

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER



THE FUTURE IS NOW!

S&S Cycle looked to the future to meet tightening emissions standards head on. The result is the all new X-Wedge™ engine. This next generation v-twin is a departure from traditional S&S engine design. This is not a replacement engine, but is intended for use in custom builds and for custom OE manufactures. In order to meet the needs of these applications, the X-Wedge engine not only makes power and looks great, it also meets 2008 CARB and 2010 EPA emissions standards.



S&S® X117 X-WEDGE™ ENGINES

Displacement	Silver Powdercoat	MSRP	Black Powdercoat	MSRP	Polished	MSRP
117"	31-8061	\$9,590.00	31-8060	\$9,590.00	31-8062	\$10,590.00

S&S® 49-STATE EPA CERTIFIED ENGINE PACKAGES!

Custom Bikes... Yes You Can! Anyone Can!

The Environmental Protection Agency (EPA) rules allow nearly anyone to build, license, sell, and/or drive a custom motorcycle, without applying for EPA certification at all. The requirements are that the bike be powered by an EPA certified engine package and meet the requirements for vehicle weight, gearing, and exhaust. In fact, you can build up to 2999 such street legal bikes a year. This information is detailed in a letter of guidance that was issued by the EPA on July 25, 2006.

It should be noted that this is an EPA rule, and that it does not apply in the state of California, which is governed by the stricter standards of the California Air Resources Board (CARB), but we are working on that.

The problem has been that no one had an EPA certified engine package available. Until now . . .



S&S® 49-STATE EPA CERTIFIED ENGINE PACKAGE SELECTION CHART

Engine Name	Displacement	Natural w/Cast Gear Cover	MSRP	Natural	MSRP	Black	MSRP	Polished	MSRP
V96E	96"	31-8039	\$5,710.00	31-9727	\$6,015.00	31-9732	\$6,340.00	31-9736	\$7,115.00
V113E	113"	NA	-	31-8017	\$7,170.00	31-8018	\$7,495.00	31-8019	\$8,270.00
V124E	124"	NA	-	31-8037	\$8,670.00	31-8038	\$8,995.00	31-8044	\$9,795.00

1958-2008

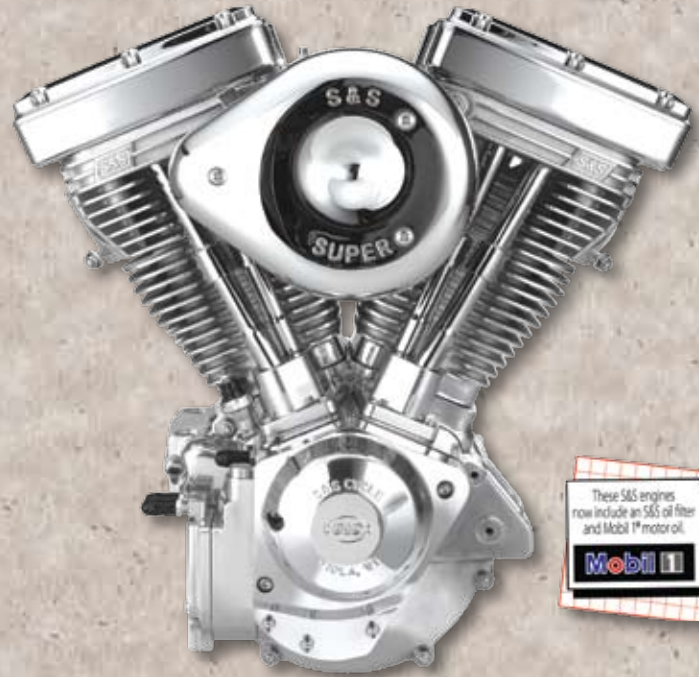
50TH ANNIVERSARY



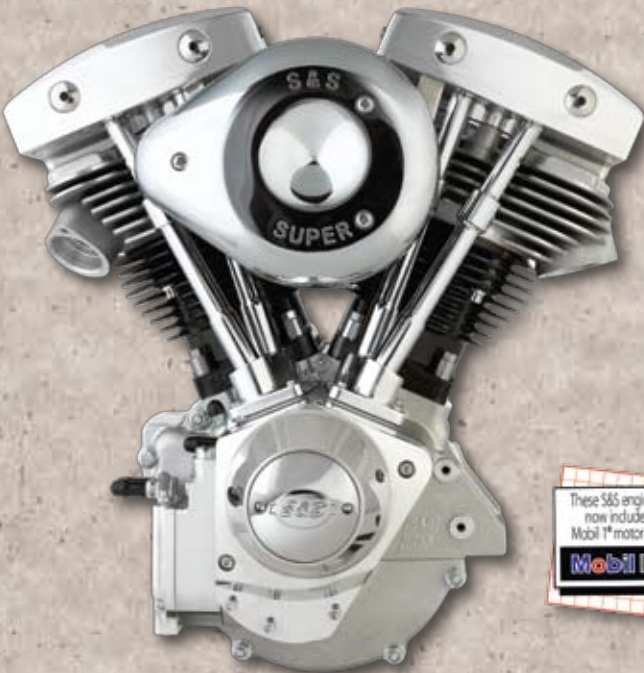
TÜV APPROVED S&S® ENGINES FOR 1970-'06 CHASSIS

Certified

The TÜV approved S&S engines are certified to meet emissions standards for exhaust, noise, and electronic interference. In order to be compliant, engines are furnished complete and assembled by S&S engine builders. In addition they must be used with stock Harley-Davidson® exhaust, specified gearing, and S&S ignition system. All required certification, documentation, and instructions are included with each engine. These engines meet the European Union Chapter 9 standards 2002/51/EC for exhaust emissions, and 97/24/EC for noise emissions.



Pictured Above: S&S TÜV approved engines for 1984-'99 chassis look great and meet the European Union regulations for exhaust and noise emissions. The engine shown here has the optional polished finish. All S&S TÜV approved engines for 1984-'99 chassis include an S&S carburetor, billet tappet guides, special S&S billet gearcover, and the S&S IST ignition system. Available in 96", 113", and 124" versions.



Pictured Left: S&S introduces the TÜV approved engine for 1970-'84 chassis. This engine features the same powdercoated cylinders, billet tappet guides, and billet rocker boxes as our high performance engines for shovel models.

Clean, quiet and retro!

S&S® COMPLETE TÜV APPROVED ENGINES FOR CARBURETED 1999-'06 BIG TWINS AND 1984-'99 CHASSIS

Engine	Displacement	Ignition	Warranty	Natural	MSRP	Black	MSRP	Polished	MSRP
T124*	124"	IST	2 years	31-9964	\$8,525.00	31-9965	\$8,850.00	31-9966	\$10,325.00
T124V**	124"	IST	2 years	31-9967	\$8,525.00	31-9968	\$8,850.00	31-9969	\$10,325.00

* Designed to replace Harley-Davidson® Twin Cam 88® engine in stock chassis only.

** Engine designed with rear motor mounts to fit 1984-'99 chassis.

S&S® COMPLETE TÜV APPROVED ENGINES FOR 1984-'99 CHASSIS

Engine	Displacement	Ignition	Warranty	Natural	MSRP	Black	MSRP	Polished	MSRP
V96	96"	IST	3 years	31-9470	\$6,095.00	31-9471	\$6,420.00	31-9472	\$7,195.00
V113	113"	IST	3 years	31-9473	\$6,795.00	31-9474	\$7,030.00	31-9475	\$7,895.00
V124	124"	IST	2 years	31-9476	\$8,195.00	31-9477	\$8,520.00	31-9478	\$9,295.00

S&S® COMPLETE TÜV APPROVED ENGINES FOR 1970-'84 CHASSIS

Engine	Displacement	Ignition	Warranty	Chassis Registered 1988 & Earlier	MSRP
SH93	93"	S&S Super Stock®	2 years	31-8025	Call For Pricing

Email us at sscust@sscycycle.com

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P-Series - Vintage Vibe... Modern Muscle!

To celebrate our 50th anniversary in 2008, S&S introduces an engine with a retro look, but with updated technology. The panhead engine, which was produced from 1948 until 1965, has been hailed as the coolest looking classic engine of all time. The new P-Series engines from S&S captures that retro styling from the 50's and 60's, but with 21st century engineering. These engines were built to run!

SH-Series

Old School, We wrote the book!

S&S engines for shovelheads feature the finest parts on the market today. Start with the bullet proof crankcases, flywheels, cylinders, and heads that we have offered for years. Finish the engine with our new premium valve train components. S&S billet gearcover, tappet guides, and rocker boxes look outstanding, and offer the kind of performance you have come to expect from an industry leader. The result is an engine for shovelheads with the kind of quiet power that some folks may just have a hard time believing.

S&S® P-SERIES ENGINES FOR 1948-'99 CHASSIS

Engine Name	Chassis Style	Engine Displacement	Crankcase Style	Part No.	MSRP
P93	1948-'64*	93"	1954-'65 Generator	106-0819	\$7,995.00
P93	1965-'69	93"	1965-'69 Generator	106-0820	\$7,995.00
P93	1970-'99	93"	Alternator/Generator	106-0821	\$8,195.00
P93H	1948-'64*	93" HC	1954-'65 Generator	106-0822	\$8,195.00
P93H	1965-'69	93" HC	1965-'69 Generator	106-0823	\$8,195.00
P93H	1970-'99	93" HC	Alternator/Generator	106-0824	\$8,195.00
P103	1948-'64*	103" HC	1954-'65 Generator	106-0825	\$8,295.00
P103	1965-'69	103" HC	1965-'69 Generator	106-0826	\$8,295.00
P103	1970-'99	103" HC	Alternator/Generator	106-0827	\$8,295.00

*1948-'53 applications require 1954-'64 inner tin primary cover.

P93H and P103 engines are equipped with dual plugged cylinder heads.

S&S® SH-SERIES ENGINES FOR 1966-'84 CHASSIS

Engine Name	Chassis Style	Engine Displacement	Crankcase Style	Cast Gearcover	MSRP	Billet Gearcover	MSRP
SH93	1966-'69	93"	Generator	31-9906	\$8,095.00	31-9977	\$8,330.00
SH93	1970-'84	93"	Alternator	31-9904	\$7,180.00	31-9905	\$7,395.00
SH93	Custom	93"	Alternator/Generator	31-9917	\$8,100.00	31-9979	\$8,340.00
SH93H	1966-'69	93" HC	Generator	31-9909	\$8,170.00	31-9978	\$8,400.00
SH93H	1970-'84	93" HC	Alternator	31-9907	\$7,255.00	31-9908	\$7,470.00
SH93H	Custom	93" HC	Alternator/Generator	31-9918	\$8,175.00	31-9980	\$8,415.00
SH103	1970-'84	103" HC	Alternator	N/A	-	31-9919	\$7,480.00

1958-2008

50TH ANNIVERSARY



S&S® Complete V-Series Engines For 1984-'99 Big Twin Chassis

S&S V-Series engines are designed to replace stock Harley-Davidson® Evolution® big twin engines in 1984-'99 chassis. This is a single cam design engine which has a similar configuration to stock, it's just bigger and badder. All V-Series engine are available for carbureted models, and the V107T and V124 are available for fuel injected models. Your Choice of natural, black, and polished finish. All V-Series engines feature polished billet tappet guides and gearcover, electric compression releases, and show quality chrome plated die-cast S&S rocker covers.

S&S® Complete T124V Engines For 1984-'99 Big Twin Chassis

The S&S T124V engine is a two cam design engine designed to replace stock Harley-Davidson® Evolution® big twin engines in 1984-'99 chassis. The rear of the crankcase is machined to fit these frames. The T124V engine allows owners of older motorcycles to upgrade to a late style S&S power plant without having to buy a new bike. Maybe you've spent a lot of time and effort getting your bike just the way you want it, but you'd like a modern engine. Well, you can keep the bike you've customized and have an updated engine too! The V124V is also an excellent choice for custom builders who wish to use a 1984-'99 style frame.



S&S® ENGINES FOR 1984-'99 CHASSIS (CARBURETED WITH SUPER STOCK® IGNITION)

Engine Name	Engine Displacement	S&S Carburetor	Natural	MSRP	Black	MSRP	Polished	MSRP
V96	96	Super E	31-9856*	\$5,285.00	N/A	-	N/A	-
V96	96"	Super E	31-9857	\$5,590.00	31-9858	\$5,915.00	31-9859	\$6,690.00
V107T	107"	Super E	31-9480	\$5,995.00	31-9482	\$6,320.00	31-9484	\$7,095.00
V113	113"	Super G	31-9491	\$6,465.00	31-9492	\$6,790.00	31-9493	\$7,565.00
V124	124"	Super G	31-9860	\$7,995.00	31-9885	\$8,280.00	31-9886	\$9,055.00

*Engine has S&S cast gearcover and tappet guides. All others have billet parts.

S&S® ENGINES FOR 1984-'99 CHASSIS (CARBURETED WITH IST™ IGNITION)

Engine Name	Engine Displacement	S&S Carburetor	Natural	MSRP	Black	MSRP	Polished	MSRP
V96	96"	Super E	31-9752	\$6,250.00	31-9753	\$6,575.00	31-9759	\$7,350.00
V107T	107"	Super E	31-9479	\$6,410.00	31-9481	\$6,735.00	31-9483	\$7,510.00
V113	113"	Super G	31-9488	\$6,945.00	31-9489	\$7,270.00	31-9490	\$8,045.00
V124	124"	Super G	31-9528	\$8,445.00	31-9552	\$8,770.00	31-9553	\$9,545.00
T124V	124"	Super G	31-9709	\$8,845.00	31-9713	\$9,170.00	31-9714	\$10,645.00

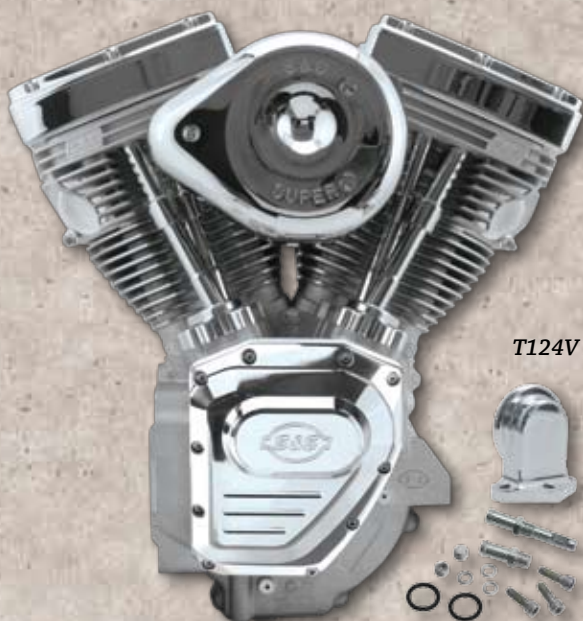
S&S® ENGINES FOR 1995-'98 FUEL INJECTED CHASSIS (S&S SINGLE BORE INDUCTION WITH VFI MODULE)

Engine Name	Engine Displacement	Magneti Marelli® Style					
		Natural	MSRP	Black	MSRP	Polished	MSRP
V107T	107"	106-0786	\$7,140.00	106-0787	\$7,465.00	106-0788	\$8,240.00
V124	124"	106-0565	\$9,115.00	106-0566	\$9,440.00	106-0567	\$10,215.00
T124V	124"	106-0516	\$9,675.00	106-0517	\$10,000.00	106-0518	\$11,475.00

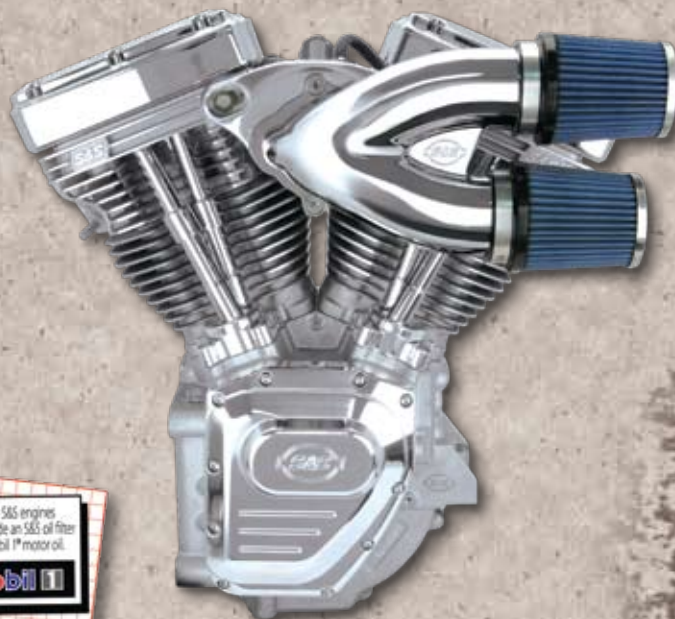
Email us at sscust@sscycycle.com

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T124V Engine



S&S® T124 Engines For 1999-'06 Big Twins!

S&S offers a truly complete 124" engine to replace the stock carbureted or fuel injected Harley-Davidson® Twin Cam 88® engine in 1999-'06 models except 2006 Dyna™. S&S T124 engines are available in natural aluminum, wrinkle black powdercoat, and polished finishes. Match the original engine in your bike or go for a custom look.

Pictured Above: S&S T124 engine shown with polished finish and optional chrome single bore tuned induction system. All engines come standard with a teardrop air cleaner. Tuned induction system must be purchased separately. Blue filters are an optional accessory, sold separately

Fitment Considerations

Complete S&S T124 engines are designed to replace the existing Harley-Davidson® Twin Cam 88® engine in a stock chassis, making it easy to get the performance you want from your late model motorcycle. Take the stock engine out and put an S&S engine in. It's that simple.

Due to changes in S&S crankcase design, installation of an S&S T124 engine in 1999-2005 Dyna™ models requires oil line installation kit #31-0424. This kit contains a special transmission top cover and oil lines for Dyna models. For installation in 2000-'06 FLT models the stock transmission top cover may be used, but oil line installation kit #31-0425 is required.

Engines with internal counter balancers are not available from S&S to replace Harley-Davidson® Twin Cam 88B™ engines. Complete engines are also not available for 2006 Dyna™ models or any 2007 or later models. For these applications we recommend our 124" Hot Set Up Kit®. See page 84.

S&S® ENGINES FOR 1999-'06 CHASSIS (CARBURETED WITH IST™ IGNITION)

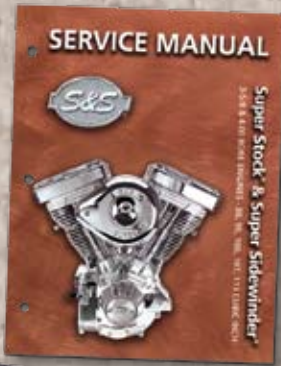
Engine Name	Engine Displacement	S&S Carburetor	IST Ignition					
			Natural	MSRP	Black	MSRP	Polished	MSRP
T124	124"	Super G	31-9894	\$8,845.00	31-9895	\$9,170.00	31-9896	\$10,645.00

S&S® ENGINES FOR 1999-'06* CHASSIS (FUEL INJECTED S&S SINGLE BORE INDUCTION WITH VFI MODULE)

Engine Name	Engine Displacement	Magneti Marelli® Style						Delphi® Style					
		Natural	MSRP	Black	MSRP	Polished	MSRP	Natural	MSRP	Black	MSRP	Polished	MSRP
T124	124"	106-0398	\$9,415.00	106-0399	\$9,669.00	106-0400	\$10,699.00	106-0401	\$9,265.00	106-0402	\$9,590.00	106-0403	\$10,590.00

*Except 2006 Dyna™ models. S&S Engines are not available for 2007 or later chassis.

NOTE – See page XX for emission compliant engines including the S&S X-Wedge™.



S&S® Service Manuals

These manuals are created to help you maintain your S&S engine. They outline the procedures necessary for both the home mechanic and shop technician to ensure maximum performance and longevity.

S&S T-Series Engines

T124 Call For Pricing 61-1002

S&S 4 1/8" Bore V-Series Engines

V124, V117, V11 MSRP \$29.95 61-1000

S&S 3 5/8" and 4" Bore V-Series Engines

V88, V96, V107, V113 MSRP \$29.95 61-1001

S&S SH-Series Engines

SH80, SH93, SH93H, SH103, P93, P93H, P103
..... MSRP \$29.95 61-1003

S&S X-Wedge Engines

X114, X117, X121 Call For Pricing 106-0735

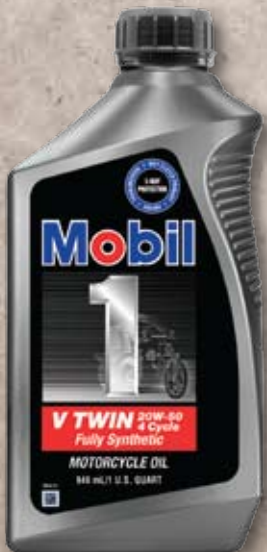
Give Your Engine the Good Stuff!

Everything you need in one convenient package. Contains four quarts of Mobil 1® V-Twin 20-50 synthetic oil and a premium S&S oil filter. Quick Oil Change kits are available for 1984-'99 big twins and 1999-up big twins, with your choice of a black or chrome plated filter.



S&S® QUICK CHANGE OIL KITS

Application	Black Filter	MSRP	Chrome Filter	MSRP
1984-'99 Big Twin	31-4215	\$57.95	31-4217	\$59.95
1999-up Big Twin	31-4216	\$57.95	31-4218	\$59.95



Mobil 1 V-TWIN 20W-50 synthetic oil has been named the official oil of S&S Proven Performance engines. This comes after an exhaustive testing program at our research and development facility in Viola, WI.

Mobil 1® Synthetic Oil

Sold in 6 quart cases. Shipped from S&S.

V-Twin 20W50 MSRP \$71.95 31-4201

MX4T 10W40 MSRP \$71.95 31-4203

Racing 2T MSRP \$71.95 31-4205

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S&S Oil Filters! Protect Your Investment!

- Captures smaller particles than stock filters.
- Low restriction to oil flow.
- Direct bypass - bypass oil does not pass over dirty filter media.
- Smaller diameter for easier installation.
- Black or chrome finish available.

S&S® OIL FILTERS FOR 1984-UP BIG TWINS

Year Application	Chrome	MSRP	Black	MSRP
1984-'99	31-4102	\$12.95	31-4101	\$10.45
1999-Up*	31-4104	\$12.95	31-4103	\$10.45

* Contains an anti-drain back valve

High-Flow Filter With High Performance Looks!

Extended filter kit for S&S Super E or G Teardrop air cleaners provides maximum airflow for air hungry engines. This free breathing set-up looks like it just came from the track. Easy to install, kit is 1" wider than our standard teardrop filter, and features premium filter media. Includes filter and three plated steel air cleaner extensions.

S&S Air Filter and Adapter Kit

For S&S Super E and G Carburetors MSRP \$46.95 **17-0045**
 Replacement Filter MSRP \$17.95 **17-0055**
 Replacement Filter Spacers (3 Pack) MSRP \$29.95 **50-1072**



NOTE:

Not for use with S&S Super B or Super D carburetors, or Super E and Super G carburetor kits for Buell® motorcycles.



Replacement Air Filter For S&S Super E & G Carbs

These pleated, resin impregnated media filters are standard equipment in teardrop air cleaners for S&S Super E & G carbs and single bore EFI. Also fits new style S&S air cleaners for stock carbs and single bore throttle bodies. Will not fit S&S Super B air cleaners or air cleaner kits for Buell models.

..... MSRP \$12.95 **17-0054**



Replacement Air Filters For S&S Tuned Induction Systems

These pleated, fiber filters are standard equipment with S&S Super dual bore and single bore tuned induction systems. Filters are washable for reuse. Includes stainless steel clamp. Order colored filter oil kits below.

- Red filter (1 each).....MSRP \$49.95 17-1020
- Blue filter (1 each)..... Call For Pricing 17-2023



Filter Oil

8 Ounce

- RedCall For Pricing 106-1163
- BlueCall For Pricing 106-1164



Autolite® Spark Plugs

S&S® now offers the same high quality Autolite® spark plugs that we include with our engines, for replacement in S&S and stock engines alike. These long reach resistor spark plugs are available in 12mm and 14mm sizes. They are the correct heat range for all S&S engines and also fit 1977 and later Harley-Davidson® engines. Compatible with any ignition system.

AUTOLITE® SPARK PLUGS

Size	Part No.	MSRP
12mm Long Reach (2 Pack)	55-1322	\$6.15
14mm Long Reach (2 Pack)	55-1323	\$6.15



Exclusive Tool Set From S&S® And Mac Tools®

- Exclusive S&S and Mac Tools branding.
- S&S graphics including the popular 124, 145, and shovel engines.
- Gas shock lid to protect fingers and other body parts.
- Heavy-duty side lift handles for easy mobility.
- Roller bearing slide drawers for smooth operation.
- Black Nickel Chrome finished tools - unique and durable.
- 187 piece tool set features laser etched marking with S&S Cycle.
- 3-Year warranty.

S&S Mac Tool Kit with Box

.....MSRP \$649.95 53-0502

S&S Mac Tool Kit with Box (Bulk 5)

.....Call For Pricing 53-0505

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The S&S Master Flywheel Balancing Kit

Designed to allow the average shop to rebalance stock and S&S flywheels accurately and quickly. Whether doing a stock rebuild or a performance upgrade using aftermarket parts, flywheel rebalancing is a desirable step in the engine building process. A complete set of detailed instructions is furnished with each kit.

..... MSRP \$891.95 53-0027

NOTE:

These balancing kits will not work with Harley-Davidson® Twin Cam 88® engines, 2000-up Sportster models, or any flywheel assemblies which use pressed-in crankpins.



S&S Inner Primary Bearing Race

The S&S bearing race features an extra step on the inside diameter that acts as a stop on the transmission mainshaft. When the race is pressed on to the shaft, the step will not allow the race to move inward toward the mainshaft seal. The improved S&S bearing race is a must for any high performance application. Can be retrofitted to stock and aftermarket transmissions for all 1991-'05 big twins, and 2006 Harley-Davidson® Softail® models.

All 1991-'05 Big Twins, and 2006 Harley-Davidson® Softail® Models

..... MSRP \$70.95 56-5089

S&S Clutch Puller With Inner Bearing Race Puller Attachment

S&S offers some new tools for clutch and primary installation. First there is a primary inner bearing race installation tool, with a radial thrust bearing that decreases the effort required to install a bearing race by 30%. Then there is the new S&S Clutch Puller that is specifically designed to remove an S&S high performance clutch. This is also helpful when removing a stock clutch from a damaged mainshaft. Finally there is an attachment for the S&S Clutch Puller that allows easy removal of the primary inner bearing race.

All of these S&S tools are CNC machined from the finest 4140 tool steel and heat treated for maximum reliability and service life.

**S&S Clutch Puller
With Inner Bearing Race Puller Attachment**

..... MSRP \$89.95 56-5141





Get It Right The First Time!

It has always been difficult to accurately measure the distance between the intake ports of a v-twin engine. In the past this has made ordering intake manifolds for custom engines somewhat of a gamble. The new S&S Manifold Measuring Tools put an end to all that, and make it easy to specify the length of a special manifold and get it right the first time, every time. That can be really important when you need to finish an engine in time for an important race. Determining the length of an existing manifold has also been difficult to do with precision, but the S&S Manifold Measuring Tools allow you to measure the length of an existing manifold in seconds.

Master Manifold and Head Measuring Tool Kit

The Master Kit contains engine and manifold measuring tools in a handy plastic storage case. MSRP \$1229.95 53-0201

S&S® Sprocket Shaft Bearing and Seal Installation Tool

For Big Twin and Sportster® Models with Tapered Roller (Timken®) Sprocket Shaft Bearings

Developed for production shops, this smartly designed tool easily cuts the time it takes to install sprocket shaft bearings and seals. The S&S installation tool uses a smooth operating rack and pinion system to quickly press bearings and seals into place. The tool is used by itself without an adapter to install sprocket shaft bearings for big twins. Included with the tool are four adapters that quickly convert the tool to install sprocket shaft bearings for Harley-Davidson® Sportster® models, or sprocket shaft seals for big twin and Sportster models. Simply select the appropriate adapters, screw the installer onto the end of the sprocket shaft, and with a few strokes from your 1/2" drive ratchet wrench, the installation is performed quickly and accurately. This tool is built to stand up to daily shop use, and is covered by a two-year warranty.



Sprocket Shaft Bearing And Seal Installation Tool

For 1955-'02 Big Twin Engines (Including 1999-'02 Harley-Davidson® Twin Cam 88® Engines and 1957-Up Sportster® Models.)

. MSRP \$605.45 53-0060



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S&S® Crankcase Oil Passage Drilling Jig

Drill Jig Is Used To Drill...

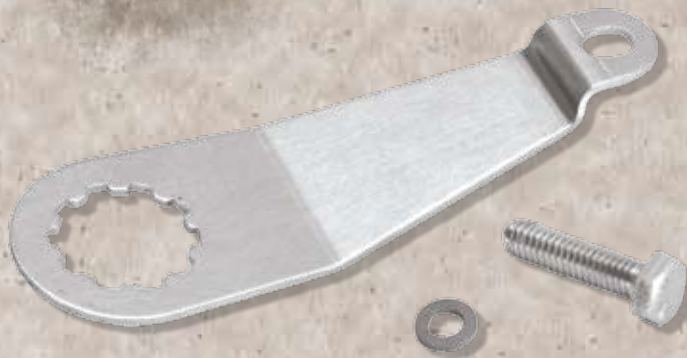
- Primary chain oil supply passage from the breather valve gear cavity to the back side of the oil pump body on late generator and early alternator crankcases.
- Pressure relief passage from behind the main oil pressure valve to the gear cavity on alternator crankcases.
- Crankshaft and main bearings supply passage on generator crankcases
- Crankshaft and main bearings supply passage on early alternator crankcases.

Crankcase Oil Passage Drilling JigMSRP 39.45 53-0013

Degree Wheel Kit

The multipurpose S&S® degree wheel can be used to do ignition timing, crankcase breather timing, cam degreering, or you name it. The wheel is designed to fit the sprocket shaft of any big twin or Harley-Davidson® Sportster® model simply by using the correct adapter provided. Each kit also comes with a pointer which is held in place with the center crankcase bolt. This aid is a must for every well equipped engine building shop.

.....MSRP \$64.95 53-0020



Anti-Rotation Bracket

Useful tools don't have to be expensive! This handy bracket slides over the sprocket shaft splines of big twin engines, and bolts to one of the primary bolt holes of the crankcase to keep the crank from rotating. Like an extra set of hands while installing pistons and cylinders, or any other operation where you don't want the crank to turn.

.....MSRP \$10.45 50-9870



53-0003

100ml Buret

For those wishing to round out their line of engine building equipment, we have a 100 ml buret that is helpful when cc'ing heads and calculating compression ratios. This buret is made of glass.

.....MSRP \$169.95 53-0003

S&S® Top Dead Center Tool

The S&S Top Dead Center Tools make it easy to find exact top dead center of any engine. This is the best way to calibrate your degree wheel when dialing in cams or performing any of a number of checks and modifications based on the position of the crankshaft. Available for engines with 14mm or 12mm sparkplug holes.

14mmMSRP \$23.95 53-0321

12mmMSRP \$23.95 53-0322



53-0321



53-0452

Main Jet Tool

For changing main jets in all S&S carburetors using #72 series jets.

.....MSRP \$11.45 53-0452



53-0040

S&S Rocker Cover Wrench Set

Helpful in areas where the motorcycle frame may prevent the use of conventional tools.MSRP \$80.95 53-0040

Includes:

- 1. 3/16" x 1.050"MSRP \$21.45 53-0042
- 2. 3/16" x .350"MSRP \$21.45 53-0041
- 3. 1/4" x 1.050"MSRP \$21.45 53-0044
- 4. 1/4" x .250"MSRP \$21.45 53-0043

NOTE:

Rocker covers must be removed when installing S&S compression releases. If lack of frame clearance prevents removal of rocker covers, engine must be removed from frame for compression release installation.

Special S&S Two-Piece Compression Release Socket Kit

Allows in-frame installation of S&S compression releases and protects wiring from damage during installation.

.....MSRP \$75.45 53-0045



53-0045

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S® Engine Stands

S&S now offers an economical way to hold an engine on the work bench, for shipping, or for display. S&S engine stands are constructed of heavy gauge stamped steel with "S&S" laser cut in both ends. The bullet proof, blue powdercoat finish gives the stands a professional appearance, that is suitable for display, and protects them from corrosion and minor abrasions.

S&S has engine stands for all big twin engines from 1936 to 2006. One stand fits crankcases for 1936 -'99 big twin engines. The second stand fits 1999-'06 big twin crankcases, such as Harley-Davidson® Twin Cam 88® engines or S&S T-Series engines. The third engine stand is designed to fit Twin Cam 88B™ engines. Finally we have a stand for the new S&S X-Wedge™ engine.

Pictured Right: S&S® engine stands are ideal for use in the workshop or as display stands for engines or crankcases.



Pictured Below: S&S PN 53-0145 for 2000-'06 Harley-Davidson® Twin Cam 88B™ models.



Pictured Below: S&S PN 53-0143 for 1999-'06 non-balanced big twin engines except 2006 Dyna™ models.



Pictured Right: S&S PN 53-0141 for 1936-'99 big twin engines.

S&S® ENGINE STANDS		
Application	Part No.	MSRP
S&S X-Wedge™ Engines	53-0147	\$59.95
1936-'99 Big Twin Engines	53-0141	\$59.95
1999-'06 Unbalanced Big Twin Engines	53-0143	\$59.95
1999-'06 Balanced Big Twin Engines	53-0145	\$59.95



S&S® Black Touch Up Paint

This S&S black touch-up paint is included with each black engine and now you can buy it separately. Sold in ½ oz. bottles with applicator cap. It's handy to have a spare. Keep one in the shop and one in your saddle bag.

½ Oz. MSRP \$3.95 51-9001



51-9001

Use What the Pro's Use!

S&S assembles a lot of engines and customers often ask what sealants and lubricants we use. We also recommend various products in the instructions for our high performance kits. So far, we've left it up to our customers to source their own supply of these products, but sometimes that's not an easy job.

Torco® Engine Assembly Lube

Protect engine components during assembly and initial start up!

4 Oz. Bottle MSRP \$7.45 51-9000

1 Oz. Tube MSRP \$3.95 51-9002



51-9000

Gasgacinch® Gasket Sealer

Great for copper head gaskets!

4 Oz. (118ml) Can. MSRP \$6.49 51-9009



51-9009

ThreeBond® Liquid Gasket 1194

Great for sealing crankcases!

3.5 Oz. (100g) Tube MSRP \$5.99 51-9010



51-9002



51-9010

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S Engine Gasket Kits

S&S engine gasket kits make it easy to order the correct gaskets and seals to rebuild an S&S engine or an engine with an S&S Hot Set Up Kit® installed. Complete engine rebuild gasket kits and top end gasket kits are available.

Note that complete engine rebuild gasket kits and top end gasket kits for 1984-up engines do not include rocker cover gaskets due to the number of aftermarket rocker covers available that do not use standard gaskets. Gasket kits for stock and S&S rocker covers are available separately. See page 17.

Pictured Right: S&S PN 106-1030 – X-Wedge™ 4 1/8" bore complete engine gasket kit.



Pictured Above: S&S PN 106-0408 – P-Series/SH-Series 3 5/8" bore complete engine gasket kit.

NOTES:

- While many of the gaskets in these kits will work for stock applications, some gaskets in the kits are specifically designed for S&S parts used in S&S engines.
- Alternator style lower end kits include outer gaskets for both S&S flanged and flangeless gear covers. Not all gaskets will be used.
- Oil pump gaskets provided in lower end gasket kits fit the standard pumps provided with S&S engines. If the crankcase of an engine was special ordered to accept a different type of oil pump, these gaskets may not fit.

COMPLETE ENGINE REBUILD GASKET KITS FOR S&S® ENGINES FOR BIG TWINS

S&S Engine Family	Year Group	Bore Size	Part No	MSRP
X-Wedge™	Custom	4 3/8"	106-1031	\$119.95
X-Wedge™	Custom	4 1/4"	106-1029	\$119.95
X-Wedge™	Custom	4 1/8"	106-1030	\$119.95
T-Series	1999-'06	4 1/8"	106-0976	\$99.95
V-Series	1984-'99	4 1/8"	106-0964	\$94.95
V-Series	1984-'99	4"	106-1020	\$94.95
V-Series	1984-'99	3 5/8"	106-0992	\$94.95
SH-Series	1966-'84	3 1/2"	106-0407	\$94.95
P-Series/SH-Series	1948-'84	3 5/8"	106-0408	Call



S&S® TOP END GASKET KITS

S&S top end gasket kits include all gaskets and seals required to rebuild the top end of an S&S engine with S&S cylinders and cylinder heads. Rocker cover gaskets are not included in kits for 1984-up engines, but may be ordered separately.



Pictured Above: S&S PN 90-9506 – Top End Gasket Kit



Pictured: S&S PN 90-9502 – Top End Gasket Kit

TOP END REBUILD GASKET KITS FOR S&S® ENGINES FOR BIG TWINS

S&S Engine Family	Year Group	Bore Size	Part No.	MSRP
X-Wedge™	Custom	4¼"	90-9701	\$73.95
X-Wedge™	Custom	4½"	106-1262	Call
T-Series	1999-'06	4¾"	90-9511	\$59.45
T-Series	1999-'06	4½"	90-9506	\$71.95
T-Series	1999-'06	4½" Stock Cases	90-9510	\$71.95
T-Series	1999-'06	4"	90-9505	\$61.95
T-Series	1999-'06	3¾"	90-9504	\$56.45
V-Series	1984-'99	4¾"	90-9511	\$59.45
V-Series	1984-'99	4½"	90-9506	\$71.95
V-Series	1984-'99	4"	90-9503	\$55.45
V-Series	1984-'99	3¾"	90-9502	\$54.45
V-Series	1984-'99	3½"	90-9507	\$59.45
SH-Series	1966-'84	3¾"	90-9501	\$82.45
SH-Series	1966-'84	3½"	90-9500	\$82.45

TOP END REBUILD GASKET KITS FOR S&S® ENGINES FOR HARLEY-DAVIDSON® SPORTSTER® MODELS

S&S Engine Family	Year Group	Bore Size	Part No.	MSRP
SB-Series	1986-'03	4"	90-9503	\$55.45
SB-Series	1986-'03	3¾"	90-9503	\$55.45
SB-Series	1986-'03	3½"	90-9503	\$55.45

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S® ROCKER COVER GASKET KITS FOR 1966-UP ENGINES

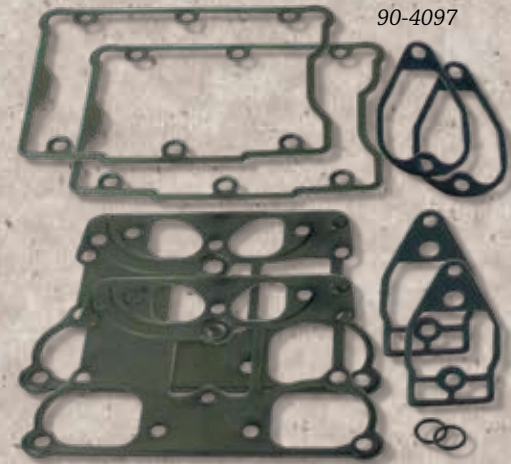
S&S rocker gasket kits are available for Harley-Davidson® Twin Cam 88® and Evolution® engines with stock rocker covers and engines with S&S rocker covers. Gaskets for stock rocker covers are direct replacement parts. Gaskets in kits for S&S rocker boxes feature the unique o-ring style seals required by S&S rocker covers. Rocker cover gasket kits for Evolution big twin engines with stock rocker covers are available in rubber style only.



90-4049

S&S® ROCKER COVER GASKET KITS FOR 1966-'99 BIG TWIN & 1986-'03 HARLEY-DAVIDSON® SPORTSTER® MODELS

Application	Rocker Cover/Gasket Style					
	S&S Billet	MSRP	S&S Die Cast	MSRP	Stock/Rubber	MSRP
1966-'84 Big Twin	90-4311	\$33.95	N/A	—	N/A	—
1984-'91 Big Twin	90-4049	\$45.95	90-4091	\$49.95	90-4046 (H-D#17038-90)	\$39.45
1992-'99 Big Twin	90-4049	\$45.95	90-4091	\$49.95	90-4047 (H-D#17042-92A)	\$40.45
4 1/8" Bore Big Twin	N/A	—	90-4111	\$46.45	N/A	—
1986-'90 Sportster	90-4049	\$45.95	90-4091	\$49.95	N/A	—
1991-'03 Sportster	90-4049	\$45.95	90-4091	\$49.95	N/A	—



90-4097

S&S® ROCKER COVER GASKET KITS FOR 1999-'UP BIG TWIN

Application	Rocker Cover Style					
	S&S Billet	MSRP	S&S Die Cast	MSRP	Stock	MSRP
Up to 4" Bore	90-4073	\$33.95	90-4111	\$46.45	90-4097*	\$40.95
4 1/8" Bore	NA	—	90-4111	\$46.45	NA	—

* Contains bottom rocker gaskets for stock heads and S&S 79cc heads.



90-4111



106-0912



106-0632

Rocker Cover Gaskets

S&S X-Wedge™ and P-Series engines require only rocker cover gaskets which are available in 10 packs.

For S&S X-Wedge™ Engines

(10 Pack) MSRP \$23.95 106-0632

For S&S P-Series Engines and 1948-'65 Big Twin Models

(10 Pack) MSRP \$29.95 106-0912



GASKETS FOR S&S® OIL PUMPS

Gasket rebuild and master rebuild kits are available for S&S oil pumps.

Gasket Rebuild Kit - Standard

Includes key and retaining ring.

S&S Standard Cast and Billet Oil Pumps

- 1936-'91 Standard.MSRP \$4.45 31-6271
- 1992-'99 Standard.MSRP \$4.45 31-6273



31-6273

Gasket Rebuild Kit - HVHP

Includes key and retaining ring.

S&S High Volume High Pressure (HVHP) Oil Pumps

- 1984-'91 Big Twin HVHPMSRP \$6.45 31-6308
- 1992-'99 Big Twin HVHPMSRP \$6.45 31-6299



31-6299

Master Rebuild Kit - Standard

Includes gasket rebuild kit, seal, retaining ring, relief valve spring, check valve spring, check valve, ball, and cover screw o-rings.

S&S Standard Cast and Billet Oil Pumps

- 1936-'91 Standard.MSRP \$12.45 31-6275
- 1992-'99 StandardMSRP \$12.45 31-6278



31-6278

Master Rebuild Kit - HVHP

Includes gasket rebuild kit, seal, retaining ring, relief valve spring, check valve spring, check valve, ball, and cover screw o-rings.

S&S High Volume High Pressure (HVHP) Oil Pumps

- 1984-'91 Big Twin HVHPMSRP \$16.95 31-6309
- 1992-'99 Big Twin HVHPMSRP \$16.95 31-6300



31-6309

Oil Pump Drive Shaft Seal

S&S Standard Cast and Billet Oil Pumps

- (H-D#26227-58).MSRP \$2.95 31-6005

S&S High Volume High Pressure (HVHP) Oil Pumps

- (5 Pack)MSRP \$15.45 31-7006

NOTE:

All reference to H-D® part numbers is for identification purposes only. We in no way are implying that any of S&S Cycle's products are original equipment parts or that they are equivalent to the corresponding H-D® part number shown.

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S® CARBURETOR REBUILD KITS

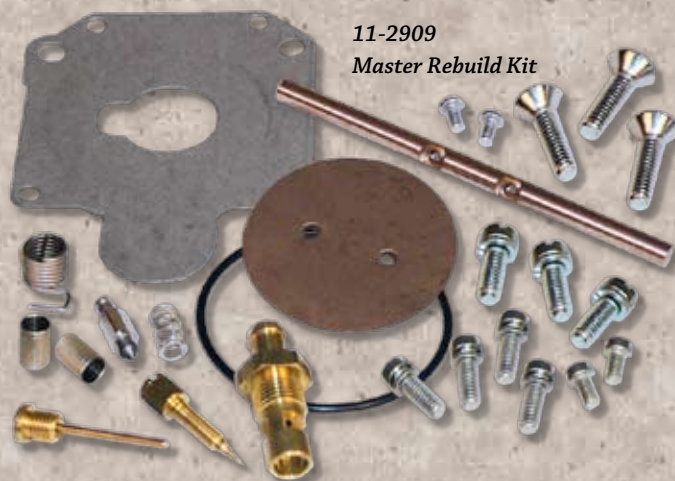
To insure that you continue to get the utmost in performance from your S&S carburetor, we have put together a series of rebuild kits that are designed to provide the proper parts to return a worn carburetor to top shape. We have assembled different types of kits to cover the different degrees of rebuild necessary.

For the Early Style, L Series, and Super A, B, and D carburetors, there are body rebuild and master rebuild kits. For the Super E and G carburetors there are body rebuild, accelerator pump rebuild, and master rebuild kits. See kit selection chart. Rebuild kits for Two-Throat carburetors are no longer available.

Master Rebuild Kits

Master rebuild kits contain a body rebuild kit, accelerator pump rebuild kit (Super E and G only), all new fasteners, springs, idle mixture screw, seat, and needle assembly. Everything needed to completely rebuild one carburetor.

Refer to the rebuild kit selection chart for part number of rebuild kit required.



11-2909
Master Rebuild Kit

Accelerator Pump Rebuild Kits

Accelerator pump rebuild kits contain diaphragm, diaphragm spring, check balls, check ball spring, pump pushrod, and required hardware and o-rings.

Body Rebuild Kits

Body rebuild kits for Super E and G carbs also contain throttle shaft nuts, nylon washers, accelerator pump o-ring, and accelerator pump boot. Body rebuild kits for Super E and G carbs do not contain throttle shaft bushings since these carbs have stainless steel throttle shaft bushings already installed.

Body rebuild kits for early style, L Series, and Super A, B, and D carbs contain stainless steel throttle shaft bushings.

CONTINUED ON NEXT PAGE -



11-2918
Accelerator Pump Rebuild Kit



11-2906
Body Rebuild Kit



**Continued -
S&S® CARBURETOR REBUILD KITS**

NOTES:

- When ordering master rebuild kits for Super A, B, or D carbs, examine the float and needle illustrations shown here and compare to the parts in your carburetor. It is important to determine the style of float and needle assembly in your carburetor in order to select the correct master rebuild kit. Forked type and wire type needle assemblies are not interchangeable, so the correct kit must be ordered for your specific application.
- Forked type floats are no longer available. Due to a machining difference, carburetor bowls for forked type floats are not interchangeable with bowls for wire type floats. If a carburetor equipped with a forked style float requires a new float, the entire bowl assembly must be replaced with the newer wire type bowl assembly.



Wire Type Mechanism



Forked Type Mechanism



S&S® CARB REBUILD KITS

S&S Carb Type	Carb Model	Body Rebuild Kit	MSRP	Accelerator Pump Rebuild Kit	MSRP	Master Rebuild Kit	MSRP
Super Series	Super E Gas	11-2906	\$34.95	11-2918	\$17.95	11-2923*	\$70.95
	Super G Gas	11-2907	\$36.95	11-2918	\$17.95	11-2924*	\$73.95
	Super A, B Gas	11-2903	\$36.95	N/A	—	11-2914	\$58.45
	1983 & earlier (Forked Type Mechanism)	N/A	—	N/A	—	N/A	—
	Super A, B Gas	11-2903	\$36.95	N/A	—	11-2909	\$55.95
	1983-Up (Wire Type Mechanism)	N/A	—	N/A	—	N/A	—
	Super D Gas	11-2904	\$73.95	N/A	—	11-2915	\$73.95
	1985 & earlier (Forked Type Mechanism)	N/A	—	N/A	—	N/A	—
	Super D Gas	11-2904	\$73.95	N/A	—	11-2910	\$142.95
	1985-Up (Wire Type Mechanism)	N/A	—	N/A	—	N/A	—
	Super D Alcohol	11-2904	\$73.95	N/A	—	N/A	—
	Super B Fuel, B Turbo Gas, Turbo Alcohol & Fuel	11-2908	\$73.95	N/A	—	N/A	—
Super D Fuel, D Turbo Gas, Turbo Alcohol & Fuel	11-2904	\$73.95	N/A	—	N/A	—	
L Series	MGL	11-2900	\$31.95	N/A	—	11-2913	\$52.95
	MGAL	11-2900	\$31.95	N/A	—	11-2911	\$49.95
	GAL	11-2900	\$31.95	N/A	—	11-2911	\$49.95
	GBL	11-2902	\$31.95	N/A	—	11-2912	\$49.95
Early Style	Super G, GA Gas	11-2900	\$31.95	N/A	—	N/A	—
	GB Gas	11-2902	\$31.95	N/A	—	N/A	—
	F, FA Fuel	11-2901	\$52.95	N/A	—	N/A	—
	FB Fuel	11-2902	\$31.95	N/A	—	N/A	—

*NOTE: When Super Master Rebuild Kit #11-2923 or #11-2924 is used to update an early Super E or G equipped with a 360° variable position gas inlet fitting, S&S fuel line, part #19-0474 or #19-0475, with a 90° formed end must be used and ordered separately. See the line drawing in the Super E&G carburetor section of this catalog for an illustration and description.

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

FRAME LOCK™... THE BEST WAY TO HOLD YOUR BIKE!

When most folks think about S&S® they picture the products that we sell to help our customers go fast. Well here's a product that will help you stand still. It's called the Frame Lock™, and it is without a doubt the best way to secure your motorcycle on a trailer, a service lift, or just in your garage.

Although the Frame Lock has numerous applications, it is primarily intended to hold your bike steady and upright in a trailer. Forget all those straps, ropes, and wheel chocks. The Frame Lock clamps on to the lower frame of your bike and holds it more securely than straps, and you don't have to risk damage to your suspension like you do when you pull your bike down with straps. No more tripping on tie downs, and your bike will not fall! Testing has shown that the Frame Lock can support the entire weight of a large cruiser style motorcycle . . . even upside down (see photo).



Bike attaches to the Frame Lock™ base assembly with a heavy duty pin. The pin will accept a cotter pin or padlock for added security.



FRAME LOCK™ KITS

Application	Part No.	MSRP
Harley-Davidson® Touring Models	53-0506	\$349.95
Harley-Davidson Sportster® Models 2000-'03	106-1167	\$349.95
Sportster® Models 2004-'07	53-0507	\$349.95
Harley-Davidson Softail® Models	53-0508	\$349.95
Harley-Davidson Dyna™ Models	53-0509	\$349.95
Base Parts Kit - No Clamps (All Except 2000-'03 Sportster)	106-1119	\$249.95

REPLACEMENT PARTS FOR FRAME LOCK™

Part Description	Part No.	MSRP
Clamp Assembly Kit, H-D® Touring	53-0516	\$107.00
Clamp Assembly Kit, H-D Sportster® 2000-'03	106-1110	\$107.00
Clamp Assembly Kit, H-D Sportster® 2004-'07	53-0517	\$107.00
Clamp Assembly Kit, H-D Softail®	53-0518	\$107.00
Clamp Assembly Kit, H-D Dyna™	53-0519	\$107.00
Frame Lock Base	53-0521	\$154.95
Pin Assembly	53-0512	\$44.95
Bracket, Pin - 2000-'03 Sportster	106-1166	\$39.95
Bracket, Pin - All (Except 2000-'03 Sportster)	53-0523	\$39.95
Plate, Floor Mounting	53-0524	\$14.95



S&S Paint Polishing Kit

This kit is designed to restore the shine and luster from old or damaged paint. This mild polish is designed to remove spider webbing, scuff marks, and most superficial damage on a variety of paint types from lacquers, enamels, and polyurethanes, leaving behind a superior shine.

The Paint Polishing Kit contains: Paint Polish designed to work with wool and foam applicators, Natural Lamb's Wool and Foam Pads for exact application of polishing liquid on damaged areas, 3" Shur-Grip Drive that mounts easily in a standard electric or cordless drill, and Micro Fiber Towel to remove polishing compound and wax residue left behind by the polishing process.

- Special wool and foam applicators designed to achieve professional results.
- Shur-Grip drive and special applicators work with a standard ¼" electric or cordless drill.



..... MSRP \$44.95 51-9020

S&S Paint Repair Kit

This kit is designed to remove old faded paint and repair minor surface damage. A special blend of polish, pads, and abrasives were chosen to remove surface damage of paint that needs more than a little TLC. This kit will go beyond the routine cleaning and polishing to tackle the occasional damage that happens with everyday riding. – tank bags, saddle bags, etc. that wear out paint

The Paint Repair Kit contains: Paint Polish designed to work with special applicators in kit, 2" Shur-Grip drive that easily mounts in a cordless drill, polishing pads to attach to the Shur-Grip, wet sanding paper in a variety of grits, and detailed instructions for proper use of the Paint Repair Kit.

NOTE: This kit will not repair scratches and other damage that have broken or removed the painted surface.

- Remove old, faded paint and minor surface damage.
- Designed for fixing damage that regular polishing can't.
- Kit contains a variety of wet sanding paper and special polishing applicators.
- Shur-Grip drive and special applicators work with a standard ¼" electric or cordless drill.
- Includes Paint Polish for final polishing.

..... MSRP \$36.95 51-9030



S&S Finger Kit

The Finger Kit contains a variety of 100% extra plush and durable lamb's wool "finger" pads for polishing hard-to-reach areas on your motorcycle. An elastic band comfortably holds the pad on your finger. Wool will grab and hold dirt, dust, and polish residues like nothing else. This product is safe to use on all surfaces.

The Finger Kit contains: five finger pads in a variety of colors.

- 100% lamb's wool on the hide for maximum results and durability.
- Polish hard-to-reach areas.
- Washable and reusable.

..... MSRP \$29.95 51-9028



S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S Plastic Polishing Kit

This kit is designed to clean, polish, and protect plastic components found on today's motorcycles. This two-stage process can be used on windshields, headlights, tail lights, turn signals, instruments, helmets, visors, goggles, and more.

For plastic surfaces needing extra attention, use Phase I followed by Phase II. Phase I is the workhorse, helping to eliminate surface blemishes; Phase II will provide a protective, slick coating and produce a healthy shine. For undamaged items that only need some extra shine, use Phase II by itself.

Phase I is a fully synthetic wax based polish that produces a hard and durable coating. This polish offers excellent cleaning characteristics and will remove the haze and oily residues from road film. Safe to use on clear and colored plastics, this polish will remove light scratches and UVB damage caused by sun exposure.

Phase II, formulated by All Kleer, can be used as a pre-cleaner to dissolve grease, bug residue, and road film, as well as a final polish. Use primarily on all plastic windshields to keep them free of dirt and grime – this super-slick finish makes it harder for any foreign substances to adhere to the plastic. A unique formula also helps reduce fogging for clear visibility. This is recommended as a follow-up to Phase I, providing a slick, protective coating and brilliant shine.

The Plastic Polishing Kit contains: 3" Shur-Grip drive, 3" Orange Foam Pad, Phase I & Phase II compounds, and Micro Fiber Towel for clean up and polish residue removal.

- Phase I & Phase II polishing compounds for superior polishing and protection of plastic components.
- Super slick surface coating reduces adherence of dirt, road grime, and bugs.
- Perfect for motorcycle windshields, tail lights, turn signals, visors, etc.
- Shur-Grip drive and special applicators work with a standard ¼" electric or cordless drill.

.....MSRP \$44.95 51-9025



**MADE IN
USA**

S&S Metal Polishing Kit

This kit is designed to clean and polish aluminum, chrome, and other metals found on today's motorcycles. Contains everything you need to obtain a mirror-like finish on your bike's metal components.

The S&S Metal Polishing kit contains: 2" and 3" Wheel Bobs to reach into tight spaces and around oddly shaped parts, Metal Polish for cleaning and polishing, 2" Shur-Grip drive for use in electric drill, 2" Twisted Wool Pad for flat areas, and Micro Fiber Towel for final polishing and dry polish residue removal.

- Unique formula restores reflective shine to aluminum, chrome, and stainless steel.
- Mirror-like finish with no scratches from aggressive abrasives.
- Perfect for motorcycle wheels and exhaust.
- Shur-Grip drive and special applicator works with a standard ¼" electric or cordless drill.

.....MSRP \$61.95 51-9015





S&S® SLIP-ON PERFORMANCE MUFFLERS

S&S Slip-On Mufflers Will Increase The Performance of Any Stock Engine.

One of the most popular and cost effective performance upgrades you can make to a Harley-Davidson® motorcycle is to replace the stock exhaust with a set of low restriction, high performance mufflers. The stock exhaust pipes and S&S performance mufflers make a great high performance exhaust system with a low price tag.

S&S® SLIP-ON PERFORMANCE MUFFLERS

Application	Slash-Cut	MSRP	Tapered	MSRP
1995-'07 Harley-Davidson® Dyna™ Model	55-6005	\$324.95	55-6035	\$324.95
2000-'06 Softail® Model - Shorty	55-6007	\$389.95	55-6037	\$389.95
2000-'06 Softail Model - Shotgun	55-6006	\$389.95	55-6036	\$389.95
2007 Softail Standard Model - Shorty	55-6041	\$389.95	55-6040	\$389.95
2007 Softail Fatboy® & Deuce™ Models - Shotgun	55-6043	\$389.95	55-6042	\$389.95
2007 Softail Deluxe Model - Shotgun	55-6045	\$389.95	55-6044	\$389.95
1987-'03 Harley-Davidson® Sportster® Model	55-6008	\$324.95	55-6038	\$324.95
2004-Up Sportster Model	55-6031	\$339.95	55-6039	\$339.95

1995-Up Dyna™ - Tapered
55-6035

2000-Up Softail® Shotgun
Slash-Cut 55-6006

2000-Up Softail® Shorty
Slash-Cut 55-6007

NOTES:

- It may be necessary to rejet the carburetor or recalibrate the fuel injection system for best performance when a change is made in the exhaust system.
- S&S performance mufflers are designed for closed course competition motorcycles only and do not conform to U.S. EPA noise emission standards. Use on motorcycles subject to EPA noise regulations constitutes tampering and is a violation of federal law unless it can be shown that use does not cause the motorcycle to exceed applicable federal standards.

NOTE:

All reference to Harley-Davidson® part numbers is for identification purposes only. We in no way are implying that any of S&S Cycle's products are original equipment parts or that they are equivalent to the corresponding H-D® part number shown.

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S® STAINLESS PERFORMANCE OVAL (SPO™) MUFFLERS



New and Improved!

Maybe it's the increasing popularity of baggers, or maybe it has something to do with the increasing concern about noise emissions, but the S&S® SPO™ (stainless performance oval) mufflers for 1995-2007 Harley-Davidson® touring models have become one of our best selling slip on mufflers. No one here at S&S had any doubt that we were on the right track as soon as we heard the first prototypes. Many compared the pleasing low rumble of the SPO's to the sound of a late '60's muscle car, but at a reasonable volume that is not likely to get the neighbors upset. Not bad for a performance muffler that makes as much power as much louder competitive performance mufflers.

SPO Quiet Baffle Some Times You Have To Be Quiet!

The S&S SPO touring mufflers come with a baffle that produces excellent horsepower at a generally acceptable sound level. However, if you need to be a little quieter, but still want more power than the stock exhaust will produce, S&S has an accessory baffle available that will reduce the noise by about 3dB. Unfortunately, the quiet baffle also reduces power gains slightly... but sometimes you gotta do what you gotta do! Of course, the original baffle can always be replaced if you want the extra power back. Fits stainless and chrome SPO mufflers.

Even Quieter?

New! S&S® 80 db SPO™ Mufflers Meet EPA Requirements!

This year S&S introduces an even quieter version of the SPO muffler that although identical in appearance to the standard SPO, meets the EPA 80 db drive-by test requirements. Testing at S&S with an otherwise stock 2007 FLHTC showed these new mufflers to not only be quiet, but to provide a boost in power at the same time. Too good to be true? Not this time!

Note: S&S 80db SPO mufflers may not conform to EPA standards if installed on a vehicle with a modified engine. Mufflers are tamper proof in accordance with EPA regulations.

S&S SPO Mufflers

- Standard SPO Mufflers MSRP \$594.95 106-0116
- Quiet Baffle For Standard
SPO Mufflers MSRP \$149.95 106-0117
- 80 db SPO Mufflers MSRP \$694.95 55-6634



If you need to make your bike even quieter, this accessory baffle for stock and SPO™ mufflers can be installed in minutes, and reduces exhaust sound by an additional 3dB. The original baffles can easily be replaced to restore the original sound and horsepower.

1958-2008

50TH ANNIVERSARY



EC COMPLIANT MUFFLERS FROM S&S®!

55-6495



55-6497



In response to increased demand for S&S products in the European market, S&S now offers these EC compliant replacement slip-on mufflers. These mufflers have been certified by TÜV to meet EC standards and may legally be used to replace stock mufflers for the applications listed in all countries in the European Union.

S&S EC compliant mufflers can be used to replace the stock exhaust on emissions controlled vehicles in all countries in Europe. They maintain stock noise and horsepower levels. Sturdy steel construction, and show chrome finish make these the ideal replacement for a damaged stock exhaust. Mufflers are sold in pairs.

These mufflers are manufactured in Europe and will be drop-shipped to our European distributors, to avoid the expense of overseas shipping charges. The quality of these mufflers is such that we have decided to also offer them in the United States for our domestic customers who are looking for a high quality, quiet muffler. These mufflers are ideal for use with our 49 state EPA approved engine packages.

S&S® TÜV CERTIFIED EC COMPLIANT MUFFLERS

Description	Part No.	MSRP
2000-'06 Softail®, 2004-'06 Sportster®	55-6495	\$1,019.95
2000-'06 Softail®	55-6496	\$1,019.95
1998-2006 Dyna™	55-6497	\$969.95
1995-2006 Touring (ElectraGlide®, Road King®)	55-6498	\$1,039.95
1986-2003 Sportster®	55-6499	\$969.95
2007 Dyna™	106-0392	\$1,195.95
2007 Softail®	106-0393	\$1,195.95
2001-'07 V-Rod®	106-0394	\$1,095.95
2005-'07 Street Rod®	106-0395	\$1,095.95
Retaining Ring, db Killer, Exhaust	106-0396	\$11.95
Baffle, Inner, Muffler, db Killer	106-0397	\$99.95

106-0394



S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S® TEARDROP AIR CLEANERS

For S&S and Stock Carburetors and Delphi® Style EFI Throttle Bodies

The S&S Teardrop air cleaner is one of the most recognizable shapes in the industry. In fact, the teardrop shape is a registered trademark of S&S Cycle, Inc. Genuine S&S teardrop air cleaners have special features like the uniquely designed backplate with air horn style radiused entryway and the dimpled cover with air directional cone on the inside. This design helps maximize air flow by giving intake air an efficient, easy path to follow into the carburetor. And the beauty of it all is that the S&S Teardrop air cleaner is also available to fit stock Tillotson®, Bendix® and Keihin® butterfly, CV carbs, or any carb with the same air cleaner mounting bolt pattern. There are even a kits that fit stock single throat EFI throttle bodies used on 2001 Softail® and all 2002-up EFI models.

The Improved Air Flow Of The S&S Air Cleaner...

has resulted in an increase of two to five horsepower in S&S test bikes. This kit is especially recommended if performance cams and exhaust system have been installed. Reduced restriction of airflow may require that the stock carburetor be rejetted or the stock fuel injection system be recalibrated to maintain the correct fuel air mixture.



Pictured Right: S&S high flow air cleaner kit features the same style backplate, filter and chrome cover as S&S Super Shorty carbs. Improved flow and good looks.

S&S® AIR CLEANER KITS

Model Year and Engine Style	Stock CV and EFI	MSRP	S&S L, Harley-Davidson® Tillotson®, Bendix®, Keihin®	MSRP	Super B	MSRP	Super E & G	MSRP
Big Twin Models								
S&S 4 1/8" Bore Engines (Manufactured after January 2003)							17-0416	\$199.95
2001-up EFI Softail®, and all 2002-up EFI Models (Except 2006-up Dyna™ Models)	17-0450	\$209.95						
1999-up Carbureted Models	17-0450	\$209.95					17-0403	\$199.95
1993-'99 Carbureted Models	17-0450	\$209.95					17-0404	\$199.95
1990-'92					17-0107	\$199.95	17-0399	\$199.95
1984-'89			17-0108	\$199.95	17-0107	\$199.95	17-0399	\$199.95
1966-'84 w/5 Gallon Tanks			17-0199	\$199.95	17-0099	\$199.95	17-0440	\$199.95
1966-'84			17-0199	\$199.95	17-0099	\$199.95	17-0400	\$199.95
Harley-Davidson® Sportster® and Buell® Models								
2004-'05	17-0448	\$209.95					17-0428	\$199.95
1991-'03	17-0448	\$209.95					17-0404*	\$199.95
1988-'90					17-0107	\$199.95	17-0399	\$199.95
1986-'87			17-0108	\$199.95	17-0107	\$199.95	17-0399	\$199.95
1966-'85			17-0199	\$199.95	17-0099	\$199.95	17-0400	\$199.95
1994 & Up Buell®	17-0105	\$199.95					17-0402	\$209.95

* Must be used with 3/8" thick insulator block 16-0497 or 16-0498.



LIMITED EDITION NOSTALGIC "S&S® CYCLE" AIR CLEANER COVERS

Available Through S&S Dealers Only!

S&S announces special limited edition old style air cleaner covers for Super B and for Super Shorty E & G carburetors. These polished covers are faithful reproductions of the original sand cast S&S Cycle air cleaner covers with raised letters that say "S&S Cycle" instead of the modern "S&S Super". These covers will be sure to bring back memories of the days when S&S L-series and Super B carbs were the hottest thing on the road. There is a cover to fit Super B style air cleaners and another version that fits all Super E and G air cleaners. Perfect for an old school chopper!

NOTE:

Super B and Super E & G air cleaner covers are not interchangeable. They each have a unique bolt pattern.



Nostalgic S&S Cycle Air Cleaner Covers

(Raised Letters) Limited Edition

Polished, Super B,MSRP \$149.95 17-0070

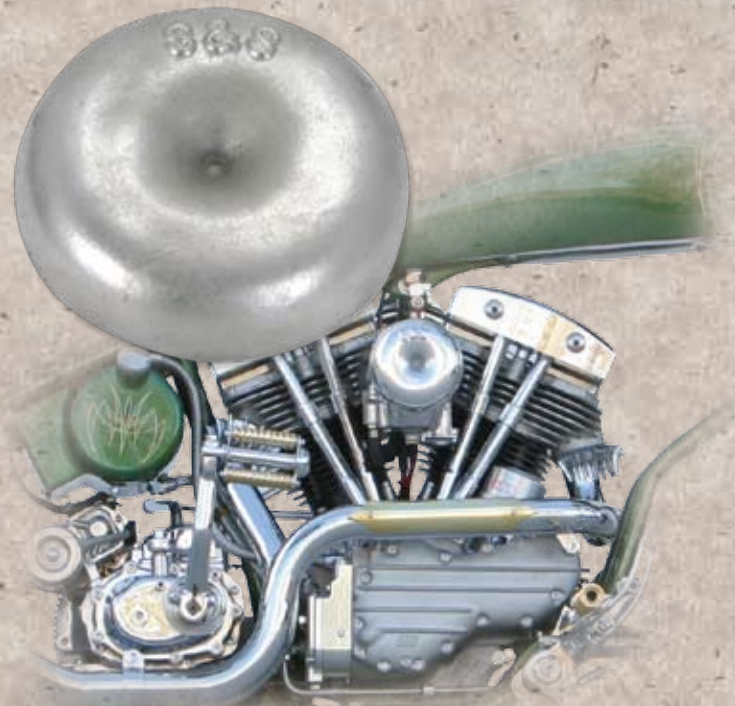
Polished, Super E & G,MSRP \$129.95 17-0071

S&S® CYCLE NOSTALGIC AIR HORN COVERS!

These are reproductions of one of the most sought after parts in S&S history. So many restorers and custom builders have asked us to see if we could scrounge one of these covers for them to complete a restoration or to add the finishing touch to an old school chopper, that we finally decided to make a limited run of them just to get some peace. The original tooling has been lost in the mists of time, so we reproduced the pattern and are having these reproduction covers sand cast just like the originals. They are available only in an as-cast version, and it's really hard to tell them apart from the real deal.

Nostalgic Air Horn CoverMSRP \$99.95 17-0026

This stunning custom chopper built by Chica for the 2005 S&S Old School Shovel Tour features one of the original S&S air horn covers on an S&S Super E carb. Absolute coolness!



S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

TEAM NESS "BILLET SUCKER" COMPLETE AIR CLEANER KITS

(Patent NO.: US 6,374,815 B1)

- Exposed filter design.
- Tremendous air flow for most 1993-up big twin models.
- Kits include: Chrome billet outer cover, chrome plated "Big Sucker" backing plate, chrome plated banjo bolts for 1993-'98 and 1999-up big twins and all other necessary hardware.

Fitment Note

- Billet Sucker kits will not fit Screamin' Eagle® 103" engines.

Arlen Ness
MOTORCYCLES



Kit	2000-'07 All Carb & Fuel Injected Models (Except 2000-'01 Fuel Injected FLT Models)		1993-'05 All Carb & Fuel Injected Softail™ Models (Except 1996-'99 Fuel Injected FLT Models)		1999-'01 Twin Cam FLT Fuel Injected Models		1988-Up XL Models	
	Part No.	MSRP	Part No.	MSRP	Part No.	MSRP	Part No.	MSRP
Stage I, Smooth	106-1147	\$210.95	106-1131	\$210.95	N/A	—	N/A	—
Stage II, Smooth	106-1149	\$221.95	106-1139	\$214.95	106-1137	\$214.95	106-1145	\$214.95
Stage I, Scalloped	106-1148	\$210.95	106-1132	\$210.95	N/A	—	N/A	—
Stage II, Scalloped	106-1150	\$221.95	106-1141	\$214.95	106-1133	\$221.95	106-1146	\$221.95
Stage II, Grooved	106-1151	\$221.95	106-1140	\$214.95	106-1138	\$214.95	106-1144	\$214.95

ACCESSORIES AND REPLACEMENT FILTERS

Scalloped Stage I Billet Cover	106-1130	\$113.95	106-1130	\$113.95	106-1130	\$113.95	106-1130	\$113.95
Smooth Stage I Billet Cover	106-1129	\$113.95	106-1129	\$113.95	106-1129	\$113.95	106-1129	\$113.95
Scalloped Stage II Billet Cover	106-1134	\$113.95	106-1134	\$113.95	106-1134	\$113.95	106-1134	\$113.95
Smooth Stage II Billet Cover	106-1135	\$113.95	106-1135	\$113.95	106-1135	\$113.95	106-1135	\$113.95
Grooved Stage II Billet Cover	106-1136	\$113.95	106-1136	\$113.95	106-1136	\$113.95	106-1136	\$113.95
Smooth Round Air Cleaner Cover	106-1118	\$64.95	106-1118	\$64.95	106-1118	\$64.95	106-1118	\$64.95
Grooved Round Air Cleaner Cover	106-1125	\$64.95	106-1125	\$64.95	106-1125	\$64.95	106-1125	\$64.95
Replacement Stage I Filter	106-1157	\$48.95	106-1157	\$48.95	106-1156	\$48.95	106-1157	\$48.95
Replacement Stage II Filter	106-1158	\$54.95	106-1158	\$54.95	106-1158	\$54.95	106-1158	\$54.95

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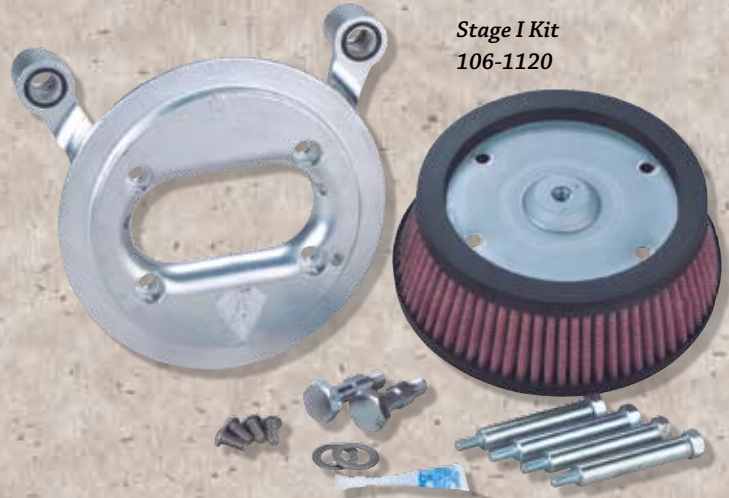
TEAM NESS "BIG SUCKER" AIR FILTER KITS FOR CARBURETED BIG TWIN MODELS 1993-UP

(Patent No.: US 6,374,815 B1)

- The best and simplest performance air cleaner kits for your bike...period!
- Our all-in-one backing plate features a built-in carb support and built-in breather tunnels at each head to decrease crankcase pressure. Each tunnel exits at the mount of the carburetor to create a virtually closed loop system.
- Breather features O-ring banjo bolt seals and a radiused intake manifold. No oil hoses, no oil fittings, no leaking and no baloney!
- Stage I kit features a Team Ness High-Flow filter that accepts all 1993-up oval or round OEM outer covers.
- Stage II kit features a 20% larger Team Ness High-Flow filter that requires an 8" round Ness or OEM outer cover.
- All kits include a "Big Sucker" aluminum backing plate, Team Ness High-Flow air filter, chrome banjo bolts for 1993-up big twins, simple instructions and all necessary hardware.
- Kits available with either satin or chrome backing plates.

Fitment Notes:

- Big Suckers for Harley-Davidson® Sportster® models require use of an Arlen Ness die cast cover or Stage I Billet Sucker cover.
- Big Sucker kits will not fit Screamin' Eagle® 103" engines.



Stage I Kit
106-1120



Stage II Kit
106-1124



Stage I Kit
106-1123

Arlen Ness
MOTORCYCLES

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

Continued -

TEAM NESS "BIG SUCKER" AIR FILTER KITS FOR CARBURETED BIG TWIN MODELS 1993-UP

Kit	2000-'07 All Carb & Fuel Injected Models (Except 2000-'01 Fuel Injected FLT Models)		1993-'05 All Carb & Fuel Injected Softail® Models (Except 1996-'99 Fuel Injected FLT Models)		1999-'01 FLT Fuel Injected Models		1988-Up XL Models	
	Part No.	MSRP	Part No.	MSRP	Part No.	MSRP	Part No.	MSRP
Stage I	106-1162	\$124.95	106-1122	\$124.95	106-1120	\$124.95	106-1142	\$124.95
Stage II	106-1126	\$134.95	106-1121	\$134.95	106-1117	\$134.95	106-1143	\$134.95
Stage I, Chrome	106-1127	\$144.95	106-1123	\$144.95	106-1160	\$149.95	N/A	-
Stage II, Chrome	106-1128	\$154.95	106-1124	\$159.95	106-1161	\$124.95	N/A	-

ACCESSORIES AND REPLACEMENT FILTERS

Scalloped Stage I Billet Cover	106-1130	\$113.95	106-1130	\$113.95	106-1130	\$113.95	106-1130	\$113.95
Smooth Stage I Billet Cover	106-1129	\$113.95	106-1129	\$113.95	106-1129	\$113.95	106-1129	\$113.95
Scalloped Stage II Billet Cover	106-1134	\$113.95	106-1134	\$113.95	106-1134	\$113.95	106-1134	\$113.95
Smooth Stage II Billet Cover	106-1135	\$113.95	106-1135	\$113.95	106-1135	\$113.95	106-1135	\$113.95
Grooved Stage II Billet Cover	106-1136	\$113.95	106-1136	\$113.95	106-1136	\$113.95	106-1136	\$113.95
Smooth Round Air Cleaner Cover	106-1118	\$64.95	106-1118	\$64.95	106-1118	\$64.95	106-1118	\$64.95
Grooved Round Air Cleaner Cover	106-1125	\$64.95	106-1125	\$64.95	106-1125	\$64.95	106-1125	\$64.95

DIE-CAST 8" ROUND AIR CLEANER COVERS

- Replaces all Twin-Cam 88 and EV2 Big Twin covers with using Screamin' Eagle backing plate kits.
- Works great with Team Ness "Big Sucker", Stage I and Stage II kits.
- Choose from either Radius or Grooved styles.

Description	Part No.	MSRP
Radius Cover Smooth	106-1118	\$64.95
Radius Cover Grooved	106-1125	\$64.95



Smooth 106-1118

Grooved 106-1125

Arlen Ness
MOTORCYCLES



S&S® SINGLE BORE TUNED INDUCTION SYSTEM!

The cool factor for Single Bore Induction system is way up there, which is always a plus, but even better than that is the increase in performance.

The heart of the single bore tuned induction system is the dual runner, two-into-one intake. Instead of bolting directly to a throttle body, the runners of the single bore induction bolts to an adaptor bracket. A variety of adaptor brackets make it compatible with lot of different engine styles. The intake is available in chrome, wrinkle black powdercoat, or natural finish for customers who want to apply their own cosmetic treatment.

Adaptor Bracket Kits...

are available for S&S Super E or G carburetors, stock carbs, stock Delphi® EFI throttle bodies and S&S single bore EFI throttle bodies on 1984 to present big twins. Adaptor brackets are available for carburetors only on 1986-'06 Harley-Davidson® Sportster® models. In addition there are brackets for S&S carbureted and fuel injected T124, V124, and all X-Wedge™ engines. Adaptor kits include all required mounting and breather hardware include all required mounting and breather hardware.



A variety of adaptor brackets make the Single Bore Tuned Induction system compatible with a lot of different engines.



S&S® Single Bore Tuned Induction runners shown with chrome finish and blue accessory air filters (available separately). Red filters are supplied with kits.

S&S Single Bore Tuned Runner Induction System

- Bolt on performance – increased torque and power.
- Chrome, wrinkle black powdercoat, or natural finish.
- Air filter area almost two times that of an S&S teardrop air cleaner.
- Adaptor brackets available for many engine/fuel system combinations.

Single Bore Tuned Induction Systems

(For all applications - includes tuned runners and filters.)

Chrome	MSRP \$324.95	17-1005
Wrinkle Black	MSRP \$259.95	17-1003
Natural	MSRP \$164.95	17-1001

ADAPTOR BRACKET KITS FOR S&S® SINGLE BORE TUNED INDUCTION SYSTEMS

Engine/Model	Fuel System							
	Super E or G Carburetor	MSRP	S&S Single Bore EFI	MSRP	Stock Carburetor	MSRP	2001-up Delphi® EFI	MSRP
S&S X-Wedge™	N/A	–	106-0561	\$299.95	N/A	–	N/A	–
S&S V124 / S&S T124	17-1040	\$409.95	17-1046	\$374.95	N/A	–	N/A	–
1999-up Big Twin	17-1041	\$409.95	17-1047	\$374.95	17-1042	\$374.95	17-1042	\$374.95
1984-'99 Big Twin	17-1041	\$409.95	17-1047	\$374.95	17-1042	\$374.95	N/A	–
1991-'03 Sportster	17-1043	Call	N/A*	–	N/A	–	N/A	–
1986-'90 Sportster	17-1043	Call	N/A*	–	N/A	–	N/A	–

* NOTE – S&S Single bore EFI is not available for Harley-Davidson® Sportster® models.

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S SUPER E & G CARBURETOR KITS

The complete S&S Super E & G carburetor kits contain everything you need for a complete installation. These kits include manifolds for engines with stock length cylinders. For engines with non-stock cylinder length, order a partial carb kit which does not include a manifold and order the correct length of manifold separately.

Partial Super E and G carburetor kits do not include manifolds and are designed for the individual who purchases an S&S engine kit which includes a manifold, or owns a bike that is presently equipped with a 1 7/8" S&S Super B carb and wishes to upgrade to an S&S Super E. If you need a carb for a bike with cylinders that are longer or shorter than stock, order the carb kit without the manifold, and order the correct manifold separately.

Also listed are the part numbers for Super E and Super G carbs only.



SELECTION CHART - S&S® SUPER E & G CARBURETOR KITS

SELECTION CHART - S&S® SUPER E & G CARBURETOR KITS												
S&S® SUPER E CARBURETOR KITS						S&S® SUPER G CARBURETOR KITS						
Models	Complete Kit Manifold Included		Partial Kit Manifold Not Included				Complete Kit Manifold Included		Partial Kit Manifold Not Included			
	Standard Tanks		Standard Tanks		5 Gallon Tanks ‡		Standard Tanks		Standard Tanks		5 Gallon Tanks ‡	
	Part No.	MSRP	Part No.	MSRP	Part No.	MSRP	Part No.	MSRP	Part No.	MSRP	Part No.	MSRP
Big Twin Models												
1955-'65*	11-0401	\$499.95	11-0412	\$459.95	N/A	-	N/A	-	N/A	-	N/A	-
1966-'78	11-0402	\$474.95	11-0412	\$459.95	11-0418	\$474.95	11-0422	\$489.95	11-0432	\$469.95	11-0438	\$484.95
1979-'84	11-0411	\$486.95	11-0412	\$459.95	11-0418	\$474.95	11-0431	\$499.95	11-0432	\$469.95	11-0438	\$484.95
1984-'92	11-0407	\$484.95	11-0440	\$484.95	N/A	-	11-0427	\$529.95	11-0444	\$494.95	N/A	-
1993-'99	11-0419	\$504.95	11-0442	\$494.95	N/A	-	11-0434	\$524.95	11-0446	\$499.95	N/A	-
1999-'05	11-0450	\$509.95	11-0453	\$484.95	N/A	-	11-0451	\$529.95	11-0454	\$494.95	N/A	-
2006	106-0874	\$509.95	11-0453	\$484.95	N/A	-	106-0875	\$529.95	11-0454	\$494.95	N/A	-
Harley-Davidson® Sportster® Models												
1957-'78 ‡	11-0404	\$466.95	11-0414	\$464.95	N/A	-	11-0424	\$489.95	11-0439	\$474.95	N/A	-
1979-'85 ‡	11-0406	\$489.95	11-0414	\$464.95	N/A	-	11-0426	\$499.95	11-0439	\$474.95	N/A	-
1986-'90	11-0408	\$506.95	11-0440	\$484.95	N/A	-	11-0428	\$519.95	11-0444	\$494.95	N/A	-
1991-'03	11-0409	\$514.95	11-0443	\$494.95	N/A	-	11-0429	\$529.95	11-0447	\$499.95	N/A	-
2004-'06	11-0470	\$564.95	N/A	-	N/A	-	N/A	-	N/A	-	N/A	-
Buell®												
1994-'03	11-0448	\$559.95	N/A	-	N/A	-	11-0449	\$569.95	N/A	-	N/A	-
Carb Only												
All Year Groups	11-0420	\$304.95	N/A	-	N/A	-	11-0421	\$319.95	N/A	-	N/A	-

* Outside oil lines that feed heads on knucklehead and 1963-'65 panhead engines must be refabricated or use a 1" spacer block for additional clearance.

‡ Does not fit engines equipped with vertical magneto.

§ Shovelhead engines equipped with .075" longer than stock cylinders in chassis with five gallon gas tanks require additional air cleaner cover to gas tank clearance. Kits in this column include an air cleaner cover clearanced to fit these engines.

† Some mounting hardware is not included with these kits. Please see line drawings on page 5-34 to 5-46 for mounting brackets and breather hardware.

NOTE: 1979-'80 engines may be equipped with either o-ring or band style heads. Check before ordering.



NEW!

S&S® SUPER G-EXTREME™ DUAL CARB SYSTEM!

For Engines with S&S Special Application B2 Heads!

The word "Extreme" conjures a connotation of too much of something, or at least as much as there can be. That's why we called our new dual carb set-up Super G-Extreme. In the language of high performance and racing, the concept of Extreme does not have the same meaning as with normal people. Too much is almost enough!

The Super G-Extreme system makes use of two modified Super G carbs which are mechanically linked so that both throttle plates open simultaneously. The carbs bolt to a specially designed dual carb manifold. So grab a handful and hold on! S&S Super G-Extreme dual carb set-up provides extra air flow which equates to more horsepower and higher rpm capability in big inch competition engines with ported heads that may otherwise be limited by smaller induction systems.

Due to the high performance, custom nature of the bikes the S&S G-Extreme two carb system is intended for, we do not offer complete kits. Instead, we offer the components that will allow the builder or rider to select only what he or she needs for a particular application. The system is broken down to carb kits, manifolds, and induction components – either an air cleaner, radiused inlets, or possibly air horns.

G-Extreme manifolds are available for S&S® B2 Big Fin cylinder heads only.



S&S® G-Extreme intalled with an air cleaner.



For all-out racing applications, use dual air horns or radiused inlets. Available separately.

S&S Super G-Extreme Carb Kit

The S&S G-Extreme carb kit includes two modified Super G carbs with throttle shaft linkage. Sold as a set only.

Super G-Extreme Dual CarbsMSRP \$729.95 11-0180

MANIFOLDS FOR S&S® SUPER G-EXTREME

S&S Engine Displacement	Cylinder Length	Manifold Size Number	Part No.	MSRP
124" (6.000" Case Deck)	5.014"	397	16-6105	\$379.95
126" (6.375" Case Deck)	4.570"	387	16-6106	\$379.95
145" (6.375" Case Deck)	5.463"	461	16-6107	\$397.95
Special Order	Specify	Specify	16-6108	\$429.95

S&S Super G-Extreme Air Induction Components

Polished Billet Air Cleaner KitMSRP \$449.95 17-0065

Radiused Inlet Kit – Includes mounting hardware.
(Two required.)MSRP \$52.95 11-2163

Short Air Horn (2½") – Includes mounting hardware.
(Two required.)MSRP \$68.95 17-0331

Long Air Horn (4") – Includes mounting hardware >
(Two required.)MSRP \$68.95 17-0333

S&S PERFORMANCE GUIDE

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NEW S&S® EZFI™!

Tuning on a Budget!

There are times when you need a lot of control in a fuel injection system, but what about those tuning situations that just need a little tweaking? For example, if performance pipes and a high flow air cleaner are installed on a stock engine. (Sounds like an S&S Quick Set Up Kit™) The new S&S EZFI tuner is just the ticket for these less demanding applications that do not increase the engines compression ratio. The EZFI is an add-on module that connects to your existing stock ECM, giving you plenty of tuning control, but with a much lower price tag than replacing the existing module! In addition, since the EZFI module only affects fuel delivery, the other functions of the stock ECM, such as turn signals, safety functions, instruments, etc. are not affected.

Fits all Delphi® equipped Harley-Davidson® motorcycles including 2001 Softail®, all 2002-'07 EFI big twins, all V-Rod® models, and 2007 Sportster® models. Comes complete with software and instructions, plus Velcro® for easy mounting.



NOTE:

Since the S&S EZFI module does not control ignition timing, it is not recommended for engines over 96" cubic inches with higher than stock compression ratios.



- Provides economical tuning for stock engines with mild performance upgrades.
- Add on to existing stock ECM.
- Retain stock TSSM functions.
- Fits all Delphi® equipped Harley-Davidson® models.

EZFI Module Kit

.....	MSRP \$104.95	106-0890
Wiring Harness (Bypass)	MSRP \$104.95	106-0891
Diagnostic Cable	MSRP \$104.95	55-1271



Pictured: S&S PN 106-0891 – Bypass wiring harness is an optional accessory that allows a technician to quickly and easily bypass the EZFI module to put the fuel system back to stock for diagnostics and performance comparisons.



PUTTING TOGETHER AN S&S® SINGLE BORE FUEL INJECTION SYSTEM

You will need to select one kit in each step to make up a complete system.

STEP ONE...

Select an S&S VFI Module

Select the correct S&S VFI module based on your existing stock fuel injection system or the system you plan to use in a custom application. If you already have an S&S VFI module go to the next step.



NOTE:

If you plan to use another programmable fuel injection module, it is best to consult the manufacturer to be certain that it is compatible with the S&S single bore system and has enough tuning capability for the size of your engine.

S&S Variable Fuel Injection Modules

1995½-2001 (Except 2001 Softail® Models)
(Replaces stock Magneti Marelli® module.) MSRP \$599.95 55-5006

2001 Softail® Models and all 2002-'07 Models
(Replaces stock Delphi® module.) MSRP \$599.95 55-5090

STEP TWO...

Select a Throttle Body Kit

Select the correct S&S Single Bore throttle body kit based on your existing stock fuel injection system or the system you plan to use in a custom application.

S&S Single Bore EFI Throttle Body/Fuel Rail Kits

1995-'01 EFI Big Twin (Except Softail® Models) . MSRP \$874.95 17-5068

2002-'05 EFI Big Twin & 2001 Softail® Models . MSRP \$719.95 17-5067

2006-up EFI Big Twin MSRP \$649.00 17-5070

Throttle Body Kit shown (S&S PN 17-5067) is 2001-'06 Delphi® style. Magneti Marelli® style kit is similar but includes idle air control motor and a different fuel rail.

STEP THREE...

Select a Manifold

Select the correct manifold to fit your engine from the manifold chart.



S&S® SINGLE BORE EFI MANIFOLDS				
Engine Displacement	Cylinder Length	Manifold Size	Part No.	MSRP
S&S 4 1/8" BORE				
111"	4.763"	398	16-5136	\$119.95
117"	4.888"	408	16-5138	\$119.95
124"	5.013"	417	16-5139	\$119.95
2006-'07 BIG TWINS WITH STOCK HEADS*				
88", 95", 96" 103" & 106"	4.937"	405	16-5134	\$119.95
1999-'07 BIG TWINS WITH S&S HEADS				
88", 95", 103" & 106"	4.937"	410	16-5141	\$119.95
100"	4.850"	405	16-5134	\$119.95
107"	4.975"	414	16-5135	\$119.95
116"	5.160"	428	16-5137	\$119.95
1995-'99 BIG TWINS				
80", 89", 96"	5.550"	410	16-5141	\$119.95
S&S V107T	4.763"	398	16-5136	\$119.95
Special Order	Specify	389-428	16-5142	\$149.95

*2006-'07 models with stock cylinder heads require a slightly shorter manifold

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

Continued -
ORDERING A S&S® SINGLE BORE FUEL INJECTION SYSTEM

STEP FOUR...

Select an Induction System

Select the desired induction system, Teardrop air cleaner or Tuned Induction in the desired finish.

S&S Induction Systems

S&S VFI Teardrop Air Cleaner Kit

Single Bore Tuned Induction Runner Kits



S&S teardrop air cleaner kits give excellent performance with a traditional look.

AIR CLEANER KITS FOR S&S® SINGLE BORE INDUCTION SYSTEMS			
Application	Style	Part No.	MSRP
Stock Harley-Davidson® Heads or S&S Heads for Stock or 4" Bore	Teardrop	17-0498	\$199.95
Stock Harley-Davidson® Heads or S&S Heads for Stock or 4" Bore	Desperado	17-0497	\$199.95
S&S Heads for 4½" Bore	Desperado	17-0496	\$199.95

OR...

(Choose one.)

- Chrome Finish MSRP \$324.95 17-1005
- Black Powdercoat Finish. MSRP \$259.95 17-1003
- Natural Finish MSRP \$239.95 17-1001

Single Bore Tuned Induction Bracket Kits

(Choose one.)

- 1984-'06 Big Twin Engines with S&S 4½" Heads MSRP \$374.95 17-1046
- 1984-'07 Big Twin Engines with Stock Heads or S&S Heads with Stock Breather System MSRP \$374.95 17-1047



S&S tuned intake systems give increased performance with more aggressive styling. Kits include the red filters. Blue filters are available separately.

Closed Loop Sensor Kit

The kit includes two oxygen sensors, two weld-in exhaust bosses, an oxygen sensor wiring sub-harness, all required connectors, and instructions. Everything needed for closed loop operation in systems with current design S&S VFI modules.

For Use With S&S Magneti Marelli® Style Modules . . . MSRP \$279.95 55-1620

For Use With S&S Delphi® Style Modules MSRP \$289.95 55-1590



1958-2008

50TH ANNIVERSARY

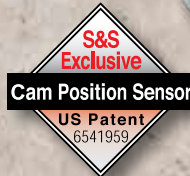


S&S® INTELLIGENT SPARK TECHNOLOGY (IST™) KNOCK SENSING IGNITION SYSTEM

S&S Intelligent Spark Technology (IST) Ignition System

S&S Intelligent Spark Technology Ignition Module
..... MSRP \$384.95 55-1221

S&S High Output Single Fire Coil
..... MSRP \$129.95 55-1571



The S&S Intelligent Spark Technology ignition system won the 2002 Ehlert's Powersports Business Magazine editor's pick award at the Powersports Expo in Indianapolis, Indiana. The IST Ignition has been upgraded to make it compatible with 2004-'06 motorcycles.

Pictured: Exclusive S&S knock sensor installed on cylinder head top motor mount. No other ignition system for v-twin motorcycles uses knock sensing to control ignition timing.



INSTALLATION KIT CONTENTS

Engine Style	Installation Kit Part Number	MSRP	Wiring Harness Adapter	Knock Sensor	Temp Sensor	MAP Sensor	Position Sensors	
							Cam	Crank
S&S 4 1/8" Bore for 1984-'99 Big Twins	55-1050	\$294.95	Yes	Yes	Yes	Yes	No	Yes
Big Twin 1999-'03	55-1012	\$174.95	Yes	Yes	Yes	No	No	No
Big Twin 2004-'06	55-1220	\$189.95	Yes	Yes	Yes	No	No	No
Big Twin 1984-'99 Harley-Davidson® Sportster® 1986-'03	55-1049	\$654.95	Yes	Yes	Yes	Yes	Yes	No
Sportster 2004-'06	55-1225	\$199.95	Yes	Yes	Yes	No	No	No

Parts not included are either on the stock engine or are not needed for the application.

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S® SUPER STOCK® IGNITIONS

Applications:

The S&S Super Stock ignition modules are primarily intended for complete S&S engines. With that in mind, they are well suited for existing S&S engines that were not sold with ignition systems. In addition, the Super Stock ignition is also a good choice for use with S&S Sidewinder® kits and S&S Hot Set Up Kits® that are of the same configuration as a complete S&S engine, that is the displacement, compression ratio, cam, and cylinder heads are identical.

Generator style engines require reverse timer gears and a special timer, designed to accept an electronic ignition. S&S offers a beautiful billet timer for this application.

Keep in mind that the curves are preset for a specific S&S engine, and that modules intended for one engine may not yield optimum results when used on another configuration.

Break-in Rev Limiter Protects Your New Engine!

Like the S&S Intelligent Spark Technology (IST) Ignition, the S&S Super Stock ignition system features a break-in rev limit function. The break-in rev limit protects a new engine from damage with a fairly low initial rev limit. As the new engine accumulates running time, the rev limit is gradually increased. After 24 hours of operation the rev limit reaches the maximum of 6300 rpm. All Super Stock ignitions sold with S&S complete engines have the break-in rev limiter enabled. That is why we now give an extra year of warranty on most engines when sold with the Super Stock ignition system. Super Stock ignition units not sold as part of a complete S&S engine are shipped with break-in rev limit turned off. Authorized S&S dealers will be able to turn the break-in rev limiter on if desired, using the Super Stock Diagnostic Cable and software.

S&S Super Stock Ignition Features:

- Single fire operation – requires a single fire coil for single spark plug applications.
- Dual plugged applications require a pair of two tower coils or a single four tower coil.
- Minimum 3.0Ω primary resistance.
- Overload and short circuit protected.
- VOES switches to less aggressive curve under load or hard acceleration.
- 6300 rpm rev limiter.
- 24 hour break in rev limiter – prevents damage during break-in.
- Data logging diagnostic capabilities.
- All modules can be set to kick start or electric start mode.



S&S® SUPER STOCK® IGNITION MODULE AND KITS

Engine	Kit Part Number	MSRP	Module Part Number	MSRP
SH80	55-1350	\$219.95	55-1340	\$154.95
SH93	55-1351	\$219.95	55-1341	\$154.95
SH93HC	55-1352	\$219.95	55-1342	\$154.95
SH103	55-1353	\$219.95	55-1343	\$154.95
V96	55-1354	\$219.95	55-1344	\$154.95
V113	55-1355	\$219.95	55-1345	\$154.95
V124	55-1356	\$219.95	55-1346	\$154.95

NOTE – Only modules and kits with the above part numbers have the updated features.

S&S High Output Single Fire Coil

The perfect complement for the S&S Super Stock® or IST™ ignition systems. This single fire coil is actually two separate coils in a single package. Works well with any single fire ignition system. Coil impedance 3Ω per coil. Not compatible with the S&S Variable Fuel Injection System.

S&S High Output Single Fire Coil
 MSRP \$129.95 55-1571





S&S® QUICK SET UP KIT®

The Best Value Around

A few years ago, S&S introduced a now very popular, complete, and economical performance package called the Quick Set Up Kit™. These kits contain a pair of S&S performance mufflers, an S&S teardrop air cleaner, and a jet kit for carbureted models. For a very modest investment in parts and just as importantly in labor, a rider with a stock bike could pick up about 10 horsepower very quickly. That's about as good a deal as you can get when you look at the additional horsepower per dollar spent. A Quick Set Up Kit looks even more attractive when you consider how quick and easy it is to install. There is no engine work to do, and everything you need is included in the kit!

As we have added products, such as our new line of tapered performance mufflers and our new single bore tuned induction systems, we have been able to add to our Quick Set Up Kit line-up. We now offer nearly all combinations of mufflers, and induction. We even have kits for 2007 big twin models. Since all 2007 models are fuel injected, kits for those engines do not include jet kits.



1995-'06 Carbureted
and 2002-'07 EFI Bagger Models
55-6507

S&S® QUICK SET UP KIT™ - WITH TAPERED MUFFLERS

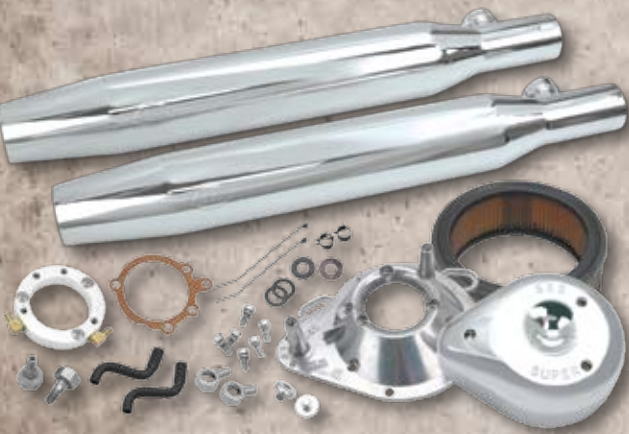
Application	Air Cleaner		Tuned Induction	
	Part No.	MSRP	Part No.	MSRP
1987-'03 Harley-Davidson® Sportster® Model	106-1010	\$559.95	N/A	-
2004-'06 Sportster Model	106-1011	\$574.95	N/A	-
1995-'05 Dyna™ Model	106-1012	\$584.95	55-6514	\$1,139.95
2006-'07 Dyna Model	106-1013	\$584.95	55-6517	\$1,014.95
2000-'06 Softail® Model - Shorty	106-1014	\$644.95	55-6515	\$1,139.95
2000-'06 Softail Model - Shotgun	106-1015	\$644.95	55-6516	\$1,139.95
2007 Softail Standard Model - Shorty	106-1016	\$644.95	55-6521	\$1,079.95
2007 Softail Fatboy® & Deuce™ Models - Shotgun	106-1017	\$644.95	55-6523	\$1,079.95
2007 Softail Deluxe Model - Shotgun	106-1018	\$644.95	55-6525	\$1,079.95

S&S® QUICK SET UP KIT™ - WITH SLASH-CUT MUFFLERS

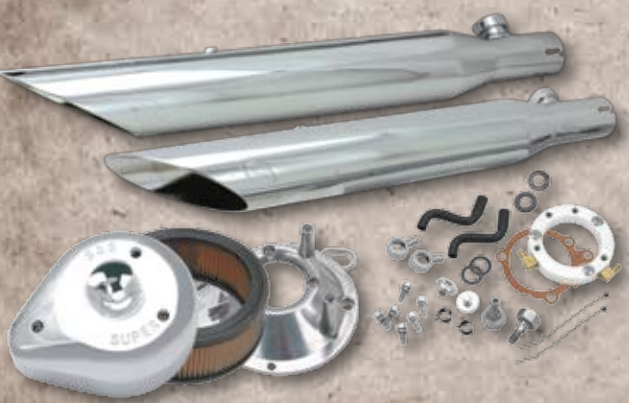
Application	Air Cleaner		Tuned Induction	
	Part No.	MSRP	Part No.	MSRP
1987-'03 Harley-Davidson® Sportster® Model	106-1001	\$559.95	N/A	-
2004-up Sportster Model	106-1002	\$574.95	N/A	-
1995-'05 Dyna™ Model	106-1003	\$584.95	55-6518	\$1,094.00
2006-'07 Dyna Model	106-1004	\$584.95	55-6527	\$1,014.95
2000-'06 Softail® Model - Shorty	106-1005	\$644.95	55-6519	\$1,139.95
2000-'06 Softail Model - Shotgun	106-1006	\$644.95	55-6520	\$1,139.95
2007 Softail Standard Model - Shorty	106-1007	\$644.95	55-6522	\$1,079.95
2007 Softail Fatboy® & Deuce™ Models - Shotgun	106-1008	\$644.95	55-6524	\$1,079.95
2007 Softail Deluxe Model - Shotgun	106-1009	\$644.95	55-6526	\$1,079.95

S&S® QUICK SET UP KIT™ - WITH SPO MUFFLERS FOR TOURING MODELS

Application	Air Cleaner		Tuned Induction	
	Part No.	MSRP	Part No.	MSRP
1995-'06 Carbureted & 2002-'07 EFI Baggers	106-1019	\$839.95	55-6507	\$1,354.95



2004-Up Harley-Davidson® Sportster® Models
106-1011



2000-'06 Harley-Davidson® Softail® Shotgun Models
106-1006

S&S PERFORMANCE GUIDE

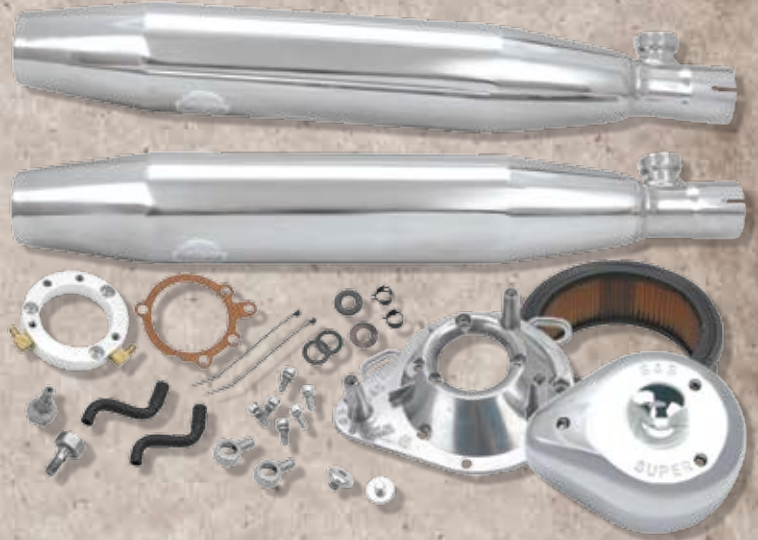
SEE YOUR S&S DEALER

NEW! S&S® DUAL PURPOSE QUICK SET UP KIT®

These kits are very similar to our other Quick Set Up Kits, but they feature our new EC approved mufflers. These kits give you the ability to have a quiet motorcycle when you need to, and make power and noise when it's appropriate - at the drag strip for example. The S&S teardrop air cleaner, or single bore tuned intake, lets your engine breathe for more power. For daily driving, the S&S EC mufflers are quiet enough that they are unlikely to attract unwelcome attention from your neighbors or the local constabulary. At the drag strip, simply remove the baffles with a snap ring pliers and you are ready to race. Available with S&S teardrop air cleaner or single bore tuned induction for 1999 - '06 Harley-Davidson® big twins, and 1987-'06 Sportster models.

Notes:

- Although the mufflers included in these kits are Euro III approved, the complete kit is not EC compliant.
- For maximum performance and to avoid potential engine damage, it is recommended that carburetor jetting or fuel injection calibration be adjusted if muffler baffles are removed.



S&S® DUAL PURPOSE QUICK SET UP KIT WITH S&S TEARDROP AIR CLEANER

Application	Part No.	MSRP
2000-'06 Softail® Shorty	106-0022	\$1,169.95
2000-'06 Softail® Shotgun	106-0025	\$1,169.95
1998 - '06 Dyna™	106-0028	\$1,119.95
1999-2006 BT except 2006 Dyna™	106-0034	\$1,189.95
1987-'03 XL	106-0037	\$1,119.95
2004-'06 XL	106-0040	\$1,169.95

S&S® DUAL PURPOSE QUICK SET UP KIT WITH S&S SINGLE BORE TUNED INDUCTION

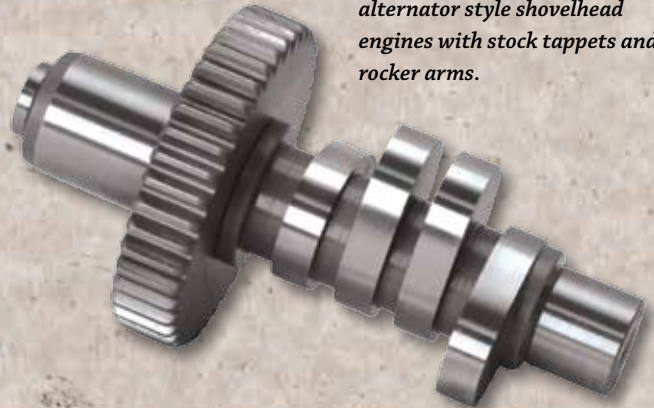
Application	Part No.	MSRP
2000-'06 Softail® Shorty	106-0024	\$1,584.95
2000-'06 Softail® Shotgun	106-0027	\$1,584.95
1998 - '06 Dyna™	106-0030	\$1,539.95
1999-2006 BT except 2006 Dyna™	106-0036	\$1,599.95



S&S® CAMS FOR 1948-'84 BIG TWIN ENGINES



S&S Camshaft for 1948-'69 generator style panhead and shovelhead engines with stock tappets and rocker arms.



S&S Camshaft for 1970-'84 alternator style shovelhead engines with stock tappets and rocker arms.

NOTE:

To avoid confusion, please note that in order to achieve stated timing and lift specifications, these cams must be used in engines with stock shovelhead/panhead tappets and rocker arms. These cams should not be ordered as replacement parts for current complete S&S engines for shovelhead models, or for any shovelhead engine equipped with S&S hydraulic tappet update kit. For replacement parts for these engines, select cams and tappets for 1984-'99 big twin engines.

S&S® CAM SPECIFICATIONS FOR 1948-'84 BIG TWIN ENGINES

Cam Name	Application	Model Year	Cam Part No.	MSRP	Valve Timing ¹ Open/Close		Valve Duration		Valve Lift	Lift @ TDC ²		Spring Spacing Required	Tappet ³ Type Required
					Intake	Exhaust	Intake	Exhaust		Intake	Exhaust		
S&S 450S	Engines up to 88" with up to 8.5:1 CR. Good low and midrange torque.	1948-'69	33-5062	\$174.95	18°/38°	40°/18°	236°	238°	.475" Pan .453" Shovel	.158" Pan	.152" Pan	No Bolt In	Hydraulic
		1970-'77	33-5063	\$174.95						.151" Shovel	.145" Shovel		
		1978-'84	33-5064	\$174.95									
S&S 514	80" to 96" engines with 8:1 - 9:1 CR. Good mid range.	1948-'69	33-5050	\$174.95	23°/43°	43°/23°	246°	246°	.540" Pan .514" Shovel	.177" Pan	.177" Pan	Yes	Solid
		1970-'77	33-5051	\$174.95						.169" Shovel	.169" Shovel		
		1978-'84	33-5052	\$174.95									
S&S 560S	88" to 103" engines w/9:1 to 10.1:1 CR. Strong power.	1948-'69	33-5059	\$174.95	20°/55°	60°/20°	255°	260°	.587" Pan	.176" Pan	.172" Pan	Yes	Solid
		1970-'77	33-5060	\$174.95									
		1978-'84	33-5061	\$174.95									
S&S 565S	98" to 103" engines w/10:1 to 12:1 CR. Strong power.	1948-'69	33-5193	\$174.95	25°/60°	65°/25°	265°	270°	.593" Pan	.195" Pan	.183" Pan	Yes	Solid
		1970-'77	33-5194	\$174.95									
		1978-'84	33-5195	\$174.95									

¹ Timing designation is function of zero lash @ .053" off base circle

² TDC lifts are measured at the valve and are for reference only. Overlap valve lifts must be checked on assembled motor.

³ Cams specified for solid tappets may be used with modern high performance hydraulic tappets for shovelhead engines.

Stock hydraulic tappets are not recommended. 1980-'81 engines require conversion to late style valve guides.

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S® CAMS FOR 1984-'99 BIG TWIN ENGINES

S&S® CAM SPECIFICATIONS FOR 1984-'99 BIG TWIN ENGINES												
Cam Name	Application	Cam Part No.	MSRP	Valve Timing [§] Open/Close		Valve Duration		Valve Lift	Lift @ TDC†		Spring Spacing Required	Tappet Type Required
				Intake	Exhaust	Intake	Exhaust		Intake	Exhaust		
S&S 510V	Our best bolt in cam Engines to 96" up to 10:1 CR	33-5124	\$174.95	20°/38°	52°/20°	238°	252°	.510"	.187"	.178"	No	Hydraulic
S&S 520	Engines to 96" w/8.5 to 10:1 CR Good low end/mid range.	33-5073	\$174.95	0°/40°	50°/2°	220°	232°	.520"	.086"	.094"	Yes	Hydraulic
S&S 546	For 4" bore engines 9.1:1 to 10:1:1 CR.	33-5072	\$174.95	5°/55°	52°/5°	240°	237°	.546"	.126"	.106"	Yes	Hydraulic
S&S 561	Best cam for 80" to 96" engines 9.5:1- 10.5:1 CR.	33-5076	\$174.95	32°/40°	50°/26°	252°	256°	.560"	.252"	.210"	Yes	Hydraulic
S&S 563	103"+ street/race cam for 11:1+ CR Strong top end. Easy starting.	33-5057	\$174.95	32°/64°	64°/32°	276°	276°	.560"	.250"	.220"	Yes	Solid or Hydraulic
S&S 585V	80"-96" engines 10:1-10.5:1 CR Larger engines 9.5:1-10:1 CR	33-5109	\$174.95	20°/45°	60°/20°	245°	260°	.585"	.186"	.180"	Yes	Hydraulic
S&S 600	80"-96" engines 10.5:1-11:1 CR Larger engines 10:1-10.5:1 CR	33-5058	\$174.95	20°/55°	60°/20°	255°	260°	.600"	.192"	.184"	Yes	Hydraulic
S&S 631	For all high rpm engines 11:1+ CR 12:1+ for smaller engines.	33-5080	\$174.95	34°/61°	66°/29°	275°	275°	.630"	.281"	.221"	Yes	Solid or Hydraulic
S&S 640	Big inch engines 10.5 -11.5:1 Supplied with 124" SSW+	33-5108	\$174.95	25°/60°	65°/20°	265°	265°	.640"	.222"	.192"	Yes	Hydraulic
S&S 675	For large engines over 120" 11:1 or greater compression	33-5133	\$174.95	25°/64°	70°/25°	269°	275°	.675"	.235"	.209"	Yes	Hydraulic

Timing designation is function of zero lash @ .053" off base circle.

Lifts at TDC are measured at the valve and are for reference only. Overlap valve lifts must be checked on assembled motor.

S&S 1984-'99 STYLE CAMS FOR COMPLETE S&S P-SERIES AND SH-SERIES ENGINES

Complete S&S P-Series and SH-Series engines are equipped with special billet tappet guides designed to use S&S tappets for 1984-'99 big twins. The late style tappet has a larger roller diameter than stock tappets for shovelhead engines. Therefore, in order to achieve correct valve timing, cams designed for 1984-'99 models must be used in these engines, or in any shovelhead engine equipped with S&S billet tappet guides. When choosing a late style cam for this type of engine, be aware that the timing specifications will remain unchanged, but that the total valve lift will be reduced by about 9% from the specified value, due to the approximate 1.5:1 rocker ratio of most aftermarket rocker arms for shovelheads. S&S cylinder heads for shovels can accommodate cams with up to .590" actual valve lift. That translates to about .640" specified lift in a camshaft for 1984-'99 engines.

S&S® 1984-'99 STYLE BIG TWIN CAMS FOR GENERATOR CRANKCASES

Description	Lift in 1984-'99 Style Cylinder Heads	Lift in 1966-'84 Style Cylinder Heads	Cam Only	MSRP
S&S® 502G Cam Only - 1984-'99 style for 1948-'69 cases	.502	.463	33-5074	\$229.95
S&S 510G Cam Only - 1984-'99 style for 1948-'69 cases	.510	*.470	33-5134	\$229.95
S&S 561G Cam Only - 1984-'99 style for 1948-'69 cases	.561	.517	33-5077	\$229.95
S&S 585G Cam Only - 1984-'99 style for 1948-'69 cases	.585	*.540	33-5131	\$229.95
S&S 600G Cam Only - 1984-'99 style for 1948-'69 cases	.600	*.554	33-5132	\$229.95
S&S 631G Cam Only - 1984-'99 style for 1948-'69 cases	.631	.581	33-5078	\$229.95

* Denotes cams supplied in S&S engines for 1966-'69 big twin.

NOTE: 1984-'99 lift bases on 1.65:1 ratio rocker arms. 1966-'84 lift based on S&S 1.5:1 ratio rocker arms.

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S&S® GEAR DRIVE CAMSHAFT KITS FOR 1999-UP BIG TWIN ENGINES

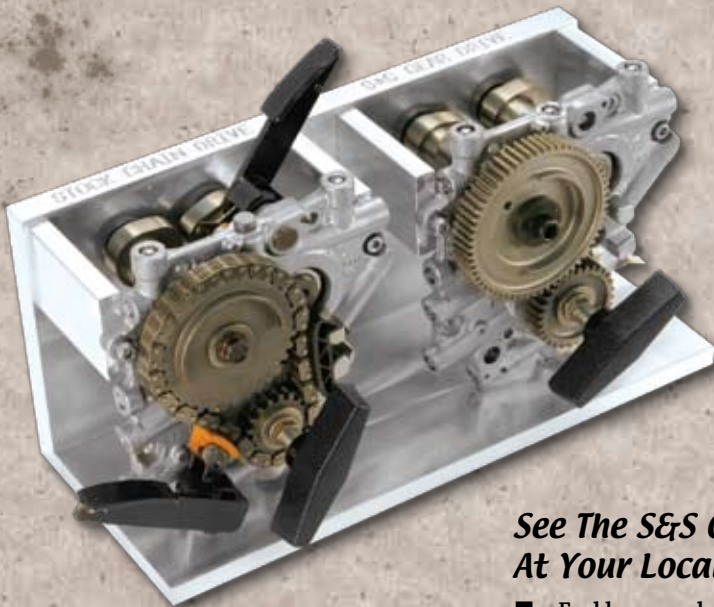
Meeting The Needs Of High Performance Engines

The patented S&S Gear Drive Cams are a must in order to achieve the full potential from high performance Harley-Davidson® Twin Cam 88® engines. Since the chain drive system used in stock Twin Cam 88 engines, is not adequate to accurately control valve action at high rpm when using high lift cams and high performance valve springs, a different system was needed. The S&S Gear Drive System was developed to improve performance and to eliminate potential engine damage caused by failure of the chain and tensioner system.



S&S® GEAR DRIVE CAM SPECIFICATIONS

Cam Name	Complete Kit	MSRP	Valve Timing Open/Close		Valve Duration		Valve Lift	Centerline		Lift @ TDC	
			Intake	Exhaust	Intake	Exhaust		Intake	Exhaust	Intake	Exhaust
510G	33-5177	\$719.95	20°/38°	52°/20°	238°	252°	.510"	99.0°	106.0°	.187"	.178"
546G	33-5230	\$719.95	5°/55°	52°/5°	240°	237°	.546"	115.0°	113.5°	.126"	.106"
570G	33-5178	\$719.95	20°/40°	55°/20°	240°	255°	.570"	100.0°	107.5°	.187"	.179"
585G	33-5179	\$719.95	20°/45°	60°/20°	245°	260°	.585"	102.5°	110.0°	.186"	.179"
625G	33-5180	\$744.95	20°/55°	60°/20°	255°	260°	.625"	107.5°	110.0°	.189"	.184"
640G	33-5181	\$744.95	25°/60°	65°/25°	265°	270°	.640"	107.5°	110.0°	.228"	.214"
675G	33-5231	\$769.95	25°/64°	70°/25°	269°	275°	.675"	109.5°	112.5°	.235"	.205"



See For Yourself Why S&S Gear Drive Cams Are Better!

When S&S goes on the road, to trade shows and rallies, we convince thousands of dealers and riders alike of the advantages of the S&S Gear Drive Cams with our Gear Drive Cam Display. This display consists of a metal fixture which holds an assembled set of S&S Gear Drive Cams and a set of stock chain drive cams. It allows anyone to compare the S&S Gear Drive Cam drive with the stock chain drive simply by turning the t-handles on each set up. The amazing difference in force required to turn the two cam drives has made believers out of just about everyone who has tried it.

See The S&S Gear Drive Cam Display At Your Local S&S Dealer!

- Feel how much less power is needed to turn the S&S cams!
- Count how many moving parts are eliminated!
- See how oil contamination from chain tensioner debris is eliminated!

Find an S&S dealer near you! Log on to www.sscycle.com and check our our dealer locator.

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S 510C BOLT-IN CHAIN DRIVE CAMSHAFT

S&S 510C camshaft set #33-5182 is designed to be used with the stock Harley-Davidson chain drive system, and is an economical way to improve the performance of stock and slightly modified street engines. The S&S 510C cams are as quiet as stock but produce significant power increases across the rpm range, especially above 3000 rpm.

The 510C cams are compatible with the stock splined chain sprocket used in 2000-'06 models except Dyna™, but may be used in 1999 engines if the stock 2000-up style splined rear cam sprocket is used.

Camshaft SetMSRP \$299.95 33-5182

Camshaft Installation Kit

For chain drive cams only.MSRP \$71.95 33-5175



S&S® CHAIN DRIVE CAM SPECIFICATION

Cam Name	Valve Timing Open/Close		Valve Duration		Valve Lift	Centerline		Lift @ TDC	
	Intake	Exhaust	Intake	Exhaust		Intake	Exhaust	Intake	Exhaust
510C	20°/38°	52°/20°	238°	252°	.510"	99°	106°	.187"	.178"

S&S® CAMS FOR 1986-'03 SPORTSTER® MODELS

NOTE:

1991-'99 style pinion gear must be used with S&S cams in 2000-'03 engines with stock flywheels. See your S&S Dealer for more information.



S&S® CAMS FOR 1986-'03 HARLEY-DAVIDSON® SPORTSTER® AND BUELL® MODELS

Cam Name	Application	Model Year	Cam Part No.	MSRP	Valve Timing ¹ Open/Close		Valve Duration		Valve Lift	Lift @ TDC ²		Spring Spacing Required	Tappet ³ Type Required
					Intake	Exhaust	Intake	Exhaust		Intake	Exhaust		
S&S 500	74" to 89" with 9:1 to 10.5:1 CR. 89" to 100" with less than 9.5:1 CR. Good torque, easy installation.	1986-'90	33-5081	\$289.95	34°/50°	56°/28°	264°	264°	.500"	.241"	.212"	Yes	Solid or Hydraulic
		1991-Up	33-5082	\$289.95									
S&S 555	74" to 100" with 9.5 to 11:1 CR. Better mid range and top end.	1986-'90	33-5083	\$289.95	33°/53°	53°/33°	266°	266°	.555"	.240"	.240"	Yes	Solid or Hydraulic
		1991-Up	33-5084	\$289.95									
S&S 600	89" and larger engines 9.5 to 10.5 CR. Good for ported heads.	1986-'90	33-5125	\$289.95	20°/55°	60°/20°	255°	260°	.600" ³	.194"	.184"		Solid or Hydraulic
		1991-Up	33-5126	\$289.95									

¹ Timing designation is function of zero lash @ .053" off base circle.

² TDC lifts are measured at the valve and are for reference only. Overlap valve lifts must be checked on assembled motor.

³ Requires cam lobe clearancing when used in stock crankcases.



S&S® HIGH PERFORMANCE HYDRAULIC TAPPETS

For 1999-up Big Twin Engines & 2000-up Sportster® Models

S&S offers high performance tappets for 1999-up Harley-Davidson® Twin Cam 88® engines and 2000-up Sportster® models. These tappets meet the high standards specified by the S&S engineers, and have passed the rigorous testing program in our R&D department. These tappets are standard equipment in the complete 124" S&S T124 and T124V engines and are a good choice for any stock or high performance application.

Only the finest materials and precision machining techniques are used in the manufacture of these lifters, and strict quality control insures that they will work flawlessly every time, no matter what the application. Tappets are available with the HL₂T Limited Travel Kit for improved cold starts and high rpm valve timing accuracy. Whether you have a stock 88 inch or if you have the most outrageous big inch engine with a radical cam and spring combination, S&S tappets are built to take it.



S&S High Performance Hydraulic Tappets

For 1999-up Twin Cam 88® Engines and 2000-up Sportster Models

Without HL₂T Kit (Set of four) MSRP \$239.95 33-5350
With HL₂T Kit (Set of four) MSRP \$259.95 33-5351

NOTE:

S&S tappets with HL₂T Kit require the use of adjustable pushrods.

For 1984-'99 Big Twin Engines, 1986-'90 Sportster® Models, and S&S SH-Series Engines

S&S Hydraulic Tappets fit all Harley-Davidson® Evolution® big twin engines and 1986-'90 Sportster models. They also are used in S&S engines for 1966-'84 big twin chassis. These tappets feature numerous significant design improvements and are perfect for stock replacement as well as high performance applications.

- Larger inner bearing race reduces stresses to increase axle, bearing, and roller life. The S&S inner bearing race is .123" larger in diameter than the "raceless" roller axles currently used by some manufacturers.
- Improved inner race-roller design allows use of more, and larger bearings to increase load-carrying surface area, further reducing stress and wear in the critical roller area.
- Redesigned plunger assembly better withstands forces associated with heavy-duty valve springs and cams typically used in high-performance applications.
- Revised metering device precisely controls oil delivery to top end, insuring rapid lifter pump-up and reducing possibility of oil starvation to bottom end.
- Each lifter body and plunger assembly is hand-fit and then pressure-tested to insure correct operation.



S&S Hydraulic Tappets

Without HL₂T Kit (Set of four)
.....MSRP \$239.95 33-5352
With HL₂T Kit (Set of four)
.....MSRP \$259.95 33-5353

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S® HYDRAULIC LIFTER UPDATE KIT FOR SHOVELHEAD ENGINES

Complete kits to upgrade your shovelhead to modern hydraulic lifters. The kit includes tappets, tappet guides, gaskets, hardware, pushrod cover keepers, and a set of Quickee pushrods.

For use with S&S roller rocker arms.

.....MSRP \$779.95 33-5451

For use with stock shovelhead style rocker arms

..... MSRP \$779.95 33-5452

NOTE:

S&S billet tappet guides for shovelhead engines are similar in design to S&S tappet guides for 1984-'99 big twin engines. For that reason they are not a direct replacement for stock parts, but must be used in conjunction with S&S tappets and cams for 1984-'99 big twin engines. Tappet bore geometry is corrected to compensate for the difference in pushrod angles between the engine types in order to maintain specified valve event timing. When selecting a cam, keep in mind that timing specifications will be the same as shown for 1984-'99 engines, but there will be about a 9% reduction in valve lift due to the lower shovelhead rocker arm ratio.



S&S® QUICKEE PUSHRODS

Can Be Installed or Removed From An Assembled Engine!

S&S developed a pushrod with a new type of adjuster for use with S&S tappet guides for shovelhead engines. This was such a cool idea that we've also made it available for Harley-Davidson® Evolution® big twin and Twin Cam 88® engines as well as 1986-'03 Sportster® models. 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.

S&S® QUICKEE PUSHRODS

Application	Displacement	Part No.	MSRP
1999-up Big Twin	88"- 124"	93-5122	\$189.95
1984-'99 Big Twin	80"- 98", 113", 117, 124"	93-5120	\$189.95
1984-'99 Big Twin	107", 111"	93-5123	\$189.95
1984-'99 Big Twin	103"	93-5132	\$189.95
1969-'84 Big Twin* (S&S Rocker Arms)	74"- 103"	93-5123	\$189.95
1969-'84 Big Twin* (Stock Rocker Arms)	74"- 103"	93-5134	\$199.95
1991-'03 Harley-Davidson® Sportster®	883cc- 89"	93-5131	\$189.95
1991-'03 Sportster	103"	93-5133	\$189.95
1986-'90 Sportster	883cc- 89"	93-5130	\$189.95
1986-'90 Sportster	103"	93-5132	\$189.95
Special Order	Specify	93-5135	\$219.95

* S&S tappet guide, S&S 1984-'99 style tappets





S&S® ADJUSTABLE PUSHROD KITS

For 1999-up Big Twin Engines

To assure consistent valve train operation under all conditions, S&S adjustable pushrods are manufactured from rigid chrome-moly steel tubing. The S&S design permits a simple, trouble free installation that does not require removal of the gas tank or rocker assemblies. OEM pushrods may be cut to permit removal without rocker disassembly. S&S adjustable pushrods can then be installed without removing the rocker box cover.

For access to adjuster unit, S&S pushrod covers or similar aftermarket product must be used. Retainer clips and upper pushrod covers have been designed to provide a more stable, rigid cover assembly. Stock length pushrods are available as part of a complete kit that includes required gaskets, o-rings, and replacement pushrod covers and retainer clips. Special length pushrods are not available in complete kits.

S&S pushrod sets are available separately for those who wish to use an aftermarket pushrod cover other than S&S.



93-5095

S&S Pushrod Kit

Includes all components required to convert a stock height engine to S&S adjustable pushrods and pushrod covers,
MSRP \$64.95 93-5095

S&S® PUSHROD KITS FOR HARLEY-DAVIDSON® TWIN CAM 88®

Displacement	Engine Height	Cylinder Length	Pushrod Set No.	MSRP	Pushrod Clip No.	MSRP	Pushrod Covers	MSRP
88", 95"	Stock	4.937"	93-5096	\$94.95	93-4100	\$19.45	93-4028	\$29.45
100"	-.070"	4.850"	93-5099	\$94.95	93-4100	\$19.45	93-4028	\$29.45
107"	+.055"	4.975"	93-5100	\$94.95	93-4101	\$19.45	93-4028	\$29.45
116", 126"	+.243"	5.160"	93-5098	\$94.95	93-4115	\$19.45	93-4028	\$29.45
Special Order	Specify	Specify	93-5102	\$124.95	93-4109*	\$19.45	N/A	-

*Extra long stainless steel, cut to required length.

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S® ADJUSTABLE PUSHROD KITS

For 1984-'99 Big Twin Engines, and 1986-'03 Sportster® and Buell® Models

S&S adjustable pushrods are made of 7/16" O.D. chrome moly steel tubing for strength and durability.

Adjustable Pushrod Conversion Kits -

Include four adjustable steel pushrods. These pushrods can be used in place of the stock, non-adjustable pushrods in stock as well as high-performance applications. Compatible with hydraulic and solid lifters.

Find the chart below for your engine style.



93-5076

S&S® PUSHROD KITS FOR 1984-'99 4 1/8 BORE BIG TWIN ENGINES

Displacement	Cylinder Length	Part No.	MSRP
111"	4.764"	93-5017	\$94.95
117"	4.889"	93-5018	\$94.95
124"	5.014"	93-5019	\$94.95
Special Order	Specify	93-5073	\$124.95

* NOTE: Crankcases used in S&S 4 1/8 bore engines have 6.000" cylinder deck height. The increased deck height effects the cylinder length. Do not use cylinder lengths in this chart to select pushrods for engines built in crankcases with stock, 5.375" deck height.

S&S® PUSHROD KITS FOR 1984-'99 BIG TWIN ENGINES

Displacement	Cylinder Length	Part No.	MSRP
79"	4.830" (-.720")	93-5093	\$94.95
100" Retro Fit	4.920" (-.630")	93-5094	\$94.95
100"	5.245" (-.305")	93-5090	\$94.95
88", 107"	5.375" (-.175")	93-5017	\$94.95
93", 113"	5.500" (-.050")	93-5018	\$94.95
80", 89", 96"	5.550" (Stock)	93-5076	\$94.95
98"	5.625" (+.075")	93-5019	\$94.95
103"	5.750" (+.200")	93-5020	\$94.95
Special Order	Specify	93-5073	\$124.95

S&S® PUSHROD KITS FOR 1986-'90 HARLEY-DAVIDSON® SPORTSTER® MODELS

Displacement	Cylinder Length	Part No.	MSRP
883cc, 1200cc, 79"	4.650" (Stock)	93-5033	\$94.95
89"	5.087" (+.437")	93-5022	\$94.95
103"	5.750" (+1.100")	93-5025	\$94.95
Special Order	Specify	93-5036	\$124.95

S&S® PUSHROD KITS FOR 1991-'03 HARLEY-DAVIDSON® SPORTSTER® MODELS

Displacement	Cylinder Length	Part No.	MSRP
883cc, 1200cc, 79"	4.650" (Stock)	93-5022	\$94.95
89"	5.087" (+.437")	93-5089	\$94.95
103"	5.750" (+1.100")	93-5088	\$94.95
Special Order	Specify	93-5036	\$124.95



S&S® PUSHROD KITS FOR 1966-'84 BIG TWIN ENGINES



Solid Lifter Conversion Kit Adjustable Lifter

Fits 1966-'84 74" & 80" Shovelhead Engines

Converts stock hydraulic lifter to 1948-'52 style adjustable solid lifter. Includes all parts needed for converting to solid lifters: four non-adjustable steel pushrods and four adjustable lifter inserts to replace the stock hydraulic units.

S&S® PUSHROD KITS FOR 1966-'84 BIG TWIN Non-Adjustable Pushrods with Adapters

Includes adapters for converting 1953-'84 style hydraulic lifters to adjustable solids. Adjuster screw in the lifter adapters.

Cylinder Length	Part No.	MSRP
5.330" (Stock)	93-5068	\$74.95
Special Order	93-5062	\$104.95

Solid Lifter Conversion Kit Adjustable Pushrod

Fits 1966-'84 74" & 80" Shovelhead Engines

Converts stock hydraulic lifters to solid, non-adjustable lifters. Includes all parts needed for converting to solid lifters: four adjustable steel pushrods and four non-adjustable lifter inserts that replace the stock hydraulic units.

S&S® PUSHROD KITS FOR 1966-'84 BIG TWIN Adjustable Pushrods with Adapters

Includes adapters for converting 1953-'84 style hydraulic lifters to non-adjustable solids.

Cylinder Length	Part No.	MSRP
5.330" (Stock)	93-5067	\$104.95
5.405" (+ 1/16")	93-5014	\$104.95
5.468" (+ 1/8")	93-5080	\$104.95
5.530" (+ 3/16")	93-5015	\$104.95
5.630" (+ 3/8")	93-5016	\$104.95
Special Order	93-5063	\$134.95



Pushrod Kit Only for Solid Lifters With 1948-'52 Solid Adjustable Lifters

Fits 1966-'84 74" & 80" Shovelhead Engines

Requires 1948-'52 style adjustable lifters. Includes four non-adjustable steel pushrods. (Pushrods are identical to those used in kit #93-5068.)

Recommended for all shovelhead and shovelhead top/panhead bottom engines with 1948-'52 style lifters.

S&S® PUSHROD KITS FOR 1966-'84 BIG TWIN Non-Adjustable Pushrods Only

Pushrods for use with 1948-'52 stock style solid adjustable lifters.

Cylinder Length	Part No.	MSRP
5.330" (Stock)	93-5069	\$64.95
Special Order	93-5026	\$94.95

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

Continued -

S&S® PUSHROD KITS FOR 1966-'84 BIG TWIN ENGINES

Stock Replacement Pushrod Kit With Hydraulic Lifters

Fits 1966-'84 74" & 80" Shovelhead Engines

Includes four adjustable steel pushrods. Stock adjusting screws (not included) must be used in these pushrods.



93-5070

S&S® PUSHROD KITS FOR 1966-'84 BIG TWIN Adjustable Pushrods Kits

Adjustable pushrod kits for hydraulic lifters. Stock replacements for 1966-'84.

Cylinder Length	Part No.	MSRP
5.330" (Stock)	93-5070	\$94.95
Special Order	93-5071	\$124.95

NOTE:

If using S&S tappet guides for shovelhead engines, see S&S Quickee pushrods on page 47 of this catalog.

S&S® PUSHROD KITS FOR 1948-'65 BIG TWIN ENGINES

93-5059



Solid Lifter Conversion Kit Adjustable Lifter

Fits 1953-'65 Panhead Engine

Converts valve train to solid lifter operation. Includes all parts needed for conversion: four non-adjustable steel pushrods and four adjustable lifter inserts to replace the stock hydraulic units.

Solid Lifter Pushrod Kit

Fits 1948-'52 61" & 74" Panhead Engine

Converts stock 1948-'52 valve train to solid lifter operation by replacing stock pushrods, which contain built in hydraulic units, with solid non-adjustable S&S pushrods. Requires stock 1948-'52 style adjustable lifters. Includes four non-adjustable steel pushrods. (Pushrods are identical to those used in kit #93-5058. - See below.)

NOTE:

Some aftermarket 1948-'52 style lifters are shorter than stock and may require longer than stock pushrods.

S&S® PUSHROD KITS FOR 1948-'65 BIG TWIN Pushrods with Adapters

Includes adapters for converting 1953-'84 style hydraulic lifters to non-adjustable solids.

Cylinder Length	Part No.	MSRP
5.205" (Stock 61")	93-5081	\$99.95
5.330" (Stock 74")	93-5058	\$99.95
5.405" (+ 1/16")	93-5082	\$99.95
5.468" (+ 1/8")	93-5083	\$99.95
5.530" (+ 3/16")	93-5084	\$99.95
Special Order	93-5028	\$104.95

S&S® PUSHROD KITS FOR 1948-'52 BIG TWIN Pushrods Only

Solid lifter conversion pushrods for 1948-'52 stock adjustable lifters.

Cylinder Length	Part No.	MSRP
5.205" (Stock 61")	93-5029	\$64.95
5.330" (Stock 74")	93-5059	\$64.95
Special Order	93-5027	\$94.95



93-5058



S&S® PUSHROD KITS FOR 1936-'65 BIG TWIN ENGINES



93-5041

Solid Lifter Pushrod Kit For 1936-'47 Big Twin Engines

Fits 1936-'47 61" & 74" Knucklehead Engine

Requires stock-style adjustable tappets. Includes four steel non-adjustable pushrods.

S&S® PUSHROD KITS FOR 1936-'47 BIG TWIN Non-Adjustable Pushrods Kits

Solid lifter pushrods for 1948-'52 stock adjustable lifters.

Cylinder Length	Part No.	MSRP
5.405" (Stock 61")	93-5041	\$94.95
5.530" (Stock 74")	93-5044	\$94.95
Special Order	93-5045	\$124.95

Stock Replacement Pushrod Kit

Fits 1953-'65 Panhead Engines With Hydraulic Lifters

Includes four adjustable pushrods. Stock pushrod adjusting screws (not included) must be used with these pushrods.

NOTE:

Must use original adjusting screw. (This screw is not supplied).

S&S® PUSHROD KITS FOR 1953-'65 BIG TWIN Stock Replacement Pushrod Kits

Adjustable pushrod kits for hydraulic lifters.

Cylinder Length	Part No.	MSRP
5.330" (Stock 74")	93-5091	\$94.95
Special Order	93-5092	\$124.95



93-5091

S&S® PUSHROD KITS FOR 1957-'85 IRONHEAD SPORTSTER MODELS



93-5037

Pushrod Kits For 1957-'85 Ironhead Sportster Models

Fits 1957-'85 900cc and 1000cc Harley-Davidson® Ironhead Sportster® Models

7/16" diameter chrome-moly steel.

Includes four non-adjustable pushrods. S&S pushrods are a direct stock replacement.

S&S® PUSHROD KITS FOR 1957-'85 HARLEY-DAVIDSON® SPORTSTER® MODELS

Cylinder Length	Part No.	MSRP
5.330" (Stock)	93-5037	\$94.95
Special Order	93-5038	\$124.95

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S® HIGH PERFORMANCE CLUTCH

Holding Those Ponies!

The torque produced by big inch v-twin engines is pretty hard to hold and put to the ground. There's something about those two big cylinders and that long stroke that can turn clutches into smoking ruins. Kind of like the irresistible force and the immovable object. Something's got to give.

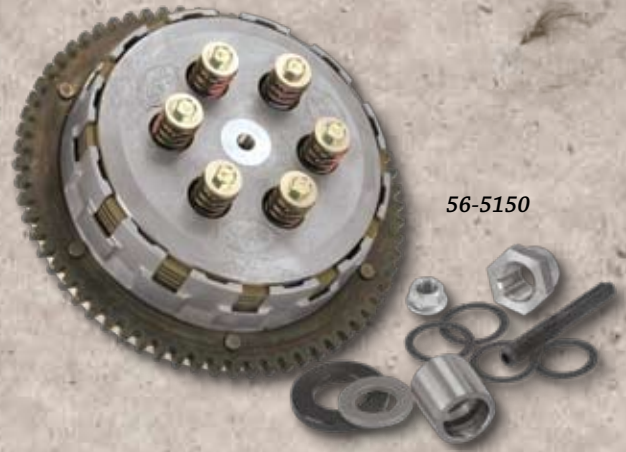
The S&S high performance clutch is available for 1991-'06 models with mechanical or hydraulic clutch actuation, except 2006 Dyna™. The S&S clutch features an early style, 66-tooth ring gear because the larger, stronger teeth on this gear are better able to stand up to the force required to turn over a big inch engine. They are also less likely to be sheared off in the event of a backfire. An early style starter pinion gear, available from S&S and other sources, is required for all 1994-'06 models.

In spite of the tremendous power and torque handling capacity of the S&S high performance clutch, it is only slightly larger than stock and can be used in stock primary cases with only minor clearancing operations, which are not visible when the primary is assembled.

S&S High Performance Clutch

- Available for 1991-'06 big twin models except 2006 Dyna™ models.
- Superior to competitively priced high performance clutches.
- Fits in stock primary with minor modification.
- With supplied springs lever effort is slightly less than a stock Harley-Davidson clutch, but handles engines up to 150 hp.
- Optional high pressure clutch springs available for competition applications. Increases power handling capacity to nearly 200 hp!
- Light duty springs for light clutch pull in less demanding stock street applications.
- 11 friction plate, 10 steel plate design. Narrow friction rings increase effective contact diameter for increased torque capacity.
- Supplied with early style 66 tooth ring gear for increased strength and reduced tooth breakage.
- Early style starter pinion gear required for 1994-later models to match 66-tooth ring gear supplied.
- Mechanical or hydraulic actuated clutches available.

Perfect for use with the S&S six-speed transmission



56-5150

S&S High Performance Clutch 1991-'06 Big Twin except '06 Dyna™

Mechanical Actuation

With 36-Tooth Sprocket MSRP \$969.95 56-5150

With 37-Tooth Sprocket MSRP \$969.95 56-5151

Hydraulic Actuation

With 36-Tooth Sprocket MSRP \$999.95 56-5152

With 37-Tooth Sprocket MSRP \$999.95 56-5153

Optional Parts

Starter Pinion Gear – 9-Tooth MSRP \$42.95 56-1037

High Pressure "Competition" Clutch Springs
. MSRP \$46.45 56-5106

Low Pressure "Touring" Clutch Springs
. MSRP \$46.45 56-5109

Loctite® Epoxy, .12 ounce (5 Pack) MSRP \$29.95 51-9007

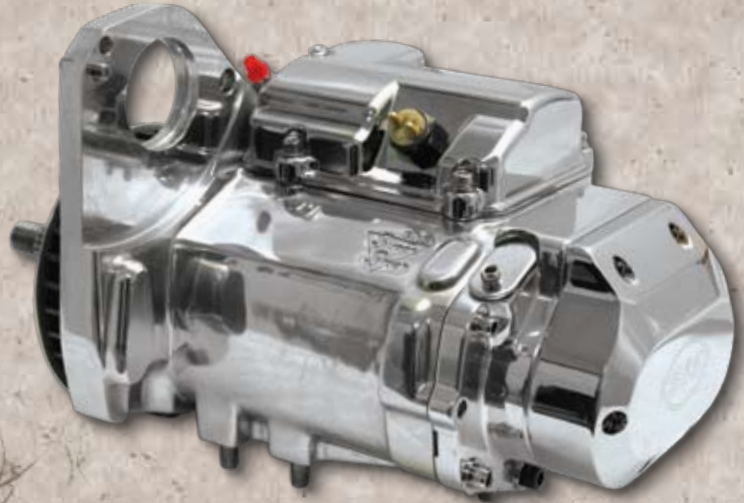


56-5152



S&S® ALL HELICAL SIX-SPEED TRANSMISSIONS AND GEAR SETS

S&S six-speed transmissions and gear sets feature helical gears in all gears to reduce noise. We think a big twin should rumble, not whine! Lash in the shifting mechanism is reduced because the S&S design uses low backlash 7-dog shifting rings instead of the usual 5-dog and pocket design on the side of the gear. This design makes it easier to maneuver at low speeds and in tight spots by minimizing lurching as you get on or off the throttle. Nobody likes a big jerk in the parking lot.



Gear Cassette Assemblies

The S&S six speed transmission may also be purchased as a gear cassette assembly. The cassette version includes all the gears and the shifting mechanism, assembled in an S&S polished trap door. The cassette may be installed in stock and most aftermarket transmission cases with only minor case modifications. Stock cases must be clearanced for the additional shifting fork. Cassettes are available for 1991-'06 Harley-Davidson® FLT, Softail®, and pre-2006 Dyna™ models.

OVERALL GEAR RATIO COMPARISON

Gear	S&S 34T/70T	S&S 34T/65T	Stock 32T/70T
1	11.510	10.688	10.112
2	7.875	7.313	6.962
3	5.755	5.344	4.946
4	4.374	4.061	3.875
5	3.494	3.245	3.150
6	2.965	2.753	N/A
RPM @ 80 MPH In Top Gear	3308	3072	3515

S&S Complete Six-Speed Transmissions for 1991-'99 Softail® Models

- Natural FinishMSRP \$2,495.00 56-1130
- Black Powdercoat FinishMSRP \$2,595.00 56-1131
- Polished FinishMSRP \$2,745.00 56-1132

Gear Cassette Assembly

- 1991-'06 FLT & 2000-'06 Softail® ModelsMSRP \$2,185.00 56-1222
- 1991-'98 Dyna™ ModelsCall For Pricing 106-0843
- 1991-'99 Softail & 1999-'05 Dyna™ ModelsMSRP \$2,185.00 56-1255

Optional - Improved Inner Primary Mainshaft Bearing Race

- All 1991-'05 Big Twin and 2006 Softail and FLT ModelsMSRP \$70.95 56-5089



S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S ST (Standard) Frame For S&S® X-Wedge™ Engines

- 2" diameter backbone with 2" stretch, and 30° rake*.
- Accommodates 200mm rear tire with 1 1/8" belt.
- Requires a 3/4" primary spacer.
- CNC bent DOM tubing, stress relieved.
- Complete with stock and custom style. gas tank mounts, 4 quart oil tank, "under chassis shock" style swing arm, 1" axle, axle plates and hardware.
- Optional 2" stretched EFI wiring harness for systems using Delphi® style module.

* Rake measured relative to bottom frame rails.



Gas tank mounts for stock style and custom tanks are included.

S&S® ST FRAME AND RELATED COMPONENTS

Description	Part No.	MSRP
S&S ST Frame Kit for X-Wedge™	106-0281	\$3,095.00
Replacement Parts		
Swing Arm Assembly	106-0334	Call
Axle Kit	106-0278	Call
Axle Cover	106-0290	Call
Gas Tank Mount (stock style)	106-0275	Call
Gas Tank Mount Kit (custom style)	106-0276	Call
Oil tank	106-0333	Call
Wiring Harness (2" stretch)	106-0478	Call

Rolling Thunder 200X Frame For S&S® X-Wedge™ Engines!

200X Frame Kit Includes:

- 2" diameter backbone with 2" stretch and 34" rake
- Swing arm (under-frame 1984-'99 style shock)
- Internal fork stop plate
- Splash guard
- Oil tank (4 quart) and mounting hardware/rubbers
- Pivot tube with stainless pivot bolts
- 1" axle and hardware
- Weld-on custom and stock brake tabs

Rolling Thunder 200X Frame Kit

Frame Kit, Rolling Thunder, 200X
Unpainted, X-Wedge MSRP \$2,995.00 106-0811



Pictured: The Rolling Thunder 200X frame for S&S® X-Wedge™ engines is available exclusively through S&S Cycle. Frame in this photo is painted, but they come bare to facilitate the installation of weld-on tabs and any other custom fabrication required before painting.

1958-2008

50TH ANNIVERSARY



NEW S&S® CHASSIS DRIVE TRAIN KITS



Some Assembly Required

Of course the fact that our new X-Wedge™ engines require a special frame is the reason we are offering the S&S® ST frame and the Rolling Thunder 200X frame. Both frames are specially designed for the X-Wedge engine, and either one is a great foundation for a new custom bike. So why stop there? Why not get all the best drive train components to ensure top performance and dependability? With that in mind, we have created these Chassis and Drive Train Kits to get you off to a good start.

S&S Chassis and Drive Train Kits are available with either an S&S ST frame or a Rolling Thunder 200X frame, and include an S&S six-speed transmission, an S&S high performance clutch, and a complete X117 X-Wedge fuel injected engine in your choice of silver powdercoat, black wrinkle powdercoat, or full polished finish. Add your choice of stock or aftermarket components designed for Harley-Davidson® Softail® models to finish it off!

49 State Legal!

The X-Wedge is an EPA emission certified engine, so except in the state of California, any bike you build with an S&S Chassis and Drive Train Kit can be titled, licensed, driven on the street, and/or sold without any concerns about emission compliance. It should be noted that the vehicle weight, final drive ratio, and exhaust back pressure must be within specified limits.

S&S® CHASSIS AND DRIVE TRAIN KITS COMPLETE WITH X-WEDGE™ ENGINES

Frame	Engine Finish					
	Silver Powdercoat		Black Wrinkle Powdercoat		Full Polished	
	Part No.	MSRP	Part No.	MSRP	Part No.	MSRP
S&S ST Frame	106-0966	\$15,595.00	106-0967	\$15,595.00	106-0965	\$16,595.00
Rolling Thunder 200X	106-0969	\$17,795.00	106-0970	\$17,795.00	106-0968	\$16,795.00

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

BILLET PARTS FROM S&S®

S&S Billet Oil Filter Bracket For 1999-up Big Twin Engines

S&S oil filter brackets for Harley-Davidson® Twin Cam 88® engines are designed to make it easy to install an oil cooler in the pressure side of the system. An oil cooler is especially useful for big inch applications, but is also a great idea when towing a trailer or just riding in hot weather conditions. If the cooler is not needed, simply install the pipe plugs in the threaded holes in the filter bracket, instead of the hose fittings.

..... MSRP \$129.95 31-6510

S&S Billet Oil Filter Bracket For 1992-'99 Big Twin Engines

This attractive billet oil filter mounting bracket is perfect for engine mounted oil filters on 1992-'99 stock engines and can be used on all 1970-'99 big twin engines with S&S crankcases.

This filter bracket also provides a convenient way to connect an oil cooler with a minimum of extra hose.

..... MSRP \$195.95 31-4105



31-4105



31-6510

31-6516



S&S Billet Gearcovers For Twin Cam 88® Engines!

S&S billet gearcovers for Harley-Davidson® Twin Cam 88® engines with stock or S&S crankcases offer a distinctive new look for your bike. The styling is identical to that of the gearcovers supplied in the S&S oil pumps for 1999-up big twins. What's cool is cool, and this is it.

..... MSRP \$499.95 31-6516

NOTE:

S&S billet gearcovers for Twin Cam 88 engines are not compatible with 1999-'01 model engines which require a cam position sensor in the gearcover.

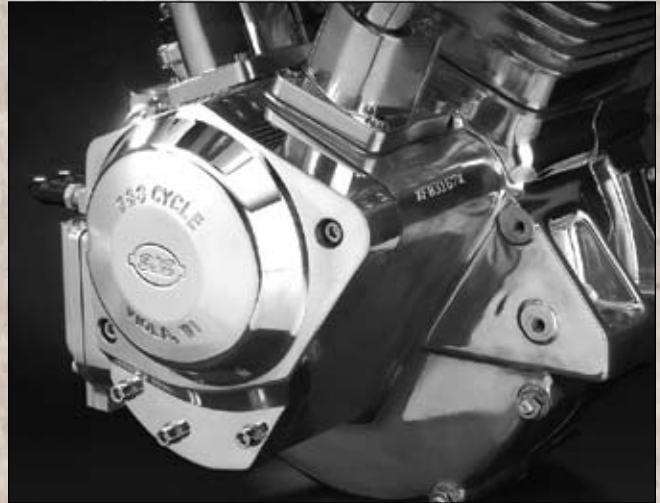


S&S® BILLET GEARCOVERS FOR 1970-'99 BIG TWINS

S&S Billet Gearcover for 1970-'99 Big Twin Engines with Crank Position Sensor Ignition

Similar to the gear cover on the legendary Tribute 145 engines, this gearcover is not machined to accept an ignition system, being intended for engines that make use of a notched flywheel and crank position sensor for ignition timing. Shorter than standard type gear covers, it is not subject to cam seal leaks, since the cam is entirely contained within the cover. Machined from billet aluminum and polished to a show finish, this solid, one piece, "ignition-less" cover sports the S&S logo. Direct replacement for gearcovers supplied on S&S engines equipped with IST ignition or Variable Fuel Injection.

..... MSRP \$374.95 31-0313



31-0335



S&S Polished Billet Gearcovers for 1973-99 Big Twin Engines

The 1973-'92 style billet gearcovers are a great looking upgrade for stock 1973-'92 engines, and are standard equipment on all black and polished S&S engines for 1970-'99 chassis.

The 1993-'99 style covers are perfect for stock engines, or any engines built with 1993-'99 stock flywheel assemblies. This style of cover should be used with engines that have the crankcase breather routed through the cylinder heads only.

S&S Polished Billet Gearcover Kits

Include gaskets and mounting hardware.

With Chrome Plated Billet Ignition Cover

1972-'92 MSRP \$434.95 31-0335

1993-'99 MSRP \$434.95 31-0336

S&S Billet Ignition Cover For 1970-'99 Big Twin

This chrome plated billet ignition cover is the same one that is included with our billet gearcover kits and assembled engines. Makes a great cosmetic upgrade for any stock engine too.

Chrome Plated Billet Ignition Cover..... MSRP \$49.95 31-0332



S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

Billet Generator Style Gearcover Kits

- 1936-'53 Stock cases MSRP \$439.95 31-0347
- 1954-'69 Stock cases MSRP \$439.95 31-0349
- 1936-'69 S&S cases MSRP \$439.95 31-0351



S&S Billet Tappet Covers

For Twin Cam 88® and Twin Cam 96™ Engines

The perfect finishing touch for any stock or custom engines. These S&S tappet covers for Harley-Davidson® Twin Cam 88® and Twin Cam 96™ engines are CNC machined from billet aluminum and polished to a show finish. The CNC machining assures dimensional accuracy, while the billet material provides extra strength and dimensional stability over a wide temperature range.

Fits S&S and stock crankcases MSRP \$174.95 33-5601

NESS-TECH® BILLET TAPPET COVERS

- Radius tappet covers designed for 1999-up big twin engines.
- Factory replacement billet tappet covers enhance the look of your engine.
- Chrome mounting hardware included.
- Sold in pairs

Radius Billet Tappet Covers For 1999-Up Big Twins

(Pair) MSRP \$216.95 106-1108



Ness® Billet Radius Tappet Covers





S&S® Polished Billet Tappet Guides!

S&S billet tappet guides for 1984-'99 big twin engines were originally developed for our polished engines. They are machined from a solid aluminum billet, and the superior quality and dimensional precision made them a natural addition to our "top of the line" engine kits. Besides they look great!

S&S polished billet tappet guides are now available on all S&S engines and can be purchased separately to upgrade existing S&S V-Series or stock Harley-Davidson® Evolution® big twin engines. Available for engines with stock or S&S stock-style crankcases, and for engines using S&S Special Application (SA) crankcases with .250" offset cam chest.

Fits S&S and stock crankcases MSRP \$299.95 33-5323

Fits S&S SA crankcases MSRP \$349.95 33-5322

New! S&S Billet Derby Cover For 1970-'98 Big Twins!

Dress up your ride with this billet derby cover from S&S. Available in polished finish, this cover features a machined-in S&S logo, and fits all stock and most aftermarket primary covers for 1970-'98 (alternator style) big twins.

S&S Polished Billet Primary Cover
..... Call for pricing 106-0776



S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S® Polished Billet Transmission Side Covers For Mechanical and Hydraulic Clutches

S&S offers two polished billet transmission side covers that fit our six speed transmissions, as well as stock and aftermarket left side drive transmissions for 1987-'06 big twins (except 2006 Harley-Davidson® Dyna™ and all FXR models). The first version is cable actuated and is compatible with all stock and aftermarket cables. The second, is a hydraulic version designed to convert a cable actuated clutch to hydraulic actuation without changing the clutch pressure plate, throw-out bearing or pushrod. The hydraulic side cover has a piston diameter of 1.550", and is compatible with stock and aftermarket master cylinders with 11/16" diameter pistons.

Note - If replacing a Harley-Davidson® Screamin' Eagle® hydraulic side cover, a three piece pushrod with the thrust bearing on the right hand side must be used. (Oil slinger removal required on stock H-D right-side pushrods.)

Billet Transmission Side Covers

- Cable Actuated.....MSRP \$199.95 56-5120
- Hydraulic.....MSRP \$249.95 56-4060

S&S Transmission Top Covers

The S&S transmission top covers are either made of chrome plated die-cast or polished billet aluminum, so naturally, they look great. The two versions are for different applications.

S&S Chrome Die Cast Transmission Top Covers For 1991-'99 Softail® and 1991-'00 FLT Models

The first type of cover is chrome plated die-cast, and is the one supplied with S&S complete transmissions. This cover may be used as stock replacement for 1991-'99 Harley-Davidson® Softail® and 1991-'00 FLT Models.MSRP \$121.45 56-5115

S&S Billet Transmission Top Covers For 1999-'05 Dyna™ Models

S&S billet transmission top cover is available for 1999-'05 Dyna™ models. These covers are required for proper oil line connection in 1999-'05 Dyna models when installing an S&S T124 engine or when installing S&S replacement crankcases. These top covers may also be used as stock replacement for 1999-'05 Dyna models.

- 1999-'05 Dyna Models.....MSRP \$254.95 56-1615

NOTE:

All reference to H-D® part numbers is for identification purposes only. We in no way are implying that any of S&S Cycles's products are original equipment parts or that they are equivalent to the corresponding H-D® part number shown.



56-5120

S&S polished billet side covers fit 1987-'06 big twins except 2006 Dyna™ and all FXR models. Available for cable and hydraulically actuated clutches.



56-5115

Pictured Above: S&S PN 56-5115 This chrome plated die-cast top cover is supplied on complete S&S 6-speed transmissions and can be used to replace top covers on 1991-'99 Harley-Davidson® Softail® and 1991-'00 FLT models.



56-1615

This polished billet transmission top cover is required in order to install an S&S T124 engine or S&S replacement crankcases in 1999-'05 Harley-Davidson® Dyna™ models. This cover is included in oil line kit #31-0424.



S&S® BILLET PRIMARY COVER FOR 1989-'06 SOFTAIL® AND 1989-'05 DYNA™ MODELS

With S&S Cycle's expansion to the new La Crosse facility in 2004, came the opportunity to not only reorganize the Viola manufacturing plant but to expand manufacturing in La Crosse. As a result we now have the capacity to take on projects that a few years ago, we simply did not have room for. One such project, one that we have wanted to do for some time, is a billet primary cover that will not only look like a million bucks (even at today's prices a million bucks looks really good), but also provide the extra room needed for high performance clutches. The need for big clutches is, of course, the direct result of the kind of unrelenting horsepower and torque of our big inch engines.

The S&S billet primary cover is a clean and sleek design that will complement the styling of any motorcycle, from a near stocker to a wild one-off custom. The show quality polished finish is a real attention getter. One small S&S logo is unobtrusively placed, but lets the world know that you demand only the best for your motorcycle. Bolts directly to stock or most aftermarket inner primary covers for added clutch clearance and an instant styling upgrade.



56-4041

Unlike stock primary covers, the entire S&S derby is removable, which allows unrestricted access to service or inspect the clutch. There are two versions of the derby, one for street applications and one for racing. The two derby covers are interchangeable on any S&S primary cover. The derby intended for street applications, allows enough extra clearance for most aftermarket street clutches, such as the S&S high performance clutch, but is small enough that it does not present ground clearance problems on left turns. The racing derby will accommodate the largest racing clutches, but by necessity is much larger and does restrict ground clearance. This style of derby is recommended only for racing. S&S primary covers are available for 1989-'06 Harley-Davidson® Softail® and 1991-'05 Dyna™ models.



Shown: #56-4045 inspection cover for mid control models is interchangeable with the cover for forward controls, allowing you to convert a primary cover for either application.

Primary Cover Kits for 1989-'06 Softail & 1991-'05 Dyna Models

Forward Controls Style

- Street Derby Cover MSRP \$1,185.95 **56-4042**
- Race Derby Cover..... MSRP \$1,395.95 **56-4041**

Mid Control Style

- Street Derby Cover MSRP \$1,215.95 **56-4051**
- Race Derby Cover..... MSRP \$1,425.95 **56-4050**

Replacement Parts

- Street Derby CoverMSRP \$449.95 **56-4044**
- Race Derby Cover.....MSRP \$565.95 **56-4043**
- Inspection Cover Forward Controls
.....MSRP \$84.95 **56-4046**
- Inspection Cover Mid Controls...MSRP \$99.95 **56-4045**
- Seal Kit Call For Pricing **56-4061**

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

NESS-TECH® BILLET BELT DRIVES

- The ultimate in belt drives from Arlen Ness.
- All the show with the go to back it up. These belt drives are designed to put up with the power from today's big inch motors.
- Designed to fit 1990-up Harley-Davidson® Dyna™ models and 1989-Up Softail® models.
- All components carved from billet aluminum and beautifully chrome plated.
- Belt drives utilize quality drive components from Primo.
- Each kit includes a Rivera "Pro-Clutch".

Pictured Right: Radius belt drive for Harley-Davidson® Dyna™ models.

Pictured Below: Rad II belt drive for Harley-Davidson® Softail® models



Radius Belt Drive Kit

Fits 1990-Up Dyna™ Models
.....MSRP \$3,604.95 106-1154

Fits 1989-Up Softail® Models
.....MSRP \$3,499.95 106-1152

Rad II Belt Drive Kit

Fits 1990-Up Dyna™ Models
.....MSRP \$3,604.95 106-1155 Fits

1989-Up Softail® Models
..... MSRP \$3,499.95 106-1153

NESS-TECH® BILLET TRANSMISSION TRAP DOOR

- For 1987-up 5-Speed big twin
- Machined from 6061-T6 billet aluminum
- Reinforced bearing support area
- Includes chrome plated billet trap door, bearings, snap rings and chrome hardware

Rad II Trapdoor 106-1190



Ness-Tech® Trap Door

ChromeMSRP \$199.95 106-1190



S&S®/GATES® HIGH STRENGTH FINAL DRIVE BELTS!

How many final drive belts have S&S engines broken? Yes, a lot of power can break things, so what's the solution? The solution that we are offering is stronger belts! S&S has teamed up with the Gates® Corporation, a leading manufacturer of power transmission belts, to offer a series of secondary drive belts for many popular v-twin models. These belts feature Gates' super strong X3N carbon cord material which is significantly stronger than the Aramid material used in many OEM final drive belts.

S&S final drive belts by Gates are available with 14mm pitch in 1½" and 1⅞" widths. See the chart below and match the width and number of teeth required for your vehicle. You can find this information in the vehicle service manual.



106-0361

SECONDARY DRIVE BELTS (14MM PITCH)

Teeth	1½" Wide	MSRP	1⅞" Wide	MSRP
125	106-0357	\$164.95	N/A	—
126	N/A	—	106-0348	\$174.95
127	N/A	—	106-0349	\$174.95
128	106-0358	\$164.95	106-0350	\$174.95
130	106-0359	\$164.95	106-0351	\$174.95
132	106-0360	\$164.95	106-0352	\$174.95
133	106-0361	\$174.95	106-0353	\$177.95
135	106-0362	\$174.95	106-0354	\$179.95
136	N/A	—	106-0355	\$179.95
139	106-0363	\$174.95	106-0356	\$184.95



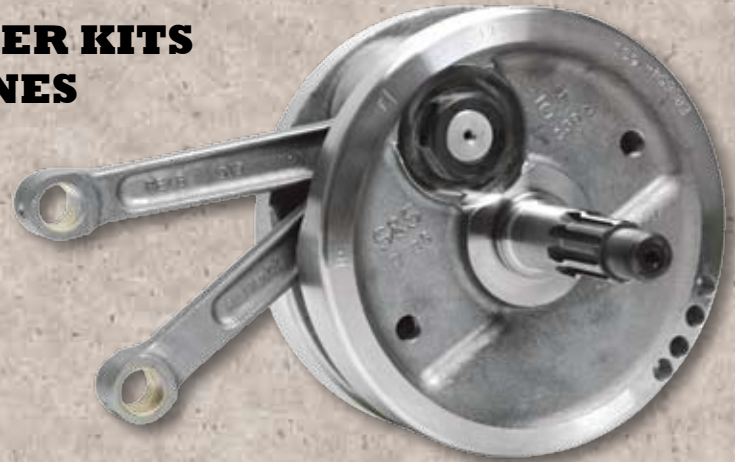
S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S® 84", 86", AND 88" STROKER KITS FOR 1936-'84 BIG TWIN ENGINES

S&S offers strokers for knucklehead, panhead, and shovelhead engines in several displacements. The moderate compression ratios allow the use of readily available pump gas without dual plugged heads or special ignition systems. S&S stroker pistons must be ordered separately and are available in all standard oversizes, and are available in pre-fit S&S cylinder and piston kits for shovelhead engines only.

Pistons are sold separately. See charts below.



S&S® STOCK BORE STROKER KITS FOR KNUCKLEHEAD, PANHEAD, & SHOVELHEAD ENGINES

Displacement	Piston Type	1936-'47	MSRP	1948-'53	MSRP	1958-'64†	MSRP	1965-'69	MSRP	1970-'84	MSRP	Custom Flywheels	MSRP
84"	Cast* 8.25 CR	32-2219	\$994.95	32-2219	\$994.95	32-2220	\$1,024.95	32-2221	\$1,024.95	32-2222	\$1,004.95	32-2020	\$399.95
	Forged 8.75:1 CR												
86"	Cast 8.5:1 CR**	N/A		32-2272	\$1,004.95	32-2106	\$1,039.95	32-2107	\$1,039.95	32-2108	\$1,019.95	32-2060	\$399.95
88"	Forged 9:1	32-2276	\$994.95	32-2276	\$994.95	32-2256	\$1,024.95	32-2257	\$1,024.95	32-2258	\$1,004.95	32-2030	\$399.95

* Denotes piston supplied in Hot Set Up Kit®. ** Includes .032" base plates. † S&S does not offer a pinion shaft for 1954-'57 engines. NOTE: Custom Flywheel price does not include rods, shafts, or assembly.

92-2720/92-2730/92-2800/92-2900 SERIES PISTONS S&S® STROKER KITS FOR 1936-'84 BIG TWIN ENGINES

Oversize (74" Cylinders)	Cast Pistons				Forged Pistons			
	84" (4½" Stroke) 8.25:1 Compression		86" (4¾" Stroke) 8.5:1 Compression		84" (4½" Stroke) 8.5:1 Compression		88" (4¾" Stroke) 9:1 Compression	
	Part No.	MSRP	Part No.	MSRP	Part No.	MSRP	Part No.	MSRP
Std.	92-2720	\$249.95	92-2730	\$249.95	92-2800	\$249.95	92-2900	\$249.95
+ .010	92-2721	\$249.95	92-2731	\$249.95	92-2801	\$249.95	92-2901	\$249.95
+ .020	92-2722	\$249.95	92-2732	\$249.95	92-2802	\$249.95	92-2902	\$249.95
+ .030	92-2723	\$249.95	92-2733	\$249.95	92-2803	\$249.95	92-2903	\$249.95
+ .040	92-2724	\$249.95	92-2734	\$249.95	92-2804	\$249.95	92-2904	\$249.95
+ .050	92-2725	\$249.95	92-2735	\$249.95	92-2805	\$249.95	92-2905	\$249.95
+ .060	92-2726	\$249.95	92-2736	\$249.95	92-2806	\$249.95	92-2906	\$249.95
+ .070	92-2727	\$249.95	92-2737	\$249.95	92-2807	\$249.95	92-2907	\$249.95
+ .080	92-2728	\$249.95	92-2738	\$249.95	92-2808	\$249.95	92-2908	\$249.95
+ .090	92-2729	\$249.95	92-2739	\$249.95	92-2809	\$249.95	92-2909	\$249.95



92-2800 Series



92-2900 Series

1958-2008

50TH ANNIVERSARY



S&S® 72" AND 74" STROKER KITS FOR 1972-'85 IRONHEAD SPORTSTER® MODELS

S&S offers two strokers for 1000cc Harley-Davidson® Sportster® ironhead models. The 72" kit is built around S&S 4½" stroke flywheels and the 74" kit uses flywheels with 4⅝" stroke. These kits are available only for 1000cc engines with 3¾" bore cylinders. Stroker pistons must be purchased separately and are available in standard oversizes. Cylinders for ironhead Sportster models are not available from S&S.

Note that this kit requires special S&S pistons. Order the required piston oversize from the chart below.



S&S® STOCK BORE STROKER KITS FOR HARLEY-DAVIDSON® IRONHEAD SPORTSTER® MODELS

Displacement	Stroke	Bore	Compression Ratio	Piston* Type	Cylinder Length	Application	Engine Life
72"	4½"	3¾"	8:1	Forged	Stock	Short Trips, Street & Strip	Fair
74"	4⅝"	3¾"	9:1	Forged	Stock	Short Trips, Street & Strip	Fair

* Order pistons separately. See chart below.

S&S® STOCK BORE STROKER KITS FOR HARLEY-DAVIDSON® IRONHEAD SPORTSTER® MODELS

Displacement	Stroke	Bore	Engine Life	1972-'76	MSRP	1977-'81	MSRP	1981-'85	MSRP	Custom Flywheels	MSRP
72"	4½"	3¾"	Fair	32-3051	\$1,084.95	32-3052	\$1,089.95	32-3053	\$1,124.95	32-3011	\$404.95*
74"	4⅝"	3¾"	Fair	32-3054	\$1,084.95	32-3055	\$1,089.95	32-3056	\$1,124.95	32-3060	\$404.95*

Note - Order pistons separately. See chart below. *Custom flywheel price does not include rods, shafts, or assembly charges.

This kit requires special S&S pistons.

Order the required piston oversize from this chart.



92-3700 SERIES FORGED PISTONS For S&S® 72" and 74" Stroker Kits

Oversize	Part No.	MSRP
+ .010	92-3701	\$249.95
+ .020	92-3702	\$249.95
+ .030	92-3703	\$249.95
+ .040	92-3704	\$249.95
+ .050	92-3705	\$249.95
+ .060	92-3706	\$249.95
+ .070	92-3707	\$249.95
+ .080	92-3708	\$249.95

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S® 89" STOCK BORE STROKER KIT FOR 1984-'99 BIG TWIN ENGINES

By increasing the stroke of the 80" Harley-Davidson® Evolution® big twin engine from 4¼" to 4⅝" the displacement is increased to 89 cubic inches. Stock or S&S Super Stock® or performance replacement heads can be used with this configuration, depending on which pistons are purchased with the stroker flywheels. 89" strokers can be installed in carbureted or fuel injected engines. Note that recalibration of the fuel injection system is required. No special machine work is required to install this kit other than a simple crankcase clearance operation and normal piston fitting. S&S stroker pistons must be purchased separately and are available in all standard oversizes and in pre-fit S&S cylinder and piston kits. An 89" stroker kit makes a perfect stepping stone to a 96" engine in the future, because S&S ⅜" big bore cylinders can be added without rebalancing the flywheels. In fact, these flywheels are identical to the ones used in 96" S&S engines and Sidewinder® Kits.



To achieve the full potential of this engine configuration, we suggest that you consider the 89" Hot Set Up Kits found on pages 73 and 75 of this catalog.

SPECIFICATION CHART S&S® 89" STOCK BORE STROKER KITS FOR HARLEY-DAVIDSON® EVOLUTION® ENGINES

Displacement	Stroke	Bore	Compression Ratio*	Piston Type	Cylinder Length	Application	Engine Life
89"	4⅝"	3½"	9.5:1 CR †	Cast or Forged	Stock	Trips	Very Good

C - Pistons supplied are cast type for stock style heads. F - Pistons supplied are forged type for S&S Super Stock® heads. † Compression ratio with stock heads.

1990 and later installations require 1977 to 1989 pinion shaft gears. Kit 33-4148 includes cam and oil pump drive gears, spacer and nut.

This kit requires special S&S pistons.

Order the required piston oversize from this chart.



92-2426 Series
For Stock Heads

92-2026 Series For
S&S® Super Stock®
Cylinder Heads

S&S® 89" STOCK BORE STROKER KITS FOR HARLEY-DAVIDSON® EVOLUTION® ENGINES

Application	Part No.	MSRP
Carbureted	32-2230	\$964.95
Fuel Injected	32-2146	\$1,049.95
Custom Flywheels	32-2060	\$399.95

* Custom flywheel price does not include connecting rods, mainshafts, or assembly charge. These are available at additional cost.

92-2426 OR 92-2046 SERIES PISTONS S&S® 89" STROKER KITS

Oversize	For Stock Heads 9.25:1 Compression		For S&S Super Stock® Heads 10:1 Compression	
	Part No.	MSRP	Part No.	MSRP
Standard	92-2426	\$289.95	92-2046	\$289.95
+ .005	92-24265	\$289.95	92-20245	\$289.95
+ .010	92-2427	\$289.95	92-2047	\$289.95
+ .020	92-2428	\$289.95	92-2048	\$289.95
+ .030	92-2429	\$289.95	92-2049	\$289.95
Cylinder & Piston Kit - Natural	91-7211	\$739.95	91-7215	\$739.95
Cylinder & Piston Kit - Black	91-7711	\$824.95	91-7715	\$824.95



S&S® 106" STOCK BORE STROKER KIT FOR 1999-LATER BIG TWIN ENGINES

This kit combines an S&S 4½" stroke flywheel assembly with S&S 3⅞" bore pistons for a displacement of 106 cubic inches. This is a perfect upgrade for standard Harley-Davidson® Twin Cam 88® and Twin Cam 88B™ engines. Installation of the kit does not require any special machining, other than fitting the pistons. S&S stroker pistons which are sold separately are available in all standard oversizes. Stock 88" cylinders can be bored from 3¾" bore to 3⅞" to accommodate the S&S pistons, or pre-fit S&S cylinder and piston may be installed. Engines with factory 95" kits require piston fitting only. Stock or S&S cylinder heads can be used.

Fuel injected engines will require recalibration of the fuel injection system. The S&S VFI modules and closed loop sensor kits are highly recommended.

To achieve the full potential of this engine configuration, we suggest that you consider the 106" Hot Set Up Kit® found on page 81 of this catalog.

Pictured: 32-2490 S&S Stock Bore Stroker Kit shown here is only available with assembled flywheels. Pistons must be purchased separately.

This kit requires special S&S pistons.

Order the required piston oversize from this chart.

92-1210 SERIES PISTONS S&S® 106" HOT SET UP KIT®		
Oversize	Part No.	MSRP
Standard	92-1210	\$299.95
+ .005	92-1214	\$299.95
+ .010	92-1211	\$299.95
+ .020	92-1212	\$299.95
Cylinder & Piston Kit - Natural	91-7060	\$814.95
Cylinder & Piston Kit - Black	91-7061	\$899.95



S&S® 106" STOCK BORE STROKER KITS FOR HARLEY-DAVIDSON® TWIN CAM 88® AND TWIN CAM 96™ ENGINES

Application	Part No.	MSRP
1999-'06 Twin Cam 88 Except 2006 Dyna™	32-2490	\$1,334.95
2000-'06 Twin Cam 88B™	32-2491	\$1,384.95
2006 Dyna™ and All 2007 Twin Cam 96™	32-2294	\$1,344.95
2007 Twin Cam 96B™	106-0127	\$1,394.95
Custom Flywheels	32-2141	\$1,394.95

S&S piston oilers are supplied with this kit. Must be ordered separately with custom flywheels. S&S Part #31-2026

SPECIFICATION CHART S&S® 106" STOCK BORE STROKER KITS FOR HARLEY-DAVIDSON® TWIN CAM 88® AND TWIN CAM 88B™ ENGINES

Displacement	Stroke	Bore	Compression Ratio*	Piston Type	Cylinder Length	Application	Engine Life
106"	4½"	3⅞"	10.1:1	Forged	Stock	Trips	Very Good

* Compression ratio with stock heads. Compression ratio with S&S 89cc heads 9.8:1

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

RETRO CONVERSION KIT FOR 1966-'84 BIG TWINS

When it comes to coolness, panhead engines rule! Unfortunately finding an available pan can be hard, and paying the price may be just as tough. Here's a way to give your shovelhead engine the nostalgic look of a pan, and improve performance at the same time. That's your basic win-win situation. The Retro Conversion kit consists of a set of S&S P-Series cylinder heads with rocker cradles, S&S roller rocker arms, S&S hydraulic tappets, billet tappet guides, Quickee pushrods, pushrod cover clips, and the required gaskets and hardware for assembly. Pan covers are not included to allow option of using any style desired, but pan covers are available.

The S&S P-Series heads included with the S&S Retro Conversion kit are the same heads that come on the new S&S P-Series engines. These heads have a shovel head bolt pattern that makes these heads compatible with any stock or aftermarket cylinder for 1966-'84 big twins. They are designed to accept stock or S&S o-ring style manifolds for shovelhead, and accept any exhaust system made to fit a shovel engine. Heads come complete with valves and .590" lift valve springs.

The billet tappet guides, tappets and Quickee pushrods are the same as are used in the S&S Valve Train Conversion Kit for shovels (see page 47), and are set up to oil the top end through the pushrods. The Retro Conversion kit requires that a 1984-'99 style cam be used to ensure correct valve timing. 1970-'77 stock engines will also require a 1978-87 style pinion gear to mate with the late style cam gear. 1966-'69 engines or other engines with generator style crankcases will require a special generator style cam with 1984-'99 style lobes. (See page 43.)



RETRO CONVERSION RETRO CONVERSION KITS FOR 1966-'84 BIG TWINS

Bore Size	Part No.	MSRP
Stock Bore	106-1070	\$2,674.95
3 7/8" Bore	106-1071	\$2,674.95
3 5/8" Bore Dual Plugged	106-1078	\$2,729.95

Chrome Pan Covers

Set MSRP \$68.95 106-0919





S&S® 84" Stock Bore Stroker Hot Set Up Kit® For 1955-'65 & 1966-'84 Big Twin Engines.

The S&S 84" Hot Set Up Kit Includes...

an 84" stroker kit with 4½" stroker flywheels assembled with mainshafts and rods, 514 cam kit, valve springs, adjustable chrome moly pushrods, a Super E carb kit, and installation instructions. Select correct kit for model year. Purchase pistons separately based on required piston oversize. Pistons fit to S&S cylinders are also available. See chart below.



92-2720 SERIES PISTONS S&S® 84" HOT SET UP KITS®		
Oversize	Part No.	MSRP
Standard (74" Cylinders)	92-2720	\$249.95
+.010	92-2721	\$249.95
+.020	92-2722	\$249.95
+.030	92-2723	\$249.95
+.040	92-2724	\$249.95
+.050	92-2725	\$249.95
+.060 (Standard 80" Cylinders)	92-2726	\$249.95
+.070	92-2727	\$249.95
+.080	92-2728	\$249.95
+.090	92-2729	\$249.95
Cylinder & Piston Kit – 3¼" – Black	91-9016	\$879.95
Cylinder & Piston Kit – 3¼" – Black Wrinkle	91-9065	\$879.95
Cylinder & Piston Kit – 3½" – Black	91-9026	\$879.95
Cylinder & Piston Kit – 3½" – Black Wrinkle	91-9073	\$879.95

S&S® 84" STOCK BORE STROKER HOT SET UP KITS® FOR PANHEAD & SHOVELHEAD ENGINES

Model Year	Part Number	MSRP
1955*-'64	32-2284	\$1,794.95
1965	32-2285	\$1,794.95
1966-'69	32-2286	\$1,804.95
1970-'77	32-2287	\$1,774.95
1978-'84	32-2289	\$1,774.95

*Note: 1955-'57 cases require modification to accept 1.250" Pinion Bearing

S&S® 93" Sidewinder® Big Bore Stroker Hot Set Up Kit®



S&S 93" Hot Set Up Kit includes 4½" stroker flywheels assembled with mainshafts and rods, 3½" bore cylinders and pistons complete, an S&S 514 cam kit, valve springs, adjustable chrome moly pushrods, a Super E carb kit, and installation instructions.

S&S® 93" HOT SET UP KIT® FOR 1966-'84 SHOVELHEAD ENGINES

Model Year	Kit Number	Part No.
1966-'69	32-2265	\$2,499.95
1970-'72	32-2266	\$2,484.95
1973-'77	32-2267	\$2,474.95
1978-'84	32-2268	\$2,469.95

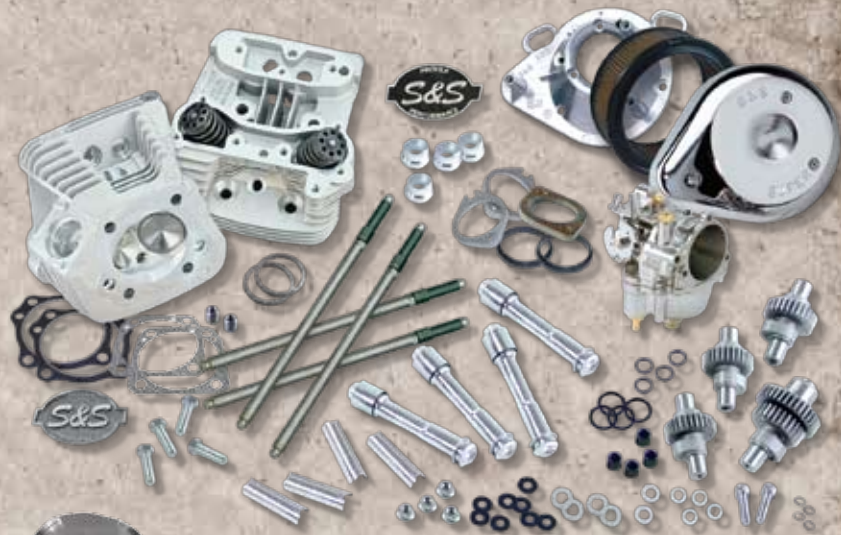
NOTE: Crankcases and cylinder heads must be bored to accept S&S big bore cylinders.

S&S PERFORMANCE GUIDE

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The S&S 74XLSS Hot Set Up Kit®...

yields 74 cubic inches, with a compression ratio of 10.5:1. Kit includes a Super Stock cylinder head kit with valves and springs installed, manifold with o-rings and flanges, required hardware, top end gaskets, .555 lift cams, adjustable chrome moly pushrods, an HL₂T kit, a Super E carb kit, and installation instructions. Pistons are sold separately, and pistons fit to S&S cylinders are also available.



92-2016 SERIES PISTONS S&S® 74XLSS HOT SET UP KIT® S&S Heads – 10.5:1 Compression (No rebalancing for 1200cc.)		
Oversize	Part No.	MSRP
Standard	92-2016	\$289.95
+.005	92-20165	\$289.95
+.010	92-2017	\$289.95
+.020	92-2018	\$289.95
+.030	92-2019	\$289.95
Cylinder & Piston Kit - Natural	91-3014	\$784.95
Cylinder & Piston Kit - Black	91-3908	\$869.95

S&S® 74XLSS HOT SET UP KIT® WITH SUPER STOCK® CYLINDER HEADS FOR 1986-99 HARLEY-DAVIDSON® SPORTSTER® MODELS

Model Year	Kit No. Black	MSRP	Kit No. Natural	MSRP
1986-'90	90-0326	\$2,049.95	90-0324	\$1,964.95
1991-'03	90-0327	\$2,184.95	90-0325	\$2,099.95



S&S 89XL Hot Set Up Kit...

yields 89 cubic inches with a compression ratio that is determined by the extent of modification to stock cylinder heads. Hot Set Up Kit includes S&S 4 $\frac{5}{16}$ " stroker flywheels assembled with mainshafts and connecting rods, S&S 3 $\frac{1}{2}$ " bore Sidewinder cylinders and pistons complete, a .640" valve spring kit, an HL₂T kit, head bolts, pushrod cover keepers, front and center engine mounts, a Super E carb kit, and installation instructions.

NOTE:

Pinion shaft supplied with this kit is 1986-'87 style. Pinion and oil pump drive gears in 1988-'03 models must be replaced with early style gears. See your S&S Dealer for these gears.

S&S® 89" HOT SET UP KITS® WITH STOCK CYLINDER HEADS FOR 1986-'03 HARLEY-DAVIDSON® SPORTSTER® MODELS

Model Year	Kit Number Black	MSRP	Kit Number Natural	MSRP
1986-'90	32-3092	\$2,714.95	32-3090	\$2,629.95
1991-'03	32-3093	\$2,769.95	32-3091	\$2,684.95



The S&S® 89XLSS Hot Set Up Kit...

yields 89 cubic inches at 9.5:1 or 10.2:1 compression and includes 4 5/8" stroker flywheels assembled with mainshafts and connecting rods, 3 5/8" bore Sidewinder® cylinders and pistons complete, a Super Stock® cylinder head kit with valves and springs installed, manifold with o-rings and flanges, required hardware, top end gaskets, .500" or .550" lift cams, adjustable chrome moly pushrods, an HL₂T kit, head bolts, pushrod cover keepers, pushrod tube adapters (1991-up kit only), front and center engine mounts, a Super E carb kit, and installation instructions. Select kit for desired compression ratio, finish, and model year.

S&S® 89XLSS HOT SET UP KITS® WITH S&S SUPER STOCK® CYLINDER HEADS FOR 1986-'03 HARLEY-DAVIDSON® SPORTSTER® MODELS

Model Year	Cam	Compression	Black		Natural	
			Kit Part No.	MSRP	Kit Part No.	MSRP
1986-'90	S&S 500	9.5:1	90-0392	\$3,955.00	90-0390	\$3,785.00
	S&S 555	10.2:1	90-0355	\$3,985.00	90-0353	\$3,815.00
1991-'03	S&S 500	9.5:1	90-0393	\$4,125.00	90-0391	\$3,955.00
	S&S 555	10.2:1	90-0356	\$4,035.00	90-0354	\$3,865.00

NOTE: Pinion shaft supplied with this kit is 1986-'87 style. Pinion and oil pump drive gears in 1988-'03 models must be replaced with early style gears. See your S&S Dealer for these gears.



The S&S 80FLSS Hot Set Up Kit...

includes an S&S Super Stock cylinder head kit with valves and springs installed, manifold with o-rings and flanges, required hardware, top end gaskets, an S&S 561 cam, adjustable chrome moly pushrods, an HL₂T kit, a Super E carb kit, and installation instructions.

Pistons of the required oversize must be ordered separately. Pistons fitted to S&S cylinders are also available.

92-2026 SERIES PISTONS S&S® 80" HOT SET UP KITS® 10:1 Compression

Oversize	Part No.	MSRP
Standard	92-2026	\$289.95
+ .005	92-20265	\$289.95
+ .010	92-2027	\$289.95
+ .020	92-2028	\$289.95
+ .030	92-2029	\$289.95
Cylinder & Piston Kit - Natural	91-7213	\$739.95
Cylinder & Piston Kit - Black	91-7713	\$824.95

S&S® 80FLSS HOT SET UP KITS® WITH SUPER STOCK® CYLINDER HEADS For Stock Displacement Carbureted Harley-Davidson® Evolution® Big Twin Engines

Model Year	Black		Natural	
	Kit No.	MSRP	Kit No.	MSRP
1984-'92	90-0083	\$1,804.95	90-0081	\$1,719.95
1993-'99	90-0084	\$1,804.95	90-0082	\$1,719.95

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S® 89" Stock Bore Stroker Hot Set Up Kit® For 1984-'99 Carbureted Big Twin Engines With Stock Cylinder Heads

Stock bore stroker kits have always been the most cost effective way to increase displacement and improve performance. The 89" stock bore stroker kit for Harley-Davidson® Evolution® big twin engines has been very popular since its introduction in 1985. The 89" stroker Hot Set Up Kit includes the ever popular stroker in an optimized combination of components for maximized value and performance.

1984-'92 MSRP \$1829.95 32-2088

1993-'99 MSRP \$1829.95 32-2078



92-2426 SERIES PISTONS 89" HOT SET UP KITS® 9.25:1 Compression

Oversize	Part No.	MSRP
Standard	92-2426	\$289.95
+.005	92-24265	\$289.95
+.010	92-2427	\$289.95
+.020	92-2428	\$289.95
+.020	92-2429	\$289.95
Cylinder & Piston Kit - Natural	91-7211	\$739.95
Cylinder & Piston Kit - Black	91-7711	\$824.95

IMPORTANT NOTE:
1977-'89 style pinion gears, spacer, and nut are required when installing S&S flywheel assemblies. For installation in 1990-'99 or scratch built engines, order S&S Pinion Shaft Conversion Kit 33-4148.

S&S® 89FLSS Stroker Hot Set Up Kit® With Super Stock® Cylinder Heads

The S&S® 89FLSS Hot Set Up Kit Includes 4 5/8" stroker flywheels assembled with mainshafts and connecting rods, a Super Stock® cylinder head kit with valves and springs installed, manifold with o-rings and flanges, required hardware, top end gaskets, an S&S 561 cam, adjustable chrome moly pushrods, an HL₂T kit, a Super E carb kit and installation instructions.

Pistons of the required oversize must be ordered separately. Pistons fit to S&S cylinders are also available. See chart below.



92-2046 SERIES PISTONS 89" HOT SET UP KITS® 10:1 Compression

Oversize	Part No.	MSRP
Standard	92-2046	\$289.95
+.005	92-20465	\$289.95
+.010	92-2047	\$289.95
+.020	92-2048	\$289.95
+.020	92-2049	\$289.95
Cylinder & Piston Kit - Natural	91-7215	\$739.95
Cylinder & Piston Kit - Black	91-7715	\$824.95

S&S® 89" FLSS HOT SET UP KITS® WITH S&S SUPER STOCK® CYLINDER HEADS For Carbureted Harley-Davidson® Evolution® Big Twin Engines				
Model Year	Kit Number Black	MSRP	Kit Number Natural	MSRP
1984-'92	90-0046	\$2,584.95	90-0044	\$2,499.95
1993-'99	90-0047	\$2,584.95	90-0045	\$2,499.95



S&S® 96" Hot Set Up Kit® for 1984-'99 Big Twins For 1984-'99 Carbureted Big Twin Engines with Stock Cylinder Heads.



A winning combination to bring out the beast in your Harley-Davidson® Evolution® big twin engine. For a weekend at the dragstrip or the power to pass just about anything with ease, the S&S 96" Hot Set Up Kit has proven that large motors can be reliable, too.

The S&S 96" Hot Set Up Kit is an economical route to a large displacement motor. 96FL Hot Set Up yields 96 cubic inches with an approximate compression ratio of 9.75:1. And there is still room to enhance future performance with the addition of S&S® Super Stock® cylinder heads.

Kit includes a 96" Sidewinder® kit with 4 5/8" stroker flywheels assembled with mainshafts and rods, 3 5/8" bore cylinder and piston kit, an S&S 561 cam kit, .640" valve springs, adjustable chrome moly pushrods, an HL₂T kit, a Super E carb kit, and installation instructions.

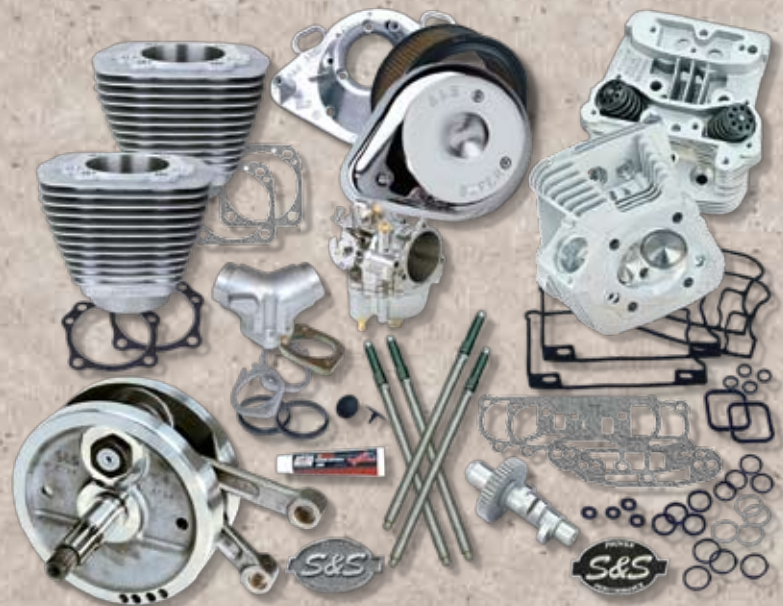
S&S® 96" HOT SET UP® KITS FOR ENGINES WITH STOCK CYLINDER HEADS

Model Year	Black		Natural	
	Part No.	MSRP	Part No.	MSRP
1984-'92	32-2298	\$2,564.95	32-2296	\$2,479.95
1993-'99	32-2299	\$2,564.95	32-2297	\$2,479.95

S&S® 96FLSS Hot Set Up Kit® with Super Stock® Cylinder Heads

The S&S 96FLSS Hot Set Up Kit includes 4 5/8" stroker flywheels assembled with mainshafts and connecting rods, 3 5/8" bore Sidewinder cylinders and pistons complete, a Super Stock cylinder head kit with valves and springs installed, manifold with o-rings and flanges, required hardware, top end gaskets, an S&S 561 cam, adjustable chrome moly pushrods, an HL₂T kit, a Super E carb kit, and installation instructions. Select kit with finish desired for correct model year.

The 96FLSS Hot Set Up Kit takes a stock 80" from 51.8 hp to almost 100 hp.



S&S® 96FLSS HOT SET UP KITS® WITH S&S SUPER STOCK® CYLINDER HEADS For Carbureted Harley-Davidson® Evolution® Big Twin Engines

Model Year	Black		Natural	
	Kit No.	MSRP	Kit No.	MSRP
1984-'92	90-0121	\$3,319.95	90-0120	\$3,149.95
1993-'99	90-0123	\$3,319.95	90-0122	\$3,149.95

IMPORTANT NOTE:

1977-'89 style pinion gears, spacer, and nut are required when installing S&S flywheel assemblies. For installation in 1990-'99 or scratch built engines, order S&S Pinion Shaft Conversion Kit 33-4148.

S&S PERFORMANCE GUIDE

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S&S® 89" and 96" EFI Hot Set Up Kits®

For 1995-'98 Fuel Injected Big Twin Engines with Stock Cylinder Heads.

The heart of each of these kits is a set of 4 $\frac{5}{8}$ " stroke S&S EFI style stroker flywheels. These flywheels are machined with timing notches which are compatible with the stock crankshaft position sensor used in EFI equipped Evolution engines from 1995-'98. The stroker flywheel assembly will fit into the stock crankcases with only minor crankcase clearancing. The 96" kit will also require that the cylinder spigot holes in the stock crankcase be bored to accept the S&S big bore cylinders.

Both The 89" And 96" Kits...

contain flat topped pistons and are designed to use the stock cylinder heads on EFI equipped engines. The 89" kit uses the existing stock cylinders, and the 96" kit includes S&S 3 $\frac{5}{8}$ " bore cylinders which are essentially stock length. Since stock heads and stock length cylinders are used, the stock throttle body and manifold assembly may be used on either engine if desired. For additional performance, however we recommend an S&S single bore EFI induction kit. For even more power, add an S&S Tuned Induction Kit. Sold separately. See an S&S VFI Tuning Center for S&S fuel injection systems.



S&S VFI Hot Set Up Kit - 89"

4 $\frac{5}{8}$ ", 9.25:1 CR MSRP \$1,384.95 32-2290

This 89" Kit

Requires Special S&S Pistons.

Order the required piston oversize from this chart.



92-2426 SERIES PISTONS 89" HOT SET UP KITS® 9.25:1 Compression

Oversize	Part No.	MSRP
Standard	92-2426	\$289.95
+ .005	92-24265	\$289.95
+ .010	92-2427	\$289.95
+ .020	92-2428	\$289.95
+ .020	92-2429	\$289.95
Cylinder & Piston Kit - Natural	91-7211	\$739.95
Cylinder & Piston Kit - Black	91-7711	\$824.95

S&S VFI Hot Set Up Kit - 96"

4 $\frac{5}{8}$ ", 9.75:1 CR F MSRP \$2,089.95 32-2291

IMPORTANT NOTE:

1977-'89 style pinion gears, spacer, and nut are required when installing S&S flywheel assemblies. For installation in 1990-'99 or scratch built engines, order S&S Pinion Shaft Conversion Kit 33-4148.



S&S® Cam, Pushrod, and Induction Hot Set Up Kits

A cam, pushrod, and induction Hot Set Up Kit is very economical and easy to install. These kits are intended for 88", 95", and 96" engines with stock cylinder heads and valve springs. These economical kits yield a lot of power per dollar spent.

Kits for carbureted Twin Cam 88 engines contain a Super E carb kit, S&S .510 cam kit and an S&S pushrod kit.

Kits for 2001 Softail® models and all 2002-'07 fuel injected models contain the same cams and pushrods, but feature a high flow S&S air cleaner kit instead of a carb.

S&S® HOT SET UP® KITS – CARBURETED FOR HARLEY-DAVIDSON® TWIN CAM 88® ENGINES

Includes: Carburetor, Cam & Pushrods

Engine	Cam	Carburetor	Cam Drive	1999-'06	MSRP
88", 95"	510C	Super E	Chain	106-0168	\$1,239.95
88", 95"	510G	Super E	Gear	106-0169	\$1,559.95

S&S® HOT SET UP® KITS – FUEL INJECTED FOR HARLEY-DAVIDSON® TWIN CAM 88® & TWIN CAM 96™ ENGINES

Includes: Air Cleaner, Cam & Pushrods

Engine	Cam	Induction	Cam Drive	1999-'06	MSRP	2006 Dyna™ Model and All 2007	MSRP
88", 95"	510C	S&S Teardrop Air Cleaner	Chain	106-0170	\$994.95	N/A	–
88", 95", 96"	510G	S&S Teardrop Air Cleaner	Gear	106-0171	\$1,284.95	106-0176	\$1,339.95

Who Knows How To Do It Better Than The Trained Technicians At S&S Cycle?

Let us install an S&S Hot Set Up Kit® in your stock crankcases!

- Expert assembly and machine work – one year warranty!
- Talk to your local S&S Dealer for details.
- Visit S&S Cycle on the web (www.sscycle.com) and find an S&S Dealer near you!



Disassembly and inspection.



Crankcase modifications.



Final assembly.

S&S PERFORMANCE GUIDE

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S&S® 95" And 103" Hot Set Up Kit® For 1999-'07 Big Twins With Stock Cylinder Heads

S&S 95" and 103" Hot Set Up Kits for Harley-Davidson® Twin Cam 88® and Twin Cam 96™ engines with stock cylinder heads are available for carbureted and fuel injected engines. The 3⅞" bore, "pop up dome" pistons for these kits are not included and must be purchased separately depending on the oversize required. The 92-1200 series pistons for 1999-'06 88" engines, yield a 95 cubic inch displacement and a compression ratio to 9.7:1 with stock cylinder heads. The 106-0432 series pistons for 2007 96" engines, yield a 103" displacement at 10.5:1 compression ratio. Stock 88" or 96" cylinders may be bored from 3¼" to 3⅞" bore, or new S&S 3⅞" bore cylinders and pistons may be purchased if desired.

Kits for carbureted engines contain an S&S gear drive cam set, pushrods, S&S valve springs, and an S&S Super E carburetor kit. Kits for 2001 Softail® and all 2002-'06 fuel injected models are identical to the carbureted kits, except that instead of a carburetor, they include an S&S high flow air cleaner that bolts directly to the stock Delphi® throttle body.

We recommend these kits for engines with ported cylinder heads to take advantage of the increased lift of the S&S cams. Kits with the 585G camshafts are recommended for engines with "decked" cylinder heads and compression ratio of 10:1 to 10.5:1.

Pictured: 95" Kits 106-0172 and 106-0173 contains an S&S Super E carb, gear drive cam kits. 3⅞" bore "pop up dome" pistons must be purchased separately.

See The Next Page For Kit Selection.

These kits require special S&S pistons.

Order the required piston oversize from these charts.



92-1200 Series Pistons



92-1200 SERIES PISTONS S&S® 95" HOT SET UP KIT® FOR 1999-'06 BIG TWINS

Oversize	Part No.	MSRP
Standard	92-1200	\$329.95
+ .005	92-1204	\$329.95
+ .010	92-1201	\$329.95
+ .020	92-1202	\$329.95
Cylinder & Piston Kit - Natural	91-7046	\$794.95
Cylinder & Piston Kit - Black	91-7047	\$879.95

106-0432 Series Pistons



106-0432 SERIES PISTONS S&S® 103" HOT SET UP KIT® FOR 2007 BIG TWINS

Oversize	Part No.	MSRP
Standard	106-0432	\$289.95
+ .005	106-0433	\$289.95
+ .010	106-0434	\$289.95
Cylinder & Piston Kit - Natural	106-1068	Call
Cylinder & Piston Kit - Black	106-1069	Call



Continued -

S&S® 95" AND 103" HOT SET UP KIT® FOR 1999-'07 BIG TWINS WITH STOCK CYLINDER HEADS

**S&S® 95" HOT SET UP KITS®
FOR 1999-'06 CARBURETED BIG TWINS WITH STOCK CYLINDER HEADS**

Model Year	Displacement	Cam	Fuel System	Piston Type	Valve Springs	Part No.	MSRP
1999-'04	95"	570G	Super E Carb	92-1200 Series	S&S 640"	106-0172	\$1,764.95
1999-'04	95"	585G	Super E Carb	92-1200 Series	S&S 640"	106-0173	\$1,764.95
2005	95"	570G	Super E Carb	92-1200 Series	Use Stock	106-1082	\$1,634.95
2005	95"	585G	Super E Carb	92-1200 Series	Use Stock	106-1083	\$1,634.95
2006	95"	570G	Super E Carb	92-1200 Series	Use Stock	106-1086	\$1,634.95
2006	95"	585G	Super E Carb	92-1200 Series	Use Stock	106-1087	\$1,634.95

All kits include pushrod kit and gear drive cam kits with gear kits.

Porting of stock cylinder heads is recommended to take advantage of cam lift.

Order pistons separately

**S&S® 95" HOT SET UP KITS®
FOR 2001-'06 FUEL INJECTED BIG TWINS WITH STOCK CYLINDER HEADS**

Model Year	Displacement	Cam	Induction	Piston Type	Valve Springs	Part No.	MSRP
2001-'04	95"	570G	S&S Teardrop Air Cleaner	92-1200 Series	S&S 640"	106-0174	\$1,484.95
2001-'04	95"	585G	S&S Teardrop Air Cleaner	92-1200 Series	S&S 640"	106-0175	\$1,484.95
2005-'06*	95"	570G	S&S Teardrop Air Cleaner	92-1200 Series	Use Stock	106-1084	\$1,354.95
2005-'06*	95"	585G	S&S Teardrop Air Cleaner	92-1200 Series	Use Stock	106-1085	\$1,354.95
2006 Dyna™	95"	570G	S&S Teardrop Air Cleaner	92-1200 Series	Use Stock	106-0177	\$1,444.95
2006 Dyna	95"	585G	S&S Teardrop Air Cleaner	92-1200 Series	Use Stock	106-0178	\$1,444.95

*All 2006 fuel injected Harley-Davidson® big twin models except Dyna™.

Kits fit engines with Delphi® fuel injection system only.

Porting of stock cylinder heads is recommended to take advantage of cam lift.

Order pistons separately.

**S&S® 103" HOT SET UP KITS®
FOR 2007-UP FUEL INJECTED BIG TWINS WITH STOCK CYLINDER HEADS**

Model Year	Displacement	Cam	Induction	Piston Type	Valve Springs	Part No.	MSRP
2007-Up	103"	570G	S&S Teardrop Air Cleaner	106-0432 Series	Use Stock	106-0177	\$1,444.95
2007-Up	103"	585G	S&S Teardrop Air Cleaner	106-0432 Series	Use Stock	106-0178	\$1,444.95

All kits include pushrod kit and gear drive cam kits with gear kits.

Porting of stock cylinder heads is recommended to take advantage of cam lift.

Order pistons separately

S&S PERFORMANCE GUIDE

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S&S® 95" AND 103" SUPER STOCK® HOT SET UP KITS® FOR 1999-UP BIG TWIN ENGINES

Kits Include...

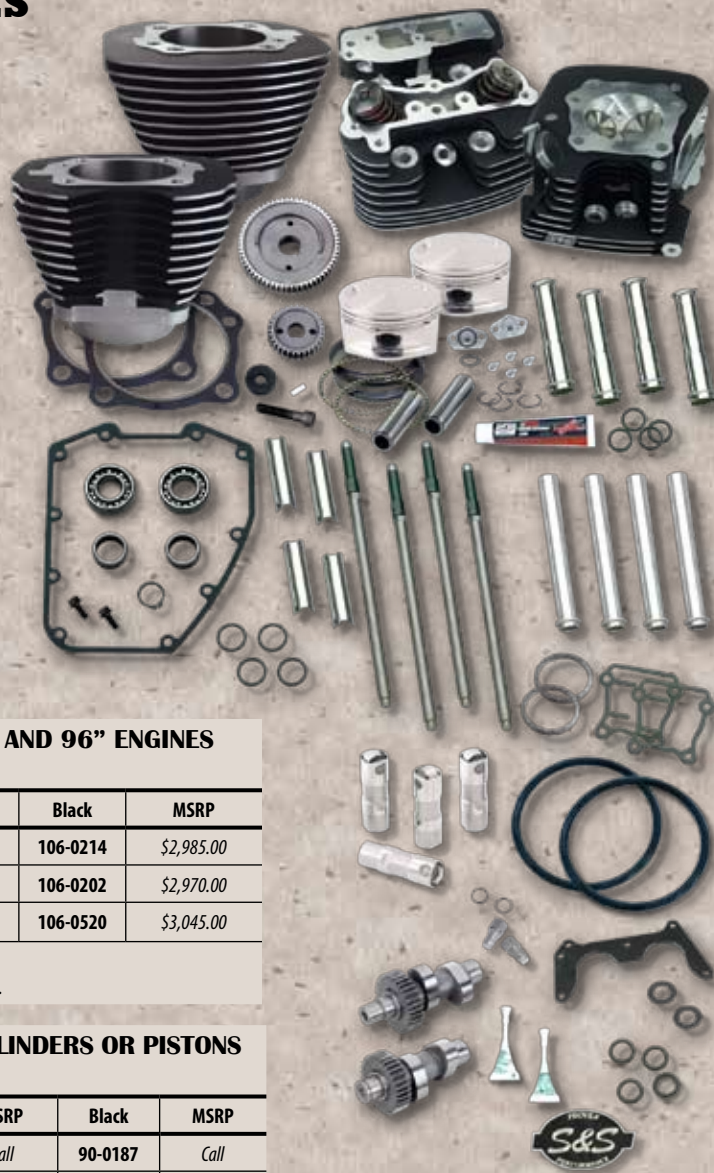
S&S Super Stock cylinder heads, S&S 585G gear drive cams, tappets, and all required gaskets. Kits are sold without a fuel system, so you can purchase either the Super E carb kit, an S&S single bore EFI kit or a complete S&S Variable Fuel Injection (VFI) kit to finish the engine.

Two Types Of Kits

One type of kit contains S&S cylinders and pistons. These kits are mainly intended for converting 88" engines to 95", or converting 96" engines to 103" by replacing the cylinders. The ease and speed of this conversion is a definite advantage, and may make it cost effective to use for existing 95" or 103" engines as well.

The second type of kit does not include cylinders or pistons. These kits are intended for installation in existing 95" or 103" engines which already have 3/8" bore cylinders. They are also handy for the shop that prefers to bore the stock 3/4" bore cylinders to 3/8" bore. Pistons are ordered separately depending on the piston oversize required.

Both kits are available in natural aluminum and black powdercoat finish.



S&S® 95" & 103" SUPER STOCK® HOT SET UP KITS® FOR 88" AND 96" ENGINES

Includes S&S 3/8" bore cylinders and pistons.

Application	Displacement	Natural	MSRP	Black	MSRP
1999-'06 except 2006 Dyna™ Models	95"	106-0213	\$2,815.00	106-0214	\$2,985.00
2006 Harley-Davidson® Dyna Models*	95"	106-0201	\$2,885.00	106-0202	\$2,970.00
2007 Harley-Davidson- All 96" Big Twin Models	103"	106-0519	\$2,875.00	106-0520	\$3,045.00

Increasing the bore size of 88" engines to 3/8" will result in 95" displacement.

However increasing the bore size of a 96" engine to 3/8" will result in 103" displacement, due to the difference in stroke.

S&S® 95" & 103" SUPER STOCK HOT SET UP KITS® WITHOUT CYLINDERS OR PISTONS

No cylinders and pistons included. Order pistons separately.

Application	Displacement	Piston Series	Natural	MSRP	Black	MSRP
1999-'06 except 2006 Dyna™ Models	95"	92-1200	90-0186	Call	90-0187	Call
2006 Harley-Davidson® Dyna Models	95"	92-1200	106-0179	\$2,294.95	106-0180	\$2,379.95
2007-Up All Big Twin Models	103"	106-0432	106-0179	\$2,294.95	106-0180	\$2,379.95

Increasing the bore size of 88" engines to 3/8" will result in 95" displacement. However increasing the bore size of a 96" engine to 3/8" will result in 103" displacement, due to the difference in stroke. Be sure to order the correct pistons for the application.

NOTES:

- Stock 2007 and later big twin engines have a displacement of 96" with a 4 1/2" stroke. Installation of an S&S 3/8" bore piston increases the displacement to 103". Kits without pistons that fit 2006 88" Dyna™ models and 2007 96" are identical, but the pistons, which are purchased separately are not. Be sure to order the correct piston for the application.
- VFI kits are only available through Certified S&S VFI Tuning Center. Visit our website at www.sscycle.com to find the nearest S&S Certified S&S VFI Tuning Center.
- S&S single bore EFI kits do not contain S&S VFI modules and are available to all S&S dealers.
- S&S single bore EFI kits may be used with the S&S VFI modules for 1999-'01 and 2001-'05 engines. The S&S closed loop sensor kit is also recommended. See a local S&S VFI tuning center for details. Single bore EFI kits may also be used on 1999-'05 EFI models with other aftermarket modules

1958-2008

50TH ANNIVERSARY



Continued -

S&S® 95" AND 103" SUPER STOCK® HOT SET UP KITS® FOR 1999-UP BIG TWIN ENGINES

S&S tuned intake systems give increased performance with more aggressive styling. Kits include red filters. Blue filters are available separately.

Fuel Systems

For 95" and 103" Hot Set Up Kits...

For Carbureted Engines

S&S Super E Carburetor

Fits 95" and 103" carbureted models 1999-'06.

1999-2006 MSRP \$509.95 11-0450

For Fuel Injected Engines

S&S Single Bore EFI Induction Kits with Teardrop Air Cleaner

Fits 1999-'01 models. MSRP \$1099.95 17-5080

Fits 2001-'05 models. MSRP \$954.95 17-5075

Fits 2006-up models. MSRP \$929.95 106-1186

NOTE: Does not contain an S&S Module - may be used with other programmable EFI modules. S&S VFI Module is highly recommended.



S&S Variable Fuel Injection Modules

1995½-2001 (Replaces stock Magneti Marelli® module.)

..... MSRP \$599.95 55-5006

2001-up (Replaces stock Delphi® module.)

..... MSRP \$599.95 55-5090

Optional S&S Single Bore Tuned Induction Kits

Natural Finish MSRP \$239.95 17-1001

Black Wrinkle Finish MSRP \$259.95 17-1003

Chrome Finish MSRP \$324.95 17-1005

Adapter Bracket Kit

..... MSRP \$374.95 17-1047

92-1200 Series Pistons

92-1200 SERIES PISTONS S&S® 95" HOT SET UP KIT® FOR 1999-'06 BIG TWINS

Oversize	Part No.	MSRP
Standard	92-1200	\$329.95
+.005	92-1204	\$329.95
+.010	92-1201	\$329.95
+.020	92-1202	\$329.95
Cylinder & Piston Kit - Natural	91-7046	\$794.95
Cylinder & Piston Kit - Black	91-7047	\$879.95

106-0432 Series Pistons

106-0432 SERIES PISTONS S&S® 103" HOT SET UP KIT® FOR 2007 BIG TWINS

Oversize	Part No.	MSRP
Standard	106-0432	\$289.95
+.005	106-0433	\$289.95
+.010	106-0434	\$289.95
Cylinder & Piston Kit - Natural	106-1068	Call
Cylinder & Piston Kit - Black	106-1069	Call



S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

S&S® 106" HOT SET UP KIT®

For 1999-'06 Carbureted and 1999-'07 Fuel Injected Big Twins

The heart of this 106" Hot Set Up Kit is a set of S&S stroker flywheels. The 4½" stroke flywheels together with the 3⅞" 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 chrome moly pushrods, and all required gaskets and seals. Fuel system must be purchase separately.

Order Fuel System and Pistons Separately

An S&S Super G carburetor, or a single throat EFI system and either a set of S&S stroker pistons or a piston and cylinder set must be purchased separately to complete the engine. Stock 88" or 96" cylinders can be bored from the stock 3¼" to 3⅞" with no problems. S&S also has 3⅞" bore cylinders available for those who prefer to replace their existing cylinders. Cylinder and piston kits are available with black powdercoat or natural aluminum finish.

This kit requires special S&S pistons.

Order the required piston oversize from this chart.



92-1210 Series Pistons

92-1210 SERIES PISTONS S&S® 106" HOT SET UP KIT®

Oversize	Part No.	MSRP
Standard	92-1210	\$299.95
+.005	92-1214	\$299.95
+.010	92-1211	\$299.95
+.020	92-1212	\$299.95
Cylinder & Piston Kit - Natural	91-7060	\$814.95
Cylinder & Piston Kit - Black	91-7061	\$899.95

S&S® 106" HOT SET UP KITS® FOR HARLEY-DAVIDSON® TWIN CAM 88® AND TWIN CAM 96™ ENGINES

Engine Style	Natural		Black	
	Part No.	MSRP	Part No.	MSRP
Twin Cam 88	106-0193	\$3,995.00	106-0194	\$4,080.00
Twin Cam 88B	106-0195	\$4,035.00	106-0196	\$4,120.00
2006 Dyna™ & All 2007 Twin Cam 96 Models	106-0203	\$4,110.00	106-0204	\$4,195.00
2007 Twin Cam 96B™	106-0103	\$4,195.00	106-0104	\$4,280.00

All kits include pushrod kit and gear drive cam kits with gears.

The heads included in these kits have 89cc combustion chambers.

Order pistons separately.



Continued -

S&S® 95" AND 103" SUPER STOCK® HOT SET UP KITS® FOR 1999-UP BIG TWIN ENGINES

S&S tuned intake systems give increased performance with more aggressive styling. Kits include red filters. Blue filters are available separately.

Fuel Systems For 106" Hot Set Up Kits...

For Carbureted Engines

S&S Super E Carburetor

Fits 106" carbureted models 1999-'06.

1999-2005MSRP \$529.95 11-0451

2006MSRP \$509.95 106-0874

For Fuel Injected Engines

S&S Single Bore EFI Induction Kits with Teardrop Air Cleaner

Fits 1999-'01 models.MSRP \$1,099.95 17-5080

Fits 2001-'05 models.MSRP \$954.95 17-5075

Fits 2006-up models.MSRP \$929.95 106-1186

NOTE: Does not contain an S&S Module –may be used with other programmable EFI modules. S&S VFI™ Module is highly recommended.

S&S Variable Fuel Injection Modules

1995½-2001 (Replaces stock Magneti Marelli® module.)

.....MSRP \$599.95 55-5006

2001-up (Replaces stock Delphi® module.)

.....MSRP \$599.95 55-5090



Optional S&S Single Bore Tuned Induction Kits

Natural Finish.....MSRP \$239.95 17-1001

Black Wrinkle FinishMSRP \$259.95 17-1003

Chrome Finish.....MSRP \$324.95 17-1005

Adapter Bracket Kit

.....MSRP \$374.95 17-1047

Who Knows How To Do It Better Than The Trained Technicians At S&S Cycle?

Let us install an S&S Hot Set Up Kit® in your stock crankcases!

- Expert assembly and machine work – one year warranty!
- Talk to your local S&S Dealer for details.
- Visit S&S Cycle on the web (www.sscycle.com) and find an S&S Dealer near you!



Disassembly and inspection.



Crankcase modifications.



Final assembly.

Email us at sscust@sscycle.com

S&S PERFORMANCE GUIDE

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S&S® 116" SUPER SIDEWINDER® HOT SET UP KITS® FOR 1999-'06 BIG TWINS



116" Hot Set Up Kit

S&S 116" Super Sidewinder Hot Set Up Kits are available for carbureted and fuel injected Harley-Davidson® Twin Cam 88® and Twin Cam 96™ engines.

The 116" displacement is achieved with S&S 4" bore cylinders and an S&S 4 5/8" stroker flywheel assembly. The 116's larger displacement and slightly higher 10.4:1 compression in the kits with S&S cylinder heads, make it necessary to include a set of more aggressive S&S 625G gear drive cams, a set of S&S electric compression releases, and S&S rocker boxes to assure dependable starting. S&S 116" Hot Set Up Kits are also available without S&S cylinder heads. These kits have an even more aggressive S&S 640G cams since they will likely be used with other aftermarket heads resulting in higher compression. Kits without heads do not include compression releases, or rocker boxes.

Special Fuel Systems

A special Super G carb kit, and special single bore fuel injection kits are available. These carb and fuel injection kits feature the classic S&S teardrop air cleaner and have the correct length manifold for the 116" kit. S&S single bore EFI systems do not include an S&S VFI module, allowing customers to use an existing programmable EFI module if desired. However the S&S VFI module is highly recommended.

S&S Variable Fuel Injection Modules

- 1995½-2001 (Replaces stock Magneti Marelli® module.)
..... MSRP \$599.95 55-5006
- 2001-up (Replaces stock Delphi® module.)
..... MSRP \$599.95 55-5090

SPECIAL S&S® FUEL SYSTEMS FOR 116" SUPER SIDEWINDER® HOT SET UP KIT®

Fuel System Type	1999-'01	MSRP	2001-'05	MSRP	2006	MSRP
Super G Carb Kit	11-0466	\$529.95	11-0466	\$529.95	11-0466	\$529.95
S&S Single Bore EFI	17-5083	\$1099.95	17-5078	\$954.95	106-1187	\$929.95

*Does not contain an S&S VFI Module – may be used with other programmable EFI modules. S&S VFI Module is highly recommended. See Below.

NOTE - To install the Super Sidewinder Hot Set Up Kit, stock crankcases must be bored to accept the 4" big bore cylinders. Stock cylinder stud pattern and studs are retained.

S&S® 116" SUPER SIDEWINDER® HOT SET UP KITS® FOR HARLEY-DAVIDSON® TWIN CAM 88® ENGINES

Displacement	1999-'05 Twin Cam 88® Engines				2000-'05 Twin Cam 88B® Engines				2006 Dyna™ and All 2007 Unbalanced Models			
	Black	MSRP	Natural	MSRP	Black	MSRP	Natural	MSRP	Black	MSRP	Natural	MSRP
116"	106-0198	\$4,885.00	106-0197	\$4,715.00	106-0200	\$4,935.00	106-0199	\$4,765.00	106-0206	\$4,965.00	106-0205	\$4,795.00

S&S® SUPER SIDEWINDER® HOT SET UP KITS® WITHOUT CYLINDER HEADS FOR 1999-'06 HARLEY-DAVIDSON® TWIN CAM 88® ENGINES EXCEPT 2006 DYNA™ MODELS

Displacement	Twin Cam 88® Engines				Twin Cam 88B™ Engines			
	Black	MSRP	Natural	MSRP	Black	MSRP	Natural	MSRP
116"	106-1254	\$3,100.00	106-1255	\$3,015.00	106-1256	\$3,150.00	106-1257	\$3,065.00



S&S® 124" HOT SET UP KIT® FOR 1999-'07 BIG TWINS!



124" HOT SET UP KITS® FOR HARLEY-DAVIDSON® TWIN CAM 88®, TWIN CAM 88B™, TWIN CAM 96™, AND TWIN CAM 96B™ ENGINES

(Kits include S&S® Super Stock® Cylinder Heads) (10.8:1 Compression)

Model or Engine Type	Finish	Part No.	MSRP
1999 - '06 Twin Cam 88 Except 2006 Dyna™	Natural	106-0181	\$5074.95
1999 - '06 Twin Cam 88 Except 2006 Dyna™	Black	106-0183	\$5244.95
1999 - '06 Twin Cam 88B™	Natural	106-0185	\$5114.95
1999 - '06 Twin Cam 88B™	Black	106-0187	\$5284.95
2006 Dyna™ & All 2007 Twin Cam 96™	Natural	106-0209	\$5149.95
2006 Dyna™ & All 2007 Twin Cam 96™	Black	106-0210	\$5319.95
2007 Twin Cam 96B™	Natural	90-0172	\$5415.00
2007 Twin Cam 96B™	Black	90-0173	\$5585.00

124" HOT SET UP KITS® FOR HARLEY-DAVIDSON® TWIN CAM 88®, TWIN CAM 88B™, TWIN CAM 96™, AND TWIN CAM 96B™ ENGINES

(Already equipped with S&S® Super Stock® Cylinder Heads) (11.0:1 Compression)

Model or Engine Type	Finish	Part No.	MSRP
1999 - '06 Twin Cam 88 Except 2006 Dyna™	Natural	106-0189	\$3314.95
1999 - '06 Twin Cam 88 Except 2006 Dyna™	Black	106-0190	\$3399.95
1999 - '06 Twin Cam 88B™	Natural	106-0191	\$3344.95
1999 - '06 Twin Cam 88B™	Black	106-0192	\$3429.95
2006 Dyna™ & All 2007 Twin Cam 96™	Natural	106-0207	\$3399.95
2006 Dyna™ & All 2007 Twin Cam 96™	Black	106-0208	\$3484.95
2007 Twin Cam 96B™	Natural	90-0174	\$3615.00
2007 Twin Cam 96B™	Black	90-0175	\$3700.00

Build a 124 With Your Stock Cases

The S&S 124" Hot Set Up Kit allows owners of 1999-'07 Harley-Davidson® motorcycles to upgrade their stock 88" or 96" engines to 124" using the stock crankcases. There are a couple of good reasons to install this kit as opposed to installing a complete 124" S&S engine. The first reason 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™ engines, or engines for 2006 Dyna™ or any 2007 models.

Available In Three Versions

Three versions of 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 second type has a flat topped piston and is intended for use with existing S&S 89cc chamber cylinder heads and yields a compression ratio of 11:1. This kit does not include S&S compression releases, but nearly all S&S 89cc heads are machined to accept them. The third version contains a dished piston designed to provide a 10.8:1 compression ratio with stock cylinder heads. While this kit costs less, the stock cylinder heads will not provide the same level of performance, and starting will be harder due to the lack of compression releases. Only the kits for existing S&S heads and kits that include heads are available for 2006 Dyna and all 2007 models. All versions of the 124 Hot Set Up Kit are available in natural aluminum and black wrinkle powdercoat finish.

Choose A Fuel System

These Hot Set Up Kits do not include a fuel system. Please select either an S&S Super G carb or Single Bore EFI system on the next page.

124" HOT SET UP KITS® FOR HARLEY-DAVIDSON® TWIN CAM 88®, TWIN CAM 88B™, TWIN CAM 96™, AND TWIN CAM 96B™ ENGINES

(With Stock Cylinder Heads) (10.8:1 Compression)

Model or Engine Type	Finish	Part No.	MSRP
1999 - '06 Twin Cam 88 Except 2006 Dyna™	Natural	106-0182	\$3,540.00
1999 - '06 Twin Cam 88 Except 2006 Dyna™	Black	106-0184	\$3,625.00
2006 Dyna and 2007 Twin Cam 96™	Natural	106-0211	Call
2006 Dyna and 2007 Twin Cam 96™	Black	106-0212	Call
1999 - '06 Twin Cam 88B™	Natural	106-0186	\$3,585.00
1999 - '06 Twin Cam 88B™	Black	106-0188	\$3,670.00

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

Continued -

S&S® 124" HOT SET UP KIT® FOR 1999-'07 BIG TWINS!

Let S&S Do The Work For You!

Don't have the machining capabilities to bore the cases? Let S&S bore them for you! In fact, we can build the whole motor for you. Ask your S&S Customer Service Representative for more information.

Choose A Fuel System

These Hot Set Up Kits do not include a fuel system. Please select either an S&S Super G carb or Single Bore EFI system on the next page.

Complete The Package With A Fuel System

Select an S&S Super G carburetor, an S&S single bore EFI induction kit. All fuel system kits shown on this page come with the correct manifold for the 124" engine and include the slotted "Desperado" air cleaner cover for good looks and improved performance. The single bore EFI kits do not include a fuel injection module, and may be used with the S&S VFI or other programmable aftermarket fuel injection modules. The S&S tuned induction kit can be purchased as an accessory.

Fuel Systems for 124" Hot Set Up Kits For Carbureted Engines

S&S Super G Carburetor

Fits 124" carbureted models 1999-'06

.....MSRP \$529.95 11-0531

S&S Single Bore EFI Induction Kit With Teardrop Air Cleaner

(NOTE: Does not contain an S&S VFI Module – may be used with S&S VFI or other programmable EFI modules. S&S VFI module is highly recommended.)

Engines With S&S 4 1/8" Bore Heads

1999-'01 (With Desperado Air Cleaner Cover)

.....MSRP \$1099.95 17-5084

2001-'05 (With Desperado Air Cleaner Cover)

.....MSRP \$954.95 17-5079

2006-'07 (With Desperado Air Cleaner Cover.)

.....MSRP \$954.95 17-5085

NOTES:

- VFI kits are only available through Certified S&S VFI Tuning Centers. Visit our website at www.sscycle.com to find the nearest S&S Certified S&S VFI Tuning Center.
- S&S single bore EFI kits do not contain an S&S module and are available to all S&S dealers.



S&S tuned intake systems give increased performance with more aggressive styling. Kits include red filters. Blue filters are available separately.

Engines with Stock Heads Or S&S Heads With Stock Style Breather

1999-'01 (With Chrome Teardrop Air Cleaner Cover.)

.....MSRP \$1099.95 17-5082

2001-'05 (With Chrome Teardrop Air Cleaner Cover.)

.....MSRP \$954.95 17-5077

2006-'07 (With Chrome Teardrop Air Cleaner Cover.)

.....MSRP \$954.95 17-5086

Optional S&S Single Bore Tuned Induction Kits

Natural FinishMSRP \$239.95 17-1001

Black Wrinkle FinishMSRP \$259.95 17-1003

Chrome Finish.....MSRP \$234.95 17-1005

Adaptor Bracket Kits For Single Bore Tuned Induction

Stock Style HeadsMSRP \$374.95 17-1047

S&S 4 1/8" Bore Heads.....MSRP \$374.95 17-1046



S&S® Stroker Hot Set Up Kit® For Victory® Freedom™ Engines

S&S stroker Hot Set Up Kits for Victory Freedom engines are available for 2003 and later Victory motorcycles equipped with 92" or 100" Victory Freedom engines. Unfortunately no kits are available for earlier Victory engines.

Installation of an S&S stroker Hot Set Up Kit is no more difficult than rebuilding a stock engine. All S&S parts are designed to bolt into the stock crankcase with no machining or modifications required. There are only a few minor clearancing operations that must be performed. These operations can be done in minutes with nothing more than a hand file or grinder.

2003-'05 Models Except Hammer and Touring Cruiser

Roller cam chain sprocket. MSRP \$3450.00 45-0901

2005 Hammer and All 2006-up Models except Touring Cruiser

Silent cam chain sprocket. MSRP \$3450.00 45-0903

NOTE: Available through Victory Dealers only!



Available Through Victory Dealers Only!

S&S® High Flow Polished Billet Air Cleaner Kits For Victory® Not ready for a Stroker Kit? But want to go faster?

If your budget won't handle a stroker kit right now, but you still want to go faster, may we suggest an S&S air cleaner assembly? Here's an opportunity to pick up some more power without breaking the bank, and look good doing it. An S&S polished billet aluminum air cleaner assembly with low restriction S&S air filter allows the engine to breath better and produce more power. To make the most of the increased air flow of the S&S air cleaner assembly, we also recommend a set of Victory Stage I mufflers.

Not only is this kit inexpensive to purchase, the installation cost is also minimal. There is no engine work involved. Just bolt it on, load the new calibration file, and go.

(Includes EFI calibration file) MSRP \$299.95 41-0021



S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

GO FAST! LOOK GOOD! S&S® APPAREL AND ACCESSORIES!

One part of the high performance thing is to go fast, but another part is to look good doing it. After all you gotta stop sometime. We suggest that you stop at your local S&S Dealer and investigate S&S® Body Parts® apparel and accessory line. What could be better than an S&S shirt or hat to go with the S&S parts on your bike? If you have a complete S&S engine, we have shirts with a picture of your engine on the back. How cool is that? If your dealer doesn't have your size in stock, any item can be ordered and be on your bod in a few days.

Looking For An S&S Dealer?

If you need to find an S&S Dealer in your area, the best way to do it is to log on to the S&S website at www.sscycle.com, and use the convenient dealer locator. Not only will you find out what dealers are in your area, you can see a map showing how to get there.

What if you don't have a dealer in your area? You can still get the cool stuff you need online, direct from S&S.



S&S 50th Anniversary Calendar

To celebrate our 50th anniversary, we are offering this commemorative, and possibly collectable, 50th Anniversary S&S calendar for 2008! This historic calendar features vintage photos from the S&S archives, used by permission of the Smith family. Not only will you know what the date is, you will get a daily insight into the making of an industry leader.

..... Call For Pricing 106-1525

1958-2008

50TH ANNIVERSARY



2

(1) **New!** Long Sleeved T-Shirt

features the S&S 50th Anniversary logo on a Hanes Beefy-T. 100% ring spun 6.1 oz. cotton with ribbed knit cuffs. Available in three colors.

Sizes M-XXL. MSRP \$29.95
Size XXXL. MSRP \$30.95

Size	White	Gray	Black
Medium	106-1217	106-1222	106-1227
Large	106-1218	106-1223	106-1228
XLarge	106-1219	106-1224	106-1229
2XLarge	106-1220	106-1225	106-1230
3XLarge	106-1221	106-1226	106-1231



1

Back Design

(2) **New!** 50th Anniversary Cap

Features the S&S 50th Anniversary logo. One size fits all.

Black MSRP \$25.95 PN 106-1250

(3) **New!** 50th Anniversary Decals

3" (5 Pack) MSRP \$6.95 PN 106-1245
5" (Each) MSRP Call PN 106-1246



3



4

(4) **New!** 50th Anniversary Patch

3" S&S 50th Anniversary logo in embroidery

Each Call For Pricing PN 106-1242
5 Pack MSRP \$34.95 PN 106-1243

(5) **New!** 50th Anniversary Tee

S&S anniversary logo on a 100% cotton Beefy-T in your choice of three colors.

Sizes M-XXL. MSRP \$24.95
Sizes XXXL. MSRP \$25.95

Size	White	Gray	Black
Medium	106-1202	106-1207	106-1212
Large	106-1203	106-1208	106-1213
XLarge	106-1204	106-1209	106-1214
2XLarge	106-1205	106-1210	106-1215
3XLarge	106-1206	106-1211	106-1216

5



Also available.
Gray
Black



Back Design

(6) **New!** S&S Anniversary Sweatshirt

Nine ounce 80% cotton/20% polyester no shrink crewneck featuring the 50th anniversary logo. Available in gray or black.

Sizes M-XXL. MSRP \$39.95
Sizes XXXL. MSRP \$41.95

Size	Gray	Black
Medium	106-1232	106-1237
Large	106-1233	106-1238
XLarge	106-1234	106-1239
2XLarge	106-1235	106-1240
3XLarge	106-1236	106-1241



Also Available
Gray



6

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

(7) S&S Logo T-Shirt

This T-shirt sports the S&S logo from any direction. Preshrunk, 100% cotton. Available in black.

Sizes M-XXL. MSRP \$19.95 PN 51-0139



(7) Back Design

(8) S&S Pewter Logo Cap

Made in black twill. One size fits all.

MSRP \$23.95 PN 51-0236



8



10

(9) New! X-Wedge™ Pin

New X-Wedge logo design.

MSRP \$8.95 PN 51-0958



9

(10) New! X-Wedge™ Project Cap

Low profile unstructured cap of cotton chino twill fabric with sewn eyelets and velcro™ closure. One size fits all.

MSRP \$25.95 PN 106-0413 (Blue) PN 106-0412 (Gray)

(11) Back Design



11

(11) New! The X-Wedge Is Now...

This t-shirt represents the new standard in v-twin performance. Available in gray only.

Sizes M-XXXL.

MSRP \$24.95

Size	Gray
Medium	51-0953
Large	51-0954
XLarge	51-0955
2XLarge	51-0956
3XLarge	51-0957



(1) Men's Longer Cut Mechanics Jacket

This hip length jacket is made from a durable cotton/polyester twill fabric and has a quilted lining for added warmth and comfort, available in black with the embroidered S&S logo patch.

Sizes Regular S-XXL. MSRP \$99.95 PN 51-0210



1



2

(2) S&S Logo Belt Buckle

PN 51-0213 MSRP \$19.95



3

(3) Men's Mechanics Jacket

This popular jacket is made from a durable cotton/poly twill fabric and has a quilted lining for extra warmth and comfort, available in black. Note: We have chosen to stock the "tall" size for Large-XXXLarge - we have found this to be a much better fit for our customers, it will provide more comfort and longer arms for ease of use while working or riding, Sizes Regular S-M, Talls L-XXXL.

MSRP \$79.95 PN 51-0205



4

(4) Ladies S&S® Jeweled Mechanics Jacket

with sparkling jeweled logo - this durable, unlined, cotton/polyester twill jacket has our attractive jeweled S&S design, available in black, smaller petite fit.

Sizes S-XL. MSRP \$79.95

Size	Black
Small	51-0722
Medium	51-0723
Large	51-0724
XLarge	51-0725

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

(5) Back Design



(5) Ladies S&S Jeweled Shop Jacket

This durable, unlined, cotton/polyester twill jacket features our attractive jeweled S&S design and has a cool snap collar with zip front and zip sleeves. Available in pink, smaller petite fit.

Sizes S-XL MSRP \$79.95

Size	Pink
Small	51-0718
Medium	51-0719
Large	51-0720
XLarge	51-0721

5



6

(6) **New!** S&S Lapel Pin

S&S logo embossed in metal.

MSRP \$7.95 PN 51-0960

(7) Limited quantities in red.

(7) Ladies S&S® Logo Mechanics Jacket

this durable, unlined, cotton/polyester twill jacket has our popular embroidered patch logo design on the front and back, available in black or red, smaller petite fit.

Sizes S-XL. MSRP \$69.95

Size	Black	Red
Small	51-0326	51-0330
Medium	51-0327	51-0331
Large	51-0328	51-0332
XLarge	51-0329	51-0333



7

(8) Back Design



8

(8) Ladies S&S Logo Shop Jacket

This durable cotton/polyester twill jacket is unlined, has a cool snap collar, and sports the popular embroidered S&S logo patch on the front and back, available in black or pink, smaller petite fit.

Sizes S-XL. MSRP \$69.95

Size	Black	Pink
Small	51-0334	51-0338
Medium	51-0335	51-0339
Large	51-0336	51-0340
XLarge	51-0337	51-0341



1

(1) Ladies Mechanics Shirt

made of 35% cotton/65% polyester material for durability and wear. Available with the popular embroidered patch, this fuller-cut shirt looks great, wears great, and will last a long time, available in black.

Sizes Misses S-XL.

MSRP \$46.95

Size	Black
Small	51-0318
Medium	51-0319
Large	51-0320
XLarge	51-0321

(3) Back Design

(4) Back Design



2

3

(2) Jeweled S&S® Shop Shirt

for the petite lady is woven 35% cotton/65% polyester. A button closure and taper cut makes this shirt great for a night out with the sparkle of the jeweled S&S name on both the front and the back. Available in black and pink.

Sizes Petite S-XL.

MSRP \$59.95

Size	Black	Pink
Small	51-0684	51-0688
Medium	51-0685	51-0689
Large	51-0686	51-0690
XLarge	51-0687	51-0691

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

(4) Men's Mechanics Shirt, Long Sleeve -

Preshrunk 100% cotton, this shirt has the same simple and bold styling as the short sleeved mechanics shirts, this one will protect your arms from the elements of the shop or for some added warmth in cooler climates, the added comfort of 100% cotton makes this a great choice, available in black.

Sizes M-XXXL. MSRP \$59.95

Size	Black
Medium	51-0285
Large	51-0286
XLarge	51-0287
XXLarge	51-0288
XXXLarge	51-0289



(4) Back Design

(5) S&S® Logo Trucker Cap

High-quality Flexfit® brand cap with simple embroidered S&S patch on front. One size fits all.

PN 51-0916 MSRP \$28.95



5

(6) Men's S&S® Logo Service Shirt

Short sleeve available in gray, black, or gray striped, this durable and fashionable mechanic style shirt is 35% cotton/65% polyester, popular embroidered patch logo on the front and back shows the S&S brand with strength, this Proven Performance® shirt will stand the test of time

Sizes M-XXXL. MSRP \$49.95

Color	Part No.
Gray	51-0220
Black	51-0221
Stripe	51-0280



(6) Back Design

2

(3) S&S® Logo Shop Shirt

with the popular embroidered S&S patch is for the petite girl. This crop-top design is made of woven 35% cotton/65% polyester which gives it a little stretch for comfort. This button up shirt is a tapered petite fit and available in both black and pink.

Sizes Petite S-XL. MSRP \$46.95

Size	Black	Pink
Small	51-0680	51-0322
Medium	51-0681	51-0323
Large	51-0682	51-0324
XLarge	51-0683	51-0325



1

(1) Ladies Mechanics Shirt With Jeweled Accents

is made of 35% cotton/65% polyester material for durability and wear. Available with an attractive jeweled S&S design, this full cut shirt features bottom closure and double pockets on the front. Available in black.

Sizes Misses S-XL. MSRP \$59.95

Size	Black
Small	51-0692
Medium	51-0693
Large	51-0694
XLarge	51-0695

(2) Youth Mechanics Shirt made of 35% cotton/65% polyester material for durability and wear. Available with the popular embroidered patch, available in black. Sizes XS-L.

Size	Black	MSRP
XSmall	51-0414	\$42.95
Small	51-0416	\$42.95
Medium	51-0418	\$42.95
Large	51-0419	\$42.95



2



3

(3) Youth S&S Logo Mechanics Jacket

This durable, unlined, cotton/polyester black twill jacket has our popular embroidered patch logo design on the front and back. Sizes XS-L

Size	Black	MSRP
XSmall	51-0420	\$59.95
Small	51-0421	\$59.95
Medium	51-0422	\$59.95
Large	51-0423	\$59.95

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER



4

(4) S&S Logo Flame Cap

Features quality embroidery with Proven Performance® and buckle closure in back. One size fits all.

PN 51-0942 MSRP \$26.95

(5) S&S Mossy Oak® Camo Cap

Features black visor, buckle closure on back. One size fits all.

PN 51-0940 MSRP \$24.95



5

(6) S&S® Logo Washed Canvas Cap

is unstructured with metal eyelets and plenty of S&S branding, buckle closure in the back. One size fits all.

PN 51-0938 Olive MSRP \$25.95

PN 51-0939 Spice MSRP \$25.95



6



7

(7) S&S Checkered Flame Cap

This cap features the familiar S&S Proven Performance® logo in embroidery and a buckle closure in back. One size fits all.

PN 51-0941 MSRP \$26.95

For more S&S hats see your S&S dealer or visit us on the web at www.sscycle.com



8

(8) S&S® 3D Silver Bolt Cap

Black twill cap with embroidered S&S logo and white trimmed eyelets and button top, Velcro® closure on back with small USA flag. One size fits all.

PN 51-0235 MSRP \$21.95



(1) Back



(1 & 2) Front design.



(2) Back

(1, 2) Whatever Your Choice Of Ride,

we have a shirt to match. Some of our best sellers, these 100% heavy tees are very popular because of the high quality graphics that capture the detail of our engines. With our logo on the front and the large detailed engine image on the back, people are sure to see your S&S engine from a distance, available in black.

Sizes M-XXL. MSRP \$22.95

Style	Black
(1) Shovels Rule	51-0207
(2) Powered By	51-0209



3

(3) S&S Logo Repeated...

On a classic heather blue and navy ringer t-shirt, made of 90% cotton/10% polyester.

Sizes M-XXL

Size	Blue	MSRP
Medium	51-0706	\$22.95
Large	51-0707	\$22.95
XLarge	51-0708	\$22.95
XXLarge	51-0709	\$22.95



Heather Gray/Black Trim

White/Red Trim

White/Blue Trim



Three other colors available.

(4) Classic Ringer For Kids in 90% cotton/10% poly - available in a variety of color combinations. Shown in heather gray with blue trim, also can be ordered with black trim, or white body with either blue or red trim.

Sizes S-L

Size	Gray/Blue	Gray/Black	White/Blue	White/Red	MSRP
Small	51-0926	51-0929	51-0932	51-0935	\$19.95
Medium	51-0927	51-0930	51-0933	51-0936	\$19.95
Large	51-0928	51-0931	51-0934	51-0937	\$19.95

S&S PERFORMANCE GUIDE

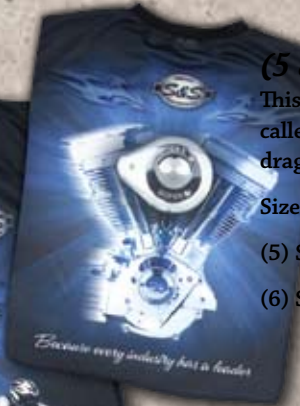
SEE YOUR S&S DEALER

(5 & 6) Back Design

5



6



(5 & 6) High-Tech Moisture Wick Material

This premium t-shirt has incredible graphics thanks to an application called dye sublimation - check out the engine details and the cool drag bike image, Proven Performance® 100% made in the USA!

Sizes M-5XL.

(5) Sleeveless MSRP \$59.95

(6) Short Sleeve MSRP \$64.95

Size	Sleeveless	Sleeves
Medium	51-0745	51-0738
Large	51-0746	51-0739
XLarge	51-0747	51-0740
2Large	51-0748	51-0741
3XLarge	51-0749	51-0742
4XLarge	51-0750	51-0743
5XLarge	51-0751	51-0744



7

(7) S&S Tribal Design Tank

Made of high-tech moisture wick material, this premium "T" back top has an attractive tribal design and a built-in support bra, the material is a comfortable lycra blend and made in the USA!

Sizes S-XXL

MSRP \$57.95

Size	Black
Small	51-0758
Medium	51-0759
Large	51-0760
XLarge	51-0761
XXLarge	51-0762



8

(8) Flaming Jersey Shirt

of high-tech moisture wick material, has incredible graphics thanks to an application called dye sublimation - check out the realistic flames on this jersey and wear the S&S brand with pride - 100% made in the USA!

Sizes M-5XL.

MSRP \$69.95

Size	Black
Medium	51-0731
Large	51-0732
XLarge	51-0733
2XLarge	51-0734
3XLarge	51-0735
4XLarge	51-0736
5XLarge	51-0737



Disclaimer

The names Harley®, Harley-Davidson®, H-D® and all trademarks owned by Harley-Davidson and its affiliated companies, and all H-D and Buell® part numbers and model designations are used for reference only. S&S Cycle is in no way associated with or authorized by Harley-Davidson Motor Co. to manufacture and sell any of the engine parts described in this catalog.

The installation of any S&S part may void or otherwise adversely affect your factory warranty. In addition, such installation and use may violate certain federal, state and local laws, rules and ordinances as well as other laws when used on motor vehicles operated on public highways, especially in states where pollution laws may apply.

Always check federal, state, and local laws before modifying your motorcycle.

It is the sole and exclusive responsibility of the user to determine the suitability of the product for his or her use, and the user shall assume all legal, personal injury risk, and liability and all other obligations, duties and risks associated therewith. S&S parts are intended for the very experienced off-road rider only

OBTAINING WARRANTY SERVICE

What Are The Procedures To Obtain Service Under This Warranty?

To obtain service under this warranty, the original Consumer Purchaser should immediately contact the dealer where the Engine was purchased. The dealer will then contact the Company for a determination as to whether the defect in the Engine or part is covered by this warranty.

THE DEALER OR SERVICE PROVIDER MUST RECEIVE AUTHORIZATION FROM THE COMPANY BEFORE PROVIDING SERVICE UNDER THIS WARRANTY.

In the event that the Company determines the Engine or part must be returned to the Company for evaluation or service, the Company will provide the dealer with a Return Authorization Number to put on the shipping container for identification.

The original Consumer Purchaser or dealer must clean and properly package the Engine or part so as not to cause further damage and return the Engine or part, shipping costs prepaid, to the Company. The Return Authorization Number must be clearly visible on the outside of the shipping container. If the Engine or part must be cleaned prior to warranty inspection the cost of cleaning will be charged to the original Consumer Purchaser or dealer.

The original Consumer Purchaser or dealer must also send to the Company a detailed explanation of the relevant facts concerning the nature of the problem, the specific use of the Engine, and the circumstances giving rise to the defect or problem.

NOTE:

Use the address above to the right for all warranty returns.

If it is not practicable to contact the dealer for warranty service, the original Consumer Purchaser may contact the Company at the following address, telephone number, fax number or e-mail address:

S&S® Cycle, Incorporated
Attention: Customer Support
322 Causeway Blvd.
La Crosse, WI 54603

Phone: 608-627-8324 • Fax: 608-627-0766

Email: sstech@sscycycle.com

Direct Phone: 608-627-TECH (8324)

Are There Other Warranties?

THE WARRANTIES STATED IN THIS WARRANTY REPLACE ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING WITHOUT LIMITATION, THOSE OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, AND ANY OTHER OBLIGATIONS OR LIABILITIES ON THE PART OF THE COMPANY WHETHER IN CONTRACT, WARRANTY, NEGLIGENCE OR OTHERWISE, TO THE EXTENT NOT PROHIBITED BY LAW.

Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

How Do State Laws Relate To This Warranty?

This warranty gives you specific legal rights. You may also have other rights that vary from state to state.

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

Continued -

OBTAINING WARRANTY SERVICE

What Must The Original Consumer Purchaser Do To Qualify For Warranty Coverage?

Within thirty (30) days after the date of purchase of the Engine, the selling Dealer must return the completed Warranty Registration Form (included with the engine shipment), along with a copy of the invoice, evidencing such purchase to the Company. Upon receipt of the Warranty Registration Form by the Company, the MSO will be sent to the selling Dealer by the Company. The selling Dealer is responsible for forwarding the original MSO to the Consumer Purchaser. The Warranty Card will be sent by The Company to the Consumer Purchaser based on the information completed by the Selling Dealer within the returned Warranty Registration Form. The Warranty Registration Form should be returned to the Company at the following address by the selling Dealer:

S&S® Cycle, Incorporated
Attention: Customer Support
235 Causeway Blvd.
La Crosse, WI 54603

Phone: 608-627-8324 • Fax: 608-627-0766

Email: sstech@sscycle.com

Direct Phone: 608-627-TECH (8324)

THIS WARRANTY IS VOIDABLE AT THE COMPANY'S OPTION IF THE ORIGINAL SELLING DEALER DOES NOT RETURN TO THE COMPANY THE WARRANTY REGISTRATION FORM AND A COPY OF THE INVOICE WITHIN THIRTY (30) DAYS FROM THE DATE OF PURCHASE OF THE ENGINE.



NOTE:

Use the address at left for all warranty returns.

S&S® WARRANTY BREAKDOWN

IGNITION TYPE	ASSEMBLED BY S&S	ENGINE DISPLACEMENT	1 YEAR PARTS	1 YEAR PARTS & LABOR *	2 YEAR PARTS & LABOR *	3 YEAR PARTS & LABOR *
Aftermarket	No	80" - 120"	X			
Aftermarket	No	121" and Up	X			
S&S Super Stock	Yes	80" - 120"			X	
S&S Super Stock	Yes	121" and Up		X		
S&S IST Ignition	Yes	80" - 120"				X
S&S IST Ignition	Yes	121" and Up			X	
S&S VFI Module	Yes	80" - 120"			X	
S&S VFI Module	Yes	121" and Up		X		

* Labor to be performed at the S&S Warranty and Rebuild Facility or a Certified S&S Proven Performance Center.



LIMITED WARRANTY COMPLETE FACTORY-ASSEMBLED ENGINES

Who Is Covered By This Warranty?

This warranty covers only the **original Consumer Purchaser** of the Complete Factory-Assembled Production Engine (the "Engine") and is not transferable.

What Does This Warranty Cover?

S&S® Cycle, Incorporated (the "Company") warrants this Engine to be free from defects in material and workmanship. If the Engine or any part thereof becomes defective during the warranty coverage period, the Company will, at its option, repair or replace the Engine or any, or all, defective parts. Repair or replacement of defective parts is the sole and exclusive remedy.

How Long Is The Warranty Coverage?

The warranty coverage remains in force for a period of twelve (12) months from the date that the **original Consumer Purchaser** buys the Engine. Engines specifically designed for and sold with the S&S Intelligent Spark Technology ignition system and assembled at S&S are covered by a special thirty-six (36) month warranty on any street application displacement under 120", and covered by a special twenty four (24) month warranty on any street application displacement over 120". All street application engines assembled by S&S utilizing the "Super Stock" ignition or S&S Variable Fuel Injection module under 120" displacement will be covered by a special twenty four (24) month warranty. Engines specifically designed for and sold with the S&S Super Stock® ignition system or S&S Variable Fuel Injection module over 120" will be covered by a twelve (12) month warranty on parts and labor. However, warranty coverage will automatically terminate if the original Consumer Purchaser sells or otherwise transfers all or any portion of the engine.

What Is Not Covered By This Warranty?

The Company shall not pay or be responsible for the cost of shipping the defective Engine or part to the Company for service under this warranty, nor will the Company pay for the cost of labor to remove and/or replace the defective engine or part.

Moreover, the Company shall have no obligation under this warranty in the event that the Engine becomes defective in whole or in part as a result of improper installation, break-in, maintenance, or use, or any other misuse or mistreatment of the Engine, including, without limitation, operation of the Engine with fuels, oils or lubricants not conforming to specifications published by the Company for use in or with the Engine or continued operation of the Engine after a defect or malfunction occurs or is identified or suspected.

The Company shall have no obligation under this warranty for defects in the Engine's powdercoat finish, when that option is selected, if the defects are caused by, but not limited to, negligence of parties other than Company; an accident; ordinary wear and tear; assembly or disassembly; power washing; natural occurrences like stone chips; bead blasting; improper maintenance including the use of any harsh cleaning agent, chemical or solvent; and salt or other substances used on streets and highways for maintenance and safety. This warranty does not cover consumables, that is, those parts consumed in the normal operation of the Engine.

The Company provides touch-up paint with each powdercoated Engine. It is the customer's responsibility to repair minor finish damage to prevent or inhibit further deterioration.

It is the responsibility of the original Consumer Purchaser to cease operation as soon as a defect or malfunction is identified or suspected. The failure to cease operation once a defect or malfunction exists can cause substantial damage to the Engine that could otherwise be avoided.

In addition, the Company shall have no obligation under this warranty for defects in the Engine caused by alteration including, but not limited to: polishing, powdercoating, painting, removing or reconfiguring any components, modification, repair, or unauthorized service of the Engine.

The Company shall have no obligation under this warranty if the Engine is used in racing or similar competitive activities. The Company shall have no obligation under this warranty when a competition application, including but not limited to a turbocharger, supercharger or nitrous oxide, is used with the Engine. Further, the Company shall have no obligation under this warranty for any Engine that includes a Competition Package Option since the Package is for use in racing and similar competitive activities.

THE COMPANY SHALL NOT BE LIABLE FOR AND DISCLAIMS ALL CONSEQUENTIAL, INCIDENTAL, PUNITIVE OR SPECIAL DAMAGES ARISING OUT OF THE USE OF, OR INABILITY TO USE, THE ENGINE.

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above exclusion may not apply to you.

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER

LIMITED WARRANTY STANDARD PARTS

Who Is Covered By This Warranty?

This warranty covers only the original Consumer Purchaser of these parts and is not transferable.

What Does This Warranty Cover?

S&S® Cycle, Incorporated (the "Company") warrants these parts to be free from defects in material and workmanship. If the parts become defective during the warranty coverage period, the Company will, at its option, repair or replace any, or all, defective parts. Repair or replacement of defective parts is the sole and exclusive remedy.

How Long Is The Warranty Coverage?

The warranty coverage remains in force for a period of twelve (12) months from the date that the original Consumer Purchaser buys the parts. However, warranty coverage will automatically terminate if the original Purchaser sells or otherwise transfers all or any portion of the purchased parts.

What Is Not Covered By This Warranty?

The Company shall not pay or be responsible for the cost of shipping the defective parts to the Company for service under this warranty, nor will the Company pay for the cost of labor to remove and/or replace the defective parts.

Moreover, the Company shall have no obligation under this warranty in the event that the parts become defective in whole or in part as a result of improper assembly, installation, break-in, maintenance, or use, or any other misuse or mistreatment of the parts, including, without limitation, operation of the parts with fuels, oils or lubricants not conforming to specifications published by the Company or continued operation of the parts after a defect or malfunction occurs or is identified or suspected.

The Company shall have no obligation under this warranty for defects in parts with a powdercoat finish, when that option is selected, if the defects are caused by, but not limited to, negligence of parties other than the Company; an accident; ordinary wear and tear; assembly or disassembly; power washing; natural occurrences like stone chips; bead blasting; improper maintenance including the use of any harsh cleaning agent, chemical or solvent; and salt or other substances used on streets and highways for maintenance and safety.

The Company provides touch-up paint with powdercoated parts. It is the customer's responsibility to repair minor finish damage to prevent or inhibit further deterioration.

It is the responsibility of the original Consumer Purchaser to cease operation as soon as a defect or malfunction is identified or suspected. The failure to cease operation once a defect or malfunction exists can cause substantial damage to the Company's parts that could otherwise be avoided.

In addition, the Company shall have no obligation under this warranty for parts defects caused by alteration including, but not limited to, polishing; powdercoating; painting; removing or reconfiguring any components; modification, repair, or unauthorized service.

The Company shall have no obligation under this warranty if the parts are used in racing or similar competitive activities. The Company shall have no obligation under this warranty when a competition application, including but not limited to a turbocharger, supercharger or nitrous oxide, is used with the Engine. Further, the Company shall have no obligation under this warranty for any parts that are included in a Competition Package Option offered by the Company since the Package is for use in racing and similar competitive activities.

THE COMPANY SHALL NOT BE LIABLE FOR AND DISCLAIMS ALL CONSEQUENTIAL, INCIDENTAL, PUNITIVE OR SPECIAL DAMAGES ARISING OUT OF THE USE OF, OR INABILITY TO USE, THESE PARTS.

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above exclusion may not apply to you.





S&S® CYCLE INVITES YOU TO JOIN THE 11-SECOND CLUB

Are you fast enough?

Here's How You Can Join Some Fast Company.

- First, go fast -- after breaking in your engine according to the manufacturer's instructions.
- Next, provide the documentation listed below.
- Then, toss everything in an envelope and send it to S&S®.
- We'll send you an official 11-Second club patch for your leathers or denims, a certificate authorizing braggin' rights, and a free club t-shirt.

Please Note:

Tell us a little about yourself and your motorcycle. Included the model and year, a list of all engine and frame modifications, the type of exhaust, and tire brand and model. Be sure to mention all S&S products used!

Submitted materials may be used for promotional purposes.

Members will receive a certificate, club patch, and t-shirt, but no payment or other considerations.

Here's What We Need From You:

1. Proof that your street-riden motorcycle (D.O.T. tires, full charging system, no wheelie bars or air shifts) equipped with S&S performance products, has turned an 11.99 or quicker quarter-mile time. We'll need an official timing slip from a sanctioned dragstrip dated after June 1, 2005 and signed by the timekeeper. (A good photocopy will do.) We don't care if you trailer the bike to the track, so long as it sees more action on the street than off. The registered owner must ride the motorcycle for the qualification pass.
2. A photograph of yourself, anyone else you'd care to include, and the motorcycle. Action shots are preferred if sharp and clear.
3. A signed copy of the statement below.

I do hereby attest that I have fulfilled all membership requirements of the S&S Cycle 11-Second Club as outlined above and that my motorcycle is fully licensed for use on all city, state and federal highways. I also attest that starting is self-contained or by kickstart, requiring no external mechanical devices, and that this motorcycle is ridden more often on the street than the racetrack. I understand that some risk to rider and equipment is present in all forms of motorcycle racing and do hereby accept all risks and liabilities associated therewith.

Signature

Date

T-Shirt Size



Please include a few words about yourself and your motorcycle. Include the model and year, a list of engine and frame modifications, displacement, compression ratio, type of exhaust, and tire brand. Be sure to mention any S&S products used!

Send inquiries and membership applications to: 11-Second Club, Attention: Carla Langyel

S&S Cycle, Inc. • 235 Causeway Blvd. • La Crosse, Wisconsin 54603 USA

Please allow 4 weeks for processing.

S&S PERFORMANCE GUIDE

SEE YOUR S&S DEALER



S&S® CYCLE INVITES YOU TO JOIN THE 10-SECOND CLUB

Are you fast enough?

Continuing in the Spirit of the 11-Second Club...

The 10-Second Club is for registered and licensed street motorcycles with S&S carbs or fuel injection. No wheelie bars are permitted. D.O.T. tires, full charging systems, lighting, and self-contained starters are required. Any chassis or engine modifications compatible with legitimate street-use are permitted. Mufflers are between you and the authorities, but the motorcycle must be street-ridden on a regular basis.

Please Note:

Tell us a little about yourself and your motorcycle. Included the model and year, a list of all engine and frame modifications, the type of exhaust, and tire brand and model. Be sure to mention all S&S products used!

Submitted materials may be used for promotional purposes.

Members will receive a certificate, club patch, and t-shirt, but no payment or other considerations.

Here's What We Need From You:

1. Proof that your street-ridden motorcycle is equipped with one of our carburetors or fuel injection and, hopefully, other S&S products as well, has turned a 10.999 or quicker quarter mile. Send either the original or a good photocopy of an official timing slip from a sanctioned dragstrip; it must be dated after 01/01/05 and signed by the timekeeper. The registered owner must ride the motorcycle for the qualifying pass.
2. Your t-shirt size and a photograph of yourself and the motorcycle. The carburetor must be in plain view.
3. A signed and dated copy of the statement below.

I do hereby attest that I have fulfilled all membership requirements of the S&S Cycle 10-Second Club as outlined above and that my motorcycle is fully licensed for use on all city, state and federal highways. I also attest that starting is self-contained or by kickstart, requiring no external mechanical devices, and that this motorcycle is ridden more often on the street than the racetrack. I understand that some risk to rider and equipment is present in all forms of motorcycle racing and do hereby accept all risks and liabilities associated therewith.

Signature

Date

T-Shirt Size



Please include a few words about yourself and your motorcycle. Include the model and year, a list of engine and frame modifications, displacement, compression ratio, type of exhaust, and tire brand. Be sure to mention any S&S products used!

Send inquiries and membership applications to: 10-Second Club, Attention: Carla Langyel

S&S Cycle, Inc. • 235 Causeway Blvd. • La Crosse, Wisconsin 54603 USA

Please allow 4 weeks for processing.



S&S® CYCLE INVITES YOU TO JOIN THE 9-SECOND CLUB

Are you fast enough?

Continuing in the Spirit of the 11 & 10-Second Clubs...

The 9-Second Club is for registered and licensed street motorcycles with S&S carbs or fuel injection. No wheelie bars are permitted. D.O.T. tires, full charging systems, lighting, and self-contained starters are required. Any chassis or engine modifications compatible with legitimate street-use are permitted. Mufflers are between you and the authorities, but the motorcycle must be street-ridden on a regular basis.

Please Note:

Tell us a little about yourself and your motorcycle. Included the model and year, a list of all engine and frame modifications, the type of exhaust, and tire brand and model. Be sure to mention all S&S products used!

Submitted materials may be used for promotional purposes.

Members will receive a certificate, club patch, and t-shirt, but no payment or other considerations.

Here's What We Need From You:

1. Proof that your street-ridden motorcycle is equipped with one of our carburetors or fuel injection and, hopefully, other S&S products as well, has turned a 9.999 or quicker quarter mile. Send either the original or a good photocopy of an official timing slip from a sanctioned dragstrip; it must be dated after 01/01/05 and signed by the timekeeper. The registered owner must ride the motorcycle for the qualifying pass.
2. Your t-shirt size and a photograph of yourself and the motorcycle. The carburetor must be in plain view.
3. A signed and dated copy of the statement below.

I do hereby attest that I have fulfilled all membership requirements of the S&S Cycle 9-Second Club as outlined above and that my motorcycle is fully licensed for use on all city, state and federal highways. I also attest that starting is self-contained or by kickstart, requiring no external mechanical devices, and that this motorcycle is ridden more often on the street than the racetrack. I understand that some risk to rider and equipment is present in all forms of motorcycle racing and do hereby accept all risks and liabilities associated therewith.

Signature

Date

T-Shirt Size



Please include a few words about yourself and your motorcycle. Include the model and year, a list of engine and frame modifications, displacement, compression ratio, type of exhaust, and tire brand. Be sure to mention any S&S products used!

Send inquiries and membership applications to: 9-Second Club, Attention: Carla Langyel

S&S Cycle, Inc. • 235 Causeway Blvd. • La Crosse, Wisconsin 54603 USA

Please allow 4 weeks for processing.