

BOOST AND A Makeover

Air-Shifter

The complete Orient Express system included air cylinder, air tank, hoses, mounting brackets, and a clever ignition kill system to momentarily turn off the ignition during the shift. Another cool feature is the small switch that when flipped, turns the horn button into a shift button.



The bolt-on Orient Express air shift system installs easily, yet allows for manual operation during street riding.

Clutch System

MTC's multi-stage lockup clutch was a necessity that Bill couldn't pass on. But why a multi-stage? In the case of the turbocharged streetbike, there is a real need to effectively manage the application of power during the critical early portion of the run. Additionally, we have to prevent clutch slippage further down the track at high boost and high loads.



The lockup levers are controlled by dynamic springs, and the adjustments to the clutch's amount of slippage are made with these pivoting arms that can be finely tuned for just the right setup.



Here's the MTC clutch partially disassembled. You can see the multistage lockup assembly, the billet inner hub, and the hardened buttons. MTC installs in the pressure plate.