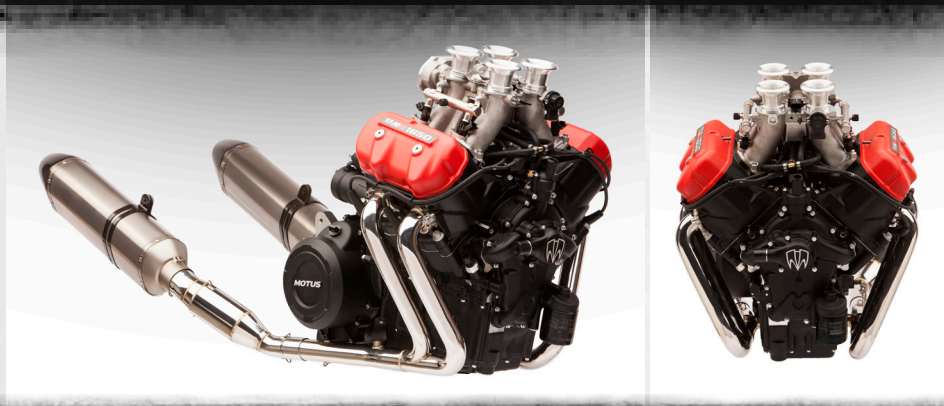




# MV4 MV4R

BABY BLOCK® ENGINES



- 1650cc (100ci), liquid-cooled, all aluminum 90° V4
- Cam-in-the-block, 2 OHV
- Bore/stroke: 88mm (3.465in.) bore x 67.8mm (2.669in.) stroke
- Firing order: 1-4-3-2
- Ignition sequence: TDC-345-435-630
- Crankpin offset: 75 degrees
- Aluminum heads, splayed & canted valves for max flow and combustion efficiency
- Valves: Intake 46.5mm (1.831in.), Exhaust 38mm (1.496in.)
- Splayed lifters in block for maximum valvetrain stability
- Maintenance-free hydraulic roller lifters
- Automotive-style low mass, low inertia roller rocker arms
- 4340 forged steel I-beam connecting rods
- 3-ring forged aluminum pistons with moly coating
- Wet sump w/ integrally cast pick-up, serviceable screen, magnetic drain plug
- 4 bolt main bearing girdle for maximum strength and durability
- Cast one-piece crank w/ automotive-style plain bearings
- Gerotor oil pump, integrally cast internal water pump
- CFD optimized, precision cast water jackets
- Closed-loop, 250kBa multi-point fully sequential fuel injection
- Ride-by-wire w/ electronic throttle control (ETC)
- 4 x 40mm downdraft throttle bodies

- V4 wet weight: approx. 150 lbs
- Recommended octane: premium
- Compression: 11.5:1
- 12 bolt bellhousing (9.5" bolt circle) for easy application adaptation
- Spare bosses for alternate accessory drives and motor mounts
- V4 Dimensions: 410mm (16in) long x 516mm (20.3in) wide x 667mm (26.25in) high
- V4 w/ gearbox 658mm (26in) long x 516mm (20.3in) wide x 714mm (28in) high
- **MV4R features high lift cam and revised mapping**
- Options: Ti intake valves, powdercoat
- Gearbox (optional)

- Wet weight: approx. 75 lbs.
- Gear Ratios

GEARBOX	FINAL (16T/41T)	
1	2.07	9.01
2	1.53	6.65
3	1.21	5.26
4	1.00	4.35
5	0.87	3.78
6	0.76	3.30

- Side access superbike-style wet multi-plate hydraulically actuated clutch
- Competition grade investment cast steel clutch basket
- Serviceable cassette-style gear cluster

