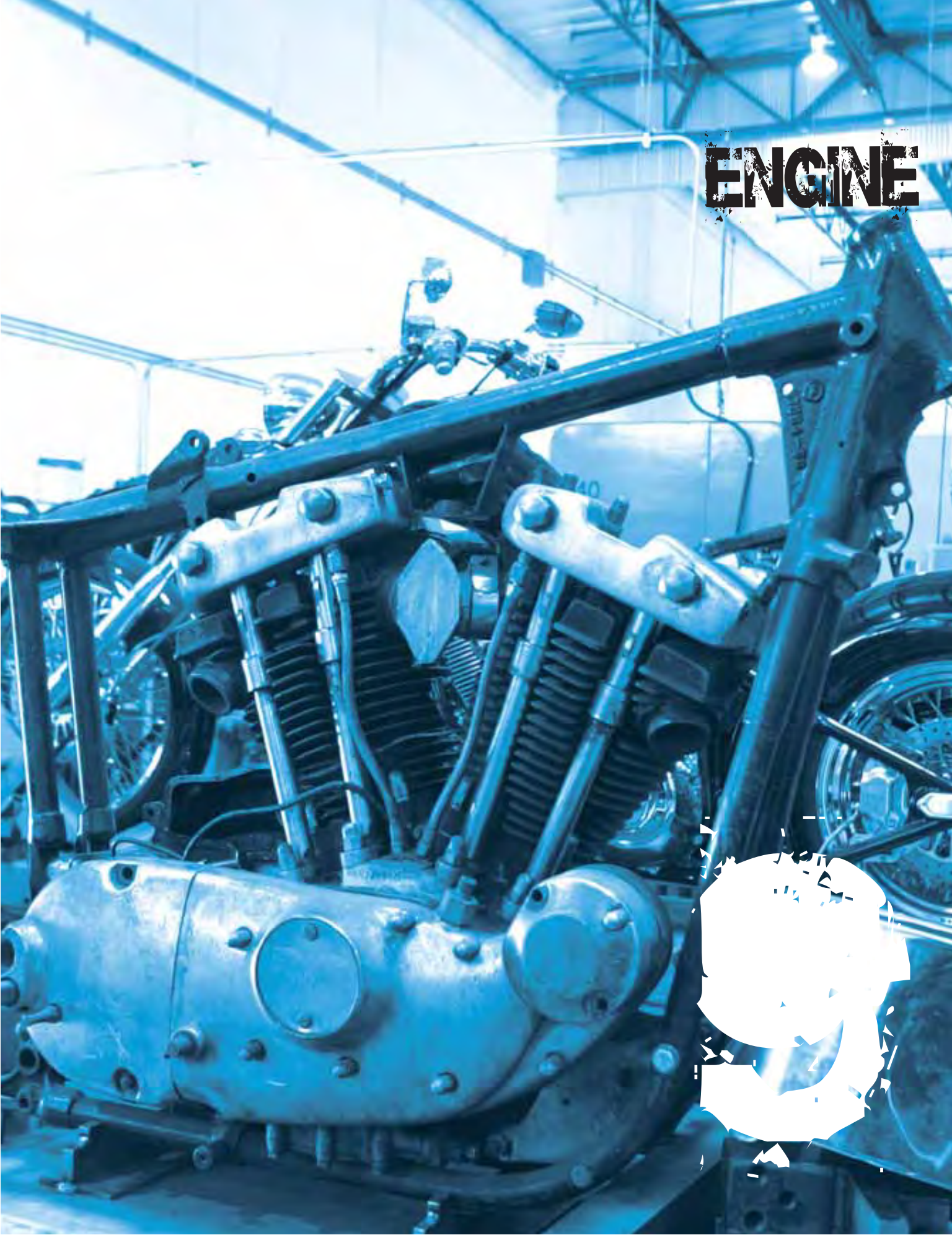


ENGINE

1





RevTech® 110"

Looking for a powerful, dependable, beautiful motor to inject some fresh muscle into your ride? Look no further than the RevTech® 110 from Custom Chrome. Our engineers and technicians spent thousands of hours developing the RevTech 110 with three major goals, high performance, exceptional reliability, and head-turning good looks.

Real world performance; it's what we all need and what defines the RevTech® brand. That's why the RevTech® 110 was engineered to make huge power, early and long. With an ideal bore and stroke combination of 4" by 4 3/8", we designed a wide power band for all occasions, whether ripping through the gears or grabbing a handful to pass, loaded down, riding two-up. With over 115 horsepower and 120 ft/lbs of torque, you'll have more than enough ponies for whatever type of riding you do.

Out on the streets it's far more fun to show off your ride than to explain why it's in the shop again. That's why we've built the RevTech® 110 to be virtually indestructible. We began by designing new crankcases and then created a new manufacturing process to make them! Next, we developed flywheels and connecting rods forged from the most advanced steel available. Even our new crank pin is special, it's made of aircraft grade roller bearing material, we would tell you more but then we'd have to kill you!

If your bike hauls butt and doesn't break, why shouldn't it look great too? When designing the RevTech® 110, we paid special attention to making it the best looking motor available. Check out the blind case bolts, flawlessly matched crankcase halves, and smooth crankcase-to-cylinder-base profile. And don't forget the John Reed design™ rocker boxes and the machined fin edges on the barrels and heads. Who else sweats the details like this?

This all adds up to what we believe is the best engine available for your ride. What makes it all the more sweet is that the price is right and we make it in three finishes to match your taste and your budget. So yank that anemic Evolution® motor out of your frame and replace it with some real muscle, RevTech® muscle.

Crankcases

- Cast from 356-T6 aluminum with wall thickness optimized for maximum strength
- Advanced one-piece casting and machining techniques allow for near perfect case half alignment
- Blind case bolts for cleaner appearance
- Smooth crankcase deck to cylinder base profile for cleaner appearance
- 7/16" cylinder studs proven in drag racing applications

Flywheels

- Connecting rods and flywheels forged from 4340 chromemoly steel - the strongest material available for these applications
- Larger straight 1 1/2" diameter pressed-in crankpin using RevTech's proprietary extreme-duty military-grade steel

Oiling System

- The most advanced oil scavenging system produced yet for air-cooled V-twin applications resulting in better reliability and increased horsepower
- 3:1 ratio oil pump drive gears and high volume oil pump enable significantly increased lubrication and cooling
- Piston cooling oil jets for better heat dissipation

Cylinders

- 4" bore with 4 3/8" stroke for ideal high torque/high horsepower output
- More fin area for increased cooling
- Machined fin edges for better appearance
- Forged Wossner slipper-skirt pistons with moly coating

Heads

- New RevTech® roller rockers
- John Reed design™ sculpted two-piece rocker boxes
- More fin area for increased cooling
- Machined fin edges for better appearance

Carburetion

- Mikuni HSR 45
- Intake manifold matched to heads for ideal flow efficiency
- Low profile air cleaner design for high performance while providing improved rider comfort

Ignition

- Self contained solid-state ignition

Cam

- Andrews EV72 .560" lift cam for good performance and easy starting



658516 Natural aluminum finish	\$5,399.99	658526 49-State Natural aluminum finish	\$5,599.99
658515 Black wrinkle finish	\$5,399.99	658525 49-State Black wrinkle finish	\$5,599.99
658517 Polished finish	\$5,999.99	658527 49-State Polished finish	\$6,499.99

REVTECH 110 ENGINE





The New RevTech® 100" 4x4

The engineers and technicians at RevTech® went back to the drawing board to create our next generation 100" engine. We studied the latest technology, combined that with expertise gained on the first RevTech® 100 project, and got down to the task at hand. The goal was simple; create the best all-around engine for the American V-Twin market!

Fortunately, the RevTech® design staff did not have to start from scratch.

We began with a solid foundation, the fire breathing RevTech® 110 power plant, and refined it further to produce a motor for most every one. By shortening the stroke to 4", excellent balance with less vibration was achieved. A positive side-effect of the shorter stroke was reduced piston speed which increases reliability due to lowered stresses.

The 4" pistons pushed on these 4" strokes are a special story in themselves. RevTech® worked with Wossner to design unique moly-coated forged pistons specifically for our engines. If you're not familiar with Wossner, here's a bit of background, they make pistons for a little company called Porsche, among others!

Next we redesigned the heads. The bigger bore of the new 100 allowed the use of larger valves, so the ports were also redesigned for better flow. Smaller combustion chambers provide greater squish area for better turbulence and efficiency. In addition, roller rockers are employed for better valve train reliability.

Many of the fine features of the RevTech® 110 were retained due to their proven success. Pressed-together flywheels and our industry-first mono-block crankcases are still used for excellent reliability. Blind case bolts, machined fin edges, and john reed design™ rocker boxes follow the RevTech® tradition of making it work good, and look good. And loads of horsepower and torque for all types of riding come standard.

So did we reach our goal of the best all-around engine on the market? We think we did and believe you'll agree. Remember, there are millions of American V-Twin motorcycles on the road today; why not make yours perform like one-in-a-million?



Crankcases

- Cast from 356-T6 aluminum with wall thickness optimized for maximum strength
- Advanced one-piece casting and machining techniques allow for near perfect case half alignment
- Blind case bolts for cleaner appearance
- Smooth crankcase deck to cylinder base profile for cleaner appearance
- 7/16" cylinder studs proven in drag racing applications

Flywheels

- Connecting rods and flywheels forged from 4340 chromemoly steel - the strongest material available for these applications
- Larger, straight 1 1/2"-diameter pressed-in crankpin using RevTech®'s proprietary extreme-duty military-grade steel

Oiling System

- The most advanced oil scavenging system produced yet for air-cooled V-twin applications resulting in better reliability and increased horsepower
- 3:1 ratio oil pump drive gears and high volume oil pump enable significantly increased lubrication and cooling
- Piston cooling oil jets for better heat dissipation

Cylinders

- 4"-bore with 4"-stroke for optimum power and reliability
- More fin area for increased cooling
- Machined fin edges for better appearance
- Forged Wossner slipper-skirt pistons with moly coating

Heads

- New RevTech® roller rockers
- john reed design™ sculpted two-piece rocker boxes
- More fin area for increased cooling
- Machined fin edges for better appearance

Carburetion

- Mikuni HSR 42
- Intake manifold matched to heads for ideal flow efficiency
- Low profile air cleaner design for high performance while providing improved rider comfort

Ignition

- Self contained solid-state ignition

Cam

- Andrews EV72 .560" lift cam for good performance and easy starting



658531	Natural aluminum finish	\$5,399.99	658536	49-State Natural aluminum finish	\$5,399.99
658530	Black wrinkle finish	\$5,399.99	658535	49-State Black wrinkle finish	\$5,399.99
658532	Polished finish	\$5,999.99	658537	49-State Polished finish	\$5,999.99

*Prices shown are suggested retail prices only. Actual retail prices are determined by each dealer and may vary.

Please see cautionary information following page Ref.65

REVTECH 100 4X4 ENGINE





**THREE YEAR
OR 30,000 MILE
LIMITED WARRANTY**



RevTech® 88" with TÜV

The original RevTech® 88 was launched more than five years ago and has been a tremendous success. But we didn't rest on our laurels, we constantly improved it and now it's better than ever. Our engineers and technicians have taken the knowledge accumulated while developing our new 110 and 100 and applied it to the 88. As a result, the RevTech® 88 now makes about 50% more power than the motors from Milwaukee with comparable reliability.

Like the bigger RevTech® motors, the 88's new cases are now cast in one piece. They are machined then precision cut with the halves kept as a pair. This new method ensures perfect alignment of the flywheels on the inside, with the added benefit of a better appearance on the outside.

The improvements didn't stop with the cases, the flywheels now feature straight 1 1/2" pressed-in crankpins using our proprietary extreme-duty military-grade steel, just like in our 110 and 100. The new flywheels are forged from 4340 chromemoly steel and the new connecting rods incorporated from the larger motors have proven indestructible.

We will continue to improve our engines as we find new technology that proves itself in our vigorous testing. But know this, the RevTech® 88 has the accumulated experience and knowledge behind it of the over 20,000 RevTech® motors sold so far. We are proud of it, and confident that you will be too, as you enjoy each powerful, trouble-free mile.



O-Ring Head Gasket with Wider-Spaced Head Bolts for a Fail-Proof Head-to-Cylinder Seal



Steel Cylinder Liners are Perma-Locked into the Aluminum Outer Casting for the Ultimate in Durability



Crankcases

- Cast from 356-T6 aluminum with wall thickness optimized for maximum strength
- Advanced one-piece casting and machining techniques allow for near perfect case half alignment
- Blind case bolts for cleaner appearance
- Smooth crankcase deck to cylinder base profile for cleaner appearance
- 7/16" cylinder studs proven in drag racing applications

Flywheels

- Connecting rods and flywheels forged from 4340 chromemoly steel - the strongest material available for these applications
- Larger straight 1 1/2" diameter pressed-in crankpin using RevTech's proprietary extreme-duty military-grade steel
- 4 1/4"-stroke and 3 5/8"-bore

Oiling System

- Late style external pump for improved efficiency and increased volume
- Chrome cover

Cylinders

- Improved design with more fins overall, and longer fins in certain high-heat areas for better cooling
- Steel liners are Perma-Locked into the outer aluminum castings
- Cast pistons
- O-ring base seals instead of gaskets

Heads

- D-shaped exhaust ports for maximum flow and performance
- Wider-spaced head bolt pattern for increased strength
- O-ring head seals instead of gaskets for increased reliability

Carburetion

- Mikuni HSR42
- Intake manifold is closely matched to the port for maximum flow

Ignition

- Self contained solid-state ignition

Cam

- .495" lift for good torque across the rpm range



88" Engines with TÜV Approval

58500	Black wrinkle finish.	\$4,999.99
58501	Natural aluminum finish.	\$4,999.99
58503	Polished finish.	\$5,599.99

REVTECH 88 ENGINE



REVTECH ENGINE SERVICE PARTS



Service Parts for RevTech® Engines

Genuine RevTech® replacement parts for RevTech® 88" and 100" complete engines and unassembled engine kits.

Air and Oil Filters

- 58284** RevTech® air filter for the new, thinner air cleaner assemblies on 110", 100" 4x4, and 88" engines\$29.99
- 25022** K&N air filter for early-style RevTech® air cleaner housings with integral backing plate\$48.99
- 25023** K&N air filter for late-style RevTech® air cleaner housings\$38.99
- 35078** RevTech magnetic oil filter\$13.99

Gaskets and Seals

- 658510** Complete engine gasket, seal & O-ring kit for RevTech® 100" and 88" engines with 97/98 Casting Marked Rocker Boxes\$64.99
- 658511** Complete engine gasket, seal & O-ring kit for RevTech® 100" and 88" engines with 99/00 Casting Marked Rocker Boxes\$69.99
- 658512** Complete engine gasket, seal & O-ring kit for RevTech® 110" engines\$72.99
- 658513** Top end gasket, seal & O-ring kit for RevTech® 110" engines\$59.99
- 59784** Sump-plate gasket\$17.99
- 54095** Rocker box cover rubber gasket set for rocker box covers with casting marks of '97' or '98'\$31.99

Note: Rocker box covers with other casting marks use rubber gaskets for late Sportster® models.

Replacement Cams

- 58230** RevTech '50' cam for 88" RevTech® engines\$129.99
- 58235** RevTech '100' cam for 100" RevTech® engines\$129.99

Replacement Piston for 88" RevTech® Engines

- Includes cast piston, wristpin and clips. Sold each.
- 58807** 35/8" (std. size)\$134.99

Replacement Rings for 88" RevTech® Engines

- Complete ring set for one piston. Sold each.\$20.99
- 58240** 35/8" (std. size) **58243** +.020" oversize
 - 58241** +.005" oversize **58244** +.030" oversize
 - 58242** +.010" oversize

Replacement Pistons for 100" RevTech® Engines

- Includes forged pistons, wristpins and clips (pairs).\$269.99
- 49546** 313/16" (std. size) **49549** +.020" oversize
 - 49547** +.005" oversize **49539** +.030" oversize
 - 49548** +.010" oversize

Replacement Rings for 100" RevTech® Engines

- Complete ring set for one piston. Sold each.\$20.99
- 58245** 313/16" (std. size) **58247** +.010" oversize
 - 58246** +.005" oversize **58248** +.020" oversize

Replacement Cylinders for 88" RevTech® Engines

- 51122** Polished 35/8" front cylinder\$299.99
- 51123** Polished 35/8" rear cylinder\$299.99
- 51124** Natural 35/8" front cylinder\$199.99
- 51125** Natural 35/8" rear cylinder\$199.99
- 51126** Black 35/8" front cylinder\$214.99

Replacement Cylinders for 100" RevTech® Engines

- 51128** Polished 313/16" front cylinder\$285.99
- 51129** Polished 313/16" rear cylinder\$285.99
- 51130** Natural 313/16" front cylinder\$249.99
- 51131** Natural 313/16" rear cylinder\$249.99
- 51132** Black 313/16" front cylinder\$214.99
- 51133** Black 313/16" rear cylinder\$214.99

Replacement Engine Cases for 88" and 100" RevTech® Engines

- 659000** Natural\$1,059.99
- 659001** Black\$1,099.99
- 659002** Polished\$1,149.99



ENGINE



Xzotic™ 100" 4x4 and 110" Engines

A modern engine with a retro look. Xzotic™ engines are RevTech® engines that have been assembled using our popular Xzotic™ generator-style cam covers, distributors and either Panhead or Knucklehead rocker covers. Each engine comes completely assembled, ready to bolt into your

bike. They come in polished, black, and natural finishes. Polished and black engines come with highly polished Xzotic™ components, while our natural comes with semi polished for a tougher look. Compatible with Original Equipment and custom frames that accept Evolution® engines.

Xzotic™ Panhead Engines

658722	Natural 100" 4x4	.....	\$7,799.99
658713	Black 100" 4x4	.....	\$7,799.99
658712	Polished 100" 4x4	.....	\$8,599.99
658721	Natural 110"	.....	\$7,799.99
658717	Black 110"	.....	\$7,799.99
658716	Polished 110"	.....	\$8,599.99

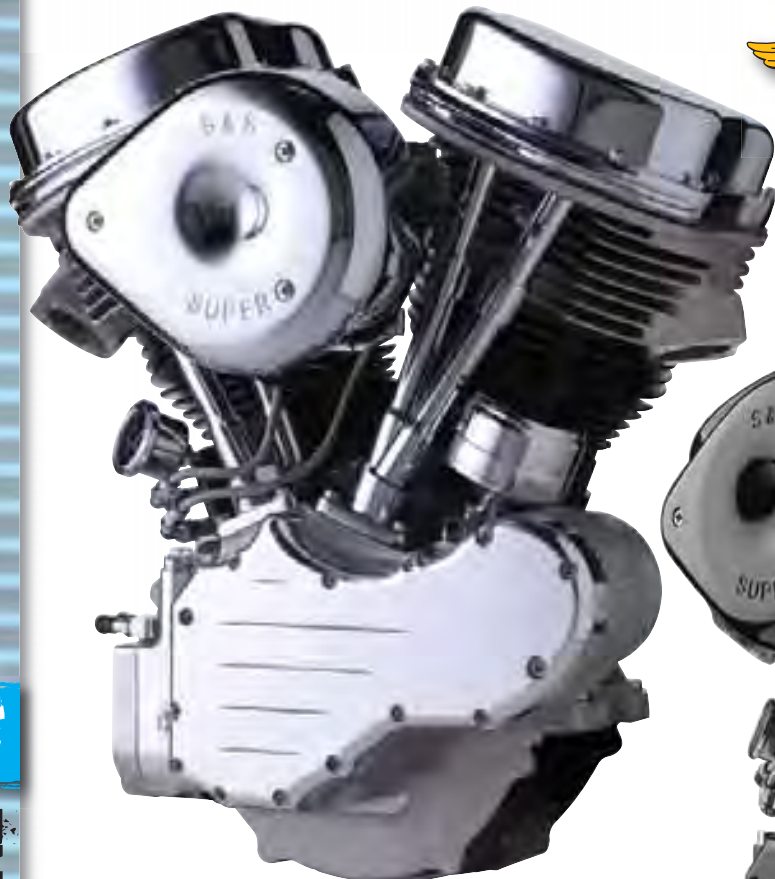
Xzotic™ Knucklehead Engines

658724	Natural 100" 4x4	.....	\$7,799.99
658715	Black 100" 4x4	.....	\$7,799.99
658714	Polished 100" 4x4	.....	\$8,599.99
658723	Natural 110"	.....	\$7,799.99
658719	Black 110"	.....	\$7,799.99
658718	Polished 110"	.....	\$8,599.99

Note: Custom exhaust headers must be fabricated when using these motors. Models with floorboards may require modification.



JAMMER PANDEMONIUM ENGINES



The 'Pandemonium' Engine by Jammer®

Big enough to provide good power, yet still kickstart friendly. Every part was hand-picked for quality... first! Bottom to top, from the S&S® timing and idler gears to the JIM'S® pinion, to the Motorway automatic advance distributor, and back to S&S® pistons! Naturally, there's a RevTech® crankshaft with heavy-duty connecting rods working in harmony with STD® crank-cases and heads. Evolution® style hydraulic tappets were installed in JIM'S® Big Axle tappet bodies. An Andrews® cam was chosen because of its perfectly matched design qualities for use in these 88" generator-style engines. Even the Rowe™ valve guides and Andrews® valve springs and collars, are coddling one-piece RevTech® stainless steel valves that were hand-picked for the best quality, best performance and a trouble-free combination.

The Pandemonium includes these special features:

- Sprocket shaft design that lets you use either 4 or 5-speed transmissions
- Dual-plug STD heads with O-ring sealed intake ports and exhaust port flanges
- Heavy-duty crankcases with generator and/or alternator charging system capability
- Superior lubrication with modified top end oil routing and end oiler pinion shaft design
- RevTech® 35/8" bore cast iron cylinders
- Forged 8.25:1 compression pistons
- S&S Super 'E' Carb
- Andrews .470" lift, 'AB' grind cam for power you can use!

02208 Chrome (sold each)\$7,299.99

Pandemonium Black Edition

The same original engine with a number of added features.

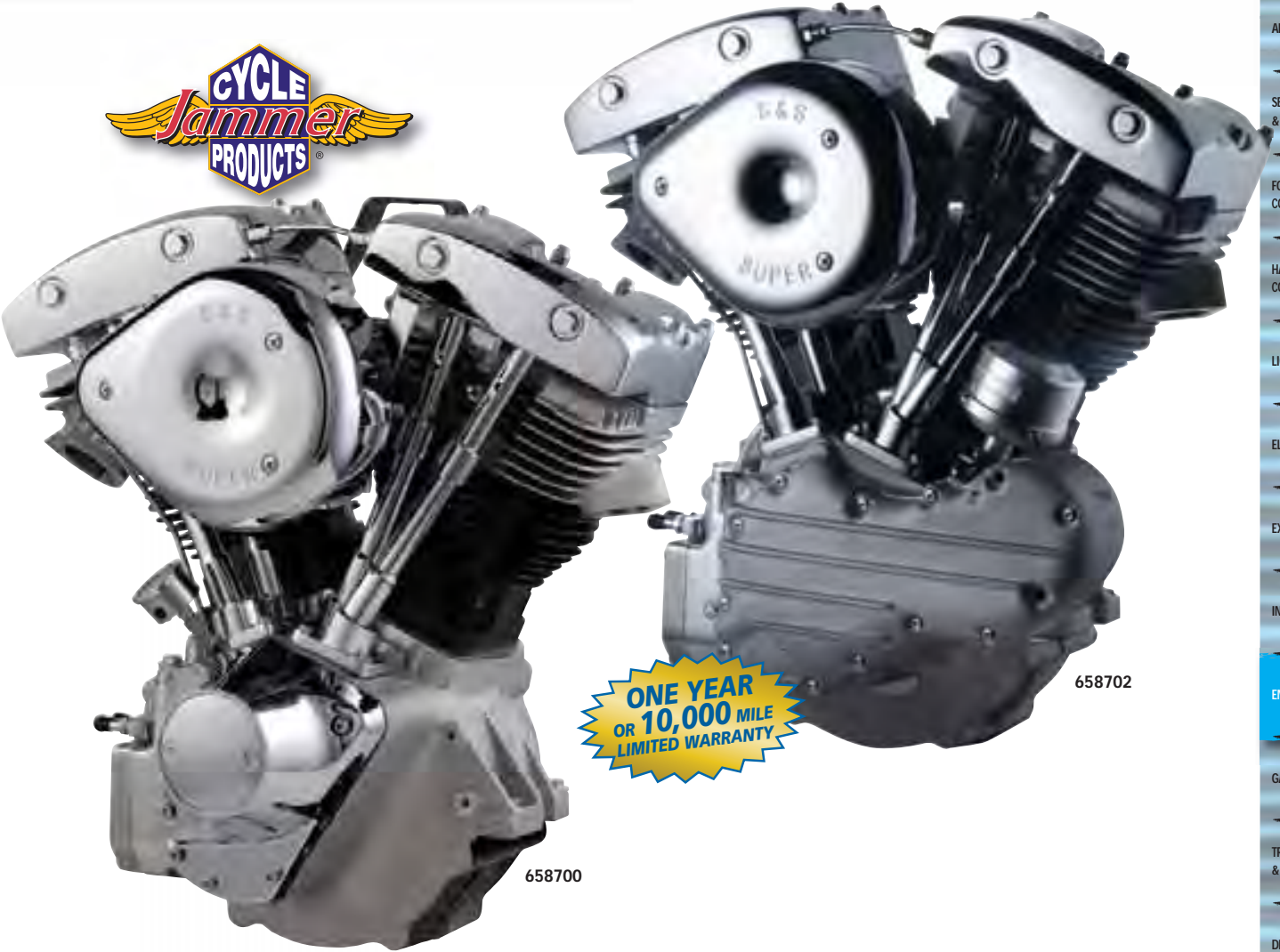
New black powder coated billet aluminum parts

- Pan cover with groves
- Cam cover with groves
- Push rod covers
- Tappet blocks
- Oil pump
- Oil filter bracket
- Generator bottom housing

02206 Black (sold each)\$7,299.00

ENGINE

JAMMER 88 SHOVELHEAD ENGINES



Jammer™ 88" Shovelhead Engines

These 88 cubic inch Jammer Shovelhead engines are available in either generator or alternator bottom end versions. They're big enough to provide good power, but still kickstart friendly. Engines come fully assembled and feature an S&S Super "E" carb. Generator style engine comes with a Mallory distributor while the Alternator style engine comes with a RevTech electronic ignition. Every part was hand-picked for quality and reliability, and backed by a 1 year, 10,000 mile limited warranty. Features Evolution® style hydraulic lifters. A great engine to use when building your retro ride!

658700	Jammer™ Alternator Shovelhead engine.....	\$6,399.99
658702	Jammer™ Generator Shovelhead engine.....	\$6,979.99

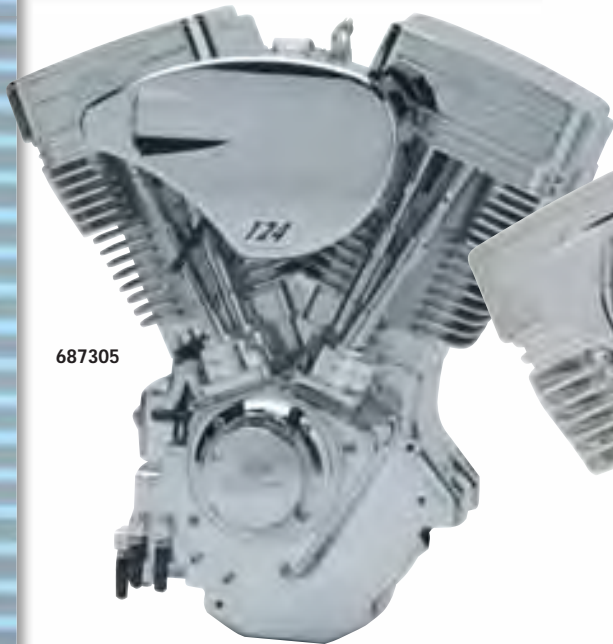
The Jammer Shovelheads include these special features:

Displacement / Bore / Stroke . . . 1442cc / 3 5/8" / 4 1/4"
 Crankpin Diameter 1.50"-diameter Straight
 Crankpin Bearings 19 Per Cage
 Rod Length 7.440"
 Flywheel Diameter 8.5" Pressed Together
 Pistons Keith Black Pistons
 Cylinders Cast Iron 3 5/8"-Bore
 Cam Andrews
 Valve Train Manley Race Master Valve Kit
 Rocker Arms Stock Style Shovelhead
 Carburetor S&S 'Super E' With O-Ring Manifold

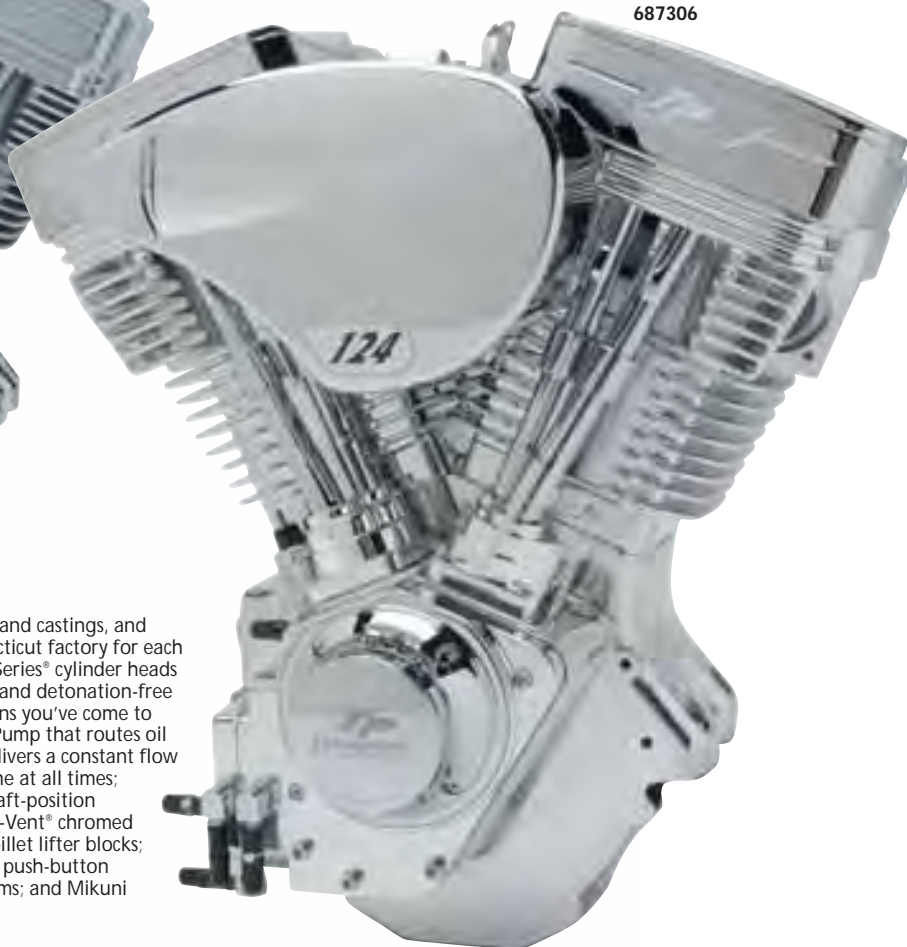
Cylinder Heads STD 3 5/8"-Big Bore 2 Plugs Per Head
 Engine Cases STD 3 5/8"-Big Bore Cases
 Rocker Boxes Chrome
 Oil Pump RevTech®
 Oil Pump Speed 4:1
 Oil Pump Gears 14-tooth
 Generator Engine Ignition Mallory Distributor
 Alternator Engine Ignition RevTech® Electronic Ignition

- INDEX
- APPAREL
- SEATS & BAGS
- FOOT CONTROLS
- HAND CONTROLS
- LIGHTING
- ELECTRICAL
- EXHAUST
- INTAKE
- ENGINE**
- GASKETS
- TRANNY & CLUTCH
- DRIVELINE
- WHEELS, TIRES & BRAKES
- FRAMES
- FORKS & SHOCKS
- SHEET-METAL
- GAUGES
- CHEMICALS
- GENERAL
- CROSS REFERENCE

TP ENGINEERING PRO SERIES ENGINES



687305



687306

TP Pro-Series® Complete Engines

TP Engineering uses their own American forgings and castings, and precision machines all components in their Connecticut factory for each Pro-Series® engine. All engines have the new Pro-Series® cylinder heads featuring their exclusive MegaTorque intake port and detonation-free combustion chamber, along with all the innovations you've come to expect from TP Engineering: the patented Smart Pump that routes oil to the oil filter before it enters the engine and delivers a constant flow of oil to the top-end and bottom-end of the engine at all times; remote-mounted single-fire ignition with crankshaft-position sensor means no more timing lights; patented Pro-Vent® chromed billet rocker boxes; Scramjet air cleaner; 7075-T6 billet lifter blocks; forged coated pistons; two-piece billet cam cover; push-button compression releases; forged steel roller rocker arms; and Mikuni 45mm carburetor.

TP engines are available in polished and show-polished finishes. Polished engines have polished crankcases, lifter blocks, cylinder bases, cylinder fin edges, cylinder head fin edges and spark plug areas. Show-polished engines have polished crankcases, lifter blocks, cylinder bases, as well as complete polishing of cooling fins on cylinders and heads, polished intake manifold and carburetor. Features include:

- Pro-Series® Chromed Billet Rocker Boxes with patented Pro-Vent® Technology
- Pro-Series® Patented Billet Oil Pump
- Pro-Series® Crankcases
- Pro-Series® Cylinder Heads
- Pro-Series® Flywheels
- Pro-Series® Connecting Rods
- Pro-Series® Pinion and Sprocket Shafts
- Pro-Series® Forged Roller Rocker Arms
- Pro-Series® Cylinders
- Pro-Series® Polished Billet Lifter Blocks
- Pro-Series® Forged Pistons and Rings
- Pro-Series® Stainless Steel Valves
- Pro-Series® Valve Springs
- Pro-Series® Chrome Billet Cam Cover
- Pro-Series® Single-Fire Ignition System
- Pro-Series® Adjustable Chromemoly Pushrods
- Pro-Series® Special-Grind Camshaft
- Pro-Series® Compression Releases
- Mikuni® 45mm HSR Series Carburetor

687299	114" Polished engine (4.125"-bore x 4.250"-stroke)	\$7,999.99	(4.125"-bore x 4.250"-stroke)	\$9,399.99	
687300	114" Show Polished engine (4.125"-bore x 4.250"-stroke)	\$9,299.99	680302	121" EPA Polished engine (4.125"-bore x 4.50"-stroke)	\$8,299.99
687302	121" Polished engine (4.125"-bore x 4.50"-stroke)	\$8,299.99	680303	121" EPA Show Polished engine (4.125"-bore x 4.50"-stroke)	\$9,599.99
687303	121" Show Polished engine (4.125"-bore x 4.50"-stroke)	\$9,599.99	680305	124" EPA Polished engine (4.125"-bore x 4.625"-stroke)	\$8,399.99
687305	124" Polished engine (4.125"-bore x 4.625"-stroke)	\$8,399.99	680306	124" EPA Show Polished engine (4.125"-bore x 4.625"-stroke)	\$9,594.99
687306	124" Show Polished engine (4.125"-bore x 4.625"-stroke)	\$9,599.99			
680299	114" EPA Polished engine (4.125"-bore x 4.250"-stroke)	\$7,999.99			
680300	114" EPA Show Polished engine				

S&S 124" FUEL INJECTED ENGINES

Complete fuel injected T124 engines for 1999-'06 models come with the S&S Variable Fuel Injection (VFI) Module and S&S single bore induction system with a teardrop air cleaner. Engines can easily be upgraded to S&S single bore tuned induction with a simple bolt-on induction kit. (See page 5-24 for more information) The VFI system included with each fuel injected engine, comes with closed loop sensors and the complete S&S ProTune II software package. Delphi® style systems also include knock sensors and break-in rev limiting to protect your engine from damage. Base maps for T124 engines with the most common exhaust systems are available on the software CD and from the S&S website. However, it is recommended that the VFI System be fine tuned at an S&S VFI Tuning Center. Since we have added the S&S Closed Loop Sensor Kit to all VFI equipped engines, tuning is much easier and the amount of dyno time required to fine tune the engine is greatly reduced.

- 614573 Natural \$9264.99
- 614574 Black \$9589.99
- 614575 Polished \$10589.99



NEW S&S V107T ENGINE

A big horsepower number at 7000 rpm will not help a loaded bagger merge with interstate traffic on a short on-ramp. Lots of torque at 3000 rpm will do quite nicely. The V107T Touring Special satisfies the needs of the performance minded touring rider with a healthy displacement, a relatively short 41/4" stroke, but large 4.000" bore. The result is a performance engine with characteristics that are ideal for touring. It is also pretty important that a tank of bad gas will not result in a bad trip. The moderate 9.5:1 compression ratio allows the V107T to pull heavy loads with little or no detonation, and to tolerate sub-standard gasoline on occasion without engine damage. All S&S V107T engines come with billet gear cover and billet tappet guides.

1984-1999 Carbureted Engines with IST Ignition

- 614587 Natural \$6409.99
- 614589 Black \$6734.99
- 614591 Polished \$7509.99

Engines with Super Stock Ignition

- 614588 Natural \$5994.99
- 614590 Black \$6319.99
- 614596 Polished \$6944.99



S&S 49-STATE EPA CERTIFIED ENGINE PACKAGE

S&S Cycle is pleased to introduce the first of their EPA certified engine packages for new builds in custom 1984-'99 style big twin chassis. The 96" displacement come's in natural, black, and polished finishes. Certified engines available in this first offering are for carbureted models only and include an S&S ignition system. The 96" engine comes with the S&S Super Stock® ignition. All engines include an installation manual, a service manual, and Mobil 1® motor oil.

- 614598 Natural \$6014.99
- 614599 Black \$6339.99
- 614600 Polished \$7114.99



601732



S&S 124" Super Sidewinder™ Plus Engines for Evolution® Models

If you're looking for the most powerful production replacement engine available for your Evolution® model, your search ends here. With its 4 1/8"-bore and 4 5/8"-stroke pushing high-compression 10.8:1 forged pistons, the 124" SSW+ has become the most popular S&S engine since its introduction. Not just because it is big, but because it makes unbelievable power. This engine will fit in a stock H-D® frame, but the performance is anything but stock. This engine is recommend only for experienced riders who are seeking the ultimate in street performance. Other standard features on these engines include S&S "Super G" carburetors, S&S 640 cams, S&S High Volume High Pressure (HVHP) oil pumps, S&S electric compression releases, piston cooling oil jets, chrome-plated die-cast rocker covers, roller rocker arms, billet tappet guides and a special billet gear cover. Not recommended for kickstart applications.

Engines with IST Ignition

Engines purchased with the S&S IST ignition will receive a three year warranty because S&S is so confident that this ignition will prevent damage to the engine due to knock or detonation.

601730	Natural finish	\$8,445.00
601731	Black	\$8,770.00
601732	Polished	\$9,545.00

Engines with Super Stock Ignition

Engines purchased with the S&S Super Stock ignition will receive a two year warranty.

601685	Natural finish	\$7,955.00
601686	Black	\$8,280.00
601687	Polished	\$9,055.00



601737



601707



S&S 96" Engines for Evolution® Models

The old timers at S&S remember when they started producing engine packages. Back then, the 96" engine for Evolution® models with its 3 5/8"-bore, was the "king." Everyone loved the 96" because it made great power, it was reliable, engine life was exceptional, and being essentially stock height, it fit well in a stock frame. Well, time moves on. If you're looking to replace a worn-out Original Equipment Evolution® engine with something a bit more potent, you still can't beat an S&S 96" engine. To make it an even better value, it has been updated with the new S&S 585 camshaft for even better performance and reliability. The S&S 96" has a 4 5/8"-stroke to complement the 3 5/8"-bore and 10.1:1 high-compression forged pistons. All of these engines come with chrome-plated rocker covers, roller rocker arms and a "Super E" carburetor in addition to the S&S billet tappet guides and gear cover. Not recommended for kickstart applications.

Engines with IST Ignition

Engines purchased with the S&S IST ignition will receive a three year warranty because S&S is so confident that this ignition will prevent damage to the engine due to knock or detonation.

601736	Natural finish	\$6,250.00
601737	Black	\$6,575.00
601738	Polished	\$7,350.00

Engines with Super Stock Ignition

Engines purchased with the S&S Super Stock ignition will receive a two year warranty.

601676	Natural finish	\$5,590.00
601677	Black	\$5,915.00
601678	Polished	\$6,690.00

S&S 113" Engines for Evolution® Models

The S&S 113", 4"-bore engines have been on the scene for about five years and although they are no longer the biggest production engine S&S offers, they still are very popular because they have many features that riders and builders really like. The 113 is actually shorter than a stock Evolution® engine by about .050", which makes it easy to fit into any stock 1984 thru 1999 frame, and engine life and dependability are better than you might expect from an engine this large. Some standard features of the 113 that make it a good choice are: a 4"-bore with a 4 1/2"-stroke pushing high-compression 10.1:1 forged pistons, an S&S 600 cam, chrome-plated die-cast rocker covers, billet tappet guides and gear cover, S&S roller rocker arms, S&S electric compression releases, the S&S High Volume High Pressure (HVHP) oil pump, and an S&S "Super G" carburetor. Not recommended for kickstart applications.

Engines with IST Ignition

Engines purchased with the S&S IST ignition will receive a three year warranty because S&S is so confident that this ignition will prevent damage to the engine due to knock or detonation.

601705	Natural finish	\$6,945.00
601706	Black	\$7,270.00
601707	Polished	\$8,045.00

Engines with Super Stock Ignition

Engines purchased with the S&S Super Stock ignition will receive a two year warranty.

601680	Natural finish	\$6,465.00
601681	Black	\$6,790.00
601682	Polished	\$7,565.00



601734

S&S 124" Engines for Twin Cam 88® Models

This year S&S introduces a truly complete 124" engine for Twin Cam 88® models. With a bore diameter of 4 1/8" and a stroke of 4 5/8", they feature the super-strong S&S crankcases which have extra section thickness in key stress areas, and a Timken® sprocket shaft bearing for superior strength and load capacity. To that solid foundation are added S&S's legendary flywheels and connecting rods, S&S 640G gear drive cams, high-compression 10.8:1 forged pistons, S&S cylinder heads, roller rocker arms, chrome-plated die-cast rocker covers, electric compression releases, and S&S "Super G" carburetors with "Desperado" air cleaner covers. To complete these engines, billet oil pumps, tappet guides, and gear covers have been added in addition to the S&S Intelligent Spark Technology knock sensing ignition. Engines purchased with the S&S IST ignition will receive a two year warranty because S&S is so confident that this ignition will prevent damage to the engine due to knock or detonation. Not recommended for kickstart applications.

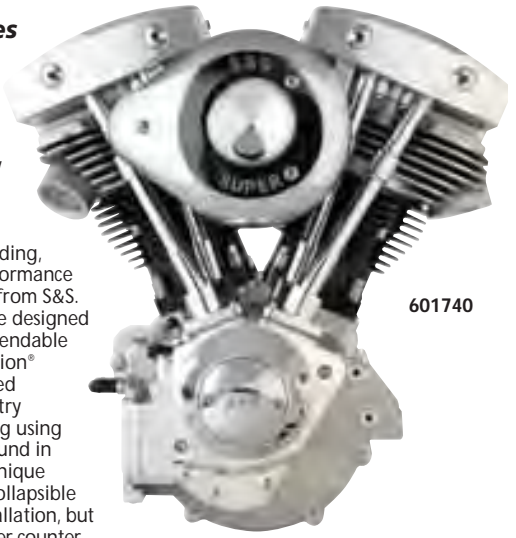
- 601733 Natural finish \$8,845.00
- 601734 Black \$9,170.00
- 601735 Polished \$10,645.00

Note: These engines do not have counterbalancers, and the IST module is not compatible with the wiring on 2004-up Harley-Davidson® models. Please also note that these engines are not intended to be installed in chassis where the oil tank is located higher than the engine.



S&S Complete 93" Shovelhead Engines

Completely assembled, and feature bulletproof crankcases, flywheels, cylinders and heads, and finish the engine with their new premium valve train components. S&S billet gear cover, tappet guides, and rocker boxes look outstanding, and offer the kind of performance you have come to expect from S&S. The new tappet guides are designed around the quiet and dependable tappets installed in Evolution® Big Twin engines. Corrected tappet guide bore geometry assures proper valve timing using cams styled after those found in Evolution® engines. The unique adjustable pushrods are collapsible for easy removal and installation, but are stronger than their older counterparts. Inside the billet rocker covers are S&S's straight rocker shafts and the new S&S forged roller rocker arms (also available separately). The result is Shovelhead engines with the kind of quiet power that some folks may just have a hard time believing, and they are covered by a two year warranty!



601740

A new addition is the 93" 'Alternator/Generator' engine. This is the perfect engine for that "Retro" build, but with a modern alternator charging system. In addition, its late-style sprocket shaft permits the use of 5 and 6 speed transmissions for additional functionality.

CC #601740 is an Alternator Shovelhead engine with 8.2:1 compression cast pistons, 3 5/8" -bore, 4 1/2" -stroke, an S&S 585 cam, billet gear cover, updated cam and tappets, and a new Super Stock ignition system.

CC #601741 is an Alternator/Generator Shovelhead engine with 8.5:1 compression cast pistons, 3 5/8" -bore, 4 1/2" -stroke, an S&S 585 cam, cast gear cover, updated cam and tappets, a new Super Stock ignition system and stock rotation cam drive gears. It requires use of a stock or custom 1966 thru 1969 exhaust system.

- 601740 Natural finish alternator engine \$7,395.00
- 601741 Natural finish alternator/generator engine \$8,100.00



601741



S&S Complete 103" Shovelhead Engine

Based on the long-standing 103" Shovelhead Sidewinder™ kit, which has been in the S&S catalog since 1976. The 103 is similar to the other S&S Shovelhead engines, just bigger, thanks to its 5" -bore and the S&S 640 camshaft. It features S&S Super Stock™ crankcases, S&S forged steel flywheels and connecting rods, S&S billet tappet guides updated with tappets similar to those used in Evolution® Big Twin engines, S&S Quickee pushrods, S&S billet rocker boxes, S&S forged roller rocker arms, and 3 5/8" -bore, engineering grade, cast iron cylinders with forged pistons that yield a compression ratio of 10.7:1. Due to the displacement and compression ratio, an S&S "Super G" carb and S&S dual plugged heads come as standard equipment in addition to the new Super Stock ignition system. The 103 is only offered as a 1970 thru 1984 alternator engine and features a billet cam cover. Covered by a two-year warranty.

- 601742 Natural finish \$7,480.00

S&S HOT SET UP KITS - OIL FILTERS



S&S 124" HOT SET UP KIT

The 124" Hot Set Up Kit are available. The first, which is highly recommended, features S&S 91cc Super Stock® cylinder heads and a compression ratio of 10.8:1. This kit will provide the best performance and easy starting thanks to the S&S electric compression releases. The Heads are machined to accept them. The second version contains a dished Piston designed to provide a 10.8:1 compression ratio with stock cylinder heads. There are several advantages to installing this kit as opposed to installing a Complete 124" S&S engine. The first advantage is that you don't have to pay for a complete engine! Many of the stock engine components such as the crankcases, Oil pump, cam cover, and tappets are reused, saving hundreds of dollars. Also, S&S does not offer complete engines to replace Twin Cam 88B™ engine. Another consideration is that since the stock crankcases are used, the engine will retain the Original serial numbers. This could mean less hassle with registration and insurance.

1999-2006 Twin Cam 88B

614576	Natural W/ Stock Heads	\$3584.99
614577	Black W/ Stock Heads	\$3669.99
614578	Natural W/ Super Stock Heads	\$5384.99
614579	Black W/ Super Stock Heads	\$5554.99

1999-2006 Twin Cam 88

614580	Natural W/ Stock Heads	\$3539.99
614593	Black W/ Stock Heads	\$3624.99
614594	Natural W/ Super Stock Heads	\$5324.99
614595	Black W/ Super Stock Heads	\$5494.99



S&S 106" HOT SET UP KITS

S&S 106" Hot Set Up Kit for Harley-Davidson® Twin Cam 88® engines delivers real performance gains at a reasonable price, and does not require any crankcase modifications which makes it economical to install. In addition you can use your existing stock cylinders which keeps the cost down even more.

The heart of this 106" Hot Set Up Kit is a set of S&S stroker flywheels. The 41/2" stroke flywheels together with the 37/8" bore forged 9.8:1 pistons, purchased separately, boost the displacement of a stock engine to 106" with no crankcase modifications. The high flowing S&S Super Stock® cylinder heads and 585 gear drive cams allow the engine to get enough air to make some real power. The kit also includes S&S rocker covers, S&S electric compression releases, S&S chromemoly pushrods, and all required gaskets and seals. Fuel system must be purchased separately.

1999-2006 Twin Cam 88 except 2006 Dyna

614569	Natural	\$3994.99
614570	Black	\$4079.99

1999-2006 Twin Cam 88B

614571	Natural	\$4034.99
614572	Black	\$4119.99



S&S Oil Filters

S&S oil filters are constructed in a sturdy steel canister which houses the finest filtering media and internal components available. The canister is slightly smaller in diameter than stock filters to make them easier to remove and install. S&S filters are available in black or chrome finish.

Nearly all oil filters are equipped with a bypass valve to keep oil flowing even when it can't go through the filter media quickly enough, on cold starts for example. S&S filters are designed with a direct bypass valve that routes bypass oil directly to the filter exit. Direct bypass minimizes the amount of contaminants carried to the engine in the unfiltered bypass oil since the oil is not allowed to pick up contaminants by flowing over the "dirty" side of the filter media, as it is in some competitive filters.

Model Years 1984-1999

614583	Black	\$10.45
614584	Chrome	\$12.95

Model Years 1999-up

614585	Black	\$10.45
614586	Chrome	\$12.95





S&S 93" Hot Set Up Kits for Shovelheads

Take the guess work out of machining your mill with these Hot Set Up kits from S&S. Backed by S&S's trademark research and testing, this kit yields 93 cubic inches with an approximate 8.75:1 compression ratio. Contents include:

- Balanced 4 1/2" -stroker flywheel assembled with heavy-duty connecting rods and shafts and trued to within .0005" lateral runout
- 3 5/8" -bore cylinders with matching pistons including rings, wristpins and retainers
- '495' camshaft, adjustable chromemoly pushrods with adapter cups and heavy-duty valve springs with aluminum retainers
- Super "E" carburetor with special manifold and chrome teardrop air cleaner assembly
- Heavy-duty top engine bracket, assembly lube and instructions included

45957 Fits Big Twins with 3 gallon tanks from 1970-early 1978 (kit will not fit chassis with 5 gallon tanks) **\$2,474.95**

45958 Fits Big Twins with 3 gallon tanks from late 1978-early 1981 (kit will not fit chassis with 5 gallon tanks) **\$2,469.95**



Custom Chrome sets the bar as the first distributor in the world to take the initiative and attend S&S Product Training

Sixteen reps from across the U.S. and Europe attended the course in La Crosse, WI. The product training is modeled after the certification training offered to S&S Dealers. The course provides an overview of Proven Performance® S&S Engines and components, maintenance and a feel for the level of expert instruction dealers receive during standard certification courses.

"Our team was really fired up to be at S&S. This knowledge differentiates us in the marketplace and reinforces our desire to be better business partners to our loyal dealers"

Steve Veltri, Sr. VP Sales at Custom Chrome



S&S 84" Hot Set Up Kit for Shovelheads

Take the guess work out of machining your mill with this Hot Set Up kit from S&S. It yields 84 cubic inches with an approximate compression ratio of 8:1 in Panheads and 8.25:1 in Shovel-heads when used with the CC #45888 cast piston kit (must be purchased separately). It includes 4 1/2" stroker flywheels with shafts and rods installed, a '514' cam kit, a Super "E" carb kit and installation instructions.

021090 Fits Panhead and Shovelheads from 1970-early 1978 (cylinders and pistons not included) **\$1,774.95**

45888 Cast piston and ring kit for CC #021090 **\$249.95**



S&S 96" Hot Set Up Kit for Evolution® Big Twins

The ultimate high-performance combination to bring out the beast in your Evolution® Big Twin. This 96 cubic inch Hot Set Up kit is one of S&S's most reliable and includes:

- 3 5/8" -bore cylinders with forged pistons, rings, wrist pins, retainers and gaskets
- 4 5/8" stroker flywheel and rod assembly complete with sprocket and pinion shafts, assembled, trued and balanced.
- Heavy-duty valve springs, collars and '561' camshaft
- Adjustable pushrods and hydraulic lifter limited travel kit
- Super "E" carburetor with manifold, chrome air cleaner and installation hardware

45959 Fits 1993 thru 1999 Big Twins with 80" engines **\$2,479.95**



Vulcan Engineering Billet Aluminum Cam Cover

Machined from 7075 Billet Aluminum. Direct OEM replacement or can be used on any aftermarket generator style case. Includes bushings, baffle plate & breather tube.

668140 1948-1969 Chrome Finish \$365.99



Vulcan Engineering Billet Aluminum Cam Cover

Machined from 7075 Billet Aluminum Direct OEM replacement or can be used on any aftermarket generator style case. Includes bushings, baffle plate & breather tube.

668137 1948-1969 Gloss Black Powder Coat \$365.99

668140 1948-1969 Chrome Finish \$365.99



Vulcan Engineering Rocker Box Set

Twin Cam 88. 6061 Billet Aluminum

668150 Chrome Plated \$714.99



Vulcan Engineering Billet Aluminum Pan Cover Set

Machined from 6061 Billet Aluminum. Ideal for high lift cams that need extra clearance. Reduces top end noise, eliminates valve cover oil leaks and dissipates heat faster than steel stock covers.

668138 1948-1965 Gloss Black Powder Coat \$541.99

668143 1948-1965 Chrome Finish \$541.99



Vulcan Engineering Twin Cam 88 Cam Cover Kit for Gear Drive Cams.

This cam cover lets you use any EVO style, self contained ignition system. Requires no microprocessor, crank sensor, cam angle sensor, MAP sensor, BAS sensor. 1999 thru 2006.

668149 \$898.99



**Vulcan Engineering
Twin Cam 88 Camshaft
Support Plate**

Made from 7075 billet aluminum & hard coat anodized. Will not flex or expand and contract as OEM plates do. All oil ports are drilled and tapped for Grade-8 port plugs. Oil pump relief valve and springs are included. 1999 thru 2006.

668148 Chain Drive \$261.99



Vulcan Engineering Rocker Arm Support

Machined from 7075 Billet Aluminum. Fits all Twin Cam motors. This Beefed up Support will eliminate flexing when using high lift cams and stiff valve springs. Hard coat anodized.

668151 Rocker Arm Support..... \$99.99
668152 PCV Valve Housing \$48.99



**Vulcan Engineering Rocker Arm
Shaft Teflon Seal Set**

668136 1966-1969 Big Twin \$8.99



**Vulcan Engineering
Adjustable Pushrod**

668134 Shovelhead (OEM 17904-66)..... \$52.89
668135 Panhead..... \$52.89



**Vulcan Engineering Shovelhead
Rocker Box Flange Nut Set**

Chrome plated steel with washers
668184 \$65.99



**Vulcan Engineering Shovelhead
Rocker Box Stud Set**

Made from 17-4PH stainless steel. Full 5/16" stud diameter for superior strength. Set includes motor mount studs and is for both heads.
28455 \$65.99



**Vulcan Engineering
Pinion Shaft Nut**

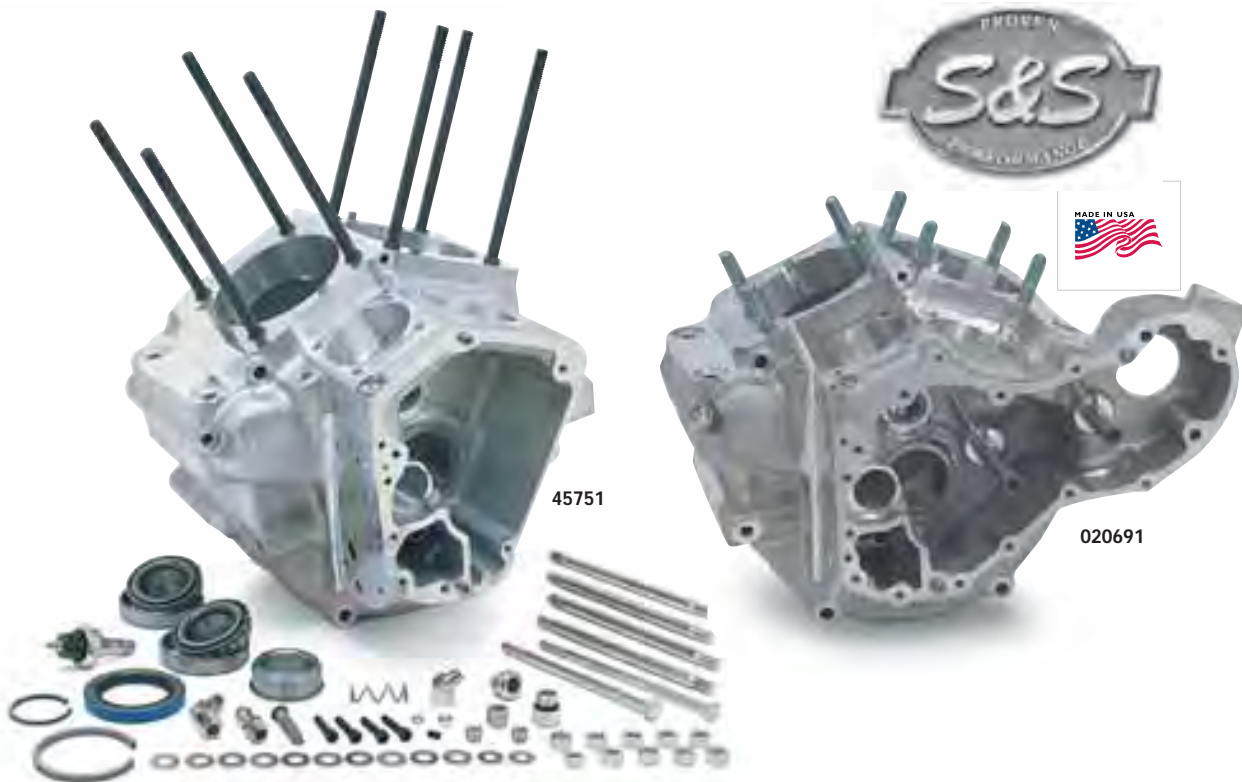
668131 1990-1992 Big Twin \$5.99



**Vulcan Engineering
Pinion Gear Spacer**

668132 1970-1999 Big Twin ... \$24.99

S & S ENGINE CASES BREATHER VALVES



S&S Engine Cases

S&S complete engine cases come "set-up" with the cam and sprocket shaft Timken main bearing races installed and pinion shaft bearing race pressed in and line-honed, ready to fit. This offers a substantial labor savings and eliminates the need and expense of "line boring and honing". Special design features include:

- Cast from 356-T6 heat-treated aluminum alloy and CNC-machined for consistency and superior quality.
- Additional material has been added in key areas for strength, without requiring modifications for frame clearance.
- Clearances for any stroke up to and including 5" with stock or beefy S&S rods.
- Ported breather passageway/cavity optimizes oil scavenging efficiency while providing maximum timing specifications.

Crankcase assemblies include left and right cases, case bolts, nuts and washers, cylinder mounting studs, timing hole and drain plugs, assorted case fittings, sprocket shaft Timken bearing assembly, drive sprocket spacer and oil seal, pinion shaft main bearing race, cam needle bearing, oil pump drive shaft bushing and installation instructions. Shipped with oil scraper machined for stock diameter flywheels.

For Panhead Engines from 1958 thru 1964 (Generator-style)

020691 3 $\frac{5}{8}$ "-bore – natural finish \$1,439.95

For Shovelhead Engines from 1970 thru 1984

45754 Stock bore – natural finish \$1,049.95

45755 3 $\frac{5}{8}$ "-bore – natural finish \$1,049.95

For Evolution® Big Twin Engines from 1984 thru 1991

45752 Stock bore – natural finish \$1,039.95

45753 3 $\frac{5}{8}$ "-bore – natural finish \$1,039.95

For Evolution® Big Twin Engines from 1992 thru 1999

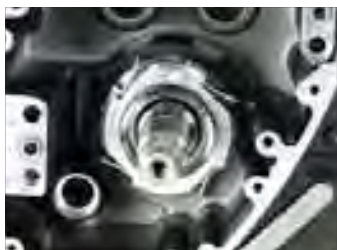
45750 Stock bore – natural finish \$1,039.95

45751 3 $\frac{5}{8}$ "-bore – natural finish \$1,039.95

*1970-1991 models require CC #45811 or OEM 26190-73 oil pump. 1992-up models require CC #45810 or OEM 26068-92 oil pump.

S&S Crankcase Breather Valves for Twin Cam 88® Models

By installing pressure sensors in the crankcase, cam chest and rocker covers S&S determined the source and solution for the problem of "oil carry-over", or in other words, oil out the breather. The result is an ingenious valve that is installed over the pinion shaft and inside the pinion bearing boss. It's contained between the pinion bearing outer retaining ring and the oil pump. Also increases midrange horsepower and torque very slightly.



601115 Fits all Twin Cam 88® models (except Softail® models) from 1999 thru 2002. \$99.95

601116 Fits all Twin Cam 88® models (except Softail® models) from 2003 thru 2006. \$99.95

S&S Crankcase Breather Reed Valves for 1993-'99 Engines

The S&S breather reed valve for 1993-'99 big twins replaces the standard rotary breather valve. Installation is fast and simple. Remove the original breather gear and insert the new S&S reed valve assembly into the breather valve cavity. No aligning timing marks, and no rotating parts. The S&S crankcase breather reed valve can be used to replace the stock style rotary breather valve in engines with minor breather cavity damage, and there is a +.030" oversized reed valve for engines with heavily damaged breather bores.



Standard Diameter

614581 +.030" Oversize – (For damaged engines.) \$89.95

614582 +.030" Oversize – (For damaged engines.) \$99.95



Delkron Engine Cases for Big Twins

Computer designed and CNC-machined cases are permanent mold cast of '356-T6' aluminum with 1/2" thick wall sections, have cast-in gray iron inserts and use standard fasteners. A removable high-performance sump plate permits inspection of the bottom end, and is finned for additional cooling. Permanent mold casting is superior to sand casting providing more exact duplication, closer tolerances, better mold adhesion and precision race insert location. Other innovations include:

- Extra rib on left front motor mount to prevent ear breakage
- Oversized front and rear cylinder pad areas
- Alternator stator plug moved outboard to eliminate thin area near left case race. Nylon set screw holds plug in place
- Relocated primary O-ring groove provides positive seal and eliminates weak register lip
- Rerouted oil passages eliminate thin areas around cylinder and lifter blocks
- Roll-formed threads eliminate tap galling and ensure accurate thread size
- Work on forward or mid-shift models
- All cases complete with torque specs and instructions.



Engine Case Assemblies

The most important components are pre-installed at the factory and are ready to assemble. The right-side pinion race is installed and line-honed to standard size. Includes left-side Timken bearings with races installed. Cases for Evolution® engines include cylinder studs.

Stock	35/8" Bore		
17004	17005	Fits Evolution® engines from 1992 thru 1999	\$1,069.99
17002	17003	Fits Evolution® engines from 1984 thru 1991 (except Dyna Glide® engines)	\$1,069.99
17000	17001	Alternator case for Big Twins from 1970 thru 1984	\$1,039.99

Bare Engine Cases

Fully-machined cases including sump plate and gasket.

Application	Stock Bore	35/8" Bore	
Fits Evolution® engines from 1992 thru 1999	17116	n/a	\$899.99
Alternator case for 1970 thru 1984 Big Twins	n/a	17104	\$899.99



Delkron High-Performance Sump Plate

Cast aluminum plate fits all Delkron engine cases and is contoured to follow the shape of the flywheels, and the outer surface has three ribs for additional surface area to increase cooling. A large-diameter sockethead drain plug is installed for easier servicing. Includes hardware and gasket.

17110	Sump plate	\$34.99
Note: Only fits cases manufactured after January, 1986.		
17102	Replacement sump plate gasket (pack of 10)	\$11.99

INDEX

APPAREL

SEATS & BAGS

FOOT CONTROLS

HAND CONTROLS

LIGHTING

ELECTRICAL

EXHAUST

INTAKE

ENGINE

GASKETS

TRANNNY & CLUTCH

DRIVELINE

WHEELS, TIRES & BRAKES

FRAMES

FORKS & SHOCKS

SHEET-METAL

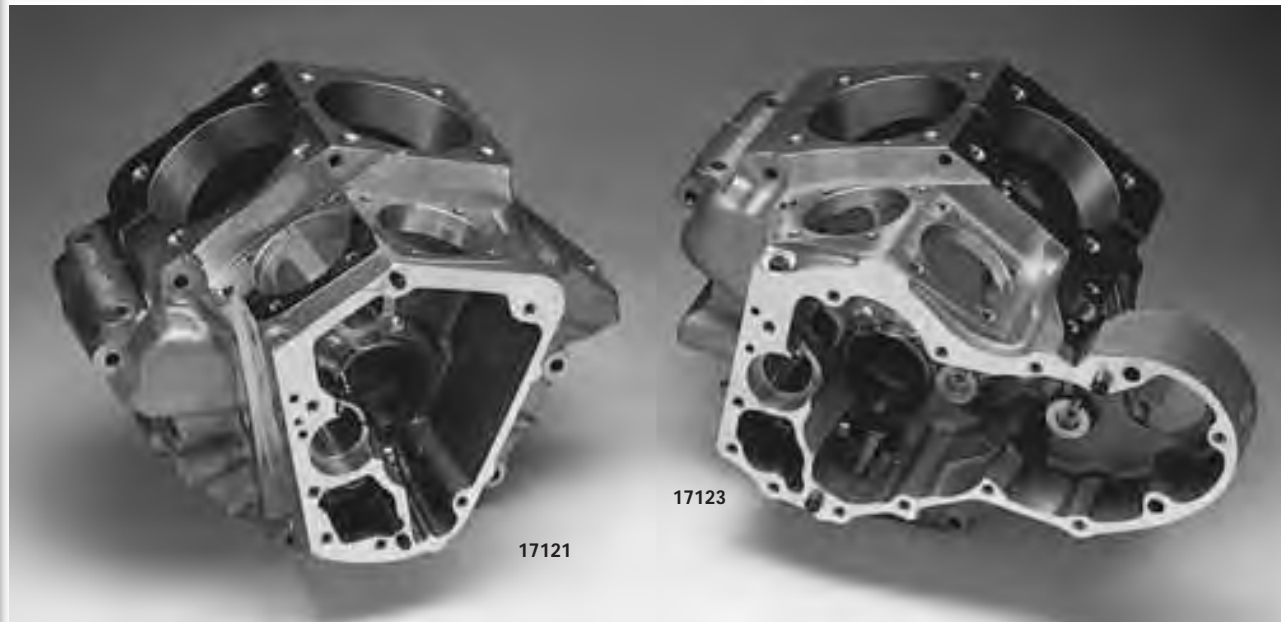
GAUGES

CHEMICALS

GENERAL

CROSS REFERENCE

STD ENGINE CASES - ENGINE STANDS



S.T.D. Engine Cases for Big Twins

Made from '356-T6' aluminum alloy designed to handle flex-stress up to 38,000 PSI, and machined on CNC equipment to hold the tight tolerances required. Cases are machined to accept Original Equipment or aftermarket cylinders and are notched for stroker flywheels. They are greatly improved over previous models that had the left case race inserts cast in. S.T.D. now follows the factory's example and sweats their inserts in with approximately .006" of press.

17122	3 5/8"-big bore alternator case with studs for 1970 thru 1984 Shovelheads	\$1,199.99
17123	Stock generator case for 1958 thru 1969 Panheads and Shovelheads	\$1,099.99
17125	Stock case for 1984 thru 1991 Evolution® Big Twins (except Dyna Glide models)	\$1,099.99
17147	Stock case for 1992 thru 1999 Evolution® Big Twins	\$1,099.99

NEW



Engine Stand for Sportster® Models by JIMS®

Top-quality steel stand for Sportster® crank-cases from 1957 thru 1985. Makes engine overhauls a breeze.

20119 Engine stand..... \$85.99

NEW



Engine Stand for Big Twins by JIMS®

Perfect for engine repair. This bench-mounted stand works with Big Twin engine cases from 1936 thru 1999.

20105 Engine stand..... \$79.99

NEW



Engine Stand for Big Twins

Great for repairing motors out of the bike or for building custom motors. May be bolted to a work bench for added stability.

20102 Fits Big Twin models from 1936 thru 1999..... \$45.99



S&S 89" Stroker Kit for Evolution® Big Twin Models

Designed with maximum potential engine life and performance in mind. Each component is engineered with the strongest possible construction available.

Features include:

- 4 5/8" -stroke flywheels – machined from heat-treated steel forgings, for strength
- Heavy duty connecting rods – reinforced chrome-moly steel
- S&S-design sprocket shaft – large diameter, keyed, 6° taper virtually eliminates the possibility of spinning
- Pinion shaft – precision ground using the latest manufacturing technology

Available for Evolution® Big Twin engines from 1984 thru 1989, each kit includes a flywheel assembly with rods and shafts (balanced, trued, and ready to install), with complete instructions.

- 45858** Fits Evolution® Big Twin engines from 1984 thru 1999 (piston and ring kit sold separately) \$1,049.99
- 614346** Forged piston and ring kit for CC #45858 \$289.95



S&S Crankshaft Assemblies

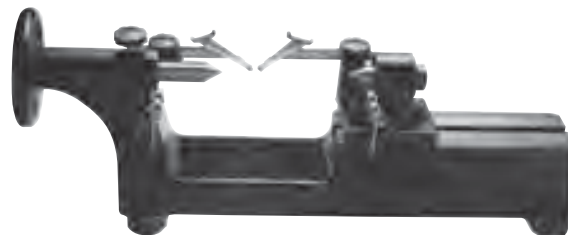
Engineered with the strongest possible materials and construction methods available. Each S&S crankshaft is factory assembled and comes complete with heavy-duty rods, pinion shaft and sprocket shaft fully assembled, ready to install. Flywheels only are also available for stock replacement.

4114"-Stroke Crankshaft (Stock)

- 45905** Flywheels with sprocket shaft only for 80" Big Twins from 1990 thru 1999 \$429.99
- 45864** Crankshaft assembly for 80" Big Twins from late 1984 thru 1989. Will fit models from 1973 thru 1984 if +.001" oversized wrist pin is used. \$449.99

4518"-Stroke Crankshaft

- 45866** Crankshaft assembly for Big Twins from late 1984 thru 1989. Will fit models from 1973 thru 1984 if +001" oversized wrist pin is used \$449.99



Crankshaft Trueing Stand

Custom Chrome's own trueing stand for all Harley® motors. Combines outstanding value with full-function features, including 10" right-hand swing, 6" left-hand swing and 18" center-to-center capacity. Full 80 lbs. Pro grade unit is sold complete, and fitted with beam indicators, accurate to .002".

- 24342** Flywheel trueing stand \$629.99
- 24326** Replacement indicator \$59.99
- 24327** Replacement live center \$31.99
- 24328** Replacement dead center \$28.99
- 24329** Replacement bearing bracket \$47.99
- 24344** Replacement handle \$39.99

Note: Does not ship free freight. Shipping weight 101 lbs.

CRANKSHAFT ASSEMBLIES - COMPONENTS



S&S Heavy-Duty Connecting Rods

These connecting rods have been designed as heavy-duty replacements for stock or modified engines. Each set comes complete with crank pin, bearings, bearing retainers, nuts, and piston pin bushings. Ready-to-install.

Design features include:

- Drop forged from 4140 chromemoly steel
- Harder-than-stock heat treatment specifications
- Additional rod-to-rod clearance to accommodate strokes up to 5"
- 7.440" center-to-center length

45720 Supreme duty for Big Twins with .791" wrist pin from late 1981 thru 1999..... \$529.99

Motor Factory® Wrist Pin Bushings

Premium grade bushings are machined from high phosphor bearing bronze that's up to two times as stronger than cast bushings. They have excellent hardness, strength and will help minimize wear and provide a much longer service life than plated steel backed bushings. American-made. Sold in pairs



021011 Fits Sportster® models from 1957 thru 2003. Replaces OEM 24331-36..... \$15.99

021013 Fits Big Twin models from 1936 thru 1999. Replaces OEM 24334-36..... \$15.99



Connecting Rod Assemblies

Ready-to-install, complete with crank pin, crank pin nuts, piston pin bushings and rod rollers with aluminum retainers.

For Big Twin Models

20326 Fits 1981-early 1983 (Evolution®-style) rod with .791" wristpin bushing (repl. OEM 24281-80) \$219.99

Note: Rear rod to counterbalance clearance must be checked on Shovelhead flywheels.

20325 1974-early 1981 models (repl. OEM 24281-74A) \$219.99

20324 1941 thru 1973 models (repl. OEM 24281-41A) \$219.99

For Sportster® Models

20330 1986 thru 1999 models (repl. OEM 24275-86A) \$219.99

20329 1981 thru 1985 models (repl. OEM 24275-80A) \$219.99

20328 1957 thru 1980 models (repl. OEM 24275-57) \$219.99



RevTech® Forged Flywheels

Fully forged wheels and shafts for strength and durability. Designed with early style pinion for Big Twin models from 1970 thru 1989. Requires early style pinion gears. Sold in sets.

58006 4 1/4"-stroke \$549.99

58009 4 3/8"-stroke \$549.99



Timken Left Crankcase Bearings

For Big Twin Models

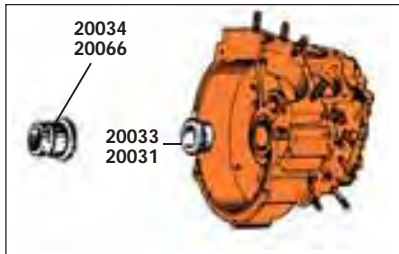
25927 1955 thru 1968 (repl. OEM 9029) \$47.99

26048 1969 to present (repl. OEM 9028) \$29.99

For Sportster® and K Models

26042 1954 thru 1976 (repl. OEM 24729-52) \$59.99

26134 1977 thru 1990 (repl. OEM 24729-74) \$29.99



Motor Case Bearing Races

American-made races available in standard and .005" oversize. Listed in chronological order. Sold each.

Right Case Races for Big Twins

20033 JIMS standard for OHV Big Twin models from 1940 thru 1954 (repl. OEM 24599-40) \$64.99

20031 JIMS standard for Big Twin models from 1958 thru 1992 (repl. OEM 24599-58A) \$64.99

20648 JIMS .002" oversize for Big Twin models from 1958 thru 1992 (repl. OEM 24600-58A) \$56.99

20647 JIMS standard (360° oiling) for Evolution® Big Twins from 1993 to present (repl. OEM 24599-58B) \$69.99

20646 JIMS sprocket shaft spacer kit with 8 spacers: .336", .516", .546", .574", .606", .621", .636", and .666" thick. Fits Big Twins 1955 thru 1969 with rubber sprocket shaft oil seal. \$64.99

Right Case Races for Sportster® and K Models

20011 JIMS standard for Sportster® and K models from 1954 thru 1976 (repl. OEM 24585-57) \$64.99

JIMS Left Case Races

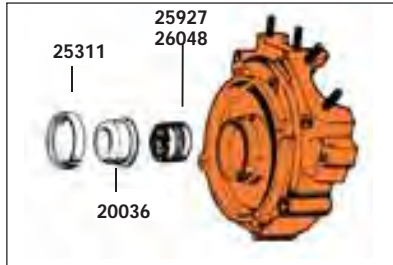
20034 Standard left case race for Big Twin models from 1940 thru 1954 (repl. OEM 24621-40) \$79.99



Sprocket Shaft Oil Seal

Fits Big Twin models from 1955 thru 1968. A must for open primaries or custom (early models) tin primary covers where oil leakage is a problem.

15907 Sold each \$19.99



Left Case Engine Parts for Big Twins

20058 Engine thrust washer set. 11 sizes per set. Fits Big Twin models from 1929 thru 1954 \$27.99

25311 Engine sprocket oil seal for Evolution® Big Twins from 1970 thru 1999 (repl. OEM 12026B) pack of 5 \$10.99

25927 Left crankcase Timken bearing for Big Twins from 1955 thru 1968 (repl. OEM 9029) \$47.99

26048 Left crankcase Timken bearing. Fits Big Twin models from 1969 thru 1999 (repl. OEM 9028) \$29.99

20036 Sprocket shaft spacer for Evolution® Big Twin models 1970 thru 1999 (repl. OEM 24002-70) \$9.99

20646 JIMS sprocket shaft spacer kit with 8 spacers: .336", .516", .546", .574", .606", .621", .636", and .666" thick. Fits Big Twins 1955 thru 1969 with rubber sprocket shaft oil seal. \$64.99

Lower End Shimms, Washers and Spacers for Big Twin and Sportster® Models



Motor sprocket bearing shims, right crank bearing washers, crank pin boss thrust washers and sprocket shaft spacers.

Motor Sprocket Bearing Shims for Big Twins from 1969 thru 1992

56384 Bearing shim assortment (pack of 16) \$19.99

Motor Sprocket Bearing Shims for Sportster® Models 1986 thru 2003

56394 Assortment (contains packs of 5) \$19.99

Right Crank Bearing Washer

Fits Big Twins from 1958 thru 1986

56251 Replaces OEM 24692-58 (pack of 5) \$14.99

Crank Pin Boss Thrust Washers

56366 Fits Big Twins from late 1970 thru 1992 and Sportster® models from early 1979 thru 1986 (repl. OEM 6506) \$12.99

56367 Fits Sportster® models from 1987 thru 1999 (repl. OEM 6508) \$12.99

56267 Fits Sportster® models from 1957 thru 1971 (repl. OEM 23972-57) \$12.99

Sprocket Shaft Spacers for Big Twins

56252 .060" (replaces OEM 24032-70) \$14.99

56253 .090" (replaces OEM 24033-70) \$14.99

56254 .120" (replaces OEM 24034-70) \$14.99

56255 .150" (replaces OEM 24035-70) \$14.99

56256 .180" (replaces OEM 24036-70) \$14.99

56257 .210" (replaces OEM 24037-70) \$14.99

17299 .250" \$22.99



Engine Roller Bearings

American-made rollers. Sold in resealable bags of 100.

Short Rod Rollers

Fits 1952 K-models and OHV Big Twins 1951 thru 1972 (36 used) \$17.99

Part #	Size	OEM #
49000	.1875 x .329 Std.	9101A
49001	+0.002	9102A
49002	+0.004	9103A
49005	+0.01	9106A

Fits Sportster® and KH models 1954-early 1986 and Big Twins from 1973 thru 1986 (34 used) \$18.99

Part #	Size	OEM #
49025	.1875 x .294 Std.	9441A
49026	+0.002	9442A
49027	+0.004	9443A
49028	+0.006	9444A
49029	+0.008	9445A
49030	+0.01	9446A
49031	+0.02	9418
49032	+0.03	n/a
49033	-0.002	9450A

Long Rod Rollers

Fits Big Twins from 1973 thru 1986 (17 used) \$19.99

Part #	Size	OEM #
49016	.1875 x .585 Std.	9186
49017	+0.002	9180
49018	+0.004	9181
49019	+0.006	9182
49020	+0.008	9183
49021	+0.01	9184
49022	+0.02	n/a

Crankcase Rollers for Big Twins

Fits the left case of OHV Big Twins 1930 thru 1957 (24 used), and the right case 1958 thru 1986 (28 used). Also fit all early wheels. \$18.99

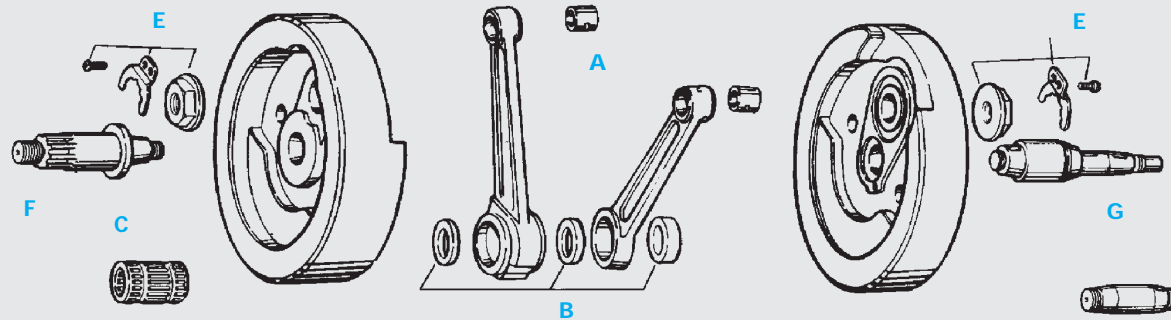
Part #	Size	OEM #
49048	.250 x .490 Std.	9220A
49049	+0.002	9221A
49050	+0.004	9222A
49051	+0.006	9223A
49052	+0.008	9224A
49053	+0.01	9225A
49054	+0.02	n/a

Right Side Crankcase Rollers for Sportster® and Big Twin Models

Fits 1957 thru 1976 Sportster® models and 1957 thru 1957 OHV Big Twins (13 used) \$16.99

Part #	Size	OEM #
49042	.1875 x .800 Std.	9421
49043	+0.002	9422
49044	+0.004	9423
49045	+0.006	9424
49046	+0.008	9425
49047	+0.01	9426

LOWER END PARTS



A. Upper Rod Bushings

- 25273** .002" oversize. Fits Evolution® Big Twins from 1936 thru 1999 (repl. OEM 24334-36) sold each **\$6.59**
- 25608** Standard. Fits Sportster® and K models from 1952 thru 2003 (repl. OEM 24331-36) sold each **\$12.99**

B. Connecting Rod Races

- Complete set of three male and female races.
- 15928** Fits Evolution® Big Twin models from 1936 thru 1999 (repl. OEMs 24345-36A, 24356-36A) **0.00**
- 15929** Fits Sportster® and K models from 1952 thru 1999 (repl. OEMs 24352-52A, 24341-52A) **\$26.99**
- 20636** JIMS® races. Fits Evolution® Big Twins from 1936 thru 1999 (repl. OEMs 24345-36A, 24356-36A) **\$54.99**

C. Rod Rollers and Retainer Kit

- 18678** Standard. Fits Evolution® Big Twin models 1987 thru 1999 (repl. OEM 24346-87A) **\$79.99**
- 18671** Standard. Fits Big Twin models from 1940 thru 1986 (repl. OEM 24385-40B) **\$32.99**
- 18674** Standard. Fits Sportster® and K models 1952-early 1986 (repl. OEM 24370-52B) **\$25.99**

D. JIMS® Crank Pins

- 20041** Fits 1941-early 1981 Big Twin models (repl. OEM 23961-41) 3-hole crankpin **\$72.99**
- 20422** Fits Evolution® Big Twins late 1983 thru 1999 (repl. OEM 23961-80A) **\$79.99**
- 22332** Oversize +.001" for Big Twins from late 1981 thru 1999 (3-hole crankpin). **\$79.99**
- 22333** Oversize +.002" for Big Twins from late 1981 thru 1999 (3-hole crankpin). **\$79.99**
- 20042** Fits Sportster® and K models from 1954-early 1981 (repl. OEM 23960-54) 3-hole crankpin **\$69.99**
- 20420** Fits Sportster® models from late 1981 thru 2003 (repl. OEM 23960-80A) **\$75.99**

D. Custom Chrome® Crank Pins

- Pins are Rockwell tested 65 on a C-scale.
- 18670** Fits Big Twin models 1941-early 1981 (repl. OEM 23961-41) **\$43.99**
- 18676** Fits Big Twin models late 1981-early 1983 (repl. OEM 23961-80) **\$41.99**
- 18673** Fits Sportster® models 1954-early 1981 (repl. OEM 23960-54) **\$51.99**

Custom Chrome® Crank Pin Keys

- 20090** Fits Sportster® and Big Twin models from 1936-early 1981 (repl. OEM 23985-18) pack of 10 **\$5.59**
- 56307** Fits Sportster® and Evolution® Big Twin models from late 1981 thru 2003 (repl. OEM 11218) pack of 10 **\$5.19**

JIMS® Crank Pin Keys

- 20924** Fits Sportster® and Big Twin models from 1936-early 1981 (repl. OEM 23985-18) pack of 10 **\$9.99**
- 20926** Fits Big Twins from late 1981 thru 1999 (except Twin Cam 88® models) and Sportster® models from late 1981 thru 2003 (repl. OEM 11218) pack of 10 **\$7.99**

E. Crank Pin Nut Kits

- Each kit includes two nuts, two locks and two screws.
- 20076** Fits all Big Twin models 1936 thru 1984 (except Evolution® models). Complete kit (repl. OEM 23966-78) **\$18.99**

F. JIMS® Sprocket Shafts

- 20025** Fits 1930 thru 1954 Big Twin models (repl. OEM 24001-30) **\$55.99**
- 20072** Fits 1956 thru 1964 Big Twin models (repl. OEM 24001-56) **\$79.99**
- 20074** Fits 1970 thru 1971 Big Twin models (repl. OEM 24001-70) **\$84.99**
- 20075** Fits 1972-early 1981 Big Twin models repl. OEM 24001-72) **\$84.99**
- 20781** Fits late 1981-early 1985 Big Twin models. Complete kit includes the shaft, two nuts, and a key **\$109.99**
- 20059** Fits 1957 thru 1976 Sportster® models (repl. OEM 24000-57) **\$79.99**

Sprocket Shaft Keys for Big Twins

- 20092** Fits 1956 thru 1971 models (repl. OEM 23985-56) pack of 10 **\$6.89**

G. JIMS® Pinion Shafts

- 20028** Fits 1939 thru 1953 Big Twin models (repl. OEM 24007-39) **\$95.99**
- 20060** Fits 1958 thru 1972 Big Twin models (repl. OEM 24006-58) **\$79.99**
- 20061** Fits 1973-early 1981 Big Twin models (repl. OEM 24006-73) **\$79.99**
- 20644** Fits late 1981 thru 1986 Big Twin models. Metering oil screw included (repl. OEM 24006-73) **\$79.99**

Note: Late 1981-early 1983 motors require 3/4"-20 nuts (CC #20271 or OEM 24016-80) when using CC #20644 or CC #20784.

- 20008** Fits 1957 thru 1976 Sportster® models (repl. OEM 24005-57) **\$84.99**

Custom Chrome® Pinion Shaft Keys for Big Twins

- 20089** 1936-early 1981 (repl. OEM 23985-12) pack of 10 **\$11.99**
- 56307** Late 1981 thru 1990 (repl. OEM 11218) pack of 10 **\$5.19**

JIMS® Pinion Shaft Keys for Big Twins

- 20926** Late 1981 thru 1990 (repl. OEM 11218) pack of 10 **\$7.99**

JIMS® Left-Hand Screws for Pinion Gear Shafts

- 20007** Replaces OEM 24020-51 (pack of 10) **\$19.99**



Idler and Circuit Breaker Drive Gear Shafts, Bushings and Spacers

- 20023** JIMS® idler shaft. Fits OHV Big Twins 1936 thru 1969 (repl. OEM 25791-36) sold each **\$17.99**
- 20022** JIMS® circuit breaker shaft. Fits OHV Big Twins from 1936 thru 1969 (repl. OEM 25856-36) sold each **\$12.99**
- 20045** Bushings. Fits OHV Big Twins from 1936 thru 1969 (repl. OEM 25785-30A) sold in pairs **\$12.99**
- 20093** Spacers. Fits OHV Big Twins from 1936 thru 1969 (repl. OEM 25800-36) sold in pairs **\$10.99**
- 20079** Idler shaft kit. Contains idler shaft and one bushing. Fits OHV Big Twin models from 1941 thru 1969 (repl. OEM 25791-36) **\$11.99**
- 20657** JIMS® Idler shaft and bushing kit. Contains idler shaft and one bushing. Fits OHV Big Twins 1936 thru 1969 (repl. OEMs 25791-36, 25785-30A) **\$21.99**
- 20080** Circuit breaker drive gear stud kit. Contains one shaft and two bushings (repl. OEMs 25856-77, 25785-30A) **\$18.99**
- 20658** JIMS® circuit breaker shaft and bushing kit. Contains one shaft and two bushings for Big Twin models 1936 thru 1969 (repl. OEMs 25856-36, 25785-30A) **\$29.99**



Bearing Retainer Cage

Right crankcase bearing retainer and cage for all Big Twin motors 1958 to 1986. Does not include sized needle bearings. Sold in pairs.

- 18669** Replaces OEM 43578-35 **\$18.99**



20777

JIMS® Crank Pins

These crank pins feature a 16 micron finish or better on the flywheel shafts and all diameters ground are concentric to at least .0003". The crank pin kits include a precision American-made 2- or 3-hole crank pin, two crank pin nuts and a woodruff key.

2-Hole Crank Pin Kits

- 20778 Fits Big Twins from 1941-early 1981 (has late 1"-20 threads) repl. OEM 23961-41..... \$109.99
- 20779 Fits Big Twins from late 1981 thru 1999 (repl. OEM 23961-80A) \$109.99

Note: Pre-1956 motors should be checked for nut-to-crank-case clearance when installing CC #20778.

3-Hole Crank Pin Kits

- 20777 Fits Big Twins from 1941-early 1981 (repl. OEM 23961-41) \$109.99
- 20780 Fits Big Twins from late 1981 thru 1999 (repl. OEM 23961-80A) \$109.99

3-Hole Crank Pins ONLY

- 20041 Fits Big Twins from 1941-early 1981 (repl. OEM 23961-41) \$72.99
- 20422 Fits Evolution® Big Twins from late 1983 thru 1999 (repl. OEM 23961-80A) \$79.99
- 22332 Oversize +.001" for Big Twins from late 1981 thru 1999..... \$79.99
- 22333 Oversize +.002" for Big Twins from late 1981 thru 1999..... \$79.99
- 20042 Fits Sportster® and K models from 1954-early 1981 (repl. OEM 23960-54) \$69.99
- 20420 Fits Sportster® models from late 1981 thru 2003 (repl. OEM 23960-80A) \$75.99

Crank Pin Keys (packs of 10)

- 20924 Fits Big Twins from 1941-early 1981. Use with crank pins OEM 23960-29, OEM 23960-54, and OEM 23962-40 (repl. OEM 23985-18) \$9.99
- 20926 Fits Big Twins from late 1981 thru 1999 and Sportster® models from late 1981 thru 2003. Use with Big Twin crank pin OEM 23960-80 (also fits Big Twin pinion shaft from late 1981 thru 1989) Replaces OEM 11218 \$7.99



20782

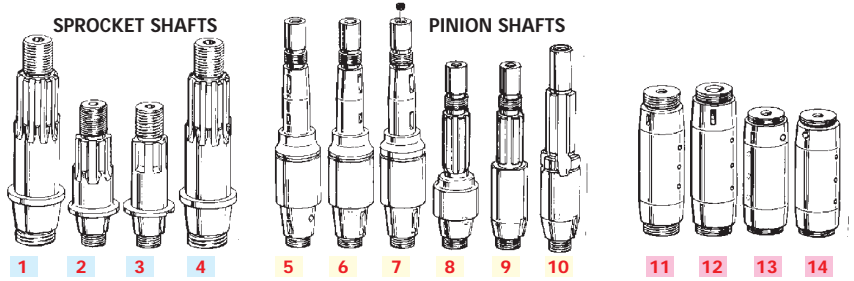


Accel® Super Shaft™ Crank Pins, Pinion Shafts and Sprocket Shafts

All shafts have a "no questions asked" lifetime replacement warranty to the consumer. If any Accel-branded shaft or pin fails at any time for any reason, they will replace it free to the consumer directly from their factory. Other features include:

- 3-hole crank pin design distributes oil equally to both rod races
- Annealed threads on shafts permit torquing up to 100 ft. pounds over the Original Equipment specifications
- Machined from super-tough, aircraft-rated Durabar 60™ steel and bearing surfaces are precision-ground to a 16 micron finish
- Deep heat-treating provides rugged 60-63 Rockwell hardness
- CNC machined tapers guarantee concentricity within .0003"

Note: Only shafts branded with the Accel name are covered. Parts must be returned by consumer directly to Accel for inspection. Replacement warranty does not cover any related engine failures, labor claims, down time, or consequential damage and is limited to a free direct replacement of the part by the factory to the consumer.



SPROCKET SHAFTS			
ILLUS. #	PART #	REPL. OEM #	APPLICATION
1	20230	24001-72	Fits Big Twin models from 1972-early 1981
n/a	n/a	24000-80	Fits Sportster® models from late 1981 thru 1985
3	n/a	24000-57	Fits Sportster® models from 1957 thru 1976
4	n/a	23909-80	Fits Big Twin models from late 1981-early 1985
PINION SHAFTS			
ILLUS. #	PART #	REPL. OEM #	APPLICATION
5	20266	24006-83	Fits Big Twin models from late 1981 thru 1986 (metered oil fitting included)
6	20264	24006-73	Fits Big Twin models from 1973-early 1981
7	20263	24006-58	Fits Big Twins from 1958 thru 1972 (oil plug galley included)
8	n/a	24005-80	Fits Sportster® models from late 1981 thru 1985
9	n/a	24005-75	Fits Sportster® models from 1977-early 1981
10	n/a	24005-57	Fits Sportster® models from 1957 thru 1976
CRANK PINS			
ILLUS. #	PART #	REPL. OEM #	APPLICATION
11	20187	23961-80A	Fits Evolution® Big Twin models from late 1981 thru 1999
12	20186	23961-41	Fits Big Twin models from 1941-early 1981
13	n/a	23960-80A	Fits Sportster® models from late 1981 thru 1999
14	n/a	23960-54	Fits Sportster® and K-models from 1954-early 1981

JIMS® Pinion Shaft Kits

American-made replacements for the Original Equipment pieces. Each kit includes the shaft, nuts, keys, washers, and retaining rings.

- 20782 Fits Big Twin models from 1973-early 1981 (repl. OEM 24006-73)..... \$119.99
- 20783 Fits Big Twin models from late 1981-early 1986 (repl. OEMs 24006-80, 24006-83). Also for aftermarket flywheels with common-taper design \$119.99
- 22335 Fits Big Twin models from 1987 thru 1989 (end oiling) \$84.99

Note: For 1990 thru 1992 models choose either 1981 thru 1989 or 1993 thru 1999 shaft, and match oil pump gear, pinion gear, spacer and nut designs to the shaft.

Pinion Shaft Keys (packs of 10)

- 20925 Fits Big Twin models from 1954 thru 1989 (repl. OEM 23985-54)..... \$9.99
- 20926 Fits Big Twins from late 1981 thru 1989 (repl. OEM 11218) \$7.99

Pinion Gear Spacer (pack of 5)

- 20932 Fits Big Twins from 1954 thru 1989 (repl. OEM 24703-54B)..... \$24.99

Oil Pump Gear (sold each)

- 20934 Fits Big Twins from 1984 thru 1990 (repl. OEM 26349-84) \$54.99

KB PISTON KITS

KB CAST PISTONS FOR BIG TWINS

High quality performance pistons manufactured from high-strength T6 aluminum alloy. This design allows tighter fitment in a longer piston and ring life. Includes 2 cast pistons, 1 set of rings, and piston clips.

For Twin Cam 88° Models from 1998 to Present

3.8750" Bore with 4.0000" Stroke/95" and 9.25:1 Compression

650904	Standard.....	\$218.56
650905	+ .005" oversize	\$218.56
650906	+ .010" oversize	\$218.56
650907	+ .020" oversize	\$218.56

3.8750" Bore with 4.0000" Stroke/95" and 10.5:1 Compression

650929	Standard.....	\$227.64
650930	+ .005" oversize	\$227.64
650931	+ .010" oversize	\$227.64
650932	+ .020" oversize	\$227.64

3.7500" Bore with 4.0000" Stroke/88" and 9.25:1 Compression

650937	Standard.....	\$212.78
650938	+ .005" oversize	\$212.78
650939	+ .010" oversize	\$212.78
650940	+ .020" oversize	\$212.78

For Evolution® Big Twins from 1984 thru 1999

3.4980" Bore with 4 1/4" Stroke/80" and 9.5:1 Compression

650911	Standard.....	\$182.11
650912	+ .005" oversize	\$182.11
650913	+ .010" oversize	\$182.11
650914	+ .020" oversize	\$182.11

3.4980" Bore with 4 1/4" Stroke/80" and 10.5:1 Compression

650900	Standard.....	\$182.11
650901	+ .005" oversize	\$182.11
650902	+ .010" oversize	\$182.11
650903	+ .020" oversize	\$182.11

For Knuckle.Pan, Shovelhead models 1941 thru 1979

3.4980" Bore with 3.9690" Stroke/74" and 8.5:1 Compression

650908	+ .010" oversize	\$177.41
650909	+ .020" oversize	\$177.41
650910	+ .030" oversize	\$177.41

For Shovelhead models from 1948 to 1984

3.6250" Bore with 4.250" to 4.750" Stroke/88-98" and 9.0:1

650922	+ .010" oversize	\$218.56
650923	+ .020" oversize	\$218.56
650924	+ .030" oversize	\$218.56

For Shovelhead Models from 1980 thru 1984

3.4980" Bore with 4 1/4" Stroke/80" and 8.0:1 Compression

650915	Standard.....	\$182.11
650916	+ .005" oversize	\$182.11
650917	+ .010" oversize	\$182.11
650918	+ .020" oversize	\$182.11

3.4980" Bore with 4 1/4" Stroke/80" and 9.5:1 Compression

650919	+ .005" oversize	\$182.11
650920	+ .010" oversize	\$182.11
650921	+ .020" oversize	\$182.11

For 1200cc Evolution® Sportster® Models from 1988 thru 2003

3.4980" Bore with 3.8120" Stroke/74" and 9:1 Compression

650933	Standard.....	\$167.97
650934	+ .005" oversize	\$167.97
650935	+ .010" oversize	\$167.97
650936	+ .020" oversize	\$167.97

883cc to 1200cc Conversion Kits for Evolution® Sportster® Models from 1986 thru 2003

3.4980" Bore with 3.8120" Stroke/74" and 9:1 Compression

650925	Standard.....	\$182.11
650926	+ .005" oversize	\$182.11
650927	+ .010" oversize	\$182.11
650928	+ .020" oversize	\$182.11



KB PERFORMANCE FORGED PISTONS

Made from the highest quality extruded bar in alloys of 2618 and 4032. New light weight. Designed on state of the art solid modeling computer programs. Features top land mini groove designed. Comes complete with pistons, pin, lock-rings and spacer.

For Twin Cam 88® Models From 1999 to 2006

3.875" Bore with 4.000 Stroke/ 88" to 95" Dome .0087+1.5cc / 9.25 Compression

650960	Standard.....	\$237.14
650961	+ .005" oversize	\$237.14
650962	+ .010" oversize	\$237.14
650963	+ .020" oversize	\$237.14

3.875" Bore with 4.000 Stroke/ 88" to 95" Dome .0087+1.5cc / 9.25 Compression

650964	Standard.....	\$237.14
650965	+ .005" oversize	\$237.14
650966	+ .010" oversize	\$237.14
650967	+ .020" oversize	\$237.14

For Twin Cam 96® Models from 2007 to Present

3.875" Bore with 4.375" Stroke/ 96" to 103" Flat Top + 1.7cc / 10.0:1 Compression

650968	Standard.....	\$237.14
650969	+ .005" oversize	\$237.14
650970	+ .010" oversize	\$237.14
650971	+ .020" oversize	\$237.14

3.875" Bore with 4.375" Stroke/ 96" to 103" Dome .058-3.2cc / 10.5:1 Compression

650972	Standard.....	\$237.14
650973	+ .005" oversize	\$237.14
650974	+ .010" oversize	\$237.14
650975	+ .020" oversize	\$237.14

For Twin Cam 88® Models From 1999 to 2006

4.125" Bore with 4.000" Stroke/ 88" to 107" Dish .021+4.1cc / 10.0:1 Compression

650976	Standard.....	\$237.14
650977	+ .005" oversize	\$237.14
650978	+ .010" oversize	\$237.14
650979	+ .020" oversize	\$237.14

4.125" Bore with 4.000" Stroke/ 88" to 107" Dome .007-1.0cc / 10.5:1 Compression

650980	Standard.....	\$237.14
650981	+ .005" oversize	\$237.14
650982	+ .010" oversize	\$237.14
650983	+ .020" oversize	\$237.14

For Twin Cam 96® Models from 2007 to Present

4.000 Bore with 4.375" Stroke/ 96" to 110" Dish .058+7.7cc / 10.0:1 Compression

650984	Standard.....	\$237.14
650985	+ .005" oversize	\$237.14
650986	+ .010" oversize	\$237.14
650987	+ .020" oversize	\$237.14

4.000 Bore with 4.375" Stroke/ 96" to 110"

Dish .005+2.1cc / 10.5:1 Compression

650988	Standard.....	\$237.14
650989	+ .005" oversize	\$237.14
650990	+ .010" oversize	\$237.14
650991	+ .020" oversize	\$237.14

For Evolution® Big Twins from 1984 thru 1999

3.498" Bore with 4.250" Stroke/ 80"

Dome .095-8.1cc / 9.5:1 Compression

650941	Standard.....	\$219.80
650942	+ .005" oversize	\$219.80
650943	+ .010" oversize	\$219.80
650948	+ .020" oversize	\$219.80

3.498" Bore with 4.250" Stroke/ 80" Dome .220-16.4cc / 10.5:1 Compression

650945	Standard.....	\$219.80
650946	+ .005" oversize	\$219.80
650947	+ .010" oversize	\$219.80
650948	+ .020" oversize	\$219.80

For Shovelhead Models from 1978 thru 1984

3.498" Bore with 4.250" Stroke/ 80" Dome Hemi -47.4cc / 8.5:1 Compression

650949	Standard.....	\$193.40
650950	+ .005" oversize	\$193.40
650951	+ .020" oversize	\$193.40

3.498" Bore with 4.250" Stroke/ 80"

Dome Hemi -58cc / 9.5:1 Compression

650952	Standard.....	\$193.40
650953	+ .005" oversize	\$193.40
650954	+ .010" oversize	\$193.40
650955	+ .020" oversize	\$193.40

883cc to 1200cc Conversion Kits for Evolution® Sportster® Models from 1986 thru 2003

3.498" Bore with 3.812" Stroke Dish .113+13.7cc / 9.5:1 Compression

650956	Standard.....	\$219.80
650957	+ .005" oversize	\$219.80
650958	+ .010" oversize	\$219.80
650959	+ .020" oversize	\$219.80



LOWER END PARTS



S&S Pinion Shaft Conversion Kits for Big Twins

Retrofit 1990 thru 1999 Evolution® Big Twins to 1977 thru 1989-style pinion shaft. For use with aftermarket, separate pinion used in high performance engine building. Kit includes a 1977 thru 1989-style pinion gear, 1954 thru 1989-style pinion shaft oil pump drive gear, pinion shaft gear spacer and pinion shaft gear nut.

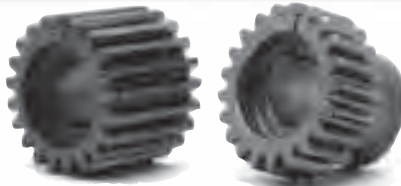
45715 Fits stock (red) 1977 thru 1989 Big Twins and all S&S shafts 1958 to present **\$119.99**



Pinion Shaft Bearings

Replacement bearings for Evolution® Big Twin models from 1987 thru 1999. The highest quality at an affordable price. Sold each.

- 94054** Green (repl. OEM 24628-87A) ... **\$19.99**
- 94055** Orange (repl. OEM 24641-87A) ... **\$19.99**
- 94056** Blue (repl. OEM 24643-87A) ... **\$19.99**
- 94057** White/Grey (repl. OEM 24626-87A) **\$19.99**



1954-Early 1977

Late 1977-1989

JIMS® Pinion Gears for Big Twins

A wide selection of pinion gears for all Big Twin models 1954 thru 1989. Sold each.

1954-Early 1977 Models

All measurements are taken over .105" gauge pins.

- 20786** Orange (measures 1.4490-1.4485) **\$109.99**
- 20787** Black (measures 1.4485-1.4480) **\$109.99**
- 20788** Red (measures 1.4480-1.4475) . . . **\$109.99**
- 20789** Blue (measures 1.4475-1.4470) . **\$109.99**
- 20790** Green (measures 1.4470-1.4465) **\$109.99**
- 20791** White (measures 1.4465-1.4460) **\$109.99**
- 20792** Brown (measures 1.4460-1.4455) **\$109.99**
- 20793** Yellow (measures 1.4455-1.4450) **\$109.99**

Late 1977 thru 1989 Models

All measurements are taken over .105" gauge pins.

- 20794** Orange (measures 1.4756-1.4751) repl. OEM 24040-78 **\$99.99**
- 20795** White (measures 1.4751-1.4745) repl. OEM 24041-78 **\$99.99**
- 20796** Yellow (measures 1.4745-1.4737) repl. OEM 24042-78 **\$99.99**
- 20797** Red (measures 1.4737-1.4729) repl. OEM 24043-78 **\$99.99**
- 20798** Blue (measures 1.4729-1.4721) repl. OEM 24044-78 **\$99.99**
- 20799** Green (measures 1.4721-1.4715) repl. OEM 24045-78 **\$99.99**
- 20800** Black (measures 1.4715-1.4710) repl. OEM 24046-78 **\$99.99**

Pinion Gear Key

20091 1954 thru 1990 (repl. OEM 23985-54) pack of 10 **\$5.59**



1993 thru 1999

Late 1977-1989

RevTech® Pinion Gears for Big Twins

A wide selection of pinion gears featuring precision-ground teeth for most Big Twins from late 1977 thru 1999. Sold each.

For Evolution® Big Twin Models from 1993 thru 1999

All measurements are taken over .105"-diameter gauge pins. Sold each.

- 94025** Orange (measures 1.4853-1.4850) repl. OEM 24040-93 **\$37.99**
- 94026** White (measures 1.4849-1.4846) repl. OEM 24041-93 **\$37.99**
- 94027** Yellow (measures 1.4845-1.4842) repl. OEM 24042-93 **\$37.99**
- 94028** Red (measures 1.4841-1.4838) repl. OEM 24043-93 **\$37.99**
- 94029** Blue (measures 1.4837-1.4834) repl. OEM 24044-93 **\$37.99**
- 94030** Green (measures 1.4833-1.4830) repl. OEM 24045-93 **\$37.99**
- 94031** Black (measures 1.4829-1.4826) repl. OEM 24046-93 **\$37.99**

For Big Twins from Late 1977 thru 1989

All measurements are taken over .105"-diameter gauge pins. Sold each.

- 94045** Orange (measures 1.4756-1.4751) repl. OEM 24040-78 **\$39.99**
- 94046** White (measures 1.4751-1.4745) repl. OEM 24041-78 **\$39.99**
- 94047** Yellow (measures 1.4745-1.4737) repl. OEM 24042-78 **\$39.99**
- 94048** Red (measures 1.4737-1.4729) repl. OEM 24043-78 **\$39.99**
- 94049** Blue (measures 1.4729-1.4721) repl. OEM 24044-78 **\$39.99**
- 94050** Green (measures 1.4721-1.4715) repl. OEM 24045-78 **\$39.99**
- 94051** Black (measures 1.4715-1.4710) repl. OEM 24046-78 **\$39.99**

Pinion Gear Key

Fits models from 1954 thru 1990

20091 Replaces OEM 23985-54 (pack of 10) **\$5.59**



Crankshaft Nuts

American-made replacements for the Original Equipment pieces. Face-ground to a 32 surface finish that is square to the threads within .0005". Sold each.

Pinion Gear Shaft Nuts

Fits Big Twins from late 1981 thru 1989 (3/4"-20 threads).

20271 Replaces OEM 24016-80 **\$17.99**

Fits Big Twin models from 1954 thru 1989 (5/8"-24 left hand threads).

20645 Replaces OEM 24023-54 **\$9.99**

Crank Pin Nut

Fits Evolution® Big Twin models from late 1983 to present (1"-20 threads).

20284 Replaces OEM 23969-83 (set of 2) **\$35.99**

Sprocket Shaft Nut

Fits Big Twins from 1972-early 1985 (1 1/8"-16 threads).

20272 Replaces OEM 24017-80 **\$21.99**

Pinion and Sprocket Shaft Nut

Fits Big Twins from 1930-early 1981 (3/4"-18 threads).

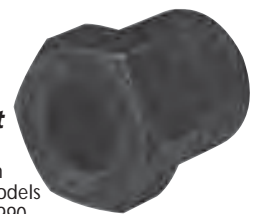
20273 Replaces OEM 24023-36 **\$19.99**

Replacement Engine Nuts

Fit many Big Twin and Sportster® models from 1930 thru 1990. Sold each.

12113 Fits Sportster® models from 1970 thru 1985 (repl. OEM 40387-70) **\$11.99**

20055 Fits Big Twins from 1955 thru 1990 (without compensating sprocket) repl. OEM 24003-55 **\$7.19**



Wiseco® Forged Piston Kits

These high-performance piston kits have been re-designed with stock ring lands, and are forged from high-silicone aluminum alloy that provides excellent wear and heat dissipation characteristics. The unique shape permits tight piston-to-wall clearances for quieter operation. When combined with the ring package and CNC-machined anti-detonation grooves, it becomes one of the most technically-advanced pistons available.

Sold in sets, complete with two pistons, rings, wrist pins and circlips. Some kits also include special head and base gaskets or complete top-end kits where indicated.



47411

For Evolution® Big Twin Models with Screamin' Eagle® Heads

3 1/2" Bore with 4 1/4" Stroke and 10.5:1 Compression Fit all models with Screamin' Eagle® heads from 1984 thru 2000. Use stock replacement piston rings (see page 9.27).

- 47411 +.005" oversize..... \$249.99
- 47412 +.010" oversize..... \$249.99
- 47413 +.020" oversize..... \$249.99



47418



47422

For Twin Cam 88® Models with 95" Big Bore Conversion from 1999 to Present

These kits will increase engine size to 1550cc and only require cylinder boring for installation.

3 7/8" Bore with 4" Stroke and 9:1 Compression Includes a top-end gasket kit.

- 47418 Standard..... \$249.99
- 47419 +.005" oversize..... \$359.99
- 47420 +.010" oversize..... \$359.99

3 7/8" Bore with 4" Stroke and 10.5:1 Compression Includes a top-end gasket kit. Screamin' Eagle® ignition system is also required for optimum performance.

- 47422 Standard..... \$249.99
- 47423 +.005" oversize..... \$359.99
- 47424 +.010" oversize..... \$359.99
- 47425 +.020" oversize..... \$359.99

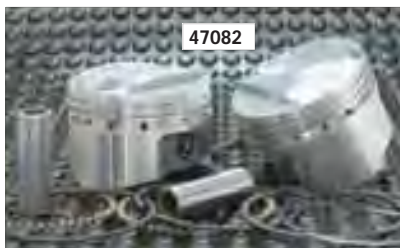
Replacement Moly Ring Sets

Sold in sets for two pistons.

- 58900 Standard..... \$45.99
- 58901 +.005" oversize..... \$45.99
- 58902 +.010" oversize..... \$45.99
- 58903 +.020" oversize..... \$45.99
- 58904 +.030" oversize..... \$45.99



47092



47082

For Evolution® Big Twin Models from 1984 thru 2000

3 1/2" Bore with 4 1/4" Stroke and 8.5:1 Compression For use with stock heads. May also be used with Screamin' Eagle® heads but compression ratio will be increased to 9.5:1. Use stock replacement piston rings (see page 9.27).

- 47092 Standard..... \$229.99
- 47093 +.010" oversize..... \$239.99
- 47094 +.020" oversize..... \$239.99
- 47095 +.030" oversize..... \$239.99
- 47096 +.040" oversize..... \$239.99

3 1/2" Bore with 4 1/4" Stroke and 10:1 Compression For use with stock heads.

- 47082 Standard..... \$249.99
- 47083 .005" oversize..... \$244.99
- 47084 .010" oversize..... \$244.99
- 47085 .020" oversize..... \$244.99
- 47086 .030" oversize..... \$244.99
- 47097 .040" oversize..... \$244.99

3 1/2" Bore with 4 1/4" Stroke and 11:1 Compression For use with stock heads.

- 47259 Standard..... \$249.99
- 47260 +.005" oversize..... \$244.99
- 47261 +.010" oversize..... \$244.99
- 47262 +.020" oversize..... \$244.99
- 47263 +.030" oversize..... \$244.99



3 5/8"-Bore Piston Kits for Evolution® Big Twin Models from 1984 thru 2000

Designed for stock 1340cc Big Twin cylinder heads. Crankcases must be bored to accept larger cylinders. Due to strength concerns, these kits are only recommended for use with aftermarket crankcases or Original Equipment crankcases from 1984 thru 1989 and from 1996 thru 2000.

3 5/8" Bore with 4 1/4" Stroke and 10:1 Compression Increases engine size to 88 cubic inches and includes head and base gaskets.

- 47068 +.020" oversize..... \$249.99

3 5/8" Bore with 4 5/8" Stroke and 10.5:1 Compression Increases engine size to 96 cubic inches and includes head and base gaskets.

- 47415 +.010" oversize..... \$259.99

Replacement Moly Ring Sets

Sold in sets for one piston.

- 58240 Standard..... \$20.99
- 58241 +.005" oversize..... \$20.99
- 58242 +.010" oversize..... \$20.99
- 58243 +.020" oversize..... \$20.99
- 58244 +.030" oversize..... \$20.99

Replacement Piston Circlips

- 47249 Fit most Wiseco® pistons (sold in pairs)..... \$4.99

WISECO PISTON KITS



3 3/4" Bore Piston Kits for Evolution® Big Twin Models from 1984 thru 1999

These kits were designed for use with stock 1340cc Big Twin cylinder heads (not Screamin' Eagle®), but the crankcases must be bored to accept larger cylinders. Due to strength concerns these kits are only recommended for use with aftermarket crankcases or Original Equipment crankcases from 1984 thru 1989 and from 1996 thru 1999.

3 3/4" Bore with 4 5/8" Stroke and 10.5:1 Compression
Increases engine size to 103 cubic inches and includes head and base gaskets.

47417 Standard..... \$259.99

Replacement Chrome Ring Set
Sold in sets for one piston.

47395 Standard..... \$25.99



For 1200cc Panhead and Shovelhead Models from 1948 thru 1980

3 7/16" Bore with 3 11/32" Stroke and 9:1 Compression
For use with stock heads.

47005 Standard..... \$189.99

47006 +.010" oversize..... \$189.99

47007 +.020" oversize..... \$189.99

47008 +.030" oversize..... \$189.99

47009 +.040" oversize..... \$189.99

47010 +.050" oversize..... \$189.99

47011 +.060" oversize..... \$189.99

47012 +.080" oversize..... \$189.99

Replacement Moly Ring Sets
Sold in sets for one piston.

47035 Standard..... \$25.99

47036 +.010" oversize..... \$25.99

47037 +.020" oversize..... \$25.99

47038 +.030" oversize..... \$25.99

47039 +.040" oversize..... \$25.99

47040 +.050" oversize..... \$25.99

47041 +.060" oversize..... \$25.99

47042 +.080" oversize..... \$25.99

For 1340cc Shovelhead Models from 1978 thru 1984

3 1/2" Bore with 4 1/4" Stroke and 9.5:1 Compression
For use with stock heads.

47018 Standard..... \$209.99

47019 +.010" oversize..... \$209.99

47020 +.020" oversize..... \$209.99

47021 +.030" oversize..... \$209.99

47022 +.040" oversize..... \$209.99

Replacement Moly Ring Sets
Sold in sets for one piston.

47041 Standard..... \$25.99

47043 +.010" oversize..... \$25.99

47042 +.020" oversize..... \$25.99

47044 +.030" oversize..... \$25.99

47045 +.040" oversize..... \$25.99



For 1000cc Sportster® Models from 1972 thru 1985

3 5/16" Bore with 3 13/16" Stroke and 10:1 Compression
For use with stock heads.

47000 Standard..... \$189.99

47001 +.010" oversize..... \$189.99

47002 +.020" oversize..... \$189.99

47003 +.030" oversize..... \$189.99

47004 +.040" oversize..... \$189.99

Replacement Moly Ring Sets
Sold in sets for one piston.

47030 Standard..... \$25.99

47031 +.010" oversize..... \$25.99

47032 +.020" oversize..... \$25.99

47033 +.030" oversize..... \$25.99

47034 +.040" oversize..... \$25.99

For 1200cc Evolution® Sportster® and Buell® Models from 1988 thru 2003

Designed for use with stock heads, but not with 101hp Thunderstorm™ heads. Use stock piston rings (see page 9.32).

3 1/2" Bore with 3 13/16" Stroke and 9:1 Compression

47078 +.010" oversize..... \$244.99

47079 +.020" oversize..... \$244.99

3 1/2" Bore with 3 13/16" Stroke and 10.5:1 Compression

47253 Standard..... \$244.99

47254 +.010" oversize..... \$244.99

47255 +.020" oversize..... \$244.99

For 1200cc Evolution® Sportster® and Buell® Models with Thunderstorm™ Cylinder Heads from 1988 thru 2003

Designed for use with 1998 thru 2002 Buell® Thunderstorm™ cylinder heads. Use stock piston rings (see page 9.27).

3 1/2" Bore with 3 13/16" Stroke and 10:1 Compression

47265 Standard..... \$244.99

47266 +.010" oversize..... \$244.99

47267 +.020" oversize..... \$244.99



883cc to 1200cc Conversion Kits for Evolution® Sportster® Models from 1986 thru 2003

Increases the displacement of 883cc models to 1200cc without needing to modify the valves or combustion chambers which are different than those in the 1200. The reverse dome pistons should not be used as replacement pistons in 1200cc models.

3 1/2" Bore with 3 13/16" Stroke and 9.5:1 Compression

47072 Standard..... \$249.99

47073 +.010" oversize..... \$249.99

47074 +.020" oversize..... \$249.99

47075 +.030" oversize..... \$249.99

3 1/2" Bore with 3 13/16" Stroke and 10:1 Compression

47250 Standard..... \$249.99

47251 +.010" oversize..... \$249.99

47252 +.020" oversize..... \$249.99

Replacement Moly Ring Sets
Sold in sets for one piston.

47041 Standard..... \$25.99

47043 +.010" oversize..... \$25.99

47042 +.020" oversize..... \$25.99

47044 +.030" oversize..... \$25.99

47045 +.040" oversize..... \$25.99

Replacement Piston Circlips

47249 Fit most Wiseco® pistons (sold in pairs)..... \$4.99

	For Early Sportster® Models		For Evolution® Sportster® Models	
	1000cc 9:1		1200cc 9:1	
STD.	16908	\$27.99	STD.	16941 \$27.99
.010	16909	\$27.99	.005	16942 \$27.99
.020	16910	\$27.99	.010	16943 \$27.99
.030	16911	\$27.99	.020	16944 \$27.99
.040	16912	\$27.99	.030	16945 \$27.99
.050	16913	\$27.99	.040	n/a
.060	16914	\$27.99		
.070	16915	\$27.99		

	For Panheads and Shovelheads			For Evolution® Big Twin Models		
	1200cc 8.5:1	1340cc 8:1		1340cc 8.5:1		
STD.	16916	16924	\$27.99	STD.	16929	\$27.99
.010	16917	16925	\$27.99	.005	16930	\$27.99
.020	16918	16926	\$27.99	.010	16931	\$27.99
.030	16919	16927	\$27.99	.020	16932	\$27.99
.040	16920	16928		.030	16933	\$27.99
.050	16921	n/a				
.060	16922	n/a				
.070	16923	n/a				



Motor Factory® Pistons

These cast aluminum pistons provide a lower-cost alternative. They're available in stock compression versions only and come with fitted wrist pins and late-style piston 'E' clips. The pistons for Panhead and Shovelhead Big Twins feature integral steel struts for expansion and distortion control. All pistons will accept our replacement Motor Factory® piston rings. Sold each.



Replacement Pistons for S&S Engines and Hot Setup Kits	Standard	+.010"	+.020"	+.030"
1984-1999 3 5/8" -bore for 88", 93" and 96" engines	45804 \$319.99	45855 \$319.99	n/a	n/a
1936-1984 3 5/8" -bore for 82", 88", 93" and 98" engines with stock or S&S heads	45880 \$309.99	45881 \$309.99	45882 \$309.99	45883 \$309.99
Rings for 1936-1984 pistons ONLY	45884 \$29.99	45885 \$29.99	45886 \$29.99	45887 \$29.99

S&S Forged Piston Kits

S&S pistons are designed with maximum piston/engine life and performance in mind. Features include:

- Offset wrist pin to reduce piston slap and noise
- Piston-to-piston clearance at the bottom of the stroke is concentrated in the rear piston so a longer piston skirt can be maintained on the most critical area - the rear of both pistons

Fit Big Twins from 1936 thru 1999 with stock or overlength 3 5/8" Big Bore cylinders, and strokes from 3 31/32" (stock 74") to 4 3/4" as well as 4 5/8" stroke S&S Sidewinder® kits. Each piston includes rings, wrist pin and wrist pin keepers. Replacement ring sets are sold each (one set for one piston).

MOTOR FACTORY PISTON RINGS BY HASTINGS



Motor Factory® Piston Rings

These ring sets are manufactured by Hastings® and are the ideal combination of design and materials that work together as a team, delivering full power and lasting oil and blow-by control. All ring faces are pre-lapped for easier seating, and in the moly sets, the compression ring features a moly insert on its barrel face design. The exclusive Flex-Vent oil control ring is the easiest of all designs to install because there are no right sides up or sides down. It can't overlap, can't gouge and can't be installed wrong. The 80-plus shoulders on the die-formed stainless-

steel stress relieved spacer-expander exerts uniform pressure on the rails assuring positive oil control, and with its open design affords 200% greater drainage capacity than conventional designs. Even with all these features, Hastings® rings are made available by Custom Chrome® at a low, affordable cost, resulting in the ideal combination of performance and value.

All Motor Factory® Piston Rings are sold in sets for two pistons with the exception of the rings for 883cc and 1100cc Evolution® Sportster® models, which are sold in single cylinder sets only.

For Sportster® Models							
	1000cc MOLY	1972E-1985 CAST	883cc MOLY	1100cc MOLY	1200cc MOLY	1200cc CAST	
Std.	23001 \$31.99	23030 \$21.99	23080 \$19.99	23090 \$24.99	23100 \$28.99	23110 \$24.99	
.005	n/a	n/a	23081 \$19.99	n/a	23101 \$28.99	23111 \$24.99	
.010	23002 \$31.99	23031 \$21.99	23082 \$19.99	n/a	23102 \$28.99	23112 \$24.99	
.020	23004 \$31.99	23032 \$21.99	23083 \$19.99	n/a	23103 \$28.99	23113 \$24.99	
.030	23005 \$31.99	23033 \$21.99	n/a		23104 \$28.99	23114 \$24.99	
.040	23006 \$31.99	23034 \$21.99	23085 \$19.99	n/a	n/a	n/a	
.050	23007 \$31.99	23035 \$21.99					
.060	23008 \$31.99	23036 \$21.99	Sold in single cylinder sets				
.070	23009 \$31.99	23037 \$21.99					

For Big Twin Models (except Twin Cam 88® Models)								
	1200cc 1948-1980		1340cc 1978E-1983		L1983-1984 Shovel		1984-2000 Evolution®	
	MOLY	CAST	MOLY	CAST	MOLY	CAST	MOLY	CAST
Std.	23010 ... \$32.99	23038 ... \$24.99	23023 ... \$32.99	23046 ... \$24.99	23100 ... \$28.99	23110 ... \$24.99	23100 ... \$28.99	23110 ... \$24.99
.005	n/a	n/a	n/a	n/a	23101 ... \$28.99	23111 ... \$24.99	23101 ... \$28.99	23111 ... \$24.99
.010	23011 ... \$32.99	23039 ... \$24.99	23024 ... \$32.99	23047 ... \$24.99	23102 ... \$28.99	23112 ... \$24.99	23102 ... \$28.99	23112 ... \$24.99
.020	23012 ... \$32.99	23040 ... \$24.99	23025 ... \$32.99	23048 ... \$24.99	23103 ... \$28.99	23113 ... \$24.99	23103 ... \$28.99	23113 ... \$24.99
.030	23013 ... \$32.99	23041 ... \$24.99	23026 ... \$32.99	23049 ... \$24.99	23104 ... \$28.99	23114 0.00	23104 ... \$28.99	23114 ... \$24.99
.040	23014 ... \$32.99	n/a	n/a	n/a	n/a	n/a	n/a	n/a
.050	n/a	n/a						
.060	n/a	23044 ... \$24.99	1/16" Compression rings 3/16" Oil rings		1/16" Compression rings 5/32" Oil rings		1/16" Compression rings 5/32" Oil rings	
.070	n/a	n/a						

For Twin Cam 88® & 95" Models		
	33/4" 1450cc 1999-Up MOLY	37/8" 1550cc 1999-Up MOLY
Std.	58920 \$38.99	58900 \$45.99
.005	58921 \$38.99	58901 \$45.99
.010	58922 \$38.99	58902 \$45.99
.020	58923 \$38.99	58903 \$45.99
.030	58924 \$45.99	58904 \$45.99
	1.5mm Compression rings 3.0mm Oil rings	1.5mm Compression rings 2.5mm Oil rings



RevTech® 80" to 88" Big Bore Kits

Get the benefits of better cooling, larger displacement and increased horsepower. Fits all Evolution® Big Twin motors from 1984 thru 1999 with stock cylinder stud locations to create an 88" motor. Kit includes two 35/8"-bore cylinders, two 35/8" cast pistons, two base gaskets, two cylinder-to-head gaskets and two oil control jets with o-rings. Some case machining is required.

58560 Natural aluminum cylinders..... \$499.99



Original Equipment Cylinder and Piston Sets

These are Original Equipment parts. Sets are available to fit all Evolution® models and include one cylinder, one piston, and one ring set.

75500 Natural aluminum for Big Twin models from 1984 thru 1999 (repl. OEM 16510-83A) \$329.99

75501 Black with machined fins for Big Twin models from 1984 thru 1999 (repl. OEM 16512-86A) \$329.99



RevTech® 95" Big Bore Kits with Forged Pistons for Twin Cam 88® Models

There's no replacement for displacement! These 37/8" big bore cylinders with forged pistons increase displacement to 95" and raise compression to 9.38:1. Bolts to stock stud location with no machining required.

Each kit includes:

- RevTech® 37/8" cylinders with machined fin edges in black-wrinkle or natural finishes
- Molycoated Wossner 37/8" bore forged slipper-skirt pistons with rings
- Complete Cometic top-end gasket kit for 95" conversion
- Fit Twin Cam 88® models from 1999 thru 2007

658490 Black wrinkle finish..... \$659.99

658491 Natural finish \$669.99



35/8" Big Bore Cylinders for Shovelheads

Cast iron 35/8"-bore cylinders offer a lower cost alternative to engine builders. Available in two lengths: standard for stock strokes (331/32", 41/4") or 43/8" flywheels, or +.200" longer for use with 41/2", 45/8" or 43/4" stroker kits. Fit Shovelhead models from 1966 thru 1984. Sold each without pistons.

011110 Standard-length front cylinder (5.330"-tall)..... \$159.99

011111 Standard-length rear cylinder (5.330"-tall)..... \$159.99

011113 .200"-longer rear cylinder (5.530"-tall) \$159.99



RevTech® 883cc to 1200cc Conversion Kit for Evolution® Sportster® Models

These kits feature Wiseco forged pistons and rings, and RevTech® cylinders and gaskets. They fit Evolution® 883 Sportster® models from 1986 thru 2003, and don't require any head work. Cylinders must be honed to final size.

58586 10:1 compression ratio..... \$759.99



Cylinders for Evolution® Models

Our replacement aluminum cylinders feature cast iron sleeves for excellent wear and heat dissipation. Bored for standard 80" or 1200cc pistons. Final honing is required. Fits front and rear on Evolution® engines listed. Sold each without piston.



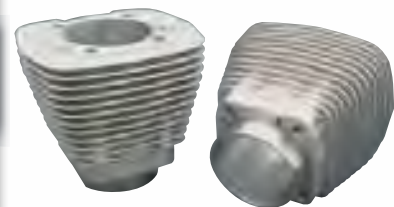
Natural Finish

51112 Fits Big Twins 1984 thru 1999 (3 1/2" bore) . . . \$169.99

51113 Fits XL 1200cc 1986 thru 2003 (3 1/2" bore) . . . \$159.99

Black with Polished Fins

011177 Fits XL 1200cc 1986 thru 2003 (3 1/2" bore) . . . \$189.99



S&S Big Bore Cylinders for Evolution® Big Twin Models

These aluminum cylinders fit Evolution® models from 1984 thru 1999 feature cast iron sleeves for excellent wear and performance characteristics. Includes front and rear cylinders bored for 3 5/8" big bore pistons.

45785 5.565"-long works with 4 5/8" stroke flywheels \$499.99

RevTech® High-Performance Shovelhead Cylinder Set



These cylinders are cast of a specially-formulated iron alloy that's charged with a much higher chromium content than is typically used. This results in improved ring compatibility and much better wear resistance. The RevTech® cast iron alloy demonstrates greatly increased strength at elevated

temperatures and resists thermal shock loads 2.4 times greater than conventional cast iron. The RevTech® cylinder design strengthens the casting's 'foundation' and its greatest 'weak point'... the base. Even the cooling fins have drawn the attention of RevTech® engineers - they have been redesigned for greater heat dissipation. There is an attention to detail and ease of assembly that isn't commonly found in high-performance products. The special design base nuts offer greater strength while the cylinder base nut reliefs are fully machined to insure clearance for both the nut and a normal closed end wrench, so they can easily be tightened to the correct torque specifications. RevTech® cylinder head bolts are forged from 4140 chromemoly steel, then heat-treated. Even the gaskets are of a special design and material that is formulated to adhere under the most extreme heat and pressure. Sold in pairs.



58030 3 5/8"-bore, stock length \$619.99

13155 Replacement set of two head and two base gaskets \$12.99

S&S Cylinders for Shovelhead Models

Cast cylinders for 74", 80" and Big Bore Shovelhead motors from 1966 thru 1984. Sold in pairs.

45776 3 5/8"-bore cylinders for 4 1/4" stroke (5.330"-long) . . . \$699.99

45946 3 5/8"-bore cylinders for 4 3/4" stroke (5.530"-long) . . . \$699.99

45793 3 7/16"-bore cylinders (5.330" long) \$699.99

45945 3 1/2"-cylinders (5.330" long) \$699.99

Note: 3 5/8" bore cylinders require the use of S&S cylinder head bolts



011100



011102

Cylinders for 74" Panheads

Quality cast iron cylinders for Panhead models 1948-1965. Wall thickness is designed for use with 74" or 80" bore. Cylinders come bored for standard 74" (1200cc), 3 7/16" bore pistons. 5.330" stock length. Final honing is required. Pistons are not included. See page 9.24 for pistons and see page 9.27 for rings. Sold each.

011100 Front (repl. OEM 16483-48) \$149.99

011102 Rear (repl. OEM 16492-48) \$149.99

011109



011108

Cylinders for Shovelheads

Cast iron alloy cylinders for Shovelhead engines from 1966 thru 1984. Available bored for standard 74" or 80" pistons. Final honing is required. Pistons are not included. 5.330" stock length. Sold each.

011104 74" (1200cc) front cylinder (repl. OEM 16484-66) \$149.99

011106 74" (1200cc) rear cylinder (repl. OEM 16492-66) \$149.99

011109 80" (1340cc) front cylinder (repl. OEM 16498-80A) \$139.99

011108 80" (1340cc) rear cylinder (repl. OEM 16499-80A) \$149.99



S&S 'Super Stock™' Cylinder Heads for Shovelhead Models

S&S starts with the same high grade materials developed for air cooled aircraft engines. Machined using state-of-the-art CNC machines to ensure consistent quality. Heads are dimensionally the same as stock heads for bolt on installation. Fully compatible with OEM exhaust and intake manifolds clearance problems are nonexistent. Slightly different intake and exhaust port shapes typically yield a flow increase of 10 CFM. Complete assembled heads include S&S .550" lift springs, 1980 thru 1984 style cast iron valve guides and seals and collars and keepers. Includes all necessary gaskets and hardware. Installation of rocker box assemblies (not included) is done using hex cap screws provided. Available in stock bore with single plug and 35/8" bore with single or dual plugs.

- 45902 Stock bore for 1979 thru 1984 rubberband intake manifolds \$1,299.99
- 45903 35/8" bore for 1979 thru 1984 rubberband intake manifolds \$1,299.99
- 45900 Stock bore for 1966 thru 1978 O-ring intake manifolds.. \$1,299.99
- 45901 35/8" bore for 1966 thru 1978 O-ring intake manifolds .. \$1,299.99
- 85078 35/8" bore dual plug for 1979 thru 1984 rubberband intake manifolds..... \$1,299.99



S&S Super Stock™ Cylinder Heads for Evolution® Big Twin Engines

- 2.00" intake valves and 1.605" exhaust valves
- Special "cast-to-shape" intake ports with a special directional fin for improved air flow
- Precision CNC-machined from heat-treated aircraft-quality aluminum castings
- Complete assembled heads contain premium valves and S&S .640"-lift valve springs
- Fits all Evolution® Big Twins with stock bore and stroke from 1984 thru 1999

601726 Natural finish \$929.99



Replacement Head Bolts

Head bolts for Twin Cam 88® and Evolution Big Twin and Sportster® models from late 1985 to present. Sold each.

- 59655 Zinc-plated outer (repl. OEM 16480-92) \$4.49
- 59657 Chrome-plated outer \$5.99
- 75400 Zinc-plated inner (repl. OEM 16478-85A) \$3.99
- 75401 Set of eight: four each CC #59655, four each CC #75400 \$21.99

Shovelhead Big Bore Head Bolt Kit

Twelve-point, grade 8 head bolts with machined heads and washers to clear big-bore barrels. Will also work on stock barrels.



- 36192 Black oxide \$34.99
- 36277 Chrome..... \$43.99



Colony Head Bolt Kits

Machined from high-strength steel and hardened to prevent stretching. Feature rolled threads and cadmium-plating.

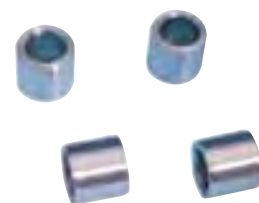
- 36012 Fits Panheads and Shovelheads from 1948 thru 1984..... \$31.99



S.T.D. Pan/Shovel Cylinder Heads

Designed for Panhead and Shovelhead 1200cc barrels. Shovelhead O-ring style intake manifold ports. They require the use of 1948 thru 1979 Big Twin valve guides, Shovelhead valves, exhaust pipes and intake manifold. However, Panhead rocker arm assemblies must be used (use CCI #36152 or OEM 12-point head bolts).

17118 Sold in sets..... \$1,299.99



Kibblewhite Cylinder Dowels

Precision-machined cylinder locating dowels for all Evolution® Big Twins 1984 thru 1999.

55137 Set of 4 \$11.99

CYLINDER HEAD ACCESSORIES



S&S Electric Compression Release Kit

Solenoid operated to automatically open when the starter button is depressed, and automatically close when the starter button is released. Very convenient and simple to use. When installed on SSW+ or Twin Cam 88° engines, they require the use of S&S die-cast rocker covers for Twin Cam 88° engines, or similar covers with a central hole or "chimney." These "chimneys" provide clearance for the solenoids that operate the compression releases. Electric compression releases are also compatible with Original Equipment or S&S rocker boxes for Evolution® engines.

601710 Complete kit \$299.99



Automatic Compression Releases

Save your starter and battery from the unneeded wear and tear caused by big inch motors. These handy devices are used in conjunction with 2-plug heads and are a breeze to use. Install one in each of the right side plug holes, push down the cap and hit the starter or kick'er over. Your bike will start as if it were easier than stock and when it does start, the compression release valves will close automatically. This makes your high compression motor streetable or enables your motor to start with a weak battery. Available in 12mm and 14mm to fit most motors. Sold in pairs.

010186 14mm thread, 3/4" reach \$214.99

010187 12mm thread, 3/4" reach \$214.99



TP Pro-Series® Compression Releases

Compression releases make starting your high-compression or large-displacement engine virtually effortless. Self-releasing valves manufactured from stainless steel with a billet aluminum push-button.

687312 Standard release (sold each) \$29.99

TP Pro-Series® Customizable Compression Releases

With the same functionality as our Pro-Series® Compression Releases, our Customizable Compression Releases are manufactured to accept any custom tire valve stem cap you supply to function as the push-button.

687313 Customizable release (sold each) \$34.99



Colony Cylinder Base Nuts

Sets of high-torque cylinder base nuts for all big bore or stock 74" and 80" cylinders.

36142 Chrome \$25.99

36143 Black oxide \$22.99



Kibblewhite Cylinder Studs for Evolution® Models

Completely-ground outside-diameter, black oxide coated, and rolled threads. Sets of 8.

55135 Fits Evolution® Big Twin models from 1984 thru 1999 \$71.99

55136 Fits Evolution® Sportster® models from 1986 thru 2003 \$71.99



Colony Cylinder Base Nuts

Early-Style 'Acorn' Base Nuts

36144 Fits 1936-early 1977 Big Twins. \$16.99

Late-Style

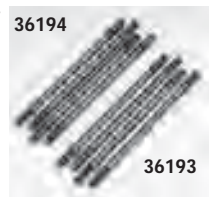
9/16" hex size permits use of a box wrench.

36178 Fits late 1977 thru 1984 Shovelhead models \$21.99



Colony Cylinder Hardware

Stud sets feature heat-treated, interference-fit threaded studs. Cylinder reinforcement washers are available in chrome-plated or black oxide finishes.



Cylinder Base Stud Sets

Sold in sets.

36193 Fits Big Twins from 1930 thru 1977 (repl. OEM 16831-30) \$25.99

36194 Fits Shovelheads from 1978 thru 1984 (repl. OEM 16837-78) \$25.99

Cylinder Base Washer Sets

Fits Big Twin models 1978 thru 1984.

36196 Chrome \$19.99

36197 Black oxide (repl. OEM 16836-78) \$12.99

Cylinder Stud Sets for Evolution® Engines

Sold in sets.

36053 Fits Evolution® Big Twin models from late 1985 thru 1999 (repl. OEM 16837-85C) \$64.99

36107 Fits Evolution® Sportster® models late 1986 thru 2003 (repl. OEM 16832-87A) \$62.99



'Elite Chrome' Head Bolt Covers by Accutronix

Covers eliminate the unwanted appearance of normal head bolts. Set of 4.

44584 Fits all Evolution® and Twin Cam 88® models from late 1985 thru 2007 **\$64.99**



Chrome Head Bolt Covers

Designed to dress-up the stock 1/2" 12-point head bolts fitted to all Evolution® Big Twin and Sportster® models from late 1985 thru 2003. They attach with sockethead set screws and come complete with the necessary wrench.

14309 Set of four covers **\$14.99**



Scorpion™ Head Bolt Covers for Twin Cam 88® Models by KuryAkyn™

Add a classy touch with this easy to install design. Securely held in place with set screws. Sparkplugs can be removed without taking off the covers.

48271 Fits Twin Cam 88® models from 1999 thru 2007 **\$49.99**



Slotted Head Bolt Covers

These chrome die-cast covers feature radial slots that blend with cylinder head fins. Fits all Evolution® Big Twin and Sportster® models from late 1985 thru 2003.

011136 Sold in sets of 4 **\$19.99**



Spark Plug and Head Bolt Covers by KuryAkyn™

Simply push over the spark plugs to cover them and the head bolts. Chrome-plated die-cast construction. Sold in pairs.

48018 Fits all Evolution® Big Twin and Sportster® models from 1984 to present **\$39.99**



Finned Head Bolt and Spark Plug Covers

These sand-cast covers incorporate an innovative mounting bracket that is securely attached to Original Equipment head bolts with set screws and holds the cover firmly in place. They look completely natural, yet give your motor a whole new look. Fit all Evolution® Big Twin and Sportster® motors from 1986 thru 2003. Sold in pairs.

14350 Black finish with bright fins. **\$69.99**



Brass Head Bolt Covers by Crime Scene Choppers

Brass is a hot look on retro rides, and these brass head bolt covers lend a cool retro flair to any Evo or Twin Cam powered ride. The covers simply slip over the existing head bolts, and are secured with set screws, provided. CNC machined out of brass billet, they are sold with a fine machined finish that looks awesome! Set of four. Made in USA by Crime Scene Choppers.

632666 Brass Head Bolt Cover Set. **\$59.99**

RETAINING RINGS - TIMING HOLE PLUGS

Engine Retaining Rings

OEM #	Part #	Qty.	Fit Information	
11002	54000	10	Oil pump. Fits Big Twins from 1957-early 1962 as well as Sportster® models from 1972 thru 1976 and 1991 thru 2003	\$2.49
11007	49106	10	Pinion shaft bearing. Fits Big Twins from 1958 thru 1986	\$6.39
11177	12201	10	Right main bearing. Fits Big Twin and Sportster® models from 1987 thru 1994	\$9.99
11177A	12202	10	Right main bearing. Fits Big Twin models from 1995 thru 1999 and Sportster® models from 1995 thru 2003	\$9.99
22582-52	49118	10	Piston pin. Fits Big Twins from 1973-early 1977 and Sportster® and K models from 1952-late 1977	\$3.99
22588-78	49119	10	Piston pin. Fits Big Twins from late 1977-early 1983 and Sportster® models from late 1977-early 1985	\$4.99
22589-83	49120	10	Piston pin. Fits most models from late 1983 to present	\$4.99
24701-52	49121	10	Sprocket shaft bearing. Fits Sportster® and K models from 1952 thru 1976	\$9.19
24701-54	49122	10	Pinion shaft bearing. Fits Big Twins from 1955 thru 1957 and Sportster® and K models from 1954 thru 1976	\$6.59
24702-40	49123	10	Sprocket/pinion bearing. Fits Big Twins from 1940 thru 1954	\$4.89
25810-15	49124	10	Idler gear stud. Fits OHV Big Twins from 1932 thru 1957	\$4.09
26348-36	54250	10	Oil pump drive shaft. Fits OHV Big Twins with external oil pump from 1936 thru 1999	\$6.99



Timing Hole and Oil Tank Plugs

Clear View Timing Hole Plug

The best see-thru timing plug you can buy. Fits all models. Temporarily remove the stock timing plug and insert this top-quality tool for easy timing.

12278 Sold each \$6.99

Plastic Timing Hole Plug

Made of clear, durable Lucite and sold as a lower cost alternative to our Clear View plug.

12279 Individual clear timing plug \$3.59

12280 Shop supply card of 10 plugs \$45.99

Colony Chrome Timing Hole Plugs and Oil Tank Plugs

Fits timing holes and oil tanks with 5/8"-18 threads.

36068 Acorn head \$7.99

36080 Stock replacement \$7.59

36110 Custom \$5.99

Colony 'Hex Head' Timing Hole Plug and Oil Tank Plug

Fits timing holes and oil tanks with 5/8"-18 thread. Also fits the transmission filler hole on all 45" models thru 1940.

36186 Chrome (not shown) \$7.49

Colony Oversize Timing Hole Plug with Tap

Kit contains one acorn head plug with oversize threads and a tap for rethreading the stripped-out timing hole.

36062 Complete kit (11/16"-16 TPI) \$35.99

36072 Oversize timing plug only (11/16"-16 TPI) \$7.99



Manley 'Severe Duty' Stainless Steel Valves

Designed to outflow stock valves. Manufactured from high temperature materials with swirl polish and performance oriented shapes. Feature choice of chrome or nitride finished stems to eliminate galling. Impervious to heat and unleaded fuels. Sold in pairs.

For Twin Cam 88° Engines from 2005 thru 2007

- 699040 Intake (1.805" heads) \$49.99
- 699042 Oversize intake (1.900" heads) \$49.99
- 699041 Exhaust (1.575" heads) \$49.99
- 699043 Oversize exhaust (1.625" heads) \$49.99

For Twin Cam 88° Engines from 1999 thru 2004

- 99082 Intake (1.850" heads) repl. OEM 18074-83. \$71.99
- 99086 Intake with nitrided stems (1.850" heads) repl. OEM 18074-83 ... \$69.99
- 99115 Oversize intake (1.900" heads) \$71.99
- 99092 Oversize intake (1.940" heads) \$71.99
- 99084 Oversize intake (1.940" heads). Stems are .060" shorter. \$71.99
- 99014 Oversize intake (2.000" heads) \$69.99
- 99079 Exhaust (1.565" heads) repl. OEM 18085-99. \$69.99
- 99078 Exhaust with nitrided stems (1.565" heads) repl. OEM 18085-99 ... \$69.99
- 99081 Oversize exhaust (1.615" heads) \$69.99
- 99087 Oversize exhaust (1.615" heads) with nitrided stems. \$65.99

For 1984 thru 1999 Evolution® Big Twin Engines

- 99082 Intake (1.850" heads) repl. OEM 18074-83. \$71.99
- 99086 Intake with nitrided stems (1.850" heads) repl. OEM 18074-83 ... \$69.99
- 99115 Oversize intake (1.900" heads) \$71.99
- 99092 Oversize intake (1.940" heads) \$71.99
- 99084 Oversize intake (1.940" heads). Stems are .060" shorter. Replacement for Branch Heads. \$71.99
- 99014 Oversize intake (2.000" heads) \$69.99
- 99081 Exhaust (1.615" heads) repl. OEM 18082-83. \$69.99
- 99087 Exhaust with nitrided stems (1.615" heads) repl. OEM 18082-83 ... \$65.99
- 99015 Oversize exhaust (1.650" heads) repl. OEM 18074-66 \$69.99

For Shovelhead Engines from 1966 thru 1984

- 99010 Intake (repl. OEM 18074-66) . . \$59.99
- 99012 Intake (nitrided stems) repl. OEM 18074-66. \$61.99
- 99011 Exhaust (repl. OEM 18082-57A) \$59.99

- 99013 Exhaust (nitrided stems) repl. OEM 18082-57A \$61.99

Manley 'Severe Duty' Stainless Steel Valves (continued)

For 1948 thru 1965 Panhead Engines

- 99028 Intake (repl. OEM 18071-48) \$69.99
- 99013 Exhaust (nitrided stems) repl. OEM 18082-57A \$61.99

For 1958 thru 1985 Sportster® Engines

- 99034 Intake for models from 1958 thru 1969 (repl. OEM 18070-58) \$69.99
- 99032 Intake for models from 1970 thru 1985 (repl. OEM 18070-70) \$69.99
- 99000 Exhaust for models from 1958 thru 1985 (repl. OEM 18080-58A) \$69.99

For 1986 thru 2003 Evolution® Sportster® 883cc Engines

- 99080 Intake (repl. OEM 18031-86) \$69.99
- 99083 Exhaust (repl. OEM 18030-86) ... \$69.99

For 1987 thru 2003 Evolution® Sportster® 1100cc and 1200cc Engines

- 99008 Intake (repl. OEM 18023-87) \$74.99
- 99009 Exhaust (repl. OEM 18024-87) ... \$69.99

For Evolution® Sportster® 883cc to 1200cc Conversion

To fully benefit from 883cc to 1200cc conversions, you need to install larger valves. These 1.48" exhaust and 1.715" intake valves from 1200cc Sportster® models are .060" shorter-than-stock for the 883cc heads. Forged one-piece stainless steel with chrome stems and hardened tips

- 99062 Intake \$69.99
- 99063 Exhaust \$69.99



Manley 'Race Master' Stainless Steel Valves

Use with confidence in modified street engines. These are a significant upgrade from Original Equipment and are impervious to unleaded fuels. Sold in pairs.

For 1966 thru 1984 Shovelhead Engines

- 99020 Intake (repl. OEM 18074-66) . . \$42.99
- 99021 Exhaust (repl. OEM 18082-57A) \$42.99

For 1984 thru 1999 Evolution® Big Twins

- 99060 Intake (1.850" heads) repl. OEM 18074-83. \$49.99
- 99066 Oversize intake (1.900" heads) \$49.99
- 99064 Oversize intake (1.940" heads) \$49.99
- 99061 Exhaust (1.615" heads) repl. OEM 18082-83. \$49.99

For 1999 thru 2004 Twin Cam 88° Engines

- 99060 Intake (1.850" heads) repl. OEM 18074-83. \$49.99
- 99066 Oversize intake (1.900" heads) \$49.99
- 99064 Oversize intake (1.940" heads) \$49.99
- 99059 Exhaust (1.565" heads) repl. OEM 18085-99. \$49.99
- 99061 Oversize exhaust (1.615" heads) repl. OEM 18082-83 \$49.99



JIMS® Heavy-Duty Stainless Steel Replacement Valves

These valves are heat-treated and nitride processed for excellent wear resistance. They feature a 45° angle, cut below the lock groove to reduce stress in this area, as well as making valve seal installation easier. Sold each.

Fits Twin Cam 88° Engines from 1999 to Present

- 671002 Exhaust (1.570" head) repl. OEM 18085-99. \$29.99
- 671000 Intake (1.845" head) repl. OEM 18074-83. \$29.99

Fits Evolution® Big Twin Engines from 1984 thru 1999

- 671001 Exhaust (1.615" head) repl. OEM 18082-83. \$29.99
- 671000 Intake (1.845" head) repl. OEM 18074-83. \$29.99

JIMS® Valve Guides for Evolution® and Twin Cam 88° Motors

Valves consist of micrograin cast iron or manganese bronze. This long-lasting, bearing material allows you to fit the valve at a tighter clearance for better heat dissipation and longer life!

- CNC-machined
- Special hi-temp, Viton O-ring to prevent oil infiltration between guide and head
- Non-slip surface helps valve seals
- Tapered and radiused nose for easier installation and better intake and exhaust flow
- Unfinished I.D., ready to be honed or reamed after installation
- Use with .530" valve seals

Fit both intake and exhaust on all Evolution® Big Twin and Sportster® models from 1984 thru 2003, and Twin Cam 88° models from 1999 to present. Sold each. \$12.99

Size	Magnese Bronze	Cast Iron
+ .002"	671005	n/a
+ .003"	n/a	671009
+ .004"	671007	671010

High-Performance Guides

Manganese bronze guides with the same quality construction and features as our other JIMS guides, but with a shortened seal area and tapered for use especially on high lift and high flow applications. Use with .530" valve seals. Sold each. \$14.99

Size	Intake	Exhaust
Std.	011760	011770
+ .001"	011761	011771
+ .002"	011762	011772
+ .003"	011763	011773
+ .004"	011764	011774



Kibblewhite Black Diamond® Valves

One-piece stainless stellite-tipped steel valves are impregnated with a special German process that develops a surface .002" deep in the valve itself with just .0002" surface build-up to improve wear properties and reduce friction. The surface provides resistance to corrosion and has wear properties superior to hard chromium and nickel-plating. Valves are light-weight with sectional profiles that provide excellent flow characteristics. Sold each.

For Twin Cam 88® Models 1999 thru 2005

- 55100 Intake (repl. OEM 18074-83A) also fits Evolution® Big Twin models. \$24.99
- 55211 Oversize intake (1.90" head) \$24.99
- 55212 Exhaust 1.565" (repl. OEM 18085-99) \$24.99

For Evolution® Big Twins 1984 thru 1999

- 55100 Intake (repl. OEM 18074-83A) also fits 88® models. \$24.99
- 55101 Oversize intake (1.940" head) \$32.99
- 55103 High-flow racing intake (1.900" head) 4.400"-long, 28° profile angle. \$24.99
- 55102 Exhaust (repl. OEM 18082-83) \$24.99
- 55104 High-flow racing exhaust (1.630" head) 4.520"-long, 44° profile angle \$24.99

For Shovelhead Motors 1966 thru 1984

- 55140 Intake (repl. OEM 18074-66) \$24.99
- 55141 Exhaust (repl. OEM 18082-57) \$24.99

For 1100/1200cc Evolution® Sportster® Motors 1987 thru 2003

- 55162 Intake (repl. OEM 18023-87) \$24.99
- 55163 Exhaust (repl. OEM 18024-87) \$24.99

For Sportster® Motors 1970 thru 1985

- 55111 Intake (repl. OEM 18070-70) \$24.99
- 55114 Exhaust (repl. OEM 18080-58R) \$24.99
- 55115 Oversize exhaust (1.630" head) \$32.99
- 55116 XLR exhaust (repl. OEM 18080-70R) .3384" stem, 1.750" head. \$32.99

Kibblewhite Black Diamond® Specialty Valves

Thin or thick stem, one-piece stainless steel stellite-tipped impregnated valves for Shovelhead models 1966 thru 1984. Sold each.

- 55201 Thick stem intake (1966 thru 1984) \$32.99
- 55202 Thick stem exhaust (1966 thru 1984) \$32.99

Black Diamond® Conversion Valves for Evolution® Sportster® Models

Use these Black Diamond® valves when converting your Evolution® 883cc Sportster® model to 1200cc. Get all the benefits of high-tech, high-quality valves. Sold each.

- 55107 Intake (1.715" head) \$24.99
- 55108 Exhaust (1.480" head) \$24.99



Motor Factory® Stock Replacement Engine Valves

Motor Factory® engine valves exactly duplicate Original Equipment specifications for materials and machining but at a lower cost. Each valve is permanently marked with its part number to simplify stocking and reordering. Available for Panhead, Shovelhead and Sportster® motors. Sold each.

For Panhead Motors from 1948 thru 1965

- 56013 Exhaust (repl. OEM 18086-80, 18089-80, 18082-57A) \$18.99

For Shovelhead Motors from 1966-Early 1981

- 56015 Intake (repl. OEM 18075-80, 18078-80, 18074-66) \$18.99
- 56013 Exhaust (repl. OEM 18086-80, 18089-80, 18082-57A) \$18.99

For Shovelhead Motors from Late 1981 thru 1984

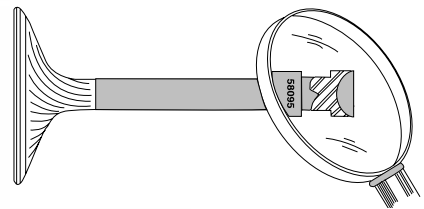
- 56016 Intake (repl. OEM 18075-81, 18078-81) \$18.99
- 56014 Exhaust (repl. OEM 18086-81, 18089-81) \$18.99

For Sportster® Motors from 1958 thru 1969

- 56019 Exhaust (repl. OEM 18033-80, 18080-58A) \$18.99

For Sportster® Motors from 1970 thru 1985

- 56020 Intake (repl. OEM 18027-80) \$18.99
- 56019 Exhaust (repl. OEM 18033-80, 18080-58A) \$18.99



RevTech® High-Performance Engine Valves

RevTech® valves combine the latest in engineering (including the ability to deliver high-performance with no lead or low lead fuels) and the widest range of applications possible with the fewest part numbers. The valves are true, one-piece stainless steel, and the stems are completely nitrided for superior resistance to galling at high cylinder head temperatures. The valve stem tip, rather than just being a swaged-on 'button,' is a fully-supported cup of stellite, formed by first machining a recess into the stem, then filling it with super-hard stellite material. The heat-treated material forming the cup firmly supports the stellite and distributes the impact shock of the rocker arm over a wider area. Each valve is clearly marked with the part number on the stem. Each part number replaces several Original Equipment numbers to simplify stocking. For example, the stems on the late Shovelhead exhaust valves are machined to .375" diameter, which fits all early and late-style valve guides when new guides are correctly reamed to final size. With a minimum number of valves, all 1948-1981 Big Twin and Sportster® motors can be upgraded to run on unleaded or low lead fuels with your own choice of valve guide material. Sold each.

For Panhead Motors from 1948 thru 1965

- 58094 Exhaust (repl. OEM 18082-57, 18086-80, 18089-80, 18086-81, 18089-81) \$18.99

For Shovelhead Motors 1966 thru 1984

- 58095 Intake (repl. OEM 18074-66, 18075-80, 18078-80, 18075-81, 18078-81) \$18.99
- 58094 Exhaust (repl. OEM 18082-57, 18086-80, 18089-80, 18086-81, 18089-81) \$18.99

For Twin Cam 88® Models 1999 thru 2005

- 58092 Intake (repl. OEM 18074-83) \$18.99

For Evolution® Big Twins 1984 thru 1999

- 58092 Intake (repl. OEM 18074-83) \$18.99
- 58089 Oversize (1.940" head) intake \$18.99
- 58093 Exhaust (repl. OEM 18082-83) \$18.99

For Sportster® Motors 1958 thru 1969

- 58098 Exhaust (repl. OEM 18080-58A, 18033-80) \$18.99

For Sportster® Motors 1970 thru 1985

- 58099 Intake (repl. OEM 18070-70, 18027-80) \$18.99
- 58098 Exhaust (repl. OEM 18080-58A, 18033-80) \$18.99

For 883cc Evolution® Sportster® Motors 1986 thru 2003

- 58080 Intake (repl. OEM 18031-86) \$18.99

For 1100/1200cc Evolution® Sportster® Motors 1987 thru 2003

- 58082 Intake (repl. OEM 18023-87) \$18.99





Andrews Valve Parts for Twin Cam 88®, Evolution® and Shovelhead Motors

When installing performance cams, total spring assembly height should be checked before operation. The valve spring collars and springs offered here provide correct total spring assembly height without complicated machining on the heads themselves.

High Lift Spring Set

Fits Twin Cam 88® and Evolution® Big Twin and Sportster® motors. When used with the titanium upper collars listed above, cam lifts of over .550" can be achieved. Installation does not require machining.

24198 Set of 4 \$35.99

High Lift Spring Set for Shovelheads

For 74" and 80" motors. Provide the correct spring pressure for Andrews Shovelhead cams. Installation doesn't require complicated machining.

24294 Set of 4 \$35.99

High Lift Upper Collars for Shovelheads

When used with high-lift springs, these collars for 74" and 80" motors can accommodate cams of up to .600" lift. Made from T6 aluminum.

24297 Set of 4 \$35.99

Medium Lift Upper Spring Collars for Shovelheads

For 74" and 80" motors and designed to add .060" spring travel to stock springs without other modifications. Simplify the installation of Andrews 'B' or '#2' cams in stock Shovelhead motors. Heat-treated steel.

24295 Set of 4 \$42.99

Low Profile Lower Spring Collars for Shovelheads

Low-profile lower spring collars for 74" and 80" motors. Similar to 1980-up OEM collars, but low profile for easier installation of high lift cams. Required if using 1980 or later style valve guides which use seals like CC #24347. Made from heat-treated steel.

24296 Set of 4 \$35.99



S&S Valve Spring Kit

Triple valve spring kit is designed for use with stock shoulderless guides and valves with 5/16"-diameter stems. It will accommodate cams with lifts up to .640", and includes steel top collars that have been drilled for lightness and to increase cooling. Spring seat pressure is 170 lbs. at the stock 1.800" installed height.

45846 Fits Evolution® Big Twin and Sportster® engines from 1984 thru 2003 and Twin Cam 88® engines from 1999 to present \$134.99



Crane Performance Valve Spring Kits for Panheads and Shovelheads

Kits are conveniently packaged with top collars made of either steel or titanium. The springs are precision wound from finest quality wire and Magnaflux inspected. Fits all Panhead and Shovelhead models from 1948 thru 1984.

24174 Spring kit with steel top collars (140 lb. seat pressure) \$70.99

Valve Springs Only

Sets of four valve springs in standard or with Thermo-Cool coated which reduces friction and disperses heat eliminating hot spots in the coils. Fits Panhead and Shovelhead models from 1948 thru 1984.

24173 Standard spring set (140 lb. seat pressure) \$54.99



Manley Valve Spring Lift Kits

Increase the amount of valve travel without binding for use with high-performance camshafts with higher-than-stock lift. Kits are packaged with reverse wound springs to reduce harmonics and control spring surge. Most kits are available with titanium collars for ultimate performance, or with steel collars as a lower cost alternative. Kits requiring special machining operations include complete instructions. Valve keepers are not included.

Lift Kits for 1957 thru 1985 Sportster® Models

Stock-diameter springs with 20% more pressure. Includes steel top collars and uses stock lower collars. Springs 85 lbs. at 1.310", 295 lbs. at .820", bind at .790".

99217 Stock to .490" lift \$95.99

99294 Set of eight valve keepers \$29.99

99500 Set of four replacement springs. \$49.99

.465" Lift Kits for Shovelheads

Use with stock or Manley thin-stem valves. Kits include springs, upper collars and use stock lower collars. Oversize springs require no machining. Springs 170 lbs. at 1.450", 315 lbs. at .985", bind at .880".

99216 Kit with steel collars for stock stem diameter valves \$89.99

99295 Set of 8 keepers for CC #99216.. \$21.99

.650" Lift Kits for Shovelheads

Titanium top collars with steel lower collars and special interference fit tri-springs. 180 lbs. at 1.600", 365 lbs. at 1.100", 415 lbs. at .950", bind at .850".

99225 Kit for stock stem diameter valves \$169.99

99295 Set of 8 keepers for CC #99225 kit \$21.99

Lift Kits for Evolution® and Twin Cam 88® Engines

Fit Big Twin engines from 1984 thru 2004. No machining required, steel or titanium top collars used with stock lower collars. Springs 180 lbs. at 1.800", 360 lbs. at 1.250", 400 lbs. at 1.150", bind at 1.020".

99227 Kit with steel collars (.550" lift) \$99.99

699240 Kit with steel collars (.600" lift) \$149.99

699241 Kit with titanium collars (.600" lift) \$189.99

99228 Kit with titanium collars (.650" lift) \$159.99

99296 Set of eight keepers \$29.99



- INDEX
- APPAREL
- SEATS & BAGS
- FOOT CONTROLS
- HAND CONTROLS
- LIGHTING
- ELECTRICAL
- EXHAUST
- INTAKE
- ENGINE
- GASKETS
- TRANNY & CLUTCH
- DRIVELINE
- WHEELS, TIRES & BRAKES
- FRAMES
- FORKS & SHOCKS
- SHEET-METAL
- GAUGES
- CHEMICALS
- GENERAL
- CROSS REFERENCE

VALVE SPRING KITS - COMPONENTS



Manley 'Severe Duty' Valve Train Component Kits

Feature Manley 'Severe Duty' valves, double spring assemblies, steel or titanium top collars and machined keys for maximum performance. These spring kits require no machining for installation.

- 99277** Complete kit with chrome valve stems and titanium top collars for cams up to .650" lift when installed in 1984 thru 1999 Evolution® Big Twins. **\$319.99**
- 99307** Complete kit with nitrided valve stems and titanium top collars for cams up to .650" lift when installed in Twin Cam 88® engines from 1999 to present. **\$309.99**
- 99272** Complete kit with chrome valve stems and titanium top collars for cams with .500-.650" lift when installed in 1966 thru 1984 Shovelhead engines. **\$299.99**



V-Thunder™ Valve Spring Kits

V-Thunder™ kits provide strong street performance with up to .600" lift cams in the Standard kits or up to .675" lift cams with the Super kits. For all Evolution® Big Twins 1984 thru 1999.

Super Kits

Include springs, locks, retainers and lower seats. Spring I.D.-.745", O.D.-1.510". Spring pressure 184 lb. at 1.850", 422 lb. at 1.280", bind at 1.08"

- 30158** Kit with chromemoly retainers. . **\$79.99**
- 30159** Kit with titanium retainers. . . . **\$214.99**

Standard Kits

Include springs, locks, retainers and lower seats. Spring I.D.-.700", O.D.-1.460". Spring pressure 160 lb. at 1.850", 440 lb. at 1.250", bind at 1.2".

- 30156** Kit with chromemoly retainers. . **\$99.99**



Manley 'Race Master' Valve Train Component Kits

Feature Manley 'Race Master' valves, double spring assemblies, steel or titanium top collars and machined keys for maximum performance. These spring kits require no machining for installation.

Kits for Big Twins from 1966 thru 2004

- 99275** Kit with steel top collars for cams up to .550" lift when installed in Twin Cam 88® engines from 1999 thru 2004. **\$229.99**
- 99213** Kit with steel top collars for cams up to .550" lift when installed in Evolution® Big Twin engines from 1984 thru 1999. **\$229.99**
- 99214** Kit with titanium top collars for cams from .550"-.650" lift when installed in Evolution® Big Twin engines from 1984 thru 1999. **\$279.99**
- 99212** Kit with steel top collars for cams up to .495" lift when installed in Shovelhead engines from 1966 thru 1979. **\$215.99**
- 99211** Kit with steel top collars for cams up to .495" lift when installed in Shovelhead engines from 1980 thru 1984. **\$215.99**

Kits for Twin Cam 88® Engines from 2005 thru 2007

All kits include 1.805" intake valves, 1.575" exhaust valves, springs, top and lower collars, and Viton® valve seals.

- 699280** Kit with steel collars (.600" lift) **\$229.99**
- 699281** Kit with titanium collars (.600" lift) **\$279.99**
- 699282** Kit with titanium collars (.650" lift) **\$259.99**



Crane Valve Spring Kits for Evolution® and Twin Cam 88® Models

Available in standard sets and Crane's 'Thermo-Cool' versions. This coating eliminates hot spots in the coils which cause pressure fade and rapid oil burn-off. Sets include upper and lower collars and keepers. For all Big Twin models from 1984 to present and Evolution® Sportster® models from 1986 thru 2003.

'Thermo-Cool' Spring Kits

- 24186** With titanium retainers (175 lb. seat pressure). **\$159.99**
- 24187** With titanium retainers (155 lb. seat pressure). **\$159.99**

Standard Spring Kits

- 24176** With steel retainers (175 lb. seat pressure). **\$70.99**
- 24177** With titanium retainers (175 lb. seat pressure). **\$129.99**
- 24188** With titanium retainers (155 lb. seat pressure). **\$129.99**
- 24568** With steel retainers (155 lb. seat pressure). **\$70.99**



Motor Factory® Valve Springs for 1948 thru 1984 Big Twins

Top-quality, American-made replacement valve spring sets fit Panhead and Shovelhead models from 1948 thru 1984. Includes inner and outer springs. Replaces OEM 18205-57A.

- 010571** Set of 4. **\$35.99**



20963

JIMS® Valve Spring Kits

Includes JIMS spring seats, valve keepers, your choice of titanium or chromemoly retainers, and your choice of springs. Sold in complete sets for one engine. Fit all Evolution® Big Twin models from 1984 thru 1999.

- 20962 Chromemoly retainers (.600" lift, 160 lb. seat pressure) \$109.99
- 20963 Titanium retainers (.600" lift, 160 lb. seat pressure) \$165.99
- 20964 Chromemoly retainers (.675" lift, 184 lb. seat pressure) \$124.99
- 20965 Titanium retainers (.675" lift, 184 lb. seat pressure) \$249.99



Crane Valve Spring Shim Kit for Evolution® Models

Fits all Evolution® Big Twin and Sportster® engines. The 12-piece kit includes 4 shims each of .015", .030" and .060" thick sizes that permit precise shimming from .015" to .105" in .015" increments, enough to do one set of heads. These shims should not be used with Original Equipment springs.

- 24181 Valve spring shim kit \$15.99



Manley Performance Valve Spring Kits for Late Twin Cam 88® Engines

Manley offers two proven valve springs kits that are unequalled in the industry. For stock to .600" lift applications they use single ovate wire, conical design. And for stock to .650" lift, they use true dual reverse wound chrome silicon alloy design. These kits require no head work or machining for installation, and fit all Twin Cam 88® engines with triple keepers from 2005 thru 2007.

- 699242 Conical springs with steel collars for up to .600" lift \$149.99
- 699243 Conical springs with titanium collars for up to .600" lift \$209.99
- 699244 Double springs with titanium collars for up to .650" lift \$179.99



S&S Valve Spring Kit for 1948-1984 Big Twins

This kit is designed to be used with stock style guides, bottom spring collars, 3/8" valve stems and keepers. Thin stemmed valves may also be used if the keepers used are designed to compensate for the difference in stem diameters. By grinding .060" to .090" off the tops of the valve guides, cams with lifts up to .550" may be used. Panheads usually require additional rocker cover to top collar clearance. Kit includes 4 aluminum top collars, 4 outer valve springs, 4 inner valve springs, and installation instructions.

- 45711 Fits Panhead and Shovelhead engines from 1948 thru 1984 \$99.99



Kibblewhite Valve Springs for Panheads and Shovelheads

High-performance 160 lb. valve spring set for Panhead and Shovelhead engines from 1948 thru 1984.

- 55197 Set of four \$54.99



Manley Viton® Seal Kit Kits

Viton seals have taken over the horsepower market. With their smaller O.D., spring interference is unlikely. They meter the oil better, allowing better lubrication but not too much. The sealing rings will last longer than normal. A far superior valve seal than most others.

- 699180 Fits Sportster® models from 1957 thru 1985 \$10.99
- 699181 Fits Panhead and Shovelhead models from 1948-early 1980 \$10.99
- 699182 Fits Shovelhead models from late 1980 thru 1984 \$10.99
- 699183 Fits Evolution® Sportster® models from 1986 thru 2007, and Big Twins from 1984 thru 2004 \$10.99
- 699184 Fits Twin Cam 88® models from 2005 thru 2007 \$10.99



Valve Keepers

A selection of top-quality keepers from some of the biggest names in the performance business.

Manley Valve Keepers

Made of special chrome moly material. Each keeper is hardened and black oxidized for long wear. Sets of 8.

Fits Sportster® and K-models 1952 thru 1985; 74" & 80" sidevalves 1930 thru 1948; 1932-up 45" sidevalves. May be used with Manley Thin-Stem Valves.

- 99294 Replaces OEMs 172-30, 18228-30 \$29.99

Fits all OHV Big Twins from 1936 thru 1984 (except Evolution® models)

- 99295 Replaces OEMs 172-36, 18228-36 \$21.99

Fits all Evolution® Sportster® and Big Twin models from 1984 to present

- 99296 Replaces OEM 18229-83 \$29.99



VALVE GUIDE SEALS



Crane Valve Guide Seals

Made from Teflon® for long-lasting valve seal performance. Sold in sets of four.

- 24506** Fits Panhead and Shovelhead models from 1948 thru 1984 (may require machining of guides) **\$10.99**
- 24507** Fits Evolution® and Twin Cam 88® Big Twin models with stock guides **\$10.99**
- 24508** Fits Evolution® Big Twin models with full-size aftermarket guides (may require machining of guides) ... **\$10.99**



Kibblewhite Valve Seals

State-of-the-art design assures critical engine sealing with minimal wear. Kibblewhite has over 60 years experience supplying motorcycle race engine parts. Sets of four.

For Evolution® Big Twin and Twin Cam 88® Engines

Viton stem facing for low restriction and heat resistance. Metal-reinforced .420" x .310" size.

- 55139** Fits Big Twins 1984 to present ... **\$7.59**

For Shovelhead Engines

Teflon seal with double coil spring for tension on valve stem, and a steel band to secure the seal to the guide.

- 55164** Fits Shovelhead Big Twins 1966 thru 1984. **\$7.59**

Motor Factory® Valve Guide Seals

Available in convenient single engine overhaul packs of four seals, or in economical shop supply quantities of 25. Each package includes an installation tool and re-usable protective sleeve(s) for quick and foolproof installation.

Note: Valve guide seals will require machining of valve guide and/or collar in order to re-establish correct overall valve guide height on all but the latest-style valve guides. Installation tools are available separately. Refer to service manual and valve guide specifications for modifications required.

Single engine overhaul packs (4 seals, installation tool and one sleeve)

- 99193** Fits Sportster® models from 1957 thru 1985 **\$9.99**
- 99194** Fits Panhead and Shovelhead models from 1948-early 1980 **\$9.99**
- 99195** Fits Shovelhead models from late 1980 thru 1984 **\$17.99**
- 99196** Fits Evolution® Sportster® and Big Twin models from 1984 to present **\$9.99**

Shop supply packs (25 seals, installation tool and two sleeves)

- 24345** Fits Sportster® model intake valves from 1957 thru 1985. **\$39.99**
- 24346** Fits Sportster® model exhaust valves from 1957 thru 1985 ... **\$39.99**
- 24348** Fits Panhead and Shovelhead valves from 1948-early 1980 . **\$39.99**
- 24347** Fits Shovelhead valves from late 1980 thru 1984 **\$39.99**
- 24349** Fits Evolution® Sportster® and Big Twin valves from 1984 to present **\$39.99**



Valve Guide Materials Information

Custom Chrome® Cast Iron (sold each)

Easy-to-machine, low-cost with good self-lubricating qualities **\$7.39**

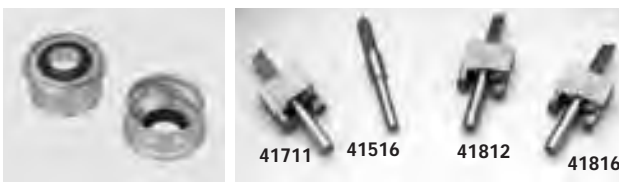
Rowe Cast Iron (sold each)

Self-lubricating, easy-to-machine. **\$11.99**

Rowe Ampco 45 (sold each)

Nickel bronze, excellent self-lubricating qualities, minimal distortion during installation **\$15.99**

Size	Custom Chrome® Cast Iron		Rowe Cast Iron		Rowe Ampco 45	
	INTAKE	EXHAUST	INTAKE	EXHAUST	INTAKE	EXHAUST
For 74" & 80" Panheads and Shovelheads from 1948 thru 1980						
STD.		12190	24440	24450	24351	24355
0.001	12128		24441	24451	24371	24372
0.002	12183		24442	24452	24352	24356
0.003			24443	24453		
0.004		12192	24444	24454	24353	24357
0.006			24445	24455	24354	24358
0.008			24446	24456	24387	24388
For 80" Shovelheads from 1979 thru 1984						
STD.			24400	24406	24359	24363
0.001			24401	24407	24373	24374
0.002			24402	24408	24360	24364
0.003			24427	24428		
0.004			24403	24409	24361	24365
0.006			24404	24410	24362	24366
0.008			24405	24411	24375	24376
For Twin Cam 88® Models and Evolution® Big Twin & Sportster® Models						
STD.			24430	24430	24377	24377
0.001	12122	12122	24431	24431	24378	24378
0.002	12123	12123	24432	24432	24379	24379
0.003	12124	12124	24433	24433		
0.004			24434	24434	24380	24380
0.006	12125	12125	24435	24435	24381	24381
0.008			24436	24436		
For Sportster® Models from 1957 thru 1983						
STD.	12186	12194	24460	24465	24367	24369
0.001	12187	12195	24461	24466	24368	24370





20637

JIMS® Rocker Arm Bushings

Replacement bushings made from solid bronze bar stock. Sets of 8.

- 20637** Fit all Big Twins from 1966 thru 1984 and all Sportster® models from 1957 thru 1985 (repl. OEM 17428-57) . \$39.99
- 20958** Fit all Twin Cam 88® and Evolution® Big Twin and Sportster® models from 1984 to present, and Buell® models from 1986 thru 2002 (repl. OEM 17428-83) \$39.99

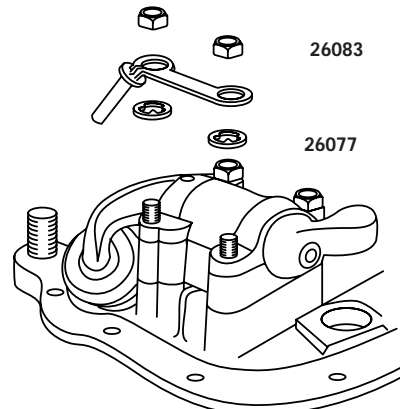
Note: CC #20958 is same as #20637 but without the mill slot. Do not use CC #20958 on Shovelheads or Ironhead Sportster® models.



Rocker Shaft O-Rings

Replacement rocker shaft O-rings fit Shovelhead models from 1966 thru 1984 and Sportster® models from 1957 thru 1985. Sold in packs of 10.

- 090553** Replaces OEM 11101 \$3.99



26083

26077

Panhead Rocker Oilers and Nuts

Exact reproductions of Original Equipment intake rocker oilers and the self-locking rocker arm stud nuts.

- 26077** Rocker arm oilers (repl. OEMs 18100-49 and 18102-49) sold in pairs. . . \$10.99
- 26083** Rocker arm stud nuts (repl. OEM 7727) pack of 25 \$29.99



20638

20639

JIMS® Rockershafts

Precision-ground high-quality rocker shafts replace Original Equipment parts perfectly. Precision shafts are American-made and centerless ground for accuracy. Stock diameter. Sold each.

- 20639** Fits Evolution® Sportster® and Big Twin engines, and Twin Cam 88® engines from 1984 to present (repl. OEM 17611-83) \$19.99
- 20638** Fits Shovelhead Big Twin engines from 1966 thru 1984 (repl. OEM 17611-66B) \$61.99



28026

26078

20083

Rocker shafts

Replacement rockershafts for Big Twin and Sportster® models. Sold each.

- 28026** Fits Sportster® models 1957 thru 1985 (repl. OEM 17435-57B) \$15.99
- 26078** Fits Shovelhead Big Twins 1971 thru 1984 (repl. OEM 17611-66B) \$29.99
- 20083** Rocker arm shims for Shovelheads 1966 thru 1984 (.007") pack of 10 \$4.79



Rocker shaft for Evolution® and Twin Cam 88® Models

American-made, precision-ground and hardened steel shaft that duplicates the Original Equipment part. Fit all Evolution® and Twin Cam 88® motors from 1984 to present.

- 28027** Fits 1984 to present Big Twin and Sportster® models (repl. OEM 17611-83) (sold each) \$9.59
- 28081** Replacement rocker arm bushing (repl. OEM 17428-57) sold each \$3.99

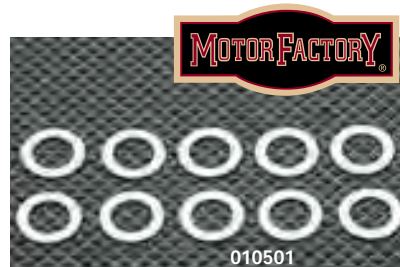


Kibblewhite Bronze Alloy Rocker Arm Bushings

CNC-machined from solid SAE-642 bronze alloy. Set of 8.

- 55138** Fit all Big Twins from 1966 thru 1999 \$31.99

Note: Must be installed and sized according to factory service manual.



Rocker Arm Shim Kit for Shovelhead Engines



Reduces top end noise with special pre-loaded spring shims installed on the pushrod side of the rocker shaft. Includes spring shims, spacers, and rocker plug seals. The seals are designed to conform to the rocker shaft and cover hole for a positive seal. Seals are also available separately. Fits Shovelhead models 1966-1984.

- 010519** Rocker arm shim and seal kit. . \$19.99
- 010518** Special rocker arm seals (pack of 4) \$7.99

Motor Factory® Rocker Arm Shims

Fit all Shovelhead engines from 1966 thru 1984. Sold in packs of 10.

- 010501** .005" -thick. \$6.29
- 010537** .010" -thick. \$5.29
- 010515** .015" -thick. \$7.64
- 010538** .020" -thick. \$6.49

ROCKER ARMS



RevTech® Roller Rocker Arms for Evolution® Models

These rocker arms extend cylinder head service life giving you more miles between teardowns, reduced friction and more power. The rolling action virtually eliminates side thrust when opening and closing the valves, minimizing the wear on your engines valve stems, guides and seals. Concealed pushrod seats are induction-hardened to 58-60 Rockwell C for scuff resistance and long-term durability. Computer-designed bodies are extra-thick and made of 4140 investment cast chromemoly steel that has been normalized to HRC35 for strength and toughness. Concealed oilways between the pushrod seats and the rollers provide reliable lubrication. Rollers are precision-machined from ball race-quality steel before being hardened and ground with a super-finished bore before being fitted to a heat-treated roller pin. Shaft bushings are steel backed and bronze laminated for extreme wear resistance. Set of 4.

659635 Fits all Evolution® Big Twin and Sportster® models from 1984 thru 2003. \$159.99

659649 Replacement bushings (pack of 8)..... \$42.99



TP Pro-Series® Forged Roller Rocker Arms

TP's premium forged roller rockers are not only the strongest, but also reduce operating friction so well they can give extra horsepower over your stock rockers.

Features include:

- Forged from 4140 steel and CNC-machined for a perfect fit
- Feature a roller tip for less drag, and a solid bushing for extended life
- Fits all Evolution® Sportster® models from 1986 thru 2003, and Evolution® and Twin Cam 88® Big Twin engines from 1984 thru 2005. Also fits Buell® models from 1988 thru 2002

687311 Set of four \$369.99



S&S Roller Rockers for Evolution® Engines

Hardened aircraft steel and pressed in bushings give these rocker arms the highest wear resistance and durability possible. For use in Evolution® Big Twins from 1984 thru 1999 with cam lifts to .710" and Evolution® Sportster® models from 1986 thru 2003 with cam lifts to .650". Designed for use with adjustable pushrods to obtain correct valve lash adjustment. S&S recommends new rocker arm shafts for maximum performance and mileage.

45690 Set of four rocker arms \$459.99

45691 Replacement set of four rocker shafts \$34.99



S&S Roller Rockers for Shovelhead Engines

Rocker shafts used in the Shovelhead rocker boxes are an economical straight design similar to those found in Evolution® engines. Fits S&S rocker boxes only.

601712 Roller rocker arms (set of four) \$459.99

601794 Replacement rocker shafts (set of four) \$84.99



Delkron Billet Rocker Arm Support

A great performance enhancing product for Twin Cam 88® motors!

- Made of 6061-T651 aluminum
- Doubles the strength of the die-cast stock part
- Keeps rocker arm shaft location in stock position
- Replaces OEM 17594-99

600119 Sold in pairs..... \$344.99





JIMS® High-Performance Roller Rocker Arms

This design features 660 bronze rocker shaft bushings and bearing-grade steel roller tips. Set of four rocker arms ONLY.

- 20424** Stock (1.6:1 ratio) for all Evolution® Sportster® models from 1986 thru 2003, Evolution® and Twin Cam 88® Big Twin models from 1984 to present, and Buell® models from 1988 thru 2002. . . \$499.99
- 20921** 1.71:1 ratio for all Evolution® Sportster® models from 1986 thru 2003, Evolution® and Twin Cam 88® Big Twin models from 1984 to present, and Buell® models from 1988 thru 2002 (permits engine builder to use a less radical cam with lower lift, yet achieve high lift at the valve. Modifications to head and rocker boxes may be required.) . . . \$549.99

Replacement Parts

- 20973** Rocker arm rollers (pack of 4) \$39.99
- 20960** Rocker arm axles (pack of 4) \$14.99
- 20961** Rocker arm lock rings (pack of 8) \$2.99



Rocker Arms for Sportster® Models

Fit Sportster® models from 1957 thru 1985. Sold each.

- 28029** Front exhaust (repl. OEM 17394-57A) \$44.99
- 28030** Rear exhaust (repl. OEM 17395-57A) \$44.99
- 28031** Front intake (repl. OEM 17396-57A) \$44.99
- 28032** Rear intake (repl. OEM 17397-57A) \$44.99

Replacement Rocker Arm Bushing

- 28081** Replaces OEM 17428-57 sold each \$3.99



JIMS® Roller Rockers for Shovelhead Models

Designed to reduce friction in the valve train. This provides more horsepower and less heat in the top end. Fits Shovelhead models from 1966 thru 1984 (1.43:1 stock ratio).

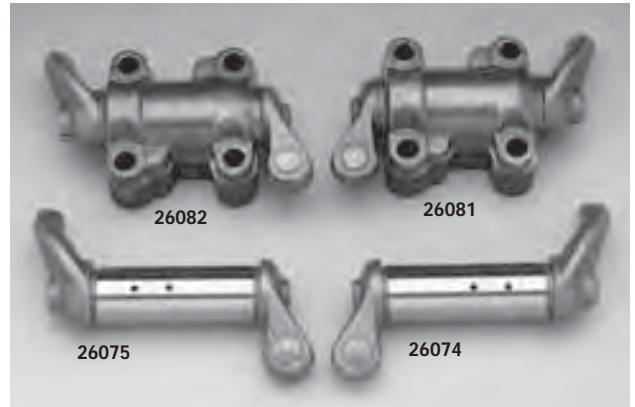
- 20922** Sold in sets of four \$549.99

Replacement Parts

- 20973** Rocker arm rollers (pack of 4) . . . \$39.99
- 20960** Rocker arm axles (pack of 4) . . . \$14.99



- 20961** Rocker arm lock rings (pack of 8) \$2.99



Panhead Rocker Arms and Assemblies

Quality reproductions of the stock parts for 1948 thru 1965 Panheads.

Rocker Arms Only Sold each.

- 26074** Fits rear exhaust/front intake (repl. OEM 17360-48) \$32.99
- 26075** Fits front exhaust/rear intake (repl. OEM 17375-48) \$32.99

Complete Assemblies Sold each.

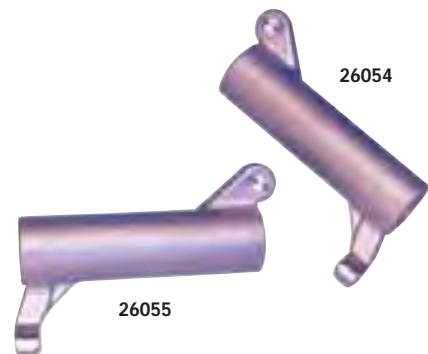
- 26081** Fits rear exhaust/front intake \$84.99
- 26082** Fits front exhaust/rear intake \$84.99



Rocker Arms for Shovelheads

Fit generator and alternator models from 1966 thru 1984. Sold each.

- 26079** Fits rear exhaust/front intake (repl. OEM 17360-66) \$29.99
- 26080** Fits front exhaust/rear intake (repl. OEM 17375-66) \$29.99
- 28081** Replacement bushing for rocker arms (repl. OEM 17428-57) sold each \$3.99



Rocker Arms for Twin Cam 88® and Evolution® Models

Replacement rocker arms for Evolution® Sportster® models from 1986 thru 2003, and Evolution® Big Twin and Twin Cam 88® models from 1984 to present. Sold each.

- 26054** Fits rear exhaust/front intake (repl. OEM 17360-83) \$38.99
- 26055** Fits front exhaust /rear intake (repl. OEM 17375-83) \$38.99

ROCKER COVER KITS



design by john reed



'Sculpted' 2-Piece Rocker Box Kit for Twin Cam 88® Models

Elevate your motor to an art form with this elegant design. The installation of these covers dramatically alters the appearance of your Twin Cam 88® engine giving it a totally custom look. Includes chrome-plated die-cast aluminum rocker box covers, chrome hardware, chrome bolt caps and gaskets. Sold in pairs.

- 28310 Fits all Twin Cam 88® models from 1999 to present. \$399.99
- 28313 Replacement rubber gasket (pack of 10) \$35.99
- 628314 Replacement metal gasket (pack of 10) \$57.99



Twin Cam-Style Rocker Boxes for Evolution® Motors

Chrome rocker boxes feature die-cast top and bottom pieces that are polished and chromed. The chromed center rocker carrier is machined from billet. All hardware is included. Sold in sets.

- 43099 Fits all Evolution® Big Twin models from 1984 thru 1999. . . \$385.99



S&S Rocker Cover Kits

These two-piece rocker covers are designed with discriminating custom and performance enthusiasts in mind.

For Evolution® Big Twin and Sportster® Models from 1984 thru 2003

Made to accommodate .710" lift when used with S&S Super Stock Street or OEM heads, and .810" lift with S&S special application heads when using S&S rocker arms. Permits in-frame installation, but taller motors such as S&S 96" and 103" long blocks may require removal of engine.

- 46765 Die-cast, chrome-plated \$649.99
- 46771 Replacement gaskets \$54.99

Note: Not recommended for Buell® models. OEM style "umbrella valves" are included to insure compatibility with crankcase and cylinder head venting.

For Twin Cam 88® Models from 1999 to Present

- 46764 Die-cast, chrome-plated \$649.99
- 46770 Replacement gasket kit. \$49.99



Finned Dishpan Rocker Covers from Custom Cycle Engineering

The original finned dishpan rocker covers were designed and manufactured by Randy Smith and Custom Cycle Engineering back in 1968, and they've brought them back just for us old school fanatics! Designed to eliminate oil seepage associated with the stock Panhead rocker box covers, these covers also dampen noise and a cooler running motor. These unique custom rocker covers are made from the original tooling that Randy designed, and even cast from A 356-T6 aluminum at the same foundry. Sold in "as cast" finish. These covers match great with the Finned primary covers also offered in this Handbook. Made in USA by the gang at Custom Cycle Engineering.

- 632740 Finned Dishpan Rocker Cover set for Panheads \$299.99

US Design Patent #426,792



Big Twin

Custom 'Smooth' Rocker Boxes for Evolution® Models

Precision aluminum castings enhance the look of the Evolution® Big Twin motor. Our custom covers have elegant rounded contours rather than the boxy look of stock rocker boxes. Engineered to exactly duplicate the function of stock pieces, including breather passages with umbrella valves for late model bikes with crankcase breathers in the heads. They accept stock or aftermarket rocker arms and rocker shafts. Each kit includes front and rear rocker boxes, hardware, and gaskets. Sold in sets exclusively from Custom Chrome®.

28555 Fits all Evolution® Big Twin models from 1984 thru 1999 **\$285.99**

Replacement Parts

- 54095** Rocker box gasket set for covers with casting marks 97 or 98 **\$31.99**
- 93500** Chrome 12-point flanged rocker box bolts (pack of 10) **\$24.99**
- 93501** Brass sealing washers for rocker box bolts (pack of 10) **\$9.99**



28555



Chrome Pan Covers

Beautifully show-chromed, heavy-gauge steel covers. Fit all Panheads from 1948 thru 1965.

- 12271** Set of two Pan covers (repl. OEM 17500-54) **\$59.99**
- 12053** Thin paper rocker cover gasket (repl. OEM 17541-48A) pack of 10 **\$9.49**
- 12054** Thick cork/rubber rocker cover gasket (repl. OEM 17541-48B) pack of 10 **\$15.99**
- 12067** Thick rocker cover gasket with a steel core sandwiched between layers of a cork/rubber composition (pack of 10) **\$44.99**

Pan Cover Screw Kits

- Chrome screw kits fit Panhead models 1948-1965. Sold in set of 24. Replaces OEM 3578W
- 500850** Chrome sockethead for use with steel "D" ring **\$15.99**



Smooth Profile Rocker Cover Kit for Evolution® Big Twin Models

A subtly different shape and completely enclosed recess for the upper cover screws allows for a continuous, sharp edge from front to rear resulting in an improved outer profile. Complete kit includes top, middle and bottom rocker box covers and all required hardware and gaskets. Sold each (two required per engine).

28530 Fit all Evolution® Big Twin models from 1984 thru 1999 **\$149.99**



Chrome Rocker Cover Kit for Evolution® Sportster® Models

Precision die-cast covers are machine polished, triple chrome-plated and individually inspected before shipment. Complete kit includes top, middle and bottom rocker box covers and all required hardware and gaskets. Sold each (two required per engine).

28534 Fit Evolution® Sportster® models from 1986 thru 2003 **\$149.99**



Chrome Rocker Arm Covers for Shovelheads

For all Shovelheads 1966 thru 1984. Ready-to-install, and include two rocker arm cover stud spacers for both the 1966 thru 1981 (short stud) and 1982 thru 1984 (long stud) applications. They replace OEMs 17516-77B, 17517-77B, 17518-80, 17519-80, 17550-80, 17552-80

28452 Sold in sets **\$414.99**

Note: Due to the nature of sand cast aluminum parts, small surface imperfections in the chrome are unavoidable.

ROCKER COVER KITS

Xzotic™ Rocker Boxes for Evolution® and Twin Cam 88° Models



Add a touch of nostalgia. Transforms your bike to look like a Pan or Knuckle. Compatible with Original Equipment rocker components. Complete kits include front and rear rocker box assemblies, gaskets and hardware.

Chrome Pan-Style

- 02017** Fits Twin Cam 88° models from 1999 to present \$789.99
- 02000** Fits Evolution® Big Twins from 1984 thru 1999 (except FXR models) \$739.99
- 02022** Fits Evolution® FXR models from 1984 thru 2000, and Evolution® Sportster® models from 1986 thru 2003 \$739.99
- 02010** Pan cover gaskets (pack of 10) \$49.99

Chrome Knuckle-Style

- 02030** Fits Twin Cam 88° models from 1999 to present \$799.99
- 02024** Fits Evolution® Big Twins from 1984 thru 1999, and Evolution® Sportster® models from 1986 thru 2003 \$799.99
- 02040** Replacement Knucklehead O-rings (pack of 10) \$20.99

Polished Knuckle-Style

- 602101** Fits Twin Cam 88° models from 1999 to present \$859.99



U.S. Design Patent #D347,810



U.S. Design Patent #D368,682



S&S Roller Rockers and Rocker Covers for Shovelhead Engines

Just the fact that the S&S polished billet rocker covers for Shovelheads look so good may be reason enough to put them on your bike, but the beauty is not just skin deep. The well thought out design offers a number of advantages over conventional cast rocker boxes. Machined from billets of 356 aluminum on modern CNC equipment, these rocker boxes provide the ultimate in dimensional accuracy and stability. The top and bottom sections of the covers are sealed with an O-ring type seal that insures leak free operation. Rocker shafts used in the Shovelhead rocker boxes are an economical straight design similar to those found in Evolution® engines.

- 601713** Front and rear rocker boxes with shafts \$759.99
- 601712** Roller rocker arms (set of four) \$459.99
- 601794** Replacement rocker shafts (set of four) \$84.99



Ribbed Panhead Covers

Heavy-gauge steel covers with out of sight lookin' ribs! Beautifully show-chromed and fit all Panheads from 1948 thru 1965. Use with our #12270 "D" rings. Sold in pairs. Made in USA by Paughco.

- 632256** Ribbed Panhead covers \$64.99



Multiple Skull Rocker Box Covers

Ominous 3-dimensional skulls design. Made from polished aluminum, each piece is sand-cast from a hand-carved original. Sold in pairs.

- 37725** Fits Evolution® Big Twins from 1984 thru 1999 \$139.99
- 33150** Fit Twin Cam 88° models from 1999 to present \$129.99

Split Shovelhead Rocker Box Kit from Stevenson Cycle

The Shovelhead is one of the coolest looking motors ever produced, and splitting the rocker boxes makes it look just that much cooler! Now, all you Shovel owners who were thinking about splitting your rocker boxes, can actually do it... yourself! Before this kit, the rockers would need to be removed, welded, machined to exacting specifications, time consuming, expensive, and requiring a great deal of expertise. These split rocker boxes fit all Shovelhead motors manufactured from 1966 to 1984 as well as all aftermarket motors using the same type of rocker box. The kit includes brand new rocker boxes in raw metal form with the machined areas cut as shown, ready for you to finish and send out to chrome, polish, powder coat, or just left in the rough form. Includes exterior copper oil line kit and machined rocker shaft nuts. Developed in partnership with our buddy Steve Broyles Sr. of Stevenson's Cycle... thanks Steve, these are Bitchin!



- 632910** Split Shovelhead Rocker Box Kit \$659.99



Colony Rocker Box Acorn Nut Kits for Shovelheads

Fits all models from 1966 thru 1984.

36151 Complete kit \$37.99

Rocker Box Mounting Kit

Fits all models from 1966 thru 1984.

36190 Complete kit \$12.99



Colony Rocker Box Cap Nut Set

Custom cap nut set for the rocker boxes on all Shovelhead motors 1966 thru 1984.

36111 Complete set \$35.99

Chrome Rocker Arm Shaft Plug Sets

Fits the rockershafts on Sportster® models from 1971 thru 1985 and Big Twins from 1971 thru 1984.

36188 Set of 4 \$27.99



S&S Crankcase Breather Valves for Twin Cam 88® Models

By installing pressure sensors in the crankcase, cam chest and rocker covers S&S determined the source and solution for the problem of "oil carry-over", or in other words, oil out the breather. The result is an ingenious valve that is installed over the pinion shaft and inside the pinion bearing boss. It's contained between the pinion bearing outer retaining ring and the oil pump. Also increases midrange horsepower and torque very slightly.

601115 Fits all Twin Cam 88® models (except Softail® models) from 1999 thru 2002 \$99.95

601116 Fits all Twin Cam 88® models (except Softail® models) from 2003 thru 2006 \$99.95



Complete Rocker Box Hardware Kit

Full 32 piece rocker box mounting kit contains everything needed to install two rocker boxes. Fits all Evolution® Big Twin and Sportster® lower rocker boxes.

94053 Rocker box hardware kit \$17.99



Rocker Box Stud Kit for Shovelhead Engines

This high-quality American-made kit contains 8 long studs, 2 short studs and 1 motor mount stud. The extra short stud provided replaces one of the long studs on late-model Shovelheads.

28455 Replaces OEMs 17506-66, 17508-66 and 16864-48 \$42.99

S&S Crankcase Breather Reed Valves for 1993-'99 Engines

The S&S breather reed valve for 1993-'99 big twins replaces the standard rotary breather valve. Installation is fast and simple. Remove the original breather gear and insert the new S&S reed valve assembly into the breather valve cavity. No aligning timing marks, and no rotating parts. The S&S crankcase breather reed valve can be used to replace the stock style rotary breather valve in engines with minor breather cavity damage, and there is a +.030" oversized reed valve for engines with heavily damaged breather bores.

Standard Diameter

614581 +.030" Oversize - (For damaged engines.) \$89.95

614582 +.030" Oversize - (For damaged engines.) \$99.95



Chrome Panhead 'D' Rings

Thick aluminum 'D' rings with a show-chrome finish for all Original Equipment pan covers as well as any of the aftermarket offerings. Helps prevent oil leaks around the pan gasket. Comes complete with chrome sockethead capscrews.

12270 'D' rings and screws \$71.99



Colony Knucklehead Look-Alike Rocker Plug Sets

Sold in sets of four.

36065 Fits Sportster® models 1971 thru 1985; Shovelheads 1971 thru 1984 \$25.99

36064 Fits Sportster® models 1957 thru 1970; Shovelheads 1966 thru 1970 \$25.99



Colony Chrome Rockershaft Cap Nut Kit

Replace the 'Red-Dot' nuts on the left-side of the rockershafts of all 1966 thru 1984 Shovelheads and 1957 thru 1985 Sportster® models.

36119 Set of 4 \$9.59

Rocker Shaft End Plug and Nut Kits

Original style rocker shaft end plug and nut kit for two heads. Available with chrome or cadmium finish. Fits Sportster® models 1971-1985 and Big Twin models 1971-1984.

500450 Chrome. \$31.99

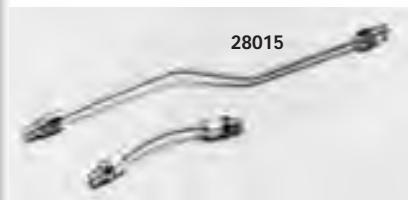


ROCKER OIL LINES - BREATHER VALVES



Overhead Rocker Arm Oil Lines
Sets of two braided oil lines

12427 Fits 1966 thru 1984 Shovelheads \$21.99
12428 Fits 1957 thru 1985 Sportster® models..... \$28.99

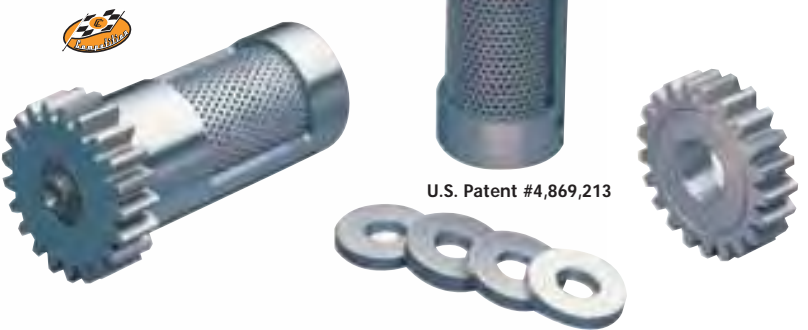


Chrome Rocker Oil Lines
Chromed rocker box oil lines for Sportster® models and Shovelheads. Includes complete set of fittings and seals (2 lines).

28015 Fits Shovelheads 1966 thru 1984 (repl. OEMs 62783-66A, 62785-66A)... \$22.99
28016 Fits Sportster® models (except magneto models) from 1957 thru 1985 (repl. OEM 17324-57A) \$22.99

Rocker Box Oil Line Fittings
Includes chrome fittings and seals for the rocker box oil lines on all Sportster® models and Shovelheads 1957 thru 1985.

010421 Sold in pairs (repl. OEMs 63527-57A, 63526-57) \$5.99
12074 Motor Factory® oil line sleeves ONLY (repl. OEM 63529-57) pack of 10 . \$2.59



U.S. Patent #4,869,213

RevTech® Adjustable Breather Valves

Permit the engine builder to alter breather timing to match the displacement of the motor. Increasing the stroke or cylinder bore changes the total volume of the crankcase. If the breather is not modified, the cylinders fight the pressure build-up in the lower end that a stock breather cannot relieve. RevTech® offers an all-steel breather valve for Big Twins from late 1977 thru 1999. It's designed to replace the stock steel or plastic breather valve and with its removable gear, permits you to dial in the exact timing needed to ensure proper scavenging. Includes a selection of four different-sized thrust washers. Fit engines from late 1977 thru 1999 (except Twin Cam 88® models).

58076 Stock duration	\$64.99
58077 +10° duration	\$64.99
58079 +10° duration, +.030" oversize	\$64.99



S&S Breather Valves

These steel breathers for Big Twins are designed to replace and outperform their Original Equipment counterparts.

Special Design Features:

- Steel vs. plastic means greater durability and strength. Particles are less likely to get imbedded in the gear which can damage the crankcase breather gear cavity.
- A screen vs. slots means better protection. Particles are stopped from getting to the gear cavity where they may damage the gears or pump.
- S&S steel gear with welded in screen with larger diameter holes vs. stock steel gear with screen with smaller holes held in with a clip means improved air flow/oil scavenging from the flywheel side.
- Crankcase flywheel cavity vacuum and oil scavenging in late 1977 thru 1999 engines further improved with synchronizing refinements.



45845 Breather valve with shims for Big Twin models from 1977 thru 1999 (repl. OEMs 25313-77A, 25313-77B)	\$104.99
45716 Breather valve ONLY for Big Twin models from 1977 thru 1999 (repl. OEMs 25313-77A, 25313-77B)	\$79.99
45717 Breather valve ONLY for Big Twin models from 1954 thru 1977 (repl. OEM 25313-73)	\$109.99

ENGINE



JIMS® Breather Valves

Aerospace-quality steel breather valves with very precise breather timing. An excellent upgrade for stock plastic breather valves. Oversized versions allow repair of worn case without welding and machining \$84.99

- 20936** Fits all Big Twins (except Twin Cam 88° models) from late 1977 thru 1999 (repl. OEM 25313-77)
- 20935** +.030 oversize for Big Twin models (except Twin Cam 88° models) from late 1977 thru 1999
- 20937** Fits Big Twin models from 1948-early 1977 (repl. OEM 25313-73)
- 20938** +.030 oversize for Big Twin models from 1948 to early 1977

Note: For oversized breather valves, use JIMS reamer CC #20945 to size worn breather hole in case



Breather Valves for Big Twins

These are Original Equipment plastic breather valves for Big Twin models.

- 75201** Late 1977 thru 1999 (repl. OEM 25310-82A) \$11.99

Breather Valve Washers

Original Equipment washers for all Evolution® Big Twin models from 1970 thru 1999. Packs of 5. \$14.99

- | | |
|--|--|
| 75202 0.130"-thick (repl. OEM 25320-82) | 75205 0.145"-thick (repl. OEM 25323-82) |
| 75203 0.135"-thick (repl. OEM 25321-82) | 75206 0.150"-thick (repl. OEM 25325-82) |
| 75204 0.140"-thick (repl. OEM 25322-82) | 75207 0.155"-thick (repl. OEM 25326-82) |
| | 75208 0.160"-thick (repl. OEM 25327-82) |



S&S Crankcase Breather Valves for Twin Cam 88° Models

By installing pressure sensors in the crankcase, cam chest and rocker covers S&S determined the source and solution for the problem of "oil carry-over", or in other words, oil out the breather. The result is an ingenious valve that is installed over the pinion shaft and inside the pinion bearing boss. It's contained between the pinion bearing outer retaining ring and the oil pump. Also increases midrange horsepower and torque very slightly.



- 601115** Fits all Twin Cam 88° models (except Softail® models) from 1999 thru 2002. \$99.95
- 601116** Fits all Twin Cam 88° models (except Softail® models) from 2003 thru 2006. \$99.95

S&S Crankcase Breather Reed Valves for 1993-'99 Engines

The S&S breather reed valve for 1993-'99 big twins replaces the standard rotary breather valve. Installation is fast and simple. Remove the original breather gear and insert the new S&S reed valve assembly into the breather valve cavity. No aligning timing marks, and no rotating parts. The S&S crankcase breather reed valve can be used to replace the stock style rotary breather valve in engines with minor breather cavity damage, and there is a +.030" oversized reed valve for engines with heavily damaged breather bores.



Standard Diameter

- 614581** +.030" Oversize - (For damaged engines.) \$89.95
- 614582** +.030" Oversize - (For damaged engines.) \$99.95

S & S CAM KITS FOR TWIN CAM

S&S Gear Drive Cam Kits for Twin Cam 88® Engines

Increases valve timing accuracy by eliminating timing chain lash and the loosely fit stock cam drive sprockets. This is accomplished by replacing the stock components with light press fit S&S gear drive cams. Because the chain, chain guides and tensioner are eliminated, there is no longer a possibility for these parts to fail and damage other parts. These kits reverse the rear cam's direction of rotation and provide additional operating clearance between cam lobes, permitting the use of higher lift cams. When updating from the stock chain drive system, it is easiest to order one of these complete kits which include camshafts with inner gears, an outer cam drive gear kit, an S&S cam bearing plate, and the camshaft installation kit. S&S gear drive camshafts must be used with S&S gear drive components. Six cam profiles are available to cover a wide variety of engine displacements and compression ratios. With the exception of the "bolt in" 510G cam set (CC #601770), S&S gear drive cams are high lift and were designed to take advantage of the extra flow of ported stock heads or S&S Super Stock™ cylinder heads. Due to the high lift of these cams, adjustable pushrods and high-performance valve springs are required for installation. If replacing cams in an engine already equipped with S&S gear drive cams, order the 'Gear Drive Cams with Inner Gears ONLY' and reuse the existing gears. A CC #46752 camshaft installation kit is recommended. If installing a gear drive cam set without inner gears from another cam manufacturer, a CC #46760 cam gear drive kit provides the inner cam gears as well as an outer cam drive gear kit. A CC #46752 camshaft installation kit and a CC #601119 S&S cam bearing plate are also recommended. Fit all Twin Cam 88® engines from 1999 to present.



Complete Gear Drive Cam Kits for 2006 Dyna Glides and all 2007 Big Twins

601814	510G cam kit.....	\$789.99
601815	570G cam kit.....	\$789.99
601816	585G cam kit.....	\$789.99
601817	625G cam kit.....	\$789.99
601818	640G cam kit.....	\$789.99

Complete Gear Drive Cam Kits for 1999 thru 2006 Big Twins (except 2006 Dyna™)

601770	510G cam kit.....	\$739.99
601771	570G cam kit.....	\$739.99
601772	585G cam kit.....	\$739.99
601773	625G cam kit.....	\$759.99
601774	640G cam kit.....	\$759.99

Gear Drive Cams with Inner Gears ONLY for 1999 thru 2006 Big Twins (except 2006 Dyna Glides)

012029	510G cams.....	\$459.99
46756	570G cams.....	\$459.99
46757	585G cams.....	\$459.99
46758	625G cams.....	\$479.99
46759	640G cams.....	\$479.99

Accessories

46752	S&S camshaft installation kit. Provides parts needed to install S&S gear drive cam sets. Includes bearings, bushings, circlip and gasket.....	\$39.99
46760	Cam drive gear kit (includes front and rear inner cam gears, pinion gear, and outer cam gear).....	\$449.99
601119	S&S heavy-duty cam bearing plate for use with all gear drive cams in Big Twin engines (except 2006 Dyna Glide® models) from 1999 thru 2006.....	\$6.99
46753	Outer cam drive gear kit.....	\$244.99

Note 1: A hydraulic press and other professional tools are required to install cams in Twin Cam 88® engines. Additionally, material must be removed from the inner surface of the stock gear cover to install the S&S Gear Drive. Original Equipment crankcases will require clearancing for the 625G/640G/675G cams. The valve spring pockets will also need to be machined when installing the 675G cam set. S&S recommends that gear drive cams be installed by a professional mechanic.

Note 2: Due to the inherent characteristics of gear drives, you may experience more valve train noise with gear driven cams. Oversized and undersized gears are available to help achieve correct gear lash.

Note 3: Experience shows that with 160 lb. of valve seat force, the S&S gear drive cams will perform well up to 6200 rpm. If higher rpm is anticipated, valve springs that provide higher seat force should be used.

Cam Specifications

Grind	Open	Close	Duration @ .053	Valve Lift
510G/510GP				
Intake	20°	38°	238°	.510
Exhaust	52°	20°	252°	.510
570G/570GP				
Intake	20°	40°	240°	.570
Exhaust	55°	20°	255°	.570
585G/585GP				
Intake	20°	45°	245°	.585
Exhaust	60°	20°	260°	.585
625G/625GP				
Intake	20°	55°	255°	.625
Exhaust	60°	20°	260°	.625
640G/640GP				
Intake	25°	60°	265°	.640
Exhaust	65°	25°	270°	.640

Cam Applications

- 510 cam kits are designed as bolt-in cams for 88" to 95" engines with compression ratios below 9.7:1. Intended primarily for stock heads that have not been ported
- 570 cam kits are designed for 88" to 95" engines with compression ratios between 9:1 and 10:1
- 585 cam kits are designed for 88" to 95" engines with compression ratios from 10 to 10.5:1 and 100" and 107" engines at 9.7:1 to 10.5:1 compression
- 625 cam kits are designed for engines of 95" or more with compression ratios between 10.0:1 and 10.75:1
- 640 cam kits are designed for engines of 95" or more with compression ratios between 10.5:1 and 11.5:1



ANDREWS CAM KITS FOR TWIN CAM

Andrews Cams for 2006 Dyna Glide and 2007 Big Twin Models

Andrews is on top of their game designing roller chain and cams with S&S gear driven gears for 2006 Dyna Glide and 2007 Big Twin models. These cams were designed around the specs for the earlier Andrews cams for Twin Cam 88° engines. This will help users choose their favorite combinations. The gear drive kits include two plates for blocking the chain oil feed holes which are not needed for gear drives.

Andrews 21H / 21HG

A bolt-in cam with more torque for all around riding with heavy bikes, stock compression ratios and stock pistons. Similar to the EV23 cam for 80" Evolution® engines. Makes power from 1700-4800 RPM.

- 602020 Chain drive cams \$279.99
 602028 Gear drive cams \$319.99

Andrews 26H / 26HG

A bolt-in cam for engines from 88 to 95 inches and stock compression ratio. Great for two up touring, this cam will add torque and HP at lower and middle RPM ranges. Makes power from 1800-5200 RPM.

- 602021 Chain drive cams \$279.99
 602029 Gear drive cams \$319.99

Andrews 31H / 31HG

Great cam for motors with 95 inches and 9.8:1 to 10.2:1 compression ratios. Lower TDC lift for easy installation. Similar to TW37 with different timing. Makes power from 2000-5600 RPM.

- 602022 Chain drive cams \$279.99
 602030 Gear drive cams \$319.99

Andrews 37H / 37HG

Hot street cams for 88 or 95 inches. 80+ rear wheel horsepower is possible with a well tuned 88 incher, more with 95. Smooth idle with broad torque, and makes power from 2200-5600 RPM. 9.0:1 to 9.5:1 compression ratio.

- 602023 Chain drive cams \$279.99
 602031 Gear drive cams \$319.99

Andrews 44H / 44HG

For engines with 88 or 95 inches and compression ratios from 9.5:1 to 10.2:1. Maximum torque range is from 2300-5800 RPM.

- 602024 Chain drive cams \$279.99
 602032 Gear drive cams \$319.99

Andrews 50H / 50HG

Designed for easy installation in 95 inch motors with stock heads and 9.5:1 to 9.8:1 compression ratios. Makes power from 2400-6000 RPM.

- 602025 Chain drive cams \$279.99
 602033 Gear drive cams \$319.99

Andrews 55H / 55HG

Great cam for 95 inch engines with 9.8:1 to 10.2:1 compression ratios. Maximum HP and torque at mid and upper RPMs. Makes power from 2600-6200.

- 602026 Chain drive cams \$279.99
 602034 Gear drive cams \$319.99

Andrews 60H / 60HG

For well prepped 95-103 inchers with 10:1 to 10.5:1 compression ratios, 100+ HP is within reach. Makes power from 2700-6500+ RPM.

- 602027 Chain drive cams \$279.99
 602035 Gear drive cams \$319.99

Andrews 67HG

Performance cams for 95-107+ inches, and 10:1 to 10.8:1 compression ratios with high-flow head set-up. Makes power from 2600-6400+ RPM.

- 602036 Gear drive cams \$319.99

Andrews 59HG

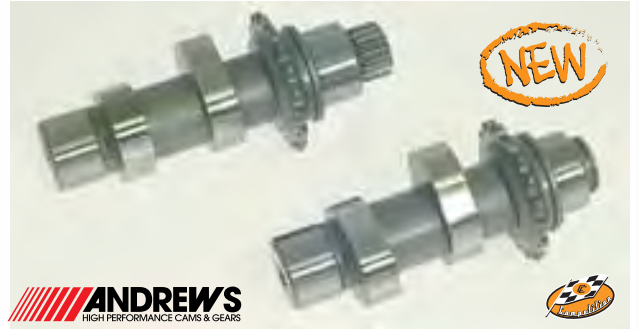
Great cams for 95-107+ inchers with 12:2:1 or higher compression ratio. Max torque and horsepower from 2700-6500+ RPM.

- 602037 Gear drive cams \$469.99

Andrews 64HG

Big cams for modified 95-116+ inch motors running 10.2:1 or higher compression ratio. Heads must be set for .700" lift and modified for maximum air flow. Makes power from 3000-6500+ RPM.

- 602038 Gear drive cams \$469.99



GRIND	OPEN	CLOSE	DURATION @ .053	VALVE LIFT	LIFT@ TDC	VALVE SPRINGS
21H / 21HG						
Intake	10°	30°	220°	.498	.134	Stock
Exhaust	40°	08°	228°	.498	.121	Stock
26H / 26HG						
Intake	11°	35°	226°	.490	.138	Stock
Exhaust	41°	09°	230°	.490	.120	Stock
31H / 31HG						
Intake	10°	46°	236°	.510	.131	Stock
Exhaust	52°	08°	240°	.510	.120	Stock
37H / 37HG						
Intake	18°	38°	236°	.510	.174	Stock
Exhaust	46°	14°	240°	.510	.148	Stock
44H / 44HG						
Intake	21°	41°	242°	.495	.182	Stock
Exhaust	49°	17°	246°	.495	.158	Stock
50H / 50HG						
Intake	20°	48°	248°	.510	.184	Stock
Exhaust	54°	18°	252°	.510	.168	Stock
55H / 55HG						
Intake	22°	46°	248°	.550	.197	HI-LIFT
Exhaust	52°	20°	252°	.550	.181	HI-LIFT
60H / 60HG						
Intake	24°	56°	260°	.560	.205	HI-LIFT
Exhaust	58°	22°	260°	.560	.192	HI-LIFT
67HG						
Intake	24°	56°	260°	.560	.205	HI-LIFT
Exhaust	58°	22°	260°	.560	.192	HI-LIFT
59HG						
Intake	24°	56°	260°	.560	.205	HI-LIFT
Exhaust	58°	22°	260°	.560	.192	HI-LIFT
64HG						
Intake	24°	56°	260°	.560	.205	HI-LIFT
Exhaust	58°	22°	260°	.560	.192	HI-LIFT

- INDEX
- APPAREL
- SEATS & BAGS
- FOOT CONTROLS
- HAND CONTROLS
- LIGHTING
- ELECTRICAL
- EXHAUST
- INTAKE
- ENGINE
- GASKETS
- TRANNY & CLUTCH
- DRIVELINE
- WHEELS, TIRES & BRAKES
- FRAMES
- FORKS & SHOCKS
- SHEET-METAL
- GAUGES
- CHEMICALS
- GENERAL
- CROSS REFERENCE

CRANE ANDREWS CAM KITS FOR TWIN CAM



Crane 'Hi-Roller' Cams for Twin Cam 88® Models

Tap the potential of your engine by improving its breathing. Profiles available for mild street cruising to race engine builds. All cams are made for splined cam sprockets. Fit all Twin Cam 88® models from 1999 to 2006 except 2006 Dyna.

Hi-Roller 'HTC296-2'

24605 For modified engines with 10.25:1 and higher compression, big bore kits, head mods, etc. Must use high-performance valve springs clearance for .600" lift, performance air cleaner and free-flow exhaust system. Ideal for use with Edelbrock® Performer RPM heads. \$329.99

Hi-Roller 'HTC300-2'

24600 Bolt in cam for low-end torque and midrange. Excellent choice for touring models. Recommended for use in motors with stock compression and valve springs \$329.99

Hi-Roller 'HTC310-2'

24601 Bolt-in cam with useful increase in torque and horsepower over a broad rpm range. For stock compression ratio or up to 9.5:1. Uses stock valve springs. \$329.99

Hi-Roller 'HTC316-2'

24602 Bolt-in street performance. Works with compression ratios from stock to 10.1:1. Uses stock valve springs. \$329.99

Hi-Roller 'HTC290-2'

24603 Great low and mid-range torque with upper RPM power. Good with stock or big bore pistons with 9.5:1 or higher compression ratio. Must use .570" lift high-performance valve springs. . . \$329.99

Hi-Roller 'HTC304-2'

24604 Big power for big engines. Excellent for big bore kits, 10.5:1 and up compression and modified heads. Must use .600" lift high-performance valve springs. \$329.99

Grind	Open	Close	Duration @ .053	Valve Lift
Hi-Roller 'HTC296-2'				
Intake	20°	46°	246°	.619
Exhaust	52°	22°	254°	.619
Hi-Roller 'HTC300-2'				
Intake	13°	33°	226°	.505
Exhaust	42°	14°	236°	.505
Hi-Roller 'HTC310-2'				
Intake	20°	36°	236°	.505
Exhaust	47°	15°	242°	.505
Hi-Roller 'HTC316-2'				
Intake	19°	43°	242°	.505
Exhaust	48°	24°	252°	.505
Hi-Roller 'HTC290-2'				
Intake	18°	42°	240°	.570
Exhaust	46°	22°	248°	.570
Hi-Roller 'HTC304-2'				
Intake	25°	49°	254°	.600
Exhaust	56°	24°	260°	.600

Note: 1999 models require use of cam drive sprocket kit OEM 25446-99, cam drive sprocket bolt OEM 996, and washer OEM 6294.



Andrews Cams for Twin Cam 88® Models

Andrews Products has added four new cam grinds which show that more power is within easy reach. The Twin Cam 88® engine with larger cylinder bores and a shorter stroke has a very broad torque curve compared to earlier engines. All performance cams listed below are intended for use with Original Equipment hydraulic lifters. Cam kits include one roller bearing and one ball bearing. For model from 1999-2006 except for Dyna®.

Note: **Chain Drive:** All Andrews cams for Twin Cam 88® models require the additional purchase of Andrews sprockets. **Gear Drive:** All Andrews cams for Twin Cam 88® models require the additional purchase of (#46760)cam gear kit and (#46752) installation kit.

Chain	Gear	
24587	614630	'TW21' bolt-in kit with more torque for all around riding and heavy bikes. Designed to run with stock compression ratio (1700-5200 RPM)
\$285.99	\$273.36	
24588	614631	'TW26A' bolt-in cam for low RPM torque when riding two up. This touring cam will add more torque and horsepower in the lower and middle RPM range (1800-5500 RPM)
\$285.99	\$273.36	
24582	614633	'TW37B' bolt-in cam that delivers a smooth idle, and broad torque band. Runs best with low-restriction exhausts. '54G' New for 2008 Specially designed for 96 and 103 engines with CR up to 10:1 (2200-5600 RPM range)
\$285.99	\$273.36	
24589	n/a	'TW44' designed for 88-inch engines with 9.5:1 compression ratio or higher. Maximum torque and horsepower at middle and upper range (2400-6000+ RPM)
\$285.99		
n/a	614634	'54G' New for 2008 Specially designed for 96 and 103 engines with CR up to 10:1 (2200-5600 RPM range)
	\$273.36	
24583	614635	'TW50' cam for maximum torque and horsepower at higher RPM ranges. Designed for lighter bikes and engines with 9.5:1 compression ratio (or higher) and 88" to 95" engines
\$285.99	\$273.36	
24590	614636	'TW55' high lift cams for maximum torque and horsepower. For 88" to 95" engines with 9.5:1 compression ratio or higher (2600-6000+ RPM)
\$285.99	\$273.36	
24584	614637	'TW60A' cam for a well-prepped engine with 95" cylinders and head work and modified exhaust (high lift)
\$285.99	\$273.36	

GRIND	OPEN	CLOSE	DURATION @ .053	VALVE LIFT	LIFT@ TDC	VALVE SPRINGS
TW21						
Intake	10°	30°	220°	.498	.134	Stock
Exhaust	40°	08°	228°	.498	.121	Stock
TW26A						
Intake	11°	35°	226°	.490	.129	Stock
Exhaust	41°	09°	230°	.490	.112	Stock
TW37B						
Intake	14°	42°	236°	.510	.151	Stock
Exhaust	48°	12°	240°	.510	.140	Stock
TW44						
Intake	21°	41°	242°	.495	.182	Stock
Exhaust	49°	17°	246°	.495	.158	Stock
54G						
Intake	16°	42°	238°	.555	.165	Stock
Exhaust	52°	08°	238°	.555	.158	Stock
TW50						
Intake	20°	48°	248°	.510	.184	Stock
Exhaust	54°	18°	252°	.510	.168	Stock
TW55						
Intake	22°	46°	248°	.550	.197	HI-LIFT
Exhaust	52°	20°	252°	.550	.181	HI-LIFT
TW60A						
Intake	24°	56°	260°	.560	.205	HI-LIFT
Exhaust	58°	22°	260°	.560	.205	HI-LIFT

Note: TW21, TW26A and TW37B cams work well with fuel injection or carburetors.



Crane Tune-A-Cam Kit

Now it's quick-and-easy to degree your camshaft for maximum performance with this unique kit. Includes a large, easy-to-read degree wheel, dial indicator, TDC locator, and lightweight checking springs packed in a high-impact plastic case. You can also check camshaft and crankshaft end play, shaft and gear runout.

- 20132 Complete Kit \$329.99
- 22298 Degree wheel ONLY \$46.99



Andrews Front and Rear Cam Sprocket Kits for Twin Cam 88® Models

All Andrews cam kits for early Twin Cam 88® models require a new heat-treated 34-tooth rear cam drive sprocket and 17-tooth front cam sprocket. The new sprocket replaces OEM sprockets. As of winter '99, no Andrews Twin Cam 88® cam sets will be sold without one new drive sprocket. Sprockets are made from heat-treated alloy steel and are longer-than-stock for greater stability. A full-length 3/16" drive key and 3 spacer shims are included. With the shims, the installed length of new sprocket can be set to the same length as the original stock sprocket plus spacer. 34-tooth and drive sprocket will fit all stock Twin Cam 88® model rear cam shafts. If you are into any performance riding, a new sprocket is a must installation, even with engines using stock camshafts.

- 24580 Keyed. Includes 34-tooth gear, 3/16" drive key and 3 shims for the rear cam on 1999 Twin Cam 88® models \$82.99
- 24596 Splined. Includes 34-tooth gear, grade 8 bolt, hardened washer and 3 shims for rear cam on all Twin Cam 88® models from 2000 to present. \$82.99
- 24586 17 tooth front cam sprocket (repl. OEM 25609-99) \$52.99



S&S Cams for Evolution® Big Twin Models

S&S camshafts go through extensive dyno testing and real world on the track experience. All S&S cams are proven to deliver performance gains in the areas indicated. Fit all Evolution® Big Twin models from 1984 thru 1999.

S&S 600

For 3 1/16" and larger bore engines with up to 10.25:1 compression. Great power curve through mid range and top end. Great all-around performer suited for large displacement motors.

- 45611 600 cam \$189.99

S&S 520

For all engines up to 10:1 compression. Works well with stock or ported heads. Short duration and reduced overlap make large amounts of low end torque perfect for Touring models or two-up riding.

- 45617 520 cam \$189.99

S&S 563

Best suited for 96" and larger high-performance street and racing engines with high-compression ratios. Most effective on top end from about 4500 rpm up. Promotes easy starting due to the long duration.

- 45794 563 cam \$189.99

S&S 561

Works well with all displacements and a variety of compression ratios. Ideally suited for stock to 88" engines with up to 11:1 compression, 96" with 10:1 compression and larger engines with no greater than 9.5:1 compression. Moderate duration makes great mid-range torque for performance where most riding is done.

- 45796 561 cam \$189.99

New S&S Grinds

These new versions of some popular S&S grinds work with stock or ported heads to provide as much as a 10 horsepower gain over stock, but with better low and midrange torque, while the improved ramp design makes for quieter operation. Valve spring spacing is not required on the 510V, but is required on the 675V. Please be sure to check all other clearances. Fit all Evolution® Big Twin engines from 1984 thru 1999.

- 601776 510V grind cam for engines to 93" with no greater than 10:1 compression \$189.99

- 601777 675V grind cam for engines over 120" with 11:1 or greater compression \$179.99

S&S Cam Specifications

Grind	Open	Close	Duration @ .053	Valve Lift
600				
Intake	20°	55°	255°	.600
Exhaust	60°	20°	260°	.600
520				
Intake	0°	40°	220°	.520
Exhaust	50°	2°	232°	.520
563				
Intake	32°	60°	276°	.560
Exhaust	64°	32°	276°	.560
561				
Intake	32°	40°	252	.560
Exhaust	50°	26	256°	.560
510V				
Intake	20°	38°	238°	.510
Exhaust	52°	20°	252°	.510
675V				
Intake	25°	64°	269°	.675
Exhaust	70°	25°	275°	.675

Note: Valve spring spacing and all clearances should be checked before final assembly

ANDREWS CAMS FOR EVOLUTION



Andrews Cams for Evolution® Big Twin Models

Unlock the hidden performance potential of your Evolution® Big Twin with this selection of popular offerings from Andrews. Cams for all models 1984 thru 1999, and may be used with the stock hydraulic lifters which are capable of 6,000+ RPM.

Andrews 'EV38'

The newest grind for Evolution® Big Twins is perfect for lighter street driven bikes. This combination grind offers great mid-range to top end power. Longer exhaust duration helps lower oil temp for longer engine life. Works fine with stock valve springs for easy bolt-in installation.

23909 Andrews EV38 cam \$149.99

Andrews 'EV23'

Bolt-in cam for heavier touring bikes and high geared bikes with 65 tooth rear pulleys. More power from 1500 to 6000 RPM. Works well at high altitude.

23899 Andrews EV23 cam \$149.99

Andrews 'EV13'

Bolt-in cam for street or touring use with more mid-range and upper end power than the original EV1. similar to stock 1988 and later OEM cams. Especially effective in reducing oil temperature in hot weather.

24220 Andrews EV13 cam \$159.99

Andrews 'EV27'

Bolt-in street cam with broad torque range and fast open and close ramps. Pulls from 1,500-6,000 RPM.

24307 Andrews EV27 cam \$159.99

Andrews 'EV3'

Bolt-in cam for FXR and Softail® models. Lots more mid-range power. Idle smoothness unaffected. This is a 6000+ RPM cam for stock springs and hydraulic lifters. Requires no head work to install.

24257 Andrews EV3 cam \$149.99

Andrews 'EV46'

A bolt-in cam with fast open and close ramps in a grind similar to the EV3, but produces higher static compression pressure permitting 6000+ RPM with stock heads and hydraulic lifters.

24320 Andrews EV46 cam \$159.99

Andrews 'EV5'

For engines that have been mildly stroked or had head work done. Stock hydraulics are recommended with stock spring travel set to .560" minimum. Makes excellent power from 2500-6500 RPM.

24258 Andrews EV5 cam \$149.99

Andrews 'EV51'

Fast open and close ramps to generate good high-RPM power without sacrificing low end torque, and longer duration for modified street engines with hydraulic lifters. Power range from 3,000-6,500 RPM.

24319 Andrews EV51 cam \$159.99

Andrews 'EV59'

Designed for modified 80 to 88 inch motors. Use with performance springs and collars. Broad power band to 6,000 RPM.

24308 Andrews EV59 cam \$159.99

Andrews 'EV72'

Designed for 92 inch and larger street motors. Use with performance springs and titanium collars. Broad power band from 2,800-6,000 RPM.

24309 Andrews EV72 cam \$159.99

Andrews 'EV79'

High-compression engines of 92 inches or more will run cooler at sustained high RPMs. We recommend using the stock hydraulic lifters with Andrews springs and collars up to 7000 RPM.

24192 Andrews EV79 cam \$179.99

Andrews 'EV81'

A high-lift drag cam for 80"-88" motors with compression ratios of at least 10.5:1. Provides a wide torque band in motors that have head-work. This cam is capable of 6500+ RPM, but requires hi-lift valve springs and collars (CC #24198, #24199).

23906 Andrews EV81 cam \$335.99

Andrews 'EV84'

A high-lift drag cam for 90"-100" motors with compression ratios of at least 10.5:1. Provides a wide torque band in motors that have head-work. This cam is capable of 6500+ RPM, but requires hi-lift valve springs and collars (CC #24198, #24199).

23907 Andrews EV84 cam \$335.99

Andrews 'EV88'

A high-lift drag cam for 100"+ motors with compression ratios of at least 10.5:1. Provides a wide torque band in motors that have head-work. This cam is capable of 6500+ RPM, but requires hi-lift valve springs and collars (CC #24198, #24199).

23908 Andrews EV88 cam \$335.99

Use the chart below to determine the specifications for the cam you are interested in purchasing.

Grind	Open	Close	Duration @ .053	Valve Lift
EV38				
Intake	21°	37°	238°	.495
Exhaust	52°	20°	252°	.500
EV23				
Intake	10°	30°	220°	.498
Exhaust	40°	8°	228°	.498
EV13				
Intake	15°	31°	226°	.485
Exhaust	45°	13°	238°	.495
EV27				
Intake	20°	36°	236°	.495
Exhaust	44°	16°	240°	.495
EV3				
Intake	21°	37°	238°	.495
Exhaust	43°	15°	238°	.495
EV46				
Intake	25°	41°	246°	.495
Exhaust	49°	17°	246°	.495
EV5				
Intake	28°	44°	252°	.530
Exhaust	52°	20°	252°	.530
EV51				
Intake	28°	44°	252°	.510
Exhaust	54°	22°	256°	.510
EV59				
Intake	28°	48°	256°	.560
Exhaust	56°	24°	260°	.560
EV72				
Intake	30°	54°	264°	.560
Exhaust	60°	28°	268°	.560
EV79				
Intake	31°	55°	266°	.560
Exhaust	64°	32°	276°	.550
EV81				
Intake	32°	60°	272°	.610
Exhaust	66°	30°	276°	.610
EV84				
Intake	32°	64°	276°	.640
Exhaust	70°	30°	280°	.640
EV88				
Intake	34°	70°	284°	.680
Exhaust	76°	32°	288°	.680

Note: Late 1984-early 1986 Evolution® engines require their pistons to be notched to obtain the necessary valve-to-piston clearance.



Top Dead Center Piston Stop Tools

These handy tools from Crane Cams are used to set the piston at TDC. Fit all Big Twin and Sportster® models from 1936 to present. Sold each.

24522 Fits 14mm sparkplug holes \$19.99

24523 Fits 12mm sparkplug holes \$19.99

CRANE CAMS FOR EVOLUTION



Crane 'FireBall' Cams for Evolution® Big Twin Models

FireBall grind cams are for all Evolution® Big Twin models 1984 thru 1999. These are bolt-in performance cams that deliver streetable performance even in a stock engine. The FireBall cams do not have the multi-index feature which makes them a lower cost alternative to Crane's adjustable 'Hi-Roller' cams. Available with or without gear.

FireBall '3002B'

This is a bolt-in cam for use with hydraulic lifters. It provides a broad power range for streetable performance and is comparable to an Andrews 'EV13' grind.

- 24037** Fireball 300-2B cam..... \$185.99
- 24640** Fireball 300-2B cam w/o gear .. \$125.99

FireBall '3102'

This is a bolt-in cam for use with hydraulic lifters and a stock carburetor. It also works well with a performance carb and exhaust. Comparable to an Andrews 'EV3'.

- 24318** Fireball 310-2 cam..... \$179.99
- 24641** Fireball 310-2 cam w/o gear \$125.99

FireBall '3162B'

This bolt-in cam is for use with hydraulic lifters. It works best with high-performance carbs and exhaust, and provides increased performance throughout the RPM range. It's excellent for both performance and touring, and was designed to be comparable to the Andrews 'EV35'.

- 24316** Fireball 316-2B cam..... \$179.99
- 24642** Fireball 316-2B cam w/o gear .. \$125.99

Specifications for Crane 'FireBall' Cams

GRIND	OPEN	CLOSE	DURATION @ .053	VALVE LIFT
Fireball '3002B'				
Intake	12°	34°	226°	.490
Exhaust	41°	15°	236°	.490
Fireball '3102'				
Intake	19°	37°	236°	.490
Exhaust	46°	16°	242°	.490
Fireball '3162B'				
Intake	19°	43°	242°	.490
Exhaust	48°	24°	252°	.490
Fireball '3262'				
Intake	23°	49°	252°	.490
Exhaust	56°	26°	262°	.500

Note: Late 1984-early 1986 Evolution® engines require their pistons to be notched to obtain the necessary valve-to-piston clearance.

Crane 'Hi-Roller' Cams for Evolution® Big Twin Models

The power of an Evolution® Big Twin engine can be very dramatic when a good performance cam is installed. Stock hydraulic lifters are capable of 6000+ RPM with stock springs and no valve float. Crane's cam grinds have adjustable cam gears which permit you to advance or retard timing by 4°, permitting adjustment of the power-band for more torque down low or more horsepower on the top end.

Hi-Roller 'H286-2B' Grind

This hydraulic cam provides bolt-in performance with a noticeable increase throughout the RPM range. An excellent cam for speed or touring. Larger performance increases can be achieved with high-performance carb and exhaust changes.

- 24122** Hi-Roller cam..... \$249.99

Hi-Roller 'H290-2' Grind

Produces strong low end and midrange. Works well with higher-than-stock compression or increased displacement, up to 88 cubic inches.

- 24516** Hi-Roller cam..... \$249.99

Hi-Roller 'H296-2' Grind

A hydraulic cam designed to provide increased performance in mid and upper RPM range while still providing good streetability. Requires carb and exhaust changes for optimum performance and must check all clearances.

- 24123** Hi-Roller cam..... \$249.99

Hi-Roller 'H304-2' Grind

Produces a wide power range in engines with at least 10:1 compression, and is very good for strokers up to 95 cubic inches.

- 24515** Hi-Roller cam..... \$249.99

Hi-Roller 'H306-2' Grind

A hydraulic cam designed for street or strip use in modified engines with performance carb and exhaust. Valve-to-valve and valve-to-piston clearances must be checked.

- 24124** Hi-Roller cam..... \$249.99

Hi-Roller 'H310-2' Grind

A hydraulic cam designed for engines with increased compression and/or more cubic inches. The ideal choice for engines with head work, performance carburetors and exhaust. Performance springs required to accommodate the increased lift.

- 24125** Hi-Roller cam..... \$249.99

Hi-Roller 'H314-2' Grind

Designed especially for large displacement engines to provide maximum street and strip performance.

- 24517** Hi-Roller cam..... \$249.99

Specifications for Crane 'Hi-Roller' Cams

GRIND	OPEN	CLOSE	DURATION @ .053	VALVE LIFT
Hi-Roller 'H286-2B'				
Intake	19°	43°	242°	.490
Exhaust	48°	24°	252°	.490
Hi-Roller 'H290-2'				
Intake	17°	43°	240°	.581
Exhaust	45°	23°	248°	.581
Hi-Roller 'H296-2'				
Intake	23°	49°	252°	.490
Exhaust	56°	26°	262°	.500
Hi-Roller 'H304-2'				
Intake	24°	50°	254°	.600
Exhaust	55°	25°	260°	.600
Hi-Roller 'H306-2'				
Intake	28°	54°	262°	.500
Exhaust	69°	23°	272°	.510
Hi-Roller 'H310-2'				
Intake	23°	63°	266°	.550
Exhaust	68°	28°	276°	.550
Hi-Roller 'H314-2'				
Intake	26°	54°	260°	.600
Exhaust	65°	21°	266°	.600

Note: Late 1984-early 1986 Evolution® engines require their pistons to be notched to obtain the necessary valve-to-piston clearance.

INDEX

APPAREL

SEATS & BAGS

FOOT CONTROLS

HAND CONTROLS

LIGHTING

ELECTRICAL

EXHAUST

INTAKE

ENGINE

GASKETS

TRANNNY & CLUTCH

DRIVELINE

WHEELS, TIRES & BRAKES

FRAMES

FORKS & SHOCKS

SHEET-METAL

GAUGES

CHEMICALS

GENERAL

CROSS REFERENCE

ANDREWS CAMS FOR PANHEAD · SHOVELHEAD



Andrews Cams for Panhead and Shovelhead Motors

All Andrews/Custom Chrome® cams are computer designed and precision ground from alloy steel billets.

'J' Grind

Mild street; Panheads and Shovelheads, smooth idle, more power through RPM range. Bolts in with no head work.

24276	1948 thru 1969	\$159.99
24277	1970-early 1977	\$159.99
24278	Late 1977 thru 1984	\$159.99

'F' Grind

Basically an 'A' grind cam with delayed timing for no ping! Lots more power than stock cam. Bolts into Shovelheads (except 1980 thru 1981 models) with no head work.

24282	1948 thru 1969	\$159.99
24283	1970-early 1977	\$159.99
24284	Late 1977 thru 1984	\$159.99

'A' Grind

Street/Drags; bolts into Shovelhead engines (except 1980 thru 1981 models) with no head work. More mid-range and top-end power. Idle smoothness is unaffected.

24250	1948 thru 1969	\$149.99
24251	1970-early 1977	\$149.99
24252	Late 1977 thru 1984	\$149.99

'B' Grind

Street/Drags; much more mid-range and top-end power. Idle smoothness unaffected. The cam for modified 74" and 80" motors and small strokers. Spring spacing required, or use with CC #24295 medium lift spring collars, and CC #24296 low-profile spring collars to simplify installation

24253	1948 thru 1969	\$149.99
24254	1970-early 1977	\$149.99
24255	Late 1977 thru 1984	\$149.99

'AB' Grind

An 'A' intake and a long-duration exhaust for cooler running and more top-end power. Bolts into Shovelheads (except 1980 thru 1981 models) with no head work. Works with hydraulic lifters.

24157	1948 thru 1969	\$179.99
24158	1970-early 1977	\$179.99
24159	Late 1977 thru 1984	\$179.99

'BH' Grind

Hydraulic version of 'B' cam. Usually a bolt-in, but spring spacing may be required on 1980 thru 1981 Shovelhead models. CC #24295 and CC #24296 spring collar kits are recommended to simplify installation.

24285	1948 thru 1969	\$159.99
24286	1970-early 1977	\$159.99
24287	Late 1977 thru 1984	\$159.99

'#6' Grind

Hotter version of a 'B' grind. Great street cam especially for 84" and 88" strokers with maximum torque from 2500-6500 RPM.

24330	1948 thru 1969	\$149.99
24331	1970-early 1977	\$149.99
24332	Late 1977 thru 1984	\$149.99

'C' Grind

The best production cam made for big street engines. Stroker motors from 84 to 96 inches will really turn on this cam. Broad torque range pulls from 2000-7000+ RPM.

24333	1948 thru 1969	\$149.99
24334	1970-early 1977	\$149.99
24335	Late 1977 thru 1984	\$149.99

'#1' Grind

This version of an 'A' grind cam was designed for 74" and 80" engines with low compression pistons.

24288	1948 thru 1969	\$159.99
24289	1970-early 1977	\$159.99
24290	Late 1977 thru 1984	\$159.99

'#2' Grind

This one is the low compression version of a 'B' grind cam. More power throughout the RPM range for 74" and 80" engines with low compression pistons.

24292	1970-early 1977	\$159.99
24293	Late 1977 thru 1984	\$159.99

Grind	Open	Close	Duration @ .053	Valve Lift	
				Shovel	Pan
'J' Grind					
Intake	21°	41°	242°	.405	.425
Exhaust	41°	21°	242°	.405	.425
'F' Grind					
Intake	16°	48°	244°	.450	.470
Exhaust	48°	16°	244°	.450	.470
'A' Grind					
Intake	21°	43°	244°	.450	.470
Exhaust	43°	21°	244°	.450	.470
'B' Grind					
Intake	26°	50°	256°	.485	.507
Exhaust	50°	26°	256°	.485	.507
'AB' Grind					
Intake	21°	43°	244°	.450	.470
Exhaust	50°	26°	256°	.450	.470
'BH' Grind					
Intake	24°	52°	256°	.450	.470
Exhaust	52°	24°	256°	.450	.470
'#6' Grind					
Intake	32°	56°	268°	.510	.535
Exhaust	56°	32°	268°	.510	.535
'C' Grind					
Intake	37°	61°	278°	.525	.550
Exhaust	61°	37°	278°	.525	.550
'#1' Grind					
Intake	16°	36°	232°	.427	.450
Exhaust	36°	16°	232°	.427	.450
'#2' Grind					
Intake	15°	35°	230°	.490	—
Exhaust	35°	15°	230°	.490	—

Note: In Big Twin motors 1948 thru 1969, the clearance between the front exhaust lobe and the ignition drive gear must be checked and modified if required. Big Twin motors 1948 thru 1957 will also require that the clearance between the front intake lobe and the engine case be checked and modified as necessary.



Crane 'FireBall' Cams for Panheads and Shovelheads

These are bolt-in performance cams that deliver streetable performance even in a stock engine. The FireBall cams do not have the multi-index feature which makes them a lower cost alternative to Crane's adjustable 'Hi-Roller' series of cams.

FireBall '300H'

These are bolt-in cams for use with hydraulic lifters. They provide a broad power range for streetable performance and are comparable to an Andrews 'BH' grind.

- 24034 1948 thru 1969 \$199.99
- 24035 1970-early 1977 \$189.99
- 24036 Late 1977 thru 1984 \$189.99

FireBall '296A'

Bolt-in cams for use with solid lifters. They provide increased performance throughout the power range. No spring changes are required, and they work well with the stock carbs and exhaust. They are comparable to an Andrews 'A' grind.

- 24310 1948 thru 1969 \$199.99
- 24311 1970-early 1977 \$199.99
- 24312 Late 1977 thru 1984 \$189.99

FireBall '308B'

These cams are for use with solid lifters which provide increased mid-range and top-end performance. The stock springs may be used without additional head work. They work well with performance carbs and exhaust, and were designed to be comparable to an Andrews 'B' grind. All clearances must be checked.

- 24313 1948 thru 1969 \$199.99
- 24314 1970-early 1977 \$199.99
- 24315 Late 1977 thru 1984 \$189.99

Specifications for Crane 'FireBall' Cams

Grind	Open	Close	Duration @ .053	Valve Lift	
				Shovel	Pan
FireBall '300H'					
Intake	24°	44°	248°	.455	.479
Exhaust	44°	24°	248°	.455	.479
FireBall '296A'					
Intake	20°	44°	244°	.455	.479
Exhaust	44°	20°	244°	.455	.479
FireBall '308B'					
Intake	26°	50°	256°	.490	.516
Exhaust	50°	26°	256°	.490	.516

Note: In Big Twin motors 1948 thru 1969, the clearance between the front exhaust lobe and the ignition drive gear must be checked and modified if required. Big Twin motors 1948 thru 1957 will also require that the clearance between the front intake lobe and the engine case must be checked and modified as necessary.



Cam Shims for Big Twins

For all Big Twins from 1936 thru 1999, and made in the U.S.A. The 10-piece set includes a selection of shims from .050" thru .095" to aid in camshaft installation. Each shim from the set is also available in shop supply packs of five each.

- 20210 Set of 10 shims \$17.99

Shims Available in 11 Different Sizes

Sold in packs of 5 \$9.99

- 20211 .050" thick (OEM 25550-36)
- 20212 .055" thick (OEM 25551-36)
- 20213 .060" thick (OEM 25552-36)
- 20214 .065" thick (OEM 25553-36)
- 20215 .070" thick (OEM 25554-36)
- 20216 .075" thick (OEM 25555-36)
- 20217 .080" thick (OEM 25556-79)
- 20218 .085" thick (OEM 25557-79)
- 20219 .090" thick (OEM 25558-79)
- 20220 .095" thick (OEM 25558-79)
- 20221 .100" thick



Cam Thrust Plates

American-made reproductions of the Original Equipment part. Fit all Big Twins from 1958 thru 1999. Pack of 5.

- 25404 Replaces OEM 25550-57 \$14.99

- INDEX
- APPAREL
- SEATS & BAGS
- FOOT CONTROLS
- HAND CONTROLS
- LIGHTING
- ELECTRICAL
- EXHAUST
- INTAKE
- ENGINE
- GASKETS
- TRANNY & CLUTCH
- DRIVELINE
- WHEELS, TIRES & BRAKES
- FRAMES
- FORKS & SHOCKS
- SHEET-METAL
- GAUGES
- CHEMICALS
- GENERAL
- CROSS REFERENCE

ANDREWS CAMS FOR SPORTSTER

Andrews Cam Kits for Evolution® Sportster® and Buell® Models

These are the most popular cam kits for Evolution® Sportster® and Buell® models that Andrews sells. Fit all 883cc thru 1200cc models from 1986 thru 1999.

'V2' and 'N2' Cams and Cam Kits

Bolt-in cams for stock 883cc-1200cc engines with extra power from 2000-6000 RPM. Stock springs and hydraulic lifters are recommended. Can be used with stock pushrods. Available kitted with the cams and four adjustable aluminum push-rods, or the cams are available by themselves.

- 24038 'V2' Cam kit (1986 thru 1990 models) \$385.99
- 23910 'V2' Cams ONLY (1986 thru 1990 models) \$335.99
- 24207 'N2' Cams ONLY (1991 thru 1999 models) \$329.99

'V4' and 'N4' Cams and Cam Kits

Street/drags: For stock or modified 883cc-1200cc engines. Has a slightly higher idle speed, but produces power from 2500-6500 RPM. Stock springs and hydraulic lifters are recommended. Can be used with stock pushrods. Available kitted with the cams, four adjustable chromemoly pushrods and a set of titanium upper spring collars, or the cams are available by themselves.

- 24039 'V4' Cam kit (1986 thru 1990 models) \$479.99
- 23911 'V4' Cams ONLY (1986 thru 1990 models) \$335.99
- 24208 'N4' Cams ONLY (1991 thru 1999 models) \$329.99

'V6' and 'N6' Cams

For modified 1200cc engines and high-compression pistons up to 80". These cams produce power from 2500-6500 RPM. Stock springs and lifters are recommended. Can be used with stock pushrods.

- 23912 'V6' Cams ONLY (1986 thru 1990 models) \$335.99
- 23913 'N6' Cams ONLY (1991 thru 1999 models) \$335.99

'V8' and 'N8' Cams

For modified 1100cc-1200cc and stroked 883cc engines. Produces great mid-range power from 2000-6000 RPM. Stock springs and hydraulic lifters recommended. Can be used with stock pushrods.

- 23914 'V8' Cams ONLY (1986 thru 1990 models) \$335.99
- 23915 'N8' Cams ONLY (1991 thru 1999 models) \$335.99

'V80' and 'N80' Cams

For highly-modified 61"-77" engines with at least 10.5:1 high-compression pistons and head work. These cams produce power beyond 6500 RPM. Hydraulic lifters and good-quality adjust-able pushrods are recommended. Hi-lift valve springs and collars (CC #24198, #24199) must be used.

- 23916 'V80' Cams ONLY (1986 thru 1990 models) \$485.99
- 23917 'N80' Cams ONLY (1991 thru 1999 models) \$485.99

Grind	Open	Close	Duration @ .053	Valve Lift
'V2' and 'N2' Grinds				
Intake	22°	38°	240°	.465
Exhaust	46°	18°	244°	.440
'V4' and 'N4' Grinds				
Intake	30°	46°	256°	.490
Exhaust	52°	24°	256°	.490
'V6' and 'N6' Grinds				
Intake	34°	50°	264°	.500
Exhaust	56°	28°	264°	.500
'V8' and 'N8' Grinds				
Intake	32°	44°	256°	.490
Exhaust	56°	28°	264°	.500
'V80' and 'N80' Grinds				
Intake	32°	60°	272°	.600
Exhaust	66°	30°	276°	.600



Andrews Cams for Early Sportster® Models

'Y' Cams

Biggest cams available for no headwork installation. Excellent mid-range and upper end power. Can use stock springs. A 9:1 or higher compression ration is required for best performance. Sold in sets.

- 011328 Fits Sportster® models from 1957 thru 1970. \$419.99
- 011329 Fits Sportster® models from 1971 thru 1980. \$399.99
- 011330 Fits Sportster® models from 1981-early 1984* \$399.99

'PB+' Cams

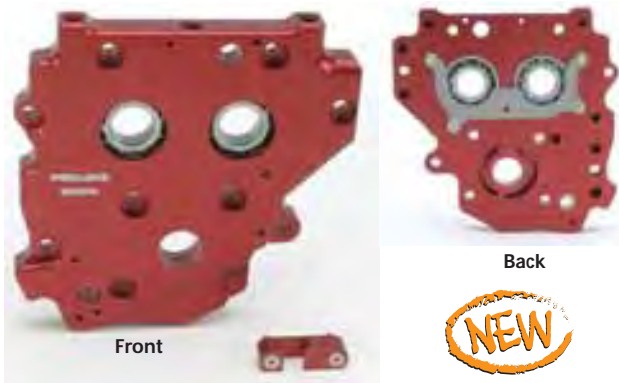
Great bolt-in cams for more power throughout the rpm range. No head work required. Can use stock springs up to 7000 rpm. Sold in sets.

- 011325 Fits Sportster® models from 1971 thru 1980
- 011326 Fits Sportster® models from 1981-early 1984

Grind	Open	Close	Duration @ .053	Valve Lift
'Y' Grind				
Intake	35°	47°	262°	.425"
Exhaust	53°	29°	262°	.425"
'PB+' Grind				
Intake	34°	40°	254°	.410"
Exhaust	43°	31°	254°	.410"

*Note: 1982 models may require spring spacing





Fueling Cam Support Plates For Twin Cam 88° Models

- Increases engine oil flow and volume by enlarging critical oil passages and the oil pump reservoirs. The cam plate is blue printed and matched to the Fueling oil pump which allows the engine to take full advantage of the increased volume from the Fueling oil pump
- Made from 7075 billet aluminum and hard anodized which increases the strength and hardness of the camplate, holds tighter tolerances under temperature and eliminates the pinion shaft bushing
- Increased oil flow to pinion shaft and connecting rod bearings
- Tighter cam bearing bore tolerance for improved press fit
- Pressure relief valve and spring are designed for increased volume and pressure, eliminating the need to stretch the spring or use a shim
- Decreases engine temperature by 20 degrees
- When matched with the Fueling Race Pump rear wheel power gains of three horsepower and four ft/lbs of torque are achieved
- For use ONLY with the Fueling oil pumps
- Includes bearing retainer plate and hardware
- Bolts into stock location

- 622151** Fits Twin Cam 88° engines with gear drive cams (except 2006 Dyna Glide® models) from 1999 thru 2006 \$385.99
- 622152** Fits Twin Cam 88° engines with chain drive cams (except 2006 Dyna Glide® models) from 1999 thru 2006 \$414.99
- 622153** Fits 2006 Dyna Glide® models, and all 2007 Big Twin models \$385.99



Electronic Ignition Cam Cover Conversion Kits for Twin Cam 88° Engines

This kit converts all Twin Cam 88° engines to earlier electronic ignitions, and can be used with any aftermarket ignition and rotor cup system. It's a great for building customs with Twin Cam 88° engines to simplify the wiring process. You can now wire your bike with all aftermarket Evolution® wire harnesses.

- 642501** Conversion kit for engines with chain drive cams \$629.99



Delkron Billet Cam Plate for Twin Cam 88° Models

- Machined out of 6061-T6 billet aluminum
- Measures .645" -thick
- Precise tolerances tighten up the alignment of your cams and pinion bore
- Optimized oil passages improve efficiency of oil distribution
- Uses NPT pipe plugs instead of pressed-in ball bearings to block oil passages
- Utilizes a 2000 to present bearing retainer plate

- 17531** Fits all Twin Cam 88° models from 1999 to present \$385.99



Chrome Covers for Late Model Cam Covers

Unlike some of the other covers being sold today, these stamped steel covers completely enclose your cam and point covers like a second skin. They provide an economical means of chroming the right side of your engine. Includes all necessary mounting hardware. For all Big Twins 1970 thru 1992.

- 28501** Plain version \$39.99

Note: FX and FXR models with mid-shift may require the brake pedal to be temporarily removed to facilitate the installation of these covers. Also, due to the wide variety of Original Equipment and aftermarket exhaust systems being used, it may be necessary to remove the front exhaust pipe to gain access to the two lower bolts on the cam cover



Chrome Cam Covers for Big Twins

These top-quality, chrome-plated aluminum covers are complete with all the necessary parts to convert your plain cover to a show stopper. Models are available to cover each modification made to the oil pumps and oiling system. Covers include chrome sockethead screws, bushings must be sized prior to installation.

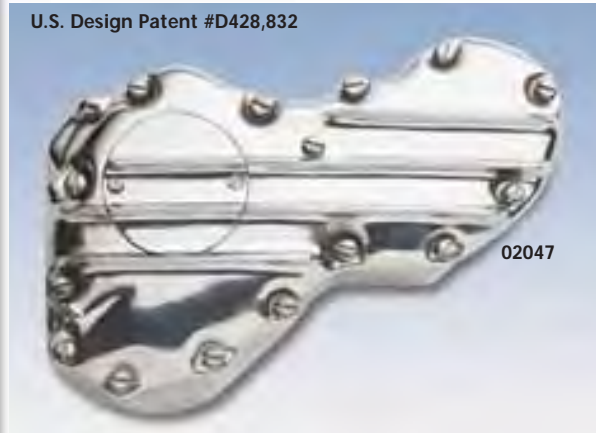
- 28116** 1993 thru 1999 end oiling (repl. OEM 25256-93) \$142.99
- 28115** 1973 thru 1992 end oiling (repl. OEM 25268-84A) \$142.99
- 28141** 1970-early 1973 side oiling (repl. OEM 25218-70) \$129.99

Accessories

- 36264** Colony chrome sockethead screw set to replace stock screws in stock gear covers \$7.99

CAM COVERS

U.S. Design Patent #D428,832



02047

02048



**CUSTOM CHROME
EXCLUSIVE**

Xzotic™ Generator-Style Cam Covers for Evolution® Models

Transform your modern Evolution® model with an Xzotic™ cam cover. Keep your electronic ignition while adding a classic look to your bike. Combine with Xzotic's Pan or Shovelhead rocker box covers and classic exhaust headers to give the appearance of '48-'69 model. Replaces the stock cam cover. Must use OEM ignition. Complete with all necessary hardware.

- 02046 Fits Evolution® Big Twin models from 1993 thru 1999 \$499.99
- 02047 Fits Evolution® Big Twin models from 1984 thru 1992 \$479.99

Note: Use of front exhaust header CC #'s 02057, 02058, 02059, or complete header set CC #'s 02055, 02056 is required to clear the generator cover.

Xzotic Generator and Distributor Kit

Gives the appearance that a generator is actually installed on your late-model motorcycle. Fits Xzotic™ generator cam covers for Evolution® models.

- 02048 Natural finish with chrome covers \$92.99
- 602103 Polished finish with chrome covers \$135.99

U.S. Design Patent
#D428,832



**CUSTOM CHROME
EXCLUSIVE**

Xzotic™ Generator-Style Cam Cover for Twin Cam 88® Models

Quality cast cover gives the look of a vintage generator model. Combine with Xzotic's Pan or Shovelhead rocker box covers to complete the retro look. Easy to install, it fits over the existing cam cover. Complete with all necessary hardware.

- 02044 Fits Twin Cam 88® models from 1999 to present \$249.99



Generator Oil Filter Adapter

This adaptor allows you to install an oil filter in place of the generator on 1936-69 motors as well as our Pandemonium or S&S Shovelhead engines with generator/alternator bottoms. Use OEM 63796-77A or equivalent aftermarket oil filter. Chrome finish.

- 632025 Generator oil filter adapter . . \$114.99



S&S 'Super Stock™' Generator Style Case Gearcover

To top off its Super Stock generator style crankcases for Big Twins, S&S developed a crankcase gear cover for these engines. CNC-machined from 356-T6 aluminum for close tolerances and extra strength, each cover is designed with a special removal mechanism to prevent damage to the crankcase/cover during disassembly. Crankcase ventilation and oil-air mist separation is improved via a larger, redesigned baffle chamber. Bushings are pre-installed to factory specifications. Gasket and hardware included.

- 45779 Fits all Big Twin models from 1954 thru 1969 \$189.99



Motor Factory® Cam Bearings

American-made Torrington bearings for Sportster® and Big Twin models. Sold each.

- 25400** Fits Sportster® models from 1954 thru 1990 (repl. OEM 9057) \$5.29
- 25403** Fits all Big Twin models from 1958 thru 1999 (repl. OEM 9058) \$5.29



Motor Factory® Cam Bearings for Twin Cam 88® Models

Fit models from 1999 to present.

- 53973** Camshaft ball bearing (repl. OEM 8990A). Set of 2 \$31.99
- 53974** Camshaft needle bearing (Torrington) repl. OEM 9198. Set of 2 \$15.99
- 75888** Camshaft roller bearing OEM upgrade for rear cam. Can be used on front cam (repl. OEM 8983) sold each \$35.99



Cam Shims for Sportster® Models

A must when setting up new cams. Fit 1957 thru 1985 Sportster® engines. Packs of 10.

- 20084** .007"-thick (repl. OEM 6769) \$3.79
- 20085** .005"-thick (repl. OEM 6770) \$3.89



Cam and Pinion Shaft Bushings

American-made bushings and retaining dowels. Sold each unless otherwise noted.

Cam Bushings

- 20062** Cam cover bushing. Fits Big Twin models from 1936 thru 1969 (repl. OEM 25581-36) ... \$11.99
- 26010** Cam cover bushing. Fits Big Twin models from 1970 thru 1999 (repl. OEM 25581-70) ... \$11.99
- 20650** JIMS® standard cam cover bushing. Fits Big Twin models from 1970 thru 1999 (repl. OEM 25581-70) \$18.99
- 20082** Cam bushing. Fits the #1, #3 and #4 cams in the cam cover of all Sportster® and K models 1952 thru 2003, and all four cams in the crankcase of all Sportster® models 1991 thru 2003 (repl. OEM 25586-37) . \$11.99
- 26012** Cam bushing. Fits the #2 cam in the cam cover of all Sportster® models from 1957 thru 1990 (repl. OEM 25588-57) \$15.99

Pinion Shaft Bushings

- 20063** Pinion shaft bushing. Fits Big Twin models from 1954 thru 1992 (repl. OEMs 25582-54, 25582-73) \$9.69
- 26011** Pinion shaft bushing. Fits Big Twin models from 1973 thru 1992 (repl. OEM 25582-73) ... \$10.99
- 19991** Pinion shaft bushing. Fits Big Twin models from 1993 thru 1999 (repl. OEM 25582-93) ... \$10.99
- 20094** Dowel. Fits pinion shaft bushing on many Big Twin, Sportster® and K-models from 1930 thru 2003 (repl. OEM 275) pack of 25 \$9.59



JIMS® Camshaft Seal

Top-quality seal for all Big Twin models from 1970 thru 1999. Sold each.

- 20765** Replaces OEM 83162-51 \$8.99



Inner Camshaft Bearing by Crane

Inner Torrington cam bearing has the highest static and dynamic load rating to provide stable camshaft operation under even the severest use.

- 24569** Fits all Big Twin models from 1958 thru 1999 (repl. OEM 9058) ... \$9.99



Cam Gear Gauge Pins

These pins are used to properly determine cam and pinion gear sizes. Sold in pairs.

- 24196** .105"-diameter \$17.99
- 24197** .108"-diameter \$17.99



Cam Cover Air-Oil Separators

These are Original Equipment parts. First fitted as Original Equipment on 1991 model Big Twins, these little baffles can be used in the cam cover stand pipe on any Evolution® Big Twin model to cut down on messy oil transfer problems. They are also useful when inserted into the breather hose on models up to 1992 and into the rocker box venting hoses on 1993 and later models with high flow air cleaners.

- 75391** Replaces OEM 25329-91 (pack of 10) \$47.99

POINT COVERS



Cast Aluminum 'Skull' Engine and Primary Covers

Each of these classic designs is highlighted by making it 3-dimensional. All parts are manufactured in the USA from sand-cast, polished aluminum.

Point Covers

Fits all Big Twin and Sportster® models with horizontal mounting holes from 1970 thru 2003

37862 Skull \$37.99

Fits Twin Cam 88® models from 1999 to present

37728 Skull \$35.99

Derby Covers

Fits all Big Twin models from 1970 thru 1998

37860 Skull \$84.99

Inspection Covers

Fits all 4-speed FL and FX models with forward controls from 1965 thru 1986, and all Softail® or Dyna Wide Glide® models from 1984 to present

37861 Skull \$49.99



33152



33153

Forward Facing Skull Point Covers

Ominous 3-dimensional skulls design. Made from polished aluminum, each piece is sand-cast from a hand-carved original.

33152 Fits Twin Cam 88® models from 1999 to present \$37.99

33153 Fits all Big Twin and Sportster® models with horizontal mounting holes from 1970 thru 2003 \$37.99



'Live To Ride' Point Covers

Fits all models from 1970 thru 2003 (except Twin Cam 88® models).

'A Way of Life'

Sold each.

19007 Horizontal mounting holes \$13.99

19008 Vertical mounting holes \$13.99

'Eagle Spirit'

Sold each.

18916 Horizontal mounting holes \$19.99

18917 Vertical mounting holes \$19.99



Chrome Point Cover and Mounting Screws

Fits all Sportster® and Big Twin models 1970 thru 2003 (except Twin Cam 88® models).

15151 Plain (repl. OEM 32582-85T) \$6.99

36259 Colony chrome sockethead point cover screws for models 1979 thru 1999 ... \$3.59



Multiple Skull Point Cover by Skull Enterprises

Polished cast aluminum from hand carved mold. Fits all Big Twin and Sportster® models from 1970 thru 1999 (except Twin Cam 88® models).

37729 Point cover \$27.99

Note: For additional selections of Derby and Inspection Covers — see Section 12 "Driveline"

Points Covers from Indian Larry Legacy

Featuring the respected Indian Larry Legacy logo, these points covers fit Big Twin HD's 1970-1999 and Sportsters 1971-2003. Offered in either Vertical or Horizontal mounting, and .available chrome plated or polished brass. Look Bitchin'!

- 632992 Indian Larry Chrome Points Cover Horizontal..... \$49.99
- 632990 Indian Larry Brass Points Cover Horizontal..... \$49.99
- 632993 Indian Larry Chrome Points Cover Vertical..... \$49.99
- 632991 Indian Larry Brass Points Cover Vertical..... \$49.99



030136

030135



Point Covers for Twin Cam 88® Models

Made from chrome plated billet aluminum. Available in smooth finish, or with 3-D skull. Fit all Twin Cam 88® models from 1999 to present

- 030135 Smooth.....\$28.99
- 030136 Skull.....\$37.99



- 614514 614515 614516 614517
- 614518 614519 614520 614521

Pro-One™ Two-Piece Billet Point Covers

Mix and match the chrome and black anodized covers and inserts to create the custom look you want. All covers and inserts are CNC-machined from 6061-T6 billet aluminum right here in the USA, and feature hidden hardware for a super clean look. Includes all necessary mounting hardware. Base plates and inserts sold separately.

Point Cover Base Plates ONLY

- | | | |
|--------|----------------|--|
| Chrome | Black Anodized | |
| 614504 | 614505 | Fits all Big Twins from 1984 thru 2007.....\$64.95 |

Inserts ONLY

- | | | |
|--------|----------------|-------------------------|
| Chrome | Black Anodized | |
| 614514 | 614515 | Smooth.....\$29.95 |
| 614516 | 614517 | Ball-Milled.....\$29.95 |
| 614520 | 614521 | Flame.....\$29.95 |
| 614518 | 614519 | Spider Web.....\$29.95 |

Note: Billet points cover base plates and inserts are sold separately.

Note: For additional selections of Derby and Inspection Covers — see Section 12 "Driveline"

POINT COVERS

Jesse James WCC Point Covers

2-piece design allows you to color match this part to your bike. Available with either an 'FTW' or 'WCC' logo.

'FTW' design

- 690406 2-hole fits all models from 1970 thru 2003 (except Twin Cam models) \$99.99
- 690407 5-hole fits all Twin Cam® models from 1999 to present. \$99.99

'WCC' design

- 690408 2-hole fits all models from 1970 thru 2003 (except Twin Cam models) \$99.99
- 690409 5-hole fits all Twin Cam® models from 1999 to present. \$99.99



KüryAkyn™ USA



Cylinder Base Cover for Twin Cam 88° Models by KüryAkyn™

Smooths the transition between the cylinders and the engine cases. This form-fitting cover chromes the entire gap between the cylinder base and the inner primary. Fits all Softail® models from 2000 thru 2007, all Touring models from 1999 thru 2007, Dyna Wide Glide® models from 1999 thru 2005, and any Dyna Glide® model that has been converted to forward controls from 1999 thru 2005.

- 600383 Sold each \$55.99



'Riveted' Point Cover

Chrome-plated with six non-functional buttonhead rivets for that high-tech 'racers only' look. Includes hardware.

- 37251 Fits all Sportster® and Big Twin models 1970 thru 2003 (except Twin Cam 88° models) \$19.99



'Domed' Point Cover

A beautiful chrome die-cast point cover complete with screws for all Sportster® and Big Twin models 1970 thru 2003 (except Twin Cam 88° models).

- 15153 Replaces OEM 32584-88T \$8.99

Note: For additional selections of Derby and Inspection Covers — see Section 12 "Driveline"



Chrome Ness-Tech® Flamed Point Cover

Machined from chrome-plated billet aluminum. Matching covers available. Fits all models with horizontal mounting holes from 1970 thru 2003 (except Twin Cam 88® models)

05059 Sold each \$45.99



'Mirage®' Point Covers

- Chrome-plated die-cast construction
- Decorative black slots can be painted to match bike
- Unique "hidden mounting bolts" – no unsightly hardware visible when installed
- Includes gasket and hardware
- Matches other 'Mirage' items

27147 Fits all models from 1970 thru 2003 (except Twin Cam 88® models) . . \$24.99

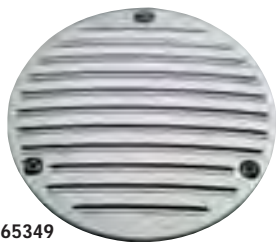
27609 Fits Twin Cam 88® models from 1999 to present \$24.99



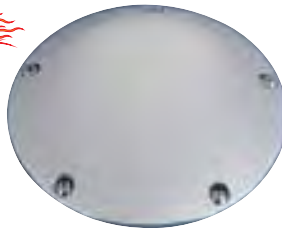
Rear Cylinder Base Cover for Touring Models by Kuryakyn™

Fits all Touring models from 2002 thru 2007.

600392 Sold each \$37.99



65349



65451



65351



65346



65454



65350

Pro-One™ 'Millennium' Covers

Chrome billet engine covers feature rounded edges. Available in smooth or ball milled styles.

Derby Covers

Fit all Big Twins from 1970 thru 1998

65348 Smooth \$84.99

65349 Ball milled \$84.99

Fit all Big Twins from 1999 to present

65451 Smooth \$94.99

65452 Ball milled \$94.99

Inspection Covers

Fit 4-speed FX/FL models with forward controls from 1965 thru 1986, and Softail® or Dyna Wide Glide® models from 1984 to present.

65350 Smooth \$54.99

65351 Ball milled \$54.99

Point Covers

Fit all models from 1970 thru 2003 (except Twin Cam 88® models) not shown

65346 Smooth \$42.99

65347 Ball milled (horizontal mounting holes) \$42.99

Fit all Twin Cam 88® models from 1999 to present

65453 Smooth \$42.99

65454 Ball milled \$42.99



'Inferno®' Point Covers

- Chrome-plated die-cast construction
- Decorative slots – can be painted to match bike
- Unique "hidden mounting bolts" means no unsightly hardware visible when installed
- Includes gasket and hardware
- Matches other 'Inferno' items

27487 Fits all models from 1970 thru 2003 (except Twin Cam 88® models) \$29.99

Note: For additional selections of Derby and Inspection Covers — see Section 12 "Driveline"

TAPPETS



Fueling Raised Solid Lifters for Twin Cam 88° Engines

- Lightweight solid lifters that are taller to allow use of shorter pushrods, optimizing valvetrain stability, increasing engine RPM, horsepower and torque output
- Made from 8620 steel with a hardened surface and held to aerospace tolerances
- Designed to exceed the needs of performance engines running high RPM using large lift camshafts and higher spring pressures, while maintaining proper and critical oil flow to valves, springs, rockers, shafts and valve guides
- Maintain maximum valve lift and decrease valve float
- Designed to work in conjunction with the Feuling oil pumps
- CNC-machined, precision ground and pressure tested
- Made in the USA
- Require the use of Feuling 'Shorty' adjustable pushrods (CC #622148)

622147	Lifters ONLY (set of four)	\$299.99
622148	'Shorty' pushrods (set of four)	\$244.99



Fueling Race Series Hydraulic Lifters

Fit Twin Cam 88° engines from 1999 thru 2007 and Sportster® and Buell® engines from 2000 thru 2007. Sold in sets of four.

- Optimize valvetrain stability, increase engine RPM, horsepower and torque output
- Decrease valve float
- Made from 8620 steel with a hardened surface and held to aerospace tolerances
- Designed to exceed the needs of performance engines running high RPM using large lift camshafts and higher spring pressures, while maintaining proper and critical oil flow to valves, springs, rockers, shafts & valve guides
- Maintain maximum valve lift
- CNC-machined, precision ground and pressure tested
- Recommended for both strip and high performance street engines
- Made in the USA

622160	Standard diameter	\$285.99
622161	0.001" oversized	\$299.99
622162	0.0015" oversized	\$299.99



S&S High Performance Tappets for Twin Cam 88° Engines

These tappets are standard equipment in the new S&S 124" engines, and are a good choice for any stock or high-performance application. Whether you have a stock 88 incher or the most outrageous big inch engine with a radical cam and spring combination, these S&S tappets are built to take it. Includes the HL2T Limited Travel Kit for improved cold starts and high rpm valve timing accuracy. Fits all Twin Cam 88° engines from 1999 to present.

601729	Tappets (set of 4)	\$279.99
---------------	--------------------------	-----------------

Note: Requires the use of adjustable pushrods.



ENGINE



Standard Big Axle

JIMS® 'Big Axle' Powerglide™ Tappets

All-new design improves tappet reliability by eliminating the inner bearing race. Simplifying the design of the tappet increases the wall thickness of the roller by 27%, and provides a 36% increase in the size of the tappet axle. The result is a tappet with twice the strength and stability of the stock design. Sold each.

For Evolution® Big Twin Models from 1984 thru 1999 and Evolution® Sportster® and Buell® Models from 1986 thru 1990

Hydraulic tappets compatible with the Original Equipment tappet blocks.

- 20732 Standard (repl. OEM 18523-86) \$79.99
- 20733 .005" oversize..... \$79.99

Solid tappets compatible with the OEM tappet blocks. Must use adjustable pushrods.

- 22352 Standard..... \$74.99

For Early Sportster® Models

Solid tappets compatible with the Original Equipment tappet blocks on Sportster® models from 1957 thru 1985.

- 20581 Standard..... \$69.99
- 20582 .005" oversize..... \$69.99

For Big Twins from 1948 thru 1984

Hydraulic tappets compatible with the Original Equipment tappet blocks on Panheads and Shovelheads from 1953 thru 1984.

- 20584 Standard (repl. OEM 18522-53) \$61.99
- 20583 .005" oversize..... \$61.99

Solid adjustable tappets compatible with the Original Equipment tappet blocks on Panheads and Shovelheads from 1948 thru 1984.

- 20580 Standard (repl. OEM 18492-48) \$69.99

Hydraulic tappets compatible with Original Equipment tappet blocks and cases with oil passages to tappet blocks on Panhead and Shovelhead motors from 1953 thru 1984. Must be used in conjunction with JIMS® Pro-Lite Pushrods ONLY (CC #20928).

- 20586 Standard..... \$94.99
- 20585 .005" oversize..... \$94.99

Note: Roller-to-tappet block clearance must be checked on Panhead and Shovelhead motors with high-lift cams, and must be used with OEM 17904-66 or equivalent pushrods.



JIMS® 'Powerglide™' Hydraulic Tappets

Designed for high-performance. Won't collapse at high RPM. The performance of a solid lifter combined with full compensation for heat expansion. These tappets are coated with a special dicronite DL-5 coating, and hand-fitted to achieve a running fit of .0002" to eliminate hydraulic tappet collapse.

For Late Evolution® Sportster® Motors

Hydraulic tappets compatible with the Original Equipment tappet blocks on 5-speed Evolution® Sportster® and Buell® models from 1991 thru 1999.

- 20739 Standard .9035" O.D. (sold each)..... \$82.99

For Twin Cam 88® Models from 1999 to Present, and Sportster® and Buell® Models from 2000 to Present

- 22351 Standard .8425" O.D. (sold each)..... \$94.99



Motor Factory® American Made Tappet Assemblies

Top quality American made tappet assemblies available for Sportster®, Panhead and Shovelhead models. Sold each.

Note: Adjusters and lock nuts sold separately.

- 010551 Std. for Sportster® models from 1952 thru 1985 \$42.99
- 010552 +.005" for Sportster® models from 1952 thru 1985 \$42.99
- 010564 +.005" for Panhead models from 1948 thru 1952 \$45.99
- 010581 Std. for Panhead and Shovelhead models from 1953 thru 1984 (hydraulic) \$44.99
- 010580 +.005" for Panhead and Shovelhead models from 1953 thru 1984 (hydraulic) \$42.99



RevTech® Hydraulic Tappets

The axle, roller and bearing have a unique design that increases the durability and stability of the tappets. Perfect for high RPM applications. Fits Evolution® Big Twin models from 1984 thru 1999. Sold each.

- 59240 Replaces OEM 18523-86A..... \$31.99



JIMS® Hydrosolid Tappets

Safely add more horsepower to your higher RPM levels with the simple installation of Hydrosolids. Use with any cam be it solid or hydraulic, and receive 3 to 6 more usable horsepower from about 5600 RPM, to the safest RPM level possible for your valve train. Hydrosolids have a built in anti pump-up device, so the tappets will not pump-up, preventing valve contact. Sold each.

For Evolution® Big Twin Models from 1984 thru 1999, and Evolution® Sportster® and Buell® Models from 1986 thru 1990

- 20845 Standard .8425" O.D. (repl. OEM 18523-86)..... \$89.99
- 22348 +.002" oversize \$89.99

For Twin Cam 88® Models from 1999 to Present and Sportster® and Buell® Models from 2000 thru 2003

- 22306 Standard .8425" O.D. (repl. OEM 18538-99)..... \$99.99

For Sportster® Models from 1991 thru 1999

- 22307 Standard .9035" O.D. (repl. OEM 18529-89)..... \$89.99

TAPPETS - ROLLERS



'HP+'™ Lifters for Twin Cam 88® Models by Feuling

High-flow, standard bore hydraulic roller lifters provide increased oil flow to the top end. Fit Twin Cam 88® engines from 1999 to present.

- CNC-machined and precision-ground
- Increases critical oil flow to valves, springs, rockers, shafts and valve guides
- Cooler oil and reduced wear
- Extends life of top end valve gear
- Recommended for use with the Super Pump™ by Feuling
- Drop in replacement for stock lifters
- Dyno developed and track tested

600146 Set of 4 \$124.99



Motor Factory® Hydraulic Unit for Big Twins

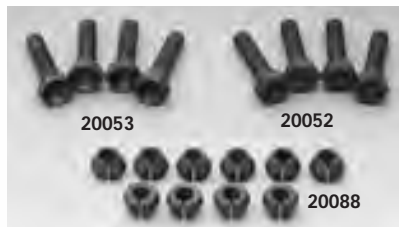
A high quality hydraulic unit from the Original Equipment manufacturer for 1953 thru 1984 Panheads and Shovelheads.

56149 Replaces OEM 17920-53A (sold each) \$92.99

Replacement Hydraulic Unit for Big Twins

Low priced alternative. Fits Panheads and Shovelheads from 1953 thru 1984.

56140 Replaces OEM 17920-53A (sold each) \$41.99



Tappet Adjusting Screws and Nuts

20053 Screws. Fits OHV Big Twin models (except Evolution® models) from 1936 thru 1984 (repl. OEM 18555-36) pack of 4 \$9.99

20052 Screws. Fits all Sportster® models from 1957 thru 1985 (repl. OEM 18554-57) pack of 4 \$9.99

20088 Nuts. Fits all Sportster® models from 1957 thru 1985 and OHV Big Twins (except Evolution® models) from 1938 thru 1984 (repl. OEM 18570-38) pack of 10 \$9.99



Tappet Roller Kits

Fits all OHV Big Twin models (except Evolution® models) from 1936 thru 1984, and Sportster® and K models from 1952 thru 1985. Each kit includes axles. Sets of four.

20051 Replaces OEM 18534-29A \$37.99

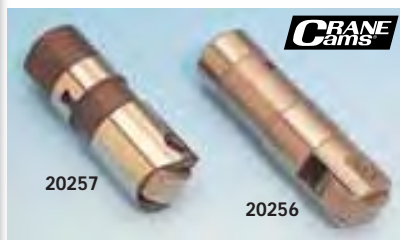
24079 Replacement roller axles (pack of 4) \$6.69



Tappet Roller Kit by Crane®

High quality rollers and axles for stock replacement on all Evolution® Big Twin models and 1986 thru 1990 Sportster® models. Includes tappet axles and rollers.

24570 Set of four \$65.99



Crane® Hydraulic Roller Tappets

Increase the performance of your valvetrain with this new tappet design. Made from high-strength steel alloy that is precision-machined on CNC equipment and heat-treated for strength and wear-resistance. Components are computer-matched and measured to tolerances of microns for more precise oil metering and improved oil control, permitting the valvetrain to reliably perform up to 500 RPM higher than stock tappets. Sold each.

20256 Fits Evolution® Big Twin models from 1984 thru 1999 and Sportster® models from 1986 thru 1990 \$73.99

20257 Fits Evolution® Sportster® and Buell® models from 1991 thru 1999 \$26.99



Hydraulic-to-Solid Lifter Conversion Kit

Converts hydraulic lifters to solids and still uses the factory pushrods. A very easy and inexpensive way to convert to solid lifters. Set of four.

36108 Fits Big Twin models from 1953 thru 1984 (except Evolution® models) \$19.99

S&S Hydraulic Lifter Travel Limiter Kit

Designed to maximize the efficiency of the stock hydraulic lifters in Evolution® Big Twin and Sportster® engines. This simple yet effective kit limits the travel of the hydraulic unit in high RPM situations, thereby, eliminating potential engine damage due to high RPM valve float. Under normal conditions they allow the lifter to operate as designed, resulting in low valve train noise and nominal maintenance. In effect, this provides a solid lifter for racing and hydraulic lifter for cruising. Sets of 4.

Note: Requires use of adjustable pushrods.

45843 Fits Big Twin models from 1984-early 1985 (repl. OEM 18500-84) \$19.99

45718 Fits Evolution® Big Twin and Sportster® models from late 1985 thru 1999 \$19.99



Chrome Tappet Block Set for Evolution® Big Twin Models

Chrome-plated, aluminum tappet blocks for all Evolution® Big Twin models 1984 thru 1999. Includes eight chrome sockethead screws.

- 26173** Replaces OEMs 18540-83A, 18622-85A (rear) and 18542-83A, 18623-85A (front) \$159.99



S&S Tappet Blocks

S&S tappet blocks are designed to be stronger, wear better and last longer than stock. They're cast from 356-T6 aluminum alloy and given a burnished finish to match other S&S engine components. Kits includes front and rear tappet blocks, and hardware and gaskets.

- 45725** Fits all Evolution® Big Twin models from 1984 thru 1999... \$184.99



Tappet Block Screw Sets

Replace your worn screws with a new chrome-plated set that replaces the originals perfectly. Packs of 8.

- 93148** 1/4"-24 12 6-point countersunk heads for Big Twins from 1953-early 1976 \$8.99
- 93149** 1/4"-20 12-point heads for Big Twins from late 1976 thru 1999 . . . \$8.99



Tappet Blocks for Early Big Twins

These late style tappet blocks fit Big Twin models from 1953 thru 1984. When fitted to 1953- early 1976 models with stock 1/4"-24 tapered screws, a conversion tappet block screw set is required. Screws sold separately. Available with black or chrome finish. Will also fit models from 1948 thru 1953 without hydraulic lifters. Sold in pairs. Note: Tappet blocks do not have vent fitting found on some 1981-1982 models.

- 020020** Black \$2.99



JIMS® Billet Tappet Blocks

Polished billet tappet blocks are precision-machined from 7075-T651 aluminum. Tappet bores are held to centerline tolerance of .002" and are perpendicular to the mounting flange to within .0002". They will accommodate a cam with .550" gross lift (.350" at the tappets), and may be easily modified for higher lift cams. Sold in pairs.

For Evolution® Big Twin Models from 1984 thru 1999

Replace OEMs 18540-83A and 18542-83A.

- 20754** Complete chrome kit (includes chrome screws and gaskets) \$479.99
- 20753** Chrome tappet blocks ONLY . . . \$479.99
- 20604** Polished tappet blocks ONLY... \$379.99

For Panheads and Shovelheads from 1953 thru 1984

Replace OEMs 18602-80A and 18603-80A.

- 20605** Polished tappet blocks ONLY . . . \$379.99

Note: It is recommended that you use OEM 18522-53 tappets (or equivalent) with CC #20605.



Chrome Lifter Blocks for Big Twins

Chrome lifter block set for Panhead and Shovel-head Big Twins from 1953 thru 1984. Complete with two sets of chrome-plated sockethead capscrews, 1/4"-20 for models from late 1976 thru 1984 and 1/4"-24 for 1953-early 1976 models.

- 26170** Complete set of lifter blocks and screws \$124.99
- 25118** 1/4"-24 socketheads for Big Twins from 1953-early 1976 (set of 8) . . . \$4.89
- 25119** 1/4"-20 socketheads for Big Twins from late 1976 thru 1984 (set of 8) \$8.29



Tappet Guide for Sportster® Models

Aluminum guide for all models 1957 thru 1985. Sold each.

- 20009** Replaces OEM 18607-57 \$64.99

TAPPET BLOCK COVERS - ACCESSORIES



Tappet Block Covers for Evolution®

These die-cast tappet block covers have been re-designed to completely cover the original block mounting bolts for a custom look. Installation is easy with supplied silicone adhesive and does not require tappet block removal. Fits Evolution® Big Twin models from 1984 thru 1999.

020028 Sold in pairs \$55.99



U.S. Des. Pat. #344,274



Chrome Tappet Block Cover Sets for Evolution® Big Twin Models

These unique covers are available in stamped steel and die-cast versions that fit over the Original Equipment tappet blocks like a second layer of skin, maintaining the stock appearance. Each cover has a hidden slot in the back permitting it to be installed without removing your pushrods. Just lift the pushrod tube covers and slip them on. They're held in place with silicone adhesive which is provided. Four 12-point chrome screws are included to replace the four zinc-plated Original Equipment screws which protrude slightly thru the holes in the fronts of the covers. Fits all Evolution® Big Twin models from 1984 thru 1999

26172 Stamped steel set (shown) \$28.99

26171 Die-cast set \$30.99



Chrome Tappet Block Covers for Shovelhead Models

Fit over the Original Equipment tappet blocks like a second layer of skin. Each cover has a hidden slot in the back which permits it to be installed without removing your pushrods. Just lift the pushrod tube covers and slip them on. They're held in place with silicone adhesive which is provided. Early and late-style screws are included to replace the Original Equipment screws. Fit all Shovelhead models from 1966 thru 1984.

26178 Stamped steel set \$44.99

Note: Will not fit late 1981-early 1982 models equipped with the tappet blocks that had oil evacuation fittings.



Dome Lifter Block Bolt Covers

Don't ignore the lifter blocks when going for the full custom look. Set of eight covers install in seconds with included silicon adhesive.

66004 Fits Big Twins from late 1976 thru 1999 \$11.99



Tappet Guide Puller for Sportster® Models

Removes press-fit tappet guides from the crankcase after tappet body adjusting screw is removed. Fits Sportster® models from 1957 thru 1978.

20104 Replaces OEM 95724-57 \$36.99



Crankcase Tappet Oil Screens

These are the Original Equipment parts. Can be used in aftermarket applications as well. Fits all Big Twin models from 1970 thru 1999 (except Twin Cam 88® models).

75585 Replaces OEM 24981-70 (pack of 5) \$17.99



Complete Cam Installation Kits

Permits installation of cams without removal of the rocker boxes or gas tank. Kit includes: RevTech® adjustable aluminum pushrods, front and rear tappet block gaskets, early and late Evolution® cam cover gaskets, cam seal, inner Torrington cam bearing, pushrod o-rings, air-oil separator to update the cam cover breather tube and 1/4 ounce of assembly lube. Fits Evolution® Big Twin models from 1984 thru 1999.

58587 Cam installation kit plus RevTech® high performance tappets and chrome tappet blocks (shown) \$329.99



V-Thunder™ Hydraulic Lifter Kits

Made from premium-quality tool steel and precision-engineered to provide solid lifter performance with hydraulic lifter convenience. VelvaTouch™ design replaces the stock aluminum lifter blocks with ones made of a tough cast iron alloy. Patented oiling system provides each lifter with its own, independent oil supply and prevents the lifter from improperly bleeding down as the stock lifter does. No noise, no vibration, no hassle – just quiet, precision performance. Lifter blocks have show-quality chrome finish.

V-Thunder™ Pushrod Kits

Made from .049"-wall 4130 chromemoly steel and precision-machined to exacting tolerances for the ultimate in reliability and performance. Convenient adjustment system makes installation easy on just about any Big Twin by eliminating the need to remove the rocker boxes. Sets of four.

30146 Stock-length pushrod kit for Evolution® Big Twin models from 1984 thru 1999 with stock lifter blocks. \$139.99



S&S Hydraulic Lifter Update Kit for Shovelhead Engines

Upgrade your Shovelhead with a modern hydraulic valve train. These kits include new and improved S&S tappets similar to those used in Evolution® engines, tappet guides, gaskets, hardware, pushrod cover keepers, and a set of Quickee pushrods. These kits require the use of one of the S&S cams for Evolution® engines to complete the installation.

601811 Use with S&S Shovelhead roller rocker arms \$789.99
601812 Use with stock Shovelhead rocker arms \$789.99



JIMS® Big Axle Powerglide™ Polished Billet Aluminum Tappet Block Kit

Panhead or Shovelhead engines can now have all the benefits of the hydraulic tappets fitted to Evolution® engines eliminating the total oil loss of the stock hydraulic units. Made of 7075-T651 aluminum rated at 83,000 psi, twice as strong 6061-T6 aluminum. Capable of the highest rpm's engines can safely turn, at a valve lift of .700". Machined to the center line of the cam and held to a tolerance of ±.002". Bores are held ±.0002" perpendicular to the mounting flange. Includes front and rear tappet blocks, 4 Big Axle Powerglide™ tappets, tappet block gaskets and instructions.

20839 Fits Panhead and Shovelhead engines from 1953 thru 1984. \$659.99

Tappet Block Screws (sets of 8)

93148 1/4"-24 12 point heads for Big Twins from 1953-early 1976 .. \$8.99
93149 1/4"-20 countersunk heads for Big Twins from late 1976 thru 1998 \$8.99

PUSHRODS



Crane Adjustable Pushrods for Twin Cam 88° Models and Evolution® Engines

Made from 3/8" aircraft grade seamless 4130 heat-treated chromemoly steel tubing for stronger, lighter pushrods that resist 'harmonic' vibration. The adjuster optimizes pushrod geometry, while the 3/8" diameter eliminates pushrod 'rub'. Includes two intake and two exhaust pushrods.

For Twin Cam 88° Models

24933 Fit all Twin Cam 88° engines with stock hydraulic lifters from 1999 to present. \$94.99

For Evolution® Big Twin Models

24169 Fit Evolution® Big Twins with stock cylinders and hydraulic lifters from 1984 thru 1999 (repl. OEM 17900-87). \$94.99

24167 Fit all Evolution® Big Twins with stroker cylinders and stock hydraulic lifters. \$94.99

For Evolution® Sportster® Models

24162 Fit all Evolution® Sportster® models with stock hydraulic lifters 1991 thru 2003. \$94.99

24168 Fit all Evolution® Sportster® models with stock hydraulic lifters 1986 thru 1990. \$94.99



Crane 'Time-Saver' Adjustable Pushrods for Twin Cam 88° Models and Evolution® Big Twins

These 7/16"-diameter, aircraft-quality 4130 chromemoly adjustable pushrods permit quick installation and removal without disassembling the engine because they have a full 2" of adjustment. The adjusting ends are 9mm in diameter (.354"), which is 40% larger than 1/4" adjusting ends. Set of four.

24574 Fits Twin Cam 88° models from 1999 to present. \$179.99

24161 Fits all Evolution® Big Twin hydraulic and mechanical lifters, and all Shovelhead mechanical lifters. \$179.99



Crane Solid Tappet Conversion Kit for Shovelheads

Converts hydraulic tappets to mechanical operation. Kit includes 3/8" chromemoly pushrods that reduce the pushrod angle, and a pushrod seat and plug that prevents oil from entering the hollow hydraulic tappet body for a 25% weight savings over stock.

24180 Fits stock Shovelheads from 1966 thru 1984. \$139.99

24182 Fits Shovelheads with stroker cylinders from 1966 thru 1984. \$139.99

24170 Replacement pushrod set for CC #24180. \$94.99

ENGINE



Crane® Performance Solid Tappet Kits for Shovelheads

Replaces the stock hydraulic lifters on all Shovelhead motors with a performance kit consisting of solid lifters and adjustable pushrods. The tappet bodies feature relocated pushrod seat heights, resulting in improved valve train geometry, reduced tappet block wear and a weight savings (when combined with the pushrods of 33% over the stock components). Includes a set of 3/8" adjustable pushrods made from seamless 4130 chromemoly steel tubing, heat-treated to 128,000psi tensile strength.

24179 Fits stock Shovelheads from 1966 thru 1984. \$249.99

24183 Fits Shovelheads with .005" oversize tappets from 1966 thru 1984. \$249.99

24184 Fits Shovelheads with stroker cylinders from 1966 thru 1984. \$249.99



Crane® Hydraulic Kits for Shovelheads

These heat treated steel tappet bodies feature relocated pushrod seat heights, resulting in a weight savings of up to 33% less than stock and improved valve train geometry to reduce tappet block wear. Each kit includes a matched set of 4 roller tappet assemblies with hydraulic units and Crane's adjustable chromemoly steel pushrods to assure outstanding performance and durability. Fits stock Shovelhead engines from 1966 thru 1984.

010539 Stock tappets and pushrods. \$544.99



Andrews 'EZ-Install' Adjustable Pushrod Kits

Include four adjustable pushrods that are available in either 6061-T6 anodized aluminum or 4130 chromemoly steel. They can be installed in an engine without removing fuel tanks or rocker boxes. Sold in sets of 4.

Note: May require stock pushrods to be cut out with hacksaw or bolt cutters so fuel tanks and rocker boxes do not have to be removed.

For Twin Cam 88° Models from 1999 to Present

- 24578 Aluminum \$164.99
- 24577 Chromemoly \$165.99

For Evolution® Big Twin Models from 1984 thru 1999

- 24575 Aluminum \$159.99
- 24576 Chromemoly \$164.99



Andrews Adjustable Pushrods for Evolution® Engines

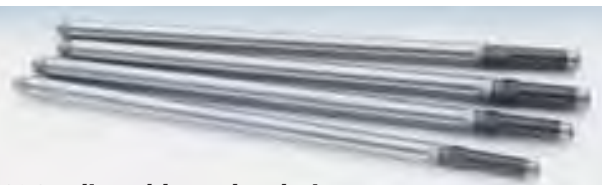
The aluminum pushrods are lighter and quieter while the chromemoly pushrods are more rigid and provide more strength. All pushrods are the same diameter as stock and fit all Evolution® Big Twin and Sportster® models from 1984 thru 2003.

For Big Twins from 1984 thru 1999

- 24249 Aluminum \$89.99
- 24339 Chromemoly \$97.99

For 5-Speed Sportster® and Buell® Models from 1991 thru 2003

- 24595 Chromemoly \$82.99



S&S Adjustable Pushrod Kits

S&S Adjustable pushrods are made from 7/16" chromemoly steel tubing. This combination provides maximum strength and durability regardless of the extent of performance modifications. Kits include four adjustable pushrods. Can be used in place of stock non-adjustable pushrods with either hydraulic or solid tappets.

- 45744 Fits Evolution® Big Twin models from 1984 thru 1999 \$99.99
- 45740 Fits Evolution® Sportster® models from 1991 thru 2003 \$99.99
- 45742 Fits Evolution® Sportster® models from 1986 thru 1990 \$99.99



S&S Adjustable Pushrods for Twin Cam 88° Models

Manufactured from rigid chromemoly steel tubing. Permits a simple, trouble-free installation that does not require removal of the gas tank or rocker assemblies. Stock pushrods may be cut to permit removal without rocker disassembly. Retainer clips and upper pushrod covers have been designed to provide a more stable, rigid cover assembly. Kit includes pushrods, required gaskets, O-rings and replacement pushrod covers and retainer clips. For stock height Twin Cam 88° engines.

- 46754 Complete pushrod kit \$209.99

PUSHRODS



S&S Quickee Pushrods

S&S developed a pushrod with a new adjuster for use with S&S Shovelhead tappet guides. It turned out to be such a cool idea that it is now available for Twin Cam 88° and Evolution® engines. The threaded adjuster screws into the pushrod until the threads disengage and the adjuster simply slides into the pushrod making installation or removal a snap. Once the pushrod is installed and adjusted, the lock nut prevents the adjuster from moving. The ball ends of the pushrods are drilled so that oil can flow through them. This is the stock oiling system for Evolution® and Twin Cam 88° engines, but this allows Shovelhead engines to be set up with 1984 and later top end oiling, via the pushrods, provided S&S Shovelhead tappet guides and roller rocker arms are also used.

- 601753 Fits Twin Cam 88° engines up to 124" from 1999 to present. . . \$189.99
- 601751 Fits Shovelheads up to 103" with updated S&S valve train components from 1966 thru 1984 . . \$189.99
- 601757 Fits Shovelheads up to 103" with stock rocker arms from 1966 thru 1984. \$209.99
- 601752 Fits Evolution® Big Twin engines up to 98" from 1984 thru 1999, and 124" S&S engines \$189.99
- 601755 Fits 103" Evolution® Big Twin engines from 1984 thru 1999, and 103" Evolution® Sportster® engines from 1986 thru 1990 \$189.99
- 601756 Fits 103" Evolution® Sportster® engines from 1991 to present \$189.99
- 601754 Fits Evolution® Sportster® engines up to 89" from 1986 thru 1990. . \$189.99
- 601758 Fits Evolution® Sportster® engines up to 89" from 1991 to present . \$189.99

Note: These pushrods may not be used with solid tappets.



JIMS® Pro-Lite Worksaver Pushrod Kits

These adjustable pushrods are strong, light, and made from heat-treated aluminum with heat-treated steel ends. No disassembly of the top end, or removal of the cam is required. These are among the lightest pushrods on the market, weighing in at about .67 grams for Twin Cam 88° models and .73 grams for Evolution® models. They work with stock or custom pushrod tubes and with cylinders up to .200"- taller than stock.

- 22312 Fits Twin Cam 88° models from 1999 to present. \$209.99
- 20929 Fits Evolution® Big Twin models from 1984 thru 1999. \$209.99

JIMS® Pro-Lite Upgrade for Shovelhead Models

Now all Shovelhead riders, using JIMS® "Powerglide™" big axle tappets, (CC #'s 20585 and 20586 ONLY) can upgrade to the latest design improvements. Use in stock or performance applications. Kit includes four new 3/8"-diameter pushrod seats to make the Powerglide tappets 5/8" shorter, and four new Pro-Lite Worksavers Shovelhead Pushrods.

- 20928 Fits Shovelhead models from 1966 thru 1984 \$209.99



Adjustable Hydraulic Lifter Conversion Kit

Kit will correct all problems associated with hydraulic lifters and reduce valve train weight.

- 36034 Fits Panheads from 1953 thru 1965. \$39.99
- 36033 Fits Shovelheads from 1966 thru 1984. \$42.99



Replacement Pushrod Sets

- 36032 Fits Panheads from 1953 thru 1965. \$29.99
- 36031 Fits Shovelheads from 1966 thru 1984. \$36.99



Taper-Lite™ Pushrods for Evolution® Engines

Rivera Engineering designed these tapered pushrods to use a 3/8"-40 aircraft-quality adjuster which dramatically increases shear strength. The pushrods are manufactured from heat-treated 4130 steel, and have hardened ball ends. Installation is accomplished without removal of the gas tank, rocker boxes or camshaft cover.

25113 Fits all Evolution® Big Twin models from 1984 thru 1999. \$169.99



'Easy Install' Adjustable Pushrod

High-performance 7/16"-diameter 4130 chromemoly adjustable pushrods. They have 2" of adjustment for quick installation and removal without engine disassembly, and have 9mm (.354") adjusting ends that are 40% larger than most adjustable pushrods. Set of four.

25117 Fit Evolution® Big Twins with hydraulic or mechanical lifters, and Shovelhead Big Twins with mechanical lifters \$149.99



Hi-Performance Solid Lifter Kits

These kits install the adjusters into the lifter bodies in a manner which increases the stability of the pushrods at greater angles. The standard kit includes 1/2"-diameter 6061-T6 aluminum pushrods, while the deluxe kit features pushrods made of 7/16"-diameter 4130 seamless chromemoly tubing. The pushrods are long enough for engines with stroker cylinders, and all wear surfaces are hardened for durability. Fits Shovelhead motors from 1966 thru 1984.

- 24050** Complete kit with 7/16" chromemoly pushrods \$54.99
- 24051** Complete kit with 1/2" aluminum pushrods \$39.99
- 24052** Replacement 5/16"-32 split nuts for the above kits (pack of 10) . . \$10.99



RevTech II® Adjustable Pushrods

Install or remove pushrods without removing valve covers and rockers. Available in lightweight, high-strength aircraft-quality aluminum or even higher-strength chromemoly for engines with heavy valve springs. Laser-etched index markings and 2 1/4"-long, 36 thread-per-inch adjustable tips permit precise micro-adjustments for maximum performance and accurate valvetrain geometry. Both sets feature tapered shafts with chromemoly adjusters and hardened ends. Fits Evolution® Big Twins from 1984 thru 1999. Sets of four.

- 59221** Orange-anodized aluminum \$114.99
- 59227** Black chromemoly steel \$159.99



PUSHROD COVERS



Chrome Custom Pushrod Cover Kits

Fit all Evolution® Big Twin models from 1984 thru 1999.

37064 Complete kit with all pushrod tubes, washers, covers, clips and O-rings . . \$61.99



Buna-N® Rubber Pushrod Seals

Designed to replace old cork pushrod seals. Fits OHV models 1936-early 1979, and are unaffected by engine heat or oil contamination, resulting in longer life and an improved seal. Packs of 100.

12064 Small (repl. OEM 17955-36) \$32.99

12065 Large (repl. OEM 17955-48) \$35.99



010491

Complete Pushrod Cover Kits

Complete push rod cover sets include inner and outer pushrod covers, springs, spring cups, retainers, washers, and seals.

010491 Fits Shovelhead models from 1966-early 1979 (cork seals) \$86.99

010496 Fits Panhead models from 1948 thru 1965 (cork seals) \$70.99

010497 Fits Sportsters® models from 1957 thru 1985 (cork seals) \$70.99

010492 Fits Shovelhead models from late 1979 thru 1984 (O-ring/quad seals) \$109.99



010487

Blue Silicone Pushrod Seal Kit

High tech blue silicone push rod seals resist heat, seal better and last longer. Kit comes complete with 4 large and 8 small seals, enough to reseal any Big Twin engine 1948-early 1979.

010487 Kit for one engine. \$7.99

090955 Bag of 100 (small seals) \$44.99

090956 Bag of 100 (large seals) \$44.99



Skull Pushrod Tube Clips by Skull Enterprises

Polished cast aluminum from hand carved mold. Easily installs onto upper pushrod tubes. Sold each.

37731 Fits all Shovelhead and Evolution® Big Twin models \$21.99

37732 Fits all Panhead models, Ironhead Sportster® models and Evolution® Sportster® models \$21.99



Push Rod Collars from Indian Larry Legacy

These polished Brass push rod collars have a great vintage look, and were originally created as a collaboration between Indian Larry and Silversmith Fin. Fit any Harley Davidson OHV style engine 1936 & up. Comes as a four piece set. A great look with our other Brass products!

632987 Brass Push Rod Collars \$209.99



Ness-Tech® 'Radius' Billet Pushrod Covers

Smooth contours and an elegant high-tech look are beautifully combined in this Ness® chrome-plated billet design. Uses Original Equipment inner sleeves and springs for reliable sealing. Includes pushrod seals.

05872 Fits Evolution® Big Twin models from 1984 thru 1999. \$189.99



Ness-Tech® 'Fat Rods' Pushrod Tube Covers

- Fattest pushrod covers in the industry
- Look great with today's big inch motors
- Made from chrome-plated 1 1/4" -round billet aluminum bar stock
- Uses the factory inner sleeves and springs to provide the best possible sealing guaranteed availability of replacement parts
- Includes new seals.
- Set of four

04974 Fits all Twin Cam 88® engines from 1999 to present \$199.99



Custom Chrome Pushrod Cover kits for Twin Cams

Features long pushrod clips for easy access and removal. Kit includes pushrod tubes, washers, cover clips and O-rings

637067 Pushrod Cover Kit \$68.99

REVTECH OIL PUMP

RevTech® Oil Pump Kits

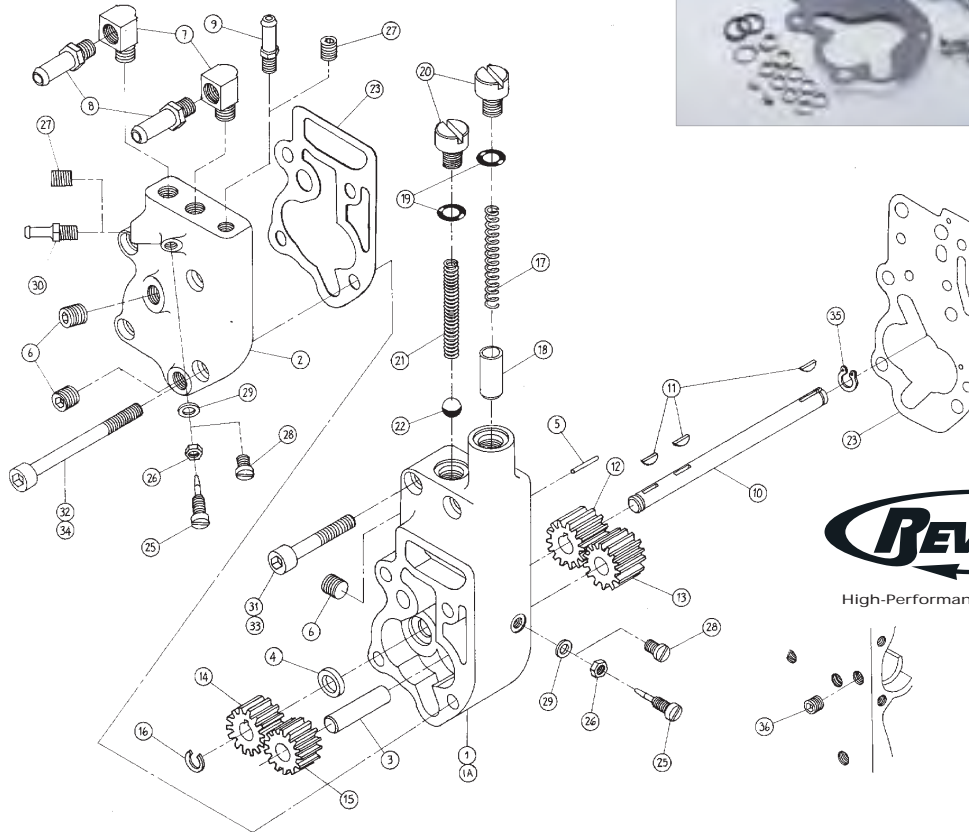
Features include an improved oil pressure regulation system that ensures perfect oil control to all areas of the motor, especially during initial start-up. All the oil line fittings and mounting hardware are chrome-plated. The oil pump body and cover are highly polished and have a redesigned smooth outer surface with counterbored holes for the sockethead mounting hardware. The oil feed line can be routed to the stock location at the top of the cover or directly to the pressure gears through a fitting located at the bottom of the cover. Engines 1970 thru 1980 will require a small drilling operation, and 1970 thru 1972 engines will also need a plugging step. Each kit includes all the snap rings, keys, gaskets, shaft, fittings, mounting hardware (1/4"-24 early-style and 1/4"-20 late-style) and detailed instructions.

20281 Fits all Evolution® Big Twin models from 1992 thru 1999. \$199.99

20275 Fits all Big Twin models from 1973 thru 1991 (except Dyna Glide models) . . \$199.99

20276 Fits all Big Twin models from 1936 thru 1972 (except Flathead models) . . . \$199.99

Note: CC #s 2



High-Performance by Custom Chrome®

ITEM#	PART#	QTY	DESCRIPTION	REPL. OEM #	ITEM#	PART#	QTY	DESCRIPTION	REPL. OEM
1	n/a	EA	Pump body, polished 1973 thru 1991	—	18	20242	EA	Plunger – relief valve	26400-82
1A	n/a	EA	Pump body, polished 1936 thru 1967	—	19	19485	10	O-ring	11105
3	n/a	EA	Idler shaft	26327-68	20	20243	EA	Cover screw	26263-80
4	54058	10	Pump body seal	26227-58	21	20244	EA	Spring – check valve	26262-80
5	n/a	EA	Valve stop pin	239	21	54270	10	Spring – OEM pumps only	26363-36
6	20233	EA	Plug, 1/8" -27 NPTF	—	22	54254	10	Ball – check valve	8873
7	20234	EA	Elbow, 90°	26338-68	23	20261	EA	Gasket set	—
8	20235	EA	Fitting, 3/8" hose	63553-41	25	20245	EA	Adjusting screw	63614-72
9	20236	EA	Fitting, front chain	—	26	20246	5	Lock nut, 10/32	7638
10	20029	EA	Drive shaft	26346-70	27	20247	EA	Plug, 1/16" -27 NPTF	—
11	20095	10	Drive shaft key	26348-15	28	20248	5	Plug, 10-32 x 1/4"	—
12	20237	EA	Drive gear – return	26315-68A	29	092402	10	Washer, adjuster	6156
13	20238	EA	Idler gear – return	26317-68A	30	20251	EA	Fitting, rear chain	—
14	n/a	EA	Drive gear – supply	26328-74	31	20252	2	1/4-20 x 11/4 chrome sockethead	—
15	20240	EA	Idler gear – supply	26326-62A	32	20253	4	1/4-20 x 21/2 chrome sockethead	—
16	54250	10	Retainer – outer	26348-36	33	20254	2	1/4-24 x 11/4 chrome sockethead	—
17	20241	EA	Spring – relief valve	26207-83	34	n/a	4	1/4-24 x 21/2 chrome sockethead	—
					35	54000	10	Retainer, inner	11002
					36	20258	5	1/4" -20 sockethead set screw	—



JIMS® Billet Oil Pump Assembly with Custom Cover

Gives an increase in oil return (scavenge) volume over stock pumps, increasing horsepower by decreasing drag on the flywheels and other rotating parts. Matched feed and return gears provide increased oil pressure, even at idle. Cover and body are polished billet 6061-T651 aluminum CNC-machined to exact tolerances for the most durable, strong and wear resistant oil pumps.

20931 Fits all Big Twin models from 1973 thru 1991 \$409.99

Note: 1973 thru 1980 cases will require a simple drilling procedure for oil drain hole by using JIMS® tool (CC #20859).



S&S Billet Aluminum Oil Pumps for Big Twins

CNC-machined to maintain close tolerances and strict quality control, these billet oil pumps all feature the same oiling pattern as 1981 thru 1999 engines. This results in a split oil path that applies more pressure to the top end for longer component life. Each pump features multiple oil ports for a variety of plumbing options. Kits include: billet oil pump, supply and return gears, drive shaft with keys and snap rings, check ball and spring, pressure relief valve and spring, check ball and relief valve cover screws with O-rings, gaskets, fittings, and hardware. No provision for rear chain oiling.

45827 Fits Big Twin models from 1936 thru 1972 \$299.99

45811 Fits all Big Twin models from 1973 thru 1991 \$294.95

45810 Fits Evolution® Big Twin models from 1992 thru 1999 \$299.99

45775 Paper gasket kit for 1992 thru 1999 style pumps (except Twin Cam 88® models) \$5.49

45766 Paper gasket kit for 1936 thru 1991 style pumps \$5.49

20840 Drill fixture for use on Big Twin models from 1936 thru 1999 (except Twin Cam 88® models) \$45.99

Note: S&S Oil pumps on this page require the gasket kits sold above. Not compatible with OEM style gaskets.





JIMS® Oil Pumps with Stock Style Cover and Replacement Parts

High quality, precision components are a JIMS hallmark. These billet oil pumps and parts are no exception.

Oil Pump Assemblies

American-made, fully CNC-machined and polished billet oil pump assemblies.

22304 Fits Evolution® Big Twin models from 1992 thru 1999..... **\$409.99**

Oil Pump Replacement Parts

Precision cut and finished, then specially heat-treated to outlast the stock part. Perfect replacements for the Original Equipment pieces on Big Twin models (except Twin Cam 88° models) from 1973 thru 1999.

20933 24-tooth drive gear for Big Twin models from 1973 thru 1999 (repl. OEM 26345-73)..... **\$49.99**

20029 Drive shaft (long) for Big Twin models from 1968 thru 1999 (repl. OEMs 26346-68, 26346-70)..... **\$15.99**

20927 Pinion and pump key (repl. OEMs 26348-15, 26347-15) pack of 10 **\$9.99**



S&S High Volume High Pressure Billet Oil Pumps

The HVHP billet oil pump is a new, high-capacity pump that was designed for S&S's new SSW™ Plus engines that have piston cooling oil jets. This extra flow capacity is an upgrade recommended for all Evolution® engines (not recommended for Shovelheads).

- New tooth profile increases capacity
- Wider supply gears pump more capacity
- Wider return gears improves scavenging

601117 Fits Evolution® engines from 1984 thru 1991..... **\$359.99**

601118 Fits Evolution® engines from 1992 thru 1999..... **\$299.99**



Crankcase Tappet Oil Screens

These are the Original Equipment parts. Can be used in aftermarket applications as well. Fits all Big Twin models from 1970 thru 1999 (except Twin Cam 88° models).

75585 Replaces OEM 24981-70 (pack of 5)..... **\$17.99**



Feuling 'Super Pump™' for Early Twin Cam 88° Engines

The ultimate oil pump for Twin Cam 88° engines! It's an absolute must for modified engines and highly recommended for stock applications.

- Aerospace design
- No wet sumping
- Cooler oil and more horsepower
- 40% more pressure volume and 60% more scavenge volume
- High-flow 2" gerotor gears
- Bolts into stock oil pump location

600152 Fits all Twin Cam 88° engines (except 2006 Dyna Glide models) from 1999 thru 2006 \$469.99



Fueling Race Pump for Early Twin Cam 88° Engines

- Designed for the racer. Made with tighter tolerances, harder 7075 billet aluminum alloy, hard anodized and blueprinted
- The 7075 alloy holds tighter tolerances under temperature
- 40% pressure volume and 60% scavenge volume increase over stock
- Eliminates power robbing wet sumping, blow-by and oily air cleaners
- Cooler oil and engine temperatures
- More horsepower, more torque, more oil pressure
- When combined with the Feuling Camplate, test results show a gain of three horsepower and four ft/lbs of torque to the rear wheel, while lowering engine temperature
- Recommended for both strip and performance street engines
- Made in the USA

622149 Fits all Twin Cam 88° engines (except 2006 Dyna Glide models) from 1999 thru 2006 \$544.99



Fueling Oil Pump for Late Twin Cam 88° Engines

- Increases oil pressure
- Cooler oil and engine temperatures
- No more oily air cleaners
- 20% more pressure volume
- Eliminates blow by and wet sumping
- 30% more scavenge (return) volume
- More rear wheel horsepower and torque
- Stock replacement

622150 Fits 2006 Dyna Glide models, and all 2007 Big Twin models \$444.99



Chrome 'Tight Spot' Sockethead Oil Pump Fitting by Riviera

No more custom wrenches, scraped knuckles, damaged fitting edges or leaky oil pump fittings!

- Uses a 5/16" sockethead wrench to tighten or loosen
- Precision machined from solid brass and show-chromed
- Replaces the 90° fitting on top of the oil pump body
- Replaces Original Equipment 26338-68

667499 Fits Big Twin models from 1968 thru 1991 \$7.99



High Pressure Oil Pump Spring by Crane

Installing high-performance valve train components can strain the Original Equipment oil system. This spring increases oil pressure by 2 to 3 lbs. and is ideal for high-performance applications. Made in the USA.

24572 Fits Big Twins from 1936 thru 1995 \$7.99



Chrome Oil Pump Plugs for Big Twin Models

An assortment of chrome-plated sockethead plugs for the oil pump on most OHV Big Twin models from 1936 thru 1999. Plugs are complete with O-ring seals when required.

25206 Tappet screen, relief valve and check valve **plug set** for Big Twins from 1970 thru 1980 \$22.99

25207 Tappet screen, relief valve and check valve **plug set** for Big Twins from 1981 thru 1999 \$25.99

MOTOR MOUNTS

09472



09473



680010



09474



09475



09476



08985



09335



09470



680021



Heavy-Duty Billet Aluminum Top Motor Mounts by Yankee Engineuity

Highly polished American-made top motor mounts are CNC-machined from solid billet for strength and superior finish. The coil mount system is specifically designed to be used with other Yankee Engineuity parts and accessories. Most of the motor mounts contain provisions for dual/single coil mount brackets for Accel, Crane, Dyna, RevTech®, OEM or Nology™ coils (refer to applications chart for the entire coil mount assembly system).

09475	Fits all Evolution® engines (except S&S Super Sidewinder engines) when solidly mounted in 1986 thru 1999 Softail® or custom frames (has provisions for coil mounts and accessories)	\$189.99
680010	Fits S&S Super Sidewinder engines when solidly mounted in 1986 thru 1999 Softail® or custom frames (has provisions for coil mounts and accessories)	\$209.99
08985	Fits all Evolution® engines when solidly mounted in 1986 thru 1999 Softail® or custom frames (no provisions for coil mounts and accessories)	\$185.99
09470	Fits Softail® models from 2000 to 2006 and custom frames with solidly mounted Twin Cam 88® engines (has provisions for coil mounts and accessories)	\$199.99
09476	Fits Dyna Glide models from 1991 thru 1998, and custom rubber-mount frames with Evolution® engines (has provisions for coil mounts and accessories)	\$169.99
680021	Fits all Twin Cam® models with fuel injection from 1999 thru 2007	\$172.72
09335	Fits Sportster® models from late 1984 to present (has provisions for coil mounts and accessories)	\$199.99
09472	Fits FXR models from 1986 thru 2000 and custom rubber-mount frames with Evolution® engines (has provisions for coil mounts and accessories)	\$179.99
09473	Fits Big Twin models from early 1948 thru 1984 (no provisions for coil mounts and accessories) ..	\$179.99
09474	Fits Big Twin models from early 1948 to 1984 (has provisions for coil mounts and accessories) ..	\$194.99



While these heavy-duty motor mounts from Yankee Engineuity can be used by themselves, they are most versatile when used with the wide range of YE coil brackets and covers. See the "Coil Mounting System" matrix on the facing page for more information.



Top Motor Mount with Ignition Switch Mount by Jesse James WCC

Jesse and his crew are back in the parts game and have developed this top motor mount. It is constructed from laser cut steel and has an ignition switch mount (switch sold separately CC #12203). It is designed to fit most Twin Cam and Evo applications.

- 690402 Top Motor Mount, Raw Steel \$199.99
- 690403 Top Motor Mount, Satin Black \$239.99



Chrome Billet Motor Mount

This chrome billet aluminum motor mount is nicely designed to fit the style of any custom bike. It fits Softail® models 1984 to present and some custom applications.

- 640742 Sold each \$135.99



695033



613062

Extended Top Motor Mounts for RevTech® Engines

These mounts fit all RevTech100" 4x4 and 110" engines. They're 1"-longer so you can fit FXR type coil mounts on motors with larger cylinders and heads, and are made from 1/4"-thick plate steel (33% thicker than stock) to deliver the ultimate in strength and style.

- 613062 Fits Softail® models from 1984 to present. \$47.99
- 695033 Fits all rubber mount applications. \$29.99



Chrome Heavy-Duty Motor Mounts

Thicker than conventional one-piece welded motor mounts (over 5/16" thick!). The cylinder head and frame straps are held in place with two oversize, heavy-duty bolts. Ideal for stock or stroked motors. Fully machine-polished and triple chrome-plated.

- 13064 Fits models WITHOUT choke or ignition switch on mount (repl. OEM 16852-87T) \$31.99
- 13065 Fits models WITH choke AND ignition switch on mount (repl. OEM 69018-87T) \$44.99
- 13066 Fits models with choke ONLY on mount (repl. OEM 69013-87T) ... \$39.99

Chrome Oil Pump Covers for Big Twins

Designed to bolt-on to stock aluminum oil pumps and made from the finest materials available. Guaranteed to deliver unsurpassed styling and ease of installation. They fit most Big Twin models 1968 thru 1999.

- 31503 Fits all Evolution® Big Twin models (except Dyna Glide models) without a fitting for the primary chain oiler 1968 thru 1991 \$24.99
- 31570 Fits all Big Twin models with a fitting for the primary chain oiler from 1968 thru 1991 \$18.99
- 31700 Fits all Evolution® Big Twin models from 1992 thru 1999. \$19.99

31700



MOTOR MOUNTS



Chrome Front Motor Mounts for Sportster® Models

Chrome duplicates of the Original Equipment parts. Permit accessory footpeg mounting and mount easily with the stock hardware.

13045 Fits alternator-equipped Sportster® models from late 1984 thru 2003 \$25.99



Rear Mount for Sportster® Models

A quality replacement for 1967 thru 1981 XLH and 1970 thru 1981 XLCH models (repl. OEM 16203-67).

26611 Sold each \$45.99



25677



13052

Chrome Top Motor Mounts

Top motor mount and coil bracket combination replaces the stock mount so that you can use late-model coils.

Mounts Without Switch Hole

13051 Fits all 4-speed Big Twin models from 1948 thru 1984 (except Evolution® models) \$23.99

13052 Fits all Sportster® models from 1957 thru 1985 (except 1979 thru 1981 and XR models) \$19.99

Mounts with Switch Hole

25677 Fits all 4-speed Big Twin models from 1948 thru 1984 (except Evolution® models) \$43.99

25676 Fits all Sportster® models from 1957 thru 1985 (except 1979 thru 1981 and XR models) \$19.99

12289 Universal key switch \$15.99



Top Motor Mount for Sportster® Models

Fits Sportster® models 1957 thru 1985.

25185 Replaces OEMs 16250-57, 16251-58 \$19.99



This part of the coil and bracket faces inside



'The Mount' for Softail® Models by Paul Yaffe Originals

Great looking upper motor mount complements the natural shape of the V-Twin motor while solving the problem of where to mount your coil, run/off and start buttons. Handmade from 1/2"-thick steel plate and shipped raw, ready for painting or plating.

06570 Fits all Twin Cam 88® Softail® models from 2000 to present (coil not included) \$229.99



13068

13067

12804

Heavy-Duty Chrome Motor Mounts for Softail® and FXR Models

These mounts are made from 1/4"-thick plate steel (33% thicker than stock) delivering the ultimate in strength and style. They include chrome choke/horn brackets. The mount for Softail® models also includes chrome sockethead mounting hardware.

13067 Fits all Evolution® FXR models from 1984 thru 1994 \$31.99

13068 Fits all Softail® models from 1984 to present \$42.99

12804 Replacement choke cable bracket for CC #13067 \$4.99



NEW

Chrome Top Motor Mount for Twin Cam 88® Softail® Models

This two-piece top motor mount is a direct replacement for Twin Cam 88® Softail® applications, and has a built in horn and choke bracket.

613063 Fits all Twin Cam 88® Softail® models from 2000 thru 2005 \$22.99



Replacement Motor Mounts for Dyna Glide Models

These are Original Equipment parts. Use to replace worn or cracked motor mounts to keep vibration to a minimum. Direct replacement for the original parts. Fit Dyna Glide® models from 1991 thru 2007.

13046 Front (repl. OEM 47583-90B) ... \$149.99
13047 Rear (repl. OEM 47564-90B) ... \$149.99



5-Speed Front Motor Mount

A replacement front motor mount for all rubber-mounted 5-speed models from 1980 thru 2007 (except Dyna Glide models).

13055 Replaces OEM 16207-79B \$24.99



Velva Ride™ Vibration Control System by V-Thunder™

Reduces transmitted engine vibration by up to 50% and provides the comfort needed for all-day rides.

Velva Ride™ Engine Stabilizers

Stainless steel body contains a stainless steel plunger encased in specially-formulated urethane that significantly outperforms stock stabilizers. When installed on rubber mount models, the engine is completely isolated from the frame by eliminating all metal-to-metal contact. Complete with rod ends and available with a plain finish or polished bodies and rod ends. For all rubber-mounted 5-speed models 1980 to present, and all Buell® models 1991 thru 2002. Replaces OEM 16219-79A.

Sold in Pairs

30132 Natural finish \$199.99
30134 Polished \$294.99

Sold Each

30133 Natural finish \$92.99
30135 Polished \$28.99

Velva Ride™ Motor Mount

Specially-designed urethane motor mount will out-last and out-dampen the OEM part by a substantial margin. Available with black powder coat or highly-polished finishes for all rubber-mounted 5-speed models (except Dyna Glide models) 1980 to present and all Buell® models 1991 thru 2002. Replaces OEM 16207-79B.

30130 Black powder coat \$99.99
30131 Polished \$125.99

Motor Mount Stabilizer Link

These is an Original Equipment part. Fits the upper and lower mount on FLT 1980 to present, FXR 1982 thru 1994 and FXD models 1991 to present. May also be used for aftermarket or custom applications that require OEM stabilizer link.

13048 Replaces OEM 16258-95A \$55.99



16308

LANDMARK MANUFACTURING

Motor Mount Stabilizer Link by Landmark

Replaces the upper or lower link on all rubber-mounted 5-speed Big Twin models 1980 to present and 1997 thru 2002 Buell® models.

16308 Chrome-plated \$89.99
16309 Zinc-plated \$47.99



Motor Mount Adaptor for Twin Cam 88® Engines

Permits the installation of a Twin Cam 88® engine into earlier style frames. It's machined from billet aluminum and installs to the rear engine mount. Includes instructions and mounting hardware.

36995 Complete kit \$144.99

Note: Does work with counterbalanced Twin Cam 88® engines ("B" engines)



Chrome 5-Speed Motor Mount

Fits all rubber mounted 5-speed models 1980 to present (except Dyna Glide models).

95013 Replaces OEM 47159-79TA \$35.99

MOTOR MOUNT PARTS - CRANKCASE BREATHERS



Stainless Steel Engine Skid Plate

Highly-polished part that fits 4-speed Big Twin models from 1965 thru 1984 (except Evolution® models).

17115 Replaces OEM 24490-36T \$25.99



Top Motor Mount Spacer Kits

Don't forget to space that top motor mount properly after you widened the driveline. Each of these kits includes the required hardware and the spacer listed below.

38061 Raw steel 3/8"-thick spacer kit \$19.99

38062 Raw steel 5/8"-thick spacer kit \$19.99

38060 Raw steel 1"-thick spacer kit (for 200 to 230-series tires).... \$19.99



Chrome Billet Front Motor Mount Stabilizer for Dyna Glide Models

Helps control fore and aft engine movement. Mounts to front motor mount on all Dyna Glide models from 1991 to present.

42689 Motor mount stabilizer \$144.99



Slotted Crankcase Filter Kit

Our slotted filter housing looks great and provides rigidity so the element doesn't distort or collapse with age. The gauze filter medium cleans up easily with soap and water and helps keep foreign material out of the bottom end. Ideal for custom builders or air cleaner installations that don't have breather fittings. Complete with chrome mounting bracket and hose clamp. Fits all models with 3/8" crankcase breather hose.

020565 Slotted filter kit \$18.99



Crankcase Breather Filters

Prevent the breather hose from inhaling impurities into the lower end while quieting the system. Beneficial on 1975-up models when the stock air cleaner has been replaced. Measure approximately 2" in diameter and 1 1/2"-tall with steel baseplates and 3/8"-I.D. hose barbs. Sold each.

12017 Single inlet \$15.99

12012 Dual inlet \$13.99



Uni Filter® Crankcase Breathers

Provides breather filtration when the factory air cleaner is removed. Fits all models 1975 to present. Includes hose clamps and zip ties.

12014 Dual 3/8" inlets for mounting between cylinders..... \$14.99

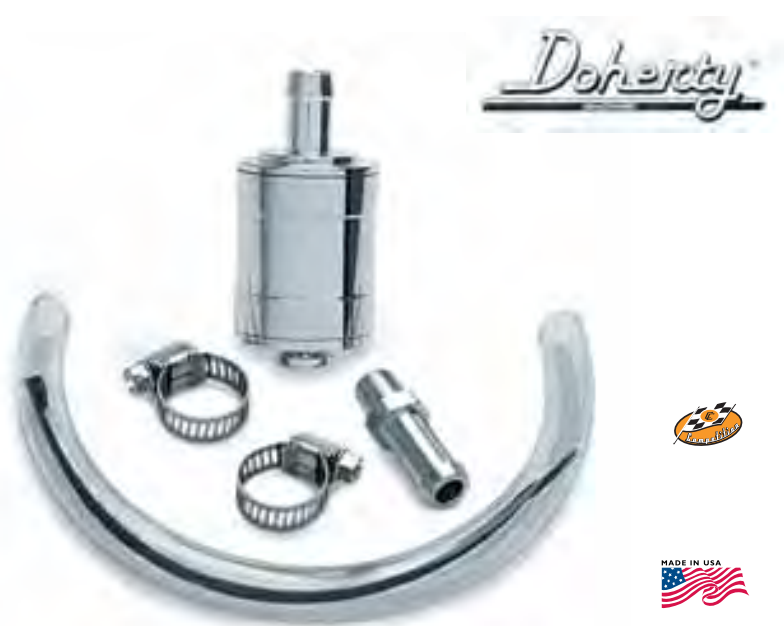


Uni Filter® Crankcase Breathers

Feature a 'ziptie loop' for attaching them to the frame, eliminating loose hoses. The washable urethane material requires no oil or special cleaners, and can be washed in soap and water for years of service.

11966 Fits 5/16" I.D. hose..... \$14.99

11967 Fits 3/8" I.D. hose..... \$14.99



Inline PowerVent Crankcase Ventilation System by Doherty

- PowerVents are designed around a fast-sealing one way valve that prevents air from being sucked back up into the crankcase on the upstroke of the piston.
- Stops rocker box and base gasket oil leaks caused by excessive crankcase pressure
- Increases horsepower, improves throttle response
- Universal inline kit comes with all hardware needed to install PowerVent into breather hose.
- Quality billet aluminum construction
- 100% made in the USA

020640 Fits all models with 3/8" crankcase breather hose..... \$89.99



Hayden Crankcase Pressure Relief Valve

Tom Hayden, inventor of the M6 Primary Chain Tensioner, has turned his engineering skill to controlling excess crankcase pressure. The result is an ultra-compact design that utilizes a calibrated umbrella valve to reduce crankcase pressure and increase power.

12239 Fits Evolution® Big Twin and Sportster® models vented through the crankcase..... \$109.99



Krankvent Crankcase Pressure Control Valves

Evolution® engines have unique venting problems because of small crankcase volume and a relatively long stroke. The Krankvent solves venting problems using high-tech materials combined with innovative design that improves performance and significantly reduces the build-up of pressure that can cause oil leaks and seepage at gasket joints particularly in the top end. Easily installed on all models.

12121 With mounting tab..... \$119.99

12152 Without mounting tab..... \$119.99

CRANKCASE BREATHERS

Spyke 'Stealth' Krankvents

Tired of oil on your pant leg or in your air cleaner? Vent your frustrations with the Krankvent from Spyke. It installs almost invisibly in minutes and effectively controls the messy by-products of all that oily huffing and puffing as the crankcase breathes.

- 28840** Fits late model "head breather" Big Twin models (except Twin Cam 88° models) with S&S cylinder heads . . . \$89.99
- 28842** Kit includes two Krankvent breather bolts to replace stock bolts on Sportster® models from 1991 thru 2003. Works with stock and aftermarket air cleaners . . . \$109.99
- 28843** Kit includes two Krankvents and is designed to install in the stock air cleaner on Evolution™ Big Twin models from 1992 thru 1999 . . . \$109.99
- 28844** Kit with crankcase adapter for Big Twin models from 1984 thru 1991 . . \$89.99



**Unless You're The Lead Dog,
The View Never Changes!**



28840



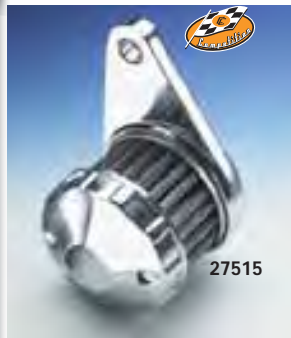
28843



28842



28844



27515



Special No Return Valve

'No-Return' Crankcase Breather Assemblies

Special no-return valve improves performance and significantly reduces the build up of pressure that can cause oil leaks and seepage at gasket joints. Complete with a one-piece filter molded to a lightweight decorative end cap, a chrome zinc die-cast mounting base with 5/16" inlet and hose clamp. Fits Big Twin and Sportster® models from 1975 to present when the stock breather hose has been re-routed.

27515 Breather kit \$29.99



Breather Tube Oil Collector

Keeps the filter for the breather hose from getting oil soaked by oil carried over from the engine and eliminates oil drips from the end of the breather hose. The chrome canister is divided into two chambers, allowing the oil to settle out before the crankcase air is expelled through the filter. Canister is chromed aluminum, bracket is chromed steel. Includes a long life K&N filter. Fits 3/8" breather hose.

- 020629** Chrome finish \$159.99
- 020630** Polished finish \$134.99



Chrome Crankcase Breather

Features a bolt for attaching to any flat surface. Prevents breather hose from inhaling any impurities while riding. Fits 3/8" hose.

12016 Sold each \$19.99



Faceted Crankcase Breather Assembly

Comes complete with a one-piece filter molded to a lightweight decorative end cap, a chrome zinc die-cast mounting base with 5/16" inlet and a hose clamp. The hose clamp holds the filter to the base when the vent hose is installed. Installs in minutes and is the perfect mate to our faceted gas caps and oil tank plugs.

- 12018** Complete assembly \$15.99
- 12029** Replacement filter only \$9.99