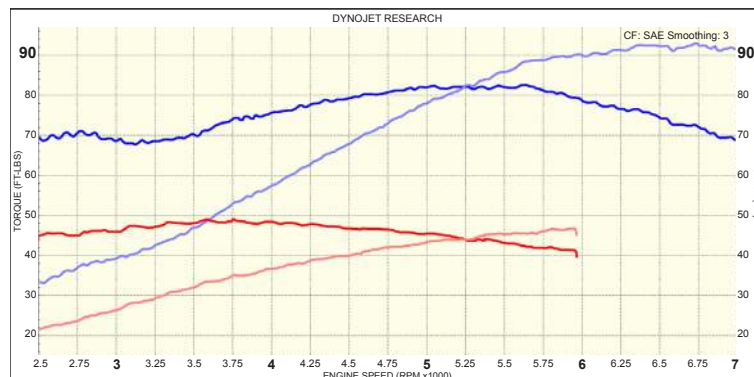


# Zipper's Super-Hammer 1200 Kit



## The Super-Hammer 1200 Kit for EFI Sportsters®

The Super-Hammer delivers **BIG POWER** without the complexity of building a big bore engine. The Super-Hammer kit requires only top end and cam chest disassembly. First to be modified are the cylinder heads with the full Zipper's CNC porting treatment. After porting, the heads are fitted with Step-Lock guides, oversize valves, Viton® seals and high performance springs with titanium collars. The cylinders are torque-plate honed and precisely fitted with domed forged pistons, and Red Shift 567 cams are installed and timed on your factory cam gears. Chrome moly pushrods, a telescoping pushrod cover kit and a top quality gasket kit are supplied for re-assembly. To provide proper fuel and ignition curves, the factory ECM is replaced with the **ThunderMax ECM with AutoTune**, featuring wide-band oxygen sensors for quick and accurate automatic AFR tuning.



BLUE - 2007 XL 1200 Super-Hammer Kit with Red Shift 567 and D&D Fatcat  
vs RED - 2007 XL883 Stock

**We are proud to say we offer the most powerful and complete 1200 production hop-up kit available!** This kit is ideal for the Sportster® owner who wants a true max output 1200, suitable for everyday durability. Excellent power throughout the entire RPM range is what this kit offers; we've applied our extensive experience in cylinder head and camshaft design to this package for **Torque And Horsepower That Is Head And Shoulders Above The Rest!**

**Zip Tip:** 2004-up 883 Sportsters® have different primary and secondary gearing than the factory 1200's do (final 4.07 [883] vs. 3.52 [1200]). We recommend lowering the final drive gear ratio when converting an 883 to 1200 with our kits.

### PART NO. DESCRIPTION

- #517-238 Super-Hammer kit for 2007-up\* XL1200 (Except XR 1200)
- #517-248 Super-Hammer kit for 2007-up\* XL883
- #517-258 Super-Hammer kit for 2008-up\* XR1200

\*2014-Up model notes - If retaining the factory header pipes the factory 12mm oxygen sensor exhaust bungs must be modified to accept 18mm sensors. If using non-factory exhaust, if not equipped with 18mm oxygen sensor bungs, exhaust must be modified to accept 18mm sensors.

**\*Note for 2009 and Later 883 Owners**  
In 2009, H-D® made a change to the cylinder cast iron liner that no longer allows cylinder boring to 1200cc's. New 1200 cylinders may be required for these applications – check your cylinders at the bottom spigot for an aluminum O.D. Below the base gasket surface.

These kits are available from any Zipper's Performance Products dealer, or you can send your carefully packed parts directly to Zipper's. Send cams, cylinders and heads for modification. In-shop time is generally 2-3 weeks. Please pack your parts carefully!

Products on this page are not for use on pollution controlled vehicles.



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