



About Katech





In an industry that defines success one lap at a time, Katech has earned the trust and respect of racing's toughest competitors – lap, after lap, after lap – by providing responsive service and expert skill to factory race efforts in all forms of racing.

Since 1977, Katech Inc. has captured more than 60 driver's and manufacturer's championships competing in the world's most prestigious racing leagues, including the American Le Mans Series (ALMS), NASCAR®, SCCA SPEED World Challenge, American Speed Association (ASA), and International Motor Sports Association (IMSA). Katech's legacy also is deeply rooted in automotive endurance racing with multiple class wins in the renowned 12 Hours of Sebring, 24 Hours of Daytona and 24 Hours of Le Mans.

Today, Katech is an industrial leader in advanced racing and high performance engine development, manufacturing, testing and assembly. Katech offers support services for the professional racer including boring, honing, fabrication, welding and prototype parts development.

Color Code Legend

The table of contents and the stitching along the edge of each page indicates a broad category:

Blue	Vehicle Package	
Red	Engine Package	
Orange	Vehicle Parts	
Yellow	Engine Parts	

Contents

About Katech	2
About Katech Performance	3
Street Attack Corvette Z06	6
ClubSport Corvette Z06	8
Track Attack Corvette Z06	10
C6 ZR1 Corvette	12
C6 Corvette	12
C5/C5 Z06 Corvette	12
Camaro, Firebird	13
GTO & CTS-V	13
Trailblazer SS	14
Other Vehicles	14
Crate Engines	16
Body, Aero & Styling	20
Suspension & Brakes	20
Wheels & Tires	22
Transmission & Driveline	23
Interior	23
Cylinder Blocks	24
Cylinder Heads	25
Internal Components	26
Oiling System	27
Camshafts & Valvetrain	28
Induction	29
Exhaust	30
Valve Covers	31
Front Drive & Cooling	32
Adapters & Solutions	33
Tools & Accessories	34
Shipping Solutions	34
Merchandise	34
Warranty & Policy	35
Notes	35



About Katech Performance

Katech Performance is Katech's retail and aftermarket arm initiated in 1999 to meet the demands of non-factory supported teams and the most discerning aftermarket enthusiasts – on the street and at the track.

Katech Performance race-proven LS1/LS6 and LS2/LS3/LS7 crate engine packages and components represent the next level of power, personalization and championship DNA built into products never previously available.

Why Katech?

Good parts are half of the equation. The best configuration of those parts and how they are assembled lie in the expertise of our people. The engineering, manufacturing, assembly and testing personnel that contribute to Katech's race winning heritage are the same that design and build all our off-road racing engines and components.

- Our personnel and facilities are the best available to any privateer race team.
- Championships, equipment, engineers, skilled technicians, dedication and service.
- Proper support.
- Continuous improvement.
- Proven package with constant development and validation.
- Nearly 400 years of combined race engine building experience.
- Relentless testing and refinement.

Racers who win choose Katech

- Johnny O'Connell - ALMS
- RJ Valentine - Grand American
- Tony Bartone - NHRA
- Kyle Busch - NASCAR
- Dick Barbour - Le Mans (ret.)
- Jim Painter - SCCA (ret.)





"Superb handling balance"
"Feels light and nimble"
"Fearless threshold braking"
-Modified Luxury & Exotics Magazine



Street Attack Corvette Z06

Make the legendary Z06 even better with engine enhancements and a host of al la carte options. The Street Attack Z06 includes a complete engine build with forged pistons, rebushed connecting rods, camshaft and valvetrain upgrades, billet belt tensioner, balancing and blueprinting and professional assembly by the same technicians who build Le Mans winning race engines. Each engine is broken in on the engine dynamometer and tested for power. Also included in the package is a high performance radiator upgrade with integrated oil-to-water oil cooler, Koolmat tunnel heat shield, Corsa X-pipe and mufflers. Additional items include:

ENGINE

Street Attack LS7 engine standard
Katech valve covers

- Show prepped and painted to match
- Carbon fiber also available

Katech coil relocation kit

Paint-to-match intake manifold

ARE stage 1, 2, or 3 dry sump systems

TRANSMISSION

RPM Transmissions level 5 build

- Transmission micropolishing
- Transmission cryo-treating
- Solid keys
- Bronze shift fork pads
- Steel 3-4 shifter fork
- RPM-modified 1-2 shifter fork
- Hand fit sliders and hubs
- New compressed carbon blocking rings
- Differential micropolishing
- Differential cryo-treating
- 300M output shafts

Optional HD axle shafts (recommended for drag racing)

Exedy twin disk clutch

Note: A twin disk clutch can cause some neutral noise. This is due to variances in factory part tolerances in the transmission which can't be controlled. This is NORMAL and does not indicate a problem.

BRAKES

Brembo Gran Turismo brake kit

14 or 15", 2-piece front rotors

6 piston front calipers

13.6", 2-piece rear rotors

4 piston rear calipers

Tremendous braking capacity

Significant weight savings

Steel braided brake lines

AP600 brake fluid

INTERIOR

All interior upgrades are available with leather and/or Alcantara and color-matched stitching

Caravaggio hand-stitched steering wheel

Caravaggio hand-stitched parking brake boot and handle

Caravaggio hand-stitched shifter boot and knob

Caravaggio hand-stitched center console lid

Caravaggio race or GT seats (1LZ only)

Pratt & Miller seats (1LZ, 2LZ & 3LZ)

Full Caravaggio interiors also available

- Headliner/sunvisors
- Center console base
- Sill panels
- Door panels
- Dashboard
- Windshield trim
- Glovebox
- Knee bolster

Harness bar or Roll bar or cage

Schroth race harnesses



Exclusivity

"More than I expected" -Andy Gavula, #11

AERO/BODY

Carbon fiber front splitter
World Challenge carbon fiber louvered hood
Carbon fiber rear spoiler
Or World Challenge carbon fiber wing

Wheels

- HRE 18/19 or 19/20" wheels
- Katech ClubSport 18/19" wheels
- CCW

Tires

- Nitto Invo
- Goodyear Gatorback
- Michelin Pilot Sport Cup

SUSPENSION

Moton Clubsport double-adjustable coil-overs
Individually adjustable compression and rebound
Adjustable ride height
Eibach springs
Significant weight savings
Pfadt competition sway bars
Suspension setup by Katech



Not ready for a full Street Attack? C6 Z06 Corvette

Stage 1

Looking for a place to start when upgrading your Z06? Our Stage 1 package includes camshaft, high lift springs, titanium valve spring retainers, Corsa X pipe and mufflers, camshaft degreasing, installation and dyno tuning.

Stage 1+

Any of the options in the Street Attack Z06 menu may be added to the Stage 1 package.

Stage 2

Supercharger package – under development

ClubSport Corvette Z06

Ever attuned to the collective conscious of the Corvette universe, we knew this – enthusiasts wanted a lighter weight Z06 tuned for the track. The Corvette Z06 ClubSport package – available exclusively from Katech Performance and Les Stanford Chevrolet – incorporates an array of aftermarket products that, in unison, reduce curb weight to 2,915 lbs. (2,825 lbs. fully optimized) while improving grip, cornering, braking and downforce.

Improve the power-to-weight ratio from the weight side of the equation.



BRAKES

Brembo Gran Turismo brake kit
14 or 15", 2-piece front rotors
6 piston front calipers
13.6", 2-piece rear rotors
4 piston rear calipers
Tremendous braking capacity
Significant weight savings
Steel braided brake lines
AP600 brake fluid

AERO/BODY

Carbon fiber front splitter
World Challenge carbon louvered hood
• Lift off style removes hinges
Carbon fiber rear spoiler
Or World Challenge carbon wing

SUSPENSION

Moton Clubsport double-adjustable coil-overs

- Individually adjustable high/low speed compression and single rebound adjustment
- Adjustable ride height

Eibach springs

- Significant weight savings

Suspension setup by Katech

WHEELS/TIRES

Katech ClubSport 18/19" wheels
Michelin Pilot Sport Cup tires
285/30R18 & 325/30R19

ENGINE

Katech carbon fiber valve covers
Katech coil relocation kit
Halltech carbon fiber Killer Bee air intake system

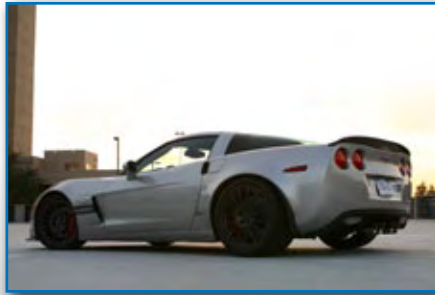
MISCELLANEOUS

Braille lightweight battery
Exedy twin disk clutch
Note: A twin disk clutch can cause some neutral noise. This is due to variances in factory part tolerances in the transmission which can't be controlled. This is NORMAL and does not indicate a problem.





**“Highest skidpad of any street car we’ve ever tested, 1.12g”
-Car & Driver Magazine**



OPTIONS

- Caravaggio race seats
- Harnesses
- Harness bar or roll bar
- ARE dry sump system
- AC delete
- Radio delete
- Rear carpet delete
- Front carpet delete



Grip



Track Attack Corvette Z06

Ready for the ultimate track performance car?
Become a menace at your local racetrack with the Track Attack Z06. The competition will be checking their mirrors when this beast is ready to pass.

ENGINE

Track Attack LS7 engine
Kooks headers and x-pipe
Dry sump upgrades:

- ARE stage 3 dry sump system or
- Dailey 4 stage dry sump system

TRANSMISSION

RPM Transmissions level 5 build

- Transmission micropolishing
- Transmission cryo-treating
- Solid keys
- Bronze shift fork pads
- Steel 3-4 shifter fork
- RPM-modified 1-2 shifter fork
- Hand fit sliders and hubs
- New compressed carbon blocking rings
- Differential micropolishing
- Differential cryo-treating
- 300M output shafts

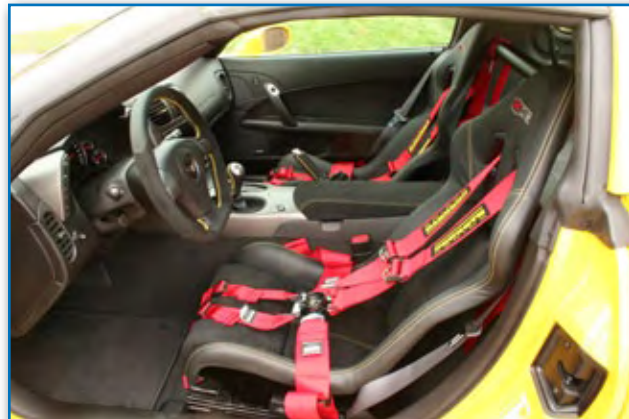
Optional HD axle shafts (recommended for drag racing, not recommended for road racing)

Exedy twin disk clutch

Note: A twin disk clutch can cause some neutral noise. This is due to variances in factory part tolerances in the transmission which can't be controlled. This is NORMAL and does not indicate a problem.

BRAKES

Brembo Gran Turismo brake kit
14 or 15", 2-piece front rotors
6 piston front calipers
13.6", 2-piece rear rotors
4 piston rear calipers
Tremendous braking capacity
Significant weight savings
Steel braided brake lines
AP600 brake fluid



"Much faster than I ever expected"
-Nigel Azer, #22

SUSPENSION

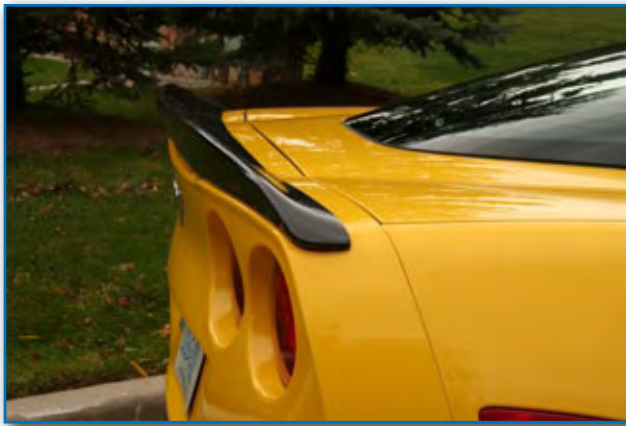
- Moton Motorsport triple-adjustable coil-overs
- Individually adjustable high/low speed compression and single rebound adjustment
 - Adjustable ride height
- Eibach springs
- Significant weight savings
- Pfadt competition sway bars
- Pfadt polyurethane or solid bushings
- Suspension setup by Katech

INTERIOR

- Race seats
- Caravaggio
 - Sparco
- 10 point roll cage
- Schroth race harnesses

AERO/BODY

- Carbon fiber front splitter
- World Challenge carbon fiber lift-off louvered hood
- World Challenge carbon fiber wing
- Wheels
- HRE competition 18/19" or 18/18" wheels
 - Katech ClubSport 18/19" wheels
 - CCW motorsport 18/19" or 18/18" wheels
- Tires
- Hoosier R6 or A6
 - Pirelli Pzero slick
 - Michelin Pilot Sport Cup



Want even more?

Upgrade the Track Attack with an Air Attack supercharged or twin turbo-charged LS7 engine for ultimate track performance. See page 17.

Rollcages, Safety and Fabrication

Katech Performance now offers complete fabrication services. From a simple 4 point roll bar to competition-ready turnkey racecars, Katech can handle it from start to finish.

- 4-10+ point roll cages
- In-depth knowledge of class rules. GT3, World Challenge, Grand Am, SCCA, etc.
- Includes aluminum frame Corvettes
- Door bars
- Crash boxes
- Seat and harness mounting
- Fire suppression systems
- Roll bar painting
- Interior panel fitment with minimal cutting



C6 ZRI Corvette

Packages under development. Call for details

C6 Corvette

C6 Corvette 2005-2007

Value 427 Package

- Value 427 forged short block
- Several cylinder head options available
- 540-580hp
- Most of the a la carte items from the Street Attack package available

C6 Corvette 2005-2009

Procharger Package

- 45-50% horsepower gains
- Fits under the factory hood
- Intercooled
- 50 state legal with C.A.R.B. EO# (C.A.R.B. EO# pending for 2008-2009 LS3)

C6 Corvette 2005-2009

Magna-Charger package

- 35-40% horsepower gains
- Eaton M122 high-helix supercharger
- Intercooled
- Polished supercharger finish available
- Includes Callaway or ACP hood
- 50 state legal with C.A.R.B. EO#

C5/C5 Z06 Corvette

C5 Corvette 1997-2004

Procharger Package

- 45-50% horsepower gains
- Fits under the factory hood
- Intercooled
- 50 state legal with C.A.R.B. EO#

C5 Corvette 1997-2004

Magna-Charger package

- 35-40% horsepower gains
- Eaton M112 supercharger
- Intercooled
- Polished supercharger finish available
- Includes ACP hood
- 50 state legal with C.A.R.B. EO#

C5 Corvette 1997-2004

Johnny O'Connell package

(Also fits C6 Corvette LS2 and LS3)

- Katech CNC-ported heads
- LS6 valves (if not already equipped)
- Valve springs
- Camshaft
- Upgraded pushrods
- C5-R timing chain
- Katech ported oil pump
- Katech billet belt tensioner
- Halltech Venom or Stinger intake



Camaro, Firebird GTO & CTS-V

Camaro/Firebird, GTO

American Musclicar package

- Katech CNC-ported heads
- LS6 valves
- Valve springs
- Camshaft
- Upgraded pushrods
- C5-R timing chain
- Katech ported oil pump
- Katech billet belt tensioner
- Air intake system



Camaro/Firebird, GTO

Procharger Package

- 45-50% horsepower gains
- Fits under the factory hood
- Intercooled
- 50 state legal with C.A.R.B. EO#



GTO & CTS-V

Magna-Charger package

- 35-40% horsepower gains
- Eaton M112 or M122 high-helix supercharger
- Intercooled
- Polished supercharger finish available
- 50 state legal with C.A.R.B. EO#



GTO & CTS-V 2005-2006

Value 427 Package

- Value 427 forged short block
- Several cylinder head options available
- 540-580hp

CTS-V K.spec

- Forged 383 (2004)
- Value 427 (2005-2008)
- Coil-over suspension
- K.spec wheels





**"Docile, yet hell on wheels"
-Jim Wey**

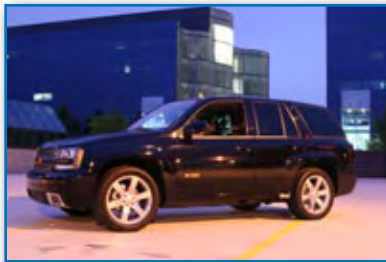
Trailblazer SS

Magna-Charger package

- 35-40% horsepower gains
- Eaton M122 high-helix supercharger
- Intercooled
- Polished supercharger finish available
- 50 state legal with C.A.R.B. EO#

Value 427 Package

- Value 427 forged short block
- Several cylinder head options available
- 540-580hp
- Enhanced cooling
- Electric fans
- Air intake system
- RPM transmission upgrade
- Corsa exhaust
- Interior leather and paint enhancements
- Billet grilles
- Color accent emblems



Other Vehicles

Prepared race cars

Katech's vehicle fabrication services goes beyond street cars. We also build complete turnkey racecars for amateur racers and weekend warriors. Katech has years of experience in road racing. We know what it takes to win and can apply that knowledge to your race project.

Hot rods, Pro-Touring

Have an idea for a unique LS-powered hot rod? Dream of a '69 Camaro with a Katech Air Attack LS7 SC? You dream and Katech will make it. We offer complete powertrain engineering and installation as well as roll bar and other fabrication services for 1969 and older hot rods (1967 for California-registered cars).

The black and green 1932 Ford Victoria pictured to the right features a mildly upgraded LS7 and custom front drive accessories built by Katech Performance.



**"Every time I open my hood
I feel like a rock star"
-Tommy Marquez, #12**



Crate Engines

LS7 Arsenal

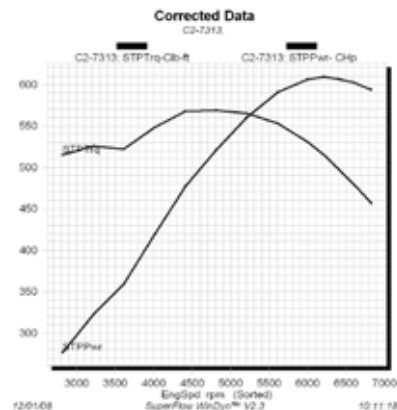
Armageddon is here! Arm your Corvette for battle with the weapon of your choosing. Katech unleashed the LS7 Arsenal shortly after the Z06 hit the market and it has been an icon ever since. Why? Performance and above all, durability. Katech's LS7 pistons were first validated at 422 hours of Wide-Open-Throttle testing. To put that into perspective, start up your engine and hold your foot to the floor (under-load) for two and a half weeks. Since then, the Track Attack LS7 has been a menace on tracks around the world, including taking two first place finishes at the Asian GT Challenge 2008 in Zhuhai, China. The Desert Attack LS7 has been flogged through the deserts of Africa at the Dakar rally, as well as Mexico in the Baja 1000.

Street Attack 427



The one that started it all, the Street Attack LS7 has been used in Z06s, but has also found its way into '69 Camaros and Factory Five GTMs. The Street Attack LS7 is known for its good drivability, neck-snapping torque, and legendary durability. Z06s equipped with this engine have been known to trap 132mph quarter mile speeds.

- Katech forged pistons
- Rebrushed Ti conn-rods
- Katech rod bolts
- Torquer LS7 camshaft
- High speed lifters
- High lift springs
- Titanium retainers
- Clevite bearings

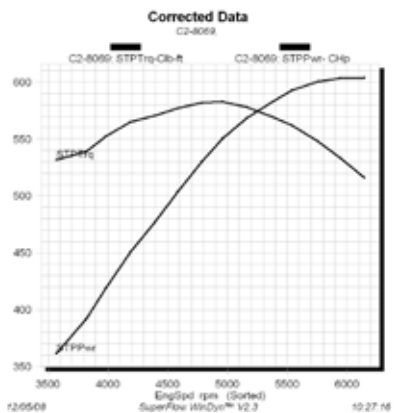


Street Attack 500



The first true small block 500 cubic inch LS engine (with out deck plates), the Street Attack 500 is a legend in the making.

- Dart billet block
- Katech forged pistons
- K1 forged steel rods
- Callies forged crank
- Street Attack 500 cam
- High speed lifters
- High lift springs
- Titanium retainers



Desert Attack

A variation on the Track Attack, the Desert Attack LS7 is available in multiple configurations to suit a variety of needs in the off-road racing world.

- Desert Attack 427
- Desert Attack 500 (in development)
 - Katech estimates over 750hp & 750 ft-lbs
- Single plane or Kinsler intake manifolds available
- LS7, ARE (pg. 27), or 4-stage Dailey dry sump system
- Built for high horsepower and durability



Air Attack 427 SC

Turn the screws on your competition with this unique package. Ideal for hot rod applications.

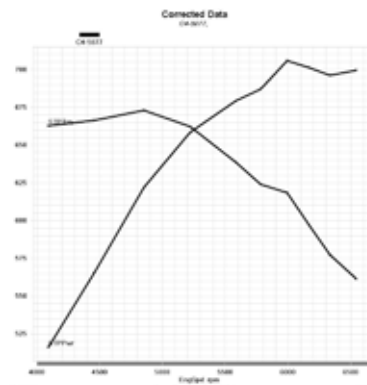
- LS7 block with stud gridle
- Callies crankshaft
- Callies H-beam conn rods
- Katech pistons with DLC coated pins
- LS7 heads and valvetrain
- Air Attack LS7 SC cam (same as Street Attack 500)
- Magnuson M122 HH supercharger, or TVS 2300
- Polished SC finish
- 105mm cable throttle body



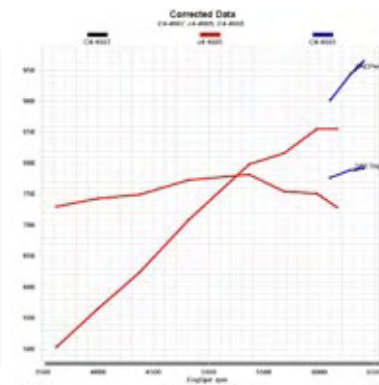
Air Attack 427 TT

"So you think you want 1000hp?" The Air Attack LS7 Twin-Turbo has been tested up to 18psi of boost and 1008hp.

- LS7 block with stud gridle
- Callies crankshaft
- Callies H-beam conn rods
- Katech pistons with DLC coated pins
- LS7 heads and valvetrain w/inconel exhaust valves
- Air Attack LS7 TT camshaft (variation of Torquer LS7)
- For use with twin-turbo systems such as APS or custom applications



Air Attack 427 SC

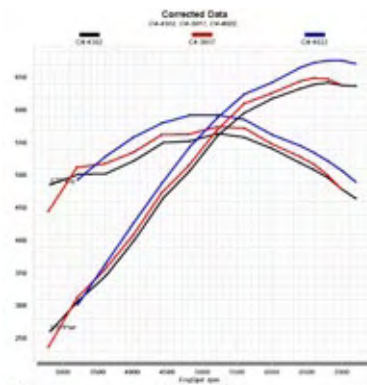


Air Attack 427 TT

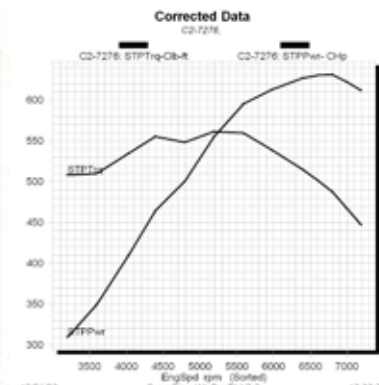
Chemical Attack 427

In modern warfare, you need to have a few tricks up your sleeve. If your power-adder of choice is nitrous oxide, this variation of the Street Attack LS7 provides an excellent foundation.

- LS7 block with stud girdle
- Callies crankshaft
- Callies H-beam connecting rods
- C5-R timing chain
- Katech nitrous pistons with DLC coated pins
- LS7 heads and valvetrain
- Torquer LS7 camshaft



Desert Attack 427



Track Attack 427

Track Attack

Three configurations for racing:

- Track Attack 350 (aka Sneak Attack LS7)
- Track Attack 427
- Track Attack 500

Many features of the Street Attack LS7 plus:

- Callies forged steel crankshaft
- World Challenge, GM Stage 3, or Track Attack camshaft
- ARE or Dailey 4-stage dry sump system
- Built for high power and reliability



Value Line

Great foundations for any project

Value 402 short block

- Callies crankshaft
- Callies H-beam connecting rods
- Mahle pistons
- Optional camshaft and covers



Value 416 short block

- LS3 cylinder case
- Callies crankshaft
- Callies H-beam connecting rods
- Mahle pistons
- Optional camshaft and covers

Value 427 short block

- Katech sleeved LS2 cylinder case
- Callies crankshaft
- Callies H-beam connecting rods
- Katech pistons
- Optional camshaft and covers

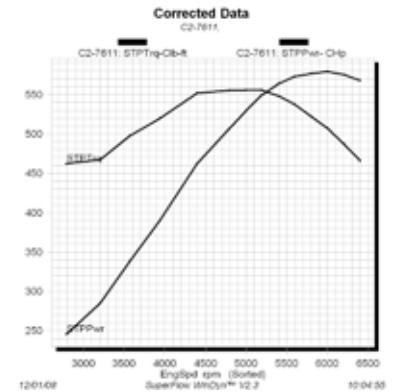


Value 427 long block

- Value 427 short block
- Ported LS3/L92 heads
- Torquer LS3/L92 camshaft (same as Street Attack 500)

Torquer LS6, Torquer LS2, Torquer LS3

- LS6, LS2, or LS3 crate engine
- Upgraded camshaft
- Ported cylinder heads (optional)
- Katech rod bolts
- Katech ported oil pump
- Katech billet belt tensioner



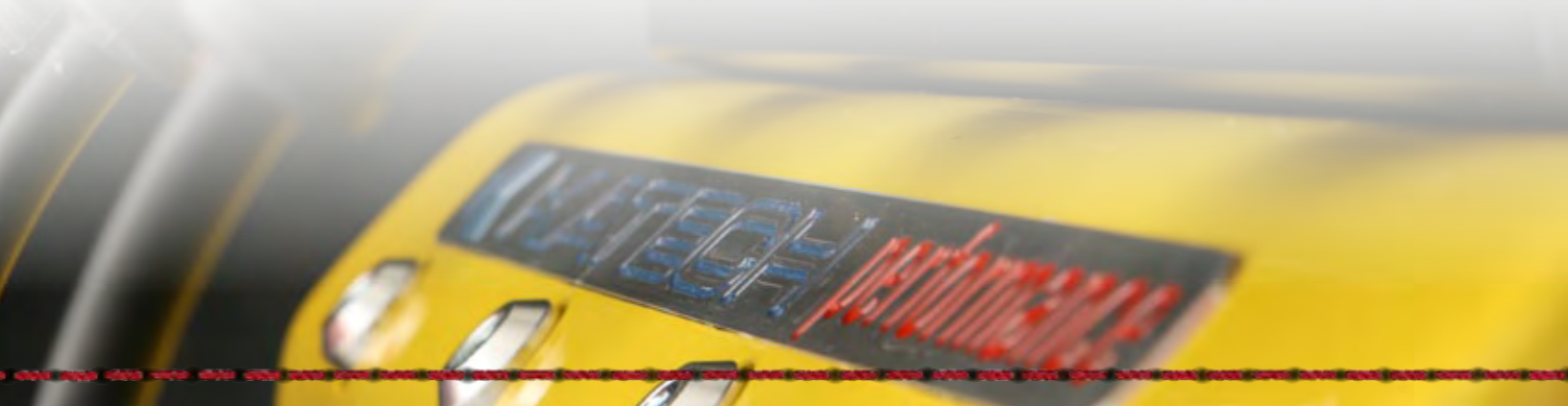
Value 427 LS3

Spec Engines

Katech prepares all spec engine to exacting tolerances. Contact us if you don't see what you need.

- SCCA T1 spec LS6
- SCCA T1 spec LS2
- SCCA T1 spec LS3
- World Challenge LS2
- Grand-Am Rolex GT LS2
- ASA Late model series

All Katech engine packages are available with Katech valve covers. Custom finishes are available. See page 31.



Custom Engines

Don't see something you're looking for? Want to put a custom spin on a package already available? Give Katech a call or email. We build all LS engines and can tailor the engine to suit your needs.

Case in point – when Nash Performance required 650 hp from 6.1L for a Bonneville speed record, Katech produced a special configuration. It made 690hp and looks great doing it.



Why do you guys under-rate your horsepower, because this thing is a monster!

-Tony Bartone
NHRA Funny Car Driver

About Katech Testing

All Katech engines are dynamometer tested before delivery. Katech starts with a break-in process that ensures proper ring sealing. After that, power is validated and compared with other similar engines. The entire engine is instrumented and dynamically monitored during the entire dyno test to verify oil flow & pressure, water flow & pressure, air-fuel ratio and exhaust gas temperature on every cylinder. Our dynos are calibrated weekly to ensure accurate test results and confidence in integrity of the engine.



Engine Spec Chart

Name	Bore	Stroke	Displacement	HP @ RPM	Torque @ RPM	Redline
Street Attack LS7	4.125	4.000	427ci / 7.0L	600 @ 6200	570 @ 4400	7000
Street Attack 500	4.205	4.500	500ci / 8.2L	600 @ 6000	600 @ 4800	6200
Track Attack LS7	4.125	4.000	427ci / 7.0L	625-685 @ 6800	560 @ 5200	7000
Desert Attack 427	4.125	4.000	427ci / 7.0L	625-685 @ 6400-6800	560-590 @ 4700-5400	7000
Desert Attack 500	4.205	4.500	500ci / 8.2L	750 est @ 6200	750 est @ 4400	6200
Air Attack LS7 SC	4.125	4.000	427ci / 7.0L	700-750 @ 6000	675 @ 4850	6800
Air Attack LS7 TT	4.125	4.000	427ci / 7.0L	850-1000 @ 6400	775 @ 5450	7000
Chemical Attack	4.125	4.000	427ci / 7.0L	580 @ 6800 (NA)	555 @ 4400	7000
Value 427 LS3/L92	4.125	4.000	427ci / 7.0L	580 @ 6000	555 @ 5200	7000
Torquer LS2	4.000	3.622	364ci / 6.0L	477 @ 6000	460 @ 4400	6800
Torquer LS3	4.060	3.622	376ci / 6.2L	TBD	TBD	6800

Body, Aero & Styling

KAT-A5158 Bracket, hood pin retainer

- Sparco hood pin mounting bracket (front) for C6 Corvettes.
- Eliminates hood hinges for lift-off hoods.

SPA-01606S Pin, hood retainer (pair); Silver finish

- Sparco hood pin kit for lift off hoods and decklids. 2 pins/pkg
-

In development...to be announced

Stay tuned for future press releases from Katech Performance. We are currently working on some exciting body enhancements to all C6 Corvettes.

KAT-4799 Katech Street Attack hood

KAT-4978 Katech Splitter

KAT-4979 Katech Spoiler



Suspension & Brakes



GOO-12242 Braided brake line set, CTS-V



Moton Shock Components

When Katech wanted to enhance the suspension for their Street Attack and Track Attack Z06 packages, they went straight to the experts at Moton. The Moton dampers have a monotube design with a much larger piston which displaces more shock fluid. This allows the damper to be far more responsive than a production damper. It responds to the slightest movement of the suspension. There is also nitrogen gas pressurizing the canister keeping the fluid from cavitating and thus making the shock more in control over high speed dampening. The dampers have a blow-off valve system which comes into play over large impacts. This makes it very smooth over hard bumps, makes the car easier to control, and saves wheel bearings and other suspension components. Gas pressure, compression, rebound and ride height settings are all adjustable allowing us to dial in the car for exactly the application we are looking for.



MOT-M503017 Moton Clubsport shocks

MOT-T080003 Moton canister pressure gauge

MOT-A093028 Moton shock spanner wrench

Brembo Brake Systems

Katech is an authorized distributor for Brembo brake systems and can supply and install kits on any vehicle. Please contact us.

The Gran Turismo system's level of technology any performance is unrivaled by any other product on the market. By utilizing larger calipers and discs, thermal capacity and brake torque is increased. This potent combination offers the extreme in Brembo's leading edge technology for high performance street or track use applications.



SBA.C6.PFAT.KIT Pfadt Competition "Pfatty" Sway bars for C6

Are you ready for the stiffest bars on the planet? The Pfadt Competition Sway Bars are the ultimate in roll stiffness for your Corvette. "Pfatty" bars are the leaders for serious track day performance and offer up to 3 times the stiffness of the stock C6 Z06 sway bars. They'll make your car corner flatter and feel more crisp. "Pfatty" bars are rate-adjustable to control the balance of the car with adjustments to front and rear roll stiffness levels. This allows you to perfect the handling of the car for your tire set up and your unique driving style.

- Features CNC machined 7075 Aluminum arms
- Extremely strong, light weight and durable
- 4130 Chromoly steel and zinc plated bars
- Includes polyurethane bushings for a complete install
- Specific to Z06
- Made in the USA



CMK.C6Z.CARM.PLY Polyurethane Control Arm kit with Aluminum sleeves

Get rid of all that wasted movement in your suspension!

The Pfadt poly kit will make your car respond to turns like the super car that it is! The factory bushings are known to deflect more than a 1/4 inch in turns which equates to almost 1 degree of lost camber. With our poly bushings that deflection is gone and you'll make the most of your alignment.

These poly bushings are graphite impregnated for long life and low friction. They are engineered with special grooves to maintain lubricant on the bearing surface, keeping the noise away. We include lots

of lube specific to our polyurethane. In addition, Pfadt engineered custom aluminum sleeves for light weight, low friction operation. The front upper pivots are machined with an offset to offer maximum camber adjustment.

Unlike most kits available, the Pfadt kit also includes the lower rear shock mounts.



SBA.C56.PBLK.PF Pfatty sway bar pillow blocks

Get every advantage you can with our Competition Pillow Block kit!

Pair this kit with Standard bars or our Pfatty bars and remove the deflection of the polyurethane bushings. The kit puts solid bushings in your car to extract the ultimate level of stiffness from the bars. The bushings are lubricated for long wear. We recommend this product for cars that spend most of the time on the track - our standard polyurethane bushings will be more quiet and are recommended for street-use cars. Each nylon bushing fits firmly into the lightweight aluminum housing for a strong low-friction pivot.

The kit works with Pfadt bars as a bolt-in, direct replacement of the factory brackets and bushings. This kit won't work with other products.

Wheels & Tires

Katech Wheels

KAT-A5100-AL- Katech ClubSport wheels

- 18x9.5 & 19x12
- 15 spoke
- Lightweight
- Available in multiple finishes
 - GRY Gunmetal gray
 - SIL Bright silver
 - GBLK Gloss black
 - FBLK Flat black
 - BCHR Black chrome



ARP-100-7708 Wheel stud

- 12mm x 1.5

BAR-WRT-0100T Trackside TPMS programmer

- Sync your TPMS sensors to the vehicle
- Ideal for vehicles with multiple sets of wheels
- Works on a variety of vehicles (a list is available upon request)

HRE Wheels

"Exclusively HRE"

An intense passion for improving on the world's finest vehicles is the driving force behind every HRE wheel. For over 30 years HRE has been dedicated to achieving the pinnacle in style and performance. As an automotive enthusiast and owner of a world-class vehicle, you share our passion. HRE empowers you to achieve the unique combination of performance and personalization, thereby joining an elite collection of discerning enthusiasts.

HRE wheels are as technically precise as they are beautiful. HRE's engineering team not only believes that form follows function but that the finest engineering is at the heart of creating the world's most beautiful wheels. This is why every HRE wheel elevates the performance AND style of the world's most exclusive vehicles.

Katech is an authorized HRE dealer. Contact us with your application.

P40



590R



591R



593R



P47



890R



891R



893R



Transmission & Driveline

EXE-GT04SD Exedy Twin Disk Clutch



The ultimate balance of performance and drivability, the Exedy twin disk clutch has performed flawlessly for Katech under rigorous testing conditions.

- 20 lbs lighter than stock
- Includes lightweight chrome-molybdenum flywheel
- 700 ft-lbs torque capacity (drag race conditions)

KAT-A4824 Remote clutch bleeder

A must when installing a clutch, the remote clutch bleeder makes the arduous task of bleeding the clutch much easier. Instead of trying to fit a wrench in the tight spaces of the tunnel, simply loosen the one way fitting and have a friend pump the clutch. Also ideal for flushing clutch fluid.

- Includes speed bleeder (one-way bleed screw)
- Fits all C6 Corvettes including Z06
- Includes mounting clamp
- Attractive braided steel line

KAT-A3736 CTS-V Short Throw Shifter

- Stainless steel
- 2-piece design for reduced NVH
- 30% shorter throws
- Includes everything you need

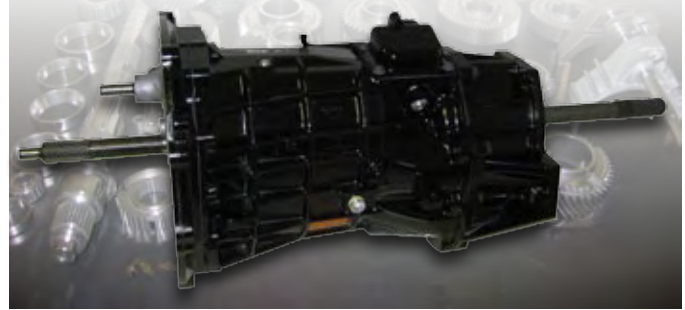


KAT-A3816 Slave cylinder spacers

- Installs between the slave cylinder and transmission
- Use a LS single mass flywheel on a CTS-V

RPM transmission

Not available separately. Only available when installed by Katech, Inc.



Interior

Available when installed by Katech

- Caravaggio leather seats, steering wheel, interior trim
- Pratt & Miller seats

597R



C20



C21



897R



C90



C93



"Can't find better products or people"
-Eugene Howard

Cylinder Blocks

Katech has perfected the process of sleeving blocks over the years, holds tighter tolerances and meets the highest standard. No process in the industry is so methodically executed. Our LS2 sleeved blocks include:

- Ductile iron dry sleeves
- Proprietary sleeving process.
- CNC machined
- Double vacuum impregnated

KAT-A4676 Option 1 LS2 4.055 rough bore

KAT-A4677 Option 2 LS2 4.125 finish bore

KAT-A4032 Option 3 LS2 4.125 finish bore, billet main caps

Accessories

KAT-A4122 Billet main caps

- Black oxide coated and laser etched

ARP-234-5608 LS main stud kit

ARP-234-4316 LS1/LS6 (early) Head stud kit

ARP-234-4317 LS6 (late), LS2/LS3/L92/LS7 Head stud kit

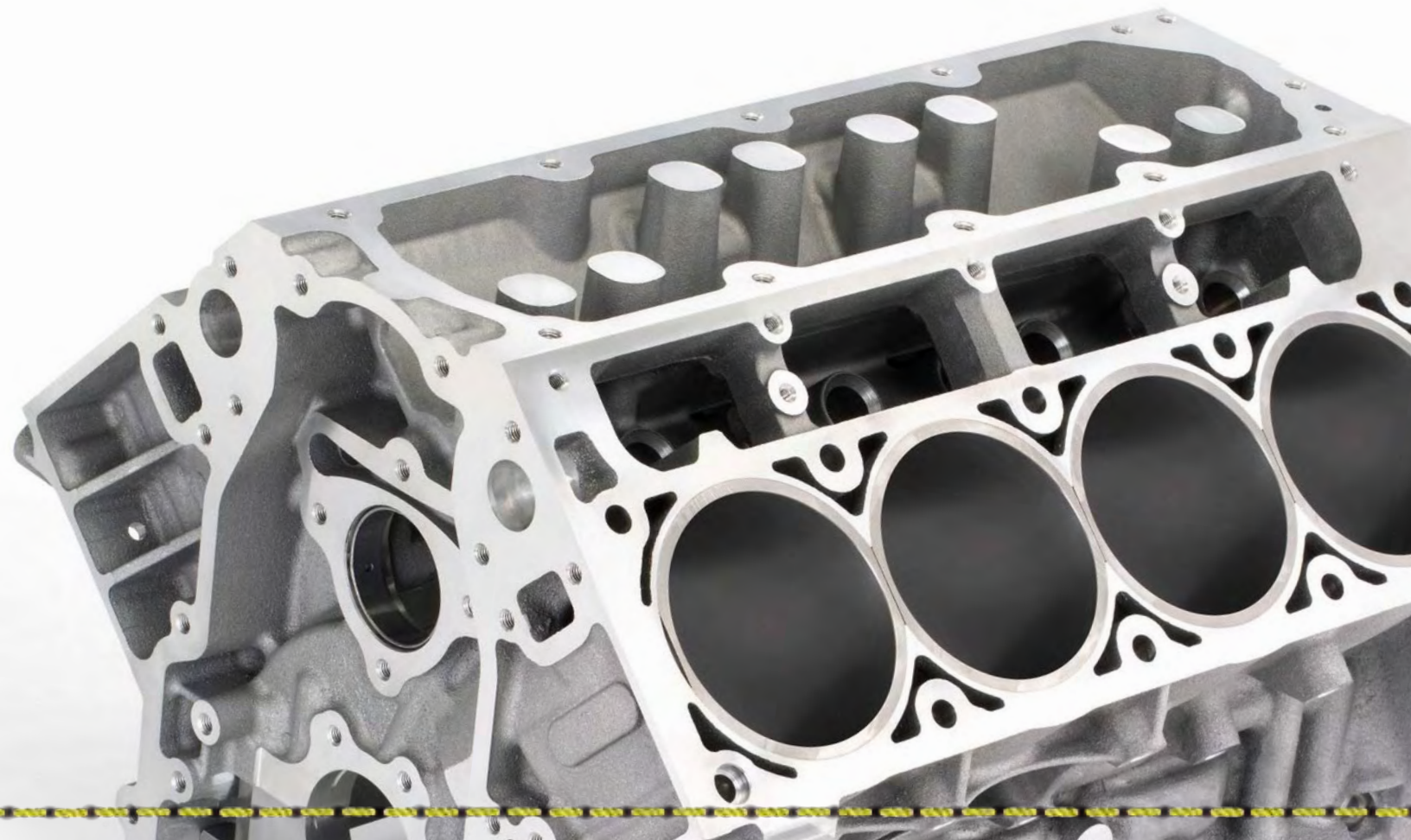


Race Components

KAT-A5144 Gen 4 LS Piston Squirter

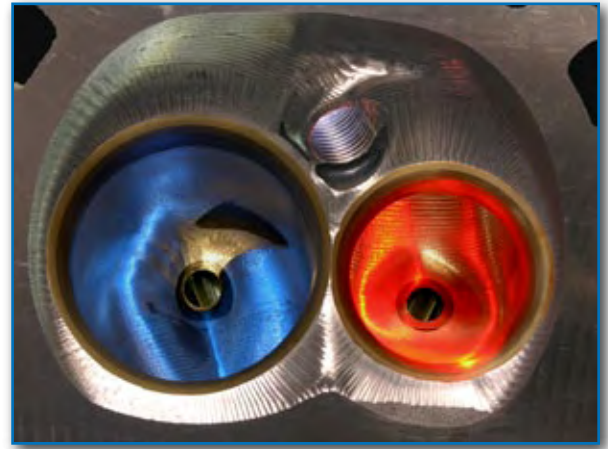
Developed for Katech's "Track Attack" LS7 engine, the Piston Squirter uses a pressure-actuated check valve to minimize oil flow through the jet at idle and maintain adequate engine oil pressure. Ideal for high output, high temperature applications: racing vehicles, engines with dry sump systems, and supercharged or turbo-charged applications.

- Piston cooling jet targets oil at bottom of the piston
- Lowers temperatures and improve piston life
- Fits production LS7 titanium rods w/o modification
- Requires block machining to install
- May require piston skirt notching
- May require additional oil pump capacity
- Block machining print included with squirter set
- Katech offers machining services on your block



Cylinder Heads

Katech offers ported cylinder heads for most LS applications. Using GM castings in most cases, cylinder head designs are developed, tested, machined and assembled completely in house.



Fixtures

KAT-0307-032 Flow fixture

- LS6 Cylinder head flow entrance
- CNC machined for a perfect fit



Kilo – To Be Announced!

KAT-A3820 Katech stage II CNC ported LS2/LS6 cylinder head, 4.060+ bore

KAT-A3835 Katech stage II CNC ported LS2/LS6 cylinder head, stock bore

KAT-A3825 Katech stage III CNC ported LS2/LS6, 4.125 bore, 2.100 intake valve (bare)

KAT-A3825 Katech stage III CNC ported LS2/LS6, 4.125 bore, 2.100 intake valve (complete)

KAT-A3825 Katech stage III CNC ported LS2/LS6, 4.125 bore, 2.100 intake valve (with valves)

Part number	Description	Also used on	Assembly level	Min. bore	Intake	Exhaust	Spring	Retainer
KAT-A2698	LS1 Stage II		Bare	3.898	2.000	1.550	None	None
KAT-A3820	LS6 Stage II	LS1, LS2	Bare	4.100	2.000	1.500	None	None
KAT-A3835	LS6 Stage II	LS1, LS2	Bare	3.898	2.000	1.500	None	None
KAT-A3825	LS6 Stage III	LS1, LS2	Bare	4.100	2.100	1.500	None	None
KAT-A3825-1	LS6 Stage III	LS1, LS2	With Valves	4.100	2.100	1.500	None	None
KAT-A3825-2	LS6 Stage III	LS1, LS2	Complete	4.100	2.100	1.500	PSI-LS1511	KAT-4678
KAT-A5187	LS3	L92, L99	Bare	4.060	2.165	1.590	None	None



Internal Components

Crankshafts

KAT-2696 Callies LS crankshaft, 4.000" stroke

KAT-2845 Callies LS crankshaft, 3.819" stroke



Connecting Rods

KAT-A4696 LS7 connecting rod, rebushed

- Production LS7 powdered-metal titanium connecting rod
- Rebushed with a solid bronze high modulus bushing
- Machined for rod contour and oil groove
- As used in the Street Attack LS7

KAT-A2485 Carrillo A-beam 6.100" connecting rod

CAL-CSC6125DS2A2AH Callies Compstar H-beam 6.125" connecting rod

KAT-4739 Callies Compstar H-beam 6.100" connecting rod

KAT-A4963 Katech LS connecting rod bolts, including LS7

- H-11 material
- 260,000psi tensile strength
- Direct replacement – no other modifications necessary
- CMD Extreme pressure lube #3 included
- Dow Molykote 1000 (For LS7 rods) available at additional cost



DOW-1000 Dow Molykote 1000 1lb container

KAT-A5184 Dow Molykote 1000 small container

- Sized for 1 set of rod bolts
- Use with LS7 titanium conn rod

Pistons

Katech manufactures pistons in-house on it's proprietary forgings available in 2618 or 4032 forged aluminum alloy. Developed from years of development expertise, our base design has been tested to 422 hours of W.O.T. (wide open throttle) durability. The LS7 piston arsenal provides all possible combinations.

Katech has also developed a single purpose LS piston that works for LS1, LS2, LS3, LS6 and L92 for large bore engines. Design to give adequate piston-to-valve relief for all 15 degree valve angle LS heads.



Part number	Cyl. head	Bore	Stroke	CR	Dome (cc)	CH	Rod	Mat.	Wgt (g)	Coating	Special use
KAT-4471A-4125	LS7	4.125	4.000	11.0:1	-5.3	1.148	6.100	2618	405	HCA	
KAT-4472A-4125	LS7	4.125	4.000	11.0:1	-5.3	1.181	6.067	2618	420	HCA	
KAT-4472B-4125	LS7	4.125	4.000	11.0:1	-5.3	1.181	6.067	4032	420	HCA	
KAT-4498A-4125	LS7	4.125	4.000	12.0:1	0.0	1.181	6.067	2618	420	HCA	
KAT-4498A-4130	LS7	4.130	4.000	12.0:1	0.0	1.181	6.067	2618	420	HCA	
KAT-4744A-4125	LS7	4.125	4.000	10.4:1	-13.0	1.140	6.100	2618	428	HCA	Dakar spec
KAT-4736A-4125	LS7	4.125	4.000	14.0:1	7.5	1.140	6.100	2618	450	HCA	
KAT-4737A-4125	LS7	4.125	4.000	9.0:1	-26.0	1.135	6.100	2618	432	HCA	Forced induction
KAT-5164A-4125	LS7	4.125	4.000	11.0:1	-5.3	1.140	6.100	2618	455	HCA, TS	Nitrous
KAT-4855B-4125	All LS	4.125	4.000	11.0:1	-12.0	1.140	6.100	4032	419	HCA	

- Dimensions in inches unless noted
- All pistons use KAT-3347 pin locks
- All pistons use 0.927 x 2.270" piston pin
- All LS = LS1, 2, 3, 6, L92
- Abbreviations on right

HCA	HardCoat Anodize	CR	Compression Ration
TS	Teflon Skirt	Mat.	Material
DLC	Diamond-Like Carbon	Wgt.	Weight
CH	Compression Height	cc	Cubic Centimeter



Piston Pins

Manufactured from tool steel for a balance of strength and economy.

Part number	Diameter	Length	Wall	Coating
KAT-3346	0.927	2.270	0.150	none
KAT-A3346	0.927	2.270	0.150	DLC
KAT-4721	0.927	2.270	0.200	none
KAT-A4721	0.927	2.270	0.200	DLC
KAT-4721+002	0.929	2.270	0.200	none

- Dimensions in inches
- DLC = Diamond-Like Carbon
- Wall = Wall Thickness



Standard

DLC

Oiling System

Katech Products

KAT-A4722 Oil cooler adapter

- Bolts to the side of the oil pan above the oil filter
- -10 AN oil cooler fittings included
- Not for engines with oil temp sensor in this location

KAT-A4726 Oil cooler lines

- For C6 Corvette with KAT-A4722 oil cooler adapter
- Requires Dewitts DEW-A05AE radiator

KAT-A5069 High scavenge capacity LS7 oil pump

- In development
- Direct replacement for production LS7 pump
- Increases scavenge capacity by 30%

KAT-A2390 Katech ported oil pump

- Fits all wet sump LS engines
- Blueprinted
- Ported inlet
- Honed pressure relief valve bore
- Will not increase pressure
- Use with KAT-4899 to increase pressure

KAT-A4899 Oil pressure relief valve spring shim



ARE Products

ARE-1007-01 ARE Stage 1 dry sump system

- High capacity oil pan with AN fittings
- Remote oil filter

ARE-1007-02K ARE Stage 2 dry sump system

- High capacity oil pan with AN fittings
- Remote oil filter
- High capacity oil tank with AN fittings

ARE-1007-03K ARE Stage 3 dry sump system

- High capacity oil pan with AN fittings
- Remote oil filter
- High capacity oil tank with AN fittings
- Second stage of scavenge

BMR-KA-042 Line, ARE dry sump

- For Stage 2 system; Tank to pan, lower

BMR-KA-043 Line, ARE dry sump

- For Stage 3 system; 2nd stage scav. to tank

BMR-KA-044 Line, ARE dry sump

- For Stage 2 system; Tank to pan, upper

BMR-KA-045 Line, ARE dry sump

- For Stage 3 system; Pan to second stage scav.

BMR-KA-046 Line, ARE dry sump

- For Stage 1 system; Engine out to filter

BMR-KA-047 Line, ARE dry sump

- For Stage 1 system; Radiator to engine in

BMR-KA-048 Line, ARE dry sump

- For Stage 1 system; Filter to upper radiator

ARE-1006 ARE 2-3 stage dry sump pan LS1/LS6

Camshafts & Valvetrain

Camshafts

LS2/LS6

KAT-4074 Torquer LS6 camshaft	204/218 .551/.551 112
KAT-3702 K.spec camshaft	229/229 .576/.576 116
KAT-4084 Trac camshaft	258/258 .578/.578 110
GMP-88958606 World Challenge	239/251 .570/.570 106
GMP-12480033 Hot cam kit	219/228 .525/.525 112

- Includes valve springs

LS3/L92

KAT-4895 Torquer LS3/L92	To be announced
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LS7

KAT-4727 Torquer LS7 camshaft	220/244 .615/.648 110
KAT-4826 Track Attack camshaft	240/266 .644/.617 10
KAT-4895 Street Attack 500	To be announced
GMP-88958606 World Challenge	239/251 .603/.603 106
GMP-88958723 GM Stage 3	233/276 .630/.630 107



Lifters

GMP-88958689 High speed lifters

Pushrods

KAT-0378-26	5/16" x 0.080" x 7.250"
KAT-0378-27	5/16" x 0.080" x 7.300"
KAT-0378-28	5/16" x 0.080" x 7.350"
KAT-0378-29	5/16" x 0.080" x 7.400"
KAT-0378-30	5/16" x 0.080" x 7.450"

Timing chains

HME-G68V-2 C5-R timing chain
CLY-9-3153A Cloyes Hex adjust kit LS1/LS6

Valves

KAT-A3359-R02 2.100" x 8mm lightweight intake valve

Retainers

KAT-4678 Titanium retainer



Springs

PSI-LS1511 high lift single beehive spring

Tested on all Katech camshafts for excellent dynamics

- Install height 1.850" (LS7)
- Install height 1.800" (LS6)
 - Coil bind: 1.100"
 - Seat load: 120# @ 1.800"
 - Open load: 360# @ 1.175"
 - Spring rate: 384#/in



Induction

Halltech Killer Bee air intake system

- Warranty Safe
- Ambient Air Induction System utilizes the stock NACA Ducting
- Easy Installation, no cutting required
- +12 HP/11 ft. lbs torque without tuning
- Largest MAF Housing (103.5mm) in the industry
- Video Instructions
- Full Tech Support from Jim Hall
- Smoothbore High Temp Silicone Hose Connector
- ISO 5011 Certified (99.4% efficiency) Filter
- Velocity Stack Filter Flange design
- 1" MAF Insertion for High Flow vs. 2" stock
- High Temp Color Matched Bridges Available

HAL-KBAAIS-RED Red
HAL-KBAAIS-BLK Black
HAL-KBAAIS-CAR Carbon fiber
HAL-KBAAIS100 Beehive shroud kit



Mechanical Throttle Body

KAT-A2303 CNC ported, 2000-2002 Camaro/Firebird, 2004 GTO

KAT-A4042 CNC ported, 1998-1999 Camaro/Firebird

KAT-2282 IAC block-off

UMI-SC01111 90mm cable, LS2/LS3/LS7

- Does not include IAC or TPS

GMP-17123852 TPS sensor for UMI throttle body

GMP-17113598 IAC for UMI throttle body

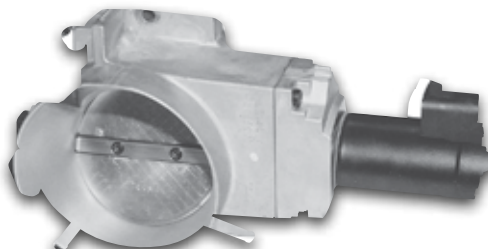
Electronic Throttle Body

KAT-A2304 CNC ported, 1997-2004 Corvette, 2004-2005 CTS-V

Miscellaneous

KAT-2575 LS1 PCV block-off (racing use only)

KAT-2593 MAP sensor plug

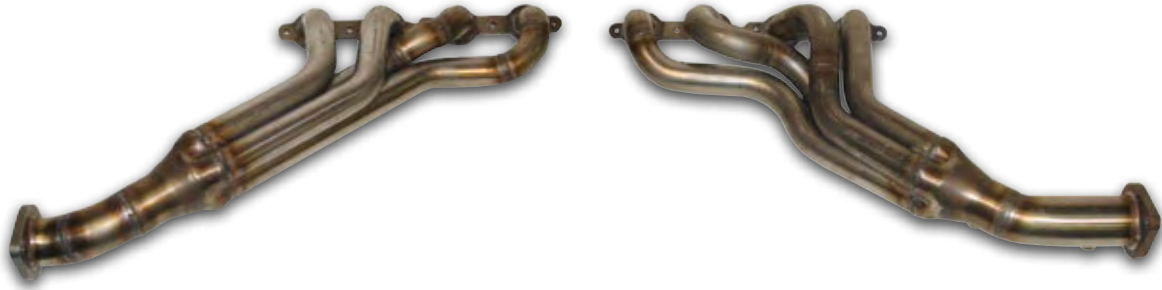


Exhaust

Headers

KAT-A4846 Kooks headers, Ceramic coated bright silver, C6 Z06

KAT-A3690 Off-road headers, Cadillac CTS-V



Kooks X pipes

KOO-6610S (off-road, racing only), C6 Z06

KOO-6611S (metallic catalytic converters), C6 Z06

KAT-A4728 downstream O2 sensor heat shield, C6 Z06

Corsa Exhaust

COR-14173 Corsa X pipe, C6 Z06

COR-14164 Corsa exhaust system, quad tip, C6 Z06



Katech Exhaust

KAT-A5188 Katech ClubSport exhaust system, C6 Z06

- 30lbs lighter than stock
- Deep sound
- Utilizes factory baffle system

General Exhaust Products

KAT-1826-R2 Gen3/Gen4 Exhaust flange

KAT-1857 Gen3/Gen4 Exhaust port cover



Valve Covers

KAT-A2833 Gen3/Gen4 Valve cover kit

- With oil fill

KAT-A3842 Gen3/Gen4 Valve cover kit

- With oil fill
- Slotted for engraved insert

KAT-A2842 Gen3/Gen4 Valve cover kit

- Without oil fill

KAT-A4699 Gen3/Gen4 Valve cover kit

- Slotted for engraved insert
- Without oil fill

KAT-A5033 Gen3/Gen4 Carbon fiber valve cover kit

- With oil fill

KAT-A5032 Gen3/Gen4 Carbon fiber valve cover kit

- w/o oil fill



Inserts for valve covers

KAT-3231 Insert, blank

KAT-3231Y Insert, Katech Performance Logo

KAT-3231Q Insert, Katech 6.7L

KAT-3231Y Insert, Katech Engine Building

Coil relocation kits

KAT-A4666 LS1/LS6 coil relocation kit

KAT-A4667 LS2/LS7 coil relocation kit

KAT-A4669 Truck coil relocation kit

Note: Some truck engines use KAT-A4667

Contact Katech prior to ordering

KAT-A4980 Desert Attack dual coil relocation kit

- Isolation mounts coils to block
- Mounts 2 coils/bracket
- Requires out or upswept race headers

KAT-A4211 Desert Attack quad coil relocation kit

- Isolation mounts coils to block
- Mounts 4 coils/bracket
- Requires out or upswept race headers



Spark Plug Wires

Replacement wire sets for coil relocation kit

MSD-33813 Black

MSD-33819 Red

MSD-3381 Blue



Front Drive & Cooling

DEW-A05AE Dewitts C6 radiator

- 2 fittings required

DEW-202 Fittings for Dewitts radiator



Billet belt tensioners

Corvette, CTS-V, G8

KAT-A4424-BLK Black

KAT-A4424-BLU Blue

KAT-A4424-RED Red

KAT-A4424-SIL Silver

KAT-A4424-ORG Orange

KAT-A4424-YEL Yellow

KAT-A4424-ARE Black

- No pulley
- For ARE dry sump system



Black

Blue

Red

Silver

Orange

Yellow

Purple

Colors are approximations of actual part color

Camaro, Firebird, GTO

KAT-A4425-BLK Black

KAT-A4425-BLU Blue

KAT-A4425-RED Red

KAT-A4425-SIL Silver

KAT-A4425-ORG Orange

KAT-A4425-YEL Yellow

KAT-A4425-PUR Purple



Silverado, Sierra, Tahoe Yukon, SSR, Trailblazer SS

KAT-A4426-BLK Black

KAT-A4426-BLU Blue

KAT-A4426-RED Red



ATI dampers

ATI-917278 Corvette C5/C6 (Excl. LS7) 10% underdrive

ATI-918620 Corvette C6 Z06 LS7 8-rib (fits 6 also) 10% underdrive

KAT-A4807 ATI damper for LS7 in F-body

Thermostats

KAT-A2275 LS1/LS6 (early) Thermostat housing, straight, no thermostat included

KAT-2580 LS1/LS6 (early) water pump inlet, no thermostat provisions

SLP-100223 LS1/LS6 (early) 160 degree thermostat & housing

SLP-100228 LS2/LS3/LS7 160 degree thermostat



Adapters & Solutions

Fuel rail adapters

KAT-A4096 LS2 fuel rail spacer

KAT-A4674 LS7/L76/LS3 fuel rail spacer

Electronic adapter harness

KAT-4750 Gen 4 cam/knock adapter harness

Note: Requires LS6 knock sensors GMP-12589867

GMP-12589867 Knock sensor for KAT-4750

KAT-4751 MAP sensor extension

KAT-5185 Delphi to Bosch MAP sensor adapter

KAT-4752 LS2/LS7 throttle body adapter

KAT-A4756 Injector adapter harness set.

- Install LS1/LS6 injectors into a LS2/LS3/LS7 harness

KAT-A4758 Injector adapter harness set

- Install LS2/LS3/LS7/L76 injectors into a LS1/LS6 harness



Valley cover adapters

KAT-4784 Oil pressure sensor adapter

- For reverse intake manifold installation
- Requires KAT-4785 valley cover
- Also improves oil pressure sensor to firewall clearance for Gen 4 installs into C5 Corvette

KAT-4785 Valley cover for reverse intake manifold

Oil system adapters

UMI-SC01700 -12AN LS7 oil pan adapter

UMI-SC01050 Oil filter relocater



Tools & Accessories

KAT-ST-163 Jacking puck for 1997+ Corvettes

- Fits all C5, C5 Z51, C5 Z06, C6, C6 Z51, C6 Z06, C6 ZR1

KAT-ST-111 Damper installation tool

KAT-A0250 Whistler compression ratio tester

KAT-3398 Spark plug holder

KAT-5043 Katech Performance mechanic's gloves

- L, M, XL, XXL



Shipping Solutions

99-CRATE Wood shipping crate (international approved)

KAT-4683 Plastic shipping crate

SD-LS1CRADLE LS engine stand



Merchandise

KAT-4706 Katech Performance polo; Black, Blue

- S, M, L, XL, XXL

KAT-4477 Katech Performance fitted hat

KAT-4708 Katech Performance Mechanics Wear shop apron

KAT-4709 Katech Inc. Coffee mug



Warranty & Policy

This catalog describes parts and procedures to prepare a vehicle for both on-highway and off-highway performance usage. The information in this book is for experienced and knowledgeable technicians only. The procedures described require specialized tools and skills. If you do not possess the appropriate training and equipment to perform these procedures safely, this work should be performed by other professionals.

Federal law restricts the removal or modification of any part of a federally required emission controls system on motor vehicles. Further, many states have enacted laws which prohibit tampering with or modifying any required emission or noise control system. Vehicles which are not operated on public highways are generally exempt from most regulations, but the reader is strongly urged to check all applicable local and state laws. You should also check to be sure the modifications do not cause the vehicle to exceed local noise ordinances.

Some of the parts described or listed in this book are for Off-Highway application only. Since the installation of these parts may either impair your vehicle's emission control performance or be uncertified under current Motor Vehicle Safety Standards, they should not be installed in a vehicle used on any street or highway. Additionally,

any such application could adversely affect the warranty coverage of such an on-street or highway vehicle.

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Notes

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GEAR FOR **POWER**



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