

PERFORMANCE KIT OVERVIEW FOR VINTAGE HARLEY-DAVIDSON® MODELS



SIDEWINDER® BIG BORE KITS FOR 1966-'84 BIG TWINS

Sidewinder big bore/stroker kits are available in displacements from 88" to 103". The 3%" bore cylinders are coupled with strokes from 4¼" to 5" to yield the various displacements (See 365). The most popular and highly recommended Sidewinder Kit is the 93" (3%" bore X 4½" stroke). This is also available as a Hot Set Up Kit which includes everything you need to achieve the potential of the increased displacement (See 370).



STOCK BORE STROKER KITS FOR 1936-'84 BIG TWINS AND IRONHEAD SPORTSTER®

Stock bore stroker kits were the original solution to attaining more cubic inches back in the day. They are still popular today because of they produce good power for less money. Stock bore strokers reuse most of the components of the stock engine, and don't require expensive crankcase machining so installation is also economical. Stroker kits are available for knuckles, pans, and shovels in 84" to 88" displacement. By far the 84" stroker is the most popular and is available as a Hot Set Up Kit. The Hot Set Up Kit comes with cam, carb pushrods, and valve springs that will allow you to take full advantage of the displacement increase (See 366). There is a 74" stroker for Ironhead Sportster that has been a favorite since the 1970s (See 367). Order the basic kit or configure your own Hot Set Up Kit with the CTO number.



RETRO CONVERSION KIT FOR 1966-'84 BIG TWINS

Give your shovel the nostalgic look of a panhead, gain performance, and upgrade to modern 1984-'99 style hydraulic valve train with one simple to install kit. (See 368)



CYLINDER HEAD AND VALVE TRAIN UPDATE KIT FOR 1953-'65 PANHEADS

Are your heads messed up? Upgrade your 1953-'65 panhead to modern 1984-'99 style valve train and get the benefits of a new set of performance cylinder heads in the bargain. (See 369)



TOP END REPLACEMENT KITS FOR 1966-'84 BIG TWINS

Restore that tired iron with a bolt-on Top End Replacement kit. Kit includes cylinders, pistons, cylinder heads and all gaskets and hardware. Available for 74" and 80" engines. (See 371)

SIDEWINDER® BIG BORE KITS FOR 1966-'84 BIG TWIN ENGINES

FITMENT

• 1966-'84 big twins

FEATURES AND BENEFITS

- Increase displacement and power
- High strength cast iron cylinders with increased cooling fin area
- Stock like appearance durable black powder coat finish
- Easy installation
- Long engine life, good dependability

CTO OPTIONS

- Displacement 88", 93", 93" HC, 96", 98" and 103"
 Standard pushrod kit or S&S valve train conversion kit
- Cam selection

Optional parts available — Cylinder heads, S&S retro conversion kit (pan style heads and upgraded valve train), and S&S valve train upgrade kit



S&S® SIDEWINDER® BIG BORE KIT SPECIFICATIONS FOR 1966-'84 BIG TWINS

Displacement	Bore	Stroke	Compression Ratio	Cylinder Length	Recommended Cam (Stock Valve Train*)	Recommended Cam (S&S Valve Train**)	Recommended Carb
88"	3%"	41/4"	7.5:1	5.330"	S&S 514	S&S 585	Super E
93"	3%"	4½"	8.5:1	5.405"	S&S 514	S&S 585	Super E
93" HC	35/8"	4½"	9.1:1	5.363"	S&S 560S	S&S 600	Super E
96"	3%"	45/8"	9.1:1	5.440"	S&S 560S	S&S 600	Super E
98"	3%"	4¾"	8.9:1	5.530"	S&S 560S	S&S 600	Super E
103"	3%"	5"	9.7:1	5.630"	S&S 560S	S&S 600	Super E or G

^{*1966-&#}x27;84 style cams for valve train with stock style tappets

COMPLETE S&S® SIDEWINDER® KITS FOR SHOVELHEAD ENGINES

Displacement	93"	MSRP	93" HC	MSRP	96"	MSRP	98"	MSRP	103"	MSRP
1966-'69	_	_	_		91-9133	\$2,305.27	_	_	_	_
1970-'84	91-9126	\$2,199.72	91-9130	\$2,305.27	91-9134	\$2,305.27	91-9138	\$2,538.58	91-9140	\$2,538.58
CTO	106-5835	Call for Pricing								

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S&S can provide quality, professional machine shop and engine building service through our S&S® Service & Speed Center®. We can handle any job from fitting a set of pistons in your cylinders, to complete installation of any engine kit. Contact your S&S customer service representative for details.

^{**1984-&#}x27;99 style cams for S&S valve train conversion kit with 1984-'99 style tappets

84", 86", OR 88" STOCK BORE STROKER KIT

FEATURES AND BENEFITS

- · Increased displacement and power
- Economical re-use most stock engine components
- Easy installation like a stock engine rebuild
- Stock appearance

OPTIONS

- Displacement 84", 86", or 88"
- Cylinder Bore 3½" or 3½"

Optional parts available — cam, prefit cylinder and piston kits, cylinder heads, S&S retro conversion kit (pan style heads and upgraded valve train), and S&S valve train upgrade kit



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S&S® STOCK BORE STROKER KIT SPECIFICATIONS 1936-'84 BIG TWINS

Displacement Bore St		Stroke	Compression Ratio		Recommended Cam	Recommended Cam	Recommended Carb	
Displacement	ement Bore Stroke		HC	HC LC (Stock Valve Tra		(S&S® Valve Train)		
84"	37/16"	4½"	8.4:1	7.3	S&S 450S	S&S 513	Super E	
86"	37/16"	45/8"	9.4:1	8.1	S&S 514	S&S 585	Super E	
88"	37/16"	4¾"	10.8:1	9.1	S&S 565S	S&S 640	Super E	

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

Displacement	84"	MSRP	86"	MSRP	88"	MSRP
1936-'53	32-2219	\$1,260.93	**	_	**	_
1958-'64 [†]	32-2220	\$1,260.93	**	_	**	_
1965-'69	32-2221	\$1,260.93	**	_	**	_
1970-'84	32-2222	\$1,260.94	32-2108	\$1,260.93	_	-
CTO	106-5838	Call for Pricing	106-5838	Call for Pricing	106-5838	Call for Pricing
Custom Flywheels	32-2015	Call for Pricing	32-2015	Call for Pricing	32-2015	Call for Pricing

^{*}Includes .032" base plates.

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THESE KITS REQUIRE SPECIAL S&S PISTONS. See chart.

S&S FORGED STOCK BORE STROKER PISTONS

Oversize	Standard	MSRP	Low Compression	MSRP
Standard (31/16")	106-5527	\$322.58	920-0073	\$322.58
+.010"	106-5528	\$322.58	920-0075	\$322.58
+.020"	106-5529	\$322.58	920-0077	\$322.58
+.030"	106-5530	\$322.58	920-0079	\$322.58
+.040"	106-5777	\$322.58	920-0081	\$322.58
+.050"	106-5778	\$322.58	920-0083	\$322.58
+.060"	106-5779	\$322.58	920-0085	\$322.58
+.070"	106-5780	\$322.58	920-0087	\$322.58
+.080"	106-5781	\$322.58	920-0089	\$322.58
+.090"	106-5782	\$322.58	920-0091	\$322.58



106-5527



S&S can provide quality, professional machine shop and engine building service through our the S&S Service and Speed Center®. We can handle any job from fitting a set of pistons in your cylinders, to complete installation of any engine kit. Contact your S&S customer service representative for details.

^{**}Available through CTO part #106-5838

[†]S&S does not offer a pinion shaft for 1954–'57 engines.

STOCK BORE STROKER KITS FOR 1971-'85 HARLEY-DAVIDSON® IRONHEAD SPORTSTER®

FITMENT

• 1972-'85 1000cc Ironhead Sportster models

FEATURES AND BENEFITS

- Economical re-use most stock engine components
- More Power longer stroke and larger displacement

OPTIONS

- · Piston oversize
- S&S Super B or Super E carburetor
- S&S pushrods



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

Displacement	Stroke	Bore	Compression Ratio	Piston Type*	Cylinder Length	Application	Engine Life
74"	45/8"	3¾16"	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

Year	Part #	MSRP
1977-'81	32-3055	\$1,416.47
1981-'85	32-3056	\$1,274.95
Custom Flywheels	32-3014	Call for Pricing

Note - Order pistons separately. See chart below.



THESE KITS REQUIRE SPECIAL S&S PISTONS. See chart.



STROKER PISTON KITS FOR 1972-'85 HARLEY-DAVIDSON® SPORTSTER® MODELS

Oversize	+.010	MSRP	+.020	MSRP	+.030	MSRP	+.060	MSRP
Part #	106-5542	\$363.36	106-5543	\$363.36	106-5544	\$363.36	106-5791	\$363.36

Piston Deck Height = .806". Piston kits include rings, wristpins and keepers.

Recommended Piston Fit: Close: .0030"-.0035" Loose: .0045"-.0055"

106-5542

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For the best performance, an S&S carburetor, performance cams, and performance exhaust are recommended.

Do to the increased displacement and compression, cams with longer duration are recommended for easier starting.

If replacing the pistons in a older 77" stroker engine, stroker plates are required, and all clearances must be checked.

S&S offers machine shop services through the S&S Service & Speed Center®. New pistons can be fit to your existing cylinders for a reasonable charge. See 506.

RETRO CONVERSION KIT FOR 1966-'84 BIG TWINS

FITMENT

- 1966-'84 big twins
- 1954–'65 big twins with shovel cylinders

FEATURES AND BENEFITS

- Gives a shovel engine the retro look of a pan
- S&S heads improve performance with increased air flow
- Quiet, dependable valve train with hydraulic tappets

OPTIONS

- Stock or 3%" bore
- Dual spark plugs available on 35%" bore headsInternal or external oil returns



RETRO CONVERSION KITS FOR 1954-1984 BIG TWINS

Application	Bore	Option	Part No.	MSRP
1966-'84 bt S&S SH-Series	Stock	Single Plug	106-1070	\$2,532.16
	35%"	Single Plug	106-1071	\$2,532.16
	378	Dual Plugs	106-1078	\$2,597.09
CTO	Specify	Specify	909-0014	\$2,795.00

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These kits have internal oil drains.

LATE STYLE CAM RECOMMENDATIONS FOR SHOVELHEAD ENGINES WITH RETRO CONVERSION KIT								
Application	RPM Range	Compression Ratio	If You Used	Then Use	Generator Style	Alternator Style		
74" - Stock 84" low compression	Low - Mid	8.5 and below	S&S 450 or Andrews® J or A	S&S 513	106-6028	106-6027		
74" and 80" - Modified	Mid - High	8.5 - 9.5	S&S 514 or Andrews #3 or B	S&S 585	33-5131	33-5109		
84" - 93"	Low - Mid	8.0 - 9.0	S&S 514	S&S 585	33-5131	33-5109		
93" HC - 103"	Mid - High	9.0 - 10.0	S&S 495 or 560S	S&S 600	33-5132	33-5058		
High Compression	High	Over 10.0	S&S® 495 or 565S	S&S® 640	-	33-5108		

The S&S Retro Conversion Kit requires that a 1984-'99 style cam be used to ensure correct valve timing due to the roller size on the late style tappets use in the kit. 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 chart for recommendation.

1979-'84 o-ring style pushrod covers are required; S&S part #93-4040 or equivalent.

REPLACEMENT PARTS: SEE 440

Appendix & Index

CYLINDER HEAD & VALVE TRAIN UPDATE KIT FOR PANHEAD ENGINES

FITMENT

- 1953-'65 stock bore big twin engines
- 3%" bore and dual plugged heads are available by special order

FEATURES AND BENEFITS

- Heads bolt directly to cylinders with stock panhead bolt pattern
- Increase performance and update valve train, while maintaining a relatively stock appearance
- High flowing ports using o-ring shovel style manifold
- Compatible with 1966-'69 exhaust systems

CYLINDER HEAD & VALVE TRAIN UPDATE KIT

Description	Part #	MSRP
CTO	909-0013	Call for Pricing

LATE STYLE CAM RECOMMENDATIONS FOR PANHEAD AND GENERATOR SHOVELHEAD ENGINES

Application	RPM range	Compression Ratio	If You Used	Then Use	Part #
74" - Stock 84" low compression	Low - Mid	8.5 and below	S&S® 450 or Andrews J or A	S&S 513G	106-6028
74" and 80" - Modified	Mid - High	8.5-9.5	S&S 514 or Andrews #3 or B	S&S 585G	33-5131
84"-93"	Low - Mid	8.0 to 9.0	S&S 514	S&S 585G	33-5131
93" HC to 103"	Mid - High	9.0-10.0	S&S 495 or 560S	S&S 600G	33-5132



This is NOT a restoration kit. Parts in this kit are not compatible with stock components – must be used together as a kit.

If used on an engine with aftermarket crankcases, the oiling system must be 1953-'65. Oil pressure must be delivered to the tappet guides.

An S&S oil pump is recommended to provide more consistent oil pressure.

Compatible with exhaust systems for 1966-'69 generator shovel engines.

Must be used with camshafts for 1984-'99 valve train. S&S offers generator style cams with 1984-'99 lobe grinds. Cams must be purchased separately. See chart.

Pre-clearanced timer gears are available in standard rotation (stock ignition) or reverse rotation (electronic ignition) versions.

Either gear can be selected when ordering the special order part number. If you wish to change ignition systems, please order one of the following:

Standard/Clockwise Rotation. 25850-36A 33-4215

Reverse/Counterclockwise Rotation. (Requires S&S part #33-4208

circuit breaker gear) 33-4209

If good stock pan cylinders are not available, we suggest using readily available shovel cylinders and retro top end kit.

REPLACEMENT PARTS: SEE 440

93" SIDEWINDER® HOT SET UP KIT® FOR 1966-'84 BIG TWIN ENGINES

FITMENT

• 1966-'84 big twin engines

FEATURES AND BENEFITS

- Yields 93 cubic inches with an approximate compression ratio of 8.5:1
- 4½" stroker flywheels assembled with mainshafts and rod
- 3%" bore cylinders and pistons
- S&S 514 cam kit, valve springs, adjustable chromoly pushrods
- S&S Super E carb kit



S&S® SIDEWINI	S&S® SIDEWINDER® HOT SET UP KIT SPECIFICATIONS FOR 1966-'84 BIG TWINS							
Displacement	Bore	Stroke	Compression Ratio	Cylinder Length	Recommended Cam (Stock Valve Train*)	Recommended Cam (S&S Valve Train**)	Recommended Carb	
93"	35/8"	4½"	8.5:1	5.405"	S&S 514	S&S 585	Super E	

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CRANKCASES & CYLINDER HEADS MUST BE BORED TO ACCECPT S&S® SIDEWINDER BIG BORE CYLINDERS.

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

Model Year	Kit Number	MSRP
1966-'69	32-2265	\$3,116.30
1970-'72	32-2266	\$3,116.30
1973-'77	32-2267	\$3,116.30
1978-'84	32-2268	\$3,116.30

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84" STROKER HOT SET UP KIT® FOR STOCK BORE PANHEAD AND SHOVELHEAD ENGINES

FITMENT

• 1955-'65 & 1966—'84 Big Twin Engines

FEATURES AND BENEFITS

- · Healthy increases in torque and horsepower
- No complicated machining



S&S° 84" STROKER HOT SET UP KITS° FOR STOCK BORE PANHEAD & SHOVELHEAD ENGINES S&S° FORGED STOCK BORE STROKER PISTON KITS

Model Year	Part #	MSRP
1955*-′64	32-2284	\$2,144.17
1965	**	_
1966-'69	32-2286	\$2,144.17
1970-′77	32-2287	\$2,144.17
1978-'84	32-2289	\$2,144.17
CTO	106-5838	Call for Pricing

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THESE KITS REQUIRES SPECIAL S&S PISTONS. See chart.

Oversize	Piston Kit	MSRP
Standard	106-5527	\$322.58
+.010"	106-5528	\$322.58
+.020"	106-5529	\$322.58
+.030"	106-5530	\$322.58
+.040"	106-5777	\$322.58
+.050"	106-5778	\$322.58
+.060"	106-5779	\$322.58
+.070"	106-5780	\$322.58
+.080"	106-5781	\$322.58
+.090"	106-5782	\$322.58

Piston kits include two pistons, rings, wristpins, and keepers Wristpin Deck Height: 1.100"

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

^{**}Available through CTO part #106-5838

TOP END REPLACEMENT KITS FOR 1966-'84 BIG TWIN ENGINES

FITMENT

• 1966—'84 Big Twin Engines

FEATURES AND BENEFITS

- Provide everything you need to replace the top end of a 74" or 80" shovelhead engine.
- S&S top end kits for shovelheads include a set of S&S Super Stock® cylinder heads, a pair of S&S® stock bore cylinders (37%" for 74" and 3½" for 80"), S&S 8:1 compression forged pistons, complete with rings and wristpins, manifold clamps, manifold seals, all required hardware, and gaskets.
- 74" top end kits include S&S 106-5495 series 331/32" stroke pistons and o-ring style cylinder heads.
- Top end kits for 80" engines include the S&S 106-5511 series 4¼" stroke pistons and rubber band style cylinder heads. Pistons are pre-fit to the cylinders



TOP END REPLACEMENT KITS FOR STOCK DISPLACEMENT SHOVELHEAD ENGINES

Displacement	Model Year	Stroke	Compression	High Temp Gloss Finish		
	Model Year	Stroke	Compression	Part #	MSRP	
74"	1966-'78	331/32	8:1	90-0097	\$2,380.71	
80"	1979-'84	41/4"	8:1	90-0098	\$2,452.86	

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Top it off with S&S billet rocker boxes. See 411.



74" engines have a stroke of 33½2", and 80" shovelhead engines have a 4¼" stroke, but the cylinder length for both engines is the same. The 74" piston is taller than the 80" piston; piston deck heights of the two pistons are designed for the same piston to head clearance in both engines. While it is possible to install an 80" top end on a 74" engine, this will result in very low compression and poor performance. A 74" top end will bolt to an 80" crankcase, but, the pistons will contact the cylinder head due to the combination of the taller 74" pistons and the longer stroke of the 80" flywheels. Therefore, it is important to correctly identify the stroke of the engine before ordering a top end kit.

ENGINE OVERVIEW

S&S offers performance engines in a variety of displacements for 1936-'84 Harley–Davidson® OHV big twins, that provide a vintage vibe and modern muscle. These engines have a deceptively stock appearance, but feature larger displacement and updated internal components for improved performance and reliability. Engineering grade cast iron cylinders are protected with a durable powder coat finish.

1966-'84 BIG TWINS

SH93 (93 CID)

An excellent upgrade option to replace a worn out Harley-Davidson® shovelhead engine, or to power a retro custom. The SH93 provides a significant increase in power over stock 74" or 80" engines, and since it runs well on pump gas, it's a great daily driver. Available with generator, alternator, or alt/gen crankcases.

SH93H (93 CID HIGH COMPRESSION)

The SH93H is a higher compression version of the SH93. It features dual plugged cylinder heads to control knock, and a more aggressive cam to take advantage of the higher compression. Alternator style crankcases only. Complete with S&S Super E Carb and ignition.

SH103 (103 CID)

The SH103 is the largest engine S&S offers for 1970-'84 chassis. This engine will require frame clearancing when installed in a stock chassis. Available with alternator style crankcases only. Complete with S&S Super E Carb and ignition.

1948-'65 BIG TWINS

P74 (74 CID)

The P74 engine is preferred by some riders as a replacement engine for bikes with stock drive train that may not be able to take the power of a larger engine. Timken® sprocket shaft bearing makes this engine more reliable. Available with generator style crankcases only. Complete with S&S Super E Carb and ignition.

P93 (93 CID)

An excellent upgrade option to replace a worn out Harley-Davidson® panhead engine, or to power a retro custom. The P93 provides a significant increase in power over stock 74" engines, and since it runs well on pump gas, it's a great daily driver. Available with generator, alternator, or alt/gen crankcases.

P93H (93 CID HIGH COMPRESSION)

The P93H is a higher compression version of the P93. It features dual plugged cylinder heads to control knock, and a more aggressive cam to take advantage of the higher compression. Alternator/generator style crankcases only. Complete with S&S Super E Carb and ignition.

P103 (103 CID)

The P103 is the largest engine S&S offers for 1970-'84 chassis. This engine will require frame clearancing when installed in a stock chassis. The SH103 is the largest engine S&S offers for 1970-'84 chassis. This engine will require frame clearancing when installed in a stock chassis. Available with alternator style crankcases only. Complete with S&S Super E Carb and ignition.

1936-'47 OHV BIG TWINS

KN74 (74 CID)

The KN74 is a stock displacement engine favored by riders replacing an engine in a chassis with stock drive train that may not handle the increased power of a larger engine. Timken® sprocket shaft bearing makes this engine more reliable. Available with generator style crankcases only. Complete with S&S Super E Carb and ignition.

KN93 (93 CID)

An excellent upgrade option to replace a worn out Harley–Davidson® knucklehead engine, or to power a retro custom. The KN93 provides a significant increase in power over stock 74" or 61" engines, and since it runs well on pump gas, it's a great daily driver. Available with generator, alternator, or alt/gen crankcases.

SH-SERIES ENGINES FOR 1966-'99 CHASSIS

FITMENT

- 1966-'69 stock chassis electric start with alloy primary flat side gearcover and flat timer cover- available through CTO
- 1970-'99 stock chassis with alternator style primary
- 1970-'99 alternator/generator and alternator custom versions custom bikes with 1970-'99 alternator style primary

FEATURES AND BENEFITS

- Natural crankcases and black powder coated cylinders

- S&S hydraulic valve train and roller rocker arms
 S&S Super Stock™ single fire ignition system
 1966-'69 models have correct length sprocket shaft for stock primary and transmission
- Alternator and alternator/generator models have correct sprocket length sprocket shaft for 1970-up primary and transmission
- Alternator/generator engines include oil filter mounting bracket for generator location
- Two-year warranty

OPTIONS

- 93", 93" high compression, and 103" displacements
- Stock style generator, alternator/generator, or alternator crankcases

SH-SER	SH-SERIES ENGINE SPECIFICATIONS										
Engine	Displacement	Bore	Stroke	Carb	Camshaft	Piston Type	Compression Ratio				
SH93	93"	35/8"	4½"	Super E	S&S 585	S&S Forged	8.5:1				
SH93H	93"	35/8"	4½"	Super E	S&S 600	S&S Forged	9.1:1				
SH103	103"	35%"	5"	Super G	S&S 600	S&SForged	9.7:1				

NOTE: S&S® SH93H engine contains 1984-'99 style S&S cam and tappets. *SH103 will not fit stock chassis—not for everyone! DISCLAIMER: NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLLED MOTOR VEHICLE. Not legal for sale or use on any EPA pollution controlled motor vehicle.

COMPLETE CARBURETED SH-SERIES ENGINES

Engine	Application	Style	Warranty	Billet Gearcover	MSRP	Cast Gearcover	MSRP
SH93	1970-'99 Chassis	Alternator		31-9905	\$7,064.95	31-9904	\$6,963.95
	Custom	Alternator/Generator	2.٧	_	_	31-9917	\$8,074.95
SH93H	1970-'99 Chassis	Alternator	2 Years	31-9908	\$7,165.95	31-9907	\$7,064.95
SH103	1970-'99 Chassis	Alternator		31-9919	\$7,266.95	_	_
CTO	Specify	Specify		319-0005	Call for Pricing	319-0005	Call for Pricing

2 year warranty.

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P-SERIES ENGINES FOR 1948-'99 CHASSIS

FITMENT

- Several versions are available:
- 1948-'64 stock chassis with tin primary 4 rib gearcover and domed timer cover
- 1965 stock chassis electric start with alloy primary flat side gearcover and flat timer cover (will fit 1966-'69 chassis)
- 1970-'99 Alternator/generator and alternator custom versions

FEATURES AND BENEFITS

- Vintage vibe *Modern muscle*Natural crankcases and stock-looking silver powder coated cylinders
 S&S hydraulic valve train with roller rocker arms
- S&S billet timer and S&S Super Stock single fire ignition system
- 1948-'64 and 1965 models have correct length sprocket shaft for stock primary and
- Alternator and alternator/generator models have correct sprocket length sprocket shaft for 1970-up primary and transmission
- Alternator/generator engines include oil filter mount for generator location
- 1966–'84 exhaust systems
- 1966-'84 intake ports with o-ring inlets
- Two-year warranty

OPTIONS

- 74", 93", 93" high compression, and 103" displacements
- Stock style generator, alternator/generator, or alternator crankcases





P-SERIES ENGINE SPECIFICATIONS

Engine	Displacement	Bore	Stroke	Carb	Camshaft	PistonType	Compression Ratio
P74	74"	37/16"	331/32"	Super E	S&S 513	S&S Forged	7.5:1
P93	93"	3%"	4½"	Super E	S&S 585	S&S Forged	8.5:1
P93H	93"	3%"	4½"	Super E	S&S 600	S&S Forged	9.1:1
P103	103"	35/8"	5"	Super G	S&S 600	S&S Forged	9.7:1

COMPLETE CARBURETED P-SERIES ENGINES

Application	Style	Warranty	Part No.	MSRP
1948-'64 Chassis	Generator		310-0224	\$8,276.95
1948-'64 Chassis	Generator		106-0819	\$8,074.95
1965-'69 Chassis	Generator		106-0820	\$8,074.95
Custom 1070 /00	Alternator	2 Years	106-2685	\$7,064.95
Custom 1970- 99	Alternator/Generator		106-0821	\$8,074.95
Custom 1970-'99	Alternator/Generator		106-0824	\$8,175.95
Custom 1970-'99	Alternator/Generator		106-0827	\$8,276.95
CTO			319-0003	Call for Pricing
	1948-'64 Chassis 1948-'64 Chassis 1965-'69 Chassis Custom 1970-'99 Custom 1970-'99	1948-'64 Chassis Generator 1948-'64 Chassis Generator 1965-'69 Chassis Generator Custom 1970-'99 Alternator/Generator Custom 1970-'99 Alternator/Generator	1948-'64 Chassis Generator 1948-'64 Chassis Generator 1965-'69 Chassis Generator Custom 1970-'99 Alternator Alternator/Generator Alternator/Generator Custom 1970-'99 Alternator/Generator Custom 1970-'99 Alternator/Generator	1948-'64 Chassis Generator 1948-'64 Chassis Generator 1965-'69 Chassis Generator Custom 1970-'99 Alternator Alternator/Generator 2 Years Custom 1970-'99 Alternator/Generator Custom 1970-'99 Alternator/Generator Custom 1970-'99 Alternator/Generator

P93H and P103 engines come with dual plugged cylinder heads. Alternator and alternator/generator engines require transmission with 1970-up length main shaft and custom exhaust.

1955-'64 style engines may be installed in 1948-'54 chassis if 1955-'64 inner primary tin cover is used.

DISCLAIMER: NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLLED MOTOR VEHICLE. Not legal for sale or use on any EPA pollution controlled motor vehicle.



KN-SERIES ENGINES FOR 1936-'99 CHASSIS

FITMFNT

- KN74
- 1936-'99 chassis
- KN93
 - 1936-'47 stock chassis will fit in 1948-'65 chassis with front motor mount spacer (included)
 - 1970-'99 Alternator/generator and alternator custom versions, custom bikes with 1970-'99 alternator style primary

FEATURES AND BENEFITS

- Natural crankcases and black powder coated cylinders and heads
- S&S Super E
- 1936-'47 models have correct length sprocket shaft for stock primary and
- Alternator and alternator/generator models have correct sprocket length sprocket
- Alternator style crankcase allows the use of modern primary, transmission, clutch components and electrical system

KN-SERI	ES ENGINE SPE	CIFICAT	TIONS				
Engine	Displacement	Bore	Stroke	Carb	Camshaft	Piston Type	Compression Rat
KN74	74"	37/16"	331/32"	Super E	S&S® 346	S&S Forged	7.5:1
KN93	93"	35/8"	4½"	Super E	S&S® 420	S&S Forged	8.2:1
KN-Kone	93"	3%"	4½"	Super E	S&S® 420	S&S Forged	8.2:1

KN-SERIES ENGINES

Description	Application	Style	Warranty	Part#	MSRP
KN74	1936-'99 chassis	Generator		310-0025	\$9,185.95
KN93	1936-'47 stock chassis	Generator	1 year	106-2161	\$9,185.95
KN93	1970-'99 customs	Alternator/Generator		106-2560	\$9,185.95
CTO				319-0001	Call for Pricing

DISCLAIMER: NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLLED MOTOR VEHICLE. Not legal for sale or use on any EPA pollution controlled motor vehicle.





Alternator/generator cases have 1948-'99 style front motor mount. Will not fit stock knuckle frames.

Generator style engines have stock motor mounts for 1936-'47 style frames, but can be used in 1948-'99 style frames with front motor mount spacer, part #31-2017 (included). Alternator/generator cases require a transmission with 1970-up length mainshaft, and custom exhaust pipes must be fabricated.

Engines for 1936-'64 chassis with tin primary must use a 1954-'64 style inner primary cover.

S&S Super Stock generator style crankcases are available for stock 37/6" or 35/8" bore, but can be special ordered for bore sizes up to 313/6" and deck heights as much as 3/16" taller than stock.

A special order sheet must be filled out for any special order crankcases. Ask your S&S Customer Support Representative or download special order forms from our website at www.sscycle.com/soforms

1936-'54 must use the 1955-'64 style inner steel primary cover.

Since all S&S generator style crankcases use 1958 and later style main bearings, stock flywheel assemblies 1957 and earlier cannot be used in S&S crankcases. Flywheel assemblies must have 1958 and later pinion shaft with 1.250" diameter bearing, and a 1954 and later style sprocket shaft designed for a Timken® main

Generator style cases for 1936-'47 knucklehead engines are machined to supply oil to the heads from a boss located near the rear tappet guide or from a stock or S&S gearcover. Provision for oil scavenging from the heads in these crankcases is the same as stock, with passageways that connect the tappet guides to the crankcase breather gear.

Crankcases for 1948-'69 engines are machined with a provision to separate the oil supply to the top and bottom ends if an S&S oil pump is used. This feature lets you choose the 1972 and earlier stock "side oiling" system or the 1973 and later split oil system. The stock cast iron oil pump can be used for the "original look" and stock oiling system. If an S&S billet oil pump, part #31-6200 is used, the oiling system can be set-up as stock or updated to a split system.

1963-'65 panhead engines, with outside oil supply lines to the cylinder heads, must use the oil supply port located behind the rear tappet quide or the oil fitting toward the rear of the S&S gearcover. S&S generator style crankcases do not have the stock style "outside oiler" oil supply boss, so special oil supply lines will need to be fabricated.

S&S valve train — solid lifters

S&S Super Stock™ single fire ignition system and polished billet timer

- shaft for 1970-up primary and transmission
- Alternator/generator engines include oil filter mount for generator location
- One-year warranty



SUPER STOCK® GENERATOR STYLE CRANKCASES FOR 1936-'69 BIG TWIN ENGINES

FITMENT

- 1936–'47 knucklehead engines with tin primary
- 1948-'64 panhead engines with tin primary
- 1965-'69 panhead & generator shovelhead with alloy primary
- Custom alternator/generator

FEATURES AND BENEFITS

- Pre-clearanced for strokes up to and including 5"
- Motor mounts on crankcases for knucklehead engines are machined to fit stock 1936-'47 frames. An adapter plate is included for 1948 and later style frames
- All cases are designed for late style generator (two brush type) with %6" mounting bolts to eliminate early generator cradle/mounting strap bosses for simplicity and economics
- Timken® sprocket shaft main bearing, in all years, instead of stock straight roller bearings —
 resulting in better flywheel assembly stability, placement, and longer engine life

KIT CONTENTS

- Crankcase assembly
- All required bearings and hardware for installation
- Assembly instructions



REPLACEMENT PARTS: SEE 430

S&S® SUPER STOCK® GENERATOR CRANKCASES FOR 1936-'99 BIG TWIN

Das sor in stock distribution distribution							
Crankcase Style	Stock Bore	MSRP	35/8" Bore	MSRP	Special Order*		Notes
1984-'99 big twin — Alternator/Generator	_	_	31-0022	\$1,594.95	31-0023A	Call for Pricing	7
P-Series and SH-Series — Alternator/Generator	_	_	31-0026	\$1,771.99	31-0023A	Call for Pricing	7
1965-'69 Panhead or Shovelhead	31-0010 24519-65	\$1,772.00	31-0013	\$1,772.00	31-0014	Call for Pricing	1,4,6
1948-'64 Panhead	31-0008 24519-63, 24519-55	\$1,772.00	31-0009	\$1,772.00	31-0014	Call for Pricing	1,2,5
P-Series Replacement 1948-'64	_	_	_	_	31-0014	Call for Pricing	1,5
P-Series Replacement 1965	31-0008 24519-63, 24519-55	\$1,772.00	31-0013	\$1,772.00	31-0014	Call for Pricing	1,6
KN Replacement Alternator/Generator	_	_	106-4625	\$1,771.99	31-0023A	Call for Pricing	1,7,8
KN Replacement Generator/Generator	31-0006	\$1,772.00	106-4369	\$1,771.99	31-0014	Call for Pricing	1,3,5,8

Note: All S&S crankcases use Timken® style sprocket shaft bearings and 1958 & later pinion bearings. These cases will not accept stock 1957 & earlier flywheel assemblies. *Special Order: Download the Special Order Form at sscycle.com/soforms

- 1. 1936-'69 style oil pump.
- 2. Machined for 1948-'62 panhead cylinder base oil feed.
- 3. Motor mounts are machined for stock 1936-'47 frames, adapter plate for 1948 & later style frames is included.
- 4. Includes primary scavenge port machining.

- 5. Machined for 1955-'64 tin primary.
- 6. Machined for 1965-'69 alloy primary.
- 7. Machined for 1970-up alloy primary.
- 8. Uses stock 1/4-24 hardware.



Engines for 1936-'64 chassis with tin primary must use a 1954-'64 style inner primary cover.

S&S Super Stock generator style crankcases are available for stock 3%" or 3%" bore, but can be special ordered for bore sizes up to 313%" and deck heights as much as 36" taller than stock.

A special order sheet must be filled out for any special order crankcases. Ask your S&S Customer Support Representative or download special order forms from our website at www.sscycle.com/soforms

1936-'54 must use the 1955-'64 style inner steel primary cover.

Since all S&S generator style crankcases use 1958 and later style main bearings, stock flywheel assemblies 1957 and earlier cannot be used in S&S crankcases. Flywheel assemblies must have 1958 and later pinion shaft with 1.250" diameter bearing, and a 1954 and later style sprocket shaft designed for a Timken® main bearing.

Generator style cases for 1936-'47 knucklehead engines are machined to supply oil to the heads from a boss located near the rear tappet guide or from a stock or S&S gearcover. Provision for oil scavenging from the heads in these crankcases is the same as stock, with passageways that connect the tappet guides to the crankcase breather gear.

Crankcases for 1948-'69 engines are machined with a provision to separate the oil supply to the top and bottom ends if an S&S oil pump is used. This feature lets you choose the 1972 and earlier stock "side oiling" system or the 1973 and later split oil system. The stock cast iron oil pump can be used for the "original look" and stock oiling system. If an S&S billet oil pump, part #31-6200 is used, the oiling system can be set-up as stock or updated to a split system.

1963-'65 panhead engines, with outside oil supply lines to the cylinder heads, must use the oil supply port located behind the rear tappet guide or the oil fitting toward the rear of the S&S gearcover. S&S generator style crankcases do not have the stock style "outside oiler" oil supply boss, so special oil supply lines will need to be fabricated.

FITMENT

1970-'84 big twins

FEATURES AND BENEFITS

- Available for stock, 3%", and 313%" bore applications
- Compatible with stock 1970-up flywheel assemblies, primary covers and gearcovers
- Clearanced for 38 amp alternator stators
- Pre-clearanced for strokes up to and including 5"
- Complete with bearings and installation hardware

KIT CONTENTS

- Crankcase assembly
- All required bearings and hardware for installation
- Assembly instructions





S&S° SUPER STOCK° ALTERNATOR CRANKCASES FOR 1970-'84 BIG TWIN

Crankcase Style	Finish	Stock Bore	MSRP	3%" Bore	MSRP	35/8" Bore (Sma	II Diameter)	313/16" Bore	MSRP
1970-'84	Natural	31-0003 [†]	\$1,283.15	31-0004 🖤,	\$1,283.15	_	_	_	_
Special Order*	Specify	31-0002*	Call for Pricing	31-0002*	Call for Pricing	31-0002*	Call for Pricing	31-0002*	Call for Pricing

NOTES: 1981-'84 style oil pump. Includes primary scavenge port machining. Machined for 1970 & later alloy primary.

 † Exempt from emissions tampering regulations under CARB EO# D-355-8 when used with stock bore cylinders

SPECIAL ORDERS:

S&S Super Stock alternator crankcases can be special ordered for cylinder bore sizes up to 3¹³/₁₆" and deck heights as much as 3/₁₆" taller than stock.

A special order sheet must be filled out for any special order crankcases. Ask your S&S Customer Support Representative or download special order forms from our website at www.sscycle.com/soforms

REPLACEMENT PARTS: SEE 428

FLYWHEELS FOR 1937-73 45" FLATHEAD ENGINES

FITMENT

- 1937-'52 W/WR models
- 1952-'53 KR & all K models (excluding KH)
- 1932-'73 G models

FEATURES AND BENEFITS

- 3¹³/₁₆" stroke
- Complete S&S connecting rod set includes special crankpin, rods, bearings and cages
- Compatible with stock 45" KR rods or rods for 1957-"84 Sportster® models, when used with the special crankpin



WILL NOT FIT KH MODELS

FLYWHEELS FOR 937-'73 45" FLATHEAD ENGINES

Description	Part #	MSRP
S&S Replacement Flywheels For 45" Flathead 23925-37	32-3013	\$649.14
Special S&S Crankpin Use with S&S Flywheels w/ WR/KR & K Models	34-2513	\$114.95

*Special Order: Download the Special Order Form at sscycle.com/soforms



S&S FLYWHEELS? SEE FLYWHEEL I. D. CHART ON 526

TRYING TO IDENTIFY A SET OF

^{*}Download the Special Order Form at sscycle.com/soforms

FLYWHEELS FOR 1936-'84 BIG TWIN ENGINES

FITMENT

- 1936-'84 OHV big twins
- 1930-'48 flathead (side valve)
- KN, P, and SH-Series engines

FEATURES AND BENEFITS

- CNC machined from heat-treated, closed die, steel forging
- Stronger than cast iron or late style steel flywheels
- Available in a wide variety of styles and strokes
- Available balanced or unbalanced
- Unassembled balanced flywheels are balanced by the static method
- Assembled flywheels are dynamic balanced after assembly using our American-Hofmann® dynamic balancing machine (unless otherwise specified)
- 1930-'53 styles fit stock or S&S sprocket shafts
- 1954-'84 styles available for S&S sprocket shafts only

OPTIONS FOR SPECIAL ORDER

- · Model year group
- Stroke
- Diameter
- Assembly and balancing
- Additional components pinion shaft, sprocket shaft and connecting rods

FLYWHEELS FOR 1936-'84 BIG TWIN

Special Order	32-2015*	Call for Pricing
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^{*}Special Order: Download the Special Order Form at sscycle.com/soforms



FLYWHEELS FOR 1957-'85 HARLEY-DAVIDSON® IRONHEAD SPORTSTER®

FITMENT

- 1957-'85 Ironhead Sportster® models
- Fits OHV 900cc and 1000cc engines

FEATURES AND BENEFITS

- CNC machined from heat-treated, closed die, steel forging
- Stronger than cast iron or late style steel flywheels
- Available in a wide variety of styles and strokes
- Available balanced or unbalanced
- Unassembled balanced flywheels are balanced by the static method
- Assembled flywheels are dynamic balanced after assembly using our American-Hofmann® dynamic balancing machine (unless otherwise specified)

OPTIONS FOR SPECIAL ORDER

- · Model year group
- Stroke
- Diameter
- · Assembly and balancing
- Additional components pinion shaft, sprocket shaft, connecting rods
- Available for S&S sprocket shafts only

S&S® FLYWHEELS FOR HARLEY-DAVIDSON® SPORTSTER® MODELS

Stroke, 7%" Diameter (Stock)	Part #	MSRP
Special Order	32-3014*	Call for Pricing

^{*}Special Order: Download the Special Order Form at sscycle.com/soforms



TRYING TO IDENTIFY A SET OF S&S FLYWHEELS?
SEE FLYWHEEL I. D. CHART ON 526

ANY JOB IS EASY WITH THE RIGHT TOOLS S&S FLYWHEEL BALANCING KIT, SEE 492. S&S FLYWHEEL ASSEMBLY FIXTURE & TRUING SPANNER, SEE 493.

REPLACEMENT FLYWHEELS FOR S&S® VINTAGE ENGINES

FITMENT

- KN-Series Engines
- P-Series Engines
- SH-Series Engines

FEATURES AND BENEFITS

• Exact same parts used in S&S production engines

32-2226

REPLACEMENT FLYWHEEL ASSEMBLIES FOR KN-SERIES ENGINES 1936-'47

Engine	Stroke	Diameter	Part #	MSRP
KN74	331/32"	81/2"	320-0014	\$1,260.93
KN93 Alt/Gen	4½"	8½"	106-4658	\$1,260.93



32-2235

REPLACEMENT FLYWHEEL ASSEMBLIES FOR P-SERIES ENGINES 1954-'64

Engine	Stroke	Diameter	Part #	MSRP
P74	331/32"	8½"	320-0013	\$1,260.93
P93, P93H - 1954-'64 Generator	4½"	8½"	106-0806	\$1,260.93
P93, P93H - 1965 Generator	4½"	81/2"	32-2224	\$1,260.93
P93, P93H - Alternator/Generator	4½"	81/2"	32-2226	\$1,260.93
P103 - Alternator/Generator	5"	81⁄4"	32-2990	\$1,316.48

REPLACEMENT FLYWHEEL ASSEMBLIES FOR SH-SERIES ENGINES 1966-'84

Engine	Stroke	Diameter	Part #	MSRP
SH80 - Alternator	41/4"	81/2"	32-2235	\$1,260.93
SH93, SH93H - Generator	4½"	81/2"	32-2224	\$1,260.93
SH93, SH93H - Alternator/Generator	4½"	81/2"	32-2226	\$1,260.93
SH103	5"	81⁄4"	32-2990	\$1,316.48

TRYING TO IDENTIFY A SET OF **S&S FLYWHEELS? SEE FLYWHEEL I. D. CHART ON 526**

SPROCKET SHAFT ASSEMBLIES FOR BIG TWIN ENGINES









33-2004

33-2003

TAPERED SPROCKET SHAFT ASSEMBLIES

1970-'99 Big Twin		MSRP
Fits S&S® SE or SL flywheels only.	33-2004	\$122.24
1965-'69 Big Twin		
Fits S&S SE or SL flywheels only.	33-2003	\$148.44
1955-'64 Big Twin		
Fits S&S SE or SL flywheels only.	33-2002	\$11.43
1930-'54 Big Twin—Including UL SVBT		
Fits S&S E or Stock flywheels (includes motor sprocket nut). 24001-30	33-2001	\$148.44

REPLACEMENT PARTS FOR TAPERED SPROCKET SHAFT ASSEMBLIES

Sprocket Shaft Nut		MSRP		
1930-'54	33-2031	\$10.49		
1955-'84	33-2033	\$14.31		
Sprocket Shaft Key				
1930-'54	50-8224	\$4.94		
1955-'84	50-8225-S	\$1.05		
Motor Sprocket Nut				
1930-'54 (fits S&S® sprocket shafts only)	33-2032	\$29.14		

SPROCKET SHAFT ASSEMBLIES FOR HARLEY-DAVIDSON® SPORTSTER® MODELS





33-2301

SPROCKET SHAFT ASSEMBLIES

1977-'85 Sportster [®] Models	MSRP	
Fits S&S D, SB, SBD, SC, SCD, SCDR, and SCR flywheels only	33-2302	\$174.12
1957-'76 Sportster Models		
Fits S&S SB flywheels only.	33-2301	\$159.60

REPLACEMENT PARTS FOR SPROCKET SHAFT ASSEMBLIES

Sprocket Shaft Nut		MSRP
Fits all S&S sprocket shafts for Sportster models.	33-2331	\$6.79
Sprocket Shaft Key		•
Key,.188" x .469",Steel	50-8224	\$4.94

PINION SHAFT ASSEMBLIES FOR BIG TWIN ENGINES







33-2024 33-2027 33-2021

PINION SHAFT ASSEMBLIES

Late 1981-'99 Big Twin — Tapered Pinion S	MSRP			
Stock length for S&S or stock big twin crankcases. Fits S&S BL, SL, SM or stock flywheels.				
Standard (1.250") Bearing Diameter	33-2027	\$142.01		
+.001" (1.251") Bearing Diameter	33-2028	\$198.97		
1958-Early '81 Big Twin – Tapered Pinion S	haft			
Fits S&S L, AL, SE, or stock flywheels <i>24006-54A</i> , <i>24006-73</i>	33-2024	\$142.01		
1939-'53 Big Twin – Splined Pinion Shaft				
Fits S&S E or stock flywheels	33-2021	\$137.66		
		•		

REPLACEMENT PARTS FOR PINION SHAFT ASSEMBLIES

Pinion Shaft Nut		MSRP
1939-'81	33-2031	\$10.49
1981 & 1984	33-2033	\$9.94
Pinion Shaft Key		
1930-'81	50-8224	\$4.94
1981 & 1984	50-8225-S	\$1.05
Metering Plug		
No Hole	50-8314	\$1.85
.0625" Hole	50-8316	\$4.33
.0925" Hole	50-8317	\$2.46
Pinion & Oil Pump Drive Key		
1958-'81 & 1984	50-8221-S	\$2.16

PINION SHAFT ASSEMBLIES FOR HARLEY-DAVIDSON® SPORTSTER® MODELS





33-2321



PINION SHAFT ASSEMBLIES

Late 1981-'85 Sportster [®] Models		MSRP	
Fits S&S C, SC, SCD, SCDR, or stock flywheels. Requires 1977-'86 main bearing. 24005-80	33-2323	\$217.50	
1957-'76 Sportster Models			
Fits S&S B, SB, or stock flywheels.			
Standard 24005-57	33-2321	\$219.63	
1977-Early '81 Sportster Models			
Fits S&S B, BD, SB, SBD, or stock flywheels. Requires 1977-'86 main bearing.	33-2322	\$213.95	

REPLACEMENT PARTS PINION SHAFT ASSEMBLIES

Pinion Shaft Key		MSRP
1957-'81	50-8224	\$4.94
1981-'85 11218	50-8222-S	\$1.52
Metering Plug		
1977-'85	50-8316	\$4.33

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.

BILLET OIL PUMPS FOR 1936-'84 OHV RIG TWINS

FITMENT

- Pumps are available for stock 1936-'84 big twin engines
- Custom engines using S&S crankcases

FEATURES AND BENEFITS

- Same width oil supply and return gears as the stock Harley-Davidson® aluminum pump
 S&S pinion and oil pump drive shaft drive gears increase potential oil volume delivery by 25% over stock on 1972 and earlier engines
- S&S pumps for 1936-'67 engines used with the S&S oil pump drive gears deliver 33% more oil than the original cast iron pump
 Machined with an oil pressure relief bleed off passageway relieves pressure build
- up on top of the valve to maintain consistent oil pressure
- Oil pressure regulation bypass routes excess oil directly to the supply side of the pump - reduces the amount of oil returned to the tank, less foaming and cavitation
- The standard pump cover allows total flexibility for oil system configuration with a number of oil feed and return options

OPTIONS

- Pump only kits
- Pump with gears includes drive gears, and breather gear

KIT CONTENTS

- Complete oil pump assembly
- Mounting hardware, fittings and gaskets
- Instructions
- Pump with gear kits also include:
- Pinion shaft pump drive gear
- Oil pump drive shaft gear
- Breather gear



S&S® OIL PUMP KITS FOR 1936-'84 BIG TWIN ENGINES

Year/Crankcase	Without Gears & Shims	MSRP	With Drive Gear, Breather Gear & Shim Kit	MSRP
KN-Series** (Silver Powder Coated)	106-4688	\$476.01	-	_
1936-'47	31-6200§	\$342.37	-	_
1948-'53	31-6200	\$342.37	31-6292	\$486.46
1954-'69	31-6200	\$342.37	31-6293	\$476.01
1970-'77	31-6203§	\$342.37	31-6294	\$476.01
1978-'84	31-6203§ ⊕	\$342.37	31-6295	\$476.01

^{*}Requires 1973-'77 breather gear. **Uses a 28 lb pop-off spring to lower oil pressure at high RPM. § Universal cover with top and bottom oil feeds.

S&S® OIL PUMP COVER ONLY FOR 1936-'91 BIG TWINS

Description	Part#	MSRP
Universal	31-6059 <i>31-6041</i>	\$84.92
Custom	31-6060 <i>31-6045</i>	\$84.92

REPLACEMENT PARTS: SEE 434

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.

CAMSHAFTSFOR 1936-'47 OHV BIG TWINS

FITMENT

- 1936-'47 OHV big twins
- S&S® KN-Series engines

FEATURES AND BENEFITS

- Quality construction Made in-house by S&S Cycle in Viola, WI
 Higher lift and increased valve timing for better performance

APPLICATIONS

KN346 Cam: This is a service part cam for 74" knuckle engines. The KN346 cam is ground to stock specifications.

KN420 Cam: This "high-lift" cam for modified knuckle engines features .420" valve lift and increased duration for larger engines up to 93" and compression ratio of up to 8.5:1. Special high-lift valve springs are required.

S&S® CAMS FOR 1936-'47 OHV BIG TWINS & KN-SERIES ENGINES

Cam Name	Part #	MSRP
KN420	106-2409	\$198.32
KN346	106-3676 <i>25522-36</i>	\$198.32

CAM SPECIFICATIONS FOR 1936-'47 OHV BIG TWINS AND KN-SERIES ENGINES										
Cam Name	Cam Timing Name (Open/Close)		Cam Duration		Lobe Centerline		Max Valve Lift		Valve Lift @ TDC	
	Intake	Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exhaust	Intake	Exhaust
KN420	31°/55°	60°/30°	266°	270°	102°	110°	.420"	.420"	.167"	.152"
KN346*	10°/51°	40°/12°	241°	232°	110.5°	104°	.346"	.346"	.085"	.100"
*Ground to stock specifications.										

S&S can do a special order cam, please contact your S&S customer service representative for more information

CAMSHAFTSFOR 1948-'84 BIG TWINS WITH STOCK VALVE TRAIN

FITMENT

- 1948–'69 engines with generator style crankcases
- 1970-'84 engines with alternator style crankcases
- Early SH-Series engines with stock style valve train

APPLICATIONS

S&S H-Grind: Service part for panhead and shovelhead engines. This grind is a dead-on reproduction of the stock cams used in 1948 to 1984 big twins. Perfect for repair and restoration of 74" and 80" engines. Available for generator engines with inner cam bushings or inner cam bearings, and for early and late alternator engines with different cam gear pitch diameters. Note that the front and rear cylinders have unique timing specs.

450S Cam: A bolt-in hydraulic cam for 74" and 80" shovelhead engines 1966-'79 and 1983-'84. (Can be used in 1981-'82 models if cylinder heads are updated to late style valve guides.) The 450S can also be used as a low end torque cam in modified shovelhead engines up to 88" with compression ratios of up to 8.5:1. Although designed for use with hydraulic tappets, the S&S 450S can be used with solid lifters. Use with solids will result in more valve train noise, slightly higher cylinder pressure, and slightly more torque. 1500-4500 rpm.

514 Cam: For 84" to 93" strokers with no greater than 9:1 CR — best gains occur in the mid range from 2500 to 5000 rpm where most riding is done. Relatively quiet and easier on the valve train than most other cams with lifts as high. Solid lifters or aftermarket hydraulic tappets are recommended, valve spring spacing and other normal clearancing checks required. 2500-5000 rpm.

560S Cam: For 88" to 103" engines between 9:1 to 10:1 CR — Excellent power across the rpm range. Not recommended for stock displacement or lower compression engines. Requires high lift valve springs and normal clearance checks. Solid lifters only. 3500-6000 rpm.



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

Cam Name	Model Year	Part #	MSRP
	1948-'57	330-0164	\$198.32
Service Part	1958-'69	330-0170	\$198.32
H-Grind	1970-'77	330-0165	\$198.32
	1978-'84	330-0166	\$198.32
	1948-'69	33-5062	\$198.32
S&S 450S	1970-'77	33-5063	\$198.32
	1978-'84	33-5064	\$198.32
	1948-'69	33-5050	\$198.32
S&S 514	1970-'77	33-5051	\$198.32
	1978-'84	33-5052	\$198.32
	1948-'69	33-5059	\$198.32
S&S 560S	1970-'77	33-5060	\$198.32
	1978-'84	33-5061	\$198.32

DISCLAIMER: NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLLED MOTOR VEHICLE. Not legal for sale or use on any EPA pollution controlled motor vehicle.

S&S can do a special order cam, please contact your S&S customer service representative for more information

Cam Name Application		Model		iming ¹ /Close	Valve Duration		Valve	Lift @	[®] TDC ³	Spring Spacing Required	Tappet ⁴
	Year	Intake Open BTDC/ Close ABDC	Exhaust Open BBDC/ Close ATDC	Intake	Exhaust	Lift ²	Intake	Exhaust	Type Required		
Service Part H-Grind	Service part replacement cam for pan and shovel engines	1948-'84	0°/40° F 20°/33° R	53°/12° F 53°/12° R	220° F 233° R	245° F 245° R	.389" F .391" R	.076" F .076" R	.131" F .131" R	No Bolt-In	Hydraulic
S&S 450S	Engines up to 88" with up to 8.5:1 CR	1948-'84	18°/38°	40°/18°	236°	36° 238°	.475" Pan	.158" Pan	.152" Pan	No Bolt-In	Hydraulic or Solid
GC	Good low and mid range torque						.453" Shovel	151" Shovel	.145" Shovel		
S&S 514	80" to 96" engines with 8:1 to 9:1 CR	1948-'84	23°/43°	43°/23°	246°	246°	.540" Pan	.177" Pan	.177" Pan	Yes	Solid
545511	Good mid range	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	25 7 .5	.5 ,25		2.0	.514" Shovel	.169" Shovel	.169" Shovel		
S&S 560S	88" to 103" engines with 9:1 to 10.1:1 CR	1948-'84	20°/55°	60°/20°	255°	260°	.587" Pan	.176" Pan	.176" Pan	Yes	Solid
545 5005	Strong power						.560" Shovel	.168" Shovel	.164" Shovel		

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

²Pan and shovel lifts are determined by rocker arm ratio. Pan ratio is nominally 1.5".1 and shovel ratio is nominally 1.4:1. S&S rocker arms for shovels have 1.5:1 rocker arm ratio, so lift will be the same as pan lift.

³TDC lifts are measured at the valve and are for reference only. Overlap valve lifts must be checked on assembled motor.

*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

CAMSHAFTS

FOR 1954-'84 BIG TWINS WITH S&S® VALVE TRAIN CONVERSION KIT

FITMENT

- 1954-'65 engines with S&S Head Update kit
- 1966-'84 engines with Hydraulic Conversion kit
- P-Series and SH-Series engines
- Custom generator style engines with 1984-'99 style top end

FEATURES AND BENEFITS

- Quality construction Made in-house by S&S Cycle in Viola, WI
- Higher lift and increased valve timing for better performance

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

Quiet, dependable hydraulic valve train when used with S&S Hydraulic Conversion kits







106-6028

CAM SPECIFICATIONS FOR 1954-'84 BIG TWIN ENGINES REQUIRING 1984-'99 STYLE CAMS Valve Timing¹ **Valve Duration** Lift @ TDC² Open/Close Spring **Tappet** Valve Cam **Application** Spacing Type Intake **Exhaust** Name Lift Required Required Intake **Exhaust** Intake **Exhaust** Open BTDC/Close ABDC Open BBDC/Close ATDC Hydraulic S&S 513 74" - 84" Stock or low compression 18°/38° 40°/18° 236° 238° .472" .163" .187" No 74"- 80" engines 8.5:1 - 9.5:1 CR S&S 585 20°/45° 60°/20° 245° 260° .540" .172" .166" Hydraulic Yes 84" - 93" engines up to 8:1 - 9:1 CR 93" - 103" engines 9:1 - 10:1 CR 20°/55° 60°/20° 255° .554" .177" Hydraulic **S&S 600** 260° .170" Yes Solid or 275° .359" S&S 631 High rpm cam for 93" - 103" engines 11:1+ CR 34°/61° 66°/29° 275° .581" .204" Yes Hydraulic S&S 640 25°/60° 65°/20° 265° 265° .590" .205" .192" 93" - up engines 10:1 or greater compression Yes Hydraulic ²Lifts at TDC are measured at the valve and are for reference only. Overlap valve lifts must be checked on assembled motor.

S&S® CAMSHAFTS FOR 1954-'84 BIG TWIN ENGINES REQUIRING 1984-'99 STYLE CAMS

Cam Name	Application	Generator Part #	MSRP	Alternator Part #	MSRP	Tappet Type Required
S&S 513	74" - 84" Stock or low compression	106-6028	\$198.32	106-6027	\$198.32	Hydraulic
S&S 585	74" - 80" engines 8.5:1 - 9.5:1 CR 84" - 93" engines up to 8:1 - 9:1 CR	33-5131	\$198.32	33-5109	\$198.32	Hydraulic
S&S 600	93" - 103" engines 9:1 - 10:1 CR	33-5132	\$198.32	33-5058	\$198.32	Hydraulic

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Lifts based on 1.5:1 Rocker Ratio

LATE STYLE CAM RECOMMENDATIONS FOR PANHEAD AND SHOVELHEAD ENGINES								
Application	RPM range	Compression Ratio	If you used	Then Use	Generator	Alternator		
74" – Stock 84" low compression	Low - Mid 1500-4500 rpm	8.5 and below	S&S® 450 or Andrews® J or A	S&S® 513	106-6028	106-6027		
74" and 80" – Modified	Mid - High 3500-6000 rpm	8.5 - 9.5	S&S® 514 or Andrews #3 or B	S&S® 585	33-5131	33-5109		
84" – 93"	Low - Mid 2500-5500 rpm	8.0 - 9.0	S&S® 514	S&S® 585	33-5131	33-5109		
93" HC — 103"	Mid - High 3500-6000 rpm	9.0 - 10.0	S&S® 495 or 560S	S&S® 600	33-5132	33-5058		
High Compression	High 3500-6500 rpm	Over 10.0	S&S® 495 or 565S	S&S® 640	-	33-5108		

In order to achieve stated timing specifications, these cams must be used in engines with 1984-'99 style tappets.

These cams should not be ordered as replacement parts for early S&S SH-Series engines, or for any shovelhead engine equipped with stock valve train. For replacement parts for these engines, select stock style cams and tappets.

S&S can do a special order cam, please contact your S&S customer service representative for more information

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PINION SHAFT GEAR KITS

FITMENT

• 1939-'89

FEATURES AND BENEFITS

- Contain all the components that need to be installed on the pinion shaft for the specified year group.
- Kits for 1939-'53 and 1954-'77 can be used in 1972 and earlier engines to speed up the oil pump by 25% for more potential oil volume, since S&S oil pump drive gears are of the 1973 and later 6-tooth design.

1939-'53 S&S® BIG TWIN STYLE PINION SHAFT GEAR KITS

Size	Color Code	Part #	MSRP
Biggest	Orange	106-3217	\$246.50
	Black	106-3218	\$246.50
Average	Blue	106-3220	\$246.50
	Green	106-3221	\$246.50

106-3217

EARLY 1954-'77 S&S® BIG TWIN STYLE PINION SHAFT GEAR KITS

Size	Color Code	Part#	MSRP
Smallest	White	106-3214	\$136.64
	Brown	106-3215	\$136.64
	Yellow	106-3216	\$136.64

LATE 1977-'89* S&S® BIG TWIN STYLE PINION SHAFT GEAR KITS

Size	Color Code	Part #	MSRP
Biggest	Yellow	33-4185	\$138.43
Average	Red	33-4148	\$135.30
Average	Blue	33-4181	\$138.43
Smallest	Black	33-4180	\$138.43

^{*}Use this kit when installing an S&S® flywheel assembly in a 1990-'99 Engine













33-4232





All S&S Pinion Shaft Gear Kits must be used with 1973-'99 style 24-tooth oil pump drive shaft gear such as S&S part #33-4230.

INDIVIDUAL COMPONENTS

Description	Part #	MSRP
Pinion Shaft Gear Spacer Fits 1954-'89 big twin engine. \$\square\$_1,2,3\$\$\tag{\tag{2}}_3,4,5,6\$\$\$	33-4289	\$4.62
Pinion Shaft Gear Nut 26349-54 Fits 1954-'89 big twin engine. 45,2,3 45,6	33-4244	\$7.56
S&S Upgrade Pinion Shaft Oil Pump Drive Gear1939-'53 Big Twin — 6-Tooth. Requires S&S part #33-4230 or <i>26345-73</i> drive shaft drive gear. Fits 1939-'53 stock and S&S pinion shafts.	33-4237	\$128.23
Pinion Shaft Oil Pump Drive Gear 26349-73, 26349-73A 1973-'89 — 6-Tooth. The Shaft S	33-4232	\$39.82
Oil Pump Drive Gear 24-Tooth Requires S&S part #33-4232, part #33-4237, or 26349-54 pinion shaft drive gear. Fits 1973 - '99 big twin engine. 26349-73, 26349-73A	33-4230	\$28.27

High quality S&S pinion gears are carefully machined, heat treated and then finish ground. Three distinct year groups, in up to eight different color coded sizes for optimum gear lash, are available for big twin engines. S&S color codes match Harley-Davidson® color codes so that replacement is easy. Just pick the appropriate color S&S gear that matches the color on the damaged stock gear (see notes).

If the stock gear is unmarked and the size is unknown or you are scratch building an engine and have no gear, we recommend that you order a gear in the middle of the size range. These sizes were used more often and should provide adequate gear clearance under most circumstances. When in doubt, use a gear from the middle to the small side of the range, because a combination of looser fitting smaller gears is less likely to cause binding and premature wear. Consult the chart for the size and appropriate part number required. If you wish to achieve optimum cam gear to pinion gear fit, consult your factory service manual for instructions on fitting these gears before making a selection. Some sizes, particularly those on and near the ends of each range, are available on a limited basis because they are the extremes.



S&S® BIG TWIN STYLE PINION GEAR SELECTION CHART

		1939-'53		1954-'77		1977-'89*			
	Color Code	Part No.	MSRP	Color Code	Part No.	MSRP	Color Code	Part No.	MSRP
	Orange	33-4101	\$174.00	Orange	33-4121	\$100.67	Orange	33-4141 (USA)	\$88.07
Biggest	Black	33-4102	\$159.50	Black	33-4122	\$100.67	White	33-4142 📆	\$88.07
	Red	-	_	Red	33-4123	\$100.67	Yellow	33-4143 USA USA TÜV	\$88.07
Average	Blue	33-4104	\$159.50	Blue	33-4124	\$100.67	Red	33-4144 USA USA TÜV _{4,5}	\$88.07
	Green	33-4105	\$174.00	Green	33-4125	\$100.67	Blue	33-4145 🖜	\$88.07
	-	-	_	White	33-4126	\$100.67	Green	33-4146 (DSA)	\$88.07
Smallest	-	-	_	Brown	33-4127	\$100.67	Black	33-4147 (DSA)	\$88.07
	_	_	_	Yellow	33-4128	\$100.67	-	_	_

Note - All S&S Pinion Shaft Gear Kits must be used with 1973-'99 style 24-tooth oil pump drive shaft gear such as S&S part #33-4230.

96"/103"/ 2007-20

^{*}Use this kit when installing an S&S flywheel assembly in a 1990-'99 engine.

STEEL ROTARY BREATHER GEARS FOR 1936-'84 BIG TWIN

FITMENT

• 1936-'84 OHV big twins

FEATURES

- All steel construction superior dimensional stability, abrasion
- Welded-in screen
- Higher flow than stock
- Elongated breather pocket scavenge hole for increased suction

OPTIONS

- Standard diameter for replacement or new builds
- +.030" diameter for damaged engines
- Breather gear only kitsBreather gear and shim kits





33-4250

S&S® BREATHER GEAR KITS FOR 1936-'99 BIG TWIN

Year of Camshaft	Standard Size	MSRP	+.030" Oversize	MSRP
1936-Early '47	106-6010	\$125.84	106-6013	\$125.84
1948-Early '77	33-4253	\$125.84	33-4263	\$125.84
Late 1977-'99	33-4250	\$114.31	33-4260	\$114.31



106-5070

S&S® BREATHER GEARS ONLY FOR 1936-'99 BIG TWIN

Year of Camshaft	Standard Size	MSRP	+.030" Oversize	MSRP
1936-Early '47	106-5070 25300-36	\$102.76	106-6012	\$102.76
1948-Early '77	33-4246 25313-73	\$102.76	33-4247	\$102.76
Late 1977-'99	33-4241 25310-82A, 25313-77B, 25311-90	\$90.18	33-4242	\$90.18



Description	Part#	MSRP
Fits stock 1979-'82 and all S&S® steel breather gears. Includes one of each thickness: .100", .110", .120", .130", .140", .150", .160", .170"	33-4249	\$23.02



33-4249

GENERATOR STYLE GEARCOVERS FOR 1936-'69 OHV BIG TWINS

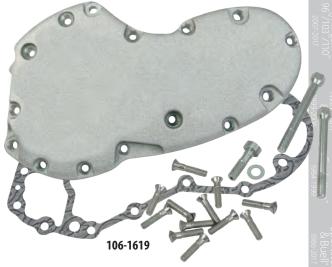
- 1936-'62 and 1965-'69 OHV big twins
- Available for stock and S&S crankcases

FEATURES AND BENEFITS

- Cast gearcovers stock appearance
- Bushings installed and sized ready to install

KIT CONTENTS

- Gearcover assembly
- Gasket and hardware
- Instructions



FOR STOCK CRANKCASES-CAST GENERATOR GEARCOVERS

Application	Hardware Type	Pinion Bushing I.D.	Distinguishing Characteristics	Part#	MSRP
1940-early'48 OHV	1⁄4"-24	11/16"	8 Ribs, w/tapped hole for top end oiling, ¼" gen mount holes*	106-3198 25216-48	\$246.50
Late 1948-'53 OHV	1⁄4"-24	11/16"	8 Ribs, w/o tapped hole top for end oiling, ¼" gen mount holes*	106-3499	\$309.89
1954-'62 OHV	1/4"-24 and 1/4"-20	%16"	4 Ribs w/o stock outside oiler passage, %" gen mount holes	31-0240 <i>25216-58</i>	\$231.61
1965 OHV	1/4"-24 and 1/4"-20	%16"	Smooth, w/outside oiler passage, %6" gen mount holes	106-1619	\$297.38
1966-'69 OHV	1/4"-24 and 1/4"-20	%16"	Smooth w/o outside oiler passage, 5/6" gen mount holes w/o 12 o'clock boss	106-1625	\$285.90

^{*}Generator mounting holes must be drilled to 3/6" for use with 1958-later generators. Cast generator gearcovers come with countersunk hardware

FOR S&S® CRANKCASES— CAST GENERATOR GEARCOVERS

Application	Hardware Type	Pinion Bushing I.D.	Distinguishing Characteristics	Part #	MSRP
1940-'47 OHV	1/4"-24 and 1/4"-20	9/16"	8 Ribs, w/tapped hole for top end oiling , 5% gen mount holes	106-3482	\$246.50
1954-'64 OHV	1/4"-24 and 1/4"-20	9/16"	4 Ribs w/o stock outside oiler passage, %" gen mount holes*	31-0240 <i>25216-58</i>	\$231.61
1965-'69 OHV	1/4"-24 and 1/4"-20	9/16"	Smooth w/o outside oiler passage, 5/16" gen mount holes w/12 o'clock boss	106-1627	\$275.46

Cast generator gearcovers come with countersunk hardware.



S&S does not offer a direct replacement cover for 1963-'64 engines with outside oilers. However, cover part #106-1619 is functionally compatible, but is not cosmetically correct for those year groups. Stock covers of the four ribbed design, and cover part #106-1619 is a flat-side design.

^{*}A tapped hole on top of the cover can be used to supply oil to the top end — similar to 1936-48 OHV big twins.

BILLET GEARCOVER FOR KN-KONE ENGINE OR 1973-'92 BIG TWIN CUSTOM APPLICATIONS

FITMENT

- S&S® Vintage alternator style KN-Kone engines
- Custom applications on 1973-'92 engines and alternator style P & SH-Series engines

FEATURES AND BENEFITS

- Machined from billet aluminum
- Polished finish
- External oil supply port
- Compatible with point or electronic ignition systems

• Billet gearcover, Chrome billet ignition cover, All gaskets and hardware, Installation instructions

S&S® BILLET GEARCOVER

FOR KN-KONE ENGINE OR 1973-'92 BIG TWIN CUSTOM APPLICATIONS

Description	Part #	MSRP
Chrome Plated Billet Ignition Cover Only	31-0332	\$58.69



310-0244

REPLACEMENT PARTS: SEE 437

BILLET GEARCOVERSFOR 1973-'92 BIG TWINS

FITMENT

- 1973-'92 engines
- S&S alternator style SH-Series engines

FEATURES AND BENEFITS

- Machined from billet aluminum
- Available polished or chrome plated
- Compatible with points or electronic ignition systems

• Billet gearcover, Chrome billet ignition cover, All gaskets and hardware, Installation instructions

S&S® BILLET GEARCOVERS FOR 1973-'92 BIG TWINS

Description	Part #	MSRP
1973-'92 Polished (1974,5,6)	31-0335	\$469.74
1973-'92 Chrome	106-4211	\$487.16
Chrome Plated Billet Ignition Cover Only	31-0332	\$58.69



CAST GEARCOVERS FOR 1973-'84 BIG TWINS

FITMENT

• 1973-'84 engines

FEATURES AND BENEFITS

- Flanged with a chromed billet aluminum cover
 Machined from tough 356-T6 aluminum castings the same material used to make S&S crankcases
- Inner cast aluminum cover and a decorative bolt-on outer cover
- Both versions will accept either points or electronic ignition systems

KIT CONTENTS

Cast gearcover, Gaskets, Mounting Hardware





31-0203

S&S® CAST GEARCOVERS FOR 1973-84 BIG TWINS

Description	Part #	MSRP
Natural-Billet Outer Cover	_	_
Natural–Flangeless Tall	31-0203	\$203.00
Wrinkle Black—Flangeless Tall	31-0299	\$191.95

CIRCUIT BREAKER DRIVE GEARS

GENERATOR CRANKCASE GEAR KIT FOR 1936-69 BIG TWIN ENGINES & CUSTOM ALT/GEN ENGINES

Description	Part #	MSRP
Standard Clockwise Rotation.	33-4226	\$478.50
Reverse Counterclockwise Rotation.	33-4227	\$478.50

CIRCUIT BREAKER DRIVE GEAR ASSEMBLIES FOR 1936-69 BIG TWIN ENGINES

Description	Part #	MSRP
Standard/Clockwise Rotation. 25850-36A	33-4215	\$253.75
Counterclockwise/Reverse Rotation. Requires S&S #33-4208 circuit breaker gear.	33-4209	\$275.50

Shims not included



Description	Part #	MSRP	
Standard Clockwise Rotation 32531-36		33-4217	\$102.00
Reverse Counterclockwise Rotation Requires S&S #33-4209 circuit breaker gear assembly		33-4208	\$109.29
Roll Pin 7/64" Diameter 255		50-8025	\$1.03
Roll Pin 1/8" Diameter	each	50-8030	\$1.05
	10 pack	50-8140	\$6.25

CIRCUIT BREAKER DRIVE GEAR SHAFT

Description	Part #	MSRP
Fits 1936-'69 big twin engines. <i>25856-36</i>	31-2037	\$36.43

IDLER GEAR SHAFT

Description	Part#	MSRP
Fits 1936-'69 big twin engines 25791-36	31-2039	\$13.07

BUSHING

Description		Part #	MSRP
Fits all S&S® circuit breaker drive and twin engines	idler gears for 1936-'69 big	33-4214	\$14.57

IDLER GEAR ASSEMBLY

Description	Part #	MSRP
Fits 1936-'69 big twin engines. (Shims not included.) 25775-36	33-4216	\$166.75

CIRCUIT BREAKER DRIVE/IDLER GEAR SHIMS

Fits 1936-'69	big twin engines.
Description	

The 1990 of Sig time engines.		
Description	Part#	MSRP
.050" Thick	33-4221	\$5.10
.054" Thick	33-4222	\$5.10
.058" Thick	33-4223	\$5.10
.062" Thick	33-4224	\$7.29
.066" Thick	33-4225	\$7.29











33-4214

33-4221

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.

1926-1984 Vintage Models -

CYLINDERS WITH PISTONS KIT FOR 1966-'84 BIG TWINS AND P-SERIES ENGINES

FITMENT

- 1966-'84 shovel engines
- S&S® Vintage SH-Series and P-Series engines
- Cylinders will not fit OEM panhead engines

FEATURES AND BENEFITS

- High strength engineering-grade grey cast iron
- Excellent wear resistance
- Durable powder coat finish
- P-Series are silver powder coated

OPTIONS

- 3½", 3½", and 3½ bore
- Black or silver powder coat finish
- Available in sets or single front or rear cylinders
- Available fit with your choice of S&S pistons

CYLINDERS WITH PISTONS KIT



91-9302

Cylinders with pistons include cylinders, piston kit, head bolts, base nuts, and head & base gaskets. All piston kits include rings, wristpins, and clips. Recomended Piston Fit: Close: .0035" to .004" Loose: .0045" to .0055" *Special Order: Download the Special Order Form at sscycle.com/soforms

STOCK BORE STROKER CYLINDERS WITH PISTONS KIT

Displacement	Stroke	Bore	re Cylinder Length Compression Ratio Part #		Part#	MSRP
84"	4 1/2"	3 7/16"	5.330"	8.4:1	91-9017	\$1,132.66
86"	4 5/8"	3 7/16"	5.330" 9.4:1 91-9017		\$1,132.66	
88"	4 ¾"	3 7/16"	5.330"	10.8:1	91-9017	\$1,132.66
Special Order	Specify	Specify	Specify	Specify	91-9307*	Call for Pricing

Cylinders with pistons include cylinders, piston kit, head bolts, base nuts, and head & base gaskets. All piston kits include rings, wristpins, and clips. Recomended Piston Fit: Close: .0035" to .004"

Loose: .0045" to .0055" *Special Order: Download the Special Order Form at sscycle.com/soforms

35%" BORE STROKER CYLINDERS WITH PISTONS KIT

Displacement	Stroke	Bore	Cylinder Length	Cylinder Length Compression Ratio Part #		MSRP
88"	4 1⁄4"	3 %"	5.330"	7.5:1	91-9001	\$1,087.16
93" LC	4 1/2"	3 %"	5.405"	8.5:1	91-9101	\$1,087.16
93" HC	4 1/2"	3 %"	5.363" 9.1:1 91-9031		\$1,189.82	
96"	4 5/8"	3 %"	5.440"	9.0:1	91-9401	\$1,087.16
98"*	4 ¾"	3 %"	5.530"	5.530" 8.9:1 91-9201		\$1,087.16
103"*	5"	3 %"	5.630" 9.7:1 91-9302		\$1,189.82	
Special Order	Specify	Specify	Specify	Specify	91-9307**	Call for Pricing

Cylinders with pistons include cylinders, piston kit, head bolts, base nuts, and head & base gaskets. All piston kits include rings, wristpins, and clips. Recomended Piston Fit: Close: .0035" to .004" Loose: .0045" to .0055". *Small Diameter Flywheels **Special Order: Download the Special Order Form at sscycle.com/soforms



Cylinders for P-Series engines will not fit stock pan cylinder heads. They are machined with a stock shovel head bolt pattern.

Cylinders for P-Series engines do not have an internal oil feed passage for top end oiling. Not compatible with stock pan cases or heads.

FITMENT

- 1936-'47, 74", and 93" knuckle engines
- S&S® Vintage KN-Series engines

FEATURES AND BENEFITS

- High strength engineering–grade grey cast iron
- Excellent wear resistance
- Durable powder coat finish high temp gloss black



106-2402

37/16" & 35%" BORE CYLINDERS WITH PISTONS KIT FOR 1936-'47 OHV ENGINES

Piston Series	Displacement	Stroke	Bore	Cylinder Length	Compression Ratio	Part #	MSRP
74 LC Forged	74"	331/32"	37/16"	5.530"	8:1	106-4519	\$1,224.81
3%" Forged	93"	4½"	35%"	5.625"	8.2:1	106-2402	\$1,370.64
Special Order*	Specify	Specify	Specify	Specify	Specify	106-4892*	Call for Pricing

Cylinders with pistons include cylinders, piston kit, head bolts, base nuts, and head & base gaskets. All piston kits include rings, wristpins, and clips. Recomended Piston Fit: Close: .0035" to .004" Loose: .0045" to .0055".

*Special Order: Download the Special Order Form at sscycle.com/soforms



S&S® cylinder heads for 1940-'47 OHV big twins are machined for %-20 head bolts and are not compatible with stock %-16 head bolts. If using S&S heads with 3%6" bore cylinders, stock style hex head bolts for 1948-'65 big twins, part #106-4523 may be used. S&S 3%" bore cylinders require the use of S&S 1966-'84 style 12 point head bolts part #93-3024, due to clearance issues.

Stock 1930-'78 hex style base nut kit is available in cadmium plate, part #106-4522, for 3%" bore cylinders only. Stainless raised hex base nuts, part #93-3063-S, are required for 3%" bore cylinders.

CYLINDERS

37/16", 31/2", & 35/8" BORE CYLINDERS FOR 1966-'84 BIG TWIN—GLOSS BACK

Displacement	Bore	Cylinder Sets	MSRP
74", 84", 86", 88' Stock Bore Strokers	37/16"	91-9011	\$844.52
80", 84"	3½"	91-9021	\$844.52
88"		91-9000	\$844.52
93"		91-9100	\$844.52
93"HC	25/11	91-9030	\$844.52
96"	35%"	91-9400	\$844.52
98" SD †		91-9200	\$844.52
103" SD †		91-9300	\$844.52
Special Order	Specify	91-9307***	Call for Pricing

†Small Diameter Flywheels **Some early S&S 93" and 96" Sidewinder® Kits were sold with 5.530" length cylinders. Use 91-9200 for replacement cylinders.

Individual cylinders and cylinder sets without pistons are bored slightly under nominal size and are not honed. Individual cylinder assemblies and cylinder kits with pistons are honed to fit the pistons included.

37/16" & 35%" BORE CYLINDERS FOR 1936-'47 OHV ENGINES—HIGH TEMP GLOSS BLACK

Displacement	Bore	Cylinder Sets	MSRP
74"	37/16"	106-4512 <i>16483-41, 16492-41</i>	\$1,062.68
93"	3%"	106-4655	\$1,062.68
Special Order	Specify	106-4892*	Call for Pricing

Cylinder set include cylinders, head gaskets, and base gaskets. *Special Order: Download the Special Order Form at sscycle.com/soforms

Sportste & Buell* 1986-2017

> Street & Street Rod

Vintage Engines

Wedge*

ictory Nodels

Products

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Company

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^{***}Special Order: Download the Special Order Form at sscycle.com/soforms.

FORGED PISTON KITS FOR 74" AND 80" 1936-'84 OHV ENGINES

FITMENT

- 74" pistons fit 1936-'78, 74" OHV engines
- 80" pistons fit 1979-'84, 80" big twin engines and may be used in mild stroker engines with 4¼" stroke flywheels

FEATURES AND BENEFITS

- Forged pistons for superior strength
- · Modern alloys and piston skirt profiles for low noise and long engine life
- Dome volume
 - 74 LC = 46cc
 - 74 HC = 57cc
 - 80 LC = 41cc
 - 80 HC = 53cc
- Piston kits include set of pistons, rings, wristpins, and clips

OPTIONS

- 74" 8:1 or 9:1 compression
- 80" 8:1 or 9:1 compression

S&S will fit these pistons to your existing cylinders (when purchasing new cylinders, pistons can be fit to them as an option)





Displacement	Bore	Stroke	Compression Ratio	Piston Deck Height
74"	37/16"	331/32"	8:1 and 9:1	1.436"
80"	3½"	41⁄4"	8:1 and 9:1	1.270"

Recommended Piston Fit Close: .003" - .0035" Loose: .004" - .005"

S&S FORGED 74" PISTONS

Oversize	Deck Height	8:1 Compression	MSRP	9:1 Compression	MSRP
Standard (37/16")	1.436"	106-5495 22101-48, 22101-41 \$322.58 106-5503		106-5503	\$322.58
+.010"	1.436"	106-5496 22103-41, 22103-48	\$322.58	106-5504	\$322.58
+.020"	1.436"	106-5497 22104-41, 22104-48	\$322.58	106-5505	\$322.58
+.030"	1.436"	106-5498 22105-41, 22105-48	\$322.58	106-5506	\$322.58
+.040"	1.436"	106-5773 22106-41, 22106-48	\$322.58	106-5775	\$322.58

REPLACEMENT RINGS FOR 74"

0versize	Part#	MSRP		
Standard (37/16")	94-2200X 22325-558, 22355-53, 22355-48, 22355-41	\$35.85		
+.010"	94-2201X 22327-558, 22357-48, 22357-41	\$35.85		
+.020"	94-2202X 22328-55B, 22358-53, 22358-48, 22358-41	\$35.85		
+.030"	94-2203X 22329-55 <i>B</i> , 22359-48, 22359-41	\$35.85		
+.040"	94-2204X 22330-55 <i>B</i> , 22360-48, 22360-41	\$35.85		

S&S FORGED 80" PISTONS

Oversize	Deck Height	8:1 Compression	MSRP	9:1 Compression	MSRP
Standard (3½")	1.270"	106-5511	\$322.58	106-5519	\$322.58
+.010"	1.270"	106-5512	\$322.58	106-5520	\$322.58
+.020"	1.270"	106-5513	\$322.58	106-5521	\$322.58
+.030"	1.270"	106-5514	\$322.58	106-5522	\$322.58

REPLACEMENT RINGS FOR 80"

Oversize	Part#	MSRP
Standard (3½")	94-2206X 22334-78A, 22334-78B, 21920-83	\$35.85
+.010"	94-2207X 22335-78A, 22335-78B, 21922-83	\$35.85
+.020"	94-2208X 22336-78B, 21923-83	\$35.85
+.030"	94-2209X 22337-78B, 21924-83	\$35.85

Since many older motorcycles have been modified, be sure to confirm that your engine is still stock before ordering replacement pistons.

Using 80" pistons with 74" ($3^31/52$ " stroke) flywheels will result in very low compression and poor performance. Using 74" pistons with 80" ($4^1/4$ " stroke) flywheels will result in contact between piston and cylinder head, and potential engine damage.

S&S offers machine shop services through the S&S Service and Speed Center®. New pistons can be fit to existing cylinders for a reasonable charge.

REPLACEMENT WRISTPINS AND KEEPERS

Description		Part #	MSRP
Wristpin .791" diameter		106-6123	\$20.43
Wristpin keeper, c-clip	each	94-9254-S	\$1.05
	4 pack	94-9254	\$3.02

FORGED STOCK BORE STROKER PISTONS FOR 1936-'84 OHV ENGINES

FITMENT

• 84", 86", and 88" stroker engines for 1936-'84 OHV engines

FEATURES AND BENEFITS

- Forged pistons for superior strength
- Modern alloys and piston skirt profiles for low noise and long engine life
- Dome volume 50cc
- Piston kits include set of pistons, rings, wristpins, and clips

S&S will fit these pistons to your existing cylinders (when purchasing new cylinders, pistons can be fit to them as an option)

S&S FORGED STOCK BORE STROKER PISTON SPECIFICATIONS					
Compression Ratio Piston					
Displacement	Bore	Stroke	Standard	LC	Deck Height
84"	3 7/16"	4 ½"	8.1:1	7.3:1	
86"	3 7/16"	4 5%"	9.4:1	8.1:1	1.100
88"	3 7/16"	4 ¾"	10.8:1	9.1:1	
Recommended Piston Fit Close: .003"0035" Loose: .004"005"					



S&S FORGED STOCK BORE STROKER PISTONS

Oversize	Standard	MSRP	Low Compression	MSRP
Oversize	Stanuaru	INIONE	Low Compression	INIONE
Standard (37/16")	106-5527	\$322.58	920-0073	\$322.58
+.010"	106-5528	\$322.58	920-0075	\$322.58
+.020"	106-5529	\$322.58	920-0077	\$322.58
+.030"	106-5530	\$322.58	920-0079	\$322.58
+.040"	106-5777	\$322.58	920-0081	\$322.58
+.050"	106-5778	\$322.58	920-0083	\$322.58
+.060"	106-5779	\$322.58	920-0085	\$322.58
+.070"	106-5780	\$322.58	920-0087	\$322.58
+.080"	106-5781	\$322.58	920-0089	\$322.58
+.090"	106-5782	\$322.58	920-0091	\$322.58

NOTES

When ordering pistons for a shovel engine, please keep in mind that these pistons are sized by 3%6" standard bore for a 74" engine. If using 80" cylinders standard bore is $31\!2"$ or 3%6"+.060".

S&S offers machine shop services through the S&S Service and Speed Center®. New pistons can be fit to existing cylinders for a reasonable charge.

REPLACEMENT RINGS FOR FORGED STOCK BORE STROKER PISTONS

0versize	Part#	MSRP
Standard (37/16")	94-2200X 22325-558, 22355-53, 22355-48, 22355-41	\$35.85
+.010"	94-2201X 22327-55B, 22357-48, 22357-41	\$35.85
+.020"	94-2202X 22328-558, 22358-53, 22358-48, 22358-41	\$35.85
+.030"	94-2203X 22329-558, 22359-48, 22359-41	\$35.85
+.040"	94-2204X 22330-55B, 22360-48, 22360-41	\$35.85
+.050"	94-2205X	\$35.85
+.060"	94-2206X 22334-78A, 22334-78B, 21920-83	\$35.85
+.070"	94-2207X 22335-78A, 22335-78B, 21922-83	\$35.85
+.080"	94-2208X 22336-78B, 21923-83	\$35.85
+.090"	94-2209X 22337-78B, 21924-83	\$35.85

REPLACEMENT WRISTPINS AND KEEPERS

Description		Part #	MSRP
Wristpin .791" diameter		106-6123	\$20.43
Wristnin kooner e elin	each	94-9254-S	\$1.05
Wristpin keeper, c-clip	4 pack	94-9254	\$3.02

FORGED 3-5/8" BORE PISTONS FOR 1936-'84 OHV ENGINES

• 88", 93", 96", 98" and 103" engines for 1936-'84 OHV big twins

FEATURES AND BENEFITS

- Forged pistons for superior strengthModern alloys and piston skirt profiles for low noise and long engine life
- Dome volume 30cc
- Piston kits include set of pistons, rings, wristpins, and clips

OPTIONS

• Available in 3%" Standard. +.010", .020", .030", and .060"oversizes S&S will fit these pistons to your existing cylinders (when purchasing new cylinders, pistons can be fit to them as an option)



106-5535

S&S® 35%" BORE FORGED PISTON APPLICATION CHART							
Wristpin Cylinder Length Cylinder Length							
Displacement	Deck Height	Stroke	Diameter	Compression Ratio	SH-Series & P-Series Engines	KN-Series Engines	
88"	1.260"	41/4"	8½"	7.5:1	5.330"	-	
93"	1.260"	4½"	81/2"	8.5:1	5.405"	5.625"	
93" HC	1.260"	4½"	8½"	9.1:1	5.363"	_	
96"	1.260"	45%"	8½"	9.1:1	5.440"	_	
98"	1.260"	4¾"	8½"	8.9:1	5.530"	_	
103"	1.260"	5"	81⁄4"	9.7:1	5.630"	_	

S&S® FORGED 35%" BORE PISTON SETS FOR 1936-'84 OHV BIG TWINS

Oversize	Wristpin Deck Height	Part #	MSRP
Standard (3%")	1.260" 106-5535 \$32.		\$322.58
+.010"	1.260"	106-5536	\$322.58
+.020"	1.260"	106-5537	\$322.58
+.030"	1.260"	106-5538	\$322.58
+.060"	1.260"	106-5789	\$322.58

Recommended Piston Fit Close: .003" - .0035" Loose: .004" - .005"

REPLACEMENT RINGS FOR FORGED 3 5% RORE PISTONS

REFERENT RINGS FOR FORGED 5 /8 DORE FISTORS						
Oversize	Part #	MSRP				
Standard (35/8")	94-1220X	\$36.52				
+.010"	94-1221X	\$33.60				
+.020"	94-1222X	\$33.60				
+.030"	94-1223X	\$33.60				
+.060"	94-1226X	\$33.60				



Compression ratios will change when replacing existing pistons in S&S engines with this series of forged pistons. If higher compression is desired, we suggest shortening cylinders, or decking heads to achieve the desired compression ratio. A change of .060" will produce approximately 1 point of change in the compression ratio.

S&S offers machine shop services through the S&S Service and Speed Center®. New pistons can be fit to your existing cylinders for a reasonable charge, and cylinders can be shortened to your specifications if higher compression ratio is desired.

REPLACEMENT WRISTPINS AND KEEPERS

Description		Part #	MSRP
Wristpin .791" diameter		106-6123	\$20.43
Wristpin keeper, c-clip	each	94-9254-S	\$1.05
	4 pack	94-9254	\$3.02

REPLACEMENT PISTONS FOR UL CYLINDERS



S&S® CAST PISTON KITS FOR UL CYLINDERS

Oversize	Part No.	MSRP
Standard (31/16")	920-0013 (H-D*#22216-30)	\$164.95
+.010"	920-0036 22219-30	\$164.95
+.020"	920-0037 22219-30	\$164.95
+.030"	920-0038 22220-30	\$164.95

REPLACEMENT RINGS FOR CAST PISTON KITS

Oversize	Part No.	MSRP
Standard (37/16")	940-0006	\$36.95
+.010"	940-0007	\$36.95
+.020"	940-0008	\$36.95
+.030"	940-0009	\$36.95
+.040"	940-0010	\$36.95
+.060"	940-0011	\$36.95

REPLACEMENT FORGED STROKER PISTONS FOR 1972-'85 HARLEY-DAVIDSON® IRONHEAD SPORTSTER®

FEATURES AND BENEFITS

- 3\%" bore stroker pistons are designed to be used in conjunction with S&S 4\%" stroke flywheels to convert 1000cc Ironhead engines in 1972-'85 Harley-Davidson® Sportster® models to 1200cc (74") displacement.
- Can also be used to replace pistons in older S&S stroker engines with 41/16", 49/16", 41/2", and 413/16" stroke flywheels. All clearances must be checked. See chart below for displacements and compression ratios. These pistons are normally used in stock Harley-Davidson® cylinders. No cylinders are available from S&S for Ironhead Sportster models.





106-5544

STROKER PISTONS SPECIFICATIONS FOR 1972-'85 HARLEY-DAVIDSON® IRONHEAD SPORTSTER® MODELS						
Displacement 71" 72" 73" 74" 77" *						
Stroke	47/16"	4½"	4%16"	45/8"	4 ¹³ ⁄16"	
Cylinder Length	5.330"	5.330"	5.330"	5.330"	5.330"	
Compression	7.5:1	8:1	8.5:1	9:1	9:1	
*Requires 1/8" base plates and small diameter flywheels.						

STROKER PISTONS KITS

FOR 1972-'85 HARLEY-DAVIDSON® IRONHEAD SPORTSTER® MODELS

0versize	Deck Height	Part #	MSRP
+.010	.806"	106-5542	\$363.36
+.020	.806"	106-5543	\$363.36
+.030	.806"	106-5544	\$363.36
+.060	.806"	106-5791	\$363.36

Recommended Piston Fit: Close: .0030"-.0035" Loose: .0045"-.0055"

REPLACEMENT MOLY FACED RINGS

FOR 1972-'85 HARLEY-DAVIDSON® IRONHEAD SPORTSTER® MODELS

0versize	Part #	MSRP
+.010	94-3201X	\$30.24
+.020	94-3202X	\$30.24
+.030	94-3203X	\$30.24
+.040	94-3204X	\$26.95
+.050	94-3205X	\$26.95
+.060	94-3206X	\$30.24



94-9351

REPLACEMENT WRISTPINS AND BUTTONS

Description	Part #	MSRP	
Wristpin .791" diameter	94-9350	\$25.86	
Keeper Buttons	4 pack	94-9351	\$22.38

If replacing the pistons in a older 77" stroker engine, stroker plates are required, and all clearances must be checked.

S&S offers machine shop services through the S&S Service & Speed Center®. New pistons can be fit to your existing cylinders for a reasonable charge. See

SUPER STOCK™ CYLINDER HEADS FOR 1966-'84 BIG TWIN ENGINES

FITMENT

- 1966-'84 big twinsSH-Series engines

FEATURES AND BENEFITS

- Stock appearance and improved performance S&S .590" lift valve springs
- Fits stock intake manifolds and exhaust pipes
- Rocker cover fastened with 5/16"-18 hex-head cap screws

OPTIONS

- Stock bore or 3%" bore
 O-ring or rubber band style manifold
 Natural aluminum or wrinkle black powder coat finish (wblack)
- Dual spark plugs and/or external oil return lines by special order

KIT CONTENTS

- Front and rear assembled cylinder heads complete with valves and .590" springs
- Head, rocker and exhaust gaskets
- Mounting hardware and instructions



90-1496

REPLACEMENT PARTS: SEE 442

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

Engine Year and Type	Bore	Aluminum Finish	MSRP	WBlack	MSRP
	Stock	90-1496	\$1,383.14	90-1596	\$1,494.24
1966-'78 (0-ring)	35/8"	90-1497	\$1,383.14	90-1597	\$1,494.24
	3%" Dual Plug	90-1491	\$1,516.46	_	_
	Stock	90-1498	\$1,383.14	90-1598	\$1,494.24
1979-'84 (Band)	35/8"	90-1499	\$1,383.14	90-1599	\$1,494.24
	3%" Dual Plug	90-1488	\$1,516.46	_	-
Special Order*	Specify	90-1490*	Call for Pricing	90-1490*	Call for Pricing

^{*}Use this special order part number to order assembled or unassembled cylinder heads with spring options, and special finish. Front or rear heads available by special order. Download the Special Order Form at sscycle.com/soforms DISCLAIMER: NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLUTION CONTROLUTION VEHICLE. Not legal for sale or use on any EPA pollution controlled motor vehicle.

REPLACEMENT CYLINDER HEADS **FOR P-SERIES ENGINES & RETRO CONVERSION KITS**

FITMENT

- P-Series engines
- 1966-'84 big twins
- Valve train update kit available through Special Order

FEATURES AND BENEFITS

- S&S .590" lift valve springs Late style valve chamber eliminates oil pooling
- Cooling channel between combustion chamber and rocker arms

OPTIONS

- Stock bore or 3%" bore
- Dual spark plug available for 3%" bore and special order Stock pan bolt pattern available through special order

KIT CONTENTS

- Front and rear cylinder head complete with valves and springs
- Head, pan, and exhaust gaskets





106-0414

REPLACEMENT PARTS: SEE 440

REPLACEMENT CYLINDER HEADS FOR S&S® P-SERIES ENGINES AND RETRO CONVERSION KITS

Description	Complete Kit (with Valves and Springs)	MSRP
Stock Bore	106-0414	\$1,383.14
35/8" Bore	106-0417	\$1,383.14
35/8" Bore Dual Plug	106-0420	\$1,516.46
Special Order*	106-0922*	Call for Pricing

These are not service part cylinder heads for panhead engines. They will not fit on stock panhead cylinders.

^{*}Use this special order part number to order assembled or unassembled cylinder heads with spring options, and special finish. Download the Special Order Form at sscvcle.com/soforms

ALUMINUM CYLINDER HEADSFOR 1937-'48 FLATHEAD SIDE-VALVE BIG TWIN ENGINES

FITMENT

- 1936 V model engines
- 1937-'48 U model engines

FEATURES AND BENEFITS

- Precision cast aluminum construction for better cooling
- Nine head bolt pattern

OPTIONS

- Available compression ratios: 5.5:1, 6:1, 6.25:1, and 7:1 (80")
- 14mm or 18mm spark plug hole

KIT CONTENTS

- · Front and rear cylinder heads
- Copper head gaskets
- Head bolts NOT included

ALUMINUM CYLINDER HEADS FOR UL AND ULH MODELS

Description	Part #	MSRP
Set 16661-40, 16671-36	106-2475*	\$625.00

^{*}Special Order: Download the Special Order Form at sscycle.com/soforms



106-2475

CYLINDER HEADS FOR 1940-'47 OHV BIG TWIN ENGINES

FITMENT

- KN-Series engines
- 1940-'47 OHV big twins
- 1936-'39 with a manifold upgrade

FEATURES AND BENEFITS

- Made of engineering-grade grey iron better heat dissipation, less sound transfer
- Durable stock-look black powder coat finish
- Counter bore for 61" cylinder fire ring
- Set up for o-ring manifold or late style port plumber fittings
- 1.940" intake and 1.750" exhaust valve
- Valve springs allow cams with up to .480" lift
- Compatible with stock or S&S valve cover "tins"

OPTIONS

- Fully assembled or unassembled
 - Fully assembled with valves, rocker arms, tins and housings complete
 - Guides installed for use with S&S® Vintage tins (valves ground)
 - Guides not installed for use with stock tins (valves not ground)
- 14mm or 18mm spark plug hole

CYLINDER HEADS

Description	Part #	MSRP
Fully assembled heads	106-4929*	Call for Pricing
Unassembled heads	106-2403*	Call for Pricing

^{*}Special Order: Download the Special Order Form at sscycle.com/soforms



106-4929

REPLACEMENT PARTS: SEE 442



Stock 1948-'65 head bolts can be used in stock bore applications and are available on 400, big bore applications must use the S&S 12 point head bolt also found on 400.

399

HEAD BOLT KITS FOR 1948-'84 BIG TWIN ENGINES

HEAD BOLT KITS FOR 1948-'84 BIG TWIN ENGINES

Description	Part #	MSRP	
1948-'84 Panhead & Shovelhead & 3%" Bore KN-Series Head Bolt Kit 6469HW 7/6"-20 x 2%" 12 pt stainless steel bolt #93-3025 washers.	93-3024	\$84.51	
Stock Bore KN-Series & Stock Panhead 16814-48 Head Bolt Kit 1/16"-20 x 2%" Hex cad plated bolt #106-4523 washers.	106-4523	\$58.29	
Oil Bypass Plug (Included with all S&S® stock bore shovelhead style cylinders) Each 2 pack		93-1032-S	\$4.33
		93-1032	\$8.64
Finished Cylinder Base Plate Set (not shown) 1948-'84 big twin — stock bore x 1/52". S&S 86" Stroker Kits with forged pistons for shovelhead engines.	93-2229	\$33.95	





Shown: 1 bolt and washer. Kit includes 10 of each.

CYLINDER HEAD & MOTOR MOUNTS

CYLINDER HEAD AND MOTOR MOUNTS

Description	Part #	MSRP
Complete Kit for 1948-'84 Big Twin — Fits panhead and shovelhead engines with cylinders up to 5.750" long 16852-67A, 16853-48	93-4057	\$45.07
Screw,HHC,7/6-20 x 1-1/4" 4726	50-0176	\$1.03
Nut, Lock, HH, 7/6-20, Steel/Nylon 7825	50-5045	\$0.31
Washer,Flat,.469" x .922" x .125",Zinc,Steel 6495HW	50-7064	\$0.66



93-4057

CYLINDER BASE NUTS & STUDS

CYLINDER BASE NUTS AND STUDS

Fitment	Description		Part #	MSRP
Stock length base stud - Fits 61", 74", and 80" OHV and SV models 2.030" overall length. 16837-30, 16831-30	Stock length base stud - Fits 61", 74", and 80" OHV and SV		31-2328-5	\$4.62
	8 pack	31-2328	\$35.85	
1930-'84 Big Twin	Extra long base stud - 5%" longer than late stock studs	Each	31-2324-5	\$24.09
2.390" overall length <i>16837-78</i>		8 pack	31-2324	\$168.82
NOTE: This leaves app	proximately 1.400" above the base gasket surface with 1" of crankcase thread	engageme	nt	
Base Nuts 1930-'78 Big Twin (stock bore only)	Base Nut Kit - Cadmium plated, includes lock washers.		106-4522	\$21.95
NOTE: This leaves approxim	ately 1.400" above the base gasket surfaces with 1.125" of crankcase thread	engagemer	nt.	
Stainless 7/16" hex allows the use of box end wrench to tighten base nuts on S&S Sidewinder® cylinders for shovelhead engines. Requires .375"400" stud engagement – stud height may need to be adjusted.		Each	93-3063-5	\$8.50
		8 pack	93-3063	\$61.95



31-2328-S



31-2324-S



93-3063-S



Showing one nut & washer. Kit includes 8 of each.

106-4522

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.

FITMENT

- 1966-'84 big twins
- 1953-'65 engines using shovel cylinders and P-Series heads or engines using P-Series valve train update kits



FEATURES AND BENEFITS

- Quiet, dependable hydraulic valve train
- Through the pushrod or external oiling options
- Easy pushrod installation and removal
- Wide selection of late style cams to choose from

OPTIONS

- Kit for use with S&S roller rocker arms for oiling through pushrods
- Kit for use with stock style rocker arms for oiling through external oil line

KIT CONTENTS

- Polished billet tappet guides
- Four 1984-'99 style tappets w/HL₂T kit
- Set of Quickee Adjustable pushrods
- Pushrod cover keepers
- Required hardware and gaskets



HYDRAULIC VALVE TRAIN CONVERSION KIT FOR SHOVELHEAD ENGINES

Description	Part #	MSRP
For use with S&S roller rocker arms.	33-5451	\$870.52
For use with stock shovelhead style rocker arms	33-5452	\$870.52

REPLACEMENT PARTS

Description		Part #	MSRP
Quickee Adjustable Pushrods	For S&S Rocker Arms (oil through pushrods)	93-5123	\$166.98
for 74"- 103" Shovels	For Stock Rocker Arms (oil through external oil lines)	93-5134 \$166.98	
Billet Tappet Guides – Polished 📆 3	Set	33-5450	\$405.01
	Front	33-5450F	\$243.19
	Rear	33-5450R	\$243.19
Tappets USA _{1,2,3} (UV _{4,5,6}	Without HL ₂ T Kit (Set of four) 18523-86A	33-5352	\$278.70
1appets 4,5,6	With HL ₂ T Kit (Set of four)	33-5353	\$299.58



1984-'99 cams must be used with this kit to ensure correct valve timing. These cams are not included with the kit. Refer to 384 for S&S camshaft recommendations to be used with this kit. If sourcing cams from another manufacturer, note that timing specifications will be unchanged, but the actual lift will be about 9% lower than specified due to the difference in rocker arm ratio.

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.

33-5452

TAPPET ASSEMBLIES

FITMENT

1953-'84 bt

FEATURES AND BENEFITS

- · Precision machined tappets complete with premium hydraulic units
- Save money by resusing worn stock tappet guides with +.003" oversize



HYDRAULIC TAPPET ASSEMBLIES – 4 PACK

Standard	330-0380	\$446.56
+.003" Oversized	330-0381	\$446.56

HYDRAULIC TAPPET COMPONENTS

FITMENT

• 1953-'84 bt

FEATURES AND BENEFITS

- · Same quality components used in S&S tappet assemblies
- Compatible with stock tappets





HYDRAULIC TAPPET COMPONENTS

Tappet Body — Standard (ea.)	330-0384	\$61.16
Tappet Body - +.003" (ea.)	330-0385	\$61.16
Hydraulic Insert (ea.)	330-0379	\$81.56
Tappet Rollers* (4 Pack)	330-0377	\$86.66

^{*}Fits 1929-'56 Side Valve bt, 1936-'84 OHV big twins, and 1957—'85 ironhead Sportster' models

TAPPET GUIDES

• 1936-'47 knucklehead and S&S® KN-Engines

FEATURES AND BENEFITS

- Mounting hardware and gaskets included



TAPPET GUIDES FOR KNUCKLEHEADS 1936-47 KNUCKLEHEAD AND S&S® KN ENGINES

Description		Part #	MSRP
Tappet, Set, Standard	4 pack	106-2410	\$417.56
Front only 18600-36	each	106-2665	\$250.50
Rear only 18610-36	each	106-2666	\$250.50

(NUCKLEHEAD ENGINES

• 1936-'47 knucklehead and S&S® KN-Engines

FEATURES AND BENEFITS

- Includes lifter body wrench flat
- · Includes adjusting screw and nut





TAPPETS FOR KNUCKLEHEADS

Description			Standard	MSRP	+.005"	MSRP
Tappet Set		4 pack	106-1819	\$293.55	106-1820	\$326.25
Tappet	Intake	each	106-1815 18491-36	\$74.24	106-1816	\$76.43
Assembly	Exhaust	each	106-1817 18493-36	\$74.24	106-1818	\$76.43

TAPPETS FOR 1929-'73 SV BIG TWINS

FITMENT

• 1929-'73 SV Big Twins

FEATURES AND BENEFITS

- Made in the USA
- 100% CNC machined carbon nitrided 8018 steel
- High Quality IKO roller bearings
- Includes lifter body wrench flat to reduce stress to guide, tappet and bearing during adjustment
- Includes adjusting screw and nut



TAPPETS FOR SIDE VALVE ENGINES FOR 1929-'73 SV BT

Description		Standard	MSRP	+.005"	MSRP
Tappet Set	4 pack	-	-	106-5879	\$326.25
Tappet Assembly	each	106-5872	\$228.38	106-5876	\$76.43

QUICKEE ADJUSTABLE PUSHRODS

FEATURES AND BENEFITS

• Can be installed or removed from an assembled engine





S&S® QUICKEE ADJUSTABLE PUSHRODS

	Application	Displacement	Part #	MSRP
	1966-'84 bt*(S&S Rocker Arms)	74"-103"	93-5123	\$166.98
9	1966-'84 bt*(Stock Rocker Arms)	74"-103"	93-5134	\$166.98
	Special Order	Specify	93-5135**	Call for Pricing

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



S&S Quickee Adjustable pushrods are designed for use with 1984-up hydraulic tappets. They are not compatible with stock or aftermarket hydraulic tappets for shovelhead engines or most solid style tappets.

See 401 for more information on S&S hydraulic valve train conversion kits, and see 409 for more information on S&S roller rocker arms.

PUSHROD KITS

FEATURES AND BENEFITS

- 7/6" Chromoly steel tubing for maximum strength
- Reduced pushrod flex for precise valve control at high rpm
- Solid lifter conversion kits replace troublesome hydraulic tappets



If using S&S tappet guides for shovelhead engines, see S&S Quickee Adjustable



S&S® ADJUSTABLE PUSHROD KITS FOR 1966-'84 BIG TWIN WITH SOLID LIFTER ADAPTERS

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

Cylinder Length	5.330" (Stock)	MSRP	5.405" (+ 1/16")	MSRP	5.530" (+ ¾6")	MSRP	5.630" (+ ⁵ / ₁₆ ")	MSRP
Part #	93-5067	\$125.84	93-5014	\$125.84	93-5015	\$125.84	93-5016	\$125.84



S&S® NON-ADJUSTABLE PUSHROD KITS FOR 1966-'84 BIG TWIN WITH ADJUSTABLE LIFTER ADAPTERS

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

Cylinder Length	5.330" (Stock)	MSRP	Special Order	MSRP
Part #	93-5068	\$115.35	93-5062*	Call for Pricing

^{*}Special Order: Download the Special Order Form at sscycle.com/soforms

PUSHROD KIT ONLY—FOR SOLID LIFTERS WITH 1948-'52 SOLID ADJUSTABLE LIFTERS

- Fits 1966-'84, 74" & 80" Shovelhead Engines
- Includes four non-adjustable steel pushrods. (Pushrods are identical to those used in kit part #93-5068.)
- Recommended for all shovelhead and shovelhead top/panhead bottom engines with 1948-'52 style lifters.



NON-ADJUSTABLE PUSHROD KITS FOR 1966-'84 BIG TWIN

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

Cylinder Length	5.330" (Stock)	MSRP	Special Order	MSRP
Part #	93-5069	\$78.64	93-5026*	Call for Pricing

^{*}Special Order: Download the Special Order Form at sscycle.com/soforms

SERVICE PART 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.



ADJUSTABLE PUSHROD KITS FOR 1966-'84 BIG TWIN

For hydraulic lifters. Service parts for 1966-'84.

Cylinder Length	5.330" (Stock)	MSRP	Special Order	MSRP
Part #	93-5070 17904-66	\$115.35	93-5071*	Call for Pricing

^{*}Special Order: Download the Special Order Form at sscycle.com/soforms

VISIT US AT WWW.SSCYCLE.COM

^{**}Special Order: Download the Special Order Form at sscycle.com/soforms

PUSHROD KITSFOR 1948-'65 BIG TWIN ENGINES

- Converts valve train to solid lifter operation
- Includes all parts needed for conversion



PUSHROD KITS FOR 1948-'65 BIG TWIN Non-adjustable Pushrods with Adjustable Lifter Adapters Includes adapters for converting 1953-'84 style hydraulic lifters to adjustable solids.

Cylinder Length		Part #	MSRP
5.205"	(Stock 61")	93-5081	\$115.35
5.330"	(Stock 74")	93-5058	\$115.35
5.405"	(+ 1/16")	93-5082	\$115.35
5.530"	(+3/16")	93-5084	\$115.35
Special Order		93-5028*	\$129.95

^{*}Special Order: Download the Special Order Form at sscycle.com/soforms

SOLID LIFTER PUSHROD KIT - FOR 1948-'52, 61" & 74" PANHEAD ENGINES

- Converts stock 1948-'52 valve train to solid lifter operation.
 Requires stock 1948-'52 style adjustable lifters.
- Pushrods are identical to those used in kit part #93-5058. See above.



NON-ADJUSTABLE PUSHROD KITS FOR 1948-'52 BIG TWIN Pushrods Only

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

Cylinder Length		Part #	MSRP
5.205"	(Stock 61")	93-5029	\$78.64
5.330"	(Stock 74")	93-5059 17905-53B	\$78.64
Special Order		93-5027*	Call for Pricing

^{*}Special Order: Download the Special Order Form at sscycle.com/soforms

SERVICE PART PUSHROD KIT – FOR 1953-'65 PANHEAD ENGINES WITH HYDRAULIC LIFTERS

Includes four adjustable pushrods.



MUST USE ORGINAL ADJUSTING SCREW. (NOT SUPPLIED)

ADJUSTABLE PUSHROD KITS FOR 1953-'65 BIG TWIN Stock Replacement Pushrod Kits Adjustable pushrod kits for hydraulic lifters.



Cylinder Length		Part#	MSRP
5.330"	(Stock 74")	93-5091	\$115.35
Special Order		93-5092*	Call for Pricing

^{*}Special Order: Download the Special Order Form at sscycle.com/soforms

PUSHROD KITS FOR 1936-'47 BIG TWIN ENGINES

- · Solid Lifter Pushrod Kit
- Fits 1936-'47, 61", 74" & 93" Knucklehead Engine
- Requires stock-style adjustable tappets.
- Includes four aluminum non-adjustable pushrods.
- The increase expansion of aluminum provides a quieter valve train.



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

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

Cylinder Length	Part #	MSRP
5.530" (Stock 74")	930-0008 17905-36	\$78.63
5.625" (KN93")	930-0009	\$115.35
Special Order*	939-0002**	Call for Pricing

^{*}Available in Aluminum or Steel through Special Order

^{**}Special Order: Download the Special Order Form at sscycle.com/soforms



- Now 1/16" diameter chromoly steel.
- Includes four non-adjustable pushrods.
- S&S pushrods are a direct service part.



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

Fitment	Cylinder Length	Part #	MSRP
Special Order	Specify	93-5038*	Call for Pricing

^{*}Special Order: Download the Special Order Form at sscycle.com/soforms

TIME-SAVER ADJUSTABLE PUSHRODS



FEATURES AND BENEFITS

- Eliminates the need to disassemble the top end and remove the rocker arms to change pushrods or camshafts
- Reduce installation time by 75% Hence the name Time Saver
- Larger 9mm diameter chrome moly tubing provides superior strength and minimizes pushrod flex
- Single adjuster end provides pushrod lengths from 9.5" to 11.5" for stock height and taller engines
- Kit includes set of four pushrods and installation instructions
- Not compatible with stock shovelhead hydraulic tappets, but will work with tappets having 3/8" diameter cup.

S&S® TIME-SAVER ADJUSTABLE PUSHRODS

Description	Part No.	MSRP
Pushrod Set	930-0052	\$150.76

ADJUSTABLE CHROMOLY STEEL PUSHRODS



- Adjustable chromoly steel pushrods for 1966—'84 big twins
- Compatible with S&S or original equipment hydraulic tappets
- Set of four pushrods

S&S® ADJUSTABLE CHROMOLY STEEL PUSHRODS

Description	Part No.	MSRP
Pushrod Set	930-0051	\$94.67

SOLID LIFTER CONVERSION KIT FOR 1953-'84 PANHEAD AND SHOVELHEAD ENGINES

- Hardened steel adapters, in place of stock hydraulic units in 1953-'84 lifters.
- Use with stock adjustable pushrods.

SOLID LIFTER CONVERSION KIT

Description	Part #	MSRP
Kit includes four adapters.	33-5348	\$24.77
Each	33-5336	\$6.19



1999-2006 88°

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PUSHROD COVERS & RELATED REPLACEMENT PARTS

S&S pushrod cover kits include all of the parts required for four pushrods, except keepers. Keepers are not included because of different length requirements of some engines, but are available separately. Pushrod covers and pushrod keepers are available for 1936-up big twin engines and 1986-'90 Harley-Davidson® Sportster® models. Consult the chart below for the pushrod keepers you require. Sold in kits of four assemblies; enough for one engine.

PUSHROD COVER KITS

Includes top and bottom covers, cover cap, cover spring, and spring washer for four pushrods.

Description	Part #	MSRP
1979-'84 big twin engines (o-ring style bottom cover) 🖦	93-4040	\$146.12
KN-Series & 1936-'47 OHV big twin engines 17939-36	106-3949	\$142.74



Keepers and o-ring kits are available but must be purchased separately.

PUSHROD COVER PARTS

Description	Part #	MSRP
Top Cover 1966-up big twin 17935-667, 17935-798	93-4016	\$12.23
Top Cover KN-Series &1936-'47 OHV big twin 17935-36	106-3850	\$10.86
Bottom Cover 1979-'84 big twin 📆	93-4029-5	\$10.87
Bottom Cover KN-Series & 1936-'47 OHV big twin 17983-40	106-3851	\$16.20
Cover Cap 1936-up big twin, 1957-'90 Sportster® 17945-368	93-4017	\$8.07
Cover Spring 1936-up big twin, (1934), 2,3,4,5,6,7	93-4018	\$1.09
Cover Cap Washer 6762B	50-7131	\$1.15
Bottom Cover Washer (H-D#6737)	50-7150	\$0.36
Pushrod O-ring Kit (For o-ring style bottom cover) Includes parts for four pushrods: top, middle, bottom o-rings.	93-4041	\$8.71
Top O-ring <i>11293, 11157, 11101, 11190</i>	50-8039	\$1.68
Middle O-ring 11132A	50-8038	\$1.05
Bottom 0-ring (H-D#11145)	50-8037	\$1.05
Quad Seal 11133A	50-8064-S	\$2.19
O-ring Square 17955-36	106-3849	\$1.43



KEEPER LENGTHS FOR STOCK HARLEY-DAVIDSON® ENGINES		
74" & 80" shovelhead	3.330"	
74" panhead	2.375"	
74" knucklehead	3.312"	
Ironhead Sportster®	2.375"	
Shovelheads-with S&S tappet guides 2.900" (Subtract .430" from stock length)		

93-4105

S&S® PUSHROD COVER KEEPER SETS

for 1936-'99 Big Twins and harley-Davidson® Sportster® Models

Length	Description	Part #	MSRP
2.400"		93-4070 17950-48	\$29.33
2.500"	900/1000cc + 1/8"	93-4100	\$29.33
2.600"		93-4101	\$29.33
2.800"		93-4115 17950-86	\$29.33
2.900"		93-4102	\$29.33
3.000"		93-4103	\$29.33
3.100"		93-4104	\$29.33
3.200"		93-4105	\$29.33
3.330"	74", KN74 , 80", 84", 86", 88", 93", KN93	93-4106 17949-40, 17950-66	\$29.33
3.500"	96",98"	93-4107	\$29.33
3.625"	103"	93-4108	\$29.33
4.250"	Custom. Extra long stainless steel 4.250". Customer to cut to required length.	93-4109	\$58.29

Notes: Keepers are sold in sets of four. All S&S pushrod keepers are chromed steel, except part #93-4109. Keeper part #93-4109 is intended for unusually tall engines. It is manufactured of unchromed stainless steel to prevent rust or peeling after it is trimmed to the required length.

Replacement parts for many of the components supplied in S&S pushrod kits are available separately. In some cases they may be used as direct replacements for stock items.

PUSHROD RELATED REPLACEMENT PARTS

Description	Part #	MSRP
Adjusting Unit Screw — 1936-'52 Style Fits S&S adjusting unit #33-5334 and stock 1936-'52 lifter with early stock 1936-'52 threads. 18555-36	33-5332	\$6.98
Adjusting Unit Sleeve Fits S&S adjusting unit #33-5334.	33-5331	\$6.98
Ball End for S&S Adjustable Pushrods Fits S&S adjustable with 1/46"-32 threads. (Manufactured after 2-1-1996)	93-5002	\$10.45
Solid Lifter Adapter S&S Adjustable Pushrod Converts stock 1953-'84 hydraulic lifter to non-adjustable solid lifter. For use with S&S adjustable pushrods in shovelhead engines (same as unit supplied in kit #93-5067)	33-5335	\$4.89
Adjusting Unit Locknut Fits S&S adjusting unit #33-5334 and S&S adjustable pushrods with early stock 1/32"-32 threads	33-5333	\$2.16
Fits S&S adjustable pushrods with 5%"-32 threads. (Manufactured after 2-1-1996)	93-5003-S	\$2.20

HIGH-PERFORMANCE VALVE SPRING KITS FOR 1948-'84 BIG TWIN ENGINES

.550" LIFT DOUBLE VALVE SPRING KIT

For 1948-'84 big twins with up to .550" lift.

- Includes 4 inner springs, 4 outer springs, 4 aluminum top collars and late 1981–'85 bottom covers
- Use with stock-style bottom collar, valve guides, valves with stock %" stem, and stock keepers
- Compatible with thin-stem valves if thicker keepers (that maintain correct valve stem-top collar engagement) are used
- Late single bottom collars are available for use in S&S cylinder heads for shovels and stock late 1981-'85 heads

S&S° .550" VALVE SPRINGS SPECIFICATIONS – 1948-′84 BIG TWIN			
Lift	Installed Height	Seat Force	Force @ Max Lift
.550"	1.500"	150 lb.	343 lb.



90-2053

.550 LIFT VALVE SPRING KIT FOR 1948-'84 PANHEAD AND SHOVELHEAD ENGINES

Description	Part #	MSRP
For 1948-'84 Panhead and Shovelhead Engines	90-2053	\$123.86
Bottom Collar — Late 1981-'84 18222-81 (each)	90-2038	\$14.00

Panhead engines usually require clearancing between rocker cover and top collar.

.590" LIFT TRIPLE VALVE SPRING KIT

For 1948-'84 big twin with up to .590" lift.

- Includes 4 steel top collars, 4 bottom collars, 4 each outer, middle, and inner springs, shims, and 8 keepers
- Use with stock valve guides, stock valves with %" stem, and stock keepers
- Compatible with thin-stem valves if thicker keepers (that maintain correct valve stem-top collar engagement) are used

S&S® .590'	S&S°.590" VALVE SPRINGS SPECIFICATIONS – 1948-'84 BIG TWIN				
Lift Installed Height Seat Force Force @ Max Lift					
.590"	1.480"	157 lb.	356 lb.		



.590 LIFT VALVE SPRING KIT FOR -1948-'84 BIG TWIN

Description	Part Number	MSRP
For Late 1981-'84 and All S&S Cylinder Heads	90-2063	\$167.00



.590" spring kit is year-group specific because of different bottom collars supplied with early and late kits. S&S heads require late 1981-'84 style kit, part #90-2063. When ordering replacement valve springs for S&S cylinder heads for shovelhead engines, order the 1981-'84 style part #90-2063.

• Kit consists of inner and outer springs for four valves, spring collars, shims, and valve keepers.

S&S® .480" VALVE SPRINGS SPECIFICATIONS — 1936-'47 BIG TWIN				
Lift Installed Height		Seat Force	Force @ Max Lift	
.480"	1.315"	160 lb.	310 lb.	



S&S® .480" VALVE SPRINGS FOR 1936-'47 BIG TWINS

CAST IRON VALVE GUIDES FOR 1936-'47 OHV

Part #

106-3638

106-3639

Description	Part #	MSRP
S&S Valve Spring Kit for 1936-'47 OHV bt	106-6398	\$217.50

106-3637 *18181-36, 18185-40*

106-3948 18184-36, 18187-40

REPLACEMENT PARTS FOR .480" VALVE SPRINGS

Description	Part #	MSRP		
Springs, valve, dual, .480"	Each	106-4362	\$27.69	
5priligs, valve, dual, .460	4 pack	900-0535	\$95.71	
Top collar, valve spring	Top collar, valve spring			
Keepers, valve spring,	Each	90-2037-5	\$2.30	
top collar	8 pack	50-7165	\$16.77	
Bottom collar, valve spring		106-3827	\$7.65	
Shim, valve spring .015"	106-4549	\$1.95		
Bottom collar spacer	106-5094	\$10.55		



106-3637



Description

Standard

+.002"

+.004"

+.008"

These springs will not fit over stock guides. Stock guides must be turned down or S&S® Vintage guides must be used.

MSRP

\$16.38

\$16.38

\$16.38

\$16.38

ROLLER ROCKER ARMS FOR 1966-'84 BIG TWIN ENGINES

FITMENT

- 1966-'84 big twins
- P-Series engines
- SH-Series engines

FEATURES AND BENEFITS

- 8620 steel heat treated forgings for maximum strength
- .750" rocker arm bushing for 50% more load bearing area than stock .500" bushings
- Roller tip reduces valve tip wear and side thrusting
- 1.5:1 rocker ratio
- Compatible with stock or S&S billet rocker boxes

• Oil passage allows top end oiling through pushrods

900-4320A

ROCKER ARMS FOR SHOVELHEAD ENGINES

Description	Part #	MSRP				
Set (includes two each front and rear rocker arms).	900-4320A	\$520.90				
Front exhaust or rear intake 17375-66A	900-4320FA	\$156.54				
Rear exhaust or front intake 17360-66A	900-4320RA	\$156.54				
REBUILD KIT S&S® ROLLER ROCKER ARMS						
Rebuilds four rocker arms	90-4321	\$123.74				

ROCKER ARMS AND SHAFTS FOR 1936-'47 OHV BIG TWINS

FITMENT

- 1936-'47 OHV big twins
- Compatible with S&S® or stock tins
- Rocker arms are not compatible with stock rocker shafts

FEATURES AND BENEFITS

- High quality CNC machined
- 1:1 stock knuckle rocker arm ratio
- · Improved oil control

KIT CONTENTS

• Four rocker arms FE, FI, RI, and RE, Four rocker shafts, Washers and spacers

ROCKER ARMS AND SHAFTS FOR 1936-'47 OHV BIG TWINS

Description	Part #	MSRP	
Rocker Arms and Shaft Set (includes hardware)	106-2412	\$894.57	
Front Intake (includes shaft and spacers)	each	106-2862	\$297.45
Front Exhaust (includes shaft and spacers)	each	106-2863	\$297.45
Rear Intake (includes shaft and spacers)	each	106-2864	\$297.45
Rear Exhaust (includes shaft and spacers)	each	106-2865	\$297.45
Rocker Shaft Set (includes spacers and hardware)	4 pack	106-2413	\$353.80
Nut and Washer Kit, Rocker Shaft Left Side 7831	4 pack	106-3632	\$5.83
Nut and O-Ring, Rocker Box, KN-Series 17447-36	each	106-4355	\$15.01



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.

VALVE SPRING COVERS (TINS) FOR KN-SERIES ENGINES

FITMENT

· KN-Series engines

FEATURES AND BENEFITS

- Improved design for better oil scavenging and less leaking
- Die-cast lower covers can be removed without pressing out valve guides
- Improved oil return lines are easy to replace and service
- Relatively stock appearance

OPTIONS

• Chrome, silver powder coat and gloss black powder coat finishes

KIT CONTENTS

- Lower cover kit contains set of four lower covers and gaskets
- Top cover kits contain four top covers and gaskets
- Oil return lines must be purchased separately

S&S® VINTAGE VALVE SPRING COVER KITS

Description		Part#	MSRP	
Lower Cover Kit Black anodized		900-0674	\$493.00	
Top Cover Kit	Chrome	106-2400	\$166.95	
	Gloss black	106-2893	\$181.57	



REQUIRES THE USE OF VALVE SPRINGS 106-6398 AND VALVE GUIDES 106-3637 OR CORRESPONDING OVERSIZES.

Stock rocker arms and shafts will require modifications to be used.

OIL LINE RETURN 1936-'47 OHV BT (TINS ONLY)

CNC bent stainless steel for a perfect fit and long life.

Description	Part #	MSRP
Kit of 4	106-4446	\$145.67
Front Intake	106-4447	\$38.19
Front Exhaust	106-4448	\$38.19
Rear Intake	106-4449	\$38.19
Rear Exhaust	106-4450	\$38.19
Seal, Oil Return Line, 28" OD x .18" ID x 1", Rubber Hose	106-4456	\$8.12
Rocker arm cover gasket kit	900-0493	\$166.75

ROCKER ARM HOUSINGS FOR 1937-'47 OHV ENGINES

FITMENT

• Faithful reproductions of the stock "knuckles" for 1936-'47 OHV big twins.

FEATURES AND BENEFITS

- Excellent for stock replacement and restoration.
- Does not include hardware and fittings.

ROCKER ARM HOUSINGS FOR 1937-'47 OHV ENGINES

Description		Part #	MSRP
Polished	Set	900-0617	\$555.35
	Front	900-0618	\$213.15
	Rear	900-0619	\$213.15
Natural	Set	900-0622	\$381.35
	Front	900-0623	\$197.20
	Rear	900-0624	\$197.20



74" & 93"

POLISHED BILLET ROCKER COVERS FOR 1966-'84 BIG TWIN ENGINES

FITMENT

- 1966-'84 shovelhead engines with stock or S&S cylinder heads
- SH- Series engines

FEATURES AND BENEFITS

- CNC machined from 6061-T6511 aluminum billet and polished to a show finish
- Two piece design for easy installation
- Some frames allow installation with engine in the frame
- Works with stock or S&S roller rocker arms Clearanced for valve lifts of up to .590" with S&S roller rocker arms
- Fastened to the heads with 5/16" bolts
- Simple and inexpensive straight rocker shafts

KIT CONTENTS

- · Front and rear rocker box assemblies
- Rocker shafts
- Gaskets, seals and mounting hardware
- Installation instructions

ROME PAN COVERS **FOR 1948-'65 BIG TWINS**

CHROME PAN COVER

Description		Part #	MSRP
Set 17500-48A	106-0919		\$134.95
Replacement Parts			
D-ring Set 17507-51	106-0920	\$60.00	
Screw, SHCS 10-24 x ¾" 2675, 2674	106-0913	\$2.08	
Rocker arm cover gasket 1948-'65 bt	each	900-0329	\$16.76
117541-48	2 pack	900-0339	\$29.29



106-4670

\$58.69

POLISHED BILLET ROCKER COVERS FOR 1966-'84 BIG TWIN ENGINES

Description	Part #	MSRP
Billet Rocker Cover Set for Shovelhead Engines 👊	90-4305	\$862.92
Replacement Rocker Arm Shaft Set	90-4351	\$89.70

REPLACEMENT PARTS: SEE 444



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.

INTAKE MANIFOLD O-RINGS AND CLAMPS

FITMENT

• Panhead, shovelhead, and Harley-Davidson® Ironhead Sportster® models

FEATURES AND BENEFITS

- Replace your flimsy and troublesome stock clamps
 ¾" wide and constructed of .020" thick stainless steel and use a curved 10-24 threaded "T"-bolt with plated steel aircraft hex locknut
- Sold individually—Two are required for each engine
- S&S intake manifold o-rings and rubberbands are made of special materials that resist destruction from the additives in today's fuel





16-0231

1955-'78 BIG TWIN, 1957-'78 IRONHEAD SPORTSTER® MODELS, AND S&S KN, P, & SH SERIES ENGINES WITH O-RING STYLE CYLINDER HEADS

Description	Part#	MSRP
0-ring 27060-55	50-8046	\$4.24
10 Pack 27060-55	50-8132	\$39.21
Clamp for 0-ring Style 27063-57 TÜV3	16-0230	\$20.40

1979-'84 BIG TWIN, 1979-'85 IRONHEAD SPORTSTER® MODELS WITH RUBBERBAND STYLE CYLINDER HEADS

Description	Part #	MSRP
Rubberband 27062-78	16-0238	\$2.75
10 pack 27062-78	16-0245	\$24.07
Clamp for Band Style27063-80, 27063-78	16-0231	\$14.21

ELECTRONIC TIMERS

- Fits S&S and stock generator style cases and allows the use of S&S Super Stock™ or other late style electronic ignition systems.
- Requires reverse timing gears for use in generator style engines.
- The domed billet timer has a period correct look for 1964 and earlier engines.

ELECTRONIC TIMERS

Description	Part #	MSRP
Billet generator style electronic timer	55-1269	\$579.94
Domed	106-4622	\$579.94





MANIFOLDS FOR STOCK ENGINES, P-SERIES, SH-SERIES & KN-SERIES ENGINES

- Manifolds for 1955-'65 panhead engines with "o-ring" style cylinder heads are available in 1%" bore only.
- 1936-'54 knuckle and pan cylinder heads with "plumber" style intake mounting nipples must be converted to accept a 1955 to 1965 o-ring manifold.

S&S® O-RING STYLE MANIFOLD FOR 1955-'65 BIG TWIN



16-1103



^{*}Special Order: Download the Special Order Form at sscycle.com/soforms

S&S® O-RING STYLE MANIFOLDS FOR 1966-'77 BIG TWINS



16-1200

			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Stock or S&S Engine Displacement	Cylinder Length	Size	S&S ES, LS, Super A, B, E, Tillotson®, Bendix®, Keihin®	MSRP	Super D	MSRP	Super G	MSRP
74", 80", 84", 88"	Stock 5.330"	220	16-1200 27021-71A	\$90.34	_	_	16-2200	\$90.34
93" HC	5.363"	222	16-1201	\$90.34	_	_	16-2201	\$90.34
93"	5.405"	225	16-1223	\$90.34	_	_	16-2223	\$90.34
96"	5.440"	228	16-1202	\$90.34	_	_	16-2202	\$90.34
98"	5.530"	235	16-1204	\$90.34	_	_	16-2204	\$90.34
103"	5.630"	242	16-1206	\$90.34	-	_	16-2206	\$90.34
Special Order*	Specify	_	16-1216	Call for Pricing	16-3216	Call for Pricing	16-2216	Call for Pricing

^{*}Special Order: Download the Special Order Form at sscycle.com/soforms

16-2200

S&S® O-RING STYLE VOES MANIFOLD FOR KN-SERIES ENGINES

Engine Type	Cylinder Length	S&S ES, LS, A, Super B, E – Tillotson®, Bendix®, Keihin®	MSRP
KN93	5.625"	106-4530	\$119.49
KN74	5.530"	160-0008	\$90.34

Equipped with a VOES fitting for use with the S&S Super Stock Ignition system. Heads must be set up with o-ring adaptor inserts part #106-4654 (2 required).

S&S® O-RING STYLE MANIFOLDS WITH VOES FOR SH-SERIES AND P-SERIES ENGINES



106-4530

Stock or S&S Cylinder S&S ES, LS, Super A, B, E, MSRP **MSRP** Size Super G Tillotson®, Bendix®, Keihin® **Engine Displacement** Length Stock -SH80 \$100.54 220 16-1230 5.330" SH93H, P93H 5.363" 222 16-1231 🖤 \$116.57 5.405" SH93, P93 225 \$116.57 16-1233 SH103, P103 5.630" 242 16-2236 \$90.34

Specify

Special Order*

16-1230

S&S® O-RING STYLE MANIFOLDS FOR 1957-'78 HARLEY-DAVIDSON® IRONHEAD SPORTSTER® MODELS

16-1216*

Engine Displacement	Cylinder Length	Size	S&S ES, LS, Super A, B, E, Tillotson®, Bendix®, Keihin®	MSRP	Super G	MSRP
900сс, 1000сс	Stock 5.330"	220	16-1200	\$90.34	16-2200	\$90.34
	5.550		27021-71A			
Special Order*	Specify	_	16-1216*	Call for Pricing	16-2216*	Call for Pricing

^{*}Special Order: Download the Special Order Form at sscycle.com/soforms

16-2216*

Call for Pricing

Call for Pricing

^{*}Special Order: Download the Special Order Form at sscycle.com/soforms

MANIFOLDS CON'T



ADAPTOR

Description	Part #	MSRP
Converts stock "plumber" style heads to o-ring (sold each, two required)	106-4654	\$40.17

106-4654

S&S® RUBBERBAND STYLE MANIFOLDS FOR 1978-'84 BIG TWINS

Stock or S&S Engine Kit Displacement	Cylinder Length	Size	S&S ES, LS, Super A,B, E, Tillotson®, Bendix®, Keihin®	MSRP	Super G	MSRP
74", 80", 84", 88"	Stock 5.330"	220	16-1300 <i>27021-78</i>	\$90.34	16-2300	\$90.34
93" HC	5.363"	222	16-1301	\$90.34	16-2301	\$90.34
93"	5.405"	225	16-1323	\$90.34	16-2323	\$90.34
96"	5.440"	228	16-1302	\$90.34	16-2302	\$90.34
98"	5.530"	235	16-1304	\$90.34	16-2304	\$90.34
103"	5.630"	242	16-1306	\$90.34	16-2306	\$90.34
Special Order*	Specify	_	16-1316*	Call for Pricing	16-2316*	Call for Pricing

^{*}Special Order: Download the Special Order Form at sscycle.com/soforms



16-1300

S&S® RUBBER BAND STYLE MANIFOLDS WITH VOES FITTING FOR 1983-'85 HARLEY-DAVIDSON® IRONHEAD SPORTSTER® MODELS



^{*}Special Order: Download the Special Order Form at sscycle.com/soforms



16-1400

S&S° RUBBER BAND STYLE MANIFOLDS WITHOUT VOES FITTING FOR 1979-'82 HARLEY-DAVIDSON° IRONHEAD SPORTSTER° MODELS



¹⁶⁻²³⁰⁰

^{*}Special Order: Download the Special Order Form at sscycle.com/soforms

NIVERSAL STEALTH AIR CLEAN FOR 1936-'92 BIG TWINS AND 1957-'90 SPORTSTER® MODELS

FITMENT

- 1936-'92 bt case breathing engines equipped with a Super E or G carb
- 1957–'03 Sportster® models case breathing engines equipped with a Super E or G carb

FEATURES AND BENEFITS

- Increased performance
- Perfect addition with a performance exhaust system
- Filter element can be cleaned and reuse

S&S® STEALTH AIR CLEANER COVERS

KIT CONTENTS

- Backplate
- Air Filter
- All necessary mounting hardware
- Complete instructions

S&S® UNIVERSAL STEALTH AIR CLEANER KIT

Model	Part #	MSRP
1936–'92 big twins, 1957–'90 Sportster® models	170-0176	\$152.25

DISCLAIMER: NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLLED MOTOR VEHICLE. Not legal for sale or use on any EPA pollution controlled motor vehicle.



170-0176

170-0118



- WBlack 170-0125 Muscle \$132.57 WBlack with Highlighted Logo 170-0190 \$137.66 Black Billet with Highlights Tri-Spoke 170-0210 \$141.78 Black Billet with Highlights 170-0206 \$141.78 Torker Black Billet with Highlights \$141.78 Air 1 170-0214
- 170-0119 Chrome \$96.83 **Bobber Dished** WBlack 170-0123 \$96.83 Chrome 170-0120 \$96.83 **Bobber Domed** WBlack 170-0124 \$96.83













170-0121

170-0123

170-0124

CLASSIC TEARDROP AIR CLEANER KITS FOR S&S AND STOCK CARBURETORS

FITMENT

- 1966-'84 big twins
- 1966-'85 Harley-Davidson® Ironhead Sportster®

FEATURES AND BENEFITS

- Increased air flow adds 2–5 horsepower (more with performance exhaust and cams)
- Easy installation
- S&S chrome teardrop air cleaner looks great

KIT CONTENTS

- Chrome teardrop cover
- Back plate
- Filter
- Mounting hardware
- Instructions

17-0199

S&S® CLASSIC TEARDROP AIR CLEANER KITS

Model Year and Engine Style	S&S L, H-D° Tillotson°, Bendix°, Keihin°		Super B		Super E & G	
Big Twin Models		MSRP		MSRP		MSRP
1966-'84 w/5 gl. tanks	17-0199	\$260.52	17-0099	\$260.52	17-0440	\$260.52
1966-'84	17-0199	\$260.52	17-0099	\$260.52	17-0400	\$260.52
Harley-Davidson® Ironhead Spo	rtster® Models					
1966-'85	17-0199	\$260.52	17-0099	\$260.52	17-0400	\$260.52
						1

REPLACEMENT PARTS: SEE 452

NOSTALGIC AIR CLEANER COVERS

FITMENT

- Super B and Super E carbs
- Teardrop air cleaner kits for stock carbs



S&S NOSTALGIC AIR CLEANER COVER

Description	Part #	MSRP
Polished, Super B	17-0070	\$199.67
Polished, Super E & G	17-0071	\$174.13



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

AIR HORN COVER

FITMENT

· S&S short air horns

FEATURES AND BENEFITS

- Sand casted just like the originals
- · Really hard to tell them apart from the real deal



S&S AIR HORN COVER

Description	Part #	MSRP
For S&S short air horns	17-0026	\$106.01

AIR HORNS & AIR HORN CONVERSION KITS

SHORT AIR HORNS (2½")

- Fits S&S 1¾", 1%" L Series carbs and S&S 1%" Super A & B carbs
- Any stock carburetor with an identical air cleaner/air horn mounting pattern.
 These include Tillotson®, Bendix® or butterfly type Keihin®
- Available for S&S Super E & G carburetors

LONG AIR HORNS (4")

• Available for S&S Super E, G, & D carbs

KIT CONTENTS

Air Horn Kit:

- Air Horn
- Three mounting screws

Air Horn Conversion Kit:

- Air horn
- Three mounting screws
- Carb support bracket (bracket connects the center crankcase bolt to the bottom manifold carburetor mounting bolt)
- Two longer bottom carb to manifold mounting bolts
- Super E & G air horn conversion kit includes an enrichment device



S&S® AIR HORN SELECTION CHART

Description	Length	Super A & B	MSRP	Super E & G	MSRP	Super D	MSRP
Air Horn	2½"	17-0043	\$129.53	17-0484	\$141.31	_	_
Conversion Kits	4"	_	_	17-0485	\$141.31	_	_
Air Horn Only	2½"	17-0042	\$91.83	17-0331	\$91.83	_	_
Air Horn Only	4"	-	_	17-0333	\$91.83	17-0141	\$109.29



S&S recommends that air horns be used in racing applications only, as they do not provide the filtration required to protect the engine on a day-to-day basis.

Any installation of an air horn on an S&S carb in place of an air cleaner requires an S&S carb support bracket, part #16-0471, to securely fasten the carb to the engine. This bracket is included in the air horn conversion kits.

S&S recommends that the bowl vent plug at the bottom of carb body be removed when air horn is installed, as air horn may obstruct bowl vent in air cleaner mounting surface of the carb body.

- 1936-'84 big twins
- 1957-'85 Harley-Davidson® Ironhead Sportster® (except models with vertical magneto)

FEATURES AND BENEFITS

- Four fuel delivery ports *Better throttle response*
- O-ring sealed idle mixture screw
- Increased air flow for more power
- Super E 17/8" (47.6mm) bore for engines up to 100" displacement
- Super G 21/16" (52.4mm) bore for engines 100" or greater displacement
- Adjustable enrichment starting system—does not restrict air flow like a conventional choke
- Adjustable accelerator pump
- S&S chrome Classic Teardrop air cleaner
- Two cable throttles required see notes

OPTIONS

- · Complete kits for engines requiring stock length manifolds
- Partial kits for engine requiring non-stock length manifolds (order manifold separately)
- Carb only kits for replacement and custom applications



KIT CONTENTS

- Super E or G carburetor assembly
- Manifold for stock height engine
- Manifold seals and clamps
- S&S chrome Classic Teardrop air cleaner kit
- All gaskets, hoses, and required hardware for installation
- Complete installation and tuning instructions

REPLACEMENT PARTS: SEE 446

S&S® SUPER E AND G CARBURETOR KITS

Models		Super E Complete Kit Manifold Included		Super E Partial Kit Manifold & Mounting Hardware Not Included			Super G Complete Kit Manifold Included	
	Standard Tanks	MSRP	Standard Tanks	MSRP	5 Gallon Tanks §	MSRP	Standard Tanks	MSRP
Big Twin Models				1				
1979-'84	11-0411	\$609.00	11-0412	\$539.40	11-0418	\$539.40	11-0431	\$626.36
1966-'78	11-0402	\$609.00	11-0412	\$539.40	11-0418	\$539.40	11-0422	\$626.34
1955-'65*	11-0401	\$609.00	11-0412	\$539.40	_		_	
Harley-Davidson® Iro	nhead Sportster® Models		,					1
1979-'85‡	11-0406	\$609.00	_		_		_	
1957-'78‡	11-0404	\$609.00	_		_		11-0424	\$599.95
Carb Only	·							
All Years	11-0420	\$365.36	_		_		11-0421	\$386.24

^{*}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.

DISCLAIMER: NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLLED MOTOR VEHICLE. Not legal for sale or use on any EPA pollution controlled motor vehicle.



Stock motorcycles 1980 or earlier must be updated to a two cable pull open/pull closed throttle control system. A single cable pull open system cannot pull the throttle closed in case the throttle should accidentally stick in the open position. S&S offers high quality throttle cable kits in several lengths for this purpose. A press-on sleeve is also available to increase the diameter of the throttle grip area of 1972 and earlier handle bars to 1", allowing installation of modern throttle assemblies. See Section 7 for throttle cables and press-on sleeves.

S&S "Shorty" carburetors will not fit Harley-Davidson® ironhead Sportster® models with vertical magnetos due to clearance problems between the magneto and the carburetor.

Shovelhead engines with five gallon gas tanks and cylinders that are taller than stock require a special notched air cleaner cover to clear the gas tank. Since these taller engines also require a special length manifold, select a carb with a notched air cleaner cover without a manifold from the chart and refer to the manifolds starting on 413 to select the correct length manifold.

S&S does not recommend polishing or chrome plating Super E & G carburetors. Our repair department has seen many carbs with passages plugged with polishing compounds and some carbs that had been destroyed because the polishing or chrome plating had altered critical machined surfaces.

Recommended for closed circuit use only—S&S Super E & G carbs shown are not approved for use on motor vehicles operated on California public highways, or in other states where similar pollution laws may apply. The user shall determine the suitability of the product for his or her use and shall assume all risk and liability in connection therewith.

lwin Cam 88°

Evolution*

& Buell*

Street® Street Rod™

Vintage Engines

/edge*

idian & lictory Aodels

> Racing Product

Shop Supplies

> Services & Promo Items

Company Policy

> Appendi: & Index

[‡] 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.

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

BLACK SUPER E & G CARBURETORS

FEATURES AND BENEFITS

- Exclusive black satin Enduraguard® coating heat and chemical resistant
- Increased venturi diameter! specially machined for 7% more flow See flow chart

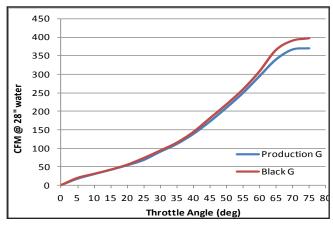


110-0099

S&S® BLACK CARBURETORS

Fitment	Description	Part No.	MSRP
1955-'84 big twins	Super E Carb	110-0099	\$403.36
1966-'84 big twins	Super E Carb	110-0099	\$403.36
	Super G Carb	110-0100	\$424.24





Flow at WOT (wide open throttle) for the Black G carb increases 7% vs. the base S&S G carb



These black carb kits do not include air cleaners. Air cleaner options are available starting on 415.

DISCLAIMER: FOR CLOSED COURSE COMPETITION USE ONLY. NOT INTENDED FOR STREET LISE

SUPER B CARBURETOR KITS

FITMENT

- 1936-'84 big twins
- 1957-'85 Harley-Davidson® Ironhead Sportster®

FEATURES AND BENEFITS

- Super B 17%" bore for engines up to 100" displacement
- Enrichment starting system —does not restrict air flow like a conventional choke
- S&S chrome Classic Téardrop air cleaner

OPTIONS

- Complete kits for engines requiring stock length manifolds
- Partial kits for engine requiring non-stock length manifolds (order manifold separately)
- Carb only kits for replacement and custom applications

11-0103

KIT CONTENTS

- Super B carburetor assembly
- · Manifold for stock height engine
- Manifold seals and clamps
- S&S chrome Classic Teardrop air cleaner kit
- All gaskets, hoses, and required hardware for installation
- Complete installation and tuning instructions



Two Cable Throttle Required — S&S Super B carburetors require the use of a two cable, pull open/pull closed throttle assembly. Any chassis including 1980 and earlier stock Harley-Davidson® models equipped with a single cable throttle mechanism requires pull open/pull closed type. S&S offers a high quality two cable throttle assembly for this purpose. (See S&S throttle assemblies on 421 for more information). Stock models from 1981 to present have a two cable throttle, which can easily be modified to work with the Super B carburetor.

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

S&S does not recommend polishing or chrome plating Super E & G carburetors. Our repair department has seen many carbs with passages plugged with polishing compounds, and some carbs that had been destroyed because the polishing or chrome plating had

altered critical machined surfaces.
Recommended for Racing Only

S&S® SUPER B CARBURETOR KITS

Year & Type of Engine	Carb Kit	MSRP
Big Twin Models	·	
1955-'65	11-0101	\$914.17
1966-'78	11-0102	\$882.64
1979-'84	11-0103*	\$901.66
Harley-Davidson® Ironhead Sportster	® Models	
1957-'78	11-0104	\$902.90
1979-'85	11-0120*	\$917.34
Partial Carb Kit		
Carb Only	11-0111*	\$657.10
*DICCLAIMED NOT LECAL FOR CALE OR LICE IN A	CALIFORNIA ON ANIV DOLLLITION CON	TDOLLED MOTOR

^{*}DISCLAIMER: NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLLED MOTOR VEHICLE. Not legal for sale or use on any EPA pollution controlled motor vehicle.

REPLACEMENT PARTS: SEE 445

Appendix & Index

419

JETS & CARB REBUILD KITS FOR S&S SUPER E & TG CARBURETORS

For those who need to rejet their carburetor because of engine modifications, exhaust modifications, or changes in altitude, we have extra jet kits available which are designed to cover most jetting situations.

DEALER JET KITS

Description	Part No.	MSRP
S&S Carb Parts Kit (Contains needed parts to maintain S&S Super E and G carburetors)	11-3103	\$355.96
S&S Jet Kit (Includes 3 each of all intermediate jets and 5 each of all main jets, plus a main jet tool)	11-3102	\$331.93

JET PACKS

Description	Part No.	MSRP
Low Range Jet Pack — For jetting most stock and n	noderate performa	ance engines.
Includes one each intermediate jets (.025", .0265", .028", .0295") one each main jets (.062", .064", .066", .068", .070", .072", .074").	11-7270	\$49.25
High Range Jet Pack — For jetting some stock and	all performance e	ngines.
Includes one each intermediate jets (.0295", .031", .032", .033") and one each main jets (.072", .074", .076", .078", .080", .082", .084").	11-7271	\$49.25
Master Jet Pack — For jetting all Super B, E, and G	equipped engines	
Includes one each intermediate jets (.025", .0265", .028", .0295", .031", .032", .033") and one each main jets (.062", .064", .066", .068", .070", .072", .074", .076", .078", .080", .082", .084").	11-7272	\$84.92

INTERMEDIATE JETS - SERIES #94 INDIVIDUAL SELECTION

Size	QTY	Part No.	MSRP	Size	QTY	Part No.	MSRP
.025	each	11-0250	\$9.22	022	each	11-0320	\$9.22
	3 pack	11-7107	\$25.12	.032	3 pack	11-7112	\$25.12
.0265	each	11-0265	\$9.24	022	each	11-0330	\$9.22
	3 pack	11-7108	\$25.12	.033	3 pack	11-7113	\$25.12
020	each	11-0280	\$9.24	.036	each	11-0360	\$9.22
.028	3 pack	11-7109	\$25.12		3 pack	11-7114	\$25.12
0205	each	11-0295	\$9.24	0.40	each	11-0400	\$9.22
.0295	3 pack	11-7110	\$25.12	.040	3 pack	11-7115	\$25.12
.031	each	11-0310	\$9.22	Dlauk	each	11 0000	\$9.22
	3 pack	11-7111	\$25.12	Blank	DIAIIK EUCH	ik euch	11-0000

Early Series $\#94\,\mathrm{gas}$ jets were stamped with single digit numbers. Conversions for these numbers are:

ullibels ale.			
1	.025"	4	.033"
2	.028"	5	.036"
3	031"	6	.040"

NOTES

No returns or exchanges on jets.

Refer to Section 8: Racing for the S&S fuel and turbo carburetors.



11-3103



11-3102





106-3517

MAIN JETS - SERIES #72 INDIVIDUAL SIZE SELECTION

Size	QTY	Part No.	MSRP	Size	QTY	Part No.	MSRP
	each	11-4040	\$8.07		each	11-4080	\$8.07
.040	5 pack	11-7220	\$36.66	.080	5 pack	11-7240	\$36.66
	each	11-4042	\$8.07		each	11-4082	\$8.07
.042	5 pack	11-7221	\$36.66	.082	5 pack	11-7241	\$36.66
	each	11-4044	\$8.07	004	each	11-4084	\$8.07
.044	5 pack	11-7222	\$36.66	.084	5 pack	11-7242	\$36.66
0.14	each	11-4046	\$8.07	201	each	11-4086	\$8.07
.046	5 pack	11-7223	\$36.66	.086	5 pack	11-7243	\$36.66
0.40	each	11-4048	\$8.07	000	each	11-4088	\$8.07
.048	5 pack	11-7224	\$36.66	.088	5 pack	11-7244	\$36.66
0.50	each	11-4050	\$8.07	000	each	11-4090	\$8.07
.050	5 pack	11-7225	\$36.66	.090	5 pack	11-7245	\$36.66
052	each	11-4052	\$8.07	002	each	11-4092	\$8.07
.052	5 pack	11-7226	\$36.66	.092	5 pack	11-7246	\$36.66
.054	each	11-4054	\$8.07	004	each	11-4094	\$8.07
	5 pack	11-7227	\$36.66	.094	5 pack	11-7247	\$36.66
056	each	11-4056	\$8.07	.096	each	11-4096	\$8.07
.056	5 pack	11-7228	\$36.66		5 pack	11-7248	\$36.66
050	each	11-4058	\$8.07	.098	each	11-4098	\$8.07
.058	5 pack	11-7229	\$36.66		5 pack	11-7249	\$36.66
060	each	11-4060	\$8.07	100	each	11-4100	\$8.07
.060	5 pack	11-7230	\$36.66	.100	5 pack	11-7250	\$36.66
062	each	11-4062	\$8.07	102	each	11-4102	\$8.07
.062	5 pack	11-7231	\$36.66	.102	5 pack	11-7251	\$36.66
064	each	11-4064	\$8.07	104	each	11-4104	\$8.07
.064	5 pack	11-7232	\$36.66	.104	5 pack	11-7252	\$36.66
	each	11-4066	\$8.07	404	,	44 4404	40.07
.066	5 pack	11-7233	\$36.66	.106	each	11-4106	\$8.07
.068	each	11-4068	\$8.07	.108	each	11-4108-5	\$7.70
070	each	11-4070	\$8.07	110	each	11-4110	\$8.07
.070	5 pack	11-7235	\$36.66	.110	5 pack	11-7255	\$36.66
072	each	11-4072	\$8.07	115	each	11-4115	\$8.07
.072	5 pack	11-7236	\$36.66	.115	5 pack	11-7256	\$36.66
074	each	11-4074	\$8.07	120	each	11-4120	\$8.07
.074	5 pack	11-7237	\$36.66	.120	5 pack	11-7257	\$36.66
076	each	11-4076	\$8.07	DII-	each	11-4040	\$8.07
.076	5 pack	11-7238	\$36.66	Blank	5 pack	11-7258	\$36.66
070	each	11-4078	\$8.07				
.078	5 pack	11-7239	\$34.95				

MAIN JET AIR BLEED KIT (One Jet Each Size)

Sizes	Part No.	MSRP
.042"060"	106-3517	\$66.26
.084"120"	106-3518	\$53.49

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.

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.

MASTER REBUILD KIT

Description	Part No.	MSRP
Super E	11-2923	\$84.92
Super G	11-2924	\$84.92



11-2923

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 KIT

Description	Part No.	MSRP	
Super E	11-2906	\$42.97	
Super G	11-2907	\$42.97	



11-2907

BASIC REBUILD KIT

A gasket and seal kit for low mileage Super E & G carbs. Perfect to reassemble carbs taken apart for inspection and cleaning.

BASIC REBUILD KIT

Description	Part No.	MSRP
Super E & G	110-0067	\$36.43



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.

ACCELERATOR PUMP REBUILD KIT

Description	Part No.	MSRP
Super E & G	11-2918	\$20.94



THROTTLE CABLE ASSEMBLIES

EARLY STOCK STYLE TWO-CABLE THROTTLE ASSEMBLIES

- Designed to update 1981 and earlier chassis with 1" diameter handlebars for S&S Super E and G carbs or any other butterfly type carburetors with 1981-up stock style throttle linkage
- Cables are not interchangeable since they are specifically designed for the opening or closing side of throttle
- Kit contains throttle grips and both throttle cables. Select kit with cable length desired. Cable measurement is from throttle grip to end of cable housing, barrel fittings are molded in place.

19-0448

EARLY STOCK STYLE TWO-CABLE THROTTLE

Description	Part #	MSRP
Throttle Assembly with 36" Cables	19-0450	\$126.77
Throttle Assembly with 39" Cables	19-0448	\$126.77
Throttle Assembly with 42" Cables	19-0482	\$126.77
Throttle Assembly with 48" Cables	19-0449	\$126.77

S&S® THROTTLE CABLE APPLICATION CHART

Application	Length Total Housing	Length Vinyl Housing	Open Side	MSRP	Close Side	MSRP
FX & FL models 1985 and earlier* big twins 1995 and earlier*	36"	32"	19-0432	\$42.26	19-0433	\$42.26
To 1995 Harley-Davidson® Softail® (FXSTC, FXST, FLSTC, FLSTF) 1986-'94 FXR, 1993-'95 Dyna®	39"	35"	19-0434	\$42.26	19-0435	\$42.26
To 1995 All FLT models	48"	44"	19-0462	\$42.26	19-0463	\$42.26
To 1995 custom application	42"	38"	19-0446	\$42.26	19-0447	\$42.26

^{*1980} and earlier must be converted to dual cable throttle assembly

UNIVERSAL THROTTLE ASSEMBLY

- Used with early style S&S carburetors including Early Style, L Series, Super B, Super D, and Two-Throat
- Can also be used with any other carburetor which uses a screw clamp style throttle arm
- Threads on both cables are the same size so cables are interchangeable. One end
 of each cable has a molded ball end, and the other end is plain. Cable can be cut to
 length required. Fits 1" diameter handlebars.

19-0229

UNIVERSAL THROTTLE ASSEMBLY

Description	Part#	MSRP
Universal 48" Throttle Assembly	19-0229	\$145.00
Universal Replacement Throttle Cable	19-0224	\$51.00

REPLACEMENT PARTS

Description	Part #	MSRP
S&S Universal Throttle Cable	106-3520	\$22.38
Throttle Grip Clamp Set 1985-'95	106-3519	\$22.38
Top Throttle Grip Clamp only	19-0222	\$11.66
Bottom Throttle Grip Clamp only	19-0220	\$12.58
Throttle Grip Clamp Screw (Fits S&S throttle assemblies: Part #19-0448, #19-0449, #19-0482, #19-0450, and #19-0229)	50-0043	\$2.29
Throttle Grip Set	106-3521	\$42.26
Right Hand Grip only	19-0225	\$29.14
Left Hand Grip only	19-0226	\$23.31
Cable Adjuster Fits S&S throttle assembly part #19-0229.	19-0223	\$3.70
Cable Adjuster Jam Nut Fits S&S throttle assembly part #19-0229	19-0227	\$0.68
Handlebar Spacing Sleeve 4" x 1" 0.D. — converts %" handlebars to 1" 0.D.	19-0235	\$17.40

Twin Cam 96"/103"/110"

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HI-4N PERFORMANCE IGNITION

FITMENT

- 1970–1984 big twins
- 1971–1985 Ironhead Sportster® Models

FEATURES AND BENEFITS

- One piece machined aluminum housing reduces vibration and improves heat dissipation and reliability
- Improved kick start algorithm designed to start as easily as points
- BCD switches with solid detent and legible marking allow easy and repeatable adjustments of mode, advance rate, and rev limit
- Single-fire and dual-fire function built into a single module
- Flexible wiring harness makes installation easier
- Initial timing marks allow precise adjustment and reinstallation
- Sensor covers integrated into housing to provide protection during installation

S&S® HI-4N PERFORMANCE IGNITION

Fitment	Part No.	MSRP
Ignition only	550-0501	\$317.95
Kit Includes S&S® HI-4N Ignition, Single-Fire Coil, and 8.5mm double silicone, premium quality spark plug wires	550-0502	\$438.65



SUPER STOCK™ IGNITIONS

FITMENT

- S&S® SH-Series
- S&S KN-Series
- S&S P-Series

FEATURES & BENEFITS

- Modules can be set to kick-start or electric-start mode by an S&S dealer using the Super Stock diagnostic cable and software
- Electric-start mode allows the pre-ignition cranking to be set anywhere from 1 to 4 engine revolutions (only available with current modules — earlier modules cannot be updated)
- Pre-programmed ignitions are custom tailored for a specific S&S engine no need for adjustments
- 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

S&S® SUPER STOCK® IGNITION MODULE AND KITS

Engine	Kit Part#	MSRP	Module Part #	MSRP
SH80	55-1350	\$262.32	55-1340	\$193.37
SH93/P93	55-1351	\$262.32	55-1341	\$193.37
SH93H/P93H/P74	55-1352	\$262.32	55-1342	\$193.37
SH103	_	_	55-1343	\$193.37
KN93/KN74	106-3201	\$262.32	106-3200	\$193.37



S&S Super Stock ignition systems are available in complete ignition kits and as replacement modules. S&S single fire ignition coils are available separately.

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.

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



S&S® SUPER STOCK® IGNITION KIT REPLACEMENT PARTS

JOS JOTEN STOCK IGNITION KIT KETEACEMENT FAKTS				
Description		Part #	MSRP	
Pick-up Cup and Mounting Screw		55-1247	\$14.05	
Connector Kit USA TÜV 3,4		55-1249	\$8.48	
VOES Switch with Hardware USA 1 TÜV 3,4		55-1248	\$64.11	
VOTC II OII AIR	each	19-0395	\$2.40	
VOES Hose, 9"	5 pack	19-0398	\$14.76	
VOES Manifold Fitting		16-0136-S	\$2.99	
VOES Hose Tee		50-8124-S	\$2.48	
OPTIONAL PARTS				
S&S Single Fire Coil (3.0Ω)		55-1571	\$153.42	
Super Stock Diagnostic Cable & Software		55-1271	\$124.48	

FITMENT

• 1965-'85 big twin 4-speed chassis

FEATURES AND BENEFITS

- Update 4-speed bikes to 5-speed transmission
- CNC machined from 356-T6 aluminum castings
- Accepts most 0EM and aftermarket parts designed for 1985-'99 big twin 5-speed transmissions
- These items available for purchase separately —see next page
- CNC-machined billet trap door with bearings and required hardware
- Special battery box/starter brackets
- Shift linkage required for 4-speed FX and FL models
- Footpeg adapter kit required for FX

KIT CONTENTS

- Transmission case assembly
- Required hardware
- Instructions

S&S® 4 TO 5-SPEED TRANSMISSION CASE KIT

Description	Part #	MSRP
Basic Case Assembly Kit	56-1051	\$616.25



56-1051

REPLACEMENT PARTS: SEE 456

The S&S 4 to 5-speed transmission case is not compatible with the factory Harley-Davidson® primary belt drive used on 1980-'83 FXSB Sturgis models.

For applications that utilize an existing 4-speed driveline, a 1980 to early '84, 5-speed style chain-drive mainshaft and 1980 to early '84 style main drive gear must be used. These parts are compatible with the tapered I.D. clutch hub used on 4-speed big twins.

4 and 5-speed transmissions utilize the same 1:1 final drive ratio. As a result, the 5-speed gear set will not alter engine RPM at highway speeds. The additional gear narrows the gap between lower gears for improved acceleration and better performance in traffic.

This transmission case will fit earlier big twin frames. However, the engine sprocket shaft must be of the type used in 1970-later big twin style engines. The transmission case itself is compatible with H-D® secondary (rear) belt drive if the correct mainshaft, main drive gear, inner primary cover, starter shaft, starter housing, and related parts are used. However, the builder may encounter other obstacles when converting a motorcycle with chain final drive to belt final drive.

The purchaser's countershaft and shift fork shaft will require shortening.

A low contact-style countershaft gear must be used in this transmission case to match the 1980-'84 main drive gear required. Harley-Davidson® replaced low-contact gears with high-contact gears on 1994 international big twin models and 1995 U.S. models. Low and high contact gears may not be mixed.

S&S trap doors are of the 1987-'99 style. S&S recommends using this style trap door and end cover with the "ball and ramp" clutch actuator. The strength of the earlier, lever-type actuator is marginal for heavy clutch springs sometimes required in high-performance applications.

Most 4-speed big twin style engines utilize transmission-driven mechanical speedometers. This transmission case has no provision for speedometer drive, and must be used with a wheel-driven speedometer and speedometer drive. The existing wheel may require modification to accept the speedometer drive unit.

The clutch-actuator end of the 4-speed clutch cable is not compatible with the five-speed type clutch actuator. Options are to replace the existing clutch lever with an 1987-'99 style lever or purchase a custom cable with the correct ends from Barnett Tool and Engineering in Ventura, California. (Phone: 805-642-9435)



BILLET TRAP DOOR ASSEMBLY

Description	Part #	MSRP
Billet Trap Door Assembly	56-1027€	\$271.15

REPLACEMENT PARTS: SEE 456

1999-2006

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& Buell

Street Rod" 2014-2017

VIIILAGE Engines 1926-1984

?000Z-2015

Victory Models

Product

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RETRO KICK STARTER COVER KIT

FITMENT

• 1940-'86 big twin (year group authenticity is listed in the product descriptions below)

FEATURES AND BENEFITS

- Authentic detailing in cover casting
 Updates and improvements eliminate cracking problems of original covers
 Utilizes your stock hardware and filler plug, gasket included
 Heavy duty kicker boss with single bushing



106-6479-J7

TRANSMISSION COVER KITS

Description	Part #	MSRP
1948–'50 Big Twins J7 Date Code <i>33277-36A</i> , <i>33277-36</i>	106-6479-J7	\$171.10
1940–'47 Big Twins The G6 cover duplicates the external shape for 1940–'47. The G6 cover has a stamped in part number just as the original. The G6 date code stands for June of 1946. G6 Date Code 33277-36A, 33277-36	106-6479-G6	\$171.10
1940–'86 Big Twins The 00 cover has no part number or date code. It was created with the custom application in mind where authenticity isn't a must, or polishing or other finishes are desired. 33277-36A, 33277-36	106-6479-00	\$171.10



HEI EMCEM	LICI I MICIO		
Description		Part #	MSRP
Duahin a	Lower, Clutch Arm 33290-38	106-6473	\$12.24
Bushing	Upper, Clutch Arm 33291-36	106-6474	\$23.68
Gasket 33295-3	6	560-0012	\$2.10
Oil Seal/ Seal,	1" OD x .75" Shaft x .125"	106-6476	\$10.93



106-6479-G6



106-6479-00

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GASKETS

REBUILD GASKET KITS FOR S&S® ENGINES & HOT SET UP KIT®

Description	Bore	Part #	MSRP
SH-Series 1966-'84	3½"	106-0407	\$119.49
P-Series/SH-Series 1948-'84	3%"	106-0408	\$152.25
KN-Series 1936-'47	35/8"	106-2414	\$192.86

TOP END GASKET KITS

Description	Bore	Part #	MSRP
P Series/SH-Series 1966-'84	35%"	90-9501	\$106.37
P Series/SH-Series 1966-'84	3½"	90-9500	\$106.37

CYLINDER HEAD GASKET KITS

Description	Bore	Part #	MSRP
P Series/SH-Series 1966-'84	35/8"	90-1918	\$48.09
P Series/SH-Series 1966-'84	3½"	90-1917	\$48.09

HEAD GASKETS FOR S&S® P-SERIES AND SH-SERIES 1948-'84 (SHOVELHEAD BOLT PATTERN)

Description	Thickness	Bore		Part #	MSRP
Copper	.032"	35%"	each	93-1042	\$17.49
			10 pack	93-1062	\$159.50
Copper 16770-66B	.032"	3%"& 3½"	each	93-1041	\$16.03
			10 pack	93-1061	\$159.50

HEAD GASKETS FOR S&S® SW FOR PAN/KNUCKLE (PANHEAD HEAD BOLT PATTERN)

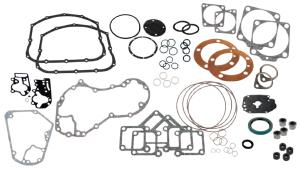
Description	Thickness	Bore		Part #	MSRP
Composite	.032"	3%"	each	93-1019	\$13.84

HEAD GASKETS FOR KN-SERIES 1936-'47

Description	Thickness	Bore		Part #	MSRP
Copper	.032"	35/8"	each	106-2681	\$24.00
			2 pack	106-2432	\$51.00
Copper	.032"	37/16"	2 pack	106-2689	\$51.00

HEAD GASKETS FOR FH-SERIES AND UL 1938-'48

Description	Thickness	Bore		Part #	MSRP
Copper 16769-36	.020"	37/16"	2 pack	106-2669	\$69.94



106-0408



90-9501



93-1042



93-1019

106-2681

106-2669

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.

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.

1926-1984 Vintage Models -

BASE GASKETS FOR SH-SERIES 1966-'84

Description	Thickness	Bore	Part #		MSRP
Micropore	.018"	35%"	each	93-1022-S	\$4.36
			10 pack	93-1069	\$39.82
Micropore	.018"	3½"	each	93-1023-S	\$4.36
16776-63			10 pack	93-1070	\$39.82

BASE GASKETS FOR P-SERIES 1948-'65

Description	Thickness	Bore	Part #		MSRP
Micropore	.018"	35%"	Each	93-1022-S	\$4.36
			10 pack	93-1069	\$39.82

BASE GASKET FOR S&S PAN/KNUCKLE SW 1936-'65

Description	Thickness	Bore	Part #		MSRP
Composite 16776-63	.018"	35%"	Each	93-1023-S	\$4.36
			10 pack	93-1070	\$39.82
Composite	.018"	35%"	Each	93-1022-S	\$4.36
			10 pack	93-1069	\$39.82

BASE GASKETS FOR KN-SERIES 1936-'47

Description	Thickness	Bore		Part #	MSRP
Composite	.020"	35/8"	each	106-2690	\$10.19
Composite	.020"	35/16" &	each	106-2692	\$8.41
16774-21		37/16"		.00 2072	701

EXHAUST GASKETS

S&S SH-Series, P-Series, and 1966-'84 bt	each	93-1004-S	\$4.62







106-2690





VALVE GUIDE SEALS

Fits S&S Heads for 1966-'84 bt and 1981-'84 stock cylinder heads 18000-81	each	90-2019	\$2.04
	8 pack	90-2157	\$14.69

ROCKER BOX GASKET KITS AND INDIVIDUAL GASKETS

HOCKER DON GASKET KITS AND INDIVID	OAL GA	JILLIJ	
Gasket Kit S&S Billet Rocker boxes 1966-84 bt		90-4311	\$39.81
0-ring,(-160),5.250" ID x 5.437" OD,Viton®	each	50-7961-S	\$4.24
0-ring,(-019),.812" ID x .937" 0D,Viton®	each	50-7962-S	\$1.05
0-ring,.551" ID x .627" 0D,Viton®	each	50-7963-S	\$1.72
0-ring,.374" ID x .473" 0D,Viton®	each	50-7965-S	\$1.25
Gasket,Rocker Cover,1966-'84 bt	each	90-4040	\$7.50
17540-69, 17540-69A	10 pack	90-4064	\$68.14
Stock Rocker Boxes1966-'84 bt	each	90-4040	\$7.50
17540-69, 17540-69A	10 pack	90-4064	\$68.14
Rocker Arm Cover Gasket 1948-'65 bt	each	900-0329	\$16.76
117541-48	Set	900-0339	\$29.29
Rocker Arm Cover Gasket Kit 1936-'47 bt		900-0493	\$166.75
Gasket,Bottom,Valve Spring Covers,(Tins), Vulcanized Fiber,1936-47 OHV bt	106-2878	\$7.30	
Gasket, Set, Valve Spring Covers, KN-Series, (Tins	106-3166	\$123.86	
Seal,Oil,Rocker Arm,1936-'47 OHV bt,KN-Serie	S	106-3636	\$5.09
O-ring, Square, . 1875" 17955-36		106-3849	\$1.43
0-ring,(-017),.676" ID x .816" OD,Black,Viton®	ı	50-0466	\$1.15
0-ring,(-015),.562" ID x .068" 0D,Black,Viton®	each	50-8034-S	\$1.15
26432-76A	2 pack	50-8034	\$2.40
O-ring,(-326),1.625" ID x 2" OD,Black,Viton®	each	50-8046	\$4.24
27060-55	10 pack	50-8132	\$39.21
LOWER END GASKETS AND SEALS			
1970-'99 Big Twin Engine	each	31-2107	\$3.28
25257-80, 25225-70C, 25225-93B, 25225-93A	10 pack	106-0232	\$32.79
1936-'69 Big Twin Engine w/S&S Cases 25225-36A		31-2030	\$8.57
1936-'69 Big Twin Engine w/Stock Cases 25225-36C		106-2072	\$5.83
CAMSHAFT OIL SEALS FOR 1970-'99 BIG	TWIN	MODELS	•
Seal,Gearcover Cam,1" x 1.441" x .250" each		31-4022	\$3.83







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.

1948-'99 bt engines — Set (Includes Front & Rear)	each	33-5302	\$4.95
18633-48		33-5313	\$46.10
Frank cock to	each	33-5302F	\$3.48
Front 18634-48C	10 pack	33-5313F	\$12.23
	each	33-5302R	\$3.48
Rear 18633-48B, 18633-48D		33-5313R	\$12.23
1936-'47 OHV bt engines — Set (Includes Front & Red 18632-36	106-2563	\$4.37	

PUSHROD O-RINGS

Pushrod O-Ring Kit 1979-'84 Big Twin		93-4041	\$8.71	
Top 0-Ring 11293, 11157, 11101, 11190	each	50-8039	\$1.05	
Middle O-Ring 11132A	each	50-8038	\$1.05	
Bottom O-Ring 11145A	each	50-8037	\$1.05	
Quad Seal 11133A	50-8064-S	\$2.19		
Washan Datton Dushuad Tuha	each	50-7050	\$1.06	
Washer, Bottom Pushrod Tube	10 pack	50-7072	\$6.19	
SPROCKET SHAFT SEAL				

1026 /00 Pig Turin 120260	cucii	J1 7010	75.05	
1936-'99 Big Twin <i>12026B</i>		31-4110	\$26.23	
OIL PUMP GASKET KITS STANDARD S&S BILLET OIL PUMP 1936-'91				
Gasket Rebuild Kit		31-6271	\$5.25	
Master Rebuild Kit		31-6275	\$14.48	
Oil Pump Drive Shaft Seal 26227-58		31-6005	\$3.47	

31-4010

each

\$5.83

FUEL SYSTEM GASKETS

Manifold Seals				
Rubberband — 1979-'84 BT and 1979-'85 XL	each	16-0238	\$2.75	
27062-78	10 pack	16-0245	\$24.07	
0-ring — 1955-'78 BT and 1957-'78 XL	each	50-8046	\$2.97	
27060-55	10 pack	50-8132	\$39.21	
Cap, rubber, manifold, fitting	50-8372	\$1.33		

CLASSIC TEARDROP AIR CLEANER GASKETS

Parkalata garket Cupar E	each	106-1724	\$1.57
Backplate gasket Super E		106-2328`	\$13.87
Backplate gasket Super B	each	17-0196	\$1.84
	5 pack	17-0197	\$8.45

STEALTH AIR CLEANER GASKETS

Super E/G	each	106-1724	\$1.57
	10 pack	106-2328	\$13.87
Muscle Air Cleaner (includes lanyards)		170-0137	\$18.94







CARBURETOR GASKETS

	Super E 9 C	each	11-2386	\$2.78
	Super E & G	10 pack	11-2387	\$25.12
Bowl Gasket	Cuman D. O. D.	each	11-2086	\$2.30
	Super B & D	10 pack	11-2091	\$20.94
	L Series	each	11-2070	\$1.69
2		each	50-8012	\$1.09
Pump cap o-ring - (two	requirea)	10 pack	50-8100	\$10.49
		each	500-0036	\$1.05
Idle Mixture Needle o-ri	ng	10 pack	500-0148	\$6.66
Dallaura and Dallaura Co	Bellows seal Bellows Seal, Accelerator Pump Accelorator pump diaphram		11-2266	\$3.82
Reliows seal Reliows Se			11-2279	\$17.41
Accelorator pump diaph			11-2282	\$14.48
	Cun au F	each	50-8016	\$1.05
	Super E	10 pack	50-8094	\$9.94
Manifold to Carb/	S C	each	50-8015	\$1.06
Throttle Body O-Rings	Super G	10 pack	50-8093	\$9.31
	Super B	each	50-8013	\$1.09
	L Series 1¾" or 1¾"	each	50-8013	\$1.09
Cook and David Div O.D.	·	each	50-8009	\$1.25
Seat and Bowl Plug O-Ring		10 pack	50-8095	\$12.40

TRANSMISSION GASKETS

Seal, quad, 14%4" I.D. x 17%" O.D. x 1/6" Buna 11165	50-8045	\$6.19
Seal, inner primary - 4-speed BT	56-5101	\$10.20
Seal, oil shifter shaft - 1984-'99 BT 12045	56-1064	\$4.95
Seal, oil 12067B	56-3033	\$11.02
Gasket, transmission access door 35652-79B, 35653-98A	56-1026	\$2.30







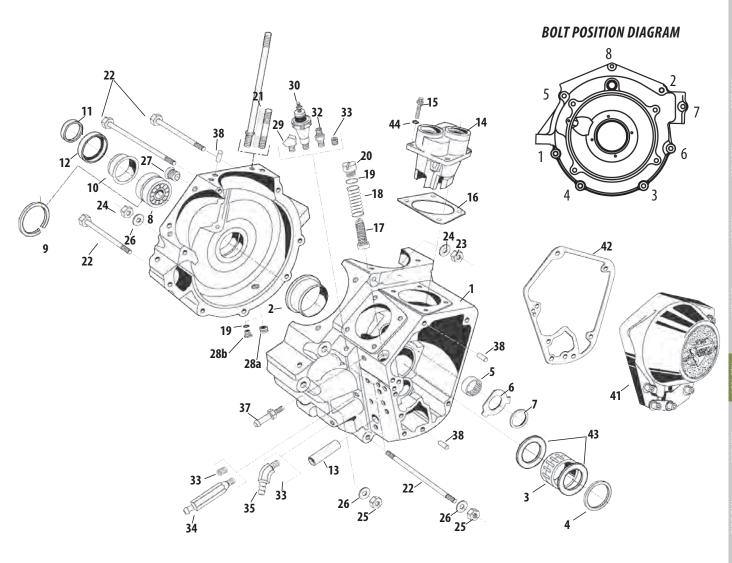
16-0238

106-1724

11-2086

SUPER STOCK® CRANKCASE REPLACEMENT PARTS FOR ALTERNATOR STYLE BIG TWIN ENGINES OF LESS THAN 4" CYLINDER BORE

					ź2 40
	Crankcase assembly, half			Rear 18633-48B, 18633-48D (each)	\$3.48
2.	Race, right main bearing, All S&S BT			10 pack rear	\$12.23
	Standard 24599-58B, 24599-58A, 24599-93	ć (7.10		Set (each front & rear) 18633-48B, 18633-48D	\$3.48
				10 pack set	\$12.23
	+.005" O.S. 24601-588	\$63.95		KN Kone KN gasket 18632-36	¢1.00
,	Clearanced for .798" lift 1984-'99 style cam w/1" base circle			each	\$1.09 \$4.37
3.	Right main bearing assembly BT	¢22.51		2 pack	\$4.37 \$4.82
	White 24626-87A	\$33.51	17.	Crankcase oil screen - 1948-'99 BT 24981-66, 24981-70 (each) 31-2010	\$4.82 \$21.99
	Green 24628-87A	\$35.61 \$35.61		5 pack31-7008	\$21.99
	Red 24641-87A	,	18.	Crankcase oil screen spring - 1948-'99 bt 24982-70, 24982-66	¢1 25
		\$35.61		(each)	\$1.25
4.	Retaining ring, main bearing BT11177A (each)	\$1.22		Cover screw o-ring - 1948-up S&S BT	\$1.05
-	5 pack	\$8.74		(each) 50-8008	\$1.05 \$8.41
5.	Cam needle bearing assembly 9058	\$67.10		10 pack	\$8.41
,		\$07.10	19.	Cover screw - 1948-'99 S&S BT 26362-36, 26263-80	\$4.62
0.	Washer, cam lock	¢4.00		(each)	
	1958-'99 bt 25550-57A (each)	\$4.88 \$28.27		5 pack	\$20.94
7	5 pack	\$20.27	20.	Cylinder stud	
7.	Cam thrust washer - BT050" <i>25550-36 (each)</i>	\$6.46		1750 01515tantaara 70037 307 10037 30 (cacin/111 = -51 =52 = 5	\$4.62
	.USU 25550-36 (each)	\$6.46		8 pack	\$35.85
	.055" 25551-36 (each)	\$6.46		1936-'84 BT +5/6" longer 16837-78 31-2324-5	
	.065" 25553-36 (each) 33-5204	\$6.46		8 pack	\$168.82
	.070" 25554-36 (each)	\$6.46	21.	Crankcase Hardware	
	.070 25554-36 (each)	\$6.46		Hardware Kit	
	.080" 25556-36 (each) 33-5207	\$13.38		1970-'99 big twin	
	.090" 25558-36 (each) 33-5209	\$13.38 \$13.38		1970-'99 big twin, Chrome	\$56.83
0	Left Timken® main bearing assembly 1936-'99_	٥٥.٠٠١ ډ		Alternator 1970-'99	40=4
0.	S&S BT cases 9028	\$68.49		Alignment Stud, 5/16" -24 x 53/4" 3506, 24806-36	\$8./4
٥	Timken Main Bearing Spacers, 1969-up bt	J00.77		(Position 5 & 6)	44.00
٦.	Fits 11/4" stock diameter shaft.			Screw, HHCS, 5/6" -18 x 3½"	\$1.09
	.0995"1005" <i>9124</i>	\$6.98		(Position 7)	44.43
	.1015"1025" 9125	\$6.98		Screw HHCS, 5/16" -24 x 5" zinc 3430	
	.10151025 9/25	\$8.74		Chrome (each)	\$4.60
	.1055"1065" <i>9127</i>	\$6.98		(Position 8)	44.00
	.1075"1085" <i>9128</i>	\$6.98		Screw HHCS, ¼" -28 x 5½" (each)	
	.1195"1205" 9134	\$6.98	22	Screw HHCS, 1/4" -28 x 51/2" Chrome (each)	
10	Spacer, drive sprocket	70.70		Nut, Hex - 1/4"-28 7683	\$0.26
	1965-'99 S&S BT cases 24002-70 USA _{1,2,3} UV _{3,4,5,6} 31-4011	\$29.32	23.	Washer, flat - ¼" x ½" x ¼6"	¢1.00
11	Spacer, Drive Sprocket, 45A Charging System, 1.131" x 1.730" x.325"	,-,,,,		Zinc 7035, 7036 (each)	
	Fatigue Proof, 1970-'99 bt 24008-97	\$15.50	24	Chrome (each)	
12.	Seal, sprocket shaft oil 1936-'99 S&S BT cases	,	24.	Nut, hex - 5/6"-24 zinc 7833, 7883	
	12026B (each)	\$5.83	25	Nut, hex - \%6"-24 chrome	\$3.95
	5 pack	\$26.23	25.	Washer, flat - 5/16" x 11/16" x 1/16" 6320, 70907-07, 6016, 6702 \	¢0.26
13.	Bushing, oil pump shaft - All S&S BT cases	720125	26	50-7034 Pluq, timing hole 720.	\$0.20 \$4.22
	Standard 24641-36	\$12.23		5	\$4.55
14.	Tappet guide, 1936-'47 OHV bt & S&S KN- Kone Series	,	27.	Drain plug,	¢201
• • • •	Set	\$417.56		28a. %"-18 NPT Manufactured before 5-1-2000	
	Front 18600-36	\$250.50	20	Fitting, 1/8" x 1/8" pipe, male/female	
	Rear 18610-36	\$250.50		Oil pressure switch 26561-84	JJ.07
15.	Screw		۷۶.	(Includes: 1 each switch, nut, lock washer) USA, 3 UV, 5,5,631-2016	\$15.26
	15a. Screw, 12pt, DHH, ¼"-20 x ¾" (HD® #3770) (each) 50-0068	\$1.05	20	Dowel pin .375" diameter x 34" 1936-'64 S&S BT 50-8017	\$15.20 \$4.04
	4 pack	\$3.12		Fitting, oil line375" x 1/8"-27 62484-81	-
	15b. Screw, Slotted, Oval, ¼"-24 x 5%" 2329 106-3847	\$2.10		Plug, SH pipe - 1/8"-2745830-48 (each)	
	15c. Screw, Slotted, Oval, 14"-20 x 5%"	\$1.88	32.	10 pack	
16.	Gasket, tappet guide – 1948-'99 BT		22	Fitting, primary oil return 63533-41A, 63533-65 30-1013	رن.رږ ۲۵ ۵۰
	Front 18634-48C (each)	\$3.48	<i>J</i> J.	11tting, primary on return 03232-41A, 03235-02	77.20
	10 pack front	\$12.23			
	,				



34.	Fitting, 45° hose — ¼" pipe male x ¾" male hose	ć
35.	Plug, SH pipe, ¼"-18, 1965-'69 S&S BT	\$5.83
36.	765 55 55 1,2,3 100,650-8330 Fitting, hose - 1/8"-27 pipe male 155 1,2,3 100 1,2,3,4,5,6,750-8115	\$2.46
37.	Dowel pin, .250" diameter x ½"	
	(1970-up S&S BT) (H-D® #358) (each)	\$2.49
	2 pack 50-8022-2	\$4.46
	5 pack	\$5.25
38.	Screw, SHC - 10-24 x 1" (Stator) N/S (H-D*#2720) (each) 50-0044	\$1.08
	Screw, SHS - 10-24 x 5/16" - (<i>Stator plug clamp</i>) N/S 50-0045	\$1.02
	Gearcover (See 390)	
39.	Gearcover gasket 1970-up S&S BT	
	25257-80, 25225-70C, 25225-93B, 25225-93A 31-2107	\$3.28

40. Washer, Right, Main Bearing, Thrust

1.258" x 1.743" x .071",Steel31-4	4038*	\$4.87
1.258" x 1.743" x .051",Steel31-4	4039*	\$5.49
*Thrust washers are normally used with 1958-'86 style bearings with rollers and drop in style cages, but can be used to position 1987-up b when used on early style flywheels		
41. Washer, Countersunk, ¼" x ½" 7231	-3848	\$0.28
(N/S) = Not Shown		
N/A = No longer available		

SUPER STOCK® CRANKCASE REPLACEMENT PARTS FOR ALTERNATOR/GENERATOR STYLE BIG TWIN ENGINES OF LESS THAN 4" CYLINDER BORE

	Crankcase assembly, half			10 pack front	\$12.23
2.	Race, right main bearing, All S&S BT			Rear 18633-48B, 18633-48D (each)	\$3.48
	Standard 24599-58B, 24599-58A, 24599-93			10 pack rear	\$12.23
	+.005" 0.5. 24601-588. 31-4007	\$67.10		Set (each front & rear) 18633-48B, 18633-48D	\$3.48
	+.005" 0.S. 24601-58B 31-4007	\$63.95		10 pack set	\$46.10
	Clearanced for .798" lift 1984-'99 style cam w/1" base circle			Gasket, tappet guide — KN 1936-'47 OVH	
3.	Right main bearing assembly BT			18632-36	
	White 24626-87A31-4005			(each)	\$1.09
	Green 24628-87A			2 pack	\$4.37
	Red 24641-87A 31-4017	\$35.61	17.	Crankcase oil screen - 1948-'99 BT 24981-66, 24981-70	
	Blue 24643-87A			(each)	\$4.82
4.	Retaining ring, main bearing BT11177A (each)50-8057	\$1.22		5 pack	\$21.99
	5 pack	\$8.74	18.	Crankcase oil screen spring - 1948-'99 bt 24982-70, 24982-66	
5.	Cam needle bearing assembly			(each)	\$1.25
	9058 USA _{1,2,3} ÜÜV _{3,4,5,6}	\$10.20	19.	Cover screw o-ring - 1948-up S&S BT (each)	\$1.05
6.	Washer, cam lock			10 pack	\$8.41
	1958-'99 bt 25550-57A (each)	\$4.88	20.	Cover screw - 1948-'99 S&S BT 26362-36, 26263-80	
_	5 pack	\$28.27		(each)	\$4.62
7.	Cam thrust washer - BT			5 pack	\$20.94
	.050" 25550-36 (each)	\$6.46	21.	Cylinder stud	
	.055" 25551-36 (each)	\$6.46		1936-'84 BT Standard 16837-30, 16831-3031-2328-5	\$4.62
	.060" 25552-36 (each)	\$6.46		8 pack	<i>\$35.85</i>
	.065" 25553-36 (each)	\$6.46		1936-'84 BT +5/6" longer 16837-78	\$24.09
	.070" 25554-36 (each)	\$6.46		8 pack	\$168.82
	.075" 25555-36 (each)	\$0.40 ¢12.20	22.	Crankcase Hardware	
	.080" 25556-36 (each).	\$13.30 \$13.30		Hardware Kit	
0	.090" 25558-36 (each)	\$15.56		Alt/Gen Cases	ć0.74
0.	Left Timken® main bearing assembly 1936-'99 S&S BT cases 9028	¢68 10		Alignment Stud, 5/16" -24 x 53/4" 3506, 24806-36	\$8.74
0	Timken Main Bearing Spacers, 1969-up bt	J00.47		(Position 1)	ć0.4.71
7.	Fits 11/4" stock diameter shaft.			Front Chain Oiler Bolt106-4795	\$94.71
	.0995"1005" <i>9124</i>	\$6.98		(Position 5 & 6)	Call Fay Duising
	.015"1025" 9125			Screw, HHCS, 1/8 x 31/2"	Call For Pricing
	.10151025 9125	\$8.74		(Position 7)	¢1.62
	.1055"1065" <i>9127</i>			Screw HHCS, 5/16" -24 x 5" zinc 3430	\$1.03 \$4.60
	.1075"1085" 9128	\$6.98		Chrome (each)	\$4.00
	.1195"1205" <i>9134</i>			(Position 8)	¢1 00
10.	Chacar drive chrocket			Screw HHCS, ¼" -28 x 5½" (each). 50-0090 Screw HHCS, ¼" -28 x 5½" Chrome (each). 50-0252-S	\$1.50 \$4.60
	1936-'64 S&S BT cases	\$47.15	22	Nut, Hex - ¼"-28 7683	\$0.26
	1965-'99 S&S BT cases 24002-70 USA 1.23 UV 3.45.6 31-4011	\$29.32		Washer, flat - 1/4" x 5/8" x 1/1/6"	70.20
11.	Washer, Countersunk, 1/4" x 1/2"	\$0.28	۷٦.	Zinc 7035, 7036 (each)	\$1.08
12.	Seal, sprocket shaft oil 1936-'99 S&S BT cases			Chrome (each)	\$1.37
	12026B (each)	\$5.83	25	Nut, hex - 5/16"-24 zinc 7833, 7883	\$0.26
	5 pack	\$26.23		Nut, hex - 5/6"-24 chrome	\$3.93
13.	Bushing, oil pump shaft - All S&S BT cases		26	Washer, flat - 5/6" x 11/6" x 1/6"	
	Standard 24641-36	\$12.23		6320, 70907-07, 6016, 6702	\$0.26
14.	Tappet guide, 1936-'47 OHV bt & S&S KN-Series		27.	6320, 70907-07, 6016, 6702	\$4.33
	Set	\$417.56		Drain plug,	
	Front 18600-36			28a. %"-18 NPT Manufactured before 5-1-2000 31-2006	\$2.84
	Rear 18610-36 106-2666			28b. ½"-20 thread Manufactured after 5-1-2000 50-8335	\$11.18
	Tappet Guide, S&S SH & P series and conversion kits only, uses V-Series		29.	Fitting, 1/8" x 1/8" pipe, male/female	
	Set			Oil pressure switch (H-D® #26561-84)	
	Front			(Includes: 1 each switch, nut, lock washer)	\$15.26
4-	Rear33-5450R	\$243.19	31.	Dowel pin .375" diameter x ¾" 1936-'64 S&S BT 50-8017	\$4.04
15.	Screw	¢1.05	32.	Fitting, oil line375" x 1/8"-27 62484-81 31-2021	\$5.95
	15a. Screw, 12pt, DHH, ¼"-20 x ¾" (HD® #3770) (each) 50-0068		33.	Plug, SH pipe - 1/8"-2745830-48 (each)	\$1.00
	4 pack			10 pack	\$5.83
	15b. Screw, Slotted, Oval, ¼"-24 x %" 2329 106-3847			Fitting, primary oil return 63533-41A, 63533-65 431-2019	\$9.28
10	15c. Screw, Slotted, Oval, ¼"-20 x %"	1.00 ډ	35.	Fitting, 45° hose – ¼" pipe male x ¾" male hose	ć5.03
10.	Gasket, tappet guide — 1948-'99 BT Front 18634-48C (each)	\$3.48		USA, 2003,4	\$5.83
	110111 10034-481 (EUCII)	טד.עק.	36.	Plug, SH pipe, ¼"-18, 1965-'69 S&S BT	¢1.00
				765 50-8330 Fitting, hose - 1/8"-27 pipe male	\$1.09 \$2.46
			37.	Fitting, nose - 1/8"-2/ pipe male 1,2,3,4,5,6,7 50-8115	<i>⊋2.4</i> 0

BOLT POSITION DIAGRAM	
9 22 54 55 12 38 27 20 19 19 11 24 26 17 / 23	56 57 58 59 61 15 62 15 16 48 48 46
1	31
28	42 43 45 6
37 41 36	47 3 3 3
34 13 26 25 35 35 35 35 35 35 35 35 35 35 35 35 35	
	4.050 4.740 0.74 6.

38.	Dowel pin, .250" diameter x ½"	
	(1970-up S&S BT) (H-D® #358) (each)	\$2.49
	2 pack	\$4.46
	5 pack	\$5.25
39.	Screw, SHC - 10-24 x 1" (Stator) N/S (H-D® #2720) (each) 50-0044	\$1.08
	Screw, SHS - 10-24 x 5/16" - (Stator plug clamp) N/S 50-0045	\$1.02
41.	Fitting, oil line 63533-1531-2018	\$5.83
	Idler gear shaft - 1936-'69 BT 25791-36 31-2039	\$13.07
43.	Screw, SHC ¼"-20 x 2" (Idler gear shaft)	
	25794-36	\$1.25
44.	Screw, SHC ¼" -20 x 3¼" (Circuit breaker drive gear shaft.)	
	1430 50-0012	\$2.91
45.	Shaft, circuit breaker drive gear , 1936-'69 BT	
	25856-36 31-2037	\$36.43
	Washer, lock - 1/4" 7035, 7036	\$0.26
47.	Screw, HHC ¼" -20 x ½" 1936-'65	
	S&S BT timer 3728	\$0.26
	1/4"-20 x 1" 1966-'69 S&S BT timer 2551W 50-0018	\$1.08
	Screw, standard RH ¼"-20 x ½" 2759	\$0.26
	Gearcover (See 389)	40
	Gearcover gasket 1936-'69 S&S BT 25225-36A 31-2030	\$8.57
	Spacer, motor mount - 1936-'47 BT 24795-48	\$41.94
52.	Washer, Right, Main Bearing, Thrust	

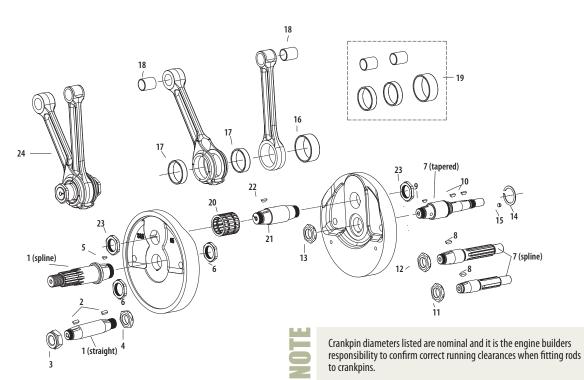
	1.258" x 1.743" x .071",Steel	\$4.87
	1.258" x 1.743" x .051", Steel	\$5.49
53.	Bracket Kit, Oil Filter 1936-69 bt (includes 56-66)106-3134	\$158.46
	Fitting, Straight, 34-16 UNF 2A x 1" 26352-95A 50-8197-S	\$6.46
	Bracket, Oil Filter	,
		\$4.20
		7
		7
50.		7
	10 pack	7
59.	Fitting, Pipe, 90°, 1/8-27 x .375" 50-8110	\$11.66
	Fitting, Hose, Straight, 1/8-27 x .500" 50-8115	\$2.46
60.		\$1.19
61.	Hose, Oil Line Return, 375" x 12"	
		\$3.09
	3/ 1 / / /	\$5.09
		\$24.63
	, , , , , , , , , , , , , , , , , , , ,	
	rollers and drop in style cages, but can be used to position 1987-up bearings	
	1 7 3	
56. 57. 58. 59. 60. 61. 62.	Gasket, Oil Filter Mount 106-4423 Screw, SHC, 5/6-24 x 2-3/4" 50-0017 Plug, Pipe, 3/4" x ½-27 x .188"45830-48 50-8331 10 pack 50-1015 Fitting, Pipe, 90°, ½-27 x .375" 50-8110 Fitting, Hose, Straight, ½-27 x .500" 50-8115 Clamp, Hose, 5/8" - 7/8" 50-8002 Hose, Oil Line Return, 375" x 12" N/A Fitting, Pipe, 45°, ½-27 x ½-27 50-8112 Fitting, Pipe, 90°, Male/Female, ½-27 26338-68A, 26561-81A, 26561-84A, 26338-68 106-2682 5 pack 50-1007 *Thrust washers are normally used with 1958-'86 style bearings with loose rollers and drop in style cages, but can be used to position 1987-up bearings when used on early style flywheels	\$1.19 \$3.09 \$5.09

(N/S) = Not ShownN/A = No longer available

FLYWHEEL REPLACEMENT PARTS FOR 1930-'84 BIG TWIN ENGINES

1.	Sprocket Shaft 1930-1954 Including UL SVBT stock & S&S E flywheels (straight — roller bearing) (includes #2, 3, 4)	
	24001-30	\$148.44
	Note: This shaft uses the larger 55-later thread for added strength and includes the motor sprocket nut. The stock nut will not fit.	
	1955-1964 S&S SE/SL flywheels	
	(includes #5 & 6) (spline - Timkin®)	\$148.44
	1965-1969 S&S SE/SL flywheels (includes #5 & 6) (spline - Timkin®)	\$148.44
	1970-1999 S&S SE/SL flywheels	\$110.11
	(includes #5 &6) (spline - Timkin®)33-2004	\$122.24
2.	Key50-8224	\$4.94
3.	Sprocket Shaft Nut	\$10.49 \$29.14
4. 5.	Motor Sprocket Nut	\$1.05
6.	Sprocket Shaft Nut	\$14.31
7.	Pinion Shaft	
	1939-1953 stock/ S&S E flywheels (spline) (includes #8 & 12	
	Standard 33-2021 1958-early 1981 stock & S&S L/AL/SE flywheels (tapered)	\$137.66
	(includes #8 12 10 14 15)	
	Standard 24006-54A, 24006-73	\$142.01
	.001" 0S 33-2025	\$228.32
	Late 1981-1984 stock/ S&S BL/SL/SM flywheels (tapered)	
	(includes #10, 14, 15, 9, 13)	ć142.01
	Standard	\$142.01 \$198.97
8.	Key	\$4.94
	Key 11218	\$1.52
	5 pack 50-1009	\$7.45
10.	Pinion/Oil Pump Key 50-8221-S	\$2.16
	5 pack	\$4.21
	Pinion Shaft Nut	\$10.49
13.	Pinion Shaft Nut	\$9.94
14.	Bearing Retaining Ring 11177A	\$1.22
	5 pack 50-1004	\$8.74

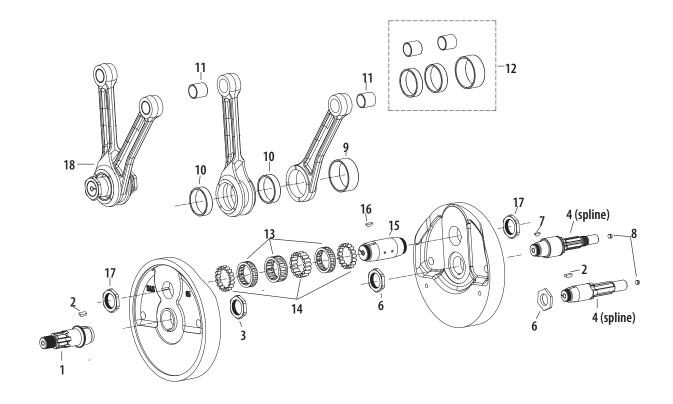
15. I	Meter Plug	
	.0625" hole 50-8316	\$4.33
	.0925" hole	\$2.46
	no hole 50-8314	\$1.85
16.	Front Rod Race, 1941-1984 24356-36A	
	Rear Rod Race 24345-36A	\$19.73
17.	Rear Rod Race 24345-36A	\$15.11
18.	Wristpin Bushing 24334-36	\$5.25
19.	Race & Bushing Set (includes #16, 17, 18) 34-4040	\$58.29
20.		\$56.60
21.	Crankpin	
	1937-'53 EL / 1940-'48 UL/ULH models (includes #22 & 23)*	
	Standard34-2001	\$157.14
	*Stepped crankpin for 1936-'52 (61") engines with	
	stock flywheels.	
	1941-early 1981 (includes #22 & 23)	
	Standard	\$128.97
	.001" 05	\$128.97
	.002" OS 34-2008	\$128.97
	Late 1981-1984 (includes #10 & 23)	÷420.07
	Standard	\$128.97
	.001" 05	\$128.97
	.002" 05	\$128.97
	.003" 0S 34-2106	\$128.97
	Late 1981-1984 Special Retro Engine (includes #9 & 23)	¢11405
	Standard	\$114.95
	1941 -early 1981 Special Retro Engine	¢1140F
22	(includes #9 & 23)	\$114.95 \$1.25
	Key	\$1.25
23.	Crankpin Nut 1937-'53 EL / 1940-'48 UL/ULH models 34-2005	\$36.97
	1937- 53 EL / 1940- 48 OL/OLH Models 34-2005 1941 <u>-</u> ear <u>ly</u> 198 <u>1</u> & late 1981-1984	\$30.97
	1941 - edity 1961 & late 1961 - 1964 1961 - 1964 34-2104	\$8.01
	1941-1984 Special Retro Engine	\$9.94
24	Connecting Rod Assembly,	<i>⊋7.7</i> ⁴
44.	1936-1952, Heavy Duty (Stepped crankpin) 34-7003	\$495.67
	1941-1981, Heavy Duty (Stepped Galikpili) 34-7003	\$446.54
	1981-1984, Heavy Duty	\$446.54
	1701 1707, Heavy Duty	7 T-U.JT



FLYWHEEL REPLACEMENT PARTS FOR 1957-'85 XL ENGINES

1.	Sprocket Shaft (includes #2 & 3)	
	1957-1976 XL w/S&S SB flywheels	\$159.60
	1977–1985 XL w/S&S D/SB/SBD/SCD/SC/SCDR/SCR flywheels 33-2302	\$174.12
2.	Key 50-8224	\$4.94
3.	Sprocket Shaft Nut	\$6.79
4.	Pinion Shaft	
	Stock 1957–1976 XL and S&S B/SB flywheels (includes #5 & 6)	
	Standard	\$219.63
	Stock 1977-early 1981 XL and S&S B/BD/SB/SBD/ flywheels (includes #	5 6 8)*
	Standard	\$213.95
	*requires 1977–1986 main bearing	72 13.75
	Stock late 1981–1985 XL and S&S C/SC/SCD/SCDR flywheels (includes #	£6.7.8)
	Standard	\$217.50
6.	Pinion Shaft Nut. 33-2332	\$37.89
7.	Key 50-8222-S	\$1.52
	5 pack	\$7.45
8.	Meter Plug – stock 1977–1985 XL and S&S B/BD/SB/SBD/C/S/SCD/SCDR flyw	heels
	.0626"	\$4.33
9.	Front Rod Race. 34-4505	\$21.97
10	Rear Rod Race (one)	\$17.41
11	Wrist Pin Bushing	\$6.85
	Race & Bushing Set (includes #9, 10, 11)	70.05
12	1957-1985 XL (all stock) and all S&S rods	\$62.90
12		\$30.37
13	. Alloy Bearing Cage Set	,
14	. Bearing Set (std.)	\$56.83

15. Crankpin (std.)	
1957-early 1981 XL w/ S&S connecting rods (includes #16 & 17)	
Standard	\$128.97
Late 1981–1985 XL w/ S&S connecting rods (includes #7 & 17)	
Standard 34-2602	\$128.97
.001" OS 34-2603	\$128.97
.002" OS	\$128.97
16. Crankpin Key	\$1.25
5 pack	\$4.94
17. Crankpin Nut	\$11.95
18. Connecting Rod Assembly	
1957-early 1981 XL (stock bore) 7.440" rod length	
Heavy Duty34-7500	\$493.00
Supreme	\$543.95
Late 1981–1985 XL (stock bore) 7.440" rod length	
Heavy Duty	\$493.00
Supreme	\$482.95
•	

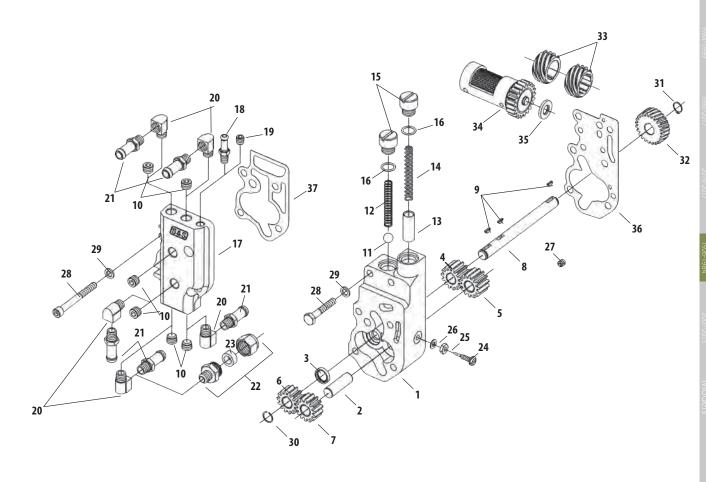


STANDARD BILLET OIL PUMP KIT REPLACEMENT PARTS

1.	Pump body assembly	
	A. Fits 1936-'69	\$152.38
	B. Fits 1965-'69	\$152.38
	C. Fits 1970-'91	\$152.38
2.	Shaft, idler 26327-68	\$9.28
3.	Seal, drive shaft 26227-58	\$3.47
4.	Gear, return drive 26315-68A	
	(ISA) 1 (UV) 3,4	\$19.73
5.	Gear, return idler 26317-68A	\$19.73
6.	Gear, supply drive 26320-36, 26328-74 USA TÜV3,431-6015	\$18.62
7.	Gear. supply idler 26326-62A	
	USA, TÜV _{3,4}	\$18.62
8.	Shaft, drive 26346-70	\$16.26
9.	Key, drive shaft 26347-15 each	\$1.05
	10 pack	\$8.07
10.	Plug, 1/8"-27 45830-48	
	each	\$1.00
	10 pack	\$5.83
11.	Ball, check valve8866, 8873	
	USA _{1,2,3} TÜV _{1,3,4,5,6,7} 50-8091	\$0.61
12.	Spring, check valve 26262-80, 26363-56, 26363-36	
	each	\$1.41
	10 pack31-6092	\$12.75
	Relief valve 26400-82B, 26400-82	\$6.98
14.	Spring, relief valve 26207-83	44.37
	each	\$1.37
	10 pack	\$12.33
	For S&S KN–Series engines (each)	\$5.41
15.	Screw, check valve & relief valve cover	\$4.62
	26362-36, 26263-80 each	\$4.02 \$20.94
10	5 pack	\$20.94 \$1.05
10.	0-ring 11105, 11273 (each)	\$8.41
17	10 pack 50-8078 Pump cover assembly	70.71
17.	A. Pre–1992 (Top or bottom fittings; accepts pressure gauge.)	
	31-6041	\$84.92
	B. Pre-1992 (Custom bottom fittings only.) <i>31-6045</i> 31-6060	\$84.92
18	Fitting front chain hose	\$2.46
10.	Fitting, front chain hose	\$11.18
20	Elbow, supply/return 26338-684, 26561-814, 26561-844, 26338-68	7
	each	\$5.09
	5 nack 50-1007	\$24.63
21.	Fitting, supply/return hose	\$2.46
	Return fitting, compression (H-D° #63523-92)	
	USA _{1,2,3} TÜV _{3,4,5,6} 50-8120	\$10.20
23.	Seal, tubing, %" x ½" 0.D. x ¼" Viton	\$7.29
	Screw, chain oiler adjusting	
	26383-32, 63614-72, 63610-70	\$4.62
25.	Locknut, chain oiler <i>each</i> 7634 , 7638	\$0.26
	Washer, chain oiler adjuster (H-D®#6156)	
	each	\$1.46
27.	Plug, ¼"-20 50-0069	\$1.08
	2 pack	\$1.09

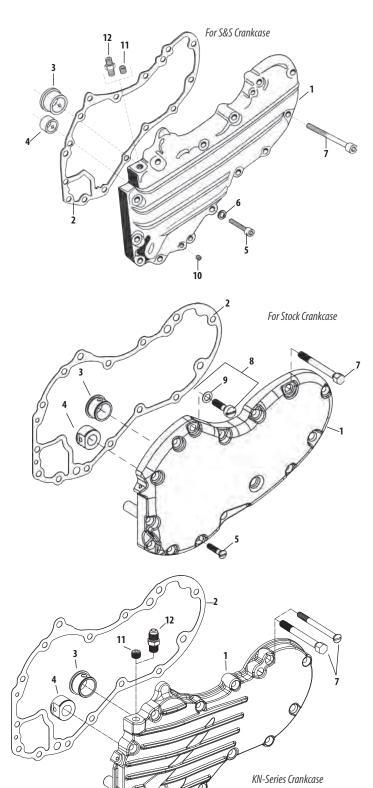
A. 'A'"-24 x 1½" - 1936 - '78 (HHCS) each	28.	Screws, mounting		
each 50-0082 \$2.16 B. ¼"-24 x 2¼" - 1936 - '78 (HHCS) (H-D85430W) each \$0.0088 \$2.77 C. ¼"-20 x 1½" - 1979-'99 (HHCS) 50-0088 \$0.26 \$0.26 \$0.44"-20 x 2½" - 1979-'99 (SHCS) 4717A 50-0078 \$0.68 \$0.26 \$0.42"-20 x 1-½" - 1979-'99 (SHCS) 4718A 50-0079 \$0.42 \$0.80 \$0.68 \$1.24 \$0.60 \$0.68 \$1.09 \$0.68 \$1.24 \$0.60 \$0.69 \$0.42 \$0.60	20.			
B. ¼"-24 x 2¼" - 1936 - '78 (HHCS) (#-D#5430W) each		• • •	50-0082	\$2.16
C. ¼"-20 x 1½" - 1979-'99 (SHCS)				
C. ¼"-20 x 1½" - 1979-'99 (SHCS)		each	50-0088	\$2.77
D. ¼"-20 x 2¼" - 1979-'99 (SHCS) 4717A		C. ¼"-20 x 1½" - 1979-'99 (HHCS)	50-0080	\$0.26
E. 1/4-20 x 1-1/2" - 1979—'99 (SHCS) 4718A. 50-0079 \$0.42 29. Washer, 1/4" (each)				\$0.68
29. Washer, ¼" (each)				\$0.42
30. Retaining ring \$695-36, 26348-36 each. 10 Pack. 50-8106 \$12.40 31. Retaining ring, external 11002 each. 50-8059 \$1.03 10 Pack. 50-8107 \$4.94 32. Gear, pump drive, 24T26345-73. 33. Gear, pinion shaft pump drive A. 1939-'53 splined. 33-4237 \$128.23 34. Gear, Steel breather valve 1936-Early 47 Standard 25300-36. +.030". 1948-Early 77 Standard 25313-73. 33-4246 \$102.76 +.030". 134-247 \$102.76 144 1977-99 Standard 25310-82A, 25313-77B, 25311-90. 33-4241 \$90.18 35. Shim Steel Breather Kit 8 pack (Includes one of each thickness). 35. +.100" thick 35. +.100" thick 35. +.100" thick 35. +.110" thick 25322-79 35. +.120" thick 25322-79 35. +.130" thick 25322-82 35. +.140" thick 25322-82 35. +.140" thick 25322-82 35. +.140" thick 25322-82 35. +.150" thick 25322-82 35. +.160" thick 25322-82 35. +.160" thick 25322-82 35. +.160" thick 25322-82 35. +.170" thick 33-4206 \$3.93 35. +.170" thick 33-4207 \$2.72 36. Gasket rebuild kit (N/S) Includes key and retaining ring. A. 1936-'91. 31-6271 \$5.25 37. Master rebuild kit, seal, retaining ring, relief valve spring, check valve spring,	29.			\$1.03
10 Pack 50-8106 \$12.40 31. Retaining ring, external 11002 each 50-8059 \$1.03 10 Pack 50-8107 \$4.94 32. Gear, pump drive, 24T26345-73 33-4230 \$28.27 33. Gear, pinion shaft pump drive A. 1939-'53 splined 33-4237 \$128.23 B. 1954-'89 26349-73, 26349-73A 33-4232 \$39.82 34. Gear, Steel breather valve 1936-Early 47 \$106-5070 \$102.76 \$1948-Early 77 \$124.6 \$102.76 \$102.76 \$1948-Early 77 \$124.7 \$124.7 \$124.7 \$124.7 \$1948-Early 77 \$127.7 \$		12 pack	50-7013	\$6.16
31. Retaining ring, external 11002 each. 50-8059 51.03 70 Pack. 50-8107 \$4.94 32. Gear, pump drive, 24T26345-73 33. Gear, pinion shaft pump drive A. 1939-'53 splined. 33-4237 \$128.23 B. 1954-'89 26349-73, 26349-73A 33-4232 \$39.82 34. Gear, Steel breather valve 1936-Early 47 Standard 25300-36 +0.30" 106-6012 \$102.76 +0.30" 106-6012 \$102.76 +0.30" \$1048-Early 77 Standard 25313-73 +0.30" \$33-4246 \$102.76 +0.30" 33-4247 \$102.76 Late 1977-99 Standard 25310-82A, 25313-77B, 25311-90 33-4241 \$90.18 **8 pack (Includes one of each thickness) 33-4242 \$90.18 \$105. +1.10" thick \$105. +1.10" t	30.	Retaining ring #695-36, 26348-36 each	50-8058	•
\$2. Gear, pump drive, 24T26345-73. \$33.4230 \$28.27\$ \$33. Gear, pinion shaft pump drive A. 1939-'53 splined. \$33.4237 \$128.23 B. 1954-'89 26349-73, 26349-73A. \$33.4232 \$39.82\$ \$4. Gear, Steel breather valve 1936-Early 47 \$5 tandard 25300-36. \$106-5070 \$102.76 +.030" \$102.76 1948-Early 77 \$5 tandard 25313-73. \$3.4246 \$102.76 Late 1977-99 \$5 tandard 25310-82A, 25313-77B, 25311-90. \$3-4247 \$102.76 \$1030" \$3-4242 \$90.18 +.030" \$3-4242 \$90.18 \$5 Shim Steel Breather Kit \$ pack (Includes one of each thickness) \$3-4242 \$90.18 \$5 Shim Steel Breather Kit \$ pack (Includes one of each thickness) \$3-4240 \$3.93 \$55. +.100" thick \$3322-79 \$3-4201 \$3.93 \$55. +.120" thick \$25322-79 \$3-4202 \$3.93 \$56. +.130" thick \$25325-82 \$3-4203 \$3.25 \$59. +.140" thick \$25325-82 \$3-4204 \$3.93 \$51. +.170" thick \$3325-82 \$3-4205 \$3.93 \$52.72 \$52.52 \$52.53 \$53. Master rebuild kit, (N/S) Includes key and retaining ring, relief valve spring, check valve spring,				
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A. 1939-'53 splined			№ 33-4230	\$28.27
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34. Gear, Steel breather valve 1936-Early 47 Standard 25300-36		A. 1939–'53 splined	33-4237	
1936-Early 47 Standard 25300-36		B. 1954-'89 26349-73, 26349-73A	¥33-4232	\$39.82
Standard 25300-36 106-5070 \$102.76 +.030" 106-6012 \$102.76 1948-Early 77 \$tandard 25313-73 33-4246 \$102.76 +.030" 33-4247 \$102.76 Late 1977-99 \$tandard 25310-824, 25313-778, 25311-90 33-4241 \$90.18 +.030" 33-4242 \$90.18 ***spack (Includes one of each thickness) 33-4249 \$23.02 35a. +.100" thick 33-4200 \$3.93 35b. +.110" thick 25320-79 33-4201 \$3.93 35c. +.120" thick 25322-79 33-4202 \$3.93 35c. +.130" thick 25322-82, 25327-79 33-4204 \$3.93 35f. +.150" thick 25322-82, 25327-79 33-4204 \$3.93 35f. +.150" thick 25325-82 33-4205 \$3.93 35f. +.170" thick 33-4206 \$3.93 35f. +.170" thick 33-4207 \$2.72 36. Gasket rebuild kit (N/S) Includes key and retaining ring. A. 1936-'91 31-6271 \$5.25 37. Master rebuild kit - (N/S) 11.53 31-6275 \$14.48 38. Drill jig, oil pump (N/S) 53-0013 \$51.77 39. Oil pump mountin	34.			
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85. Shim Steel Breather Kit 8 pack (Includes one of each thickness) 33-4249 \$23.02 35a. +.100" thick 33-4200 \$3.93 35b. +.110" thick 25320-79 33-4201 \$3.93 35c. +.120" thick 25322-79 33-4202 \$3.93 35d. +.130" thick 25322-82, 25327-79 33-4204 \$3.93 35f. +.150" thick 25322-82, 25327-79 33-4204 \$3.93 35g. +.160" thick 25322-82 33-4205 \$3.93 35g. +.160" thick 25327-82 33-4206 \$3.93 35h. +.170" thick 33-4207 \$2.72 36. Gasket rebuild kit (N/S) Includes key and retaining ring. A. 1936-'91 31-6271 \$5.25 37. Master rebuild kit - (N/S) Includes: gasket rebuild kit, seal, retaining ring, relief valve spring, check valve spring, check valve spring, check valve, ball, and cover screw o-rings. A. 1936-'91 31-6275 \$14.48 38. Drill jig, oil pump (N/S) 53-0013 \$51.77 39. Oil pump mounting hardware kit (N/S) 31-6288 \$11.53 10. Hardware kit, oil pump cover (N/S) 31-6283 \$29.46				
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A. 1936-'91	16		33-4207	72.72
 Master rebuild kit - (N/S) Includes: gasket rebuild kit, seal, retaining ring, relief valve spring, check valve spring, check valve, ball, and cover screw o-rings. A. 1936-'91	,		31-6271	\$5.25
Includes: gasket rebuild kit, seal, retaining ring, relief valve spring, check valve spring, check valve, ball, and cover screw o-rings. A. 1936-'91	7	Master rehuild kit = (N/S)	31-02/1	73.23
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38. Drill jig, oil pump (N/S) 53-0013 \$51.77 39. Oil pump mounting hardware kit (N/S) 31-6288 \$11.53 40. Hardware kit, oil pump cover (N/S) 31-6283 \$29.46				\$14.48
39. Oil pump mounting hardware kit (N/S) 31-6288 \$11.53 40. Hardware kit, oil pump cover (N/S) 31-6283 \$29.46	22			
40. Hardware kit, oil pump cover (N/S)				
				\$6.35

(N/S) = Not Shown



GENERATOR STYLE GEARCOVER REPLACEMENT PARTS

1. 2.	Gearcover assembly — (See 389) Gasket, Gear cover	
۷.	Stock crankcases, 1963-'69 25225-36C	\$5.83
	S&S crankcases, 1936-'69 25225-364. 31-2030	\$8.57
3.	Bushing, cam, 1936–'69 25253-364. 31-4025	\$15.11
3. 4.	3	۱۱.۷۱ ډ
4.	Bushing, pinion shaft	\$11.02
	1954-'72 <i>22582-73, 25582-54</i> A	\$11.02
_	1936-'53 25582-36	\$23.42
5.	Screw, gear cover mounting	
	Stock crankcases	
	Slotted countersunk, oval, ¼–24 x 1½", cadmium <i>2341, 2341HW</i>	
	each	\$1.84
	S&S crankcases	
	SHCS 1/4"-20 x 7/8"	\$0.52
	Slotted countersunk ¼"-20 x 11/8"	\$1.79
6.	Washer (S&S crankcases only) .260" x .425" x .060 chrome	
	each	\$1.03
	12 pack	\$6.16
7.	Generator bolt	
	Stock crankcases	
	HH countersunk, 5/6"-24 x 31/4" cadmium	\$5.83
	Slotted countersunk oval 1/4 "-24 x 3" (each)	\$3.67
	S&S crankcases	
	SHCS 5/6"-24 x 23/4"	\$2.91
8.	Oil passage screw, slotted hollow, includes nylon washer,	7
٠.	1963-'65 BT	\$13.11
9.	Washer, flat, 5/6" x 9/6" x .025" white nylon	7.5
	Screw, SHS – 1/4"–20 x 3/6"	\$1.09
10.	2 pack	\$3.93
11	Pipe plug, SH 1/8"–27 45830-48 each	\$1.00
11.	10 pack	\$5.83
12		\$13.11
12.	Oil line fitting 17330-42	۱۱.۱۱ ډ

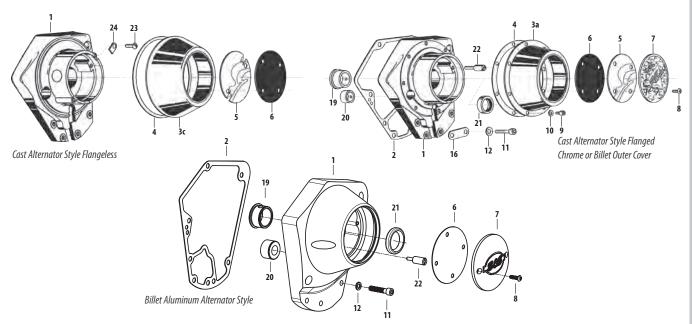


GEARCOVER KIT REPLACEMENT PARTS

1. 2.	Gearcover assembly — (See 390) Gasket, gearcover	
	1970-'99 BT 25257-80, 25225-70C, 25225-93B, 25225-93A	
	Each	,
	10 pack	\$32.79
3.	Outer Cover for Cast Gearcovers 1970-99 bt	
	3a. Flanged type – steel, chrome	
	3b. Flanged type - billet	\$193.95
	3c. Flangeless type – chrome	
	3d. Flangeless type – black	
4.	Gasket, outer cover – 1970–'99 BT	
	Flanged type Each	\$1.24
	5 pack	
	Flangeless type <i>Each</i>)	
	5 pack	
5.	Ignition cover, inner – 1970–'99 BT	
	Flanged type 32504-80	\$2.75
	Flangeless type	\$2.89
6.	Gasket, ignition cover – 1970–'99 BT	
	32591-80, 32591-70 Each	\$1.05
7.	Ignition cover, outer - 1970-'99 BT	
	Chrome, billet S&S Logo	\$58.69
8.	Screw, RSH – 8–32 x ½" (replaces stock rivets)	,
•	Stainless Steel Each	\$1.03
	Chrome <i>Each</i>	
9.		
	10-24 x %" - chrome for billet cover	\$1.69
10	• Washer, flat .192" x 5%" x .035"	,,
	Each 6150W	\$1.03

11. Screw, SH – Use in all positions 1970-'99 BT – ¼"–20 x 1¼" (<i>H-D</i> *#3482A)	
Zinc Each	\$1.06
Chrome	\$1.94
12. Washer, flat	
1/4" x .474" x .050" <i>Each</i>	\$1.03
1/4" Flat washer, chrome, billet covers	
Each	\$1.03
12 pack 50-7013	\$6.16
16. Wire harness clip (<i>H-D</i> * #38711-93)	\$0.83
19. Cam bushing, gearcover	
1970-'99 BT 25581-70	\$10.45
20. Pinion shaft bushing, gearcover	
1973-'99 BT 25582-73, 25582-93 USA_{1,2,3} TÜV_{3,4,5,6}31-4031	\$11.02
21. Gearcover oil seal 1970-'99 BT 83162-51	
Each	\$3.83
22. Screw, timing mechanism 32606-82	
Each	\$3.41
2 pack	\$6.28
23. Screw, standard panhead 8-32 x %" <i>Each.</i>	\$1.08
24. Clip, outer cover <i>Each</i>	\$3.41

N/A= No longer available



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.

lwin Cam 6"/103"/110" 2007-2017

1999-2006

Evolution*

portster & Buell*

Street & Street Rod"

Vintage Engines

Vedge*

icts Ja

Tools & Shop

Dealer Services & Promo

Company Policy

Appendix & Index

SUPER STOCK® CYLINDER HEADS REPLACEMENT PARTS FOR 1966-'84 BIG TWIN ENGINES

1.	Cylinder head (See 398)	
2.	Valves	
	Intake	
	1.950" 18075-80, 18075-81, 18078-80, 18078-81, 18078-81	\$65.00
	1.950" +.005"	\$61.95
	Exhaust — 1948-'84 BT	
	1.720"18086-80, 18086-81, 18089-80, 18089-81	\$65.00
	1.720" +.005" stem diameter	\$61.95
3.	Valve seats	
	Intake — 1.940"	
	Standard 18020-79, 18018-66, 18056-66B	\$29.32
	+.002" oversize	
	+.010" oversize	\$27.95
	Exhaust — 1.750"	
	Standard 18017-66, 18055-668, 18010-79	\$23.02
	+.002" oversize	\$31.95
	+.010" oversize	\$31.95
4.	Valve guide – cast – 1980–'84 BT	
	Intake or Exhaust	
	Standard 18017-66, 18055-66B, 18010-79	\$14.31
	+.001" <i>18109-81A</i>	\$33.22
	+.002" <i>18108-81A, 90-2232</i> . 90-2242	\$33.22
	+.003" <i>18107-81A, 90-2233</i> .	\$42.26
	+.004" <i>18106-81A, 90-2234</i> .	\$42.26
	+.006" (H-D°#18110-81A).	\$42.26
	+.060" 90-2249	\$42.26
5.	Valve guide seal — intake or exhaust	
	1981-'84 BT 18000-81 Each	\$2.04
	8 pack	\$14.69
6.	Valve spring shim – Late 1981–'84 BT	
	.005" x .765" x 1.500"	\$2.91
	.015" x .765" x 1.500"	\$0.85
_	.025" x .765" x 1.500"	\$2.40
7.	Valve spring kit — Late 1981-'84	
	(Includes springs, top & bottom collars, keepers shims)	ć167.0
•	.590" lift - steel top collars	\$167.00
8.	Valve spring keeper — intake or exhaust	ć2 20
	1936-'84 BT 18228-36 Each	\$2.30
•	8 pack	\$16.77
9.	Screw, SH - 5/6"-18 x 1" (H-D° #2708A)	\$0.57 \$0.26
	Lock washer - 5/6" (<i>H-D</i> ° #7041)	\$4.62
	Exhaust pipe gasket - 1966-'84 BT (<i>H-D</i> ° #653834-68A) 93-1004-5	\$4.02 \$1.05
	Head mount bolt - 7/16"-14 x 11/4" (H-D*#3782) Each	\$0.46
	Rocker cover mounting screw – 1966–'84 BT	<i>₹</i> 0.40
14.	Hex head – 5/6" – 18 x 1½" (#-D* #2818) Each	\$1.03
	Hex head - 5/6" - 18 x 1/2 (H-D*#2818) Each	\$1.05 \$1.05
15	Flat washer - 5/16" 6320, 70907-07, 6016, 6702	\$0.26
	Rocker cover gasket 1966–'84 BT <i>17540-69, 17540-69A</i>	JU.20
10.	Each	\$7.50
	10 pack	\$68.14
	то раск 90-4064	JUU.14

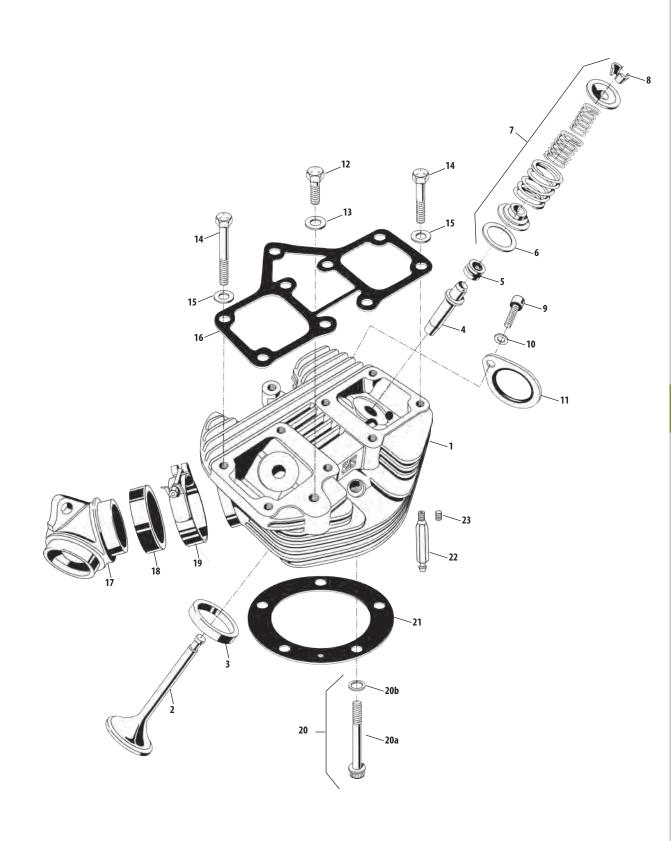
17.	Intake manifold (See 413)	
18.	Manifold seal	
	0-ring - 1955-'78 BT 27060-55	
	Each	\$4.24
	10 pack	\$39.21
	Band - 1979-'84 BT 27062-78	
	Each	\$2.75
	10 pack 10	\$24.07
19.	Manifold mounting clamp	
	O-ring type heads - 1955-'78 BT 27063-57 16-0230	\$20.40
	Band type heads - 1979-'85 BT 27063-80, 27063-78	\$14.21
20.	Head bolt assembly, stainless – 1948–'84 BT	
	(Includes head bolt & washer.) 6469HW	
	10 pack	\$84.51
	20a. Head Bolt, Each	\$6.41
	20b. Head bolt washer - 1936-'84 BT	
	(For part #90-3024, #90-3026 & #90-3040) 1093-3025	\$2.29
21.	Head gasket, copper – 1966–'84 BT	
	37/16" & 31/2" bore 16770-668 Each	\$16.03
	10 pack	\$159.50
	35/8" bore <i>Each</i>	\$17.49
	10 pack	\$159.50
22.	Fitting, oil return, 1/8"-27 pipe 63533-41A, 63533-65	\$9.28
	Plug, oil return, 1/8"–27 pipe <i>Each</i>	\$1.00
	10 pack	\$5.83
N/A	= No longer available	
/ / /	no tonger arandore	

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

S&S Engine Family	Year Group	Bore Size	Part#	MSRP
P Series/SH-Series	1966-'84	3%"	90-9501	\$106.37
P Series/SH-Series	1966-'84	3½"	90-9500	\$106.37

CYLINDER HEAD GASKET KITS FOR S&S® ENGINES FOR BIG TWINS

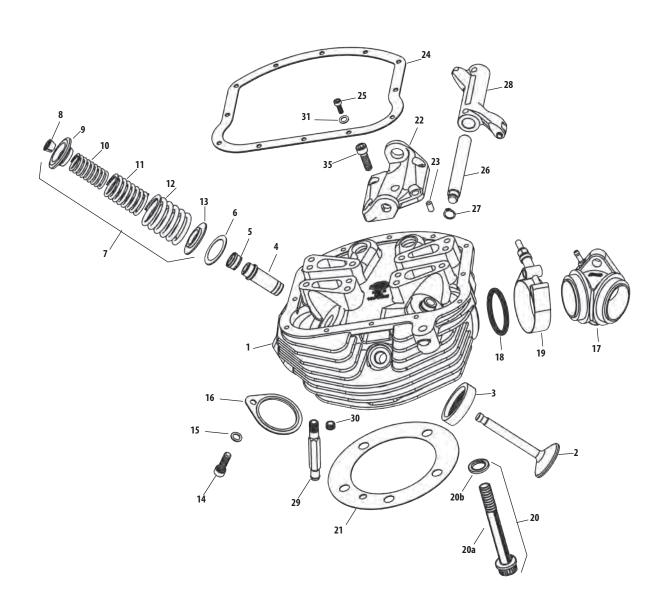
S&S Engine Family	Year Group	Bore Size	Part #	MSRP
P Series/SH-Series	1966-'84	35/8"	90-1918	\$48.09
P Series/SH-Series	1966-'84	3½"	90-1917	\$48.09



CYLINDER HEAD REPLACEMENT PARTS FOR P-SERIES ENGINES, PANHEAD CYLINDER HEAD AND VALVE TRAIN UPDATE KIT & SHOVELHEAD RETRO CONVERSION KIT

1.	Cylinder head — (See 398)		21. Head Gaskets	
2.	Valves		Head, Gasket, Copper – 1966–84bt	
	Intake	¢ (5 0 0	21a. 37/6"& 31/2" Bore	ć16.03
	1.950"18075-80, 18075-81, 18078-80, 18078-81, 18078-81 390-2015	\$65.00	each 16770-66B	
	1.950" +.005"	\$61.95	10 pack	
	Exhaust — 1948-'84 bt	¢ (5 0 0	Head Gasket Kit	\$56.06
	1.720" 18086-80, 18086-81, 18089-80, 18089-81	\$65.00	21b. 3%"Bore	ć17.40
	1.720" +.005" stem diameter	\$61.95	each	
3.	Valve seats		10 pack	
	Intake - 1.940"	420.22	Head Gasket Kit	\$36.06
	Standard 18020-79, 18018-66, 18056-668		Head Gasket, Composite – 1948–65 bt	
	+.002" oversize		21c. 3%" Bore	*****
	+.010" oversize	\$27.95	each	\$13.84
	Exhaust - 1.750"		Head Gasket, Copper – 1948–65 bt	
	Standard 18017-66, 18055-66B, 18010-7990-2018	\$23.02	21d. 31/16" & 31/2" Bore	
	+.002" oversize		each 16770-48	
	+.010" oversize	\$31.95	Head Gasket Kit106-5934	\$73.38
4.	Valve guide – cast – 1980–'84 bt		21e. 3%" Bore	
	Intake or Exhaust (see valve guide diameter chart)		each	
	Standard	\$14.31	Head Gasket Kit 106-5938	\$73.38
	+.001" <i>18109-81A</i>	\$33.22	22. Rocker arm support	
	+.002" 18108-81A, 90-223290-2242	\$33.22	Front intake/rear exhaust	
	+.003" 18107-81A, 90-2233 90-2243	\$42.26	Rear intake/front exhaust	
	+.004" 18106-81A, 90-2234	\$42.26	23. Pin, ¼" diameter x ½" <i>Each</i>	
	+.006" (H-D*#18110-81A) 90-2246	\$42.26	2 pack 50-8022-2	
	+.060"	\$42.26	5 pack 50-8105	\$5.25
5.	Valve guide seal — intake or exhaust 1981-'84 bt 18000-81		24. Gasket, rocker cover 1948-'65 bt <i>Each</i>	
	Each	\$2.04	Set 117541-48 900-0339	\$29.29
	8 pack 900-2157	\$14.69	25. Screw, SHC #10-24 x ¾" 2675, 2674 Each	
6.	Valve spring shim - Late 1981-'84 bt		12 pack	\$24.95
	.005" x .765" x 1.500" Each	\$2.91	26. Shaft, Rocker Arm, S&S P-Series (1054) 1,2,3 (1071) 1,3,4,5,6,7 (106-0915)	\$41.46
	.015" x .765" x 1.500" Each	\$0.85	10 pack	\$148.44
	.025" x .765" x 1.500" Each	\$2.40	27. Snap ring SHF-37 %" x .050" <i>Each</i>	
7.	Valve spring kit — Late 1981-'84		28. Roller rocker arm	
	(Includes springs, top & bottom collars, keepers shims)		Set900-4320A	\$520.90
	.590" lift - steel top collars	\$167.00	Front exhaust/rear intake 17375-66A900-4320FA	
8.	Valve spring keeper - Intake or exhaust1936-'84 bt		Rear exhaust/front intake 17360-66A900-4320RA	
	Each	\$2.30	29. Fitting, oil return, 1/8"-27 pipe 63533-41A, 63533-65	\$9.28
	8 pack		30. Plug, oil return, 1/8"-27 pipe <i>45830-48 Each</i>	
9.	Top Collar, Steel, .590"		10 pack	
	Inner Spring, .590" 90-2054		31. Flat washer, .192" x 5/6" x .035"	,
	Middle Spring, .590"		Each	\$1.03
	Outer Spring, .590" 90-2056		Not Shown:	71.05
	Bottom Collar, Steel, .590"		32. Head mount bolt - 7/6"-14 x 11/4"	
	Screw, SHCS, %6-18 x 34" Zinc 3275		Each	\$1.05
	Lock washer - 5/6"		33. Flat washer - 1/16" x 15/16" x 1/8" 6495HW	\$1.05 \$0.66
	Exhaust pipe gasket - 1966-'84 bt <i>Each</i>		34. Cover, rocker arm, set, 1948-'65 bt <i>17500-48A</i>	
		<i>34.02</i>		ر7.75 ډ
	Intake manifold (See 413)		35. Screw,SHC,5/16-18 x 1",Zinc,ASTM A574-92	¢0.57
Iŏ.	Manifold seal — 0-ring - 1955-'78 bt 27060-55	¢4.24	3201WA, 2708	\$0.57
	Each			
	10 pack	\$39.27	N/A= No longer available	
19.	Manifold mounting clamp 0-ring type heads	ć20.40		
	1955-'78 bt 27063-57 16-0230	\$20.40		
20.	Head bolt assembly, stainless - 1948-'84 bt			
	(Includes head bolt & washer) 6469HW 10 Pack	\$84.51		
	a. Head Bolt,12 pt,7/ ₆ -20 X 2-3/ ₈ " x 1" TD <i>1324-S</i>			
	Each93-3024-S	\$6.41		
	b. Head bolt washer - 1936-'84 bt, Each	\$2.29	All reference to H-D® part numbers is for identification purposes only. We in no way are implying that any	of S&S Curle's
			to the part manners is no machine and purposes only. The first of the miliplying that any	- Just yours

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.



TOP END REBUILD GASKET KITS FOR S&S® ENGINES

S&S Engine Family	Year Group	Bore	Part No.	MSRP
P Series/SH-Series	1966-'84	35%"	90-9501	\$106.37
P Series/SH-Series	1966-'84	3½"	90-9500	\$106.37

VALVE GUIDE DIAMETERS FOR S&S® P AND SH SERIES ENGINES AND 1980-'84 BIG TWIN

Oversize	Diameter	Part No.	MSRP
Std.	.6250/.6245	90-2240	\$14.31
+.001 18109-81A	.6260/.6255	90-2241	\$33.22
+.002 18108-81A, 90-2232	.6270/.6265	90-2242	\$33.22
+.003 18107-81A, 90-2233	.6522/.6519	90-2243	\$42.26
+.004 18106-81A, 90-2234	.6290/.6285	90-2244	\$42.26
+.006 18104-81A, 90-2236	.6310/.6305	90-2246	\$42.26
+.060	.6850/.6845	90-2249	\$42.26

- VISIT US AT WWW.SSCYCLE.COM

CYLINDER HEAD REPLACEMENT PARTS FOR 1936-47 KNUCKLEHEADS AND KN-SERIES ENGINES

	Hand let 421" dual steel		10	Cerous IIIICC 3/-16 v 11/1" Cadmium plated 10/-4F00	\$4.37
1.	Head, kit, .421" dual steel			Screw, HHCS, %-16 x 1½" — Cadmium plated	
	For covers, gloss black	¢1 505 00		Washer, Lock, 7/16", Zinc	
	1936-'47 OHV BT; KN-Series	\$1,202.00		Washer, packing 1936-'47 OHV BT 17482-36	
2.		ć 42.02		Seal, rocker arm, 1936-'47 OHV BT 17475-38	\$5.09
	Intake, 1.940"		23.	Rocker arm, non-roller, 1:1 ratio, 1936-'47 OHV BT; KN-Series	¢004.57
	Exhaust, 1.750"	\$33.62		(Includes shaft kit) Set of four	
3.		422.02		Front Intake w/shaft	\$297.45
	Intake, 1.940"			Front Exhaust w/shaft	
	Intake/Exhaust, 1.750"			Rear Intake w/shaft	
4.	Valve guide, intake/exhaust for Stock (see valve guide diameter chart			Rear Exhaust w/shaft	\$297.45
	Standard 18181-36, 18185-40		24.	Shaft, set, rocker arm, 1936-'47 OHV BT; KN Series	
	+.002"			(Set of four, Includes spacers and hardware)106-2413	
	+.004"			Nut kit, rocker arm 7831	
	+.008"	\$16.38		Adaptor, Manifold, conversion, plumber to o-ring	
	Valve guide, intake/exhaust for S&S KN-Series		27.	0-ring, manifold <i>27060-55 Each</i> 50-8046	
	Standard			10 pack	\$39.21
	+.002"900-0527		28.	Gasket, set, head, KN-Series, Copper	
	+.004"			3 %" bore (each)	
	+.008"			2 pack	
5.	Gasket, lower valve cover (tin), 1936–'47 OHV BT 900-0668	\$4.37		3 7/46" bore	\$51.00
6.	Cover, kit, bottom, valve spring, (tins), black anodized,		29.	Oil line, Return 1936-'47 OHV BT (S&S Tins Only)	
	(includes screws) 1938-'47 BT KN-Series	\$465.95		Kit of 4	
	NOTE - bottom tins will not fit stock upper tins.			Front Intake	\$38.19
7.	Screw, valve spring cover 3477			Front Exhaust	
	NOTE - Valve spring components below are not interchangable wi	th		Rear Intake	
	stock and must be used together.			Rear Exhaust	\$38.19
8.	Bottom collar, valve spring900-0670		30.	Seal, Oil Return Line, FHP tins only	
9.	Shim, valve spring .015"			28" OD x .18" ID x 1", Rubber Hose	
10.	Spring, kit, valve, dual, .421"			0-ring	
	Springs only,1936-'47 OHV BT			Oil supply fitting, Cad Plated 17325-42	
	Top collar, valve spring			Oil return fittings, Parkarized 17320-38	
12.	Keepers, valve spring, top collar 90-2037-S			Washer, Lock, .385" x .680" x .094",Zinc 50-7052	
	8 Pack	\$16.77		Nut, Jam, 7/16-20, Zinc	
13.	Cover, kit, top, valve spring, (tins) 1938-'47 BT; KN-Series		36.	Washer, Thrust, Stepped, .015" 17465-36	
	Chrome		37.	Washer, Thrust, Stepped, .060"	\$16.28
	Gloss Black Powder coat				
	Silver Powder coat	\$166.95	Par	ts Not Shown:	
	NOTE - top tins will not fit stock bottom tins.			Manifold, kit, o-ring, 1%", VOES, KN93	
	Gasket, kit, valve spring cover, top, S&S only	\$123.86	39.	Gasket, kit, engine, KN–Series, with hardware	\$192.86
15.	Nut, rocker shaft, with o-ring, chrome 1936-'47 OHV BT		40.	Pushrod, set, non-adjustable, KN93, steel	
	17447-36 each			1936-'47 OHV BT	\$115.35
	O-ring,(-017),.676" ID x .816" OD,Black,	\$1.15	41.	Cover keeper, kit, pushrod,	
17.	Housing, rocker arm, (knuckles) ,1936-'47 OHV BT			KN93 17949-40, 17950-66	\$29.33
	Set, Polished		42.	Oil line, supply, "Y" feed, 1936-'47 OHV BT	
	Front, Polished			Stock 74", KN74, KN93, S&S/Stock Carb	\$58.69
	Rear, Polished		43.	Bottom collar spacer — required when using S&S valve springs	
	Set, As Cast			with stock steel "tins"	
	Front, As Cast (H-D*#17300-36)		44.	Rocker arm cover gasket kit, 1936-'47 big twin	\$166.75
	Rear, As Cast (H-D*#17310-41, 17310-36)900-0624				
18.	Screw, HHCS, %-16 x 1"— Cadmium plated	\$4.37			

VALVE GUIDE DIAMETERS FOR S&S KN SERIES ENGINES AND 1936-'47 OHV BIG TWIN $\,$

Oversize	Diameter	Part Number	MSRP
Std.	.6442/.6439	900-0526	\$20.40
+.002	.6462/.6459	900-0527	\$20.40
+.004	.6482/.6479	900-0528	\$20.40
+.008	.6522/.6519	900-0529	\$20.40

BILLET ROCKER COVER REPLACEMENT PARTS FOR 1966-'84 BIG TWIN ENGINES

1. Rocker cover, assembly front N/A 2. Rocker cover, assembly rear N/A 3. Screw, SHS 50-0294-S \$6 4. Nut, HFH 5/6" UNC 50-8187-S \$3	.98 .05
3. Screw, SHS 50-0294-S \$6 4. Nut, HFH %" UNC 50-8187-S \$3	.98 .05
4. Nut, HFH 1/4" UNC	.98 .05
5. Screw, SHS	
6. O-ring, Viton® -019 Each	
7. O-ring, Viton 1.00 mm CS x 14.00mm	.72
8. O-ring, front, Viton 1.00mm CS x 9.50mm ID 50-7965-S <i>\$1</i>	.25
O-ring, rear, Viton 1.00mm CS x 11.00mm ID	
10 pack 50-7966 \$1	2.40
9. O-ring, Viton -160	.24
10. Rocker shaft set (For S&S rocker covers only.)	
Set	9.70
Individual	5.75
11. Plug, rocker arm shaft (<i>4 pack</i>)	2.52
12. Roller Rocker arm 1966-'84 big twin	
Set	20.90
Front 17375-66A	56.54
Rear 17360-66A	56.54
13. Dowel pin, 187" x .635", Steel	.03
10 pack	.83
14. Gasket kit, S&S billet rocker covers (Not Shown)	
15. Plug, SH pipe - 1/8-27 45830-48 50-8331 \$7	.00
10 pack 50-1015 \$5	.83

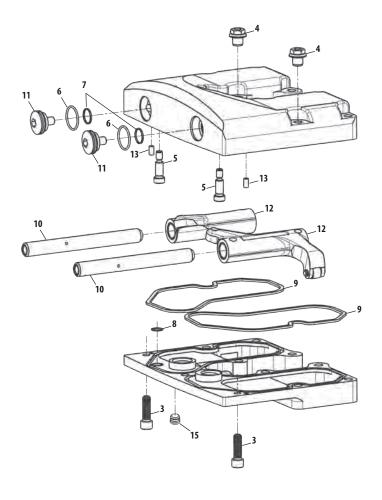
ROCKER SHAFT AND OIL LINE SEALS

Rocker Shaft Seal

S&S SH-Series and 1966-'84 bt with stock rocker covers (N/S) ... **50-8073-S** \$1.03

Oil Line Seal — S&S SH-Series and 1966-'84 bt using outside oil lines (N/S)

(N/S) = Not Shown





Since top cover and base are machined together, replacements are only sold as assemblies to prevent mismatch of polished surfaces.

Appendix & Index

SUPER B CARBURETOR REPLACEMENT PARTS

1.	Throttle return spring	11-2082	\$2.11
2.	Throttle plate screw		
	11-2045 each	-0055-5	\$1.08
	10 pack		\$8.41
3.	Throttle shaft	JU-000 1	,
٥.	Comes with two throttle plate screws	11 2002	¢10.73
4.		11-2003	\$19.73
4.	Throttle shaft bushing	44 2424	4
_	(For repair only)	11-2134	\$3.47
5.	Enrichment device		\$24.04
6.	Carb body		\$394.07
7.	Idle mixture screw Each		\$8.77
	5 pack		\$39.81
8.	Idle mixture screw spring Each	11-2052	\$1.05
	10 Pack		\$6.76
9.	0-ring — 17%" <i>16-0056</i>	50-8013	\$1.09
	Throttle plate — 17/8"		\$10.45
	Throttle arm assemble two cable type		
	(includes #25,26,27,28)	11-2148	\$84.51
12.	Intermediate jet — See chart Page 5–56		,
	Main discharge tube	11-2085	\$11.02
	Main jet — See chart See chart Page 5–56	005	
	Bowl gasket Each	11-2086	\$2.30
	10 pack		\$20.94
16	Float	11-2071	72000
10.	Wire type	11 2107	\$20.36
	, ·		\$20.50
17	Forked type		\$10.45
	Float retaining pin	11-2069	\$10.45
10.	Bowl		
	For wire type float		\$147.15
40	For forked type float	N/A	
19.	Needle		442.22
	For wire type float		\$12.23
	For forked type	11-2095	\$15.01
	Seat — For wire or forked type float		\$11.22
21.	Bowl plug Each		\$2.42
	5 pack		\$11.02
22.	Bowl screw Each	50-0034	\$1.46
	10 Pack		\$13.62
23.	Spacer,Kit,Carb,1-%" x 1"	16-0057*	\$56.42
	Spacer,Kit,Carb,2-1/16" x 1"		\$64.42
	Spacer,Kit,Carb,2-¼" x 1"		\$62.89
24.	Screw,		
	1" x 3/8"-16	50-0161	\$1.06
	1¼" x ¾"-16		\$1.03
	10 pack		\$9.03
	1%" x %"-16		\$2.10
	5 pack		\$10.21
	2" x 3/8"-16		\$2.74
	5 pack		\$13.25
25.	Spring, Idle/Accelerator Pump, Super B/D/E	11-2048	\$1.06
26.	Screw, SLTD FH,8-32 x 7/8", Zinc, Steel		\$1.08
_	10 pack	50-0150	\$7.29
27.	, , , , , , , , , , , , , , , , , , , ,		\$1.08
30	10 pack	50-0146	\$4.78
28.	Screw, SLTD FH, 8-32 x 1/4 ", Zinc, Steel	-0030-5	\$0.26
29.	Tune Last Interlickuh 175 x 7.330	V38 IF	\$4.60

CARBURETOR REBUILD KITS

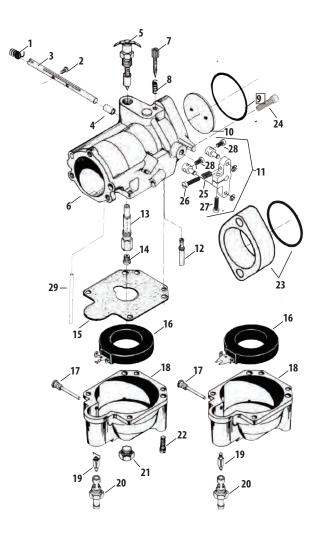
Master Rebuild Kit

Super B

Body Rebuild Kit

Super A/B

______11-2903 \$46.63





Early Series #94 gas jets were stamped with single digit numbers. Conversions for these numbers are:

1				.025"
2				.028"
3				.031"
4				.033"
5				.036"
6				.040"

SUPER E & G CARBURETOR REPLACEMENT PARTS

	oi ell e a a chilbon				ILAULINIIIAIII	U	
1.	Carb body assembly			31.	Float pin (each)	11-2369	\$1.41
	17%" Super E	-2381	\$239.02		5 Pack		\$6.35
	21/16" Super G		\$239.02	32.	Bowl screw		
2.	Throttle shaft				10-24 x 3/4" - Three required (each)	50-0034	\$1.46
	17/8" Super E — Includes two plate screws 11	-2383	\$22.08		10 Pack	50-0063	\$13.62
	21/16" Super G — Includes two plate screws		\$20.94		10-24 x 23/8" - One required (each)	50-0040	\$1.05
3.	Throttle plate screw 11-2045– (two required) (each)		\$1.08		10 Pack	50-0061	\$8.64
	10 pack		\$8.41	33.	Carb bowl (only)	11-2388	\$74.43
4.	Throttle plate				Carb bowl complete assembly	11-2388P	\$163.85
	17%" Super E	-2055	\$10.45	34.	Bowl plug (each)		\$2.42
	21/16" Super G		\$15.11		5 pack	11-2092	\$11.02
5.	Throttle return spring (each)		\$1.41	35.	Seat o-ring* (required with part #11-2465 & #11-2466 only when replace		let.)
	5 Pack		\$6.35		each	50-8009	\$1.25
6.	Throttle spool	-2385	\$16.83		10 pack		\$12.40
	Throttle shaft lock washer (two required)		\$1.06	36.	Needle		
	Throttle shaft nut (two required) (each)		\$1.41		17%" Super E & 21/16" Super G	11-2195	\$12.23
	5 pack		\$6.35		Racing only		\$50.30
9.	Throttle shaft nylon washer (each)		\$1.06	37.	Seat – Includes O-ring #35		
	10 pack		\$6.19		(Replaces obsolete seats 11-2347 and 11-2348)		
10.	Pump actuator lever		\$6.98		a. 17/8" E & 21/16" G (Uses part #11-2195 needle)	11-2465	\$12.23
11.	Actuator spring (each)	2375-S	\$1.41		b. Racing only (Uses part #11-2197 needle)	11-2466	\$11.75
	5 pack		\$6.35		c. Racing only -threaded fuel inlet (6AN .157" ID)		
12.	Pump actuator arm		\$2.89		(Uses part #11–2195 needle)	11-2395	\$31.43
	Idle mixture screw				d. Racing only -threaded fuel inlet — (6AN .235" ID)		
	a. Idle mixture screw, brass (each)	-2354	\$8.77		(Uses part #11-2197 needle)	11-2396	\$29.95
	5 pack		\$39.81		e. Permeation Compliant fuel inlet seat Super E or G.		
	b. Idle mixture screw only		,		(Uses part #11-2195 needle)	106-2011	\$23.42
	each)-0003	\$10.45	38.	Ejector nozzle o-ring (each)		\$1.05
	5 pack		\$52.40		10 Pack		\$8.64
	Idle mixture screw w/ 500-0036 o-ring)		,	39.	Pump pushrod (each)		\$5.07
	each	0-0068	\$11.50		5 Pack	.11-2393	\$23.02
	5 pack		\$52.40	40.	Ball check – (two required) (each)		\$1.06
14.	Idle mixture screw spring (each)		\$1.05		10 pack		\$4.94
	10 Pack		\$6.76	41.	Ball check spring (each)		\$1.91
15.	Idle speed screw (each)		\$1.08		5 Pack		\$8.71
	10 Pack)-0150	\$7.29	42.	Pump cap o-ring – (two required) (each)		\$1.09
16.	Pump adjustment screw (each)		\$1.08		10 Pack		\$10.49
	10 Pack		\$4.78	43.	Pump cap assembly		\$25.12
17.	Idle speed/pump adjuster spring (each)	-2048	\$1.06		Overflow hose per 24" 27369-76 (each)		\$4.95
	10 pack		\$6.19		5 Pack		\$24.63
18.	Plunger nut (each)		\$2.68	45.	Pump cap screw 8–32 – (two required) (each)	50-0042	\$1.03
	5 Pack	-2372	\$12.23		10 Pack	50-0098	\$4.94
19.	Plunger spring (each)		\$1.11	46.	Diaphram spring (each)		\$1.05
	10 Pack		\$9.81		10 pack		\$6.97
20.	Fast idle plunger		\$12.23	47.	Diaphragm		\$14.48
	Cable guide assembly with screw	_		48.	Gasket, backplate (each)	106-1724	\$1.57
	Use with butterfly style cables	2339P	\$16.76		10 pack	106-2328	\$13.87
	Use with constant velocity style cables	2338P	\$16.03	49.	Enrichment device (Use with air horn only)	11-2084	\$24.04
22.	Cable clamp/float pin screw (each)		\$1.08	50.	Fuel line With 90° bend* 19"		
	10 Pack		\$3.74		a. Fuel line With 90° bend* 19" (Use with part #11-2465 or #11-24	166)	
23.	0-ring				USA TÜV ,2,3,4,5,6,7	. 190-0006	\$8.14
	17/8" Super E (each))-8016	\$1.05		b. Permeation Compliant straight, 311" x .563" x 17.5"		
	10 Pack)-8094	\$9.94			190-0001	\$6.44
	21/16" Super G (each))-8015	\$1.06	51.	(Use with part #106-2011, 90° seat)	19-0172	\$14.57
	10 pack		\$9.31	52.	Spacer, Kit, w/ O-ring		
24.	Bellows seal (each)	-2266	\$3.82		17/8" x 1"	16-0057*	\$56.42
_	5 Pack		\$17.41		2½6" x 1"	16-0357*	\$64.42
25.	Bowl vent plug (each)		\$1.03		2¼" x 1"	16-0157*	\$62.89
- •	10 pack		\$5.83		* Use with 1" Spacer Block		\$96.86
26.	Main discharge tube		\$11.02	53.	Insulator Block, Manifold, Super E, w/ O-ring		
	Main jet — See Chart on 420				17/8" x 1/4"	16-0491	\$26.23
	Intermediate Jets — See Chart on 419				17/8" x 3/8"		\$26.23
	Series #94 fits all Super 1%", 21/4" gas carburetors.				2½6" x ½"	16-0492	\$26.23
29.	Bowl gasket (<i>each</i>)	-2386	\$2.78		2½6" x ¾"	16-0498	\$26.23
- •	10 pack	-2387	\$25.12		2¼" x ¼"		\$28.84
30.	Float	-2187	\$20.36				

54. SCIEW		
1" x 3/8"-16 (each)	50-0161	\$1.06
1¼" x ¾"-16 (each)	50-0162	\$1.03
10 pack	50-0177	\$9.03
1¾" x ¾"-16 (each)		\$2.10
5 pack	50-0178	\$10.21
2" x 3%" - 16 (each)		\$2.74
5 pack	50-0185	\$13.25
55. Tube, Fast Idle Pick-Up, Super E/G, .125" x 2.350", Brass	0381F	\$4.60
56. Tube, Ejector Nozzle, Super E/G, Flared, Brass		\$8.67
57. O-ring, 3mm x 5mm x 1mm (<i>each</i>)		\$1.05
10 pack		\$6.66
58. Clamp, %" - 7%"		\$1.19

59.	Hose, Fitting straight, .040" 16-0134	\$2.04
60.	VOES Fitting Cap	\$1.33
61.	VOES/Oil Return Hose	\$2.40

CARBURETOR REBUILD KITS 420

L-SERIES MGL & MGAL GAS CARBURETOR REPLACEMENT PARTS

1. Carb body assembly – MGL & MGAL 17%"	¢10.73
2. Throttle shaft (includes 2 ea. #50-0055-5)	\$19.73
3. Choke/throttle plate screw	\$1.08
10 pack 50-0064 4. Throttle plate - 1%" 11-2055	\$8.41
	\$10.45
5. Throttle return spring	\$2.11
7. Intermediate plug. N/A	
9. Choke lever washer	
13. Idle mixture screw	\$8.77
5 pack	\$39.81
14. Idle mixture screw spring	\$1.05
10 pack	\$6.76
18. Choke lever screw	70.70
19. Choke lever spring	
20. Choke plate	
23. 0-ring - 1%"	\$1.09
26. Main discharge tube	
27. Main jet – state size – see 420	
28. Intermediate jet	
29. Bowl gasket	\$1.69
30. Float – forked type or original brass type	
31. Float retaining pin	\$10.45
32. Bowl screw – 10–24 x ¾"	\$0.31
33. Carb bowl assembly	
Original type	
Forked type	
34. Bottom plug	
36. Needle - forked type	\$15.01
37. Seat - forked/wire type	\$11.22
51. Choke shaft assembly	ć2 4 7
52. Throttle shaft bushing – for repair only	\$3.47
54. Lockwasher - #10	\$0.26
55. Intermediate air bleed	\$1.06
56. Spring, Idle/Accelerator Pump, Super B/D/E	\$6.19
10 pack	\$1.08
10 pack	\$7.29
58. Screw, SLTD FH, 8-32 x 5%", Zinc, Steel	\$1.08
10 pack	\$4.78
59. Screw, SLTD FH, 8–32 x 5/6", Zinc, Steel. 50-0030-S	
Discensive this SEX /10 /Emgsteem	70.20
CARBURETOR REBUILD KITS	
Body Rebuild Kit	
MGL (includes:#2,3,4,5,23,29,52)	\$42.97
MGAL (includes:#2,3,4,5,23,29,52) 11-2900	
III (III (III (III (III (III (III (II	۱ ۱. / د ډ
Master Rebuild Kit	
MGL (includes#2,3,4,5,13,14,23,29,31,36,37,52,56)	¢61 01
MGAL (includes#2,3,4,5,13,14,23,29,31,30,37,32,30)	\$61.84
MIUNL (IIICIUUES#2,3,4,3,13,14,23,27,31,32,32,34,30,37,38,37) 11-2911	\$42.96

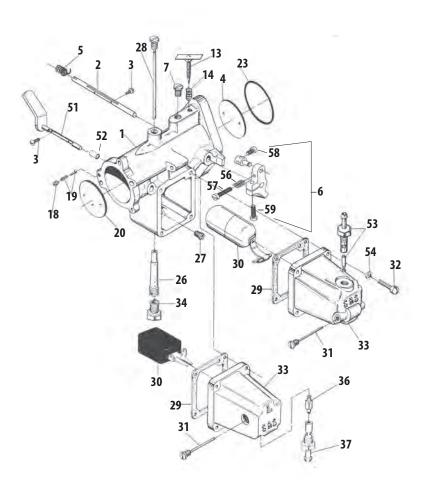
N/A = NO LONGER AVAILABLE

N/S = NOT SHOWN



When ordering parts, please supply the carb serial number. To order a manifold or air cleaner assembly or any related parts, refer to the Manifold or Air Cleaner sections of this catalog.

Appendia & Index



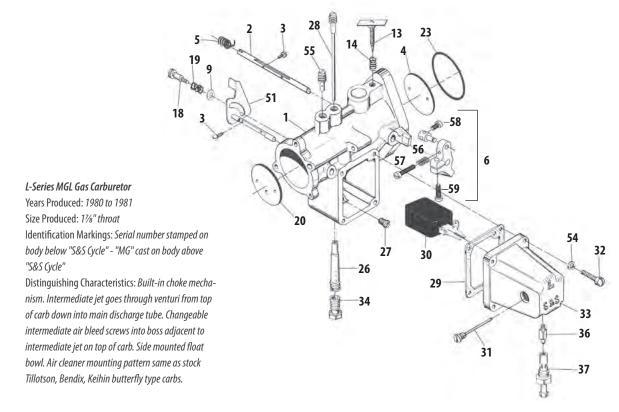
L-Series MGAL Gas Carburetor

Years Produced: 1977 to 1978 Size Produced: 1%" throat

Identification Markings: Serial number stamped on body below "S&S Cycle" - "MGAL" cast on body

above "S&S Cycle"

Distinguishing Characteristics: Built-in choke mechanism — intermediate jet goes through venturi from top of carb down into main discharge tube. Side mounted float bowl — bowl vent/throttle cable housing boss cast on body above float bowl. Air cleaner mounting pattern same as stock Tillotson, Bendix, Keihin butterfly type carbs.



L-SERIES GAL & GBL GAS CARBURETOR REPLACEMENT PARTS

1.	Carb body assembly – GAL 17%" or GBL 134"	
2.	Throttle shaft (includes 2 ea. #11-2045)	\$19.73
3.	Choke/throttle plate screw	\$1.08
э.		\$8.41
4	10 pack	70.71
4.	Throttle plate	¢10.45
	17%" (GAL)	\$10.45
	1¾" (GBL)	\$9.24
5.	Throttle shaft bushing - for repair only	\$3.47
6.	Throttle arm assembly, 1 cable, reversible	
7.	Intermediate plug	
13.	Idie mixture screw	\$8.77
	5 pack	\$39.81
14.	Idle mixture screw spring	\$1.05
	10 pack	\$6.76
18.	Choke detent screw	
	Choke detent pin & spring	
	Choke plate	
23.	0-ring - 1%"	\$1.09
	Main discharge tube	
	Main jet - state size - see420	
	Intermediate jet	
	Bowl gasket	\$1.69
	Float – forked type or original brass type	۶1.09
		\$10.45
	Float retaining pin	,
	Bowl screw - 10-24 x 34"	\$0.31
33.	Carb bowl assembly	
	Original type	
	Forked type	
	Bottom plug	
	Needle - forked type	\$15.01
	Seat - forked/wire type	\$11.22
51.	Choke shaft assembly	
	Lock washer - #10	\$0.26
55.	Spring, Idle/Accelerator Pump, Super B/D/E	\$1.06
	10 pack	\$6.19
56.	Screw,SLTD FH,8-32 x %",Zinc,Steel 50-0038	\$1.08
	10 pack	\$7.29
57.	Screw, SLTD FH, 8-32 x %", Zinc, Steel 50-0039	\$1.08
	10 pack	\$4.78
58.	Screw, SLTD FH, 8-32 x 5/6", Zinc, Steel	\$0.26
CAR	BURETOR REBUILD KITS	
Body	y Rebuild Kit	
	17/8" (includes: #2,3,4,5,23,29,52)	\$37.71
	ster Rebuild Kit	
	17%" (includes #3,4,13,14,23,29,31,32,52,53,54,55,56,57,58) 11-2911	\$12.06
ΠRΓ	1¾" (includes #3,4,13,14,23,29,31,32,52,53,54,55,56,57,58) 11-2912	\$42.96

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L-Series GAL & GBL Gas Carburetors

Years Produced: 1972 to 1975 Sizes Produced: 1¾" and 1½" throats

Identification Markings: serial number stamped on body below "S&S Cycle" - "GAL" means gas type with 17%" throat, late style - "GBL" means gas with 1¾" throat, late style

Distinguishing Characteristics: Built-in choke mechanism. Intermediate jet goes through venturi from top of carb down into main discharge tube. Side mounted float bowl. Air cleaner mounting pattern same as stock Tillotson, Bendix, Keihin butterfly type carbs



When ordering parts, please supply the carb serial number. To order a manifold or air cleaner assembly or any related parts, refer to the Manifold or Air Cleaner sections of this catalog.

N/A = NO LONGER AVAILABLEN/S = NOT SHOWN

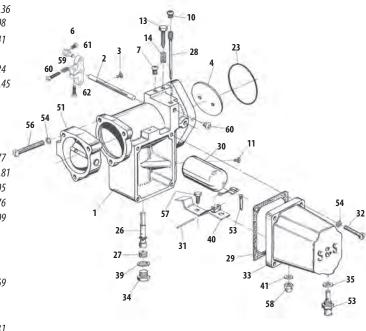
EARLY STYLE GAS & FUEL CARBURETOR

	Carb body assembly – F, FA 1%", FB 1¾" fuel & G, GA 1%", GB 1¾" gas	N/A	
	Throttle shaft (includes 2 ea. #11–2045)		
	Gas	11-2083	\$19
	Fuel		\$51
Th	rottle plate screw		\$1.0
1111	10 pack		\$8.4
Th	rottle plate	50 0004	70.
	1¾" gas & fuel	11-2023	\$9.,
	1%" gas		\$10
	Throttle arm assembly, 1 cable reversible		,
	Intermediate plug		
).	Intermediate jet plug		
	Intermediate passage plug		
-	Idle mixture screw		\$8.
•	5 pack		\$39
١.	Idle mixture screw spring		\$1.
•	10 pack		\$6.
	0-ring -1 34" or 1 78"		\$1.
· ·			
). '.	Main discharge tube		
3.	Main jet - gas or fuel		
-	Intermediate jet		¢1
).	Bowl gasket		\$1.
).	Float		
	Float pin		ća
	Bowl screw - 10-24 x 3/4"		\$0.
	Carb bowl assembly		
١.	Bottom plug		
	Seat o-ring		
).	Fiber washer		
).	Float mounting bracket		
	Washer - 1/4"		
	Choke assembly		
	Throttle shaft bushing – for repair only N/S	11-2134	\$3.
	Needle & seat assembly		
	Fuel		
	Lockwasher – #10		\$0.
	Intermediate air bleed		
	Air horn/choke mounting screw		
	Float bracket bolt - 1/4 - 28 x 1/2"	N/A	
3.	Nut - 1/4 - 28	N/A	
).	Spring,Idle/Accelerator Pump,Super B/D/E	11-2048	\$1.
	10 pack	11-2053	\$6.
).	Screw,SLTD FH,8-32 x %",Zinc,Steel	50-0038	\$1.
	10 pack	50-0150	<i>\$7</i> .
	Screw,SLTD FH,8-32 x %",Zinc,Steel		\$1.
	10 pack		\$4.
	Screw,SLTD FH,8-32 x 5/6",Zinc,Steel		\$0.

N/A = NO LONGER AVAILABLE

N/S = NOT SHOWN

Carb body assambly F FA 17/" FD 13/" fuel 0



Early Style Gas & Fuel CarburetorS

Years Produced: Gas 1967 to 1971, Fuel 1967 to 1974

Sized Produced: 17/8" and 13/4" throats

Identification markings: Serial number stamped on body below "S&S Cycle" - "G" or "GA" means gas type with 17%" throat - "GB" means gas with 1¾" throat - "F" or "FA" means fuel with 1¾" throat - "FB" means fuel with 1¾" throat.

NOTE - Some 1¾" carbs were bored out to 1%".

Distinguishing Characteristics: Bolt-on choke assembly, gas type only. Side mounted float bowl. Air cleaner/air horn mounting pattern different from stock.



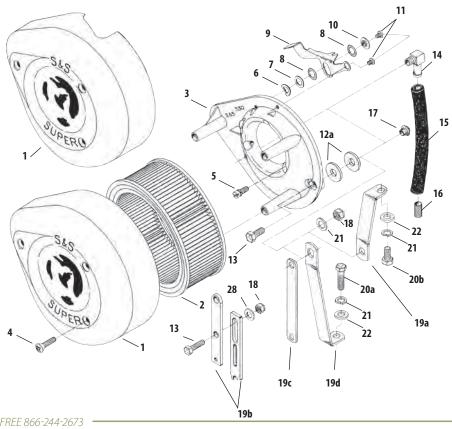
Some fuel carbs have been converted and are equipped with two float bowls.

When ordering parts, please supply the carb serial number. To order a manifold or air cleaner assembly or any related parts, refer to the Manifold or Air Cleaner sections of this catalog.

SUPER E & G AIR CLEANERS REPLACEMENT PARTS FOR 1936-'84 BIG TWINS & 1957-'85 SPORTSTER® MODELS

1.	Air cleaner cover — All	
	(Except shovelhead w/5 gallon tanks & cylinders + .075")	
	Chrome	\$150.29
	Gloss Black	\$145.00
	Slasher	\$150.29
	Slasher 17-0004 Shovelhead w/5 gallon tanks & cylinders + .075" 17-0372	\$150.29
2.	Element, pleated	\$21.86
	Element, pleated	\$50.30
3.	Backplate	
	BT 1936-'84	\$102.52
4.	Cover screw	
	Nickel 1305 (each)	\$1.03
	3 pack	\$2.30
	10 pack	\$7.46
	•	\$3.31
	Black 902 (each)	
	3 pack	\$9.65
_	Chrome (each)	\$1.79
5.	Backplate screw	
	Zinc Plated (each)	\$1.06
_	10 pack	\$6.83
6.	Fast idle friction washer (each)	\$1.03
_	10 pack	\$6.00
7.	Fast idle steel washer (each)	\$1.08
•	10 pack	\$2.97
8.	Fast idle nylon washer (each)	\$1.08
•	10 pack. 50-7060 Fast idle lever SA _{1,2,3} W _{1,3,4,5,6,7} 17-0329	\$2.97
9.	Fast Idle lever	\$8.07
10.	Fast idle brass washer (each)	\$1.15
11	10 pack	\$11.45
11.	Fast idle lever screw (one required for current	ć1 00
	backplate) (each)	\$1.08
12	10 Pack	\$3.74
12.	Shims 5/6" x .125"	
	· · · · · · · · · · · · · · · · · · ·	
	(Use on BT 1936-'84 when insulator block is installed.)	¢1.00
	each	\$1.68
	2 pack	\$3.09

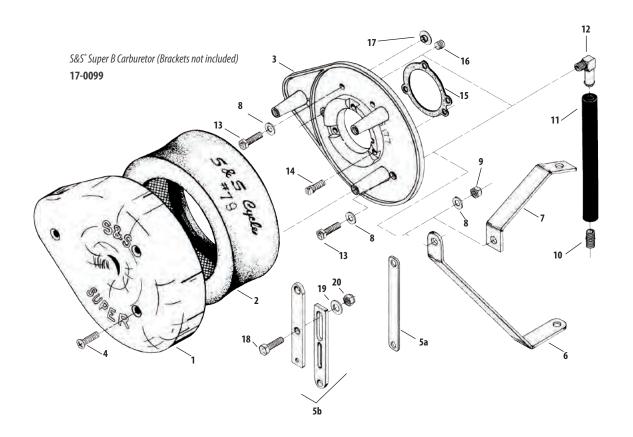
13.	Backplate mounting bolt — BT 1936-'84		
	5/16"-18 x 1" (each)	50-0108	\$1.05
	5/16"-24 x 3/4" (Obsolete)	N/A	****
14.	Elbow fitting (each)	50-8110	\$11.66
15.	a. BT 1978-'92	17-0113	\$1.73
16.	Vent hose connector	50-8111	\$0.68
17.	Backplate plug 1/8"-27 45830-48 (each)	50-8331	\$1.00
	10 pack	50-1015	\$5.83
18.	Locknut — 5/16"-1		ć0.26
10	(Use with support bracket – see #19)	50-5021	\$0.26
19.	Support bracket a RT 1966_'87	17-0302	\$8.45
	a. BT 1966-'82. b. BT 1983-'84 (includes #13, 18, 28)	16-0471	\$18.29
	c. BT 1948-'65.	16-0096	\$7.33
	d. XL 1957-'85	17-0393	\$10.93
20.	Mounting bracket bolt — big twin		ć0 47
	a. IH XL 1957-'85 — 18 x 11/4" (each)	50-0110	\$0.47 \$1.06
21	D. 1900- 62 — 716 - 16 X 78 (each)	50-0100	\$0.26
22.	Flatwasher – 5/16" x 1/8"	50-7032	\$0.31
23.	Wire tie (N/S)	50-8003	\$0.10
	Hose clamp (N/S)	50-8002	\$1.19
25.	Air cleaner assembly		
	Includes: Chrome cover, backplate, filter element, and hardware kit.)		
	BT 1936-'84/1957-'85 XL	17-0400	\$260.52
	BT 1966-'84 with five gallon tanks		
	and cylinders .075" longer than stock	17-0440	\$260.52
26.	Mounting hardware package (N/S)		
	Includes all parts needed to install following style air cleaners:	17.0441	\$18.01
27	BT 1936- ¹ 84	50-2001	\$16.01 \$0.48
28.	Spring clamps (N/S)	. 6702	70.10
_5.		50-7034	\$0.26
	S) = Not Shown		
N/A	= No longer available		



SUPER B AIR CLEANER REPLACEMENT PARTS

1.	Air cleaner cover	
	Chrome	\$156.31
	Black	\$127.95
2.	Air cleaner element	\$17.41
3.	Air cleaner backing plate	
	Super B 17/8"	\$102.52
4.	Air cleaner cover screw	
	Chrome 1305 (each)	\$1.03
	3 pack	\$2.30
	10 pack 50-0094	\$7.46
	Black 902 (each)	\$3.31
	3 pack 50-0310	\$9.65
5.	Support bracket	
	a. 1948-'65 panhead	<i>\$7.33</i>
	b. 1983-'84 shovelhead	\$18.29
6.	Air cleaner support bracket	
	1957-'85 XL	\$24.07
7.	Air cleaner support bracket	
	1966-'82 BT 17-0092	\$10.56
8.	Washer, Flat, .281" x .625" x .080", Zinc 6194, 6245, 6703, 6736, 6228W, 6192	
	(each) 50-7021	\$1.08
9.	Nut,Lock,HH,¼-28 UNC-2B x .328",Zinc (each)	\$1.08
	Vent hose connector nipple	\$0.68
11.	. Vent hose – ¾" I.D. x 6"	\$1.73

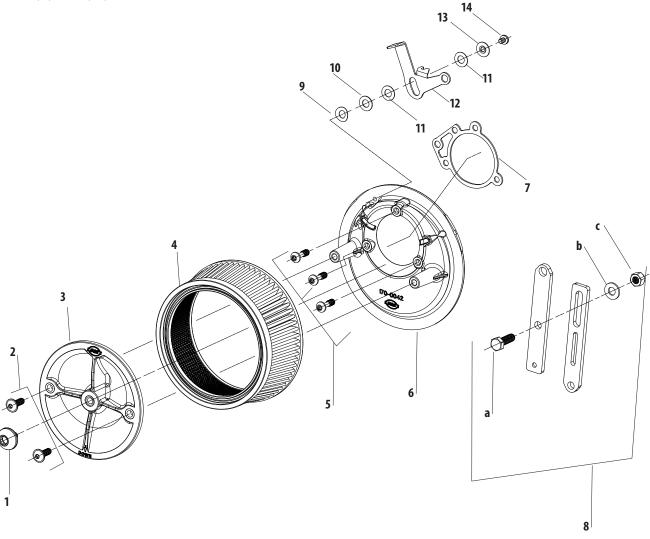
12. 90° elbow fitting (each)	\$11.66
13. Support bracket bolt — ¼"-28 x 7%"	\$0.42
14. Backplate screw, Zinc Plated (<i>each</i>)	\$1.06
10 pack	\$6.83
15. Air cleaner gasket (<i>each</i>)	
5 pack	
16. Allen pipe plug - 1/8" - 27 45830-48	
each 50-8331	\$1.00
10 pack	\$5.83
17. Plastic plug	
18. Bolt, Hex Head, Gr5, 5/16–18 x 1", Zinc 3987 50-0108	\$1.05
19. Washer, Flat, .344" x .688" x .065", Zinc, Steel	
6320, 70907-07, 6016, 6702 50-7034	\$0.26
20. Nut, Lock, HH, 5/6–18 UNC-2B x .359", Zinc	



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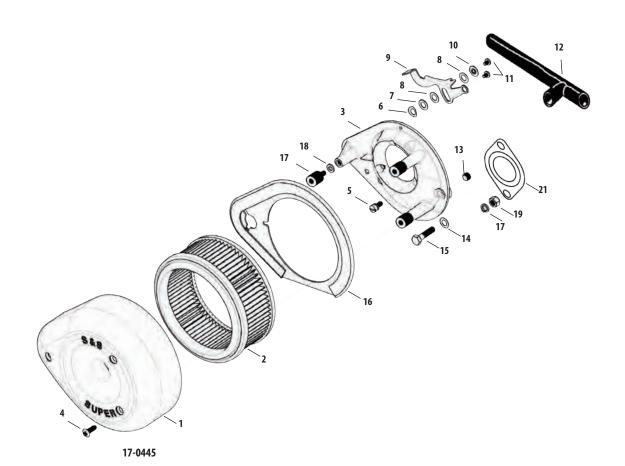
UNIVERSAL STEALTH AIR CLEANER REPLACEMENT PARTS

1.	Screw, SHCB, %6-18 x .500", Polished, Stainless Steel 500-0051	\$10.16
2.	Screw, SHC, Flanged Button, 1/4-20 UNC x .750"	
	(Each) 2 required	\$2.00
3.	Plate, Top, Air Filter, Molded, Plastic	\$10.88
4.	Filter, Air, Standard Pleated	\$40.76
5.	Screw, SHCB, 14–20 UNC X .825" (Each) 3 required	\$1.28
6.	Backplate, Air Cleaner, Super E/G, Powder coated, Black, Die Cast	
	1936-'92 bt, 1957-'90 xl	\$65.57
7.	Gasket, Backplate, Super E/G, CV Adapter, .0625" 106-1724	\$1.57
8.	Bracket, Kit, Support, Carb, Case To Manifold, w/ Hardware, 1966-99 bt, 1957-	
	(includes 50-0108, 50-5021, & 50-7034)	\$18.29
	a. Bolt,Hex Head,Gr5,5/6-18 x 1",Zinc 50-0108	\$1.05
	b. Washer,Flat,.344" x .688" x .065",Zinc,Steel 50-7034	\$0.26
	c. Nut,Lock,HH,5/6-18 UNC-2B x .359",Zinc,Steel/Nylon 50-5021	\$0.26
9.	Washer, Friction, Curved, .329" x .625" x .015", Zinc, Steel 50-7035	\$1.03
	Washer,Flat,.325" x .625" x .032",Zinc,Steel 50-7037	\$1.08
	Washer, Flat, 323" x .625" x .020", Nylon (Each) 2 required 50-7036	\$1.08
	Lever, Enrichment, Super E/G, Short, Buell®	\$7.40
	. Washer,Flat,Stepped,.195" x .620" x .030",Brass	\$1.15
	Screw,PH,10-24 x ¼",Zinc,Steel	\$1.13
17.	JULYV,I II, IV-2T A /4 ,LIIIC,JUCI	1.00



1.	Air cleaner cover	
	Chrome	\$150.29
2.	Element, pleated carbon — TÜV	\$50.30
3.	Backplate	
	1955-'84 bt TÜV	\$89.95
	1955-'84 bt, 1957-'85 IH XL 10717-0330	\$102.52
4.	Cover screw	
	Nickel 1305 (each)	\$1.03
	3 pack	\$2.30
	10 pack	\$7.46
	Black #902 (each)	\$3.31
	3 pack	\$9.65
	Chrome (each) 550-0347-S	\$1.79
5.	Backplate screw	
	Zinc Plated (each)	\$1.06
	10 pack	\$6.83
6.	Fast idle friction washer (each)	\$1.03
	10 pack	\$6.00
7.	Fast idle steel washer (each)	\$1.08
	10 pack	\$2.97
8.	Fast idle nylon washer (each)	\$1.08
	10 pack	\$2.97
9.	Enrichment lever	\$8.07

10. Fast idle brass washer (each)	50-7007	\$1.15
10 pack	50-7010	\$11.45
11. Fast idle lever screw (each)	50-0041	\$1.08
10 pack	50-0062	\$3.74
12. Crankcase breather hose		
TÜV 1970-'84	17-0113	\$1.73
13. Backplate plug 1/8"-27 <i>45830-48</i>		
each	50-8331	\$1.00
10 pack	50-1015	\$5.83
14. Flatwasher — 5/16" x 1/16" <i>6320, 70907-07, 6016, 6702</i> .	50-7034	\$0.26
15. Mounting bracket bolt <i>3987</i> —		
⁵ /16"-18 x 1"		\$1.05
16. Plate, air cleaner noise reducer		\$48.20
17. Rubber isolator mounts (each)	™ ₅50-8510-S	\$7.24
18. Shim, spacers, ½" OD x ¼" ID x .080" (each)	50-7971-S	\$1.88
19. Locknut, HH, 5/6" –18		\$0.26
20. Spring clamps (N/S)*	50-8001	\$0.48
21. Restrictor Plate	16-0489	\$16.85



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.

lwin Cam 96 /103 /110

1999-2006

Evolution

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Vintage Engines

5-SPEED TRANSMISSION CASE REPLACEMENT PARTS FOR 4-SPEED BIG TWIN CHASSIS

1.	Transmission case assembly , 5-speed	¢(1()5	21. Ring, internal retainer, 3.734" O.D. x .107" Tru-Arc		¢10.20
	1965-'84 4-speed BT	\$616.25		50-8051	\$10.20
2.	,,		22. Seal, oil shifter shaft – 1984-'99 BT		ć 4 0 5
	for 1965-'84 4-speed BT frame	¢4.04		€ 56-1064	\$4.95
	Screw, SH ½"-20 x 3%"		23. Bearing, transmission output shaft, 1984-'99 BT	***********************	ć 5.7.00
4.	Nut, hex - 7/6"-14 each	\$1.03		56-1280	
5.		ć1 72	24. Seal, oil <i>12067B</i>		
	375 50-8029		25. Bearing, transmission countershaft	56-3034	\$18.94
	Stud - 3%"-16; 3%"-24 x 113/16" (4) (BT 5-speed)		26. Door assembly, transmission access	2	
7.	Stud - 3/8" - 16; 3/8" - 24 x 25/16" (4) (5-speed BT)		5-speed rigid mount, 1985-'99 BT		
8.	(,,	\$1.73	27. Capscrew, SH – ¼"–20 x 1¾" (2) 4740A, 3482A	● 50-0008	\$1.06
9.	Screw, shifter lever adjustment, 5-speed BT		28. Capscrew, SH – 5/16" – 18 x 11/4" (4)	2.	
	33119-79B56-1002	\$27.42	3210A	50-0121	\$0.57
10.	Guide, shifter shaft – 5–speed rigid mount,		29. Washer, flat - ¼" x ¾6" x ¼6" (2)	_	
	1986-'99 BT 33114-79 56-1067	\$6.35	each	€ 50-7017	\$1.03
11.	Screw, SLTD FH, 5/6"-18 x 3/4" (4)	\$0.87	12 pack	50-7013	\$6.16
12.	0-ring, 1/16" I.D. x 1/16" O.D. x 1/16" Viton		30. Washer, flat – 5/16" x .545" x .042" (4)	● 50-7026	\$1.03
	11105, 11273 each	\$1.05	31. Ring, internal retainer, 2.072" O.D. x .062" Tru-Arc (2)		
	10 pack			50-8053	\$2.55
13.	Seal, quad, 14%4" I.D. x 17%" O.D. x 1/16" Buna			50-8175	
	11165	\$6.19	• •	50-8334	
14	Plug, ½"-20, magnetic	40117	34. Door, transmission access – 5–speed rigid mount	• • • • • • • • • • • • • • • • • • • •	75105
17.	USA _{1,2,3} (ÜV _{1,2,3,4,5,6,7} 50-8335	¢11 18		56-1025	\$223.24
15	Spacer, mainshaft adapter, 5-speed rigid mount	711.10	35. Gasket, transmission access door	—— 50-1025	7223.27
13.		¢6 00		56-1026	¢2.20
10	1965-'84 4-speed BT	30.90		6 23 6 30-1020	\$2.30
10.	Adapter, transmission mounting stud,	¢ (7 0 3	36. Bearing, transmission access door (2)	~~~~~~	ć26.22
4-	5-speed rigid mount/1965-'84 4-speed BT		8992A, 8998	56-3026	\$20.23
	Nut, transmission sprocket	\$16.79			
18.	Spacer, transmission sprocket,				
	1941-'92 BT 56-3004	\$20.00			
19.	Bearing, inner primary (25mm x 47mm x 12mm)				
	56-5100		20		27
20.	Seal, inner primary - 4-speed BT 56-5101	\$10.20	36 31	•	
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