

Part Number	Gross Valve lift IN/EX	LSA and ICL	Springs	Retainers	Locks	Valve Spring Kit	RPM Range	Description
Evolution Big Twin								
80100	.562"/.562"	103/100	74708-1x4	75749-1x4	77118-1x4	74708K1LUN	Idle - 5500	Generates maximum torque for heavy bikes and passenger riding. Strong low-end & mid-range power
80101	.568"/.568"	103/100	74708-1x4	75749-1x4	77118-1x4	74708K1LUN	900 - 5700	Good low-end and mid-range power. Works well with stock compression. Excellent highway performance
80102	.574"/.574"	103/100	74708-1x4	75749-1x4	77118-1x4	74708K1LUN	1300 - 5900	Potent mid-range power for both light and heavy bikes. Very effective for compression ratios up to 9.5:1
80103	.581"/.581"	103/100	74708-1x4	75749-1x4	77118-1x4	74708K1LUN	1500 - 6100	Strong mid-range power for 88in engines. Works well with compression ratios of up to 10:1
80104	.587"/.587"	107/103	74708-1x4	75749-1x4	77118-1x4	74708K1LUN	1700 - 6300	Ideally suited for larger cu in motors. Performs well with higher compression ratios & aftermarket exhaust systems
80105	.594"/.594"	107/103	74708-1x4	75749-1x4	77118-1x4	74708K1LUN	1900 - 6500	Great power in mid- to upper-rpm range. Likes upgraded fuel & aftermarket exhausts & higher compression ratios
80106	.594"/.594"	107/103	74708-1x4	75749-1x4	77118-1x4	74708K1LUN	2300 - 6900	Maximum upper RPM power. Great for large cubic inch engines with increased compression and fuel/exhaust system upgrades
Evolution Big Twin								
80110	.562"/.568"	103/100	74708-1x4	75749-1x4	77118-1x4	74708K1LUN	Idle - 5500	Maximum torque for heavy bikes & passenger riding with stock heads. Strong low-end & mid-range power
80111	.568"/.574"	103/100	74708-1x4	75749-1x4	77118-1x4	74708K1LUN	900 - 5700	Good low-end and mid-range power. Works well with stock compression and heads. Excellent highway performance
80112	.574"/.581"	104/101	74708-1x4	75749-1x4	77118-1x4	74708K1LUN	1300 - 5900	Potent mid-range power for both light and heavy bikes. Very effective for compression ratios up to 9.5:1
80113	.581"/.587"	105/101	74708-1x4	75749-1x4	77118-1x4	74708K1LUN	1500 - 6100	Strong mid-range power for 88in engines. Works well with compression ratios of up to 10:1
80114	.587"/.594"	105/101	74708-1x4	75749-1x4	77118-1x4	74708K1LUN	1700 - 6300	Ideally suited for larger cu in motors. Performs well with higher compression ratios and aftermarket exhaust systems
80115	.581"/.594"	107/103	74708-1x4	75749-1x4	77118-1x4	74708K1LUN	1500 - 6100	Strong mid-range power for 88in engines. Works well with compression ratios of up to 10:1
80116	.587"/.594"	107/103	74708-1x4	75749-1x4	77118-1x4	74708K1LUN	1700 - 6500	Ideally suited for larger cu in motors. Performs well with higher compression ratios and aftermarket exhaust systems
80117	.594"/.600"	109/105	74708-1x4	75749-1x4	77118-1x4	74708K1LUN	1900 - 6700	Great power in mid- to upper-rpm range. Likes upgraded fuel and aftermarket exhausts and higher compression ratios
80118	.594"/.600"	109/105	74708-1x4	75749-1x4	77118-1x4	74708K1LUN	2300 - 7100	Maximum upper RPM power. Great for large cubic inch engines with increased compression and fuel/exhaust system upgrades

1999 - 2006 Twin Cam Engines (Except 2006 Dyna)

88100E	.510"/.510"	103/100					Idle - 5100	Maximum torque for heavy bikes and passenger riding with stock heads. Strong low-end & mid-range power
88101E	.510"/.510"	104/101					1300 - 5300	Good low-end and mid-range power. Works well with stock compression and heads. Excellent highway performance
88102E	.510"/.510"	105/101					1500 - 5500	Potent mid-range power for both light and heavy bikes. Very effective for compression ratios up to 9.5:1
88103E	.510"/.510"	106/102					1700 - 5700	Strong mid-range power for 88-95in engines. Works well with compression ratios of up to 10:1
88104E	.510"/.510"	107/103					1700 - 5900	Strong mid-range power for 88-95in engines. Works well with compression ratios of up to 10:1
88105E	.510"/.510"	108/104					1900 - 6100	Ideally suited for larger cu in motors. Performs well with higher compression ratios and aftermarket exhaust systems
88110E	.561"/.569"	105/101					1700 - 5700	Strong mid-range power for 88-95in engines. Works well with compression ratios of up to 10:1
88111E	.569"/.577"	105/101					1900 - 5900	Ideally suited for larger cu in motors. Performs well with higher compression ratios and aftermarket exhaust systems
88112E	.577"/.585"	106/102					2100 - 6100	Great power in mid- to upper-rpm range. Likes upgraded fuel and aftermarket exhausts and higher compression ratios
88113E	.585"/.593"	106/102					2300 - 6300	Maximum upper RPM power. Great for large cubic inch engines with increased compression and fuel/exhaust system upgrades
88114E	.593"/.601"	107/103					2500 - 6500	Maximum upper RPM power. Great for large 95-107+ cubic inch engines with increased compression and fuel/exhaust system upgrades
88115E	.569"/.585"	107/103					1900 - 6100	Ideally suited for larger cu in motors. Performs well with higher compression ratios and aftermarket exhaust systems
88116E	.577"/.593"	109/105					2100 - 6300	Great power in mid- to upper-rpm range. Likes upgraded fuel and aftermarket exhausts and higher compression ratios
88117E	.585"/.601"	109/105					2300 - 6500	Maximum upper RPM power. Great for large cubic inch engines with increased compression and fuel/exhaust system upgrades
88118E	.593"/.601"	109/105					2500 - 6700	Maximum upper RPM power. Great for large 95-107+ cubic inch engines with increased compression and fuel/exhaust system upgrades

2007 & Up, 2006 Dyna Twin Cam Engines

88100L	.510"/.510"	103/100					Idle - 5100	Generates maximum torque for heavy bikes and passenger riding. Strong low-end & mid-range power
88101L	.510"/.510"	104/101					1300 - 5300	Good low-end and mid-range power. Works well with stock compression. Excellent highway performance
88102L	.510"/.510"	105/101					1500 - 5500	Potent mid-range power for both light and heavy bikes. Very effective for compression ratios up to 9.5:1
88103L	.510"/.510"	106/102					1700 - 5700	Strong mid-range power for 88-95in engines. Works well with compression ratios of up to 10:1
88104L	.510"/.510"	107/103					1700 - 5900	Strong mid-range power for 88-95in engines. Works well with compression ratios of up to 10:1
88105L	.510"/.510"	108/104					1900 - 6100	Ideally suited for larger cu in motors. Performs well with higher compression ratios and aftermarket exhaust systems
88110L	.561"/.569"	105/101					1700 - 5700	Strong mid-range power for 88-95in engines. Works well with compression ratios of up to 10:1
88111L	.569"/.577"	105/101					1900 - 5900	Ideally suited for larger cu in motors. Performs well with higher compression ratios and aftermarket exhaust systems
88112L	.577"/.585"	106/102					2100 - 6100	Great power in mid- to upper-rpm range. Likes upgraded fuel and aftermarket exhausts and higher compression ratios
88113L	.585"/.593"	106/102					2300 - 6300	Maximum upper RPM power. Great for large cubic inch engines with increased compression and fuel/exhaust system upgrades
88114L	.593"/.601"	107/103					2500 - 6500	Maximum upper RPM power. Great for large 95-107+ cubic inch engines with increased compression and fuel/exhaust system upgrades
88115L	.569"/.585"	107/103					1900 - 6100	Ideally suited for larger cu in motors. Performs well with higher compression ratios and aftermarket exhaust systems
88116L	.577"/.593"	109/105					2100 - 6300	Great power in mid- to upper-rpm range. Likes upgraded fuel and aftermarket exhausts and higher compression ratios
88117L	.585"/.601"	109/105					2300 - 6500	Great power in mid- to upper-rpm range. Likes upgraded fuel and aftermarket exhausts and higher compression ratios
88118L	.593"/.601"	109/105					2500 - 6700	Maximum upper RPM power. Great for large 95-107+ cubic inch engines with increased compression and fuel/exhaust system upgrades