

FASTHEADS REPAIR AND SERVICE MENU

How we work: Please read through our services to better understand what we offer. Feel free to call us with any questions. Before shipping your head please print and fill out our repair order and include in the package. Pack the head tightly and protect the gasket surface from any loose hard parts. We suggest sending in the complete head with cams, cam caps bolts etc. At that time we do a **FREE Inspection**. Includes tear down and a complete inspection for all needed repairs. We call with our findings and offer suggestions based on your needs. Once a repair is agreed on we will come up with a complete estimate including the shipping back to you. We accept most credit and debit cards or can invoice through Paypal. Once paid the final work gets scheduled in. To insure quality control and our reputation we only offer complete, assembled and tested head repairs. In other words, we don't offer seat cutting, guide or seat installation without the complete GHS.

General Head Service "GHS": Includes soda blast cleaning and carbon removal. Multi angle seat face profiles are precision cut on our Rottler SG7 seat and guide machine as needed. Valve stem and spring heights are checked and corrected. We then professionally assemble the valve train and vacuum test for proper sealing. The general service does not include any valve train parts. Complete discounted service packages with new valves, springs and seals are listed below. You can supply your own valve train parts but we highly suggest calling us first. We have a lot of experience and advise concerning poor quality valves and spring kits including some original factory parts. Failures are costly! We offer a limited warranty only on the parts we suggest and none on stainless valve from titanium conversions.

2-valve \$105, 4-valve 175, YZ five valve \$210. Conical valve heads like older XR's TRX400 \$224

Valve lash adjustment, shim type. After servicing we can set the valve lash. Shims are on and exchange basis. Must send in cams, caps, rockers, cap bolts, etc. \$35

Valve guide replacement in conjunction with GHS. Includes 2 std bore size bronze manganese guides installed on either the intake or exhaust side.

\$70 (for most models)

Valve seat replacement in conjunction with GHS: Removes and install two same side, intake or exhaust standard bore seats.

\$98 labor. Seat price varies on alloy type \$25 -\$40 each. Labor varies if we have to oversize the seat bore.

Cam journal repair available on some models that have a bearing on the cam sprocket side and journal machined into the head on the other. The original cam caps that cam with the head must be sent as they are line bored with the head and not sold separately. The bearing surface on the cam can be polished if there is just a build up of aluminum left from the journal. Otherwise a new cam will need to be used. We offer cams if you don't supply. We can only lower the cam caps by a couple of thousandths and then ream. If this doesn't clean up the surface the head should be replaced. Starts at \$105.

HONDA COMPLETE REBUILD PACKAGES

\$699 Our famous Extreme head service for carbureted CRF250 and CRF450. Cures the premature intake valve problems and fixes all the other inherent problem with this head. Puts an end to constant valve lash adjustments. Includes GHS, new Beryllium Copper intake seats, CrN PVD hard plated Del West Titanium intake valves, Bronze Manganese exhaust guides, OE Stellite exhaust valves, new OE valves springs with upgrades, Viton guide seals. Life time wear guarantee on the intake side.

\$499 Chromium Ti package: GHS plus CrN PVD plated Titanium intake valves. Kibblewhite Black Diamond stainless exhaust valves, new OE springs with upgrades, Viton guide seals. These Titanium intake valves last as long as stainless without the power loss and chance of floating compared to the 70% heavier stainless conversions. Add \$70 for exhaust guides if needed.

\$399 Stainless package: This our economy trail package. Suggested for recreational and lower RPM use. Includes GHS plus stainless steel intake valve conversion kit with heavy duty springs, stainless exhaust valves with new OE springs, viton guide seals. The heavier stainless valves wear better than the stock OE Ti valves but reduce power by 5% to 10%.

\$299 CRF150R OE package: GHS plus all new OE valves, springs and viton guide seals.

\$499 Kibblewhite package: Includes Black Diamond stainless valves and the KPMI spring kit with dual springs and titanium retainers. Same price for all CRF's 150cc to 450cc.

KAWASAKI & SUZUKI COMPLETE REBUILD PACKAGES:

\$599 Ti Package: GHS plus CrN PVD plated Titanium Del West valves, new OE Springs and Viton guide seals. OE valves can be substituted for the same price but is definitely a downgrade.

Note: KX250F models, mostly EFI units, have a problem with the intake seats crumbling which can cause major engine damage. We eliminate the problem by installing Beryllium Copper A25 intake seats an extra \$178 when done with any service. They also have a problem with the intake lifter buckets cracking and offer hardened thicker wall units for \$60 each.

\$499 Kibblewhite stainless package: GHS plus all Black Diamond stainless valves and their racing lightweight spring kit with Titanium retainers and dual springs plus viton guide seals. This spring kit even though expensive can be used at high RPM. Added spring clearance for higher lift cams. We don't suggest the use of stainless on 250cc high RPM race machines. Reduces Hp and adds to the possibility of valve float.

\$399 DRZ400 / LTZ400 / KLR400 OE Valve Package: GHS plus all OE stainless valves, OE springs and viton seals. If your 400 is highly modified you may want to use the Kibblewhite package mentioned above.

KTM COMPLETE REBUILD PACKAGES (call with your model for current pricing)

KTM uses the highest quality Ti valves in all their heads using Ti valves. They are manufactured by Del West but we can only get them from KTM which is naturally a lot more expensive. Some of the XC and larger bikes use a combination of Ti and SS or all SS.

\$600 aprox. KTM Del West Ti package. GHS plus OE KTM Del West valves, Viton guide seals. Springs are not included in the package and are generally not needed as KTM uses high quality springs and hard wear. We will let you know if they need to be replaced.

\$499 Kibblewhite stainless package. For all KTM models that KPMI manufactures valves and springs for. GHS plus all Black Diamond stainless valves and KPMI spring kit with Ti retainers and dual springs, Viton guide seals.

YAMAHA COMPLETE REBUILD 5-Valve Head PACKAGES

\$699 Titanium 5-Valve Package: 250cc & 450cc models, GHS plus CrN PVD plated Titanium Del West valves, new OE Springs and Viton guide seals. OE valves can be substituted for the same price but is definitely a downgrade.

\$599 Kibblewhite 5-Valve Stainless Package: GHS plus all Black Diamond stainless valves and their racing lightweight spring kit with Titanium retainers and dual springs plus viton guide seals. This spring kit even though expensive can be used at high RPM. Added spring clearance for higher lift cams. We don't suggest the use of stainless on 250cc high RPM race machines. Reduces Hp and adds to the possibility of valve float.

\$499 Economy Trail 5-Valve ProX Stainless conversion package: GHS plus ProX steel valves and heavy duty springs, Viton seals. Not suggested for competition.

\$399 YZ400-426 thru 2000 package: GHS plus all OE valves, springs and Viton seals.

YAMAHA COMPLETE REBUILD EFI 4-VALVE HEAD PACKAGES

\$599 Ti Package: GHS plus CrN PVD plated Titanium Del West valves, new OE Springs and Viton guide seals.

\$549 OE Ti package: GHS plus OE Yamaha Ti valves, springs and Viton seals.