Water Flow ...................................... 140
- Head Bolt Set, 8mm Allen Head Socket .................................. 140
- Pistons, 3200 Sport, 86mm, Hard Anodized 10.0:1 CR .............. 1650
- Rings, Moly 86mm ............................................................... 240
- Rods, “H” Beam 135mm, 4 Oiling Grooves ............................ 1170
- Rod Bolt Set, ................................................................. 75
- Rod Bearing Set, Coated Tri-Metal ....................................... 270
- Main Bearing Set Coated, STD ........................................... 315
- Main Bearing Set Coated, 360° Oiling Groove ....................... 315

*Requires MM to machine the lock-tang grooves on the Main Bearing Caps* ................................................................. 175

Crankshaft** uses Stock 86mm B34/B35 Crank

*Crank Seal Spacer, Bolt & Washer, required for Crankshaft* ........ 200

*Idler Shaft machined for Crank clearance* ............................. 100

Some block clearancing required for the crankshaft. Call for directions.
### M3 Engine Kit - S14

**M3 '88-'91**

2400 Rally Engine - 255 HP

- Head * HiFlo Rally, 31mm Intake Ports ............. 2495
- Rally Camshaft ........................................ 750
- Cam Box Cleared for Race Cam ....................... 150
- Adjusting Shim Pads ..................................... 600
- Head Gasket ................................................ 140
- Pistons, 95mm, Hard Anodized 11.5:1 CR .......... 1100
- Rings, Moly 95mm ......................................... 160
- Rods, “H” Beam, 144mm, 4 Oiling Grooves ........ 780
- Rod Bearing, Coated Tri-Metal ....................... 180
- Main Bearing Set, Coated .............................. 225
- 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
- Race Camshafts, Pair .................................... 1500
- Cam Box Cleared for Race Cam ....................... 150
- Shim-Under 37.5 mm Lifter Bucket System ........ 1000
- Plus Lash Caps 7mm, set of 16 ....................... 96
- Adjusting Shim Pads ..................................... 900
- 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
- EVO Intake Gaskets ....................................... 220
- Motorsport Front and Rear Crank Seal .... 80
- Ported Intake Manifolds .................................. 750

**Optional:** Race Oil Pan with Swing Gate & Baffle .. 450

*NOTE: For 2400 Sport eliminate Rally cam*

### M5/6 Engine Kits - S38/S88

**M5 & M6 '85-'93**

3700 Rally Engine - 350 HP

- Head. Rally, 31mm Intake Ports ....................... 2995
- Head Gasket ............................................... 195
- Rally Cam ................................................... 1000
- Clearance Cam Box for Rally Cam ................. 200
- Adjust Shim Pads ......................................... 750
- Ported Intake Manifolds ................................ 750
- Pistons, 95mm, Hard Anodized 12.5 CR ............ 1650
- Rings, Moly 95mm ......................................... 240
- Rods, “H” Beam 143mm, 4 Oiling Grooves ........ 1170
- Rod Bearing Set, Coated Tri-Metal .................. 270
- Main Bearing Set, Coated .............................. 315
- Motorsport Front and Rear Crank Seal ........ 80

Core: No Deposit required as BMW Owner
Supply 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
2. Oil Pump Chain
3. Guide Rail
4. Lower Tensioner Rail
5. Upper Tensioner Rail
6. Top Guide Rail

### Core Deposit

**M3 Engine Kit - S14**

<table>
<thead>
<tr>
<th>Component</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Head</td>
<td>2495</td>
</tr>
<tr>
<td>Camshaft</td>
<td>750</td>
</tr>
<tr>
<td>Cam Box</td>
<td>150</td>
</tr>
<tr>
<td>Adjusting Shim Pads</td>
<td>600</td>
</tr>
<tr>
<td>Head Gasket</td>
<td>140</td>
</tr>
<tr>
<td>Pistons</td>
<td>1100</td>
</tr>
<tr>
<td>Rings</td>
<td>160</td>
</tr>
<tr>
<td>Rods</td>
<td>780</td>
</tr>
<tr>
<td>Rod Bearing</td>
<td>180</td>
</tr>
<tr>
<td>Main Bearing Set</td>
<td>225</td>
</tr>
<tr>
<td>Cornering Baffle</td>
<td>50</td>
</tr>
<tr>
<td>Ported Intake Manifolds</td>
<td>600</td>
</tr>
<tr>
<td>EVO Intake Gaskets</td>
<td>220</td>
</tr>
<tr>
<td>Top End Gasket Set</td>
<td>100</td>
</tr>
<tr>
<td>Bottom End Gasket</td>
<td>150</td>
</tr>
<tr>
<td>Motorsport Front and Rear Crank Seal</td>
<td>80</td>
</tr>
</tbody>
</table>
### M50/M50tu/M52/S50/S52

#### 3 & 5 Series ’92

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Core Deposit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>3200 Sport</strong> - 275 HP</td>
<td>Core Deposit</td>
</tr>
<tr>
<td>Head, Sport/Rally Surface Turbulence/6% Flow Inc</td>
<td>2795 1000</td>
</tr>
<tr>
<td>Cam Pair, Int 262° &amp; Exh 290°</td>
<td>1300 600</td>
</tr>
<tr>
<td>Head Gasket, improved water flow</td>
<td>140</td>
</tr>
<tr>
<td>Pistons, Rally 87mm Forged Alusil Hard Anodized 12:0:1</td>
<td>1500</td>
</tr>
<tr>
<td>Rings, 87mm Moly Rings</td>
<td>240</td>
</tr>
<tr>
<td>Rods, use your stock rods</td>
<td>75</td>
</tr>
<tr>
<td>Rod Bolt Set</td>
<td>75</td>
</tr>
<tr>
<td>Rod Bearing Set, Coated Tri-Metal</td>
<td>270</td>
</tr>
<tr>
<td>Optional: Rod Bearing Set, STD</td>
<td>150</td>
</tr>
<tr>
<td>Main Bearing Set</td>
<td>315</td>
</tr>
<tr>
<td>Machine Lock Tangs in Main Bearing Caps for above set</td>
<td>Your send us your Main Bearing Caps</td>
</tr>
<tr>
<td>Motorsport Front and Rear Crank Seal</td>
<td>80</td>
</tr>
<tr>
<td>Crankshaft</td>
<td>89.6mm Stroke</td>
</tr>
</tbody>
</table>

#### 3200 Rally - 280 to 305 HP

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Core Deposit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Head, Rally Surface Turbulence/6% Flow Increase</td>
<td>2795 1000</td>
</tr>
<tr>
<td>Cam Pair, Int 262° &amp; Exh 250°</td>
<td>1600 600</td>
</tr>
<tr>
<td>Head Gasket, improved water flow</td>
<td>140</td>
</tr>
<tr>
<td>Pistons, Rally 87mm Forged Alusil Hard Anodized 12:0:1</td>
<td>1500</td>
</tr>
<tr>
<td>Rings, 87mm Moly Rings</td>
<td>240</td>
</tr>
<tr>
<td>Rods, Rally 138mm “H” Beam 525 grams</td>
<td>1290</td>
</tr>
<tr>
<td>Rod Bearing Set, Coated Tri-Metal</td>
<td>270</td>
</tr>
<tr>
<td>Main Bearing Set</td>
<td>250</td>
</tr>
<tr>
<td>Machine Lock Tangs in Main Bearing Caps for above set</td>
<td>Your send us your Main Bearing Caps</td>
</tr>
<tr>
<td>Motorsport Front and Rear Crank Seal</td>
<td>80</td>
</tr>
<tr>
<td>Crankshaft</td>
<td>89.6mm Stroke</td>
</tr>
</tbody>
</table>

#### 3300 Rally - 295 to 315 HP

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Core Deposit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Head, Rally Surface Turbulence/6% Flow Increase</td>
<td>2795 1000</td>
</tr>
<tr>
<td>Cam Pair, Int 262° &amp; Exh 250°</td>
<td>1300 600</td>
</tr>
<tr>
<td>Head Gasket, improved water flow</td>
<td>140</td>
</tr>
<tr>
<td>Pistons, Rally 87mm Forged Alusil Hard Anodized 12:0:1</td>
<td>1500</td>
</tr>
<tr>
<td>Rings, 87mm Moly Rings</td>
<td>240</td>
</tr>
<tr>
<td>Rods, Rally 139mm “H” Beam 495 grams</td>
<td>1290</td>
</tr>
<tr>
<td>Rod Bearing Set, Coated Tri-Metal</td>
<td>270</td>
</tr>
<tr>
<td>Main Bearing Set</td>
<td>250</td>
</tr>
<tr>
<td>Machine Lock Tangs in Main Bearing Caps for above set</td>
<td>Your send us your Main Bearing Caps</td>
</tr>
<tr>
<td>Motorsport Front and Rear Crank Seal</td>
<td>80</td>
</tr>
<tr>
<td>Crankshaft</td>
<td>89.6mm Stroke with custom Timing Chain Sprocket</td>
</tr>
</tbody>
</table>

---

### M42 Engine Kits

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

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Core Deposit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2000 Sport/Rally M42/M44 - 170 HP</strong></td>
<td>Core Deposit</td>
</tr>
<tr>
<td>Head, Sport Surface Turbulence/6% Flow Increase</td>
<td>1795 600</td>
</tr>
<tr>
<td>Head Upgrade, from 7mm to 6mm Valvetrain</td>
<td>350</td>
</tr>
<tr>
<td>Sport Intake Camshaft 258°, 11.15mm Lift</td>
<td>600</td>
</tr>
<tr>
<td>Head Gasket</td>
<td>140</td>
</tr>
<tr>
<td>Head Bolt Set</td>
<td>45</td>
</tr>
<tr>
<td>Pistons, Sport 87mm Forged Alusil Hard Anodized 11.0:1</td>
<td>1000</td>
</tr>
<tr>
<td>Rings, 87mm Moly Rings</td>
<td>160</td>
</tr>
<tr>
<td>Rod Bearing Set, Coated Tri-Metal</td>
<td>180</td>
</tr>
<tr>
<td>Optional: Rod Bearing Set, STD</td>
<td>100</td>
</tr>
<tr>
<td>Main Bearing Set, 360° Thrust &amp; Oiling Groove</td>
<td>120</td>
</tr>
<tr>
<td>Machine Lock Tangs in Main Bearing Caps for above set</td>
<td>Your send us your Main Bearing Caps</td>
</tr>
<tr>
<td>Double Row Timing Chain</td>
<td>100</td>
</tr>
<tr>
<td>Optional: Single Row Timing Chain Conversion</td>
<td>250</td>
</tr>
<tr>
<td>using cam sprockets provided by customer</td>
<td>100</td>
</tr>
<tr>
<td>Top End Gasket Set</td>
<td>150</td>
</tr>
<tr>
<td>Bottom End Gasket</td>
<td>150</td>
</tr>
<tr>
<td>Motorsport Front and Rear Crank Seal</td>
<td>80</td>
</tr>
<tr>
<td>Crankshaft, Stock M44 83.5mm</td>
<td>258°, 11.15mm Lift</td>
</tr>
</tbody>
</table>

#### M50/M50tu/M52/S50/S52 & M42 Heads

Include:
- 6% Flow Increase, Surface Turbulence Valves, Manganes Valve Guides, Vitan Valve Guide Seals, Dual Valve Springs, Lightweight Retainers & Valve Spring Perches Shims. Head is glass bead, cleaned and surfaced before assembly.
- Optional: for above set
- Head Upgrade, improves water flow
- Head Bolt Set
- Pistons, Sport 87mm Forged Alusil
- Rings, 87mm Moly Rings
- Rod Bearing Set, Coated Tri-Metal
- Main Bearing Set
- Machine Lock Tangs in Main Bearing Caps
- Optional: Single Row Timing Chain Conversion

---

Core: No Deposit required as BMW Owner

Supplies their own Core for rebuilding
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
You send us your Main Bearing Caps ....................... 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
You send us your Main Bearing Caps ....................... 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
## MM HiFlo ST Heads

### 4 Cylinder - M10

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Sport Head</th>
<th>Race Head</th>
<th>Stock Head</th>
</tr>
</thead>
<tbody>
<tr>
<td>2002, 320i, 318i ≥'85</td>
<td>2295</td>
<td>2795-2995</td>
<td>1795</td>
</tr>
</tbody>
</table>

### 6 Cylinder - M30

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Sport Head</th>
<th>Stock Head</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.0cs, Bavaria, 5, 6, &amp; 7 Series ≥'93</td>
<td>2695</td>
<td>2195</td>
</tr>
</tbody>
</table>

### Baby Six - M20

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Sport Head</th>
<th>Rally Head</th>
<th>Stock Head</th>
</tr>
</thead>
<tbody>
<tr>
<td>325i/e, 528e, 525i ≥'91</td>
<td>2495</td>
<td>2695</td>
<td>1995</td>
</tr>
</tbody>
</table>

### M3 - S14

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Sport Head</th>
<th>Rally Head</th>
<th>Stock Head</th>
</tr>
</thead>
<tbody>
<tr>
<td>M3 '88-'91</td>
<td>2295</td>
<td>2495</td>
<td>1995</td>
</tr>
</tbody>
</table>

### M5 & M6 - S38 / S88

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Sport Head, 29.5mm Ports</th>
<th>Rally Head, 31mm Ports</th>
</tr>
</thead>
<tbody>
<tr>
<td>M5 &amp; M6 '85-'93</td>
<td>2995</td>
<td>3295</td>
</tr>
</tbody>
</table>

### M42 & M44 Engines

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Sport or Rally Head, M42</th>
<th>Head Upgrade, from 7mm to 6mm Valvetrain</th>
<th>Sport or Rally Head, M44</th>
<th>Race or Rally Head, M44</th>
</tr>
</thead>
<tbody>
<tr>
<td>M42: (E30 '90-'91), (E36 '92-'95), (Z3 '95)</td>
<td>1795 (750)</td>
<td>350</td>
<td>1995 (750)</td>
<td>2795 (1000)</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Sport or Rally Head</th>
<th>Stock Head</th>
</tr>
</thead>
<tbody>
<tr>
<td>M50 Non-Vanos: 325i, 525i '91-'92</td>
<td>2795</td>
<td>2195</td>
</tr>
<tr>
<td>M50tu: 325i, 525i '93-'95</td>
<td>2795</td>
<td>2195</td>
</tr>
<tr>
<td>M52: 328i, 528i '96-'97</td>
<td>2795</td>
<td>2195</td>
</tr>
<tr>
<td>M52tu: 323i, 328i, 528i, Z3 2.3 &amp; 2.8 '99-'2000</td>
<td>2795</td>
<td>2195</td>
</tr>
<tr>
<td>M54: 325i, 230i '01-'06</td>
<td>2795</td>
<td>2195</td>
</tr>
<tr>
<td>S50: M3 '95</td>
<td>2795</td>
<td>2195</td>
</tr>
<tr>
<td>S52: M3 '96-'99</td>
<td>2795</td>
<td>2195</td>
</tr>
</tbody>
</table>

Core Deposit

No Deposit required as BMW Owner Supplies their own Core for rebuilding.
### Cams & Head Parts

#### Camshafts

<table>
<thead>
<tr>
<th>Type</th>
<th>Duration/Lift</th>
<th>Duration/Lift</th>
<th>Core Deposit</th>
<th>Head Gaskets &amp; Head Bolts</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 Cylinder M10 Sport/Rally Camshaft</td>
<td>290° Duration/10.75mm Lift..................</td>
<td>290° Duration/10.75mm Lift..................</td>
<td>600</td>
<td>Head Gasket, 94mm Big Bore</td>
</tr>
<tr>
<td>6 Cylinder M30 Sport/Rally Camshaft</td>
<td>290° Duration/10.75mm Lift..................</td>
<td>290° Duration/10.75mm Lift..................</td>
<td>750</td>
<td>Head Gasket, 94mm Big Bore</td>
</tr>
<tr>
<td>Baby Six M20 Sport Camshaft</td>
<td>286° Intake Lobe Duration/11.75mm Lift......</td>
<td>286° Intake Lobe Duration/11.75mm Lift......</td>
<td>750</td>
<td>Head Gasket, 94mm Big Bore</td>
</tr>
<tr>
<td></td>
<td>260° Exhaust Lobe Duration/11.2mm Lift</td>
<td>260° Exhaust Lobe Duration/11.2mm Lift</td>
<td>150</td>
<td>Head Gasket, 94mm Big Bore</td>
</tr>
<tr>
<td>Baby Six M20 Rally Camshaft</td>
<td>286° Intake Lobe Duration/11.75mm Lift......</td>
<td>286° Intake Lobe Duration/11.75mm Lift......</td>
<td>850</td>
<td>Head Gasket, 94mm Big Bore</td>
</tr>
<tr>
<td>M3 - S14 Rally Intake Camshaft</td>
<td>276° Duration/11.3mm Lift...............</td>
<td>276° Duration/11.3mm Lift...............</td>
<td>750</td>
<td>Head Gasket, 94mm Big Bore</td>
</tr>
<tr>
<td>M3 - S14 Race Camshafts</td>
<td>290° Intake Duration/11.7mm Lift...........</td>
<td>290° Intake Duration/11.7mm Lift...........</td>
<td>300</td>
<td>Head Gasket, 94mm Big Bore</td>
</tr>
<tr>
<td>M3 - S14 Race Camshafts</td>
<td>276° Exhaust Duration/11.3mm Lift.........</td>
<td>276° Exhaust Duration/11.3mm Lift.........</td>
<td>300</td>
<td>Head Gasket, 94mm Big Bore</td>
</tr>
<tr>
<td>M5/M6 - S38/S88 Rally Intake Camshaft</td>
<td>276° Duration/11.3mm Lift..................</td>
<td>276° Duration/11.3mm Lift..................</td>
<td>1000</td>
<td>Head Gasket, 94mm Big Bore</td>
</tr>
<tr>
<td>M50, M50tu, M52, S50, S52 Sport Camshaft</td>
<td>262° Intake Duration/11.15mm Lift ............</td>
<td>262° Intake Duration/11.15mm Lift ............</td>
<td>800</td>
<td>Head Gasket, 94mm Big Bore</td>
</tr>
<tr>
<td>M50, M50tu, M52, S50, S52 Rally Camshafts</td>
<td>272° Intake Duration/11.4mm Lift ............</td>
<td>272° Intake Duration/11.4mm Lift ............</td>
<td>800</td>
<td>Head Gasket, 94mm Big Bore</td>
</tr>
<tr>
<td>M42 - M44 Sport Intake Camshaft</td>
<td>258° Intake Duration/11.15mm Lift ..........</td>
<td>258° Intake Duration/11.15mm Lift ..........</td>
<td>600</td>
<td>Head Gasket, 94mm Big Bore</td>
</tr>
<tr>
<td>M42 - M44 Rally Camshaft</td>
<td>272° Intake Duration/11.4mm Lift.........</td>
<td>272° Intake Duration/11.4mm Lift.........</td>
<td>600</td>
<td>Head Gasket, 94mm Big Bore</td>
</tr>
<tr>
<td>M42 - M44 Rally Camshaft</td>
<td>258° Exhaust Duration/11.15mm Lift .........</td>
<td>258° Exhaust Duration/11.15mm Lift .........</td>
<td>600</td>
<td>Head Gasket, 94mm Big Bore</td>
</tr>
<tr>
<td>M42 - M44 Turbo Camshaft</td>
<td>258° Intake Duration/11.15mm Lift ..........</td>
<td>258° Intake Duration/11.15mm Lift ..........</td>
<td>600</td>
<td>Head Gasket, 94mm Big Bore</td>
</tr>
<tr>
<td>M42 - M44 Turbo Camshaft</td>
<td>258° Exhaust Duration/11.15mm Lift .........</td>
<td>258° Exhaust Duration/11.15mm Lift .........</td>
<td>600</td>
<td>Head Gasket, 94mm Big Bore</td>
</tr>
</tbody>
</table>

#### Head & Valve Train Parts

**MM Outer Valve Springs**.................. | Each | MM Outer Valve Springs**.................. | Each |

Use with stock inner spring on S14, S38, M20 & late M30

**MM Rally Valve Spring Set SOHC**........ | Each | MM Rally Valve Spring Set SOHC**........ | Each |

for M10 & early M30 Sport/Rally Heads

also M20 IF you no longer have Inner Spring, Retainer & Perch

Includes Inner and Outer Spring, Retainer, Perch & Shim

**MM Rally Valve Spring Set DOHC**........ | Each | MM Rally Valve Spring Set DOHC**........ | Each |

for M42, M44, M50, M50tu, M52, S50, S52 Sport/Rally Heads

Includes Inner and Outer Spring, Retainer, Perch & Shim

**Head & Valve Train Parts - Continued**

**NEW** Valve Compression Tool for M42, M50, S52-M54

Valve Compression Tool *Sold with Valve Spring Purchase* | 30 |

Valve Guides, Manganese Bronze each | 15 |

Rocker Arms: M10, M20, M30 Inspected | 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/Rally Forged Alusil w / moly coated skirts

Hard Anodized - 10.25 - 11.0:1 | 275 |

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

Required on the 360° Main Bearings: Labor for machining

Main Bearing Cap Lock Tang groove | 25 |

Per Cap
## Ultimate Transmission Rebuilds

### 4 Cylinder Getrag Transmissions

<table>
<thead>
<tr>
<th>Model</th>
<th>Year Range</th>
<th>Core Deposit</th>
</tr>
</thead>
<tbody>
<tr>
<td>320i</td>
<td>'80 - '82</td>
<td>2995</td>
</tr>
<tr>
<td>Getrag 245</td>
<td></td>
<td>1000</td>
</tr>
<tr>
<td>Getrag 245 Sport OD</td>
<td></td>
<td>1000</td>
</tr>
<tr>
<td>318i</td>
<td>'85, '89 - '90</td>
<td>2995</td>
</tr>
<tr>
<td>318is</td>
<td>'89 - '90</td>
<td>600</td>
</tr>
<tr>
<td>Getrag 240</td>
<td></td>
<td>600</td>
</tr>
<tr>
<td>Getrag 240 Sport OD</td>
<td></td>
<td>600</td>
</tr>
<tr>
<td>2002, 320i Race</td>
<td>'79</td>
<td>3995</td>
</tr>
<tr>
<td>Getrag 242, Close Ratio 4 Speed</td>
<td></td>
<td>500</td>
</tr>
</tbody>
</table>

### 6 Cylinder Getrag Transmissions

**E28 5-Series, E24 6-Series, E23 7-Series**  
from '80 - '82 + '85, & E30 M3 '88 - '91

<table>
<thead>
<tr>
<th>Model</th>
<th>Core Deposit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Getrag 265</td>
<td>3495</td>
</tr>
<tr>
<td>Getrag 265 Sport OD</td>
<td>4995</td>
</tr>
</tbody>
</table>

**Euro 635csi & M535i '84**

<table>
<thead>
<tr>
<th>Model</th>
<th>Core Deposit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Getrag Sport 262, 265 Sport CR</td>
<td>2995</td>
</tr>
</tbody>
</table>

**E30 325i & 325e - all years**  
**E28 5-Series '84, '86 - '88, E24 6-Series '84, '86 - '89**

<table>
<thead>
<tr>
<th>Model</th>
<th>Core Deposit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Getrag 260</td>
<td>2995</td>
</tr>
<tr>
<td>Getrag 260 Sport OD</td>
<td>4295</td>
</tr>
</tbody>
</table>

**Euro 635csi & M535i '79 - '84**  
**Z3 1.9 & 2.5, E36 325i & 323i, E46 323i '92 >**

<table>
<thead>
<tr>
<th>Model</th>
<th>Core Deposit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Getrag 250</td>
<td>2995</td>
</tr>
</tbody>
</table>

**M5, M6  '87 - '91 + Euro M5/M6 '85 - '91**

<table>
<thead>
<tr>
<th>Model</th>
<th>Core Deposit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Getrag 280</td>
<td>600</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Model</th>
<th>Core Deposit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Getrag 420</td>
<td>4595</td>
</tr>
</tbody>
</table>

### 6 Cylinder ZF Transmissions

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

<table>
<thead>
<tr>
<th>Model</th>
<th>Core Deposit</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZF S5-31</td>
<td>3195</td>
</tr>
</tbody>
</table>

---

## Ultimate Transmission Conversions

### 5 Speed Conversions

<table>
<thead>
<tr>
<th>Conversion</th>
<th>Core Deposit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Getrag 245 + Kit for 2002 4 Speed</td>
<td>5495</td>
</tr>
<tr>
<td>MM Crossmember Mount</td>
<td>450</td>
</tr>
<tr>
<td>ZF S5-31 CR + Kit for 325i/e '84 -'91</td>
<td>5495</td>
</tr>
<tr>
<td>Getrag 265 + Kit Conversion for 280 M5/M6 Alternative Upgrade for the Stock 280 Getrag</td>
<td>5695</td>
</tr>
<tr>
<td>3 Bolt Driveshaft Not included in conversion kit</td>
<td>450</td>
</tr>
</tbody>
</table>

*Core: No deposit required as BMW owner supplies their own Core for rebuilding.

CR = Close Ratio

OD = Overdrive

MM = Metric Mechanic
**Differentials**

**MM Variable Limited Slips**


- Variable Limited Slip 2 Disc .................. 1395 300-600
- Variable Limited Slip 2 Disc .................. 1595 300-600
- Rally Variable Limited Slip 4 Disc ............ 1795 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

**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+ 500
  - 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 .......... 450-750 500
  - 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 .................. 450 200

*Models ’89 >
With Dual Mass Flywheels, require Conversions shown below*

**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 Ring Gear required for core deposit refund .................. 200

*Stock Dual Mass Ring Gear required for core deposit*
- 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
VLS = Variable Limited Slip
1st Gen = Longer Pinion Shaft
2nd Gen = Short Pinion Shaft
3rd Gen = Very Short Pinion Shaft
### Intake & Exhaust

#### Intake

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Price</th>
<th>Core Deposit</th>
</tr>
</thead>
<tbody>
<tr>
<td>M20 Pulse Chamber Intake Manifold</td>
<td>1200</td>
<td>150</td>
</tr>
<tr>
<td>M42 Pulse Chamber Intake Manifold</td>
<td>1000</td>
<td>150</td>
</tr>
<tr>
<td>Ported Intake Manifolds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3, 5, 6, 7 Series 1984 - 1991</td>
<td>750</td>
<td>150</td>
</tr>
<tr>
<td>Ported Intake Manifolds M3 S14 Rally</td>
<td>600</td>
<td>*Core</td>
</tr>
<tr>
<td>Ported Intake Manifolds/Throttle Body</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M3 S14 Race</td>
<td>850</td>
<td>*Core</td>
</tr>
<tr>
<td>Ported Intake Manifolds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M5/M6 S38 Rally</td>
<td>900</td>
<td>*Core</td>
</tr>
<tr>
<td>38 DGES Carburetor Kit &amp; Manifold</td>
<td>850</td>
<td>150</td>
</tr>
</tbody>
</table>

#### Exhaust

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exhaust Manifolds Ported</td>
<td>500</td>
</tr>
<tr>
<td>3, 5, 6, 7 Series 1984 - 1991</td>
<td>500</td>
</tr>
<tr>
<td>System 300, E28, E24</td>
<td>1495</td>
</tr>
<tr>
<td>System 300, M5, M6</td>
<td>1495</td>
</tr>
</tbody>
</table>

*Core*  
No Deposit as BMW Owner Supplies their own Core for rebuilding.