



# Hammer Performance

355 McGhee Road  
Sandpoint, ID. 83864

Phone # (208)696-1250 <http://www.hammerperf.com>

# Estimate

| Date      | Estimate # |
|-----------|------------|
| 2/26/2017 | 5726       |

| Name / Address |
|----------------|
|                |

|  |  |     |                         | Project |
|--|--|-----|-------------------------|---------|
| Item   | Description  | Qty | Rate                    | Total   |
|  | 2004-2006 XL883<br>90+hp 1275 Conversion, sans air cleaner and exhaust   |     |                         |         |
| XL/Buell 1275 Ki...<br>3.596 Silver 04 ...<br>HP 3600 30DD61 | Silver 3.596 Cylinder, 04 Later  | 2   | 143.95                  | 287.90T |
|  | HP 3600 30DD61 3.600 30 Degree 10.5-1 Piston<br>With Reverse Dome, 61 CC Chamber   | 2   | 179.975                 | 359.95T |
| Cylinder Honing<br>C10095-3625                               | Hone cylinder and fit piston (each)  | 2   | 45.00                   | 90.00T  |
|  | Cometic 04-06 Top End Gasket Kit .030 3.625 Head<br>Gasket   | 1   | 102.10                  | 102.10T |
|  | XL/Buell 1275 kit, Silver, 04- Later XL/ Buell<br>The above engine kit has silver big fin cylinders<br>included (correct fin style for 2004-up bikes). The<br>cylinders are also available in straight black or black<br>with highlighted fins, same price.<br>The above also includes the optional upgrade to a<br>Cometic EST full top end gasket set, which is<br>recommended. Without this upgrade, the kit comes<br>with head and base gaskets only and sells for<br>\$799.95 |     |                         | 839.95  |
| Ring Gap and Pi...   | Gap Rings and Assemble into Pistons<br>This is our optional preassembly service. We<br>precision gap your rings using our high-end gapping<br>machine which does a perfect job every time, and<br>then we assemble the pistons and rings into the<br>cylinders and ship them in sealed plastic bags,<br>ready for installation. This service greatly simplifies<br>installation and eliminates the need for any special<br>tools on your end.                                      | 1   | 40.00                   | 40.00T  |
|  |  |     | <b>Subtotal</b>         |         |
|  |  |     | <b>Sales Tax (0.0%)</b> |         |
|  |  |     | <b>Total</b>            |         |



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|--------------------|--|------|--------|---------|
| Impact Head Se...  | 7MM Head Porting Service   | 1    | 488.00 | 488.00T |
| Head Porting 7MM   | 7 MM +.001 Intake Valve Guide  | 2    | 13.00  | 26.00T  |
| HVG-6601           | 7 MM +.001 Exhaust Valve Guide   | 2    | 13.00  | 26.00T  |
| HVG-6701           | 7 MM Valve Guide Seal, Viton, pack of 100  | 0.04 | 250.00 | 10.00T  |
| V7MMOE-100         | Impact Head Porting Service 7MM<br>As part of the IMPACT porting service, we set up the valves to work properly with the IMPACT 560 cams, and we also size your chambers to work with the pistons in the above 1275 kit. |      |        | 550.00  |
| Angled Squish B... | Cut Angled Squish Band (each)  | 2    | 0.00   | 0.00T   |
| 898560-00          | XL 560 lift Impact Hammer Performance Cam Set, 00-Later<br>This advanced cam set has a special lobe design to minimize valvetrain noise while still producing impressive power gains.                                    | 1    | 350.00 | 350.00T |
| 26391-06           | Bronze Oil Pump Gear/Buell, Sportster  | 1    | 98.00  | 98.00T  |
| Grindlock-2000     | Pinion Gear Locking Tool, 2000- Later XL, With Mounting Bolts  | 1    | 50.00  | 50.00T  |

|                         |
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| Item             | Description  | Qty | Rate                    | Total   |
| CY-25263-90FM    | <p>XL's use a steel oil pump drive gear that becomes failure prone at higher power levels, and when it fails, it's really ugly. This was an especially bad problem with Buells due to their higher power levels, and HD finally came out with this bronze drive gear in 2006 to solve the problem, but they never put it in XL's. It's a nice upgrade when hopping up an XL, especially if you're in the cam box for a cam swap anyway, and it's cheap insurance against a catastrophic failure. The locking tool listed is necessary for proper installation.</p> <p>Cyco sportster cam cover gasket<br/>This high quality gasket is rubber-coated steel construction</p> | 1   | 5.50                    | 5.50T   |
| HPFLXL 10.676... | <p>04/Buell XB Intake Pushrod 10.676x.065x3/8 (-.050)<br/>04/Buell XB Exhaust Pushrod 10.730x.065x3/8 (-.050)<br/>Corrections to the valvetrain geometry that we'll make as a part of setting up your heads for the IMPACT 560 cams, in combination with the thinner gaskets used to create a tighter squish clearance, create the need for somewhat shorter pushrods. These are high quality .065" wall heat treated chrome moly pushrods with Mae West ends. You cannot buy a finer pushrod.</p>   | 2   | 14.875                  | 29.75T  |
| HPFLXL 10.730... |  | 2   | 14.875                  | 29.75T  |
| BTX-11           | Energy One Extra Plate Clutch Kit, 1991 - Later Sportster, with 15% Stronger Diaphragm Spring  | 1   | 145.95                  | 145.95T |
|                  |  |     | <b>Subtotal</b>         |         |
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| Item          | Description   | Qty | Rate                    | Total   |
| DS-197026     | Clutch Compression Tool, Motion Pro, 90-97 Big Twin and 91+ XL<br>This is the complete clutch upgrade package, which not only upgrades the 883's weak clutch spring to handle the conversion, but also replaces the entire clutch pack and eliminates the embedded compensator plate that's so prone to failure.  |     | 70.00                   | 70.00T  |
| CY-34955-04FM | Cyco 2004-up sportster primary gasket<br>This is a high quality rubber-coated steel primary gasket  | 1   | 12.00                   | 12.00T  |
| 2101-0034     | Twin Tec Adjustable Ignition Module, 04-06 Sportster/Twin cam single 12 pin<br>Because the the 1250 brings more compression and a more efficient chamber, the burn speeds considerably, necessitating less timing advance than stock. However, the timing is not adjustable on an 04-06 model. The solution is an aftermarket ignition module. The above is the best one we've come across. Set it on initial 2, slope 0, and your motor will be happy. | 1   | 331.00                  | 331.00T |
| DS-289326     | 185 CV Main Jet   | 1   | 3.95                    | 3.95T   |
| DS-289318     | 45 Pilot CV/ Keihin Carb.   |     | 3.95                    | 3.95T   |
|               |   |     | <b>Subtotal</b>         |         |
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|                    | In addition to addressing ignition timing with the module, you also need to increase fuel delivery when doing a conversion. The above jets should make a good starting point. In addition to changing these jets, we recommend you access the idle mixture screw, on the underside of the carb near the outlet, and set it at 3 turns out from lightly seated. |     |      |       |
| Shipping and Ha... | Box 1, engine kit and parts, Shipping and Handling with insurance  |     | 0.00 | 0.00T |
| Shipping and Ha... | Box 2, heads, Shipping and Handling with insurance   |     | 0.00 | 0.00T |

|                         |  |  |            |
|-------------------------|--|--|------------|
| <b>Subtotal</b>         |  |  | \$2,559.80 |
| <b>Sales Tax (0.0%)</b> |  |  | \$0.00     |
| <b>Total</b>            |  |  | \$2,559.80 |