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2007-2017 big twins

new products



BLACK EDITION ENGINES
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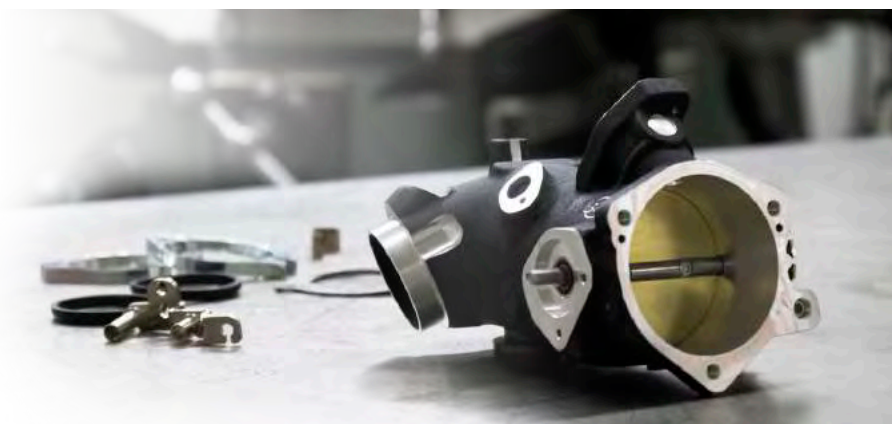
POWER PACKS
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4" BORE BOLT-IN SIDEWINDER®
BIG BORE KITS
SEE PAGE 108



CABLE OPERATED THROTTLE HOGS
SEE 143



PERFORMANCE KIT OVERVIEW

FOR HARLEY-DAVIDSON® TWIN CAM 88®



4" BORE BOLT-IN SIDEWINDER® BIG BORE KIT

S&S 4" big bore cylinder and piston kits boost 88 and 96/103" Harley-Davidson® big twin engines to 100" and 110" respectively. These bolt-in kits don't require any machining, rebalancing or engine removal, and include just about everything you'll need to complete the installation. The biggest cylinder bore that can be installed in a stock crankcase without machining! [SEE PAGE 108](#)



124" HOT SET UP KIT

Move to the ultimate in performance packages! Increase your bore to 4 7/8" and stroke to 4 1/2" to realize a massive 124 cubic inches of pure performance. This kit includes flywheel assembly, cylinders and pistons, S&S Easy Start 640 lift chain drive camshafts, hydraulic lifters, pushrods, covers, valve springs and rocker arms. Comes complete with all gaskets and instructions. CTO options give you even more choices. Crankcases require boring to accept the larger cylinder spigots. [SEE PAGE 109](#)



106" STROKER KIT

Stroke it! This performance package gives big displacement. The kit's flywheel assembly increases your stroke from 4 3/8" to a hefty 4 1/2" and bumps your 88" to 106". Oversize your stock cylinder bore from 3 3/4" to 3 7/8". No crankcase machining needed. Maintains stock engine height for easy installation.

[SEE PAGE 110](#)



98 & 97" BIG BORE KIT

Up the displacement of your Twin Cam® 88 to a whopping 98". This bolt-on cylinder kit adds significant displacement without any machining required to your engine. Stroke stays the same at 4.00". Bore increases from 3.750 to 3.937". This kit contains pistons, cylinders and all related parts, gaskets and instructions. [SEE PAGE 111](#)



95" HOT SET UP KIT

Looking to go further? Consider the Hot Set Up Kits. These kits will put some stride in your glide. Pushrods, covers and hydraulic lifters are all included. Select from a variety of cylinder heads to achieve the compression ratio you desire or keep your stock heads. Kits include S&S Easy Start 570 or 585 chain drive camshafts. [SEE PAGE 112](#)

PERFORMANCE KIT SPECIFICATIONS FOR HARLEY-DAVIDSON® TWIN CAM 88®

KIT DESCRIPTION	BORE	STROKE	COMPRESSION RATIO								CAMSHAFT	HORSEPOWER	TORQUE
			Stock Heads	79cc	89cc	91cc	CNC Heads					(CNC Heads)	
							83cc	85cc	87cc	90cc			
124" Hot Set Up Kit	4 1⁄8"	4 5⁄8"	10.9:1	11.4:1*	11.1	10.8:1	11.6:1	11.4:1	11.2:1	10.9:1	640	127	130
106" Stroker Kit	3 7⁄8"	4 1⁄2"	10.1:1	10.7:1	9.7:1	9.6:1	10.3:1	10.1:1	9.9:1	9.7:1	585	109	115
98" Big Bore Kit	3.937"	4"	10.4:1	11.1:1	9.9:1	9.7:1	10.6:1	10.3:1	10.1:1	9.8:1	—		
97" Big Bore Kit	3.927"	4"	9.7:1	10.3:1	9.3:1	9.1:1	9.8:1	9.6:1	9.5:1	9.2:1	—	103	107
95" Hot Set Up Kit	3 7⁄8"	4"	9.7:1	10.3:1	9.4:1	9.2:1	9.9:1	9.7:1	9.5:1	9.3:1	570	103	107

*Not Recommended

PERFORMANCE KIT CONTENTS, OPTIONS AND REQUIREMENTS FOR HARLEY-DAVIDSON® TWIN CAM 88®

KIT DESCRIPTION	PACKAGE CONTENTS										MACHINING REQUIRED	CTO OPTIONS	REJETTING OR CALIBRATION CHANGE
	Flywheels	Cylinders	Pistons w/rings	Rocker Arms	Pushrods w/covers	Lifters	Camshafts	Valve Springs	Heads w/ springs	Gaskets			
124" Hot Set Up Kit	●	●	●	●	●	●	●		0	●	3 4	5 6 7	●
106" Stroker Kit	●		1								2		●
98" Big Bore Kit		●	●							●			●
97" Big Bore Kit		●	●							●			●
95" Hot Set Up Kit		0	0 1		●	●	●		0	●	2	5 6 7	●

0 = Optional

1 = Order separately

2 = Bore & hone cylinders

3 = Crankcase machining for center stud

4 = Crankcase machining for cylinder spigots

5 = Camshaft selection

6 = CNC heads

7 = Combustion chamber size selection

8 = Cylinder & piston set available

*The CTO option column lists only the major items offered. Virtually any option can be selected from our product offerings through the Configure To Order (CTO) program.

new 4" BORE BOLT-IN SIDEWINDER® BIG BORE KITS



S&S 4" big bore cylinder and piston kits boost 88" Harley-Davidson® big twin engines to 100". These bolt-in kits don't require any machining, rebalancing or engine removal, and include just about everything you'll need to complete the installation. The biggest cylinder bore that can be installed in a stock crankcase without machining!

FEATURES & BENEFITS

- Bolts in. No machining, balancing, or splitting the crankcases
- 88 engines end up at 100"
- Complete kits include cylinders, pistons, gaskets, and instructions
- Choose from wrinkle black or silver powder coat cylinders – matches stock finish

FITMENT

- 1999-2006 big twins

SPECS FOR S&S 4" BORE BOLT-IN CYLINDER & PISTON KITS

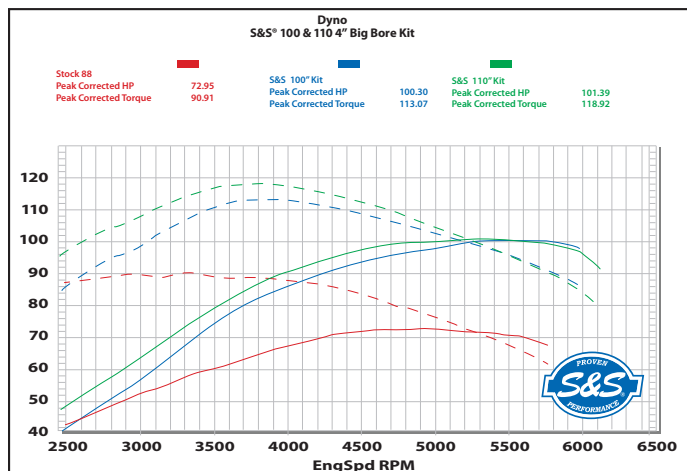
Year	Stroke	Bore	Cylinder Length	Piston Type	Dome Volume	Compression Ratio		
						83cc CNC Heads	85cc Stock Heads	89cc S&S Heads
1999-2006	4"	4.00"	4.937"	Forged	8.75 pop up	10.8:1	10.5:1	10.1:1



S&S® 4" BORE BOLT-IN SIDEWINDER® BIG BORE KITS

Displacement	Year	Stroke	Finish	Part #	MSRP
100	1999-2006 Big Twin	4"	Silver	910-0596	\$1,099.95
	1999-2006 Big Twin	4"	WBlack	910-0597	\$1,099.95

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These dyno results from our DynoJet® 250i chassis dynamometer clearly show the performance increases available with the S&S bolt-in 4 inch bore kits. The lowest (red) set of curves represents a stock 88 cid engine in a 2004 Harley-Davidson® FLHR Road King®. The next curves above the stock baseline (blue) shows the performance of the S&S 100" bolt-in big bore kit. The highest set of curves show the results from an S&S 110" big bore kit installed in a 96 cid engine. The engines with the S&S 100" and 110" kits were also set up with S&S 585 cams, Power Tune headers, MK45 muffler, and the stock EFI throttle body with an S&S Stealth air cleaner.

NOTES

Not for use with S&S 79cc Cylinder Heads

124" HOT SET UP KIT®

FITMENT

- All big twin models



FEATURES AND BENEFITS

- Huge displacement increase means huge power increase
- Stock crankcases, cylinder heads, oil pump, and cam cover can be reused, saving hundreds of dollars
- Original engine serial numbers are retained
- Gear drive S&S 640 Easy Start Cams included!
- Wrinkle black (WBlack) powder coat finish heads match factory finish, giving bike a "sleeper" advantage
- .045" MLS (multi-layered steel) head gaskets
- Requires crankcase boring —S&S can provide quality, professional machine shop and engine building service through our remanufacturing program. Contact your S&S customer service representative for details.
- Adds .096" to engine height
- Kits with S&S heads use stock length manifolds (S&S size 410)

OPTIONS

- Silver finish available through CTO

S&S® 124" HOT SET UP KIT® SPECIFICATIONS

Year	Stroke	Displacement	Bore	Cylinder Length	PISTON TYPE/COMPRESSION RATIO		
					91cc S&S Heads	89cc S&S Heads	85cc Stock Heads
1999-'06	4 5/8"	124"	4 1/8"	5.013"	Flat top forged/10.8:1	Flat top forged/11:1	Forged, 10.9cc dish/10.4:1

Cylinder w/piston kits include fitted pistons and cylinders that require no boring or honing.



900-0565

124" HOT SET UP KITS® FOR HARLEY-DAVIDSON® TWIN CAM 88®/88B™ ENGINES
(Kits include S&S® Super Stock® 91cc Cylinder Heads) (10.8:1 Compression)

Model or Engine Type	Finish	Part No.	MSRP
1999-2006 Twin Cam 88 Touring and Dyna® (except 2006 Dyna® models)*	WBlack	900-0564	\$4,898.50
2000-2006 Twin Cam 88B Softail® w/Balancer	WBlack	900-0565	\$4,898.50
 Other Finishes and Combinations Available Here	Specify	106-5752	Call for Pricing

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NOTES

Requires recalibration.

Stock crankcases need to be machined to accept new cylinders. S&S can provide this service for you through the S&S® Service & Speed Center®. See [PAGE 506](#)

S&S Easy Start Cams save you money — no need to buy compression releases or S&S rocker covers. Note when using 1999-'06 chain drive cams: For lifts over .510", S&S strongly recommends that the stock chain drive be upgraded to the S&S gear drive or S&S TC3 oil pump and cam plate. This kit updates the problematic spring loaded chain tensioners to more reliable hydraulic tensioners and also upgrades the oil pump.

Main Bearing Note: S&S flywheel assemblies included in a 124" S&S Hot Set Up Kit® for 1999-'15 big twin engines are designed for use with Timken® sprocket shaft bearings. They will fit directly in stock 1999-'02 Harley-Davidson® crankcases and in all S&S crankcases for 1999-'15 big twin engines, with no modifications. However, stock 2003 and later engines use a roller type bearing for the sprocket shaft, and will require modification.

Due to the amount of power these engines produce with an S&S Hot Set Up Kit, S&S strongly recommends retrofitting 2003-'15 model crankcases to accept a Timken sprocket shaft bearing. A Timken conversion sleeve such as Screamin' Eagle® #34822-08 or Jim's® #956 may be used. A charging system spacer for 1999-'02 model year is also required. The S&S® Service & Speed Center® can preform this modification for you. See [page 506](#).

If you choose not to convert your crankcases to a Timken sprocket shaft bearing, S&S flywheels may be used in 2003 and later engines with the installation of the Harley-Davidson® bearing kit #24004-03B. This bearing kit adapts the S&S sprocket shaft to be compatible with stock roller type bearings. Verify that the bearing kit contains the 24604-00D or 24607-07 sprocket shaft bearing. Do not use a 24604-00, 24604-00A, 24604-00B or 24604-00C bearing. Please be advised that if this type of bearing is used, sprocket shaft bearing failure WILL NOT be covered under warranty.

Kits with S&S heads are machined special to compensate for engine height change to accommodate a stock length manifold. When using a kit with stock cylinder heads, S&S recommends using the appropriate length manifold. For a 124" with stock OEM cylinder heads, the standard manifold length is 417.



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.

106" STROKER KITS FOR USE WITH STOCK CYLINDERS

FITMENT

- 1999-'06 big twins

FEATURES AND BENEFITS

- Installation of the kit does not require any special machining, other than fitting the pistons
- S&S stroker pistons, which are sold separately, are available in all standard oversizes
- Stock 88" cylinders can be bored from 3 $\frac{3}{4}$ " bore to 3 $\frac{7}{8}$ " to accommodate the S&S pistons, or a pre-fit S&S cylinder and piston kit may be installed
- Engines with factory 95" kits require piston fitting only – stock or S&S cylinder heads can be used
- Fuel injected engines will require recalibration of the fuel injection system – the S&S VFI modules and closed loop sensor kits are highly recommended
- Piston jets (p/n 31-2026) included
- Maintains stock engine height



320-0459

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

Displacement	Stroke	Bore	Compression Ratio*	Piston Type	Piston Deck Height	Cylinder Length	Application	Engine Life
106"	4 $\frac{1}{2}$ "	3 $\frac{7}{8}$ "	10.1:1	Flat Top	1.020"	4.937"	Trips	Very Good

* Compression ratio with stock heads. Compression ratio with S&S 89cc heads 9.8:1. For additional compression use .030" MLS head gaskets- part #900-0605
Includes S&S piston oiling jets

S&S® 106" STROKER KITS FOR HARLEY-DAVIDSON® TWIN CAM 88® ENGINES WITH STOCK CYLINDERS

Engine Displacement	Stroke	Sprocket Bearing Race	1999-2006 H-D® big twin models (except 2006 Dyna® models)				2006 H-D® Dyna® models	
			TC 88®	MSRP	TC 88B™	MSRP		MSRP
S&S 106 Stroker	4 $\frac{1}{2}$ "	Yes	320-0459	\$1,416.47	320-0453	\$1,472.02	320-0449	\$1,472.02
		No	320-0460	\$1,388.69	320-0454	\$1,444.24	320-0450	\$1,444.24
Special Order	Specify	Specify	329-0002	Call for Pricing	329-0002	Call for Pricing	329-0002	Call for Pricing

Note - All S&S flywheel assemblies for 1999-'06 engines have connecting rods with 7.667" length and full width straight wristpin ends.

! THESE KITS REQUIRE SPECIAL S&S PISTONS. Order the required 92-1210 Series pistons. See chart.



92-1210 SERIES PISTONS FOR S&S® 106" STROKER KIT

Standard	MSRP	+.005"	MSRP	+.010"	MSRP	+.020"	MSRP	Silver	MSRP	Black	MSRP
92-1210	\$420.88	92-1214	\$420.88	92-1211	\$420.88	92-1212	\$420.88	910-0199	\$941.98	910-0203	\$923.54

Piston Deck Height 1.020" *Cylinder w/ piston kits include fitted pistons and cylinders that require no boring or honing.

CYLINDER & PISTON KIT*

98" BIG BORE KITS

FITMENT

- 1999-2006 big twin

FEATURES AND BENEFITS

- 3.937" bore
- Cylinder and piston kits make going to larger bore sizes easy — *no machining required*
- Stock engine height is maintained
- 11 fin cylinder design closely resembles OEM shape and come prefinished — *ready to install*
- Increased fin area for better heat dissipation
- Centrifugal cast, gray iron liner features 40,000 psi tensile strength — *superior wear and performance*
- CP Pistons are recognized as industry leaders, and provide exceptional wear, performance and noise characteristics

S&S® 98" BIG BORE KIT SPECIFICATION CHART

Displacement	Stroke	Bore	Cylinder Length	Forged Piston Type	COMPRESSION RATIO (with provided .045" head gasket)		
					83cc CNC Ported Stock Heads	85cc Stock Heads	89cc S&S Heads
98"	4"	3.937"	4.937"	10cc Dome	10.6:1	10.4:1	9.9:1

Cylinder w/ piston kits include pistons and cylinders that require no boring or honing.



910-0481

S&S® 98" BIG BORE KITS

Cylinder Finish	Part No.	MSRP
Silver Powder coat	910-0482	\$975.00
Wrinkle Black Powder coat	910-0481	\$975.00

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NOTES

Not for use with S&S 79cc Cylinder Heads

97" BIG BORE KITS

FITMENT

- 1999-'06 big twins

FEATURES AND BENEFITS

- No case machining required
- Bolt-on 9 to 10 cubic inches — cylinders do not require crankcase machining to install
- Piston weight for 97" kits are the same as stock, requiring no flywheel rebalancing
- Forged coated pistons are compatible with stock or S&S Super Stock® 79cc & 89cc heads
- Valve pocket recessed in S&S pistons are enlarged for oversize valves and higher lift cams
- Maintains stock engine height
- 11 fins and full fin pattern on cam side closely resembles OEM shape

S&S® 97" BIG BORE KITS SPECIFICATION CHART

Displacement	Stroke	Bore	Cylinder Length	Forged Piston Type	Compression Ratio			
					79cc S&S Heads	83cc CNC Ported Stock Heads	85cc Stock Heads	89cc S&S Heads
97"	4"	3.927"	4.937"	3cc Dome	10.3:1	9.9:1	9.7:1	9.3:1

Cylinder w/ piston kits include fitted pistons and cylinders that require no boring or honing.

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910-0205

S&S® 97" BIG BORE KITS

Cylinder Finish	Part No.	MSRP
Silver Powder coat	910-0201	\$850.00
WBlack Powder coat	910-0205	\$850.00

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NOTES

S&S® highly recommends installing a performance cam for easier starting and better engine performance.

S&S high flow cylinder heads will provide further horsepower gains.

For an additional .2 bump in compression, order .030" thick head gaskets #900-0605 (2 pack). Remember to check your clearances.

These kits require tuning. When used on EFI models, S&S recommends Dynojet® Power Vision flash tuner, for more info, see page 162.



OPTIONS

- Oversize pistons available - see page 124

KIT CONTENTS

- S&S cylinders with gaskets
- Piston set with rings

95" HOT SET UP KITS

FITMENT

- 1999-'06 big twins

FEATURES AND BENEFITS

- .045" MLS head gaskets standard
- Up to a 40 HP increase
- True bolt on kit, no machining required
- Maintains stock engine height
- Kits include S&S 570 or 585 Easy Start chain drive cams — depending on resultant compression ratio
- S&S pushrods are made of high strength chrome-moly tubing
- Valve pocket recesses in S&S pistons are enlarged for oversize valves and high lift cams



S&S® 95" HOT SET UP KIT® SPECIFICATIONS

Displacement	Stock Stroke	Bore	Cylinder Length	Forged Piston Type	Compression Ratio			
					79cc S&S Heads	83cc CNC Ported Stock Heads	85cc Stock Heads	89cc S&S Heads
95"	4"	3 7/8"	4.937"	5.3cc pop-up dome	10.4:1	9.9:1	9.7:1	9.4:1

Cylinder w/ piston kits include fitted pistons and cylinders that require no boring or honing.

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

Includes S&S 3 7/8" bore cylinders and pistons, 585 Easy Start chain drive cams and 79cc heads

Application	Silver	MSRP	WBlack	MSRP
1999-'06 (except 2006 Dyna® Models*)	-	-	-	-
CTO	106-5744	Call for Pricing	106-5744	Call for Pricing

*Kits for 2006 Harley-Davidson® Dyna models, use CTO part number.

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

Includes S&S 3 7/8" bore cylinders and pistons, 585 gear drive cams and 79cc heads

Application	Silver	MSRP	WBlack	MSRP
1999-'06 (except 2006 Dyna® Models*)	-	-	106-0214	\$3,235.98
CTO	106-5744	Call for Pricing	106-5744	Call for Pricing

*Kits for 2006 Harley-Davidson® Dyna models, use CTO part number.



NOTES

Fuel injected engines will require recalibration of the fuel injection system. The S&S VFI modules and closed loop sensor kits are highly recommended. Additionally, S&S recommends the Dynojet Power Vision Flash Tuner, [see page 162](#) for more information.

Stock cylinders must either be bored to 3 7/8" or replaced with S&S® 3 7/8" bore cylinders.

S&S recommends either CNC porting stock cylinder heads or purchasing Super Stock® heads to maximize the effect of higher lift cams. Stock cylinder heads will produce significantly less power. S&S can CNC port your heads, for an economical increase in power.

For 95" kits ordered without cylinders, pistons must be measured and cylinders bored/honed accordingly. Recommended piston fitment:

Close: 0.0020" — 0.0025" Loose: 0.0032" — 0.0045"

92-1200 series pistons have a 1.270" deck height.

.030" MLS head gaskets optional: Part #900-0606

S&S can provide quality, professional machine shop and engine building service through the 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.

S&S Easy Start Cams can save you money — no need to buy compression releases or S&S rocker covers. Note when using 1999-'06 chain drive cams: For lifts over .510", S&S strongly recommends that the stock chain drive be upgraded to the S&S gear drive or S&S TC3 oil pump and cam plate. This kit updates the problematic spring loaded chain tensioners to more reliable hydraulic tensioners and also upgrades the oil pump.

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ENGINE OVERVIEW

S&S performance engines for 1999-'06 Harley-Davidson® big twins are available as long blocks which do not include fuel or ignition systems. Emissions compliant engines are complete. Engines are protected by super tough powder coat finishes. Available in silver and chrome, wrinkle black and chrome, Stone Grey and chrome, and Black Edition color schemes. Stone Grey matches the engine finish on CVO models. Black Edition is a wrinkle black engine with gloss black covers.

BLACK EDITION

S&S Cycle's new Black Edition engines combine classic wrinkle black with high gloss black powder coated covers for a subtle contrast and elegant look while still producing the power and reliability you've come to expect.

T143 (143 cid)

Now available for 1999-2006 chassis, the T143 long block engine is the largest (143 cid) S&S engine that will fit in a stock chassis. Available in silver, wrinkle black, or black edition finishes. Long blocks come without fuel or ignition systems (available separately) and an oil line installation kit is required. The 160 rear wheel horsepower also requires performance drive train upgrades. Not for the faint of heart!

T124 (124 cid)

The S&S T124 long block engine has been our daily rider hot rod since 2004. The combination of day in and day out reliability and brutal power make it the perfect choice. Available in silver, wrinkle black, or black edition finishes. Long blocks come without fuel or ignition systems (available separately) and an oil line installation kit is required. Our Super G carburetors and Throttle Hog EFI throttle bodies are highly recommended.

T111 (111 cid)

The S&S T111 long block is the ultimate sport touring engine. The shorter stroke provides a perfect combination of performance, engine life, quiet operation, and reduced vibration. Available in silver, wrinkle black, or black edition finishes. Long blocks come without fuel or ignition systems (available separately) and an oil line installation kit is required. Our Super E and G carburetors and Throttle Hog EFI throttle bodies are available to complete the package.



T143 ENGINES

The **BIGGEST, BADDEST, BOLT-IN** for a Stock Frame.

The S&S T143 Long Block engine is the largest S&S engine that will fit in a stock Harley-Davidson® chassis.

At double the HP of a stock motor the power of the T143 requires technical expertise for the installation and tuning along with an experienced rider. This is an ultra performance/ race engine. Longevity, engine noise, vibration and throttle sensitivity have all been compromised to reach this level of performance while fitting in a stock chassis and as such is not suitable for every situation. It is the purchaser's responsibility to consider the suitability for their application. Engine noise and damage from abuse is not covered under warranty.

FITMENT

- 1999-2006 Harley-Davidson® touring models
- 1999-2005 Harley-Davidson® Dyna® models

FEATURES AND BENEFITS

- Fits in stock chassis — no cutting or frame modifications
- S&S B3 cylinder heads CNC machined with 2 bolt exhaust flanges
- 3 Piece Flywheels
- S&S high flow oil pump and cam cover
- S&S 635 Easy Start Gear Drive Cams and S&S 1.725:1 rocker arms for .674" total lift.
- S&S Premium High Performance Tappets

SUGGESTED ACCESSORIES

- Stealth Air Cleaner Kit 143 Cover

See page 151



110-0120



110-0119



170-0288



S&S® T143 ENGINES WITHOUT FUEL AND IGNITION SYSTEMS

Chassis Style	Displacement	Bore	Stroke	Cam	Piston Type	Compression Ratio	Warranty Period	Finish	Part No.	MSRP
1999-'06 Touring Models	143"	4.425"	4.625"	635	S&S Forged Flat Top	10.47:1	1 year	WBlack	310-0737	\$9,568.23
1999-'05 Dyna® Models								Silver	310-0738	\$9,568.23
1999-2006 bt except 2006 Dyna Models								new Black Edition	310-0833	\$9,750.00

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⚠ REQUIRES OIL LINE INSTALLATION KIT. See chart.

S&S® INSTALLATION PARTS

Description	Part Number	MSRP
Oil Line Kit	Touring models 31-0425	\$123.51
	Dyna® models 31-0424	\$399.95
Super G Carburetor Kit w/air cleaner*	110-0120	\$1,298.57
Super D Carburetor Kit w/air cleaner*	110-0119	\$1,731.43

*Air cleaner assemblies included with these carburetor kits do not include air cleaner covers. Stock 1999-later air cleaner or any S&S Stealth air cleaner covers may be used.

Description	Part No.	MSRP
70mm Induction Kit	2002-'05 Dyna® & Touring Models 170-0289	\$1,659.29
	2006-'07 Touring Models 170-0288	\$1,659.29
Exhaust Flange Starter Kit	550-0216	\$73.37

NOTE

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T-SERIES LONG BLOCK ENGINES

FOR 1999-'06 HARLEY-DAVIDSON® BIG TWINS EXCEPT 2006 DYNA® MODELS

FEATURES

- No fuel system or ignition systems included - Use what you already have
- Special Head machining - Fits stock length intake manifolds (S&S manifold size 410)
- Stock style breathing system - stock breather spacing and function is compatible with stock and most performance air cleaners
- Same quality components and performance as our complete T-Series engines
 - New S&S cylinders that look more like stock
 - Super Stock heads and crankcases
 - S&S high flow oil pump and cam cover
 - S&S Easy Start cams

OPTIONS

- T111 - 111 cubic inches, perfect sport-touring engine
- T124 - 124 cubic inches, hot-rod performance, 640 Easy Start Cams
- T124LC - 124 cubic inches with slightly lower compression, 585 Easy Start Cams

SUGGESTED ACCESSORIES

- Stealth Air Cleaner Kits. See page 150



S&S® T124 ENGINES WITHOUT FUEL AND IGNITION SYSTEMS

Chassis Style	Displacement	Bore	Stroke	Cam	Piston Type	Compression Ratio	Warranty Period	Finish	Part No.	MSRP
1999-'06 bt (except '06 Dyna®)	124"	4 1/8"	4 5/8"	640	S&S Forged Flat Top	10.8:1	2 Years	Silver	310-0281	\$6,054.95
								WBlack	310-0282	\$6,054.95
								new Black Edition	310-0831	\$6,495.00
	124"	4 1/8"	4 5/8"	585	S&S Forged Dished	10.2:1	2 Years	Silver	310-0327	\$6,054.95
								WBlack	310-0326	\$6,054.95
								new Black Edition	310-0832	\$6,495.00
CTO				Specify		Specify	Varies	Specify	319-0010	Call for Pricing

S&S® T111 ENGINES WITHOUT FUEL AND IGNITION SYSTEMS

Chassis Style	Displacement	Bore	Stroke	Cam	Piston Type	Compression Ratio	Warranty Period	Finish	Part No.	MSRP
1999-'06 bt, (except '06 Dyna®)	111"	4 1/8"	4 1/8"	585	S&S Forged	9.8:1	2 Years	Silver	310-0279	\$5,600.45
								WBlack	310-0770	\$5,942.27
								new Black Edition	310-0830	\$6,245.00
CTO				Specify		Specify	Varies	Specify	319-0010	Call for Pricing

! REQUIRES OIL LINE INSTALLATION KIT. See chart.



31-0424

OIL LINE INSTALLATION KIT

Fitment	Part No.	MSRP
1999-'06 FLT Models	31-0425	\$123.51
1995-'05 Dyna® Models	31-0424	\$399.95

COMPLETE ENGINE REBUILD GASKET KITS

S&S Engine Family	Year Group	Bore Size	Part No.	MSRP
T-Series	1999-'06	4 1/8"	310-0335	\$181.25

NOTES

ENGINE MANAGEMENT AND FUEL SYSTEMS

Cylinder heads on T-Series long block engines are 1999-'05 style. Owners of 2006 models will need to purchase a set of 1999-'05 style, offset intake flanges such as S&S #106-3516.

Cylinder heads on these engines are specially machined to compensate for the non-stock cylinder length. As a result, they are compatible with manifolds and throttle bodies with stock length intake runners. In addition, the breather vent bolt locations have been adjusted so they are in the stock location, so stock style air cleaner back plates will bolt up to these engines.

1999-'01 EFI engines equipped with Magneti Marelli® fuel injection will require a performance tuning module such as the DynoJet® Power Commander® 3. The stock dual-bore EFI throttle body is not adequate for T111 or T124 engines. The S&S 58mm EFI single bore throttle body is highly recommended to achieve maximum performance.

2002-'06 EFI engines equipped with Delphi® fuel injection will require a performance tuner such as the DynoJet Power Vision® tuner, Harley-Davidson® Race Tuner. The stock single bore throttle body can not supply adequate air for these large displacement engines. An S&S 58mm throttle body is highly recommended for maximum performance.

Carbureted engines will require a performance ignition module that allows adjustments to the advance curves. The stock ignition module is not adjustable, and use of the stock module will likely result in engine damage due to knock from incorrect ignition timing.

Performance carburetors are recommended to achieve maximum performance. S&S Super E carbs are ideal for T111 engines in touring applications, but a Super G will produce more top end horsepower. S&S Super G carbs are recommended for T111 engines in performance applications, and for T124 engines in all applications.

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T124 TÜV APPROVED ENGINES

FITMENT

- The T124 TÜV can only be sold as a replacement engine for 1999-'05 fuel injected engines
S&S does not offer full replacement TÜV engines for 2006 Dyna® models or any 2007-up models.

FEATURES AND BENEFITS

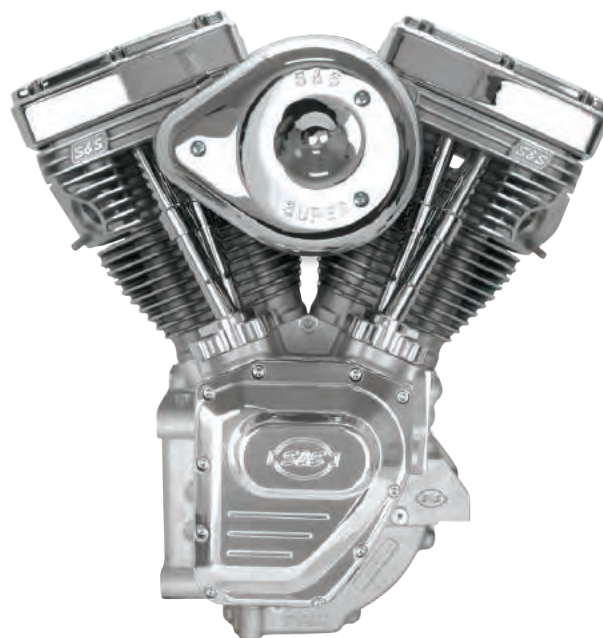
- Similar to T124 but meets EU Chapter 9 standards 2002/51/EC for exhaust, 97/24/EC for noise

FUEL INJECTED ENGINES (1999-'05)

- 52mm single bore throttle body with Classic Teardrop air cleaner
- Modified Delphi® style S&S Variable Fuel Injection (VFI) module with built-in three stage engine overheat protection
- Closed loop fuel system, dual oxygen sensors provide air-fuel ratio feedback for correct fuel delivery under any condition
- One-year warranty
- Meets Euro III exhaust emissions limits

CONTENTS

- Complete S&S engine
- Fuel delivery/ignition system
- Instructions
- Certificates and documentation of TÜV approval



COMPLETE ENGINE REBUILD GASKET KITS

S&S Engine Family	Year Group	Bore Size	Part No	MSRP
T-Series	1999-'06	4 7/8"	106-0976	\$131.14

S&S® T124 TÜV APPROVED ENGINES

Chassis Style	Displacement	Bore	Stroke	Cam	Piston Type	Compression Ratio	Fuel Delivery	Ignition	Warranty Period	Finish	Part No.	MSRP
1999-'05 FI	124"	4 7/8"	4 7/8"	546GP	S&S Forged	9.5:1	Delphi® style VFI	VFI	2 Years	Silver	106-4327	\$8,680.95
										WBlack	106-2356	\$8,680.95
										Polished	106-2395	\$9,640.45

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NOTES

1999-'01 EFI bikes will require conversion to Delphi® style single bore EFI fuel tank & wiring harness.

1999-'05 Dyna® requires oil line installation kit part #31-0424, which includes special transmission top cover.

2000-'06 FLT, requires oil line installation kit part #31-0425.

In order to be compliant with EU Chapter 9 standards, all S&S® TÜV engines must be used with stock Harley-Davidson® exhaust, specified gearing, and the provided S&S ignition system.

CRANKCASES

FITMENT

- 1999-'06 Harley-Davidson® Twin Cam 88® A Engines (except 2006 Dyna®)

FEATURES AND BENEFITS

- Much stronger than stock crankcases in every aspect, extra large front motor mount for increased strength
- Large cam chest allows cam lift up to .675" without clearancing
- Timken® style sprocket shaft bearings withstand the most demanding applications
- Includes S&S crankcase breather reed valve to eliminate oil carry-over and oil scavenging problems
- Clearanced for strokes up to 5"
- All passages between the crankcase and the cam support plate are o-ring sealed
- Includes pinion and Timken® bearing

OPTIONS

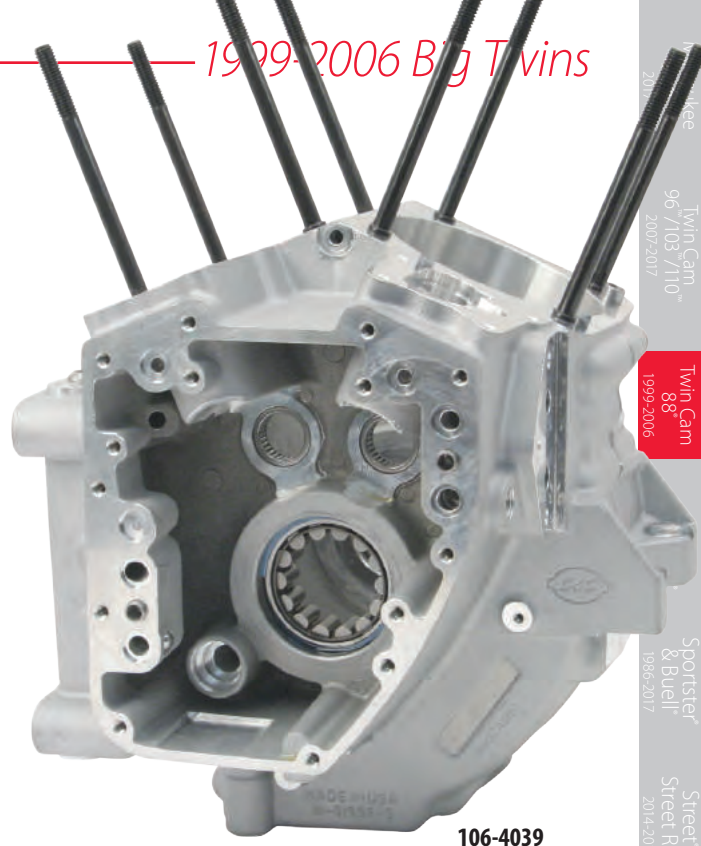
- Available in stock bore, 4" bore, and 4 1/8" bore versions

KIT CONTENTS

- S&S crankcase
- S&S breather reed valve
- Bearings and hardware

S&S
exclusive
FLUID LINE CONNECTOR
US PATENT PENDING

CARB
compliant
EO #D-355-10



106-4039

S&S® CRANKCASE FOR 1999-'06 BIG TWIN ENGINES (EXCEPT 2006 DYNA®)

Crankcase Bore Size	Silver	MSRP	WBlack	MSRP	Polished	MSRP
Stock Bore (Stock Stud Pattern) 24596-99A 24597-99A	106-4039[†]	\$1,955.30	31-0172[†]	\$1,955.30	—	—
4 1/8" Bore (Stock Stud Pattern)	106-4057*	\$2,049.75	31-0181*	\$2,049.75	—	—
4 1/8" Bore (S&S Stud Pattern)	106-4043*	\$2,049.74	31-0178*	\$2,049.75	31-0179 ^{TUV}	\$3,271.84
4.425" Bore (S&S® T143)	310-0729	Call for Pricing	310-0721	\$2,135.43		
Special Order	31-0120*	Call for Pricing	31-0120*	Call for Pricing	31-0120*	Call for Pricing

Use the special order part number to order crankcases with a special finish or motor mount style.

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

[†]Exempt from emissions tampering regulations under CARB EO# D-355-10 when used in 1999-2006 models originally equipped with 1449cc engines

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31-0424

OIL LINE INSTALLATION KIT

Fitment	Part No.	MSRP
1999-'06 FLT Models	31-0425	\$123.51
1999-'05 Dyna® Models	31-0424	\$399.95

REPLACEMENT PARTS: SEE PAGE 170

NOTES

Oil line installation kit part #31-0424 is required for installation in 1999-'05 Dyna® models. This kit includes a special transmission top cover and oil lines.

Oil line installation kit part #31-0425 is required for installation in 2000-'06 FLT models. Stock transmission top cover may be used.

SPECIAL APPLICATION BIG BORE CRANKCASES

FITMENT

- 1999-'06 Harley-Davidson® Twin Cam 88® A Engines (except 2006 Dyna®)

FEATURES AND BENEFITS

- Cast from aircraft grade A206 aluminum, for exceptional strength, and are precision CNC machined to maintain the highest dimensional accuracy
- Can be ordered for 4.375" to 4.800" bore engines
- Cam chest on the right side has been offset .375" — *requires a special .375" longer pinion shaft*
- Deck height can be machined to the stock height of 6.000" or as high as 7.125" from the crank center line — *allows for more material and greater strength between the cylinder spigot bores*
- Optional stock cam geometry — *allows the engine builder to select from a wide variety of readily available cams*
- Optional special rotated S&S cam geometry — *improves the pushrod angles for more direct application of force to the rocker arms, hence more accurate valve actuation.* (Cases machined for this option require specially ground cams. These cams are not currently available from S&S and must be special ordered from the cam manufacturer.)
- Recommended for any racing or high performance street application

KIT CONTENTS

- Crankcase
- S&S crankcase breather valve
- All required hardware for assembly

S&S® SA BIG BORE CRANKCASES

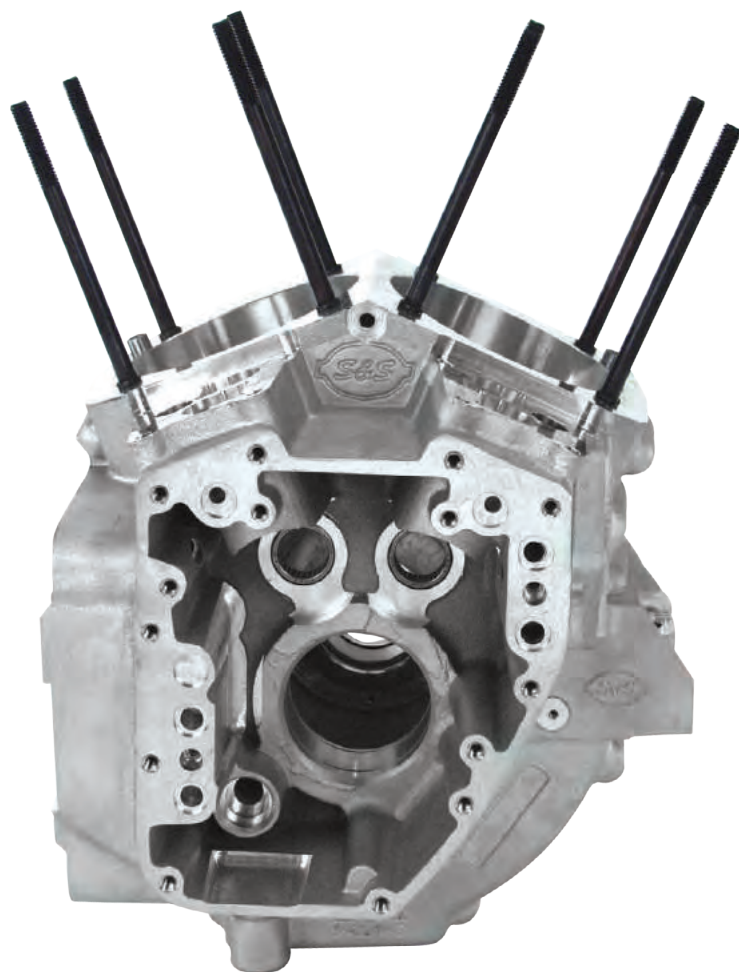
Description	Part #	MSRP
4¾" Bore – stock geometry	106-0505	\$2,494.95
Special Order*	106-0719	Call for Pricing

Special order options: 4.600" Bore – standard stock cam geometry only or 4.800" Bore

*Not available for Twin Cam 88B™ engines or 2006 Dyna® or any 2007-up models.

Special order sheet is required. Download the Special Order Sheet from our website www.sscycle.com/soforms

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CRANKCASE BREATHER REED VALVES

FITMENT

- Twin Cam 88®/96™ (except "B" engines)
- S&S T-Series engines

FEATURES AND BENEFITS

- Improved oil scavenging and reduced oil carryover



31-2070



31-2103

CRANKCASE BREATHER REED VALVES

Oil Pump Fitment	Year Application	Part No.	MSRP
For Engines with Stock or S&S TC3 Oil Pump	1999-'02	31-2070	\$123.86
	2003-'10	310-0742	\$116.41
	S&S special application crankcases*	310-0742	\$116.41
For Engines with S&S gear oil pump	2003-'10 stock crankcases & 1999-'06 S&S crankcases	310-0742	\$116.41

*Spring adaptor required to accommodate the extra .375" case width of S&S Special Application big bore crankcases.

SPRING ADAPTER AND SPACER

Fitment	Part No.	MSRP
Spacer (for S&S SA crankcases)*	31-2103	\$19.72

*Required to accommodate the extra .375" case width of S&S Special Application big bore crankcases.

REPLACEMENT PARTS: SEE PAGE 198

NOTES

The crankcases breather valve for Twin Cam 88® engines was designed and developed for use with stock Harley-Davidson® or S&S gear oil pumps and tappets, and may not be compatible with some aftermarket components.

Not available for Twin Cam 88B™ or Twin Cam 96B™ engines with internal balancers.

Does not fit with Screamin' Eagle® oil pumps.

3 PIECE FLYWHEEL ASSEMBLIES

FITMENT

- 1999-'06 Harley-Davidson® big twins — Balanced and unbalanced models
- S&S T-Series Engine and Hot Set Up Kit® replacement flywheels

FEATURES AND BENEFITS







- Heat-treated 4140 material is harder and 114% stronger than stock
- Harder material, no thrust washers required — *Where stock flywheels have thrust washers, S&S flywheels have steel gripping the crankpin*
- Larger 1.671" diameter crankpin — *increased contact area and tighter press fit for a stronger joint. No welding required!*
- Integral mainshafts — *eliminates two potential points of weakness*
- Consistent balance and precision machining — *Truer flywheels and less vibration*
- Reduced mainshaft deflection at high rpm — *less vibration, reduced piston and rod side thrusting, prevents oil pump damage, fully compatible with gear drive cams*
- Capable of higher rpm — *More available power!*

S&S
exclusive
3 PIECE FLYWHEEL
US PATENT PENDING



320-0459

S&S® FLYWHEEL ASSEMBLIES

Engine Displacement	Stroke	Sprocket Bearing Race	1999-2006 H-D® big twin models (except 2006 Dyna® models)					2006 H-D® Dyna® models		
			Total Piston Weight	TC 88®	MSRP	TC 88B™	MSRP	Total Piston Weight	Part No.	MSRP
88, 95, 97, 100 w/Stock or S&S® Pistons	4"	Yes*	1230	320-0402 	\$1,416.47	320-0396 	\$1,472.02	1230	320-0392 	\$1,472.02
		No	1230	320-0403 	\$1,388.69	320-0397 	\$1,444.24	1230	320-0393 	\$1,444.24
96, 103,CVO 103, 106 big bore, 110, 117 w/ Stock or S&S® Pistons	4 3⁄8"	Yes*	1230	320-0360	\$1,416.47	320-0354	\$1,472.02	1035	320-0350	\$1,472.02
		No	1230	320-0361	\$1,388.69	320-0355	\$1,444.24	1035	320-0351	\$1,444.24
S&S® 106 Stroker**	4 1⁄2"	No	1108	320-0460	\$1,388.69	320-0454	\$1,444.24	1108	320-0450	\$1,444.24
S&S® 111	4 1⁄8"	No	1252	320-0417	\$1,388.69	—	—	1035	320-0407	\$1,444.24
SE 120R (uses 7.575" length rods)	4 5⁄8"	No	1035	320-0525	\$1,444.24	320-0527	\$1,444.24	1035	320-0523	\$1,444.24
S&S® 124	4 5⁄8"	No	1252	320-0475	\$1,388.69	320-0469	\$1,444.24	1035	320-0464	\$1,444.24
S&S® T143	4 5⁄8"	No	1290	320-0552	\$1,587.14	—	—	—	—	—
Special Order	Specify	Specify	Specify	329-0002	Call for Pricing	329-0002	Call for Pricing	Specify	329-0002	Call for Pricing

Note — All S&S flywheel assemblies for 1999-'06 engines have connecting rods with 7.667" length and full width straight wristpin ends.

* Flywheel assemblies supplied with sprocket shaft bearing race installed are compatible with stock roller style sprocket shaft bearings. Assemblies with no race require a Timken® sprocket shaft bearing.

**4 1/2" stroke flywheels for 2006 Dyna® include 7.667" long connecting rods.

NOTE

Engines with strokes over 4" may require S&S® piston oiling jets (p/n 31-2026) and piston to jet clearance notches in the piston skirt to avoid contact.

Main Bearing Note: Most S&S flywheel assemblies for 1999-'16 big twin engines are designed for use with Timken® sprocket shaft bearings. They will fit directly in stock 1999-'02 Harley-Davidson® crankcases and in all S&S crankcases for 1999-'15 big twin engines, with no modifications. However, stock 2003 and later engines use a roller type bearing for the sprocket shaft. S&S does offer flywheel assemblies that are compatible with late roller style stock sprocket shaft bearings, but they are not recommended for very large, high performance engines.

S&S strongly recommends retrofitting 2003-'16 model crankcases to accept a Timken sprocket shaft bearing. A Timken conversion sleeve such as Screamin' Eagle® #34822-08 or Jim's® #956 may be used. A charging system spacer for 1999-'02 model year is also required.

The S&S® Service & Speed Center® can perform this modification for you. [See page 506](#)

If you choose not to convert your crankcases to a Timken sprocket shaft bearing, S&S flywheels may be used in 2003 and later engines by either purchasing the stock compatible flywheels or by installing Harley-Davidson® bearing kit #24004-03B when using S&S flywheels designed for Timken bearings. This bearing kit adapts the S&S sprocket shaft so it is compatible with stock roller type bearings. Verify that the bearing kit contains the 24604-00D or 24607-07 sprocket shaft bearing. Do not use a 24604-00, 24604-00A, 24604-00B or 24604-00C bearing. Please be advised that if this type of bearing is used, sprocket shaft bearing failure WILL NOT be covered under warranty.

REPLACEMENT PARTS: [PAGE SEE 172](#)

TRYING TO IDENTIFY AN S&S® FLYWHEEL?
[SEE FLYWHEEL I.D. CHART ON PAGE 526](#)

VISIT US AT WWW.SSCYCLE.COM

TC3 CAM PLATE

S&S cam support plates are just what the doctor ordered when repairing a damaged engine or installing new camshafts. CNC machined from forged aluminum for excellent strength and dimensional accuracy. S&S cam support plates are available to fit 1999-2006 and 2007-later Harley-Davidson® big twin engines. We don't want to encourage bad habits so plates for 1999-2006 are not compatible with stock spring-loaded chain tensioners, and require late style hydraulic tensioners and oil pump. We suggest the S&S TC3 oil pumps be installed with S&S TC3 Cam Plate.

FITMENT

- 1999-'06 big twins except 2006 Dyna® models*

FEATURES AND BENEFITS

- Precision CNC machined forged aluminum
- Adjustable oil pressure regulator — adjust without removing plate from engine
- Passage plugs are removable for service
- Rebuildable — bronze pinion shaft bushing in all models and bronze cam bushings in 2007-later style
- Made in the USA!

*Not compatible with stock spring-loaded chain tensioners or stock 1999-2006 oil pumps. A 2007-later style oil pump is required for all applications. 2007-later style hydraulic tensioners are required for chain drive cams.

S&S® TC3 CAM PLATE

Fitment	Part No.	MSRP
1999-2006 bt (except 2006 Dyna® models)	310-0623	\$349.95



TC3 OIL PUMP

If motor oil is the lifeblood of an engine, then the oil pump is its heart. If your engine needs a transplant, the S&S TC3 Oil Pumps are a great solution for worn out or destroyed stock units. Common causes of stock pump failure are debris and excessive pinion shaft run out. The new S&S oil pumps are much less likely to be damaged by either. Oh, and by the way, the S&S TC3 Oil Pumps pump and scavenge way more oil than stock. While you've got that motor apart, it would be a good time to install a forged S&S TC3 Cam Plate.

FITMENT

- 1999-'06 Harley-Davidson® big twin engines*
- 2007-'16 Harley-Davidson big twin engines

FEATURES AND BENEFITS

- Consistent pressure and reliable scavenging
- Separate scavenge sections for flywheel cavity and cam chest — no interference
- Screens and magnetic traps help protect the scavenge rotors from debris
- Special design allows S&S pumps to tolerate more pinion shaft run out without damage
- Made in the USA!



S&S® TC3 OIL PUMP

Fitment	Part No.	MSRP
1999-2006 bt except 2006 Dyna® models	310-0640	\$399.95
2006 Dyna® models & 2007-'16 bt	310-0641	\$399.95

*S&S oil pumps for 1999-'06 are not compatible with S&S cam support plates for 1999-'06 engines. All S&S cam support plates are machined for 2007-later style oil pumps.

TC3 OIL PUMP & CAM PLATE KITS



S&S® TC3 OIL PUMP AND CAM PLATE KITS

Fitment	Part No.	MSRP
1999-2006 bt (except 2006 Dyna® models)	310-0731	\$674.95

OIL PUMPS

FITMENT

- 2002 - '06 carbureted & EFI big twins (except 2006 Dyna®)
- May be used in 1999-'01 engines with aftermarket ignition or EFI (see note below)
- Fits all engines built with S&S-Series crankcases

FEATURES AND BENEFITS

- Replaces stock oil pump, cams, cam support plate, bearing plate, bearings and decorative gearcover
- Uses drive gears of special S&S gear drive cams to pump oil
- Oil pressure is regulated after the oil filter – *more consistent pressure to the engine*
- Increased scavenging capacity results in:
- Less oil in the crankcase
- Less power loss
- Less heat build up
- Less oil carryover
- Excess oil from pressure control valve is filtered – *longer pump life*



106-3887

OIL PUMPS WITHOUT CAMS

Gearcover Finish	Part No.	MSRP
Chrome	106-3887	\$1,346.69

REPLACEMENT PARTS: [SEE PAGE 176](#)

NOTES

Requires installation of gear drive cams, see chart.

The S&S oil pump is not compatible with 1999-'01 engines with stock fuel injection or ignition systems which require a cam position sensor in the gearcover. May be used in 1999-'01 engines if an aftermarket ignition or fuel injection system, that does not require a cam position sensor, is installed.

S&S® GEAR DRIVE CAMS FOR USE WITH S&S GEAR OIL PUMPS FOR 1999-'06 BIG TWIN (EXCEPT 2006 DYNA® MODELS)

Cam*	Easy Start Cams with Drive Gears	
	Part No.	MSRP
570GP	106-4751	\$599.95
585GP	106-4771	\$626.36
635GPE	330-0405	\$626.36
640GP	106-4781	\$626.36
675GP	106-5215	\$626.36

*See Camshafts starting on 126 for further information on cam recommendations for different applications

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BILLET GEARCOVER

FITMENT

- 1999-'12 Twin Cam 88®, 96™ and 103™



31-6516

S&S BILLET GEARCOVER

Finish	Part No.	MSRP
Polished	31-6516	\$386.22
Chrome	106-3774	\$435.00

NOTES

The S&S gearcover is not compatible with 1999-'01 engines with stock fuel injection or ignition systems which require a cam position sensor in the gearcover.

May be used in 1999-'01 engines if an aftermarket ignition or fuel injection system, that does not require a cam position sensor, is installed.

BILLET OIL FILTER BRACKET

FITMENT

- 1999-'06 big twin (except 2006 Dyna® models)



31-6510

S&S® BILLET OIL FILTER BRACKET

Finish	Part No.	MSRP
Polished 26261-99	31-6510	\$166.75
Chrome	106-3884	\$181.25

CYLINDERS WITH PISTONS KIT

- Cylinder w/piston kits include fitted pistons and cylinders, head gaskets, base, and exhaust gaskets
- Cylinder kits with pistons are honed to fit the pistons included.



S&S® 4 1/8" BORE CYLINDERS WITH PISTONS SPECIFICATIONS

Displacement	Stroke	Cylinder Length	Forged Piston type	Compression ratio			
				85cc Stock heads	89cc S&S heads	91cc S&S heads	SE 95cc heads
124"	4.625	5.013	Flat Top	11.4:1	11.0:1	10.8:1	10.5:1
124" Dish	4.625	5.013	10.9 cc dish	10.5:1	10.2:1	10.0:1	9.7:1
117"	4.375	4.888	Flat Top	10.9:1	10.5:1	10.3:1	10.0:1
117" Dish	4.375	4.888	10.9 cc dish	10.0:1	9.7:1	9.6:1	9.3:1
111"	4.125	4.763	Flat Top	10.3:1	9.9:1	9.8:1	9.4:1

4 1/8" BORE CYLINDERS WITH PISTONS FOR 124", 117", & 111" KIT

Displacement	Bolt Pattern	Silver	MSRP	WBlack	MSRP
124" Hot Set Up - Stock Heads	Stock	910-0215	\$1,155.38	910-0223	\$1,155.38
124" Hot Set Up - S&S 89cc/91cc Heads	Stock	910-0214	\$1,155.38	910-0222	\$1,155.38
124"	S&S	910-0216	\$1,155.38	910-0226	\$1,155.38
117"	S&S	910-0217	\$1,155.38	910-0227	\$1,155.38
111"	Stock	910-0017	\$1,155.38	910-0025	\$1,155.38
111"	S&S	910-0218	\$1,155.38	910-0277	\$1,155.38

S&S® 4" BORE BOLT-IN SIDEWINDER® KITS SPECIFICATION CHART

Displacement	Bore	Stroke	Cylinder Length	Piston Type	Dome Volume	Compression Ratio			
						79cc S&S Heads	83cc CNC Heads	85cc Stock Heads	89cc S&S Heads
100"	4.00"	4.00"	4.937"	Forged	8.75 pop up	11.3:1	10.8:1	10.5:1	10.1:1

S&S® 4" BORE BOLT-IN SIDEWINDER® BIG BORE KITS

Displacement	Silver	MSRP	WBlack	MSRP
100	910-0596	\$1,099.95	910-0597	\$1,099.95

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® 98" & 97" BIG BORE KIT SPECIFICATION CHART

Displacement	Bore	Stroke	Cylinder Length	Forged Piston Type	Bolt Pattern	Compression Ratio (with provided .045" head gasket)					
						83cc Heads	79cc S&S Heads	85cc Heads	87cc Heads	89cc S&S Heads	90cc Heads
98"	3.937"	4.00"	4.937"	10cc Dome	Stock	10.5:1	n/a	10.3:1	10.1:1	n/a	9.8:1
97"*	3.927"	4.00"	4.937"	3cc Dome	Stock	n/a	9.7:1	10.3:1	n/a	9.4:1	n/a

*For an additional .2 bump in compression, order .030" thick head gaskets #900-0605 (2 pack). Remember to check your clearances.

S&S® BIG BORE KIT

Displacement	Bolt Pattern	Silver	MSRP	WBlack	MSRP
98" Big Bore Kits	Stock	910-0482	\$975.00	910-0481	\$975.00
97" Big Bore Kits	Stock	910-0201	\$850.00	910-0205	\$850.00


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CYLINDERS WITH PISTONS KIT CON'T

S&S® 3 7/8" BORE CYLINDERS WITH PISTONS SPECIFICATION CHART

Displacement	Stroke	Cylinder Length	Forged Piston Type	Bolt Pattern	COMPRESSION RATIO		
					85cc Stock Heads	79cc S&S Heads	89cc S&S Heads
106" Stroker	4 1/2"	4.937"	Forged	Stock	10.1:1	9.8:1	10.8:1
95"	4"	4.937"	Forged	Stock	9.7:1	10.3:1	9.9:1

S&S® 3 7/8" BORE CYLINDERS WITH PISTONS FOR 106" & 95" KIT

Displacement	Bolt Pattern	Silver	MSRP	WBlack	MSRP
106" Stroker	Stock	910-0199	\$941.98	910-0203	\$923.54
95"	Stock	910-0200 	\$938.62	910-0204 	\$920.17



ALL OTHER BORES AND FINISHES ARE AVAILABLE THROUGH SPECIAL ORDER

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

91-7506* Call for Pricing

NOTES

S&S® highly recommends installing a performance cam for easier starting and better engine performance.

S&S high flow cylinder heads will provide further horsepower gains.

These kits require tuning. When used on EFI models, S&S recommends Dynojet® Power Vision flash tuner or S&S VFI, for more information, see page 162.

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CYLINDERS

- Individual cylinders and cylinder sets without pistons are bored slightly under nominal size and are not honed.

S&S® 4.425" BORE CYLINDERS WITHOUT PISTONS FOR T143

Displacement		Silver	MSRP	Black	MSRP
143"	Set	910-0568	\$1,125.43	910-0565	\$1,125.43

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S&S® 4 1/8" BORE CYLINDERS

Displacement		Silver	WBlack	MSRP	Polished	MSRP
124" Hot Set Up	Set	910-0234	910-0255*	\$720.10	—	—
124"	Set	910-0237	910-0264	\$720.10	910-0249	\$866.52
117"	Set	910-0240	—	—	—	—
111"	Set	910-0243	910-0281	\$720.10	—	—

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S&S® 3 7/8" BORE CYLINDERS

Displacement		Silver	MSRP	WBlack	MSRP
106" Stroker	Set	910-0207 	\$628.53	910-0208 	\$628.53

S&S® 3.937" BORE CYLINDERS

Displacement		Silver	MSRP	WBlack	MSRP
98"	Front or Rear	910-0478	\$374.10	910-0477	\$374.10

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S&S® 3.927" BORE CYLINDERS

Displacement		Silver	MSRP	WBlack	MSRP
97"	Front or Rear	910-0210	\$386.05	910-0212	\$374.07



ALL OTHER BORES AND FINISHES ARE AVAILABLE THROUGH SPECIAL ORDER

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

91-7506* Call for Pricing

CYLINDER REPLACEMENT PARTS: SEE PAGE 180

PISTON KITS

Piston kits include set of pistons, rings, wristpins, and clips

S&S® 4.425" BORE FORGED PISTON KITS FOR T143

Displacement	Deck Height	Stroke	Standard	MSRP	+.020"	MSRP
T143	1.167"	4 5/8"	920-0106	\$616.25	920-0111	\$616.25

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920-0046
Dish topped



106-3491A
Flat topped

S&S® 4 1/8" BORE FORGED PISTON KITS FOR HOT SET UP KITS®

Displacement	Deck Height	Stroke	Standard	MSRP	+.010"	MSRP	+.020"	MSRP	+.030"	MSRP
124" & 117" Stock Heads 10cc Dished	1.050"	Up To 4 5/8"	920-0046	\$440.39	920-0047	\$440.39	920-0050	\$440.39	920-0053	\$439.60
124", 117" & 111" -Stock or S&S Heads Flat Top	1.050"	Up To 4 5/8"	106-3491A	\$440.39	106-3872A	\$440.39	106-3964A	\$440.39	920-0094	\$439.60

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new S&S® 4" BORE FORGED PISTON KIT

Displacement	Deck Height	Dome Height	Stroke	Standard	MSRP
100	1.270	8.75cc	4"	920-0129	\$384.95

S&S® 3.927" BORE FORGED PISTON KITS

Displacement	Deck Height	Dome Height	Stroke	Standard	MSRP	+.010"	MSRP
97"	1.270"	3cc	4"	106-3688	\$386.73	106-4414	\$386.73



92-1210
106" Stroker



92-1200
95"

S&S® 3 7/8" BORE FORGED PISTON KITS

Displacement	Deck Height	Stroke	Standard	MSRP	+.005"	MSRP	+.010"	MSRP	+.020"	MSRP
106" Stroker	1.020"	4 1/2"	92-1210	\$420.88	92-1214	\$420.88	92-1211	\$420.88	92-1212	\$420.88
95"	1.270"	4"	92-1200	\$420.88	92-1204	\$420.88	92-1201	\$420.88	92-1202	\$420.88

NOTE

S&S' 3 7/8" pistons for 95" kits and 4 1/8" pistons are machined to such close tolerances that it is not necessary to measure the piston. Additionally, the low friction coating on the piston skirt makes taking measurements very difficult. Therefore, hone cylinders to nominal diameter +/- 0.0005" for correct clearance.

S&S' 3.937" & 3.927" pistons are machined to such close tolerances that it is not necessary to measure the piston. Additionally, the low friction coating on the piston skirt of early production pistons with out micrometer window makes taking measurements very difficult. Therefore, hone cylinders to nominal diameter +/- 0.0001" for correct clearance. Current production pistons have micrometer windows in the coating on the piston skirts that allow accurate measurements to be taken. These pistons may be installed by honing cylinder to nominal diameter +/- 0.0001" or by measuring piston and honing cylinder to achieve .002" - .0025" close clearance for street applications or .0032" - .0045" loose clearance for immediate competition use.

REPLACEMENT PARTS FOR PISTONS



940-0014

PISTON RINGS, CHROMOLY FACED

Bore	Standard	MSRP	+.005"	MSRP	+.010"	MSRP	+.020"	MSRP	+.030"	MSRP
4.425"	940-0043	\$131.14	—	—	—	—	940-0044	\$131.14	—	—
4 1/8"	940-0014	\$41.97	—	—	940-0012	\$41.97	940-0013	\$41.97	940-0017	\$131.14
3.937"	940-0032*	\$49.12	—	—	—	—	—	—	—	—
3.927"	106-3709A	\$41.12	—	—	106-4422A	\$43.67	—	—	—	—
3 7/8"	94-1295X	\$40.33	94-1299X	\$40.33	94-1296X	\$40.33	94-1297X	\$40.33	—	—
	94-1290X	\$36.97	94-1294X	\$36.97	94-1291X	\$36.97	94-1292X	\$36.97	—	—

*Only includes one set of rings.

REPLACEMENT PISTON WRISTPINS

Description	Part No.	MSRP
For 4.425" Pistons	940-0037	\$10.93
For 4 1/8" Pistons (92-1550 Series)	94-9277	\$16.15
For 4 1/8", 3 7/8", 3.927" Pistons	106-1052	\$21.97
For 3.937" Pistons	940-0033	\$21.38

REPLACEMENT PISTON KEEPERS

Description	Part No.	MSRP
Keeper	each 94-9278-S	\$2.46
	2 pack 94-9278-2	\$4.39
	4 pack 106-2304	\$4.34
Keeper for 4.425"	each 94-9278-S	\$2.46
Keeper For 3.937" & 4"	2 pack 940-0034	\$12.20

new POWER PACK

Bump 1999-'06 engines from 88ci to 100ci and 2007-'17 engines from 96ci or 103ci to 110ci with the new S&S 4" big bore kit. The kit also includes matched cams, cam plate, oil pump and everything else a high performance big inch engine needs to reliably make serious power.

FITMENT

- 1999-06 big twin except 2006 Dyna® models

FEATURES AND BENEFITS

- Largest big bore kit available without doing crankcase mods
- Upgrade Twin Cam 88 to 100 cu inches
- Cylinders fit to pistons—No machining required
- All parts required to upgrade to gear drive cam or hydraulic tensioners
- Engineered package to deliver the best bolt-in performance available



S&S® POWER PACKAGE KIT

Fitment	Finish	Cam	Drive	Part Number	MSRP
1999-'06 except '06 Dyna®	Silver	585CE	Chain	330-0576	\$2,750.00
1999-'06 except '06 Dyna®	Silver	585GE	Gear	330-0577	\$2,850.00
1999-'06 except '06 Dyna®	Black	585CE	Chain	330-0578	\$2,750.00
1999-'06 except '06 Dyna®	Black	585GE	Gear	330-0579	\$2,850.00

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NOTES

1999-'04 engines will require the additional purchase of valve springs pn 900-0593

Pinion shaft runout must be less than .003" to use gear drive cams

Kit not available to fit '06 Dyna® models but parts may be purchased separately.

Not for use with S&S 79cc Cylinder Heads.

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CAMSHAFT OVERVIEW

OES: Original Equipment Specification (OES). A bolt-in replacement cam with stock cam timing is designed for riders with stock engines. Does not require tuning. Bolt-in stock. Equivalent to H-D® A-Grind

505C: Bolt-in cam, low-end torque and mid-range horsepower. Good for heavy bikes. Stock comp. ratio. Compatible with stock valve springs. Range: Idle to 5,000 rpm

509: Designed as a bolt-in, high torque cam for 1999-'06 models. 180 psi cranking compression, no need for compression releases. For 88 CID engines with stock compression ratio. Idle-4500 rpm. Bolt-in torque.

510: Designed as a bolt-in cam for 88, 95, and 96 CID engines with compression ratios below 9.7:1, it is primarily intended for use with stock, un-ported heads. 3000-5500 rpm. Bolt-in overall.

551: Designed for engines with 96 to 106 CID and 9:1 to 9:9 compression this cam set designed for stock or mildly modified touring bikes. 551 cams are not recommended for compression ratios of 10:1 or greater. Greatly improves low-end and midrange torque, strongest from idle-4000rpm.

570: Designed for 88 to 103 CID engines with compression ratios between 9:1 and 10:1 this cam will provide a nice power increase across the entire power band. 3200-5700 rpm. Excellent bolt-in for overall power on 103".

583: Optimized for use in the Softail®/Dyna® lines, this cam makes horsepower and torque that you can feel all the way through the rpm range, making the most power right where you need it: 1500-5000rpm. 583 cams are not recommended for engines having compression ratios greater than 10.1:1.

585: Designed for 88 to 95 CID engines with compression ratios from 9.7:1 to 10.5:1 and 100 to 124 CID engines from 9:1 to 10:1 compression. Provides massive horsepower and torque increases starting at 3000rpm and holds steady all the way to redline. 3500-6000 rpm for 88" - 103" engines and 2500-5500 for larger engines.

625: Cam set designed for 95" or larger engines with compression ratios between 10.0 and 10.75:1. 3000-6000 rpm.

MR103: Designed as bolt-in cams for 103 CID engines with stock 9.7:1 compression ratio up to 10.5:1. Works well with stock, un-ported heads, but is great for S&S CNC ported heads. More power across the rpm range best results form 2500-5500 rpm. Bolt-in.

HP103: Designed as bolt in cams for engines with 103 and stock 9.7:1 compression up to 10.5:1. Works well with stock, un-ported heads, but is great for S&S CNC ported heads. Best power in the higher rpm range, 3000-6000 rpm. Bolt-in.

635 H.O.: High lift cam for modified engines with 106" or greater displacement and compression ratios between 10.0:1 and 11.0:1. Works well with stock, un-ported heads, but S&S CNC ported heads are recommended. Best power from 3000-6000 rpm. This is not a bolt-in cam set. High-lift springs and clearance checks are required.

640: Used in S&S T124 engines, this cam makes horsepower! Intended for engines of 95 CID or more w/ compression ratios between 10.5:1 and 11.5:1. 3000-6000 rpm.

675: A high lift monster, this cam set is designed for 120" or larger engines with at least 11:1 compression ratio. 4500-6500 rpm.



NOTE

Stock valve springs in 1999-'04 big twin models can handle cams with valve lifts as high as .515". Stock valve springs in 2005-up engines can accommodate valve lifts up to .590".

SPECIFICATIONS OF S&S® CHAIN & GEAR DRIVE CAMSHAFTS FOR 1999-UP BIG TWINS

Cam Name	Bolt-In	Valve Timing (open/close)		Valve Duration		Valve Lift	Centerline		Lift @ TDC		APPLICATION CROSS REFERENCE		
		Intake	Exhaust	Intake	Exhaust		Intake	Exhaust	Intake	Exhaust	H-D® Screamin' Eagle®	Andrews®	Most Fitting
		Open BTDC/ Close ABDC	Open BBDC/ Close ATDC	Intake	Exhaust		Intake	Exhaust	Intake	Exhaust			
OES	●	2°/34°	36°/4°	216°	220°	.475"	106°	106°	.060"	.060"	A-Grind		
505C	●	20°/36°	47°/15°	236°	242°	.505"	98°	106°	.185"	.157"			
509	●	18°/18°	46°/11°	216°	237°	.509"	90°	107.5°	.174"	.140"			
510	●	20°/38°	52°/20°	238°	252°	.510"	99°	106°	.187"	.178"			
551**		17°/19°	41°/17°	216°	238°	.550"	91°	102°	.178"	.170"	SE-203/255	21H/26H	Touring
570		20°/40°	55°/20°	240°	255°	.570"	100°	107.5°	.187"	.179"	—	54H	All Big Twin
583		5°/18°	58°/24°	203°	262°	.583"	96.5°	107°	.113"	.206"	SE-203/255	21H/26H	Softail®/Dyna®
585		20°/45°	60°/20°	245°	260°	.585"	102.5°	110°	.186"	.179"	SE-211/251/257	31H/32H/ 50H/55H/67H	All Big Twin
625		20°/55°	60°/20°	255°	260°	.625"	107.5°	110°	.189"	.184"	SE-258/260	60H	All Big Twin
635		19.5°/43.5°	58.5°/37.5°	243°	276°	.635"	102°	100.5°	.186"	.284"			
MR103		13°/33°	50°/22°	226°	252°	.585"	104°	104°	.172"	.177"			
HP103		20°/49°	45°/26°	249°	251°	.575"	102.7°	101.5°	.199"	.206"			
640		25°/60°	65°/25°	265°	270°	.640"	107.5°	110°	.228"	.214"	SE-264	59H	All Big Twin
675		25°/64°	70°/25°	269°	275°	.675"	109.5°	112.5°	.235"	.205"	—	64H	Race

*Note: Although several cam grinds were used in stock engines from 1999-'06, the timing specs of the 475G cams is most similar to cams used in 1999-'03 EFI engines.

**551 cams are not recommended with compression ratio of 10:1 or higher.

All reference to H-D® and Andrews® 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. Use of brand names such as Harley-Davidson® Sportster® are also for reference only.

CAMSHAFT OVERVIEW CON'T

S&S EASY START CAMS

Start any engine regardless of displacement or compression ratio, with a stock starter. Easy Start Cams from S&S® Cycle make hard starting obsolete for 1999-'12 big twins. Available in economical chain drive and rock-solid gear drive versions. Don't get caught "dead" without them!

FEATURES AND BENEFITS

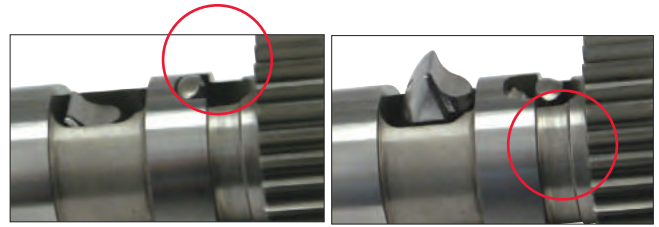
- Start any engine with a stock starter
- Save your starter and battery!
- Reliable — tested for 100,000 accumulative starts and over 150,000 road miles without breakage or compression release failure!
- Automatic — no buttons to push

OPTIONS

- Chain drive or gear drive (See the following pages for part numbers)

HERE'S HOW IT WORKS

Each of the two exhaust cam lobes are equipped with a spring loaded compression release lobe on the "heel" of the cam at the point where the valve would normally be fully closed. The lobe holds the exhaust valve open slightly at cranking speed. This releases some of the compression, making the engine much easier to crank. Once the engine starts, and rpm increases, the compression release lobe is centrifugally retracted and the engine runs normally, with full compression, and without any loss in performance. This allows a stock starter and battery to start nearly any engine.



The compression release lobe reduces compression until the engine starts.

Increased rpm causes the compression release lobe to be centrifugally retracted so the engine runs normally.

GEAR DRIVE CAM KITS

FEATURES AND BENEFITS

- Improves valve timing accuracy by eliminating timing chain lash
- Easy Start Cams allow stock starter to start any engine
- No tensioner shoes to wear out or fail

OPTIONS

WHICH S&S GEAR DRIVE CAM KIT TO ORDER?

- If updating a stock chain drive system, it's easiest to order a complete kit. Includes:
 - Camshafts with inner gears
 - Outer cam drive gear kit
 - Camshaft installation kit
- If replacing cams in an engine already equipped with S&S gear drive cams, order cams with inner gears and reuse the existing outer gears. Camshaft installation kit for the appropriate model year is recommended.
- If installing a set of gear drive cams from another manufacturer, order S&S cam gear kits for the appropriate model year. Each kit provides the inner cam gear as well as an outer cam gear. Camshaft installation kit for the appropriate model year is recommended.



S&S GEAR DRIVE CAMS FOR 1999-'06 MODELS (EXCEPT 2006 DYNA®)*

Cam Name	Easy Start						Standard			
	Complete Kit		Cams w/Inner Gears				Complete Kit		Cams w/Inner Gears	
	Stock Oil Pump	MSRP	Stock Oil Pump	MSRP	S&S gear oil pump	MSRP	Stock Oil Pump	MSRP	Stock Oil Pump	MSRP
OES	—	—	—	—	—	—	106-4033[†]	\$758.32	106-4385[†]	\$485.42
509	—	—	—	—	—	—	330-0017	\$758.32	330-0018	\$485.42
510	—	—	—	—	—	—	33-5177	\$758.32	33-5174	\$485.42
551	106-5442	\$857.01	106-5441	\$584.60	—	—	330-0100	\$758.32	330-0099	\$464.95
570	106-5243	\$857.01	106-5242	\$584.60	106-4751	\$599.95	33-5178	\$758.32	33-5166	\$485.42
583	106-5859	\$857.01	106-5858	\$559.95	—	—	330-0107	\$758.32	—	—
585	106-5247	\$857.01	106-5246	\$584.60	106-4771	\$626.36	33-5179	\$758.32	33-5168	\$485.42
625	106-5251	\$857.01	106-5250	\$584.60	—	—	33-5180	\$758.32	33-5170	\$485.42
MR103	330-0466	\$857.01	330-0467	\$584.60	—	—	330-0462	\$758.32	330-0462	\$485.42
HP103	330-0452	\$857.01	330-0453	\$584.60	—	—	330-0448	\$758.32	330-0449	\$485.42
635 H.O.	330-0438	\$857.01	330-0439	\$584.60	330-0405	\$626.36	330-0432	\$758.32	330-0435	\$485.42
640	106-4840	\$857.01	106-4839	\$584.60	106-4781	\$626.36	33-5181	\$758.32	33-5172	\$485.42
675	106-5255	\$857.01	106-5254	\$584.60	106-5215	\$626.36	—	—	33-5237	\$464.95

*2006 Dyna® install kit is in Section 2.

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[†]Exempt from emissions tampering regulations in 1999-2006 applications originally equipped with H-D? "A" grind camshafts under CARB EO# D-355-14

NOTES

Pinion shaft run-out must be checked before installing S&S® gear drive cams. Gear Drive cams should only be used in engines with pinion shaft runout of no more than .003"

A hydraulic press and other professional tools are required to install S&S gear drive cams. Additionally, material must be removed from the inner surface of the stock gearcover. The stock crankcase will require clearancing for S&S .625", .640", and .675" lift cams. S&S recommends that gear drive cams be installed by a professional mechanic.

New cam bearings and a new gearcover gasket are required to complete cam installation. Gear drive cams for 1999-'06 models require the use of ball bearing style cam bearing rather than the stock roller bearing. Roller bearings have more internal clearance which can cause excessive gear lash and increased noise. The correct parts are provided in S&S Camshaft Installation Kit, part #106-5896.

Due to the inherent characteristics of gear drives, you may experience more valve train noise with gear driven cams. Oversized and undersized gears are available to help achieve correct gear lash. We have found that with 160 lb. of valve seat force, the S&S gear drive cams will perform well up to 6200 rpm. If higher rpm is anticipated, valve springs that provide higher seat force should be used.

S&S can do a special order cam. Contact your S&S Customer Service Representative for more information.

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CHAIN DRIVE CAM KITS

FEATURES AND BENEFITS

- Increase performance at an affordable price
- Quick installation — reuse many stock components
- Easy Start Cams allow stock starter to start any engine

KIT CONTENTS

- Cams
- Installation Kit: gearcover gasket, bearings, retaining ring, o-ring, thread lock
- Instructions

NOTES

If OES, 509 or 510C cams are used with the stock chain drive system in Twin Cam 88® engines, it is recommended to use cylinder heads with stock valve springs or performance valve springs with no more than 160 lb. of seat force. For more demanding applications, we recommend the S&S gear drive cams.

When using 1999-'06 chain drive cams for lifts over .510", S&S strongly recommends that the stock chain drive be upgraded to the S&S gear drive or to the H-D® #25284-08 or #25284-11 hybrid plate. This kit updates the problematic spring loaded chain tensioners to reliable hydraulic tensioners and also upgrades the oil pump.

551 and 583 cams are not recommended with compression ratio of 10:1 or higher.

S&S can do a special order cam. Contact your S&S Customer Service Representative for more information.

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106-5293

S&S CHAIN DRIVE CAM KITS FOR 1999-'06 MODELS (EXCEPT 2006 DYNA®)

Cam	Standard	MSRP	Easy Start	MSRP
OES	330-0400	\$329.15	—	—
505	330-0374	\$329.15	—	—
509	330-0016	\$328.82	—	—
510	33-5182A	\$328.82	—	—
551	330-0002	\$328.82	106-5293	\$428.00
570	330-0003	\$328.82	106-5296	\$428.00
583	330-0004	\$328.82	106-5289	\$428.00
585	330-0005	\$328.82	106-5299	\$428.00
625	330-0006	\$328.82	106-5302	\$428.00
MR103	330-0456	\$328.82	330-0459	\$428.00
HP103	330-0442	\$328.82	330-0445	\$428.00
635 H.O.	330-0426	\$328.82	330-0429	\$428.00
640	330-0007	\$314.95	106-5305	\$428.00

*2006 Dyna® cams are in Section 2.

CAM RELATED PARTS



33-4275

CAM GEAR DRIVE KITS

Fitment	Part No.	MSRP
1999-'06 bt	33-4275	\$501.06

(Includes front and rear inner cam gears, pinion gear, and outer cam gear)



33-4276

OUTER CAM DRIVE GEAR KIT

Fitment	Part No.	MSRP
Fits 1999-'06 bt	33-4276	\$272.98



33-4276

HARDWARE PACK FOR OUTER CAM GEAR

Description	Part No.	MSRP
Hardware Pack, Fits 1999-up bt	33-4271P	\$9.81
Replacement Key	106-1348	\$3.21




33-4271P

S&S HEAVY DUTY CAM BEARING PLATE

Fitment	Part No.	MSRP
Fits 1999-'06 bt	33-5212	\$7.56


33-5212

CAM NEEDLE BEARINGS ASSEMBLIES

Fitment	Part No.	MSRP
Inner Cam Bearing 1999-'06 bt (except 2006 Dyna®) 	31-4080	\$9.54

9198

REPLACEMENT GEARS, OVERSIZED & UNDERSIZED

Description	Fitment	Part No.	MSRP
Cam Drive Gear Set 	1999-up	33-4293	\$261.00
Outer Rear Cam Drive Gear Only	1999-'06 (except '06 Dyna)	106-4882	\$169.46
Inner cam gear, Front or Rear	1999-'06 (except '06 Dyna)	330-0550	\$122.40
Rear Inner Cam Gear, Undersized	1999-'06 (except '06 Dyna)	330-0551	\$125.31
Rear Inner Cam Gear, Oversized	1999-'06 (except '06 Dyna)	330-0552	\$125.31
Pinion Gears	Standard Size	33-4160	\$93.33
	Undersized	33-4160X	\$102.76
	Double Under	33-4160XX	\$102.76
	Oversized	33-4160Z	\$102.76
	Double Over	33-4160ZZ	\$102.76

Due to machining variations in the stock cam plate, oversized or undersized gears may be needed to achieve correct gear lash.

REPLACEMENT INSTALLATION KITS

Description	Standard	MSRP
For S&S Chain Drive Cams	33-5175	\$95.41
For S&S Gear Drive Cams	106-5896	\$55.37

Includes a gearcover gasket, cam bearings, retaining ring, o-ring, thread lock and instructions.

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.

VISIT US AT WWW.SSCYCLE.COM

CAM CHEST UPGRADE GEAR OR CHAIN DRIVE

FITMENT

- 1999-'06 Harley-Davidson® big twins & 2006 Dyna® models (except 2006 Dyna® models)

FEATURES

- Upgrade to S&S bolt-in performance chain drive or gear drive camshafts
- Upgrade 1999-'06 models to 2007-'16 style oil pump
- Improved engine performance – higher lift and optimized cam timing
- S&S Quickee pushrods – easy installation, without removing rocker covers
- Replace stock oil pump, cam support plate, cams, chain tensioners, and tappets with all new premium U.S. made S&S components
- Improved engine performance – higher lift and optimized cam timing
- Better, more consistent oil pressure



CHAIN DRIVE CAM CHEST UPGRADE KIT FOR 1999-'06 BIG TWINS (except 2006 Dyna®)

Cam	Part #	MSRP
509C Standard	330-0540	\$1,659.95
510C Standard	330-0541	\$1,659.95
551CE Easy Start	330-0542	\$1,749.95
585CE Easy Start	330-0543	\$1,749.95

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GEAR DRIVE CAM CHEST UPGRADE KIT FOR 1999-'06 BIG TWINS (except 2006 Dyna®)

Cam	Part #	MSRP
509G Standard	310-0810	\$1,818.00
510G Standard	310-0811	\$1,818.00
551GE Easy Start	310-0812	\$1,908.90
585GE Easy Start	310-0813	\$1,908.90



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HYDRAULIC CAM CHAIN TENSIONER KIT

FITMENT

- 2007-2016 Big Twin & 2006 Dyna®
- 1999-06 models with hydraulic cam plate upgrade

FEATURES

- Thicker shoe for longer wear
- Direct chain oiling
- Larger piston
- Tighter tolerance for improved stability
- Made in USA

HYDRAULIC CAM CHAIN TENSIONER KIT

Fitment	Part #	MSRP
1999-06 models with hydraulic cam plate upgrade	330-0518	\$132.60

REPLACEMENT PARTS

Description	Part #	MSRP
Tensioner, Asm, Inner, Body, Cam Chain	330-0519	\$68.49
Tensioner, Assembly, Outer, Body, Cam Chain	330-0520	\$68.49
Tensioner Shoe, Chain, Camshaft	330-0521	\$23.31



PREMIUM HIGH PERFORMANCE TAPPETS

FITMENT

- 1999-2017 big twin

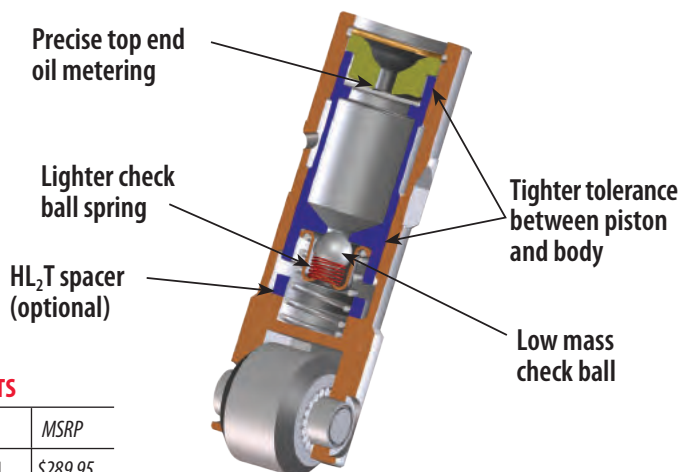
FEATURES AND BENEFITS

- Reduced valve train noise from start up to shut down
- Close tolerances for low leak down rates - fast pump up and superior high rpm performance
- Low mass, bearing grade, silicon nitride check ball and lighter check ball spring - enhances fast pump up and quiet operation
- 100% tested to ensure that leak down and top end oil flow are within specification
- Available with or without the S&S HL₂T limited travel kit installed



S&S PREMIUM HIGH PERFORMANCE TAPPETS

Tappet Sets	Part No.	MSRP
Set of 4 tappets with HL ₂ T kit	330-0174	\$289.95
Set of 4 tappets without HL ₂ T kit	330-0175	\$269.95



HIGH PERFORMANCE HYDRAULIC TAPPETS

FITMENT

- 1999-'17 big twin
- S&S T-Series engines



S&S® HIGH PERFORMANCE HYDRAULIC TAPPET SETS

Description	Part No.	MSRP
Standard Tappet Set (4)	33-5350 18538-99A, 18538-99B, 18538-99C	\$129.95

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

TAPPET COVERS

FITMENT

- 1999-'16 big twin
- S&S crankcases

FEATURES AND BENEFITS

- CNC billet aluminum provides extra strength and dimensional stability over a wide temperature range
- Simple to install upgrade that looks great

KIT CONTENTS

- Covers
- Gaskets
- Installation hardware



33-5601

S&S® TAPPET COVER KITS

Finish	Part No.	MSRP
Polished	33-5601	\$198.30
Chrome	106-3883	\$208.74

REPLACEMENT PARTS FOR TAPPET COVERS

Descriptions	Part No.	MSRP
Gasket	each 33-5303-S 18635-99B	\$1.69
	2 pack 33-5303-2 18635-99B	\$3.95
Screw w/ flat washer, Zinc	each 50-0092-S 4741A	\$1.31
	4 pack 50-0092P 4741A	\$3.88
Screw, Chrome	each 50-0482	\$2.91
Washer, Flat, Chrome	each 50-7017	\$1.03

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.

HYDRAULIC LIFTER LIMITED TRAVEL SPACER (HL₂T)

FITMENT

- Stock 1999-'16 big twin
- All S&S tappets

FEATURES AND BENEFITS

- Designed to limit the range of travel of the hydraulic tappet plunger - Easier starting
- Low noise and positive valve train activation
- More horsepower at higher RPMs



S&S® HYDRAULIC LIFTER LIMITED TRAVEL SPACER

Description	Part No.	MSRP
Set of four spacers (fits tappets with .612" I.D.)	33-5338 18526-89A	\$20.36

Adjustable pushrods must be used with HL₂T kit in order to obtain proper plunger position. If replacing lifters in a 1999-'02 with H-D® #18538-99B, order S&S part #33-5338.

QUICKEE ADJUSTABLE PUSHRODS

FITMENT

- 1999-'17 big twin w/stock engine height +/- .050"

FEATURES AND BENEFITS

- Adjustable to accommodate all tappets and cam base circle diameters and engine heights
- Easy to install — removal of rocker box not needed
- Perfect for S&S HL₂T
- No threads on wrench flats

KIT CONTENTS

- Pushrods, chrome pushrod covers, o-rings, and cover keepers



When a Quickee adjustable pushrod is collapsed, it can easily be installed or removed from an assembled engine.



106-6051

S&S® QUICKEE ADJUSTABLE PUSHRODS

Description	Part No.	MSRP
Pushrod Kit (includes chrome pushrod covers, o-rings & cover keepers)	106-6051	\$224.95
Pushrods Only*	93-5122	\$159.95
Special Order	93-5135**	Call for Pricing

Longer keepers are required for taller than stock engines. See 133 for pushrod cover keepers.

* 1984-'99 style pushrod covers are required for access to the Quickee Adjustable Pushrod adjusters in 2007-'12 big twins. See 133 for pushrod covers.

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

STANDARD ADJUSTABLE PUSHRODS



93-5095

FITMENT

- 1999 — '17 (except '17 touring)
- Lengths available for various displacements

FEATURES AND BENEFITS

- Adjustable to accommodate all tappets & cam base circle diameters
- Perfect for HL₂T kits

KIT CONTENTS

- Pushrods, chrome pushrod covers, tappet cover gaskets, o-rings, cover keepers

S&S® STANDARD ADJUSTABLE PUSHRODS FOR HARLEY-DAVIDSON® TWIN CAM 88®

Displacement	Engine Height	Cylinder Length	Pushrod Kit	MSRP	Pushrods Only	MSRP	Pushrod Covers	MSRP	Cover Keepers	MSRP
88", 95", 96", 103", 106"	Stock	4.937"	93-5095	\$187.88	93-5096	\$115.35	106-1340	\$146.12	93-4100	\$29.33
124"	+ .096"	5.013"	—	—	93-5098	\$115.35	106-1340	\$146.12	93-4115	\$58.29
Special Order	Specify	Specify	—	—	93-5102**	Call for Pricing	—	—	93-4109*	Call for Pricing

*Custom, extra long stainless steel 4.250", customer to cut to required length

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

NON-ADJUSTABLE PUSHRODS

FITMENT

- 1999-'06 Harley-Davidson® Twin Cam 88® big twin engines

FEATURES AND BENEFITS

- Replaces stock pushrods perfectly
- 7/16" high strength chromoly steel tubing for increased strength
- Pushrods are marked with stock color code and valve position for easy installation

S&S® NON-ADJUSTABLE PUSHRODS

Description	Part No.	MSRP
Pushrods Only	930-0046	\$56.83












PUSHROD COVERS & RELATED PARTS

FITMENT

- 1999-'16 big twins

PUSHROD REPLACEMENT PARTS

Description	Part No.	MSRP
Pushrod Cover Kit (includes top and bottom covers, cover cap, cover spring, o-rings, and spring washer for four pushrods)	106-1340	\$146.12
Top Cover   1,2,3	93-4016 17935-66T, 17935-79B	\$12.23
Bottom Cover   1,2,3,6,7	93-4015 17938-83	\$12.75
Cover Cap   1,2,3	93-4017 17945-36B	\$8.07
Cover Spring   1,2,3,6,7	93-4018 17947-36	\$1.09
Cover Cap Washer 	50-7131 6762B	\$1.15
Pushrod O-ring Kit (includes top, middle, and bottom o-rings for four pushrods)	93-4022	\$6.98
Top O-ring	50-8039 11293, 11157, 11101, 11190	\$1.68
Middle O-ring	50-8038 11132A	\$1.05
Bottom O-ring	50-8037 11145A	\$1.05



93-4016



93-4015



93-4017



93-4018



50-7131



50-8037






50-8039



50-8038

S&S® PUSHROD COVER KEEPER SETS FOR 2007-'16 BIG TWINS

Length	S&S TUBES	Part No.	MSRP
2.400" 	All stock height TC 96/103	93-4070 17950-48	\$29.33
2.500"	96", 100", 117", 103", 106" HSU	93-4100	\$29.33
2.600"	124"	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" 		93-4106 17949-40, 17950-66	\$29.33
3.500"		93-4107	\$29.33
3.625"		93-4108	\$29.33
4.250"*		93-4109	\$58.29

*Custom, extra long stainless steel 4.250", customer to cut to required length



93-4101

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.

SIDEWINDER® .650" VALVE SPRINGS

FITMENT

- Twin Cam 88° big twins w/stock heads (both 7mm and 5/16" valve stems)
- All S&S Super Stock® heads (5/16" valve stems)

FEATURES AND BENEFITS

- Works well with cams up to .650" lift
- Manufactured from ultra clean high silicon Kobe alloy wire then micro shot peened and nitrided
- CNC machined 9° locks
- High performance conical single wire spring
- Chromoly forged retainers

KIT CONTENTS

- Valve keepers, Top & Bottom collars, Springs, Shims

S&S® SIDEWINDER .650" VALVE SPRING KITS

Description	Part No.	MSRP
1999-'04 (5/16" valve stems) *	900-0050	\$181.25
2005-'16 big twins (7mm stems)	106-5909	\$188.50

*Does not include seals

S&S® .SIDEWINDER .650" VALVE SPRINGS SPECIFICATIONS

Lift	Installed Height	Seat Force	Force @ Max Lift	Max RPM
.650"	1.860"	178 lb.	376 lb.	6500



106-5909

NOTE

S&S recommends roller rocker arms be used with lifts over .585"

STREET PERFORMANCE .585"

FITMENT

- Twin Cam 88° big twins w/stock heads (both 7mm and 5/16" valve stems)
- All S&S Super Stock® heads (5/16" valve stems)

FEATURES AND BENEFITS

- Single wire conical shape
- Suitable for high performance applications
- Accommodates camshaft lift to 0.585"

S&S® STREET PERFORMANCE .585" SPRING KITS

Description	Part No.	MSRP
1999-'04 big twins (5/16" valve stems)	900-0593	\$122.36
2005-'16 big twins (7mm stems)	900-0594	\$132.56
All S&S Super Stock Heads	900-0595	\$122.36

S&S® .STREET PERFORMANCE .585" VALVE SPRINGS SPECIFICATIONS

Lift	Installed Height	Seat Force	Force @ Max Lift
.585"	1.85"	135 lb.	325 lb.



900-0594

VALVE SPRING REPLACEMENT PARTS: SEE PAGE 182

FORGED ROCKER ARMS

FITMENT

- 1999-'17 big twins (except '17 touring)

FEATURES AND BENEFITS

ROLLER ROCKER ARMS

- Extremely durable rollers reduce valve stem side thrusting with high lift cams
- Superior wear and fatigue resistance even in the most demanding applications
- $\frac{3}{4}$ " long bushings provide 50% more bushing support area than $\frac{1}{2}$ " long bushings


STANDARD ROCKER ARMS

- $\frac{3}{4}$ " long bushings provide 50% more bushing support area than $\frac{1}{2}$ " long bushings

KIT CONTENTS

- 2 front and 2 rear rocker arms

S&S® FORGED ROLLER ROCKER ARM KIT


Description	Part No.	MSRP
2 front and 2 rear rocker arms	900-4065A 	\$500.02

Adjustable pushrods must be used with S&S roller rocker arms to obtain proper valve clearance.
New rocker arm shafts are recommended for maximum performance and rocker life.



900-4065A

S&S® STANDARD FORGED ROCKER ARM KIT





Description	Part No.	MSRP
2 front and 2 rear rocker arms	900-4119A 	\$258.38

New rocker arm shafts are recommended for maximum performance and rocker life.

1.725:1 RATIO ROLLER ROCKER ARMS

Description	Part No.	MSRP
1.725:1 Ratio Roller Rocker Arm Set	900-4098A	\$558.48
Front exhaust/Rear Intake <i>each</i>	900-4098FA	\$166.98
Rear exhaust/Front Intake <i>each</i>	900-4098RA	\$116.89

S&S® ROCKER ARM SHAFTS

Description	Part No.	MSRP
Set of 4 17611-83B	90-4036 	\$36.68
Individual 17611-83B	90-4006   	\$11.02

New rocker arm shafts are recommended for maximum performance and rocker life.



900-4119A



900-4098A









90-4036



90-4104

REPLACEMENT PARTS FOR FORGED ROCKER ARMS

Rocker Arm Type	Description	Part No.	MSRP
Roller	Front exhaust or rear intake rocker arm	900-4065FA  	\$150.28
	Rear exhaust or front intake rocker arm	900-4065RA  	\$150.28
Standard 17375-83A	Front exhaust or rear intake rocker arm	900-4119FA 	\$77.96
	Rear exhaust or front intake rocker arm	900-4119RA 	\$77.96
Roller	Rebuild kits (rebuilds 4 rocker arms)	90-4104	\$125.84
Roller & Standard	Rocker arm bushing ($\frac{3}{4}$ " long)	90-4014	\$3.47

NOTES

S&S roller rocker arms are recommended for use with cams having more than 0.585" of lift.

Adjustable pushrods must be used with S&S roller rocker arms to obtain proper valve clearance.

New rocker arm shafts are recommended for maximum performance and rocker life.

The use of 1.725:1 ratio rocker arms will increase stress on cams, tappets, and pushrods. For this reason they are recommended for racing only and not for street applications.

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CNC PORTED CYLINDER HEAD SERVICES

FITMENT

- Available for 1999-2017 big twin engines (except twin cooled models and '17 touring)
- Ideal for 88" - 124" engines (must use Screamin' Eagle® high flow injectors, HD #27796-08, with kits over 106")

FEATURES AND BENEFITS

- CNC machined ports for a consistent performance increase from stock heads
- Great throttle response, high velocity port without losing low RPM torque
- Assembled with performance valves and springs ready to bolt-on
- Choice of .585" or .650" lift valve springs
- Combustion chambers are available in the following volumes:
 - 83cc- Generally used for stock 88" up to 106" engine displacements
 - 85cc- Same as stock Twin Cam 88® and 96™ engine displacements
 - 87cc- Recommended for up to 117" engine displacements
 - 90cc- Generally used for 124" and up engine displacements
- Available in factory black or silver

S&S CNC PORTING SERVICE OPTIONS

REWORK SERVICE

- Send your stock heads to S&S
- Get the same set of heads back with CNC machined ports
- The best option for heads with a special cosmetic treatment
- Allow 1 week turn-around (does not include shipping)

CUSTOM CNC PORT DUPLICATION

- S&S can digitize your port design and machine it in your heads, ask an S&S customer service rep for details



106-5880



WATCH THE S&S CNC PORTING VIDEOS AT
SSCYCLE.COM/MEDIA/VIDEOS



S&S® CNC PORTING SERVICE

Fitment	Part No.	MSRP
1999-2017 big twins (except for twin cooled models & '17 touring)	106-5880	\$949.95

S&S® CNC PORTING SERVICE SPECIFICATION COMPARISON

Heads	VALVE SIZE		Max Valve Lift	MAX TDC LIFT		PORT FLOW		Chamber Volume
	Intake	Exhaust		Intake	Exhaust	Intake	Exhaust	
Stock	1.805"	1.575"	.585"	—	—	216.2 cfm	191.8 cfm	85cc
CNC Ported by S&S	1.900"	1.610"	.650"	.230"	.215"	248.6 cfm	209.7 cfm	83cc**

*Flow testing performed on a SuperFlow® 1020 flow bench at 28" of water test pressure at .600" lift. Heads tested are 2006-'12 style.

Heads	COMPRESSION RATIO								
	88"	95"	96"	97"	103"	106" Stroker	106" Big Bore	117" DD Piston	124" DD Piston
Stock	9.0:1	9.2:1	9.2:1	9.7:1	10.1:1	10.1:1	10.0:1	10.0:1	10.7:1
CNC Ported by S&S	9.2:1	9.4:1	9.4:1	9.9:1	10.3:1	10.3:1	10.2:1	10.2:1	10.9:1

** As a general rule of thumb, for every 1cc decrease in chamber volume equals a .1 increase in compression ratio.

NOTES

CNC porting is not available for previously ported heads, heads that have been structurally damaged, or heads that are determined to be unserviceable during initial inspection. These heads will be returned to the customer without modification. In these cases, the customer will be notified and options will be reviewed. New, CNC ported stock heads or S&S heads are available for purchase.

Due to variations in stock cylinder head castings, all inside surfaces of the ports may not "clean up" during machining. As a result, the inside of one or more ports may not appear to be completely machined. This does not effect performance and is not considered a defect.

Fuel injection tuning required. See page 162 for information on the Dynojet® Power Vision® Tuner.

CNC porting is not currently available for Harley-Davidson® CVO engines or Screamin' Eagle® cylinder heads.

Must use Screamin' Eagle® high flow injectors, H-D #27796-08, with kits over 106"

S&S recommends using a S&S Throttle Hog throttle body when installing S&S CNC ported heads to achieve full horsepower performance potential.

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B2 HEADS WITH STOCK BOLT PATTERN

CNC PORTED B2 SPECIAL APPLICATION CYLINDER HEADS

High performance just got a lot easier and more affordable. In the past, S&S' B2 Special Application heads, that were used on the now legendary Tribute 145 engines, were often hailed as the best choice for very large displacement v-twin engines. S&S Cycle's B2 CNC ported heads are even better, providing added convenience, economy, and performance at the same time. Convenient because they now fit 2008-later bagger front motor mounts and the new two bolt exhaust-mounting flange is a lot easier to work with. Economical because riders can use stock exhaust pipes, or existing 2" header systems. The increased performance comes from the increased flow of the CNC ported intake and exhaust ports.

Kits do not include gaskets, hardware, or intake and exhaust flanges. These parts must be purchased separately. See next page.



900-0458

FITMENT

- 1999-'16 big twin engines 4 1/8" bore, stock bolt pattern (in stock, off-the-shelf*)
*S&S only stocks the late model 4 1/8" bore versions as off-the-shelf items, but heads for other applications and individual front or rear replacement heads are available by special order.
- 1999-'16 big twin engines 4 1/8" bore and larger with S&S or other bolt pattern (special order only)
- 1984-'99 big twin engines 4 1/8" bore and larger (special order only)
- S&S SB-Series 4 1/8" bore and larger engines for 1986-'03 Sportster® models (special order only)
- Old style B2 replacement heads still available by special order

FEATURES AND BENEFITS

- 106cc combustion chambers
- Oval intake ports bolt up to S&S Throttle Hog 70mm throttle bodies (08-up touring applications only)
- Stock style breather system — compatible with stock and aftermarket air cleaners
- Large 2.200" intake and 1.800" exhaust valves
- .660" lift S&S valve springs with titanium top collars
- Machined for stock sensors — EFI ready
- Available in Wrinkle Black (WBlack) or Silver Powder coat

OPTIONS BY SPECIAL ORDER

- CNC ported intake and exhaust ports — more air, more power!
- Two-bolt exhaust flanges — Can accommodate stock exhaust headers, existing 2" headers, or build your own 2" exhaust system
- Machined for 2008-later bagger front motor mount
- Select heads for 1984-'99 or 1999-'15 big twin style, or 1986-'03 XL
- 4 1/8" to 4 3/8" bore sizes
- Stock 1999-up, S&S, or other cylinder stud patterns — other patterns subject to approval
- Machined with or without S&S electric compression release
- Choose from a variety of pushrod geometry machining styles
- Choose from a variety of different chamber sizes
- Individual front of rear heads available by special order
- Available in Wrinkle Black (WBlack), Gloss Black, Silver, or Natural

S&S B2 HEADS WITH STOCK BOLT PATTERN

Finish	Part #	MSRP
Silver Powder Coat	900-0450	\$2,077.64
WBlack Powder Coat	900-0458	\$2,077.64
*Head Kits include valves and valve springs. Head sets w/o valves or springs individual front or rear heads are available by special order.		
Special Order B2 Cylinder Heads	106-6385*	Call for Pricing

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

ADDITIONAL PARTS REQUIRED

Product Description		Part No.	MSRP
Special 4 1/8" Bore Pistons & Ring Set	Standard	92-1580	\$490.78
	+.010"	92-1581	\$490.78
Special Length Pushrods (+.250")	For 124" engines	93-5106	\$112.16
	Stock height engines	93-5098	\$115.35
Intake Manifold	Carbureted engines	16-3629*	Call for Pricing
	EFI engines	N/A	—
Intake Manifold Flange Kits	All B2 heads	16-0250	\$139.95
Exhaust Adaptor Kit	B2 to stock header	550-0216	\$73.37
	B2 to existing 2" header	550-0217	\$108.25
	Stock & 2" header	550-0218	\$179.58

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

NOTES

Heads are .230" taller than stock — requires special pushrods and/or frame clearancing or motor mount modifications

Exhaust pipe adaptor kits and other parts must be purchased separately. See "Additional Parts Required" chart.

See 179 for replacement parts.

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SUPER STOCK® CYLINDER HEADS

FITMENT

- 1999 – '05 big twins (2006 model year heads can be found in Section 2)

FEATURES AND BENEFITS

- Heads can be decked up to .060" to increase compression
- 79cc heads 1.940" intake and 1.575" exhaust valves
- 89cc heads have 2.000" intake and 1.605" exhaust valves
- 91cc heads have 2.000" intake and 1.605" exhaust valves
- S&S .585" or .650" lift valve springs

- Stock Harley-Davidson® rocker boxes can be retained if S&S manual compression release or S&S Easy Start cams are used. Must use S&S valve cover gasket kit part #90-4120 with stock rocker covers
- Stock bolt pattern heads include rocker base gaskets

OPTIONS

- With or with out compression release machining
(Compression release machining is for S&S compression releases)
- Silver powder coat or wrinkle black (WBlack) powder coat finish

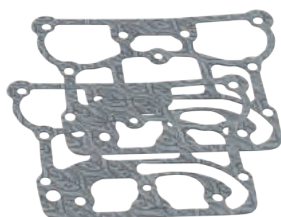
COMPRESSION RATIOS FOR S&S® SUPER STOCK® CYLINDER HEADS FOR 1999-'06 BIG TWINS

Configuration	88"	95"	97" Big Bore	103"	106" Stroker	110"	111"	117"	124"
79cc	9.1	9.6/10.3*	10.3	10.2/11.1*	10.7	10.8	—	—	—
89cc	8.3	8.7/9.3*	9.4	9.3/10.1*	9.8	9.8	—	—	—
91cc	—	—	—	—	—	9.6	9.75	10.2	10.4

* S&S pop-up piston



106-4277



90-4120

S&S valve cover gasket kit #90-4120 must be used with stock rocker covers. Included with Stock Bolt Pattern Super Stock® Head Kits.

STOCK BOLT PATTERN*

S&S® SUPER STOCK® CYLINDER HEAD KITS

Fitment	Chamber Volume	Manifold Surface	Compression Release Machining	Springs	Finish	Part No.	MSRP
1999-'05 bt	79cc		●	.650" lift	Silver	106-4277	\$1,283.15
				.585" lift		900-0254	\$1,154.95
			●	.650" lift	WBlack	90-1293	\$1,283.15
				.585" lift		900-0251	\$1,154.95
	89cc		●	.650" lift	Silver	106-4270	\$1,283.15
				.650" lift	WBlack	90-1106	\$1,283.15
1999-'05 bt** 4 1/8" Bore	91cc		●	.650" lift	Silver	-	-
				.650" lift		900-4272	\$1,349.95
			●	.650" lift	WBlack	90-1163	\$1,349.95
				.650" lift		900-1163	\$1,349.95
S&S T124 Engines	91cc	+.032		.650" lift	Silver	900-0465	\$1,349.95
				.650" lift	WBlack	900-0470	\$1,349.95
S&S T111 Engines	91cc	-.064		.585" lift	Silver	900-0475	\$1,349.95
				.585" lift	WBlack	900-0480	\$1,349.95

*All stock bolt pattern Super Stock® head kits include S&S valve cover gasket kit part #90-4120 for use with stock rocker covers.

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® BOLT PATTERN

S&S REPLACEMENT CYLINDER HEAD KITS FOR S&S T-SERIES ENGINES FOR 1999-'06 BIG TWINS

Description	Chamber Volume	Compression Release Machining	Springs	Finish	Part No.	MSRP
S&S T-Series Engines 4 1/8" Bore	91cc	●	.650" lift	Silver	106-4275 TÜV 2.7	\$1,349.95
		●	.650" lift	WBlack	90-1371	\$1,349.95



ALL OTHER SPECIFICATIONS AND FINISHES ARE AVAILABLE THROUGH SPECIAL ORDER

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

90-1060*

Call for Pricing

S&S® TOP END GASKET KITS FOR 1999-'06 BIG TWINS

3 7/8" & 3.927" Bore	MSRP	4" Bore	MSRP	S&S 4 1/8" Bore (Graphite)	MSRP	Stock 4 1/8" Bore (Layered Steel)	MSRP
910-0465	\$67.10	90-1913	\$42.97	90-1910	\$46.53	90-1914	\$88.07

Includes a set of head and base gaskets, exhaust gaskets and o-rings.

79cc heads

When 79cc stock compatible heads are used with stock H-D® pistons, TDC lifts of up to .186" for intake and .179" for exhaust and can be used without additional valve pocket clearancing. This allows the use of S&S® 510, 570, and 585 camshafts. If cams with higher TDC lifts are used, or if the heads are decked, piston valve pocket machining will be required.

79cc heads may be decked as much as .060" to increase compression. If heads are decked, piston valve pockets must be re-machined.

Moderate valve spring force in S&S Super Stock® cylinder heads allows the use of camshafts designed for the stock style chain cam drive system. However, for maximum reliability and performance we recommend the S&S gear drive cams.

Must use S&S valve cover gasket kit part #90-4120 with stock rocker covers.

79cc Heads should not be used with any piston having a pop up dome.

89cc heads

If 89cc heads are used with stock pistons, valve reliefs must be machined in the pistons due to larger valve size.

89cc heads may be decked as much as .060" to increase compression. If heads are decked, valve-to-piston clearance must be checked. If stock pistons are used, valve pockets must be re-machined.

Moderate valve spring force in S&S® Super Stock® cylinder heads allows the use of camshafts designed for the stock style chain cam drive system. However, for maximum reliability and performance we recommend the S&S gear drive cams.

A larger intake manifold is recommended to supplement the heads in order to let them flow to their full potential.

Must use S&S valve cover gasket kit part #90-4120 with stock rocker covers.

91cc heads

By changing the profile and shape of the cooling fins on our heads for 4 1/8" bore engines, a large reduction in the transmission of mechanical noise was found. This not only benefits our TÜV certified engines and our EPA approved engines, but our performance engines as well!

Since April 1, 2007, these redesigned heads have been installed on all S&S 4 1/8" bore engines and Hot Set Up Kits.

Replacement heads of the old style are available by special order.

Must use S&S valve cover gasket kit part #90-4120 with stock rocker covers.

MANIFOLD RECOMMENDATIONS

S&S® manifolds for 1999-'06 carbureted engines are available to fit stock CV carburetors and S&S Super E and G carbs. Note that 2006 models require a slightly shorter manifold. (See "Important Manifold Information")

S&S single bore throttle body and manifold are recommended for engines with Magneti Marelli® and Delphi® fuel injection.

S&S single bore throttle body and manifold are recommended for 2006-'12, except 2008-'12 touring models. Due to the change in manifold flange mounting bolt pattern, stock flanges and S&S seal part #16-0235 must be used. The Screamin' Eagle® 58mm throttle body/manifold may also be used on 2006-'09 engines.

We recommend the stock 50 mm throttle body or Screamin' Eagle 58mm throttle body/manifold for 2008-up touring models with Electronic Throttle Control (ETC). These engines can be tuned with the Harley-Davidson® Super Tuner package, Pro EFI Super Tuner, Power Commander® or an aftermarket EFI tuning module or software tuner.

IMPORTANT MANIFOLD INFORMATION

In 2006, Harley-Davidson® changed the bolt pattern of the flanges that connect the manifold to the cylinder heads for all big twin engines. The pattern was changed from an offset bolt pattern to a symmetrical bolt pattern, so flanges can fit either the front or rear cylinder head. In addition, the intake port was moved slightly toward the drive side of the engine, making the port-to-port distance of the intake manifold slightly shorter. S&S® heads for 2006-up big twins are machined with the symmetrical bolt pattern and relocated port to allow for the fitment of stock manifolds. In 2008, Harley-Davidson touring models were equipped with electronic throttle control (ETC). The throttle body and manifold used on these engines is a one-piece unit that contains a servomechanism to control the position of the throttle plate. S&S recommends the S&S Throttle Hog throttle body for this application. This limits the cylinder length of engines using an ETC manifold/throttle body to stock length because the ETC manifold/throttle body units are only available in stock length. However, S&S does supply specially machined cylinder heads for our 124" Hot Set Up Kit® for 2008 and later baggers, which allows the use of a stock length manifold on these longer-than-stock engines.

ORDERING NOTES:

Select the cylinder head kit that is correct for your application.

Select a gasket kit for the bore size of your engine. (Refer to "S&S Top End Gasket Kits" chart on 138)

Select an S&S manifold for your engine size or cylinder length and fuel system. (Optional)

Select head bolt kit. (See page 140)

REPLACEMENT PARTS: SEE PAGE 180

Milwaukee
Eight
2017

Twin Cam
96"/103"/110"
2007-2017

Twin Cam
88"
1999-2006

Evolution®
1984-1999

Sportster®
& Buell®
1966-2017

Street &
Street Rod™
2014-2017

Vintage
Engines
1926-1984

X-Wedge®
2007-2015

Indian® &
Victory®
Models

Racing
Products

Tools &
Shop
Supplies






Dealer
Services
& Promo
Items

Warranty &
Company
Policy

Appendix
& Index

HEAD BOLTS WITH WASHERS

S&S® HEAD BOLT-INFORMATION CHART

Length w/ Washer	Washer Thickness	Head Bolt w/Washer	MSRP	Washers Only	MSRP
1.690"	.250"	93-3028 	\$9.31	50-7091	\$1.63
1.840"	.100"	93-3027	\$9.31	50-7088	\$2.00
1.920"	.250"	93-3036	\$14.31	50-7091	\$1.63
2.070"	.100"	93-3031 	\$14.31	50-7088	\$2.00
2.220"	.250"	93-3038	\$14.31	50-7091	\$1.63
2.370"	.100"	93-3032	\$14.31	50-7088	\$2.00
3.134"	.250"	93-3029 	\$14.31	50-7091	\$1.63
3.284"	.100"	93-3030 	\$14.31	50-7088	\$2.00
3.501"	.250"	93-3037*	\$14.31	50-7091	\$1.63
3.651"	.100"	93-3033 	\$14.31	50-7088	\$2.00

* Drilled & tapped deeper to allow shortening for custom lengths.























93-3027

HEAD BOLT WASHERS

Thickness	Part No.	MSRP
.100"	50-7088	\$2.00
.150"	50-0418-S	\$1.52
.250"	50-7091	\$1.63

S&S® HEAD BOLTS FOR HARLEY-DAVIDSON® TWIN CAM 88° AND TWIN CAM 96™ ENGINES

Engine Displacement	Stroke	Cylinder Length	Cylinder Head	Short Bolt w/Washer		Long Bolt w/Washer		Head Bolt Kit	
88", 95"	4"	4.935"	Stock H-D®	93-3031 	\$14.31	93-3030 	\$14.31	93-3014 	\$112.14
			S&S®	—	—	93-3030 	\$14.31	93-3070	\$112.14
100"	4"	4.850"	Stock H-D®	93-3036	\$14.31	93-3030 	\$14.31	93-3014 	\$112.14
			S&S®	—	—	93-3029 	\$14.31	—	—
106" Stroker	4½"	4.935"	Stock H-D®	93-3031 	\$14.31	93-3030 	\$14.31	93-3014 	\$112.14
			S&S®	—	—	93-3030 	\$14.31	93-3070	\$112.14
107"	4¼"	4.975"	Stock H-D®	93-3031 	\$14.31	93-3037	\$14.31	93-3012	\$112.14
			S&S®	—	—	93-3030 	\$14.31	93-3070	\$112.14
111"	4⅝"	4.763"	Stock H-D®	93-3027	\$9.31	93-3030 	\$14.31	93-3010 	\$78.48
			S&S®	—	—	93-3029 	\$14.31	—	—
116"	4⅝"	5.160"	Stock H-D®	93-3038	\$14.31	93-3037	\$14.31	93-3016	\$112.14
			S&S®	—	—	93-3037	\$14.31	93-3071	\$112.14
117"	4⅝"	4.888"	Stock H-D®	93-3031 	\$14.31	93-3030 	\$14.31	93-3014 	\$112.14
			S&S®	—	—	93-3030 	\$14.31	93-3070	\$112.14
124"	4⅝"	5.013"	Stock H-D®	93-3038	\$14.31	93-3037	\$14.31	93-3016	\$112.14
			S&S®	—	—	93-3037	\$14.31	93-3071	\$112.14

CALCULATING CUSTOM HEAD BOLT LENGTHS

SEE INSTRUCTIONS ON PAGE 529



Dress up your engine with these magnetic chrome head bolt covers. Easy installation, no tools, no messy adhesives. A powerful magnet holds cover in place, yet allows easy removal. Chrome plated steel looks great on any engine, but is a must for polished engines. For S&S head bolts only.

S&S® CHROME HEAD BOLT COVERS

Set of 4	50-0333	\$65.02
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DIE-CAST ROCKER COVERS

FITMENT

- All Twin Cam 88° big twins
- Sold as stock in 4 1/8" bore S&S engines

FEATURES AND BENEFITS

- Special rocker arm supports are included
- S&S rocker covers are finished with show-quality chrome
- Installation on stock and most comparable sized engines can be performed without removing the engine from the frame
- Clearanced to permit valve lifts up to .640" using S&S valve spring packages and stock rocker arms or S&S roller rocker arms
- S&S rocker covers accept valve springs up to 1.660" O.D. without modification
- Exclusive one way valve built into the rocker cover gasket to control oil carry over

KIT CONTENTS

- Front and rear covers
- All necessary gaskets and o-rings
- Mounting hardware



90-4110

S&S® DIE-CAST ROCKER COVER KIT

Description	Part No.	MSRP
Chrome   1,2,6	90-4110	\$724.93

ANY JOB IS EASY WITH THE RIGHT TOOLS
S&S ROCKER COVER WRENCH SET, SEE PAGE 495

REPLACEMENT PARTS: SEE PAGE 183

NOTES

If using valve spring packages with taller than stock installed height, some minor clearancing may be required.
Cylinder heads must be set up correctly for high lift cams, and it remains the builder's responsibility to confirm all clearances.
In most instances, only minor clearancing is required to use S&S rocker covers with valve springs larger than 1.660" O.D.
S&S® rocker covers are required if S&S cylinder heads are used with S&S electric compression releases.

MANIFOLDS FOR CARBURETED BIG TWIN ENGINES

FITMENT

- 1999-'06 big twins

FEATURES AND BENEFITS

- Fits stock or S&S heads
- Fits stock or engines with taller cylinders



Manifold for S&S carburetors



Manifold for CV carburetor

S&S® MANIFOLDS FOR 1999-2005 BIG TWIN ENGINES (REQUIRING MAP SENSOR* MACHINING)

Engine Style and Displacement	Cylinder Length	Manifold Size	Super E	MSRP	Super G	MSRP
**88", 95" & 106" & S&S T-Series Engines	4.937"	410	160-1718	\$100.54	16-2588	\$100.54
Stock 2006 models	4.937"	405	160-1717	\$100.54	16-2587	\$100.54
**111" & S&S T-Series 111" Engines	4.763"	398	160-4487	\$116.57	16-2604	\$123.86
117" & S&S 117" Hot Set Up Kits	4.888"	408	—	—	16-2603	\$100.54
**124" & S&S T-Series 124" Engines	5.013"	417	—	—	16-2598	\$100.54
Special Order	Specify	—	169-1639†	Call for Pricing	16-2539†	Call for Pricing

*All S&S engines for 1984-'06 and 1999-up big twins equipped with S&S IST ignition system.

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

**Some S&S heads have additional material on the manifold surface to allow the use of a stock length manifold (410) on a 99-'06 111" and 124" engine. If you are not sure which manifold should be ordered, check fitment with the stock manifold first.

S&S CV MANIFOLDS – 1999-2005 BIG TWIN

Style/Displacement	(mm)	Manifold Size	Part No.	MSRP
88", 95", 106" Twin Cam 88	40-45mm	410	160-1722	\$116.57
96 stock	48mm	410	160-0001A	\$123.86
Special order	Specify	—	169-1725A*	Call for Pricing

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

S&S CV MANIFOLDS – 2006 & UP BIG TWIN

Style/Displacement	(mm)	Manifold Size	Part No.	MSRP
96 stock	40-45mm	405	160-1721	\$116.57
96 stock	48mm	405	160-0002A	\$123.86
Special order	Specify	—	169-1725A	Call for Pricing

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

NOTES

S&S manifolds require S&S style manifold o-rings.

S&S style o-rings must be used with these manifolds. S&S o-rings are slightly thinner to accommodate the larger S&S port diameter. Use of stock o-rings may cause damage. See page 168.



16-0241



16-0242

U-RINGS FOR CONSTANT VELOCITY CARBS

Size	Part No.	MSRP
40-42mm	16-0242 27002-89	\$22.95
44-48mm	16-0241	\$16.48



16-0136-S



50-8372

REPLACEMENT PARTS FOR MANIFOLDS

Description	Part No.	MSRP
Manifold Fitting VOES Rubber Cap $\frac{3}{16}$ " I.D. x $\frac{5}{16}$ " O.D. x $\frac{1}{2}$ "	50-8372	\$1.33
Manifold Vacuum Fitting	16-0136-S	\$2.99

MANIFOLDS FOR SINGLE BORE EFI BIG TWIN ENGINES

FITMENT

- Stock height or taller than stock 1999-'05 bt (see page 58 for 2006 models)
- S&S 52mm or 58mm throttle bodies
- Stock or S&S heads
- S&S T-Series Long Block engines



S&S® MANIFOLDS FOR SINGLE BORE EFI 1999-'05 BIG TWIN

Engine Displacement	Cylinder Length	Manifold Size	Part No.	MSRP
**88", 95", 103", 106" & S&S T-Series Engines	4.937"	410	16-5141	\$166.46
124" Hot Set Up Kit (w/stock or S&S heads w/stock manifold geometry)	5.013"	417	16-5139	\$166.46
**S&S T-Series 111" Long Block engines	4.763"	398	16-5136	\$154.99
117" Hot Set Up Kit	4.888"	408	16-5138	\$154.99
**S&S T-Series 124" Long Block engines	5.013"	417	16-5139	\$166.46
Special Order (All Styles)	Specify	389-428	16-5142*	Call for Pricing

**Some S&S heads have additional material on the manifold surface to allow the use of a stock length manifold (410) on a 99-'06 111" and 124" engine. If you are not sure which manifold should be ordered, check fitment with the stock manifold first.

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

new THROTTLE HOG CABLE OPERATED THROTTLE BODIES

S&S cable operated Throttle Hog Throttle bodies are available for 2002-'17 Harley-Davidson® big twins using cable operated throttles. Choose from 58mm, for stock or mildly built engines, or the whopping 66mm Throttle Hog for big inch engines. More Air, More Power!

FITMENT

- 2002-'17 Harley-Davidson EFI big twins with cable controlled throttles
- S&S EFI Hot Set Up Kit® installations and T-Series Long Block engines with cable controlled throttles

FEATURES & BENEFITS

- More air flow for improved performance
- S&S Stealth air cleaners kit, with the proper bore sizes, are available
- Works with all air cleaner kits designed for throttle by wire engines with stock breather system
- One-piece design for easy installation and stock appearance
- Compatible with stock sensors, fuel rail, and throttle cables
- Black powder coat finish matches stock
- Sealed, stainless steel throttle shaft with dual roller bearings for smooth operation and no air leaks
- Kit includes hardened steel flanges and seals
- No stock throttle body exchange required!

S&S® THROTTLE HOG CABLE OPERATED THROTTLE BODIES FOR 2002-2005 BT

Year	Size (mm)	Engine Fitment	Manifold Size	Part Number	MSRP
2002-2006 bt	58	97", 98" & S&S T-Series Engines** (Engines produced after 2013)	410	170-0337	\$699.95
		S&S T-Series 111" Engines**	398	170-0339	\$699.95
		S&S 117" Hot Set Up Kits	408	170-0340	\$699.95
		S&S T-Series 124" Engines**	417	170-0338	\$699.95
	66	97", 98" & S&S T-Series Engines** (Engines produced after 2013)	410	170-0342	\$699.95
		S&S T-Series 111" Engines**	398	170-0344	\$699.95
		S&S 117" Hot Set Up Kits	408	170-0343	\$699.95
		S&S T-Series 124" Engines**	417	170-0341	\$699.95

**Some S&S heads have additional material on the manifold surface to allow the use of a stock length manifold (405) on a 124" engine.

If you are not sure which manifold should be ordered, check fitment with the stock manifold first.

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.

MAKE MORE POWER!

S&S Air Cleaner Kits

See Page 150

REPLACEMENT FLANGE KITS

2002-2006 bt..... **160-0175** \$65.95



SINGLE BORE EFI THROTTLE BODIES

52MM: Offering a 30% larger cross sectional area than stock throttle bodies, the S&S 52mm bore throttle body flows more than enough air for all but the most demanding street engines.

58MM: In response to constant requests for something bigger, S&S also offers a huge 58mm bore throttle body! Strictly for large displacement competition engines, this throttle body allows your engine to breathe easily and make more power!

FITMENT

- 1999-'16 big twins (except 2008-up touring models with electronic throttle control)

FEATURES AND BENEFITS

- Excellent performance
- Recommended tuning products:
 - S&S VFI
 - Dynojet® Power Vision Tuner
 - Cruise control compatible with no extra bracket

KIT CONTENTS

- Throttle body assembly, Fuel injectors, Fuel rail, Harness adaptors, All necessary hardware, gaskets, and hoses



106-4408

S&S® SINGLE BORE EFI THROTTLE BODY/FUEL RAIL KITS

Fitment	52mm	MSRP	58mm	MSRP
1995-'01 EFI big twin (except Softail® models)	17-5068	\$910.95	106-4406	\$865.53
2002-'05 EFI big twin & 2001 Softail models	17-5067	\$731.20	106-4407	\$731.20
2006-'16 EFI big twin*	17-5070	\$652.60	106-4408	\$652.60

* except 2008-up touring models with electronic throttle control.

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

Installation of S&S throttle body on 1995-'01 bikes requires S&S ECU. Single bore throttle bodies are not compatible with stock Magneti Marelli® ECU



Seeing is believing. It's pretty easy to see the differences in the bore sizes of a stock Harley-Davidson® throttle body and the S&S® 52mm or 58mm throttle bodies. How big do you want to go?

NEW & IMPROVED!

Cable-Operated Throttle Hogs page 143

MAKE MORE POWER!

S&S® Stealth Air Cleaners on page 150

S&S Air Cleaner Kits for on page 152

BLACK SUPER E & G CARBURETORS

FITMENT

- 1984-2005 big twins

FEATURES AND BENEFITS

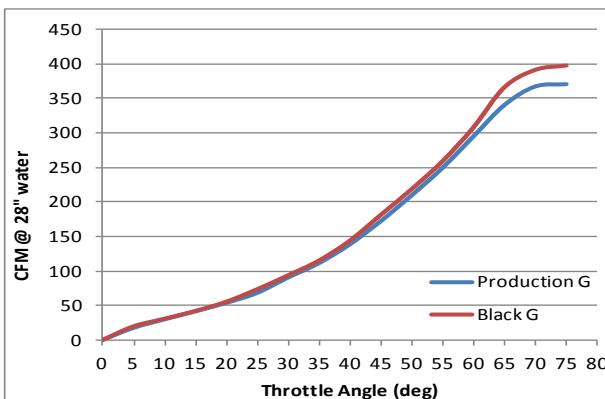
- Exclusive black satin Enduraguard® coating — heat and chemical resistant
- Increased venturi diameter! — specially machined for 7% more flow— See flow chart

S&S® BLACK CARBURETORS

Fitment	Description	Part No.	MSRP
1984-'05 big twins	Super E Carb	110-0099	\$403.36
	Super G Carb	110-0100	\$424.24



110-0099



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

NOTES

These black carb kits do not include air cleaners. Air cleaner options are available starting on page 150.

Manifolds are required. See page 142.

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

SUPER E & G COMPLETE CARBURETOR KITS

FITMENT

- 1999-'06 Twin Cam 88® engines
- S&S carbureted engines
- Custom v-twin applications

FEATURES AND BENEFITS

- Four fuel delivery ports — Better throttle response
- O-ring sealed idle mixture screw
- Increased air flow for more power
- Adjustable accelerator pump for quick throttle response and easy starting
- Utilization of the factory dual cable system ensures safe operation
- Direct replacement and high quality fit and finish — less down time and better performance
- Variable position enrichment starting system

S&S® SUPER E & G COMPLETE CARBURETOR KITS

Fitment	Super E	MSRP	Super G	MSRP
1999-'05 big twin	11-0450	\$609.00	11-0451	\$626.34
2006 big twin	106-0874	\$609.00	106-0875	\$626.34

S&S® SUPER G PARTIAL KITS (NO MANIFOLD)

Fitment	Super G	MSRP
1993-'99	11-0446	\$553.28

Does not include intake manifold. Partial kit designed for engines with longer/shorter than stock cylinders. Manifold is ordered separately.

S&S® SUPER E & G CARBURETOR ONLY

Fitment	Super E	MSRP	Super G	MSRP
All Years & Models	11-0420	\$365.36	11-0421	\$386.24

NOTES

S&S® does not recommend polishing or chrome plating Super E & G carbs. Our repair department has seen many carbs with plugged passages due to polishing compounds, and some carbs that have 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.

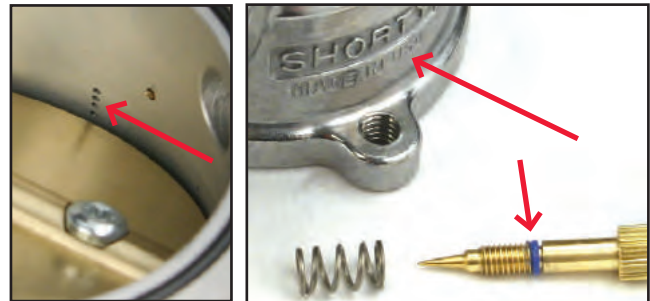
DISCLAIMER: NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLLED MOTOR VEHICLE. Not legal for sale or use on any EPA pollution controlled motor vehicle.

KIT CONTENTS

- Super E or G carburetor
- S&S intake manifold
- Classic Teardrop air cleaner kit
- Mounting hardware
- Gaskets, seals and hoses
- Instructions



11-0450



As the throttle plate opens, it exposes more of these holes to engine vacuum and delivers more fuel as rpm increases. This o-ring around the idle mixture screw not only eliminates potential air leaks, but helps keep the screw from vibrating out of adjustment. "Made in USA" cast into carb body identifies this as a new style carb.

REPLACEMENT PARTS: SEE PAGE 190



OPTION

Optional cruise control adapter kits allows riders to keep factory cruise feature on 1999-'06 models

CRUISE CONTROL ADAPTER KIT

Fitment	Part No.	MSRP
1999-'06 bt	11-2927	\$71.30

TÜV APPROVED SUPER E CARBURETOR KIT

FITMENT

- 1999-'06 carbureted Twin Cam 88®

KIT CONTENTS

- Documentation proving TÜV approval
- 17/8" bore Super E carburetor
- Polished intake manifold
- Classic Teardrop air cleaner kit
- All mounting hardware and gaskets
- Complete instructions

S&S® TÜV APPROVED S&S SUPER E CARBURETOR KIT

Fitment	Part Number	MSRP
1999-'06 carbureted Twin Cam 88®	106-2482	\$723.55



TWO CABLE THROTTLE ASSEMBLIES

The S&S two cable throttle assemblies are high quality "pull open – pull close" type throttles designed for use on any two cable carburetor installations on bikes with 1" O.D. handlebars. A special soft plastic material used to mold the grips makes them look and feel exactly like stock grips. There are four different assemblies available to make installation on most chassis easy.

TWO CABLE THROTTLE REQUIRED

S&S Super E and G carburetors require the use of a two cable, pull open–pull closed throttle assembly. Any chassis including 1980 and earlier stock models equipped with a single cable throttle mechanism requires conversion to a two cable, pull open–pull closed type. S&S offers high quality two cable throttle assemblies for this purpose. Stock big twin models from 1981 to present have a two cable throttle and should not require changing. Super E and G Carb kits for 1990 and later models come with the new longer throttle cable guide bracket which allows the use of the stock CV style throttle cables.



19-0440

NOTE

The chart on this page is used only when using throttle cable bracket part #11-2339. This bracket is standard on all S&S Super E & G carburetor kits for big twins 1989 and earlier and all kits for Harley-Davidson® Sportster® models with the exception of the kit for 2004-'05 models. Carburetor kits for 1990 and later big twin models come with the longer cable bracket part #11-2338 for use with stock CV throttle cables. Super E and G carburetors ordered for big twin models 1981 and later are being shipped with the correct throttle cable bracket to fit the stock cables. Big twin carbs that are not year specific will be shipped with both cable brackets. All Sportster models 1988-'03 will still require conversion to butterfly style cables.






S&S® THROTTLE CABLE APPLICATION CHART

Application	Fastening Method	Length Total Housing	Length Vinyl Housing	Open Side	MSRP	Close Side	MSRP
1996-Up Softail (FXSTS, FXSTC, FLSTC, FLSTF) 1996-Up Dyna®	Snap-in	39"	35"	19-0438	\$42.26	19-0439	\$42.26
1996-Up All FLT models	Snap-in	48"	44"	19-0464	\$42.26	19-0465	\$42.26
1996-Up custom application	Snap-in	42"	38"	19-0440	\$42.26	19-0441	\$42.26

* 1998 and later required Harley-Davidson® throttle assembly #71831-96

** 1980 and earlier must be converted to dual cable throttle assembly.

REPLACEMENT PARTS

Description	Part No.	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, #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" O.D. – converts 3/8" handlebars to 1" O.D.	19-0235 	\$17.40



JETS & CARB REBUILD KITS FOR S&S SUPER E & G 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 moderate performance 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 engines.		
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	.032	each	11-0320	\$9.22
	3 pack	11-7107	\$25.12		3 pack	11-7112	\$25.12
.0265	each	11-0265	\$9.24	.033	each	11-0330	\$9.22
	3 pack	11-7108	\$25.12		3 pack	11-7113	\$25.12
.028	each	11-0280	\$9.24	.036	each	11-0360	\$9.22
	3 pack	11-7109	\$25.12		3 pack	11-7114	\$25.12
.0295	each	11-0295	\$9.24	.040	each	11-0400	\$9.22
	3 pack	11-7110	\$25.12		3 pack	11-7115	\$25.12
.031	each	11-0310	\$9.22	Blank	each	11-0000	\$9.22
	3 pack	11-7111	\$25.12				

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

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



11-7272



106-3517

MAIN JETS - SERIES #72 INDIVIDUAL SIZE SELECTION

Size	QTY	Part No.	MSRP	Size	QTY	Part No.	MSRP
.040	each	11-4040	\$8.07	.080	each	11-4080	\$8.07
	5 pack	11-7220	\$36.66		5 pack	11-7240	\$36.66
.042	each	11-4042	\$8.07	.082	each	11-4082	\$8.07
	5 pack	11-7221	\$36.66		5 pack	11-7241	\$36.66
.044	each	11-4044	\$8.07	.084	each	11-4084	\$8.07
	5 pack	11-7222	\$36.66		5 pack	11-7242	\$36.66
.046	each	11-4046	\$8.07	.086	each	11-4086	\$8.07
	5 pack	11-7223	\$36.66		5 pack	11-7243	\$36.66
.048	each	11-4048	\$8.07	.088	each	11-4088	\$8.07
	5 pack	11-7224	\$36.66		5 pack	11-7244	\$36.66
.050	each	11-4050	\$8.07	.090	each	11-4090	\$8.07
	5 pack	11-7225	\$36.66		5 pack	11-7245	\$36.66
.052	each	11-4052	\$8.07	.092	each	11-4092	\$8.07
	5 pack	11-7226	\$36.66		5 pack	11-7246	\$36.66
.054	each	11-4054	\$8.07	.094	each	11-4094	\$8.07
	5 pack	11-7227	\$36.66		5 pack	11-7247	\$36.66
.056	each	11-4056	\$8.07	.096	each	11-4096	\$8.07
	5 pack	11-7228	\$36.66		5 pack	11-7248	\$36.66
.058	each	11-4058	\$8.07	.098	each	11-4098	\$8.07
	5 pack	11-7229	\$36.66		5 pack	11-7249	\$36.66
.060	each	11-4060	\$8.07	.100	each	11-4100	\$8.07
	5 pack	11-7230	\$36.66		5 pack	11-7250	\$36.66
.062	each	11-4062	\$8.07	.102	each	11-4102	\$8.07
	5 pack	11-7231	\$36.66		5 pack	11-7251	\$36.66
.064	each	11-4064	\$8.07	.104	each	11-4104	\$8.07
	5 pack	11-7232	\$36.66		5 pack	11-7252	\$36.66
.066	each	11-4066	\$8.07	.106	each	11-4106	\$8.07
.068	each	11-4068	\$36.66	.108	5-pack	11-7254	\$36.66
.070	each	11-4070	\$8.07	.110	each	11-4110	\$8.07
	5 pack	11-7235	\$36.66		5 pack	11-7255	\$36.66
.072	each	11-4072	\$8.07	.115	each	11-4115	\$8.07
	5 pack	11-7236	\$36.66		5 pack	11-7256	\$36.66
.074	each	11-4074	\$8.07	.120	each	11-4120	\$8.07
	5 pack	11-7237	\$36.66		5 pack	11-7257	\$36.66
.076	each	11-4076	\$8.07	Blank	each	11-4040	\$8.07
	5 pack	11-7238	\$36.66		5 pack	11-7258	\$36.66
.078	each	11-4078	\$8.07				
	5 pack	11-7239	\$36.66				

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

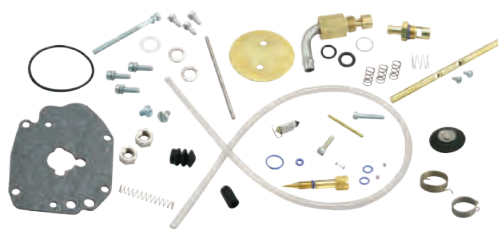
To insure that you continue to get the utmost in performance from your S&S carburetor, we have put together a series of rebuild kits that are designed to provide the proper parts to return a worn carburetor to top shape. We have assembled different types of kits to cover the different degrees of rebuild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



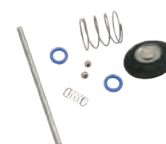
110-0067

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



11-2918

50-STATE COMPLIANT AIR CLEANER KITS

EXEMPT FROM EMISSIONS TAMPERING REGULATIONS UNDER CARB EO# D-355-21



S&S STEALTH AIR CLEANER KITS*

Application	Fuel System	Part No.	MSRP
2001-'17 HD® Big Twin (except Throttle By Wire and CVO® Models)	Stock EFI Delphi®	170-0300B	\$135.51

*These kits do not contain covers – use your stock Twin Cam 88®, 96™ or 103™ cover or choose an S&S cover

SEE 151 FOR COVER OPTIONS



CLASSIC TEARDROP AIR CLEANER KITS FOR STOCK EFI

Fitment	Fuel System	Finish	Stock EFI, With 96 & 103 Engines	MSRP
2001-'17 HD® Big Twin Models (except Throttle By Wire and CVO® Models)	Stock EFI Delphi®	Chrome	170-0303B	\$250.85
		Gloss Black	170-0304B	\$250.85

SEE 153 FOR COVER OPTIONS



S&S SINGLE BORE TUNED INDUCTION SYSTEM KITS

Fitment	Fuel System	Finish	Part No.	MSRP
2001-'17 Harley-Davidson® Big Twin (except Throttle By Wire and CVO® Models)	Stock EFI Delphi®	Chrome/Red Filters	170-0308B	\$587.25

SEE 152 FOR ACCESSORIES.

STEALTH AIR CLEANER KITS

FITMENT

- 1999–2006 big twins

FEATURES AND BENEFITS

- For the rider who likes to go fast, but doesn't like to advertise
- Air directional stinger cone in the filter
- Use with your stock Harley-Davidson® Twin Cam 88®, 96™, 103™ air cleaner cover – the word "sleeper" comes to mind
- Can also be used with any of several S&S designed covers. [See page 151](#)
- High flow (1" taller) filter kit available

NOTES

Fuel injection tuning is not required with this product but is highly recommended for best results. S&S offers fuel injection tuning products starting on [page 162](#)

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 SUPER STOCK® STEALTH AIR CLEANER KITS*

Application	Fuel System	Part No.	MSRP
1999-'06 HD® Carbureted Big Twins	Stock CV/EFI Delphi® (except '99 Softail® carb & Throttle by Wire)	170-0060	\$135.31
	S&S Super E & G Carbs	170-0058	\$135.31

*These kits do not contain covers – use your stock Twin Cam 88®, 96™ or 103™ cover or choose an S&S cover



Airstream

S&S SUPER STOCK® STEALTH AIR CLEANER KITS W/CHROME AIRSTREAM COVER

Application	Fuel System	Part No.	MSRP
1999-'06 HD® Carbureted Big Twins	Stock CV/EFI Delphi® (except '99 Softail® carb & Throttle by Wire)	170-0056	\$272.30
	S&S Super E & G Carbs	170-0063	\$272.30



Muscle

S&S SUPER STOCK® STEALTH AIR CLEANER KITS W/CHROME MUSCLE COVER

Application	Fuel System	Part No.	MSRP
1999-'06 HD® Carbureted Big Twins	Stock CV/EFI Delphi® (except '99 Softail® carb & Throttle by Wire)	170-0106	\$263.86
	S&S Super E & G Carbs	170-0112	\$263.86



Bobber-dished

S&S SUPER STOCK® STEALTH AIR CLEANER KITS W/CHROME BOBBER-DISHED COVER

Application	Fuel System	Part No.	MSRP
1999-'06 HD® Carbureted Big Twins	Stock CV/EFI Delphi® (except '99 Softail® carb & Throttle by Wire)	170-0104	\$225.66
	S&S Super E & G Carbs	170-0110	\$225.66



Bobber-domed

S&S SUPER STOCK® STEALTH AIR CLEANER KITS W/CHROME BOBBER-DOMED COVER

Application	Fuel System	Part No.	MSRP
1999-'06 HD® Carbureted Big Twins	Stock CV/EFI Delphi® (except '99 Softail® carb & Throttle by Wire)	170-0105	\$225.66
	S&S Super E & G Carbs	170-0111	\$225.66

S&S® STEALTH AIR CLEANER KITS FOR S&S ENGINES

Fitment	Fuel System	Part No.	MSRP
T124LC 2008-'16 Touring Models	S&S 66mm Throttle Hog	170-0165	\$152.18
T111 2008-'16 Touring Models	S&S 58mm Throttle Hog	170-0164	\$152.18
1995-1999 S&S Super Stock Engines	S&S Single Bore VFI 52mm Throttle Bodies	170-0287	\$199.95
1995-1999 EFI big twins	S&S Single Bore VFI 58mm Throttle Bodies	170-0283	\$199.95
1999-2017 EFI big twins	S&S Single Bore VFI 58mm Throttle Bodies	170-0284	\$199.95
T124 1999-'06 bt (except '06 Dyna®) (Engines produced after 2013)	S&S E or G Carburetor	170-0058	\$135.31
T124 1999-'06 bt (except '06 Dyna®) (Engines produced after 2013)	Stock CV/EFI Delphi®	170-0060	\$135.31
T111 1999-'06 bt (except '06 Dyna®) (Engines produced after 2013)	S&S E or G Carburetor	170-0058	\$135.31
T111 1999-'06 bt (except '06 Dyna®) (Engines produced after 2013)	Stock CV/EFI Delphi®	170-0060	\$135.31

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STEALTH AIR CLEANER KIT COVERS

FITMENT

- All S&S Stealth Air Cleaners



Air 1



Tri-Spoke



Torker



Airstream



Muscle



Bobber-dished

S&S STEALTH COVERS

Style	Finish	Part No.	MSRP
Tri-Spoke	Gloss Black with Highlights	170-0210	\$141.78
Torker	Gloss Black with Highlights	170-0206	\$141.78
Air 1	Gloss Black with Highlights	170-0214	\$141.78
Airstream	Chrome	170-0118	\$142.80
	WBlack	170-0122	\$142.80
Muscle	Chrome	170-0121	\$137.66
	WBlack	170-0125	\$132.57
	WBlack with Highlighted Logo	170-0190	\$137.66
Bobber-Dished	Chrome	170-0119	\$96.83
	WBlack	170-0123	\$96.83
Bobber-Domed	Chrome	170-0120	\$96.83
	WBlack	170-0124	\$96.83
111	Gloss Black with Highlights	170-0319	\$162.40
124	Gloss Black with Highlights	170-0321	\$162.40
143	Gloss Black with Highlights	170-0323	\$162.40

SINGLE BORE TUNED INDUCTION SYSTEM

FITMENT

- 1999-'06 stock CV carbureted big twins (except 1999-'06 FXDWG/FXD35)
- 2001-'06 Delphi® EFI big twins

FEATURES AND BENEFITS

- Bolt-on performance — over twice the filtering area over stock intake system
- Increases horsepower and torque across the rpm range using air column inertia and carefully timed gas dynamic pressure waves
- Smooth intake tract of carefully selected tuned lengths increases performance
- High flow washable and reusable cotton media provides performance, protection, and economy
- Available in wrinkle black, chrome, or natural



S&S SINGLE BORE TUNED INDUCTION SYSTEM KITS

Fitment	Fuel Delivery	Finish	Part No.	MSRP
1999-'06 big twins (except 1999-'06 FXDWG/FXD35) and S&S engines w/stock head breathing	S&S Single Bore EFI	Chrome Runner and Red Filters	170-0085	\$587.19
	S&S Super E/G		170-0086	\$587.19
1984-'06 HD® Carbureted Big Twins Models	Stock	Chrome Runner and Red Filters	170-0087	\$587.19
4 1/8" bore S&S T-Series (S&S bolt pattern w/vacuum breathing)	S&S Single Bore EFI	Chrome Runner and Red Filters	170-0083	\$587.19
	S&S Super E/G		170-0084	\$587.19
CTO	Specify	Specify	106-5337	Call for Pricing

Use the Configure to Order (CTO) part number to order different finish and filter color.

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ACCESSORIES

Description		Part No.	MSRP
Air Filter (each sold with clamp)	Red	17-1020	\$54.00
	Blue	17-1023	\$54.00
Air Filter Oil, 8 oz. Bottle	Red	106-1163	\$16.03
	Blue	106-1164	\$16.03
Nylon Air Filter Cover	each	106-0247	\$26.17
	2 pack	106-0248	\$47.15

REPLACEMENT PARTS: SEE PAGE 187



106-0248



17-1020



106-1163



17-1023



106-1164

NOTES

Single bore tuned induction will not fit on motorcycles equipped with fairing lower glove boxes.

Fuel injection tuning is not required with this product but is highly recommended for best results. S&S offers fuel injection tuning products: see page 162.

CLASSIC TEARDROP AIR CLEANER KIT

FEATURES AND BENEFITS

- Efficient and free flowing intake that can add two to five horsepower
- Uniquely designed back plate has air horn style radiused entryway to reduce turbulence
- Dimpled cover with directional air cone on inside creates smooth path for air
- Great addition to performance exhaust or cams

KIT CONTENTS

- Filter
- Backing plate and cover
- All mounting hardware
- Instructions



CLASSIC TEARDROP AIR CLEANER KITS

Fitment	Finish	Stock Carb	MSRP	S&S® Super E/G	MSRP	TUV Super E / G	MSRP
S&S 4 1/8" Bore Engines w/vacuum breathing	Slasher/Chrome	—	—	17-0416	\$250.50	—	—
1993-'06 HD® Carbureted Big Twins	Chrome	17-0450	\$250.50	17-0403	\$250.50	106-2324 TUV 1,2,4,5,6	\$250.50
	Gloss Black	170-0181A	\$263.90	—	—	—	—

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CLASSIC TEARDROP AIR CLEANER KITS FOR S&S SINGLE BORE EFI THROTTLE BODIES

Fitment	Style/Finish	52mm	MSRP	58mm	MSRP
Stock Harley-Davidson® heads or S&S Heads for stock or 4" bore head breathing	Teardrop/Chrome	17-0498	\$250.50	106-4669	\$243.56
S&S Heads for 4 1/8" bore vacuum breathing	Teardrop/Chrome	—	—	106-4668	\$243.56

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TEARDROP AIR CLEANER COVERS

Style	Finish	Part No.	MSRP
Classic Teardrop	Chrome	17-0378 TUV 1,7	\$150.29
	Gloss Black	170-0384A	\$145.00
Slasher Teardrop	Chrome	17-0004	\$150.29
Nostalgic Teardrop	Polished	17-0071	\$174.13

REPLACEMENT PARTS STARTING ON PAGE 192

PRE-FILTERS

FITMENT

- S&S® Stealth Air Filters

FEATURES AND BENEFITS

- Water resistant
- Prevents large debris from prematurely clogging filter
- Washable Nylon
- Promotes longer filter life
- Reduces the risk of water entering air intake system

S&S® PRE-FILTERS

Application	Part No.	MSRP
Standard	170-0193	\$24.28
1" Tall	170-0197	\$24.28



HIGH FLOW AIR FILTER KITS

FITMENT

- S&S Classic Teardrop air cleaners for Super E & G carbs and S&S EFI throttle bodies

FEATURES AND BENEFITS

- Low restriction filter element comes pre-oiled for true plug and play installation
- 1" wider filtration area provides up to 37% more airflow over standard S&S filters
- Resulting band of exposed filter material imparts a high performance look

KIT CONTENTS

- Wide filter
- Filter spacers

S&S® HIGH FLOW AIR FILTERS

Description	Fitment	Part No.	MSRP
High Flow Air Filter Kit (includes spacers)	Classic Teardrop	17-0045	\$55.55
	Stealth, 1" Taller	170-0127 *	\$61.16
1" Taller Filter Only	Classic Teardrop	106-4724	\$23.42
	Stealth	170-0154	\$40.80
Spacer	Classic Teardrop & Stealth, 1" Taller	50-5009-S	\$12.69

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170-0127



17-0045

STANDARD REPLACEMENT FILTERS

S&S® STANDARD REPLACEMENT AIR FILTERS

Description	Fitment	Part No.	MSRP
Standard Filter Only	Classic Teardrop	106-4722	\$21.86
	Stealth	170-0126	\$40.76

Mk45 TOURING MUFFLERS

Mk45 4.5" Touring Mufflers are the result of decades of riding, racing and tuning. Combining both a stainless steel baffle and fiberglass packing, they create a deep rumble and improved horsepower and torque, all while adding a unique look with styled aluminum end caps.

FITMENT

- 1995-2016 touring models

FEATURES AND BENEFITS

- 7 horsepower gain*
- Stainless steel baffle construction and fiberglass packing
- Mufflers offered in show quality chrome or black ceramic finishes
- Two end cap styles - Thruster or Tracer
- SAE J2825 Compliant Stainless Steel Louvered Baffles included

*Tested with S&S Power Tune Dual Header and Stealth Air Cleaner Kit

S&S® Mk45 4.5" TOURING MUFFLERS W/END CAPS

Muffler Body Finish	End Cap Finish & Style	Part No.	MSRP
Chrome	Chrome Thruster	550-0620	\$699.95
	Black Contrast Cut Thruster	550-0619	\$699.95
	Chrome Tracer	550-0624	\$699.95
	Black Contrast Cut Tracer	550-0623	\$699.95
Black Ceramic	Chrome Thruster	550-0622	\$739.95
	Black Contrast Cut Thruster	550-0621	\$739.95
	Chrome Tracer	550-0626	\$739.95
	Black Contrast Cut Tracer	550-0625	\$739.95



550-0620



550-0619



550-0624



550-0623



550-0622



550-0621



550-0626



550-0625

NOTES

Fuel injection tuning is not required with this product but is highly recommended for best results. S&S offers fuel injection tuning products: [see page 162](#).

SEE SPECIAL NOTES ON 159 FOR DISCLAIMERS

DISCLAIMER: NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLLED MOTOR VEHICLES. Not legal for sale or use on EPA pollution controlled motorcycles originally equipped with mufflers containing catalyst.

*Qualified Manufacturer Declared Emissions Replacement Part on the FL Touring Models Listed Below.

California FL Touring Models:

Fuel Injected MY 1995-2003, 2007, and 2009-2016;

CVO MY 2000-2003, and 2009-2016

49 State FL touring Models:

Carbureted MY 1995-2005;

Fuel Injected MY 1995-2005, and 2007-2016;

CVO MY 2000-2005, and 2009-2016



new 4" GRAND NATIONAL SLIP-ONS

FITMENT

- 1995-2016 Harley-Davidson® touring models with non-catalyst mufflers (except 2010 Road Glide® and Street Glide®)
- 2009-'17 Tri Glide® models with non-catalyst mufflers

FEATURES AND BENEFITS

- Show quality chrome or black ceramic finish
- Race inspired Grand National end cap, or all-steel slash-cut end
- High flowing perforated baffle design with removable dB reducer
- Bolts directly to stock header pipes or S&S Power Tune duals
- Aggressive sound and excellent horsepower
- Made in the USA!
- 50-state legal



Grand National

S&S® 4" GRAND NATIONAL MUFFLERS FOR 1995-2016 BIG TWINS AND '17 TRIGLIDE® MODELS

Style/Finish	Part No.	
Grand National End Cap/Chrome	550-0689	\$499.95
Grand National End Cap/Black	550-0690	\$539.95
Slash-Down/Chrome	550-0691	\$459.95
Slash-Down/Black	550-0692	\$499.95

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POWER TUNE DUAL HEADERS

FITMENT

- Non-catalyst equipped Harley-Davidson® touring models†
- 1995 - '08 touring big twins

FEATURES AND BENEFITS

- Adds 8 horsepower over stock header pipes
- Independent dual look with hidden crossover
- Exclusive design moves the rear cylinder header away from the passenger to reduce radiated heat
- Full chrome or black ceramic heat shielding with 220° coverage
- Updated styling to give the bike a modern look
- Oxygen sensor bungs*
- Durable 16 gauge construction
- Spherical inlet design for improved sealing and exhaust gasket durability
- Hardware included to mount crossover pipe
- Compatible with all slip-on mufflers
- Exhaust port gaskets included
- Made in the U.S.A.

OPTIONS

- Available in chrome or black ceramic finish
- Change looks with chrome or black ceramic heat shield kits available separately

NOTES

Fuel injection tuning is not required with this product but is highly recommended for best results. S&S offers fuel injection tuning products: see 162

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*Qualified manufacturer declared emissions replacement part on the FL touring models listed below.

California FL Touring Models:

Fuel Injected MY 1995-2003, 2007, and 2009-2016

CVO MY 2000-2003, and 2009-2016

49 State FL touring Models:

Carbureted MY 1995-2005

Fuel Injected MY 1995-2005, 2007-2016

CVO MY 2000-2005, and 2009-2016



550-0003



550-0142

S&S® POWER TUNE DUAL HEADERS

Fitment	Finish	Part No.	MSRP
1995-'08* big twins	Chrome	550-0003A	\$524.95
	Black	550-0142A	\$624.95

*Has 18mm sensor fittings in the stock locations for 2007-'08 bikes. If not equipped with oxygen sensors, the ports can be used for tuning. Plugs are included if ports are not used.

REPLACEMENT HEAT SHIELD KITS

Fitment	Finish	Part No.	MSRP
1995-'08 big twins	Chrome	550-0707	\$299.95
	Black	550-0708	\$349.95

SPO TOURING MUFFLERS

FITMENT

- 1995-2016 Harley-Davidson® touring models with non-catalyst mufflers
(except 2010 Road Glide® Custom and Street Glide® and all Tri Glide® models)

FEATURES AND BENEFITS

- One of a kind styling and sound
- Big block rumble, but not too loud when cruising down the road
- Significant torque gains in the mid-range — *just where you need it*
- Double-walled muffler construction with insulation that virtually prevents bluing
- Mufflers offered in show quality chrome or black ceramic finishes
- Made in the USA

OPTIONS

- Chrome finish with black Xylan® or chrome alloy end cap
- Black ceramic finish with chrome alloy end cap
- Change end caps to change your look



550-0246A

S&S® SPO® TOURING MUFFLERS

Style	Part No.	MSRP
Chrome with black Xylan® coated end caps	550-0246A	\$779.95
Chrome with chrome end caps	550-0001A	\$779.95

*(except 2010 Road Glide & Street Glide and all Tri Glide models)

NOTES

Fuel injection tuning is not required with this product but is highly recommended for best results. S&S offers fuel injection tuning products: [See page 162.](#)

SEE SPECIAL NOTES: ON PAGE 159 FOR DISCLAIMERS

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*Qualified manufacturer declared emissions replacement part on the FL touring models listed below.

California FL Touring Models:

Fuel Injected MY 1995-2003, 2007, and 2009-2016

CVO MY 2000-2003, and 2009-2016

49 State FL touring Models:

Carbureted MY 1995-2005

Fuel Injected MY 1995-2005, 2007-2016

CVO MY 2000-2005, and 2009-2016

REPLACEMENT END CAPS

Style	Part No.	MSRP
Chrome End Cap (set)	550-0106A	\$135.95
Black End Cap (set)	550-0247A	\$124.95

SLIP-ON PERFORMANCE MUFFLERS

FITMENT

- Harley-Davidson® Softail® and Dyna® big twins with non-catalyst mufflers

FEATURES AND BENEFITS

- Low restriction, high performance
- Cost effective performance upgrade — best horsepower/dollar ratio
- Maintains a smooth power curve while delivering excellent low and midrange torque — makes adjustments to the fuel delivery system minimal and straightforward
- Show chrome finish

OPTIONS

- Slash-cut
- Tapered

S&S SLIP-ON PERFORMANCE MUFFLERS

Application	Slash-cut	MSRP	Tapered	MSRP
1995-'17 Harley-Davidson® Dyna® Models (except 2008-'17 FatBob® and 2010-'17 Wide Glide®)	106-5769	\$324.95	106-5770	\$324.95

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*Qualified manufacturer declared emissions replacement part on Dyna models listed below.

California Dyna Models:

Fuel Injected MY 2006-2007 except CVO

49 State Dyna Models:

All fitments for MY 1995-2009 except for CVO MY 2007 and later

NOTES

Fuel injection tuning is not required with this product but is highly recommended for best results. S&S offers fuel injection tuning products: see 162

SPECIAL NOTES

It may be necessary to re-jet the carburetor or recalibrate the fuel injection system for best performance when a change is made in the exhaust system.

Dyno results are from tests performed at the S&S® Research and Development facility in Viola, Wisconsin.

Exhaust Noise Disclaimer: Unless noted, S&S exhaust components do not meet U.S. EPA noise standards and may be restricted to closed course competition use. Check local noise ordinances before use.



Milwaukee
Eight®
2017

Twin Cam
96"/103"/110"
2007-2017

Twin Cam
88"
1999-2006

Evolution®
1984-1999

Sportster®
& Buell®
1986-2017

Street &
Street Rod™
2014-2017

Vintage
Engines
1926-1984

X-Wedge®
2007-2015

Indian® &
Victory®
Models

Racing
Products

Tools &
Shop
Supplies

Dealer
Services
& Promo
Items

Warranty &
Company
Policy

Appendix
& Index

UNIVERSAL WIRING HARNESS FOR CUSTOM BIKES AND RACING APPLICATIONS

FITMENT

- Custom and racing v-twin applications using Delphi® style EFI module
- Easy replacement for engine sub harness on 2002 through 2005 FL models
- 1995-'05 big twins – Useful for carb to Delphi EFI and Magneti Marelli® to Delphi EFI conversions
- Great for S&S X-Wedge® engines

FEATURES AND BENEFITS

- Simple electrical hook up of all connections required to operate engines with Delphi® style EFI
- All cables are terminated with the correct factory crimped connectors
- Works the S&S, stock and most 36 pin aftermarket Delphi style EFI modules
- Compatible with S&S throttle bodies, as well as stock and most aftermarket throttle bodies
- Replaces stock engine sub-harness in 2002-'05 FL models, simplifies carb to EFI conversions



550-0264

S&S® UNIVERSAL WIRING HARNESS

Description	Part No.	MSRP
For Custom and Racing Applications	550-0264	\$880.14

COMPRESSION RELEASES

FITMENT

- S&S cylinder heads for big twin

OPTIONS

MANUAL RELEASE:

Activated by a cable similar to a choke control, this slick system can be used with any style rocker cover.

ELECTRIC RELEASE:

Solenoid operated, this system automatically opens and closes when the starter button is pressed and released. Convenient and simple, this is the best setup for big displacement high compression bikes. Requires S&S die cast rocker covers.

S&S® COMPRESSION RELEASE KITS

Description	Part No.	MSRP
Electric	90-4915	\$348.00
Manual	90-4925	\$565.50

TOOLS AND ACCESSORIES

Description	Part No.	MSRP
S&S Cable Knob	50-8700-S	\$6.45
S&S Two-Piece Socket Kit: <i>Allows in-frame installation of S&S compression releases and protects wiring from damage during installation.</i>	53-0045	\$98.90
S&S Compression Release Hole Plug	90-4916	\$10.33

REPLACEMENT PARTS

Description	Part No.	MSRP
Silicone Solenoid Caps	55-1009	\$3.83
Wiring Harness	55-1010	\$111.15
Electric Compression Release Assembly	90-4914	\$145.07



90-4915



53-0045



90-4916



90-4925

NOTES

S&S rocker covers must be used with electric compression releases due to clearance requirements for the solenoids.

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

In most cases, S&S compression releases can be installed while the engine is in the frame with the special S&S two-piece socket kit, part #53-0045.

If cylinder heads are machined for S&S compression releases, but compression releases are not used, special plug part #90-4916 (two required) must be installed to seal the machined hole.

Stock cylinder heads cannot be machined for S&S compression releases because there is not enough material in critical areas.

VARIABLE FUEL INJECTION MODULES (VFI)

FEATURES AND BENEFITS

- Directly replaces stock Harley-Davidson® fuel injection modules — plugs directly into stock wiring harness
- Includes ProTune II software and can be updated at sscycle.com/software/protune
- Three stage engine overheat protection helps prevent possible engine damage caused by improper modifications to fuel maps
- Altitude compensation automatically adjusts for altitude variations
- Live tuning allows manual changes to maps while the engine is running
- Self diagnostics and actuator test functions help tuning and verify proper installation/operation
- Engine light can be programmed to function as a shift light
- Closed loop capable
- Knock sensing ignition control (USB Delphi® style unit only)
- Optional closed loop sensor kit and knock sensor kit extend module capabilities
- Speedometer calibration function for 2004-up Harley-Davidson® models (does not require installation of separate speedometer calibrator)

DELPHI® STYLE S&S VFI MODULE

FITMENT

- Delphi® ECU equipped big twins

KIT CONTENTS

- Delphi® style S&S VFI module
- ProTune II software
- USB port cover kit (part #55-5090 only)
- Serial port cover, cable and bank angle adapter harness (part #55-5034 only)
- Installation instructions

CLOSED LOOP CAPABILITY

When equipped with a dual closed loop sensor kit and running in closed loop mode, VFI tuning becomes a breeze! S&S supplies base maps for several displacement groups, creating a starting point to get bikes up and running. Utilizing dual oxygen sensors (sold separately) placed in the exhaust, the S&S closed loop system modifies the base fuel map to meet the specific requirements of your engine!

- Automatic tuning on the street or on the dyno
- Each cylinder is tuned individually
- Fuel map changes are saved in the module and can be merged with the pre-loaded base map
- Works with stock oxygen sensors used on late model Harley-Davidson® motorcycles

Closed loop VFI can also automatically compensate fuel delivery for modifications creating up to a 20 hp gain, such as changes in:

- Displacement
- Cams
- Exhaust
- Head porting or installation of aftermarket heads

NOTES

The Barometric Sensor Relocation kit (part #55-1599) is required for any complete S&S T-series engine installed in a 1995-2001 EFI touring chassis or any engine used in these applications using the S&S T-series oil pump where the stock cam position sensor cannot be used.

All current production S&S modules are closed loop compatible, and all older S&S modules can be updated with current calibration by simply downloading software from the S&S website at www.sscycle.com/software/protune.

Please note that maps created for older versions of the VFI software are not compatible with the new closed loop software, however they can be converted to closed loop if desired.

Optional Delphi® style knock sensor adjusts timing to eliminate spark knock, prolonging engine life (55-5090 module only).

S&S VFI systems installed on 2004-up Harley-Davidson® models incorporate a speedometer calibration feature.



55-5090

S&S® DELPHI® STYLE S&S VFI MODULE

Fitment/Description	Part No.	MSRP
VFI Module for custom bikes, 2001-'03 Softail, and 2002-'03 touring models <i>NOTE: Not compatible with Knock Sensor Kit. Requires a 9-Pin serial COM port or USB to serial adapter</i>	55-5034*	\$815.95
VFI Module for 2001-'11 11 bt (except 2008-up touring and 2011 Softail®)	55-5090*	\$815.95
S&S Delphi Style VFI Closed Loop Sensor Kit	106-2066	\$312.56
Knock Sensor Kit (55-5090 module only)	106-0810	\$79.72

*Special Order: Download the special order form at sscycle.com/soforms







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NOTE

Due to the extreme range of control offered by the S&S VFI modules, we recommend that they be installed and tuned by S&S Certified VFI Tuning Centers. Check www.sscycle.com to find a tuning center near you.

REPLACEMENT PARTS FOR S&S® VFI MODULES

REPLACEMENT PARTS FOR S&S® VFI MODULES

Description	Part No.	MSRP
S&S VFI Closed Loop Sensor Kit	Delphi® Style 	106-2066 \$312.56
Knock Sensor Kit (Delphi style only)		106-0810 \$79.72
Service Kit, O ₂ Sensor		106-2061 \$99.80
Service Kit, DTM Pin		55-1521 \$1.88
Service Kit, Oxygen Sensor Boss	 	55-6071-S \$15.53
Service Kit, Subharness	Delphi® Style 	55-1595 \$131.22
Barometric Sensor Relocation Kit (See Notes)		55-1599* \$38.95
Hardware Kit (USB Cover) (for 550-0001 & 55-5090 modules)		55-5091 \$6.98


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106-2066

HIGH OUTPUT COILS

S&S® HIGH OUTPUT COILS

S&S High Output 3.0Ω Single Fire Coil	55-1571	MSRP
<i>The perfect complement for S&S IST ignition systems. This single fire coil is actually two separate coils in a single package. Coil impedance is 3Ω per coil.</i>		\$153.42
S&S High Output 0.5Ω Single Fire Coil 	55-1576	MSRP
<i>High output 0.5Ω single fire coil for S&S IST ignition.</i>		\$132.13



55-1571



55-1576

DYNOJET® POWER VISION® TUNER

FITMENT

- 2001-'16 Harley-Davidson® models equipped with Delphi® ECM

FEATURES AND BENEFITS

- Flash tune all H-D® models equipped with a Delphi ECM, including 2015 models
- Does NOT require the user to interface with a computer in order to flash a tune. Change rev limit, idle speed, and other parameters directly from the device
- Display all H-D vehicle data as well as wide band AFR* and various calculated channels (such as Avg MPG)
- Customizable virtual gauges allow data to be monitored live, and / or logged while riding
- User defined visual alarms for any data channel
- AutoTune Basic and Pro – calculates and stores fuel trims to help you optimize fuel curve utilizing the factory O₂ sensors (Basic), or Dynojet's Wide Band 2 System (Pro)!
- Check and clear diagnostic codes
- Reset adaptive fuel trims and idle offset (with bike running)

The Power Vision Suite includes a highly flexible tuning/data logging device, as well as a productive tuning application (WinPV) that's user friendly compared to other products on the market.



DYNOJET® POWER VISION® TUNER

Fitment	Mfr PN	Part No.	MSRP
2001-'16 H-D® models (except 2011 - Later Softail® & 2012 - Later Dyna®)	PV-1	550-0087	\$549.95

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CALIBRATION FILES AVAILABLE FOR DOWNLOAD WWW.SSCYCLE.COM/SOFTWARE/POWER-VISION

HIGH PERFORMANCE CLUTCH

FITMENT

- Available for 1991-'06 big twin models (except 2006 Dyna®)

FEATURES AND BENEFITS

- Updated clutch to simplify installation — no need for retention epoxy
- Superior to competitively priced high performance clutches
- Fits in stock primary with minor modification
- With supplied springs, lever effort is slightly less than a stock Harley-Davidson® clutch, but handles engines up to 150 hp
- Optional high pressure clutch springs, available for competition applications, increases power handling capacity to nearly 200 hp
- Light duty springs for light clutch pull in less demanding stock street applications
- 11 friction plate, 10 steel plate design — narrow friction rings increase contact diameter for increased torque capacity
- Supplied with early style 66-tooth ring gear for increased strength and reduced tooth breakage
- Perfect for use with the S&S six-speed transmission

OPTIONS

- Mechanical actuation
- 36 or 37-tooth sprocket
- Early style starter pinion gear required for 1999-'06 models to match 66-tooth ring gear supplied

KIT CONTENTS

- Clutch assembly
- Special inner transmission mainshaft bearing race
- Installation hardware
- Instructions

REPLACEMENT PARTS: SEE PAGE 199



S&S HIGH PERFORMANCE CLUTCH

Description	Part No.	MSRP
Mechanical Actuation	36-Tooth Sprocket	56-5150A \$749.95

OPTIONAL PARTS

High Pressure "Race" Clutch Springs	6 pack	56-5106 \$84.09
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LEVER EFFORT COMPARISON CHART

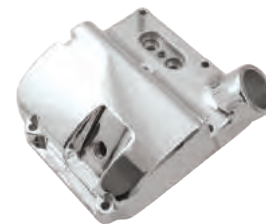
	Stock Clutch	S&S Standard Clutch	S&S Touring Springs	S&S Race Springs
Max. HP	Up to 90 HP	Up to 150 HP	Up to 90 lbs	Up to 200 HP
Lever Pull	26.0 lbs	27.4 lbs	20.3 lbs	45.0 lbs

TRANSMISSION TOP COVER

S&S® CHROME TRANSMISSION TOP COVER

Description	Part No.	MSRP
Billet for 1999-'05 Dyna® Models	106-3886	\$377.00

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



106-3886

INNER PRIMARY BEARING RACE

FITMENT

- All 1991-'06 big twins (except '06 Dyna®)

FEATURES AND BENEFITS

- Will not "walk" on transmission mainshaft
- Simple to install
- Prevents costly damage to mainshaft seal, output gear & output gear bearing



S&S® INNER PRIMARY BEARING RACE

Fitment	Part No.	MSRP
All 1991-'06 big twins (except '06 Dyna®)	56-5089	\$58.29

ANY JOB IS EASY WITH THE RIGHT TOOLS
S&S INNER BEARING RACE PULLER, SEE PAGE 494

VARIABLE PRESSURE CLUTCH

The VP clutch is the most cost effective kit for upgrading your H-D® stock clutch without any modifications. Up to 40% more pressure for stronger clutch engagement.

FEATURES AND BENEFITS

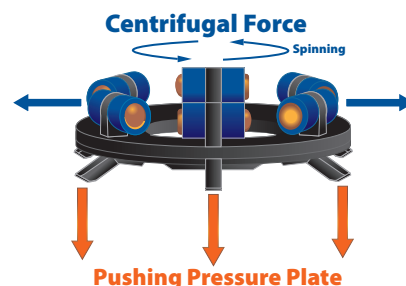
- Works like a lock up clutch
- Increased torque capacity: strength of engagement increases with RPM
- 10 minute installation
- Fits behind a stock derby cover and primary cover - No modification required
- Can be used with cable and hydraulic clutch controls

Does not fit: 2013 and later CVO™ and Tri-Glide™, 2015 and later Ultra Limited Low and Electra Glide Classic Low Models with new H-D® Assist and Slipper Clutch: 3 Stud Clutch Hub

Non-stock derby cover (including any special or 2003 anniversary cover) and 3 hole derby covers may require a derby



560-0242



Centrifugal force makes more clamping force. Regular clutches have static pressure only with clutch springs. The Lock up clutch has two different types of pressure. One is a Static Pressure, and another is a Centrifugal Force by Lock-up as an additional pressure.

VARIABLE PRESSURE CLUTCH

Description	Part No.	MSRP
1998-up Big Twins with 6 Stud Clutch Hub	560-0242	\$284.95

HEAVY DUTY DIAPHRAGM SPRING

FITMENT

- 1998 - up big twin models

FEATURES AND BENEFITS

- 380 lbs pressure, 25% stronger than stock
- Same pressure as Screamin' Eagle® heavy-duty spring
- Compatible with S&S VP and stock clutches

HEAVY DUTY DIAPHRAGM SPRING

Description	Part No.	MSRP
1998 - up Big Twins	560-0244	\$33.95



560-0244

GATES® HIGH STRENGTH FINAL DRIVE BELTS

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



ATTENTION CUSTOM BIKE MANUFACTURERS!

SPECIAL ORDER BELTS FROM S&S® AND GATES®

Special belt sizes, private brand labeling, and assistance with belt drive design, are available to custom performance OEM's and aftermarket bike builders, through S&S. These products and services are available for licensed motorcycle manufacturers only, and a minimum order quantity may be required.

Drive belts with your company name imprinted on them are a perfect way to show off your brand. Any belt size currently available in the S&S catalog, as well as the special ordered sizes, can be specially branded. Minimum order quantities would apply.

Whether you're designing a completely new chassis, or simply need a replacement belt, S&S can help you find the belt you're looking for. Through the combined efforts of Gates and S&S, S&S can now provide customers with the technical assistance they need for designing new secondary belt drive systems. In addition, S&S can help you determine required tooth count for your existing chassis design, based on the pulley center-to-center distances and pulley tooth counts.

All belts have a 14mm tooth pitch, and are made of the super strong Gates Carbon X3N material. Belts are available in three standard widths of 1.125", 1.5" and 1.181" (30mm), but can be special ordered in nearly any width for a nominal charge. If you want a belt with a special tooth count, they are also available (see the special order chart for availability).

Contact your S&S Customer Support Representative for more information.

SECONDARY DRIVE BELTS (14mm PITCH)

Teeth	1⅞" Wide	MSRP	1½" Wide	MSRP
125	106-0357	\$199.71	—	—
126	—	—	106-0348	\$211.18
127	—	—	106-0349	\$211.18
128	106-0358	\$199.71	106-0350	\$211.18
130	106-0359	\$199.71	106-0351	\$211.18
132	106-0360	\$199.71	106-0352	\$211.18
133	106-0361	\$211.18	106-0353	\$215.37
135	106-0362	\$211.18	106-0354	\$217.44
136	—	—	106-0355	\$217.44
139	106-0363	\$211.18	106-0356	\$223.72
149	106-1338	\$219.78	106-2695	\$207.95
156	—	—	106-2827	\$219.78

BELTS AVAILABLE BY SPECIAL ORDER (14mm PITCH)

Tooth Count	1.181" (30mm) Width*	1.25" Width*
125	●	
126	●	●
127	●	●
128	●	
130	●	
131	●	●
132	●	
133	●	
135	●	
136	●	●
137	●	●
139	●	
140	●	●
149	●	
150	●	●
151	●	●
152	●	●
156	●	

*Minimum order required: 1.181" (30mm) — 16 belts; 1.25" — 17 belts.

GASKETS

REBUILD GASKET KITS FOR S&S® T-SERIES 1999-UP ENGINES AND HOT SET UP KIT*

1999-'06, 4 1/8", S&S base bolt pattern	106-0976	\$131.14
1999-'15, 4 1/8", Stock base bolt pattern	310-0335	\$181.25
1999-up T143 4.425" bore	310-0751	\$224.75

TOP END GASKET KITS T-SERIES 1999-UP

4 3/8"	90-9511	\$84.51
4 1/8", with S&S® bolt pattern	90-9506	\$85.33
4 1/8", with Stock Cases	90-9510	\$87.43
4"	90-9505	\$75.77

CYLINDER HEAD GASKET KITS T-SERIES 1999-UP

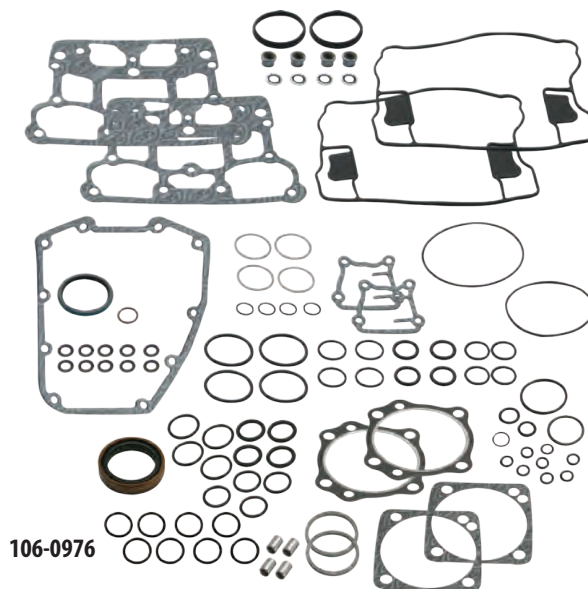
4 1/8", with S&S® bolt pattern	90-1910	\$46.53
4 1/8", with Stock Cases	90-1914	\$88.07
4"	90-1913	\$42.97
3 7/8" & 3.927"	910-0465	\$67.10

HEAD GASKETS T-SERIES 1999-UP

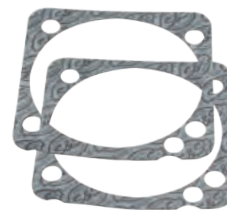
4 3/8"	.045"	Copper	2 pack	93-1081	\$56.83
4 1/8"	.043"	Micropore	each	93-1047-S	\$10.96
			10 pack	93-1073	\$101.07
4 1/8" Stock Bolt Pattern	.043"	Micropore	each	93-1091-S	\$26.18
			10 pack	93-1920	\$253.75
4"	.043"	Micropore	each	93-1043-S	\$10.70
			10 pack	93-1058	\$97.53
3 7/8" & 3.927"	.045"	Layered Steel	2 pack	900-0862	\$50.64
3 3/4"	.043"	Micropore	each	93-1045-S	\$27.23

BASE GASKETS AND O-RINGS T-SERIES 1999-UP

4 3/8"	.018"	Micropore	2 pack	93-1082	\$13.11
4.425" Bore	.018"	Micropore	2 pack	900-0783	\$13.48
4 1/8"	.018"	Micropore	each	93-1048-S	\$5.51
			10 pack	93-1074	\$50.30
4 1/8"*	.018"	Micropore	each	93-1092-S	\$8.57
			10 pack	93-1921	\$71.43
4"	.018"	Micropore	each	93-1050-S	\$3.47
4"	.103"	Viton o-ring	each	50-8049	\$4.52
3 3/4", 3 7/8" 3.927"	.103"	Viton o-ring	each	50-8048	\$4.25



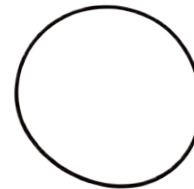
93-1081



93-1082



900-0862



50-8049

EXHAUST GASKETS

1984-'12 big twins 65324-83A, 65324-83B	each	106-5029	\$5.03
	10 pack	93-1072	\$44.43

VALVE GUIDE SEALS

S&S® Heads with Powdered Metal Valve Guide	4 pack	900-0737	\$6.56
Valve Stem Oil Seal, Hat Style 18094-02	each	900-0590	\$83.70
For 1984-'02 Big Twin Stock Heads & S&S® prior to Jan. 2014	each	900-0338	\$1.46
	8 pack	90-2158	\$16.83
CNC Heads (2005-up bt)		106-5688	\$2.24



106-5029



106-5688



900-0338

CONTINUED- GASKETS

ROCKER BOX GASKET KITS AND INDIVIDUAL GASKETS

S&S Billet (Obsolete)

Gasket Kit		90-4073	\$39.81
O-ring, (-114), .625" ID x .812" OD, Black, Viton® 11270		50-8033	\$1.46
O-ring, (-268), 9.483" ID x		50-8050	\$7.80
Gasket, Breather Cover, Stock Pattern, 1999-'10 17591-99, 17162-03, 17592-99		90-4077	\$1.03
Gasket, Breather Baffle, Stock Pattern, 1999-'10 17162-03, 17592-99		90-4078	\$1.03
Gasket, bottom rocker cover, 4 1/8" 1984-up	each	90-4071-S	\$4.60
	2 pack	90-4071	\$9.19
	10 pack	90-4099	\$69.19

S&S Die Cast Rocker boxes

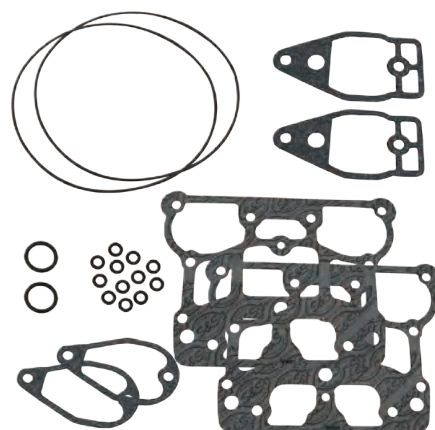
Gasket set - rocker cover, cast		90-4111	\$54.51
O-ring, (-223), 1.625" ID x 1.875" OD, Vito		50-8044	\$1.28
Gasket, bottom rocker cover, 4 1/8", 1984-up	each	90-4071-S	\$4.60
	2 pack	90-4071	\$9.19
	10 pack	90-4099	\$69.19
Gasket, Rckr Cvr, S&S® DieC, O-ring, 1984-up		90-4079	\$10.49

Stock Rocker Boxes

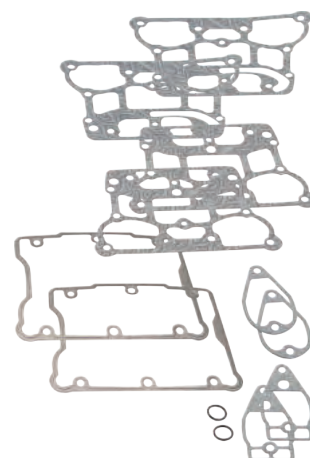
Gasket kit for 1999-'06 bt (use w/S&S heads)		90-4097	\$65.57
Gasket kit for 1999-'06 bt (use w/Stock heads)		900-0534	\$54.63
O-ring, (-114), .625" ID x .812" OD, Black, Viton® 11270		50-8033	\$1.46
Gasket, bottom rocker cover, 4 1/8", 1984-up	each	90-4071-S	\$4.60
	2 pack	90-4071	\$9.19
	10 pack	90-4099	\$69.19
Gasket, Breather Cover, Stock Pattern, 1999-'10 17591-99, 17162-03, 17592-99		90-4077	\$1.03
Gasket, Breather Baffle, Stock Pattern, 1999-'10 17162-03, 17592-99		90-4078	\$1.03
Gasket, Rocker Cover, Steel, 1999-up bt	each	90-4096-S	\$11.66
Gasket, Rocker Cover, w/Stock Rocker Box, 1999-up bt	each	90-4124	\$13.22
	2 pack	90-4120	\$23.42

LOWER END GASKETS AND SEALS

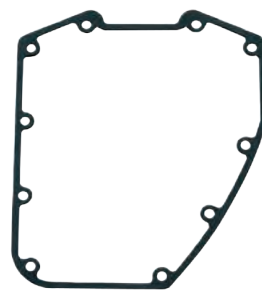
For S&S Heads/Stock boxes	each	90-4124	\$13.22
	2 pack	90-4120	\$23.42
Gear Cover gasket 25244-99A	each	31-2032-S	\$6.66
Tappet Cover gasket 18635-99B	each	33-5303-S	\$1.69
	2 pack	33-5303-2	\$3.95



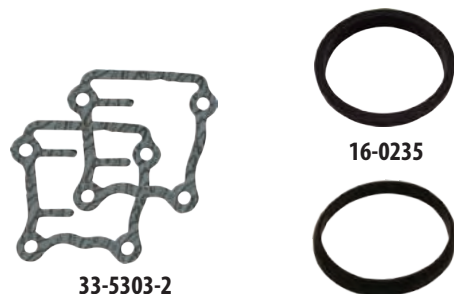
90-4073



90-4097 30



31-2032-S



33-5303-2

16-0235

16-0236



CONTINUED- GASKETS

PUSHROD O-RINGS

O-ring,Kit,Pushrod Cover,1984-'99 bt		93-4022	\$6.98
Top O-ring (H-D*11101, 11157, 11293)	each	50-8039	\$1.68
Middle O-ring 11132A	each	50-8038	\$1.05
Bottom O-ring 11145A	each	50-8037	\$1.05
Sprocket Shaft seal 12068		31-4035	\$15.11
S&S Oil pump seal kit		31-2097	\$23.04
Oil Pump Scavenge o-ring 11293, 11157, 11101, 11190	each	50-8039	\$1.68
Case alignment dowel o-ring 26432-76A	each	50-8034-S	\$1.15
	2 pack	50-8034	\$2.40
Oil jet o-ring	each	50-8270	\$1.05
	5 pack	50-8275	\$2.97
Cam plate and oil line plate o-ring 11301	each	50-8066-S	\$1.06

FUEL SYSTEM GASKETS

Manifold Seals

S&S Manifold O-Ring	each	16-0235	\$5.03
	10 pack	16-0243	\$45.07
Stock Manifold O-ring 	each	16-0236	\$4.72
26995-86A, 26992-99, 26995-86B	10 pack	16-0244	\$40.87
Cap, rubber, manifold, fitting 		50-8372	\$1.33



31-4035



50-8066-S



106-6022



106-4662

CLASSIC TEARDROP AIR CLEANER

Back Plate gasket		each	106-1724	\$1.57
		10 pack	106-2328	\$13.87
Vent seal washers silicone coated steel	3/8"	each	50-7055	\$1.12
		10 pack	50-7057	\$11.18
	1/2"	each	50-7054	\$1.12
		10 pack	50-7059	\$11.18

STEALTH AIR CLEANER

Back Plate gasket

Stock CV Carb & EFI Throttle Body,1991-up xl/bt (except Throttle by Wire) 29062-95B		106-6022	\$1.46
Super E/G	each	106-1724	\$1.57
	10 pack	106-2328	\$13.87
For Muscle air cleaner (includes lanyards).		170-0137	\$18.94
Vent seal washers Nitrile Rubber Coated, .380" x .880" x .024"	each	50-7054	\$1.12
	10 pack	50-7059	\$11.18

SINGLE BORE TUNED INDUCTION

Back Plate gasket

Gasket, Backplate - E/G/SBEFI	each	106-1724	\$1.57
	10 pack	106-2328	\$13.87
Gasket, S&S SBEFI 58mm		106-4662	\$3.10
Gasket, Stock carb/Throttle Body 29062-95B		106-6022	\$1.46
Adaptor plate gasket		17-1022	\$1.60
Adaptor plate bracket o-ring	each	50-0446	\$2.36

SINGLE BORE EFI THROTTLE BODY

Back Plate gasket			
52mm	each	106-1724	\$1.57
	10 pack	106-2328	\$13.87
58mm	each	106-4662	\$3.10
O-ring, throttle body to manifold		50-7967-S	\$0.47
Air Temp Sensor gasket		16-5009-S	\$3.15
IAC o-ring		50-8149-S	\$0.74
Fuel injector o-ring top		50-8264-S	\$1.89
Fuel injector o-ring bottom		50-8265-S	\$1.75
Fuel rail inlet o-ring 27237-95	each	50-8137-S	\$1.05

CONTINUED- GASKETS

CARBURETOR GASKETS (for Rebuild Kits, see page 148)

Bowl Gasket, Super E & G			11-2386	\$2.78
Pump cap o-ring - (two required)	each		50-8012	\$1.09
	10 pack		50-8100	\$10.49
Idle Mixture Needle o-ring	each		500-0036	\$1.05
	10 pack		500-0148	\$6.66
Bellows Seal, Accelerator Pump			11-2266	\$3.82
Accelerator pump diaphragm			11-2282	\$14.48
Manifold to carb/ throttle body o-rings	Super E	each	50-8016	\$1.05
		10 pack	50-8094	\$9.94
	Super G	each	50-8015	\$1.06
		10 pack	50-8093	\$9.31
Seat and bowl plug o-ring	each		50-8009	\$1.25
	10 pack		50-8095	\$12.40

TRANSMISSION GASKETS

O-ring, (-114), .625" ID x .812" OD, Black, Viton® 11270	50-8033	\$1.46
O-ring, Quad Seal, (-031), 1.734" X 1.875" 11165	50-8045	\$6.19
Seal, Transmission Output Shaft 2.255" x 3.388" x .250, 1994-'99 bt 12067B	56-3033	\$11.02

PRIMARY GASKETS

Gasket, Primary Cover, 1990-'05 Softail® and Dyna®	each	56-4049	\$23.31
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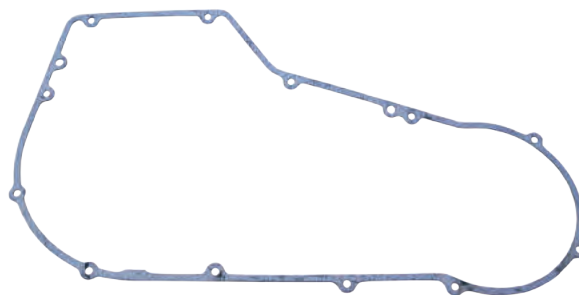
11-2386



11-2266














11-2282





56-4049


CRANKCASE REPLACEMENT PARTS

FOR HARLEY-DAVIDSON® TWIN CAM 88® ENGINES

1. Bolt, stator 10-24 x 1" SHC - 4 required 2720
each **50-0044** \$1.08
4 pack **31-0113** \$10.16
2. Seal, sprocket shaft 12068 **31-4035** \$15.11
3. Bearing, Timken® sprocket shaft 9028
 **31-4013** \$68.49
4. Timken Main Bearing Spacers
Fits 1¼" stock diameter shaft.
.0995" - .1005" 9124  **31-4071** \$6.98
.1015" - .1025" 9125  **31-4072** \$6.98
.1035" - .1045" 9126  **31-4073** \$8.74
.1055" - .1065" 9127  **31-4074** \$6.98
.1075" - .1085" 9128  **31-4075** \$6.98
.1195" - .1205" 9134  **31-4076** \$6.98
5. Bolt, case ⅝" - 18 x 3½" HHC - 8 required
Chrome (each) **50-0254-S** \$3.45
Zinc 3427 (each) **50-0117** \$1.09
6. Washer, flat ⅝" x 1⅞" x ⅛" - 8 required
Chrome (each) **50-7104-S** \$1.37
Zinc 6320, 70907-07, 6016, 6702 (each) **50-7034** \$0.26
7. Bolt center case ¼" - 28 x 5½" HHC Grade 8
Chrome (each) **50-0252-S** \$4.60
Zinc (each) **50-0090** \$1.98
8. Washer, flat, ¼" x .474" x .050"
Chrome (each) **50-7105-S** \$0.39
Zinc (each) **50-7020** \$1.03
9. Nut ¼"-28 Grade 8 - 1 required
Chrome (each) **50-5017-S** \$0.39
Zinc 7683 (each) **50-5011** \$0.26
10. Cylinder stud, S&S® Bolt Pattern - 8 required (each)  **31-2325-S** \$5.76
8 pack  **31-2340** \$44.82
Cylinder stud, Stock Bolt Pattern - 8 required (each) **310-0437** \$4.74
8 pack **310-0438** \$42.95
11. Dowel, cylinder deck - 2 required (4 pack) **500-0219** \$11.15
12. Bolt, cam plate ¼" - 20 x 1" SHC - 4 required 852
each **50-0084** \$1.05
13. Bolt, cam plate ¼" - 20 x 1¼" SHC - 2 required 4740A, 3482A
each **50-0008** \$1.06
14. Washer, flat ¼" chrome (each) **50-7017** \$1.03
12 pack **50-7013** \$6.16
15. O-ring, cam plate - 9 required 11301 (each) **50-8066-S** \$1.06
16. O-ring, oil pump 1⅞" I.D. x ⅞" O.D. x ⅛" CS 11293, 11157, 11101, 11190
each **50-8039** \$1.68
17. O-ring, case alignment - 2 required ⅞" I.D. x 1⅞" O.D. x ⅛" CS 26432-76A
each **50-8034-S** \$1.15
2 pack **50-8034** \$2.40
18. Dowel, cam plate - 2 required 16589-99A **50-8148-S** \$2.89
19. Bearing, inner cam 9198  **31-4080** \$9.54
20. Bearing, pinion shaft - Fits all S&S & OEM 2000-'02 (Balanced models only)
& all OEM 2003-up 24604-000  **31-4085** \$57.16
21. Retaining ring, internal, spiraloc - 2 required
35114-02 **50-8160-S** \$1.15
22. Plug, magnetic drain  **50-8335** \$11.18
23. Baffle plate **31-0119-S** \$7.29
24. Screw 10-24 x ⅜" pan head - 2 required (each) **50-0050** \$1.08
25. Dowel, case alignment - 2 required 16574-99A, 16573-83, 16573-83A
each **50-8023** \$1.68
10 pack **50-8109** \$16.26

26. Piston Oiler Jet Kit 22307-99 includes #27 (1), #28 (1), #29 (2)
2 pack  **310-0647** \$21.86
27. O-ring, (-014), .500" ID x .625" OD, Nitrile
each **50-8270** \$1.05
5 pack **50-8275** \$2.97
28. Jet, Assembly, Piston Cooling, 1999-up bt 22307-99, 22371-99
(each)  **310-0647** \$21.86
29. Screw, Torx Pan, Tri-Lobe, 8-32 x ⅜", Zinc, 68042-99
each **50-0054-S** \$0.36
30. Fitting, crankcase vent
1999-'00 **50-0454** \$12.23
2001-'06 (each) **50-0449** \$9.19
31. Plate, oil line cover **106-1184** \$16.03
32. BSH CS ⅝" - 18 x ¾" (10 pack) **106-1178** \$11.66
33. O-ring 11105, 11273 (each) **50-8008** \$1.05
10 pack **50-8078** \$8.41
34. Pin, dowel 18535-99 (each) **50-8195-S** \$1.88
2 pack **50-8195** \$3.47

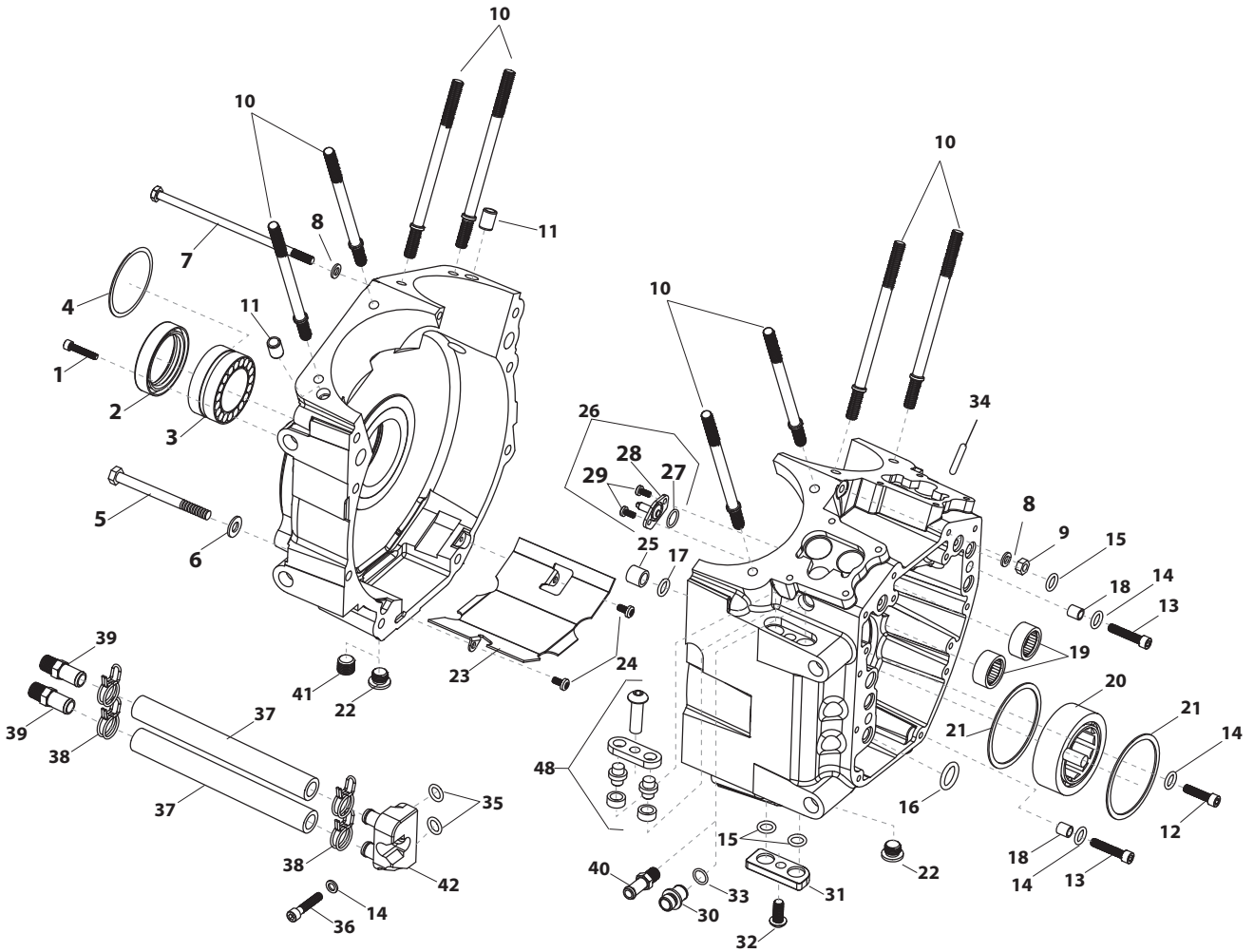
These parts are for crankcases manufactured before 8-1-06:

35. O-ring, ⅞" I.D. x 1⅞" O.D. x ⅛" CS 26432-76A (each) **50-8034-S** \$1.15
2 pack **50-8034** \$2.40
36. Bolt, ¼" - 20 x ¾" SHCS 4069A (each) **50-0067** \$1.03
37. Hose, oil, inlet/outlet **50-8157** \$12.40
38. Spring clips **50-8156-S** \$0.79
39. Oil line fittings, inlet/outlet - 2 required N/A
40. Oil line fitting - vent N/A
41. Plug, sump 765 (each) **50-8330** \$1.09
42. Oil conduit block N/A
43. Sensor, Kit, Crank Position, 1984-2007 bt (N/S)
32707-01B, 32707-01C  **55-1051** \$94.71

HARDWARE KITS

45. Hardware Kit, Crankcase, Cam Plate Bolts, 1999-up bt
includes #12 (4), #13 (2), #14 (6) **31-0117** \$9.14
46. Hardware Kit, Crankcase, O-rings, 1999-up bt includes #15 (7), #16 (1), #17 (2)
..... **31-0111** \$14.22
47. Hardware Kit, Crankcase Baffle Plate, 1999-up bt includes #23 (1) and #24 (2)
..... **31-0122** \$17.95
48. Hardware kit, oil line plugs **50-1081** \$41.35

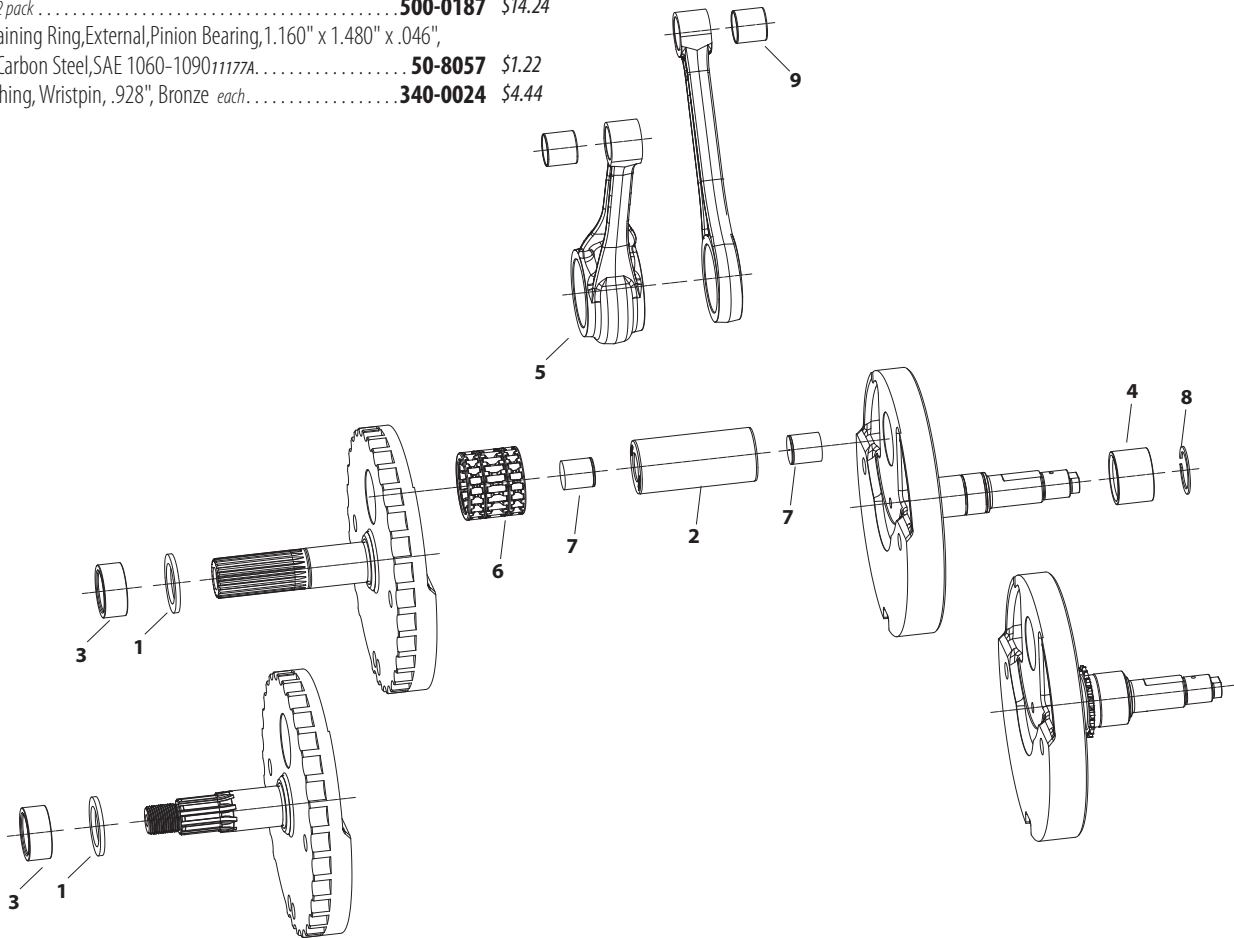
(N/S) = Not Shown



**CRANKCASE BREATHER REED VALVE
REPLACEMENT PARTS ON PAGE 198**

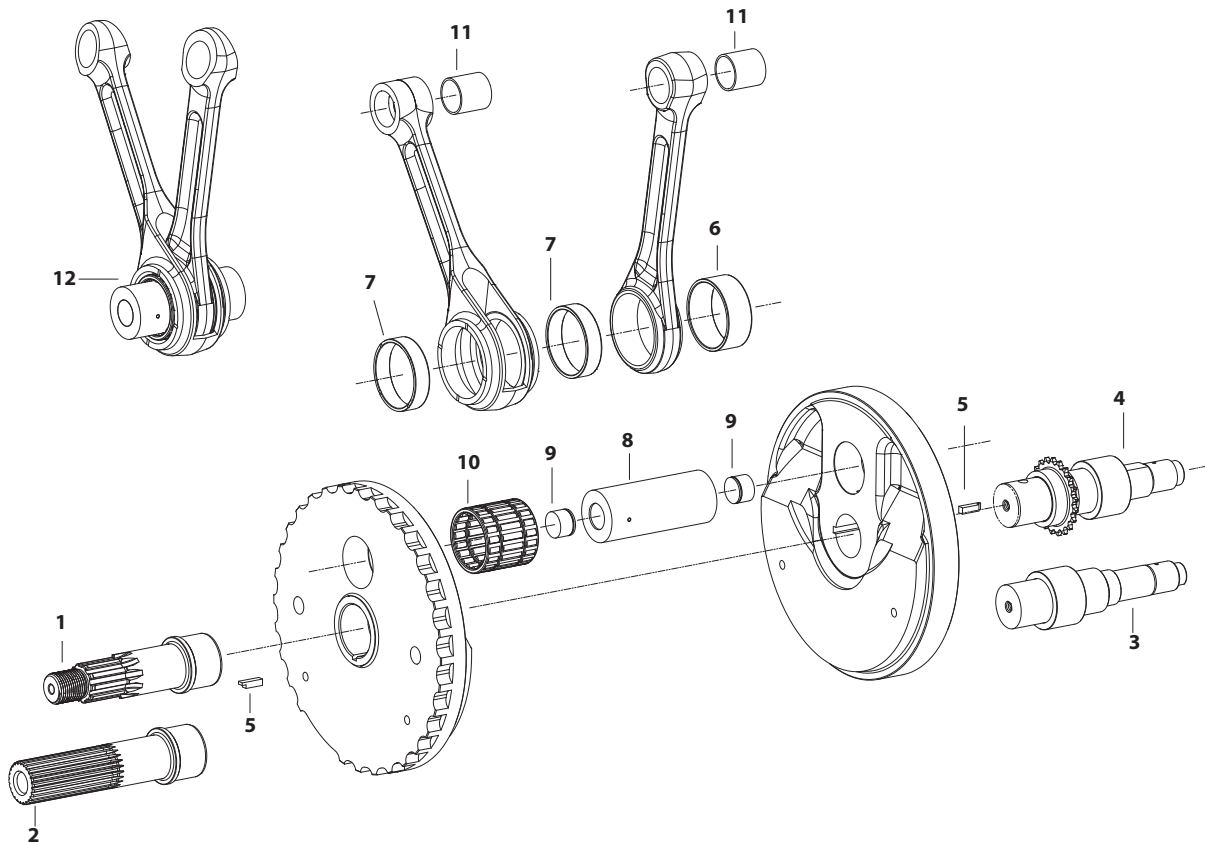
3-PIECE FLYWHEEL REPLACEMENT PARTS

1. Washer, Flywheel, Thrust, 1.25" x 1.83" x .136", Hardened Steel **320-0198** \$11.18
2. Crankpin, Press-In, Straight, 1.671", 1999-Up bt (includes plugs)
Standard..... **340-0069** \$117.26
+ .001..... **340-0070** \$117.26
+ .002..... **340-0071** \$117.26
3. Race, Inner, Left Main Bearing,
1.25" x 1.65" x .713", Hardened Steel..... **340-0076** \$21.86
4. Race, Inner, Right Main Bearing,
1.25" x 1.65" x 1.120", Hardened Steel..... **340-0077** \$21.86
5. Connecting Rod, Set, Full Width Wristpin, 7.575", 120R... **340-0062** \$507.50
Connecting Rod, Set, Full Width Wristpin, 7.667"..... **340-0060** \$476.69
Connecting Rod, Set, Full Width Wristpin, 7.800", T143... **340-0128** \$572.75
6. Bearing, Set, Rod, Standard.....  **340-0072** \$476.69
7. Plug, Drive, .8965" x .850", Steel, Fatigue Proof
2 pack..... **500-0187** \$14.24
8. Retaining Ring, External, Pinion Bearing, 1.160" x 1.480" x .046",
Carbon Steel, SAE 1060-1090 11177A..... **50-8057** \$1.22
9. Bushing, Wristpin, .928", Bronze *each*..... **340-0024** \$4.44



5 PIECE FLYWHEEL REPLACEMENT PARTS

1. Sprocket Shaft, 1999-2006 bt (includes key #5) **TUV 33-2009** \$122.25
2. Sprocket Shaft, 2006 Dyna®, 2007-2012 bt **33-2011** \$179.95
3. Pinion Shaft, 1999-2012 bt (includes key #5) **TUV 33-2030** \$129.95
4. Pinion Shaft, 2000-2012 w/ balancer (includes key #5) **33-2042** \$149.95
5. Key (each) **50-8227** \$2.07
6. Front Rod Race, 1999-2012 **USA TUV 34-4008** \$25.12
7. Rear Rod Race **USA TUV 34-4013** \$25.12
8. Crankpin (std.) **106-6239** \$128.97
- +.001 **340-0017** \$128.97
- +.002 **340-0018** \$128.97
- +.003 **340-0019** \$128.97
9. Crankpin Plug (each) **106-5256** \$3.83
- 2 pack **50-8329-2** \$7.46
10. Race/Bearing Set **340-0028** \$138.43
11. Wristpin Bushing, 1999-2012* bt
- Straight bushing **USA TUV 34-4012** \$5.77
12. Connecting Rod Set, 7.668" length
- 1999-2006 bt, straight wristpin ends **N/A** -

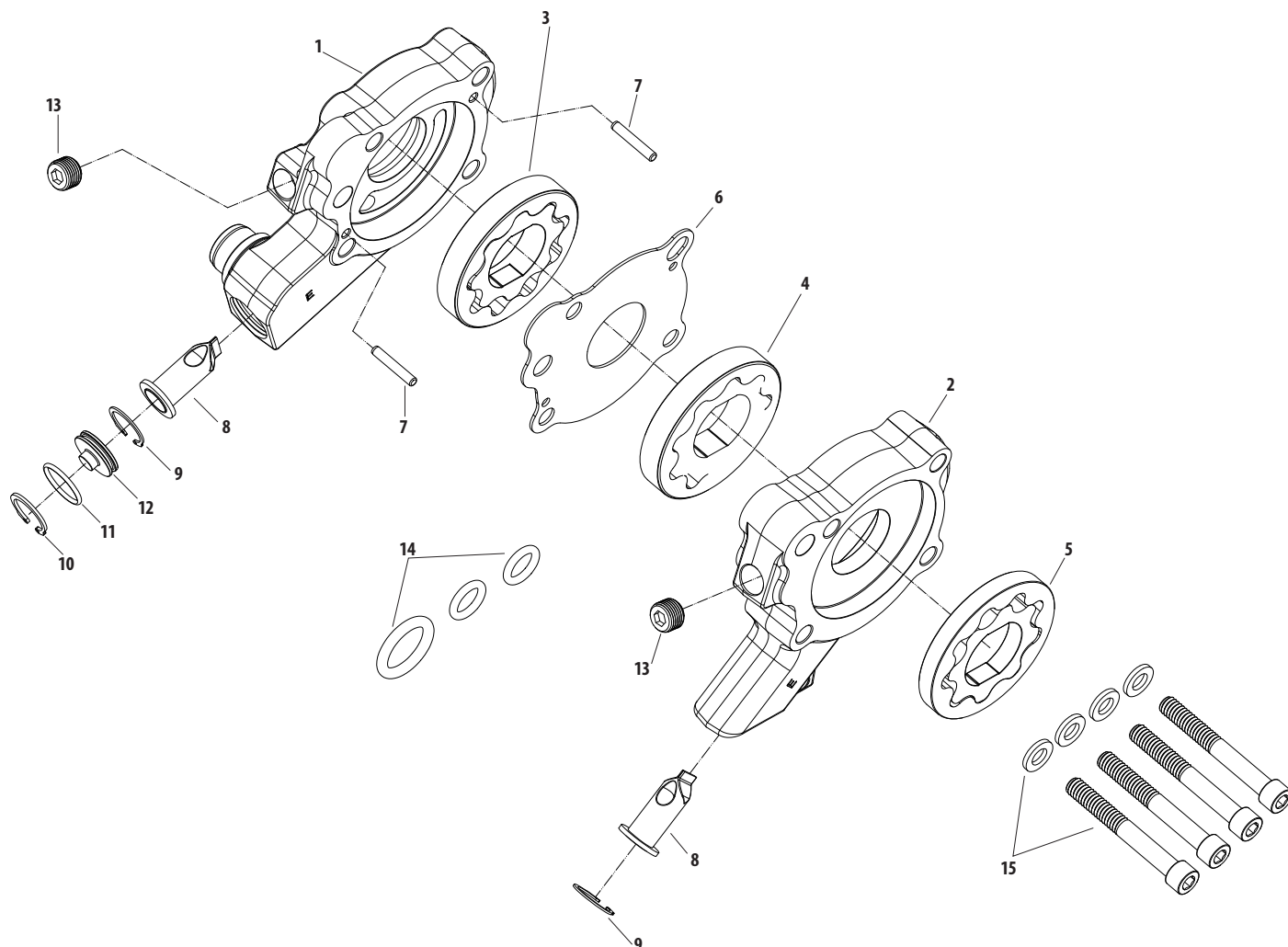


NOTES

Due to different crankpin diameters, S&S® connecting rod assemblies cannot be used with stock Harley-Davidson® flywheels.

S&S flywheels for Harley-Davidson® Twin Cam 88® and Twin Cam 96™ engines are pressed together as opposed to using the traditional tapered shafts and crankpin. Assembly and truing requires special equipment. If you do not have the capability of servicing pressed together flywheel assemblies, S&S will remanufacture your S&S flywheel assembly to like new specifications through the S&S® Service & Speed Center®. See Section 12: Dealer Services or call your S&S customer support representative for more information.

TC3 OIL PUMP REPLACEMENT PARTS

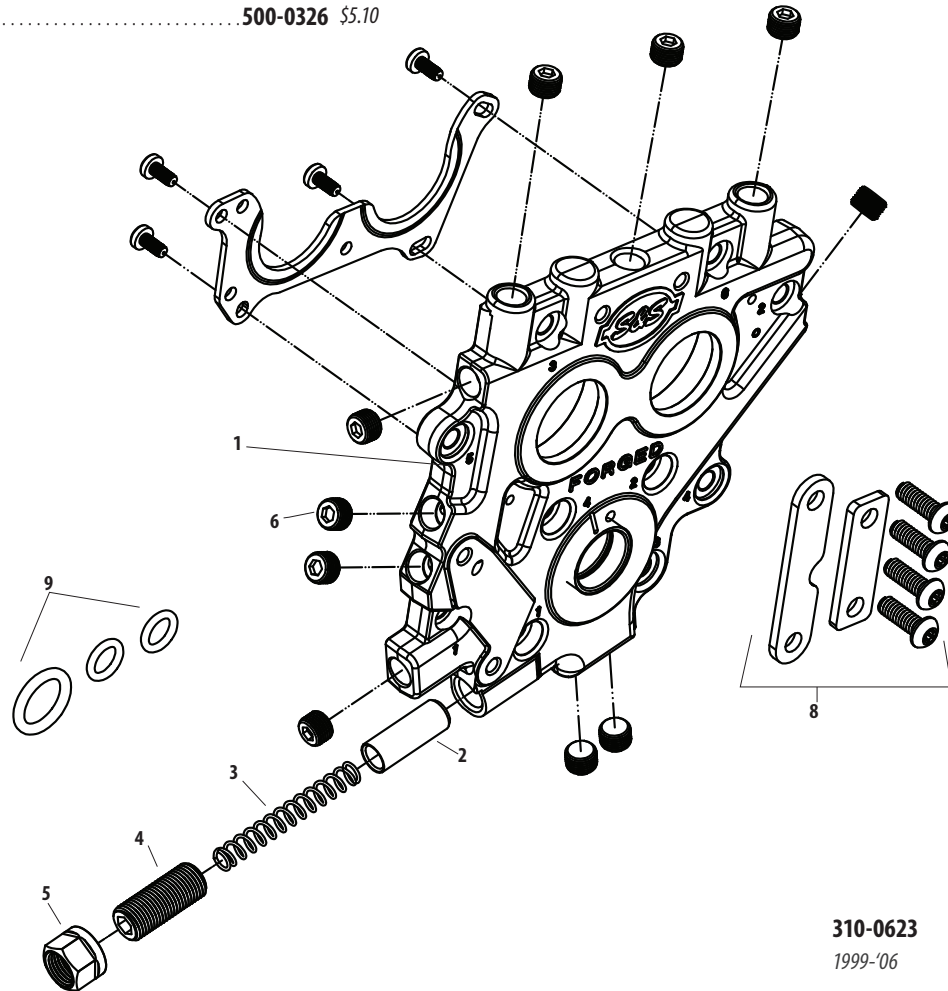


MSRP

1. Oil pump body case return section	NA	-
2. Oil pump body cam chest return / pressure feed	NA	-
3. Oil pump rotor set, flywheel cavity return	310-0644	\$36.43
4. Oil pump rotor set, cam chest cavity return	36-7021-S	\$36.43
5. Oil pump rotor set, supply	310-0561	\$36.43
6. Plate, divider	310-0516	\$7.29
7. Dowel Pin, .125 x .750 Hardened Steel	106-3794	\$0.73
8. Debris screen	310-0546	\$8.74
9. Internal Retaining Ring, .625	500-0320	\$1.46
10. Internal Retaining Ring, 17mm	500-0209	\$1.46
11. O-ring, 1.5mm x 14mm, Viton	500-0321	\$1.82
12. Oil pump return plug	310-0564	\$3.64
13. Plug, Pipe 1/8" 27 45830-48	50-8331	\$1.00
14. O-ring kit	500-0326	\$5.10
15. Screw, Kit, Oil Pump, 1999-Up BT (1/4" 20 x 2" SHCS w/washers)	500-0327	\$5.83

TC3 CAM PLATE REPLACEMENT PARTS









- | | |
|---|-------------------------|
| 1. Cam support plate | NA - |
| 2. Pressure relief valve | 31-6082-5 \$4.37 |
| 3. Pressure relief spring | 31-6018 \$1.37 |
| 4. Pressure relief adjusting screw | 170-0252 \$7.29 |
| 5. Pressure relief adjusting screw lock nut | 170-0251 \$5.10 |
| 6. 1/8" 27 taper pipe plug | 50-8331 \$1.00 |
| 7. Bearing retention plate kit | 330-0015 \$7.29 |
| 8. Hydraulic tensioner block off kit | 106-5723 \$11.23 |
| 9. O-ring kit | 500-0326 \$5.10 |




310-0623
1999-'06

OIL PUMP REPLACEMENT PARTS

FOR HARLEY-DAVIDSON® TWIN CAM 88® ENGINES

1. Cover, assembly, camchest
Chrome..... **106-3890** \$831.03
2. Cover plate..... **31-6507** \$93.33
3. Bushing, cam support (each).....  **31-4087-S** \$61.95
4. Nut, gear retainer, rear cam..... **31-6511** \$26.23
5. O-ring, Viton (-220) (each)..... **50-8245-S** \$2.36
6. Screw, SHC - 10-24 x 1" (each)..... **50-0044** \$1.08
7. Alignment dowel (each)..... **50-8182-S** \$37.89
8. Idler gear shaft (each)..... **31-2079-S** \$15.53
9. Divider plate.....  **31-6508** \$111.41
10. Screw FHSC 10-24 x 1/2" (5 pack)..... **50-0312** \$3.70
11. Gear, cam chest return..... **33-4291** \$131.14
12. Gear assembly, pinion shaft..... **33-4170** \$149.55
13. Gear, idler - (Includes item PN 33-4214 bushing)..... **33-4172** \$232.00
14. Gear, cam drive..... **33-4292** \$143.67
15. Gear, spacer..... **33-4171** \$54.51
16. Thread adapter..... **31-2089-S** \$19.19
17. Cam drive gear
(for reference only, not included in pump kit).....  **33-4293** \$261.00
18. Body assembly.....  **31-6505** \$563.72
19. Spring, pressure control 26207-83 (each).....  **31-6018** \$1.37
10 pack.....  **31-6084** \$12.33
20. Plunger, pressure control valve 26400-82B, 26400-82.....  **31-6082** \$6.98
21. Pressure control plug w/o-ring..... **50-8326** \$25.75
22. Fitting, flywheel cavity return..... **50-8183** \$25.75
23. Screw, SHC 8-32 x 5/8" (5 pack)..... **50-0293** \$3.70
24. O-ring, Viton 11301 (each)..... **50-8066-S** \$1.06
25. Bushing, pinion shaft.....  **31-4088** \$25.75
26. Screw FHSC 10-24 x 3/4" (5 pack)..... **50-8328** \$3.70
27. Screw FHSC 1/4"-20 x 2" (5 pack)..... **50-8163** \$5.83
28. Screw, SHCS, 1/4-20 x 1-1/2", Chrome, ASTM A574-92A..... **50-0255-S** \$3.35
29. Screw, SHCS, 1/4-20 x 1-1/4", Chrome, ASTM A574-92A..... **50-0257-S** \$1.94
30. Washer, Flat, .260" x .425" x .060", Chrome, Steel..... **50-7017** \$1.03
31. Gasket 25244-99A (each)..... **31-2032-S** \$6.66
32. Dowel pin, 3/32" diameter x 1" (each)..... **50-8193-S** \$1.05
33. Retaining ring..... N/A -
34. Bushing..... **33-4214** \$14.57
35. O-ring 5/16" O.D. x 1/16" Viton (-011)..... **50-8138-S** \$0.68
36. O-ring (-209) Viton 11293, 11157, 11101, 11190
each..... **50-8039** \$1.68
37. Washer, pinion gear..... **50-0331-S** \$30.24
38. Screw, FHSC - 5/16"-18 x 3/4" G8 25566-06..... **50-0100** \$0.99
39. Steel ball, 1/8" (each)..... **50-8092-S** \$1.02
40. Pin dowel - .275" I.D. x .3745" O.D. x .397"
16589-99A..... **50-8148-S** \$2.89
41. Viton o-ring (-207) (5 pack)..... **50-8244** \$6.16
42. Viton o-ring (-225) (5 pack)..... **50-8243** \$13.11
43. Viton o-ring (-16) (5 pack)..... **50-8242** \$5.83
44. Screw, FLC 1/4"-20 x 1 3/4" (N/S) 905 (each)..... **50-0334-S** \$1.05

45. Pipe plug 1/8"-27 45830-48 (each)..... **50-8331A** \$1.46
10 pack..... **50-1015** \$5.83
46. Key kit - cams..... **50-1038** \$11.45
47. Camshafts
See Cam Selection Chart below.
48. Ball, pressure relief valve 3/8" diameter 8866, 8873
.....  **50-8091** \$0.61
49. Spring, pressure relief valve..... **50-8408** \$26.87
50. Seal rebuild kit (N/S) (Includes #5, 24, 31, 36, 41, 42, 43)
..... **31-2097** \$23.04
51. Kit, cover screw (N/S) (includes #28 (7), #29 (3), #30 (10)
..... **50-1035** \$25.75
52. Breather Valves (see page 118)
53. Screw, SFH, 1/4-20 x 1-3/4", Black, Alloy St..... **50-0334-S** \$1.05

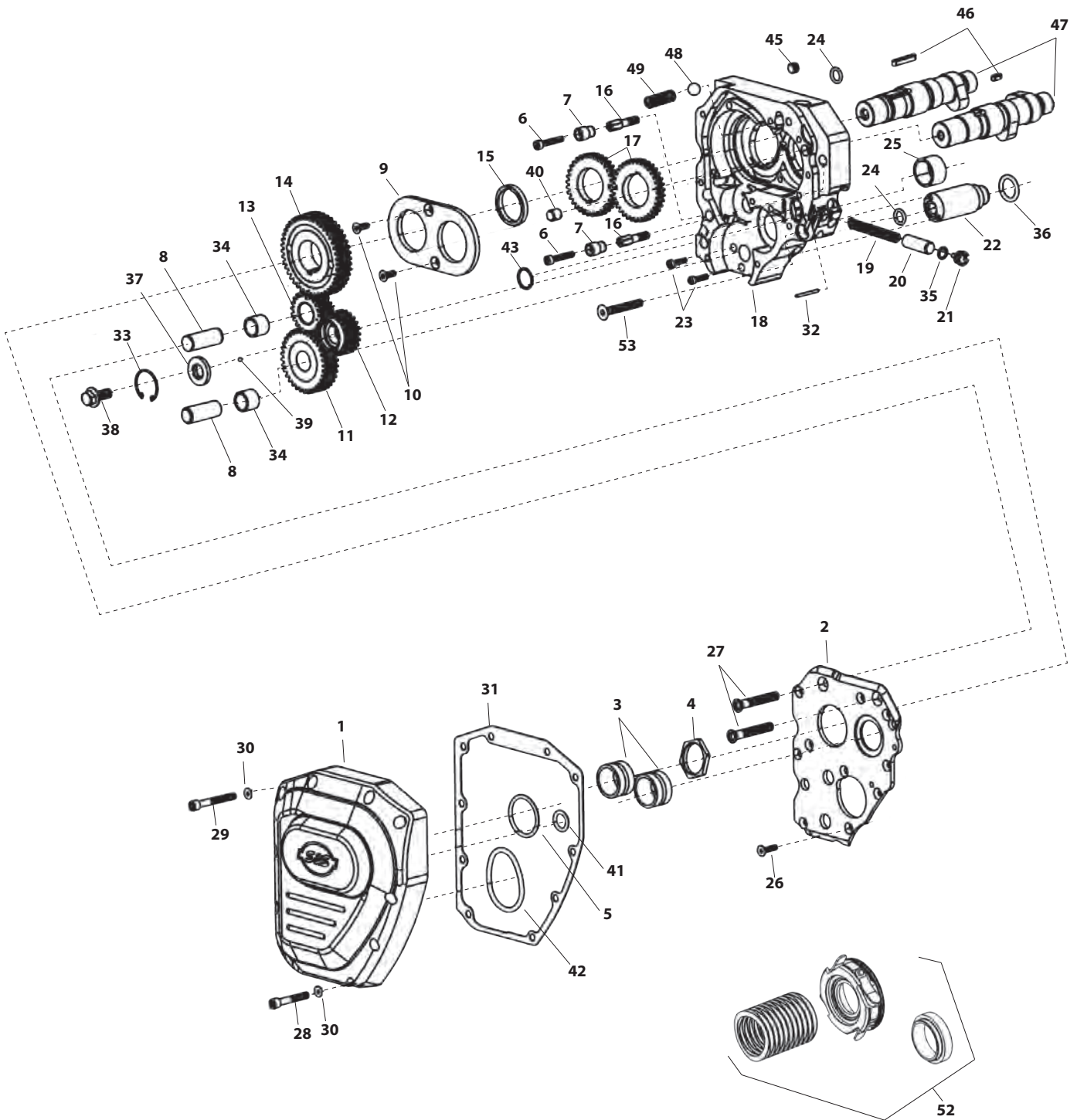
(N/S) = Not Shown

S&S® GEAR DRIVE CAMS FOR USE WITH S&S GEAR OIL PUMPS FOR 1999-'06 BIG TWIN (EXCEPT 2006 DYNA® MODELS)

Cam*	Easy Start Cams with Drive Gears	
570GP	106-4751	\$599.95
585GP	106-4771	\$626.36
635GPE	330-0405	\$626.36
640GP	106-4781	\$626.36
675GP	106-5215	\$626.36

*See Cam listings on 126 for further information on cam recommendations for different applications.

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.



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.

VISIT US AT WWW.SSCYCLE.COM

Milwaukee
Eight
2017

Twin Cam
96/103/110
2007-2017

Twin Cam
88
1999-2006

Evolution
1984-1999

Sportster
& Buell
1966-2017

Street &
Street Rod
2014-2017

Vintage
Engines
1926-1984

X-Wedge
2007-2015

Indian &
Victory
Models

Racing
Products

Tools &
Shop
Supplies

Dealer
Services
& Promo
Items

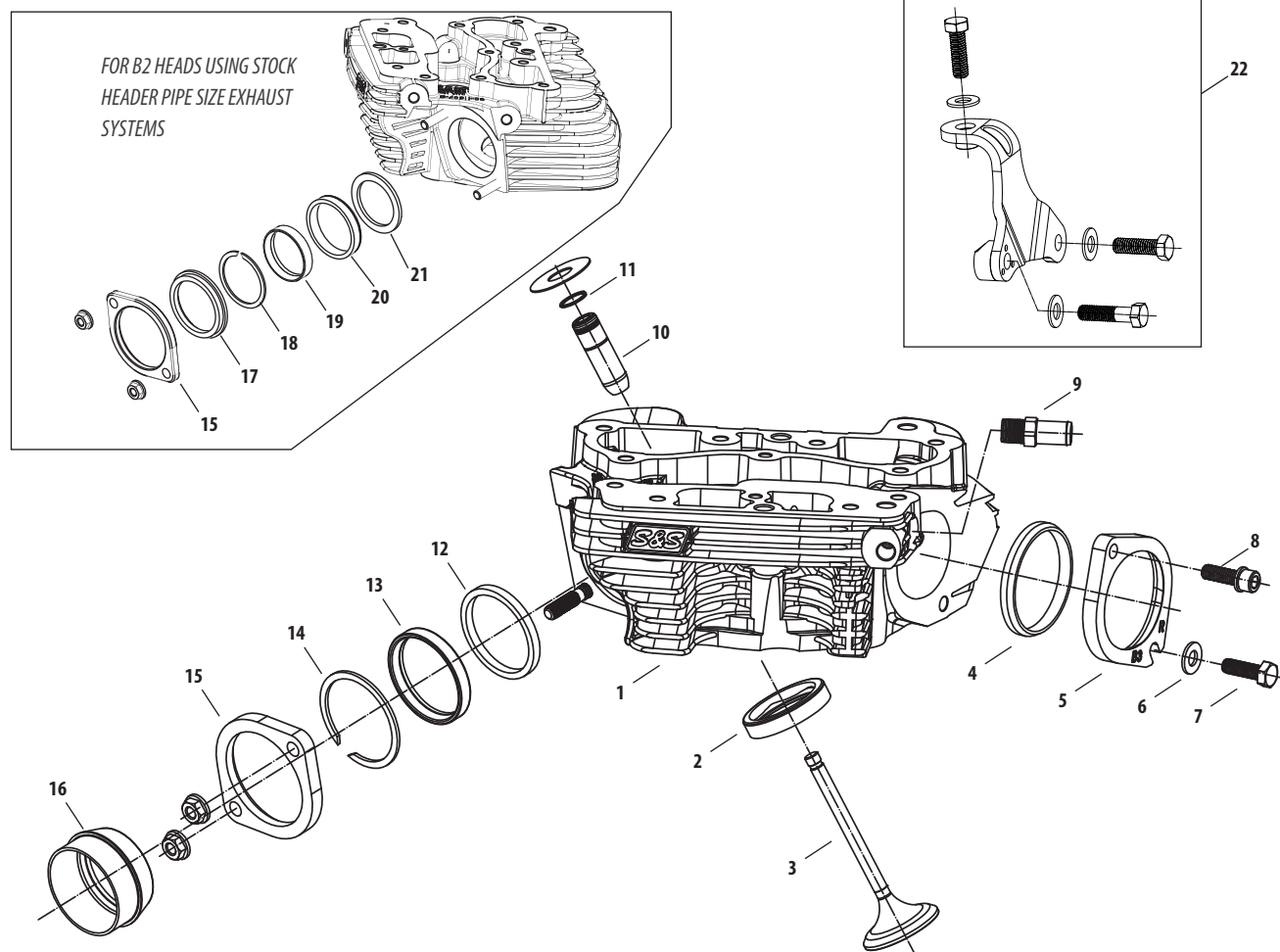
Warranty &
Company
Policy

Appendix
& Index

B3 CYLINDER HEADS REPLACEMENT PARTS FOR S&S T143 ENGINES

1. Cylinder Heads Set, B3		
Black	900-0803	\$2,200.36
Silver	900-0818	\$2,272.50
2. Seat, Blank, B3 Heads, 2.300"		
Intake	900-0677	\$25.46
Exhaust	90-2126-S	\$28.95
3. Valve		
Intake	900-0678	\$44.82
Exhaust	900-0679	\$70.99
4. Seal, Manifold, B2 Heads, 2.250" x 2.520" x .290"	16-0246-S	\$14.29
5. Flange		
Front	160-0087	\$91.77
Rear	160-0088	\$91.77
Set	160-0091	\$195.75
6. Washer, Flat, .344" x .688" x .065", Zinc, Steel	50-7034	\$0.26
7. Bolt, Hex Head, Gr5, 5/16-18 x 1", Zinc	50-0108	\$1.05
8. Screw, SHCS, w/Flat Washer, 5/16-18 x 1", Zinc	50-0125-S	\$1.84
9. Fitting, Pipe, Straight, 1/4-18 NPTF x 1.510" X .500", Zinc, Steel	50-8158-S	\$5.39
10. Valve Guide, Intake, Powder Metal	900-0780	\$15.30
11. Retaining Ring, External, Spiral, Heavy Duty, .525" x .035" x .050", Carbon Steel	106-2164	\$1.06
12. Exhaust Gasket Backing Washer, 2.18" x 1.885" x .200"	550-0219	\$22.22
13. Exhaust Gasket, Tapered, Stainless Steel	550-0221	\$5.09
14. Exhaust Flange Retaining Ring, 2.125" x .078"	50-8159-S	\$4.81
15. Exhaust Flange	550-0223	\$18.71
16. Weld-On Exhaust Header Pipe	550-0222	\$26.68
17. Exhaust Adapter Flange for Stock Header Pipe	550-0224	\$32.63
18. Exhaust Flange Retaining Ring, 1.759" x .062"	550-0226	\$4.68
19. Exhaust Gasket, Tapered Stainless Steel	106-5029	\$5.03
20. Press-in Aluminum Retaining Ring, 1984-up	550-0225	\$26.68
21. Exhaust Gasket Backing Washer, 2.18" x 1.690" x .125"	550-0220	\$22.22
22. Head Mount Bracket Kit		
2008 T143	900-0797	\$46.63
2009-up T143	900-0798	\$37.89

VALVE SPRING REPLACEMENT PARTS ON 182

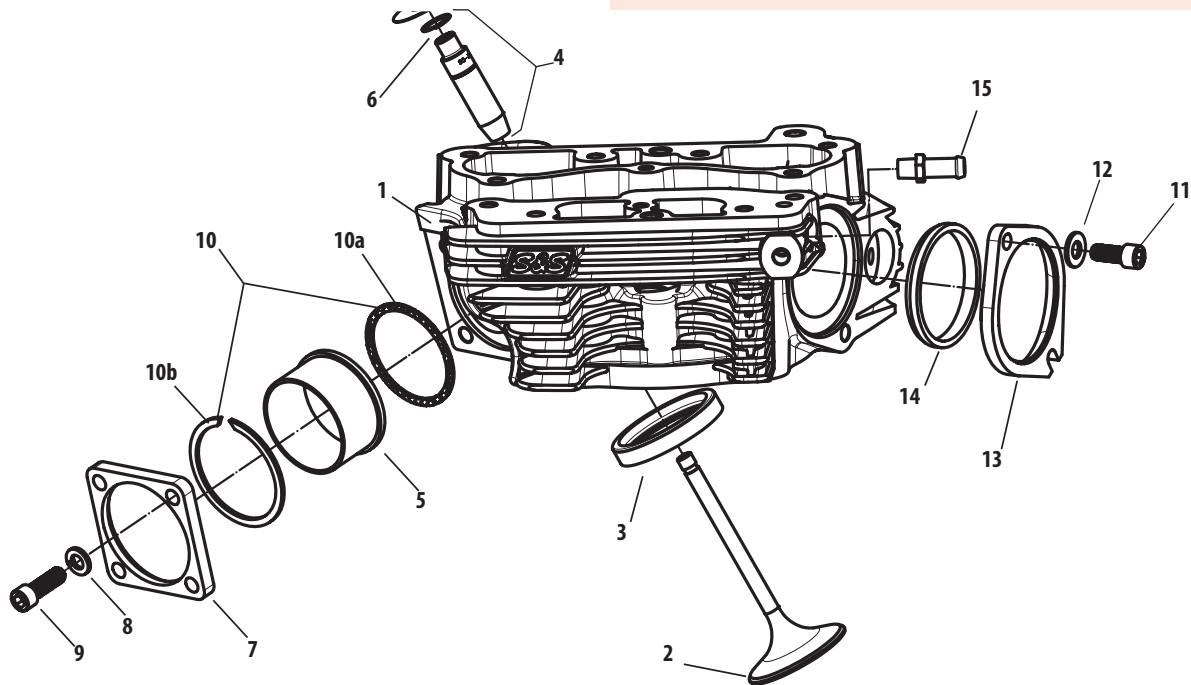


B2 CYLINDER HEADS REPLACEMENT PARTS FOR 1984-'15 BIG TWIN ENGINES

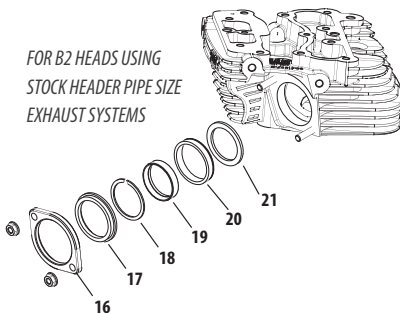
1. Cylinder Head — (See 137)		
2. Valve		
Intake, 2.200" Dia.....	90-2127	\$45.73
Exhaust, 1.800" Dia.....	90-2128	\$74.55
3. Valve Seat		
Exhaust, 1.800" Dia.....	90-2126	\$31.98
Intake, 2.200" Dia.....	90-2125	\$30.05
4. Valve Guide - Cast - Intake/Exhaust		
Std.....	106-2166	\$34.95
+ .030".....	106-2170	\$102.00
5. Adaptor, Exhaust Flange.....	55-6022	\$38.93
6. Snap Ring.....	106-2164	\$1.06
7. Flange, Exhaust, Front/Rear.....	55-6021	\$54.79
8. Washer, Lock, .332" X .583" X .078".....	50-7032	\$0.26
9. Screw, Sh, 5/16" - 18 X 1" 3201WA, 2708.....	50-0101	\$0.57
10. Gasket, Kit, Exhaust, B2 Heads, SA.....	90-1900	\$13.33
Kit Includes Two Each:		
A: Gasket, Exhaust Pipe (each).....	93-1083-S	\$2.62
6 pack.....	93-1083	\$14.34
tB: Retaining Ring.....	50-8159-S	\$4.81
11. Screw, SH, 5/16-18 X 3/4" 3275.....	50-0302-S	\$1.06

12. Washer, 5/16" 6320, 70907-07, 6016, 6702.....	50-7034	\$0.26
13. Manifold Mounting Flange		
Front.....	16-0247	\$59.89
Rear.....	16-0248	\$59.89
14. O-Ring, Manifold.....	16-0246-S	\$14.29
6 pack.....	16-0246	\$78.07
15. Fitting, Vent Hose, 1/8"-27 Pipe.....	50-8115	\$2.46
16. Exhaust Flange, 1984-Up S&S® B2 Heads.....	550-0223	\$18.71
17. Exhaust Adapter Flange For Stock Header Pipe, 1984-Up S&S® B2 Heads.....	550-0224	\$32.63
18. Exhaust Flange Retaining Ring, 1.759" X .062".....	550-0226	\$4.68
19. Exhaust Gasket, Tapered Stainless Steel, 1984-Up bt 65324-83A, 65324-83B.....	106-5029	\$5.03
20. Press-In Aluminum Retaining Ring.....	550-0225	\$26.68
21. Exhaust Gasket Backing Washer 2.18" X 1.690" X .125".....	550-0220	\$22.22
22. Exhaust Flange Retaining Ring, 2.125" X .078".....	50-8159-S	\$4.81
23. Exhaust Gasket, Tapered, Stainless Steel.....	550-0221	\$5.09
24. Exhaust Gasket Backing Washer 2.18" X 1.885" X .200".....	550-0219	\$22.22
25. Weld-On Exhaust Header Pipe.....	550-0222	\$26.68

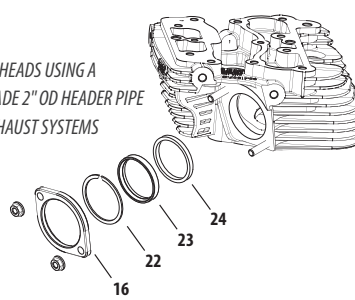
VALVE SPRING REPLACEMENT PARTS ON 182



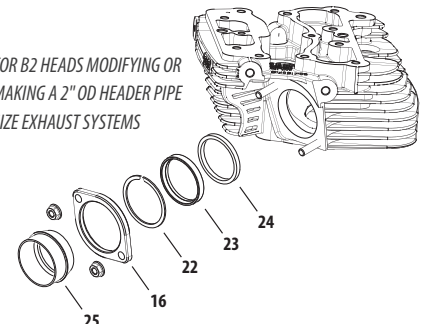
FOR B2 HEADS USING
STOCK HEADER PIPE SIZE
EXHAUST SYSTEMS



FOR B2 HEADS USING A
PRE-MADE 2" OD HEADER PIPE
SIZE EXHAUST SYSTEMS



FOR B2 HEADS MODIFYING OR
MAKING A 2" OD HEADER PIPE
SIZE EXHAUST SYSTEMS



SUPER STOCK® CYLINDER HEADS REPLACEMENT PARTS FOR 1999-UP BIG TWIN ENGINES

1. Cylinder head (See page 138)

2. Valve

All S&S heads with 89cc chamber

Intake

2.000" diameter  **90-2000** \$26.87

2.000" diameter +.085" stem length **90-2004** \$28.95

Exhaust

1.605" diameter  **90-2001** \$60.53

All S&S heads with 79cc chamber

Intake — 1.940" diameter **90-2025** \$31.37

Exhaust — 1.575" diameter **90-2026** \$51.00

3. Valve seat

All S&S heads with 89cc chamber

Intake - 2.000" diameter   **90-2002** \$21.77

Exhaust - 1.605" diameter   **90-2003** \$51.57


All S&S heads with 79cc chamber


Intake - 1.940" diameter **90-2027** \$18.01


Exhaust - 1.575" diameter **90-2028** \$19.25


4a. Valve guide - Cast- Intake or Exhaust

Standard Diameter .5625/.5620 18112-92   **90-2210** \$10.49

+ .001" Diameter .5635/.5630 18130-83C  **90-2211** \$43.71

+ .002" Diameter .5645/.5640 18133-83D, 18133-83A  **90-2212** \$43.71

+ .003" Diameter .5655/.5650 18131-83C  **90-2213** \$43.71

+ .030" Diameter .5925/.5920  **90-2219** \$36.43

4b. Valve guide - Powder Metal - Intake or Exhaust


Standard **900-0553** \$32.06

+ .001" **900-0554** \$32.06

+ .002" **900-0555** \$32.06

+ .003" **900-0556** \$32.06

5. Head bolt assembly — (8 Required) (Includes head bolt washer)

88", 95", 96", 100", 107" & 111"  **93-3030** \$14.31

4 pack **93-3030-4** \$47.07

116", 117" **93-3037** \$14.31

4 pack **93-3037-4** \$49.19

6. Head bolt washer

.100" (each) **50-7088** \$2.00

.250" (each) **50-7091** \$1.63

7. Exhaust port stud 16715-83 (each)

5 pack  **50-0493** \$2.65

5 pack  **50-1028** \$12.05

8. Lock washer - 5/16"

50-7032 \$0.26

9. Nut, flanged - 5/16" -24

Zinc (each) **50-5025-S** \$1.05

2 pack **50-5025-2** \$1.25

5 pack **50-1001** \$3.21

Chrome (each) **50-5030-S** \$1.85

10. Exhaust pipe gasket, tapered 65324-83A, 65324-83B (each)

10 pack **106-5029** \$5.03

10 pack **93-1072** \$44.43

11. Intake manifold (See page 142)

12. Manifold mounting screw

SH - 5/16" -18 x 3/4" 3275 (each) **50-0302-S** \$1.06

SH - 5/16" -18 x 1" 3201WA, 2708 **50-0101** \$0.57

HH - 5/16" -18 x 1" 3987 (each)  **50-0108** \$1.05


13. Flat washer - 5/16" 6320, 70907-07, 6016, 6702

50-7034 \$0.26


14. Manifold mounting flange

a. Standard Profile Flange

Front 27009-86A (each)  **16-0232** \$20.40

5 pack  **16-0600** \$100.54

Rear 27010-86A (each)  **16-0233** \$20.40

5 pack  **16-0601** \$100.54

Set (Front & Rear) **106-3516** \$40.00

b. Low Profile Flange


Front **106-1344** \$30.60

Rear **106-1345** \$30.60

15. Manifold o-ring

For S&S heads (each) **16-0235** \$5.03

10 pack **16-0243** \$45.07

For Stock heads 26995-86B, 26995-86A, 26992-99 (each) ...  **16-0236** \$4.72

10 pack **16-0244** \$40.87

16. Head gasket

For Stock Bolt Pattern

3 3/4" x .043" Graphite 16775-99B (each) **93-1045-S** \$27.23

3 7/8" /3.927" x .030" Layered Steel (2 pack) **900-0605** \$53.91

3 7/8" /3.927" x .045" Layered Steel (each) **900-0606** \$25.46

4" x .043" Graphite (each) **93-1043-S** \$10.70

10 pack **93-1058** \$97.53

4 1/8" x .043" Layered Steel (each) **93-1091-S** \$26.18

10 pack **93-1920** \$253.75

4 1/8" x .030" Layered Steel (2 pack) **900-0217** \$53.91

For S&S Bores

4 1/8" x .043" Graphite (each) **93-1047-S** \$10.96

10 pack **93-1073** \$101.07

4 3/8" x .045" Copper (Set of Two) **93-1081** \$56.83

17. Alignment dowel, base and head 16595-99A

each **50-8177** \$2.26

4 pack **50-8177-4** \$8.23

18. Alignment dowel o-ring — Base (all bore sizes)

S&S heads 3 3/4" bore only 11105, 11273

each **50-8008** \$1.05

10 pack **50-8078** \$8.41

19. Plug, HH - 14mm (each)

90-4916 \$10.33

2 pack **90-4916-2** \$18.83

20. Washer, compression - 14mm, 507" x .705" x .047" (each)

50-7094 \$4.29

21. Head mount bolt - 3/8" -16 x 1 1/4" 4716W (each)

50-0168 \$1.03

22. Flat washer - 3/8" (each)


50-7051 \$1.15

23. Vent hose fitting, (For 4 1/8" Bore Only)

Front, 1/16" -27 pipe **50-8117** \$2.46

Rear, 1/8" -27 pipe **50-8115** \$2.46

24. Check Valve (For 4 1/8" Bore Only)

 **50-8122** \$7.46

25. Base Gaskets

For S&S Bores

4 3/8" x .018" Graphite (2 pack) **93-1082** \$13.11

4 1/8" x .018" Graphite (each) **93-1048-S** \$5.51

10 pack **93-1074** \$50.30

4" x .018" Graphite (each) **93-1050-S** \$3.47

For Stock Bolt Pattern

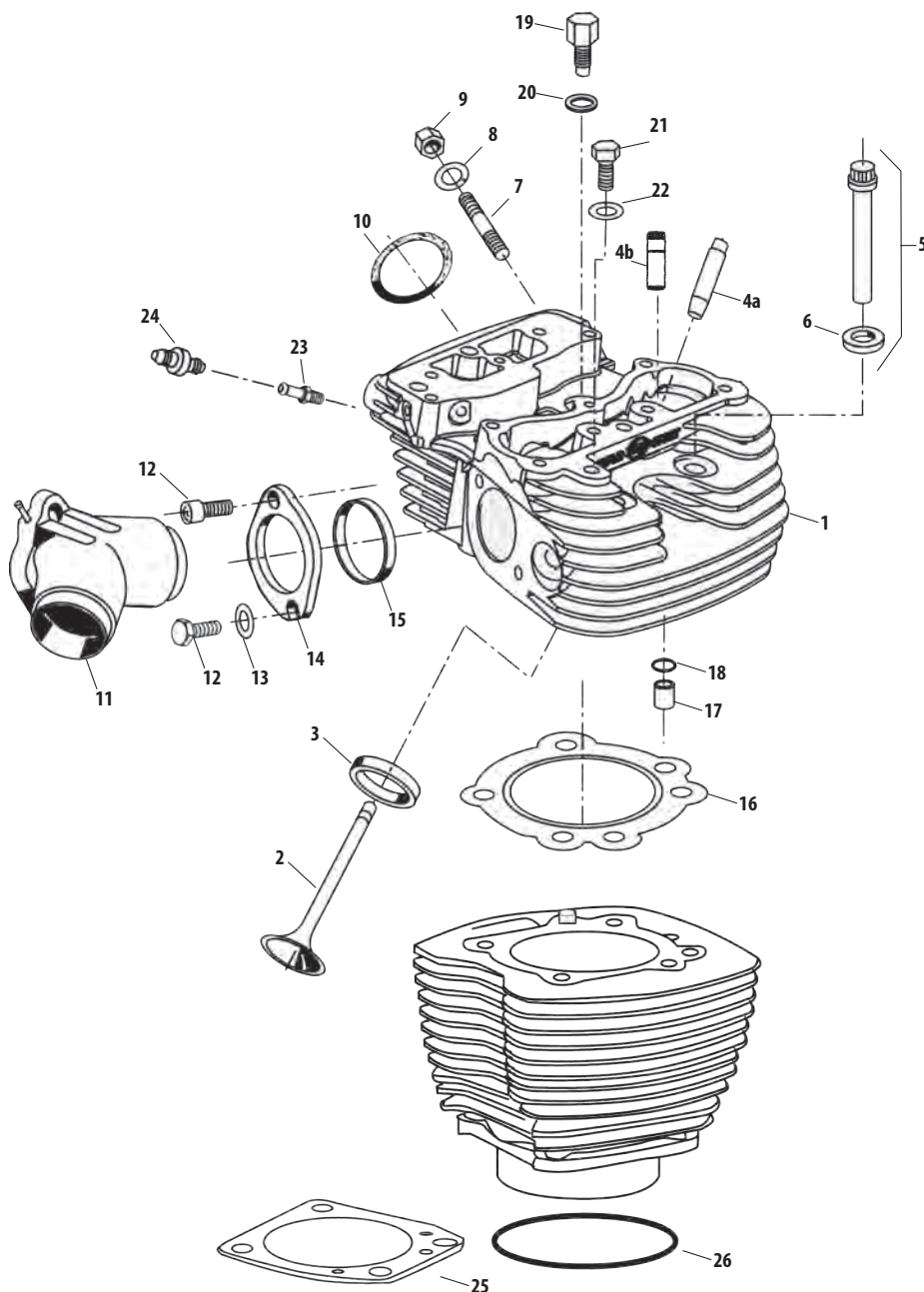
4 1/8" x .018" Graphite (each) **93-1092-S** \$8.57

10 pack **93-1921** \$71.43

26. Base O-ring (Used for early S&S bores)

4" x .103" (each) **50-8049** \$4.52

3 3/8" or 3 1/2" x .103" 11256 (each) **50-8048** \$4.25





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

Bore Size	Part No.	MSRP
S&S 4 $\frac{3}{8}$ "	90-9511*	\$84.51
S&S 4 $\frac{1}{8}$ "	90-9506	\$85.33
4 $\frac{1}{8}$ " Stock Cases	90-9510	\$87.43
4"	90-9505	\$75.77
3 $\frac{7}{8}$ "	90-9504	\$73.40

Kits include: Intake and exhaust seals, head & base gaskets, o-rings, pushrod o-rings, and valve guide seals.
 * Does not include intake seals.

VALVE SPRING REPLACEMENT PARTS

.720" & .660" Lift Valve Springs (B3 Cylinder Heads)

1. Seal, valve guide, intake/exhaust 18001-83B (each)	 90-2008	\$2.20
8 pack	 90-2158	\$16.83
2. Keeper, valve spring, SA	90-2153A	\$5.04
3. Valve spring shim		
.015" (each)	90-2086	\$1.05
5 pack	50-7161	\$4.21
.030" (each)	90-2087	\$1.47
5 pack	90-2198	\$6.76

.650" Lift Valve Springs (B2 Cylinder Heads)

1. Seal, Valve Guide, fits .315" x .554" OD, Viton®	900-0737	\$6.56
2. Keeper, valve spring, Standard, 9°	90-2094-S	\$2.19

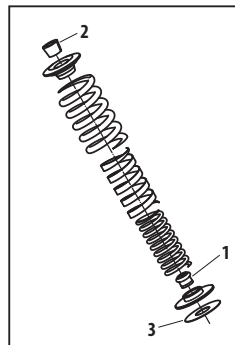
.650" Lift Sidewinder® Valve Springs (Stock, Super Stock® & CNC Ported Cylinder Heads)

1. Spring, Valve .650"	106-5689	\$34.97
2. Collar, Top, Steel	106-5690	\$6.19
3. Collar, Bottom, Steel	106-5691	\$4.52
4. Seal, Valve		
S&S CNC Ported Heads & 2005-up bt w/7mm valve stem	106-5688	\$2.24
S&S Super Stock Heads		
.420" Cast	900-0338	\$1.46
.562" Powder Metal	900-0737	\$6.56
5. Keeper, valve spring	106-5692	\$2.62
6. Valve Spring Shim		
.015" (each)	500-0013	\$1.18
.030" (each)	500-0014	\$1.18

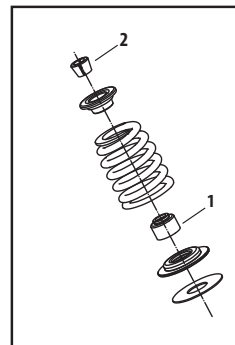
.585" Lift Valve Springs (Stock, Super Stock® & CNC Ported Cylinder Heads)

1. Spring, Valve .585"	900-0444	\$26.23
2. Collar, Top	900-0550	\$5.83
3. Collar, Bottom		
For Stock Heads w/7mm valve stem (includes seal)	900-0590	\$83.70
For CNC Ported Heads w/7mm valve stem	900-0549	\$8.74
For Super Stock Heads	900-0600	\$6.92
4. Seal, valve guide		
For Stock Heads w/7mm valve stem (includes bottom collar)	900-0590	\$83.70
For CNC Ported Heads w/7mm valve stem	106-5688	\$2.24
For Super Stock Heads		
.420" Cast	900-0338	\$1.46
.562" Powdermetal	900-0737	\$6.56
5. Keeper, valve spring		
For Stock and CNC Ported Heads	106-5692	\$2.62
For Super Stock Heads	90-2094-S	\$2.19
6. Valve spring shim		
For Stock and CNC Ported Heads		
.015"	500-0013	\$1.18
.030"	500-0014	\$1.18
For Super Stock Heads		
.015"	90-2086	\$1.05
.030"	90-2087	\$1.47

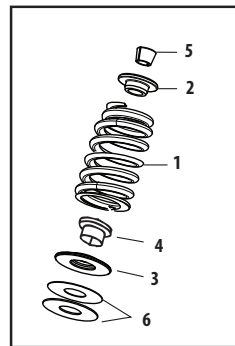
.720" & .660" Lift Valve Springs



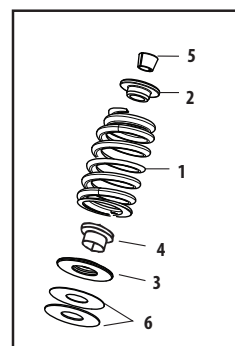
.650" Lift Valve Springs



.650" Lift Sidewinder® Valve Springs



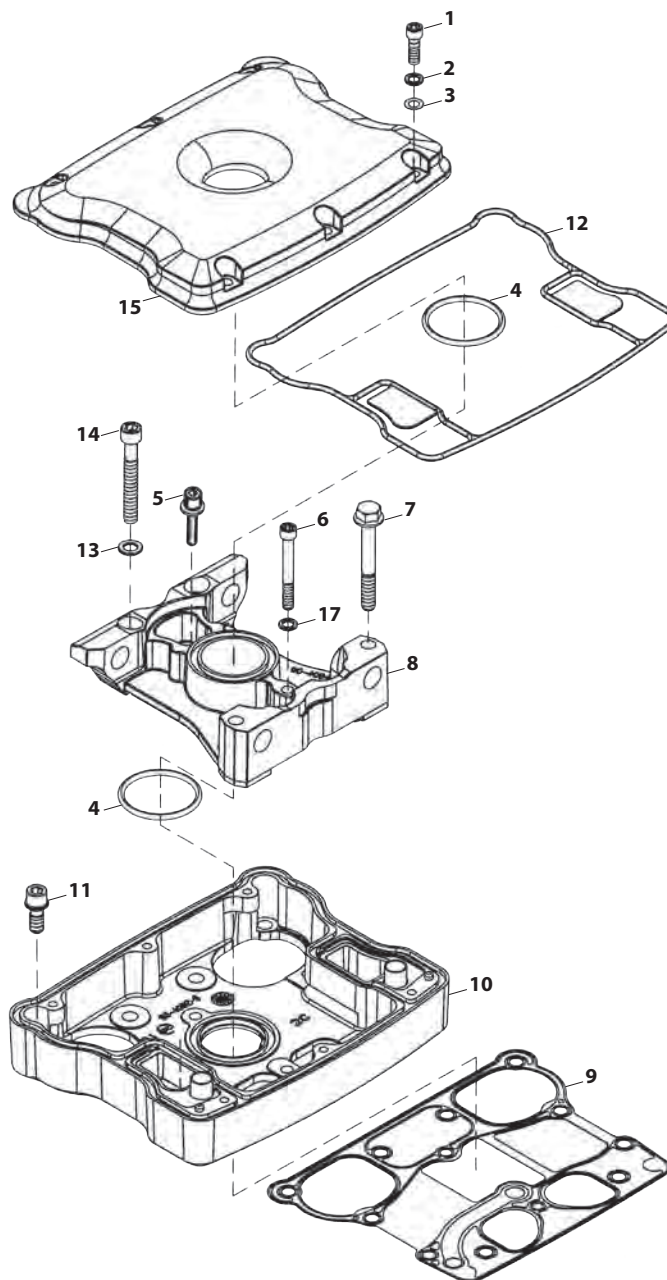
.585" Lift Valve Springs



DIE-CAST ROCKER COVER REPLACEMENT PARTS

FOR 1999-UP BIG TWIN ENGINES

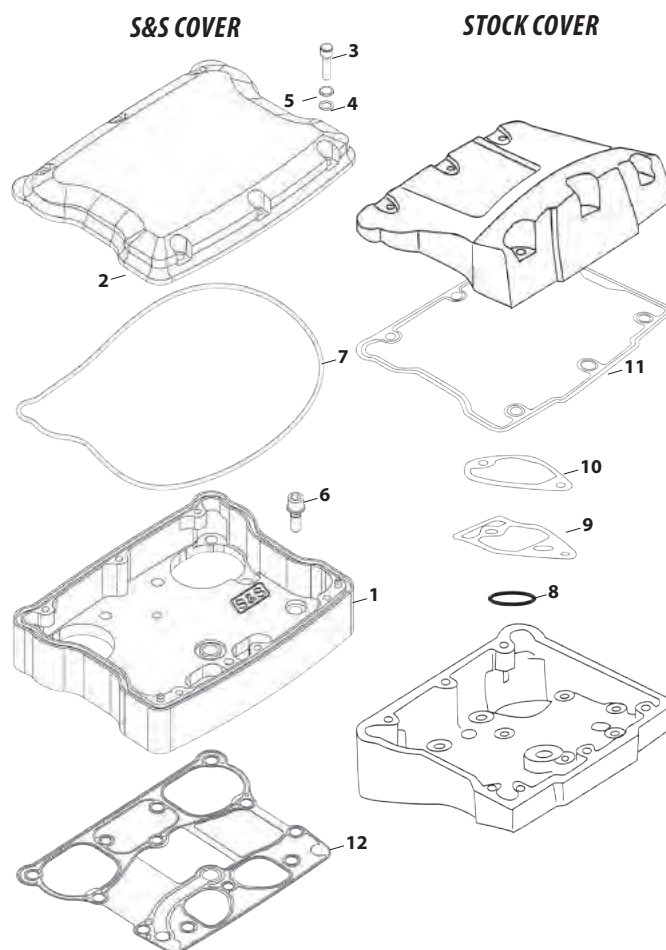
1. Screw, socket head $\frac{1}{4}$ "-20 x $\frac{3}{4}$ " 4069A (each) **50-0067** \$1.03
2. Washer, flat $\frac{1}{4}$ " (each) **50-7017** \$1.03
- 12 pack **50-7013** \$6.16
3. Washer, silicone coated $\frac{1}{4}$ " (each) **50-7015** \$1.15
- 8 pack **50-7015-8** \$5.55
- 12 pack **50-7015-12** \$9.49
4. Seal, o-ring
(Included in gasket kit see #16 below.)
5. Screw, socket head, $\frac{1}{4}$ "-20 x 1" 4741A
each **50-0092-S** \$1.31
- 4 pack **50-0092P** \$3.88
6. Screw, socket head, $\frac{1}{4}$ "-20 x 2" 25794-36 **50-0013** \$1.25
7. Screw, hex flange head, $\frac{5}{16}$ "-18 x $2\frac{1}{2}$ " 3501 **50-0123** \$1.57
8. Support, rocker arm **90-4140** \$52.46
9. Gasket, rocker cover, Graphite
For Stock or S&S rocker covers on stock heads 16719-998
each **90-4071-S** \$4.60
- 2 pack **90-4071** \$9.19
- 10 pack **90-4099** \$69.19
- For Stock rocker covers on S&S heads (each) **90-4124** \$13.22
- 2 pack **90-4120** \$23.42
10. Housing, rocker, Chrome **900-4283** \$246.50
11. Screw, socket head, $\frac{5}{16}$ "-18 x 1" **50-0125-S** \$1.84
12. Seal, rocker cover
(Included in gasket kit see #16 below.)
13. Washer, flat $\frac{5}{16}$ " (each) **50-7056** \$5.16
14. Screw, socket head $\frac{5}{16}$ "-18 x $2\frac{1}{4}$ "
each **50-0115-S** \$1.17
15. Cover, rocker, chrome **900-0706** \$159.50
16. Gasket set - rocker cover, cast (Not Shown) **90-4111** \$54.51
17. Washer, .261" x .474" x .050", Annealed, Stainless Steel **50-7020** \$1.03



BILLET ROCKER COVER REPLACEMENT PARTS FOR 1999-UP BIG TWIN ENGINES (DISCONTINUED)

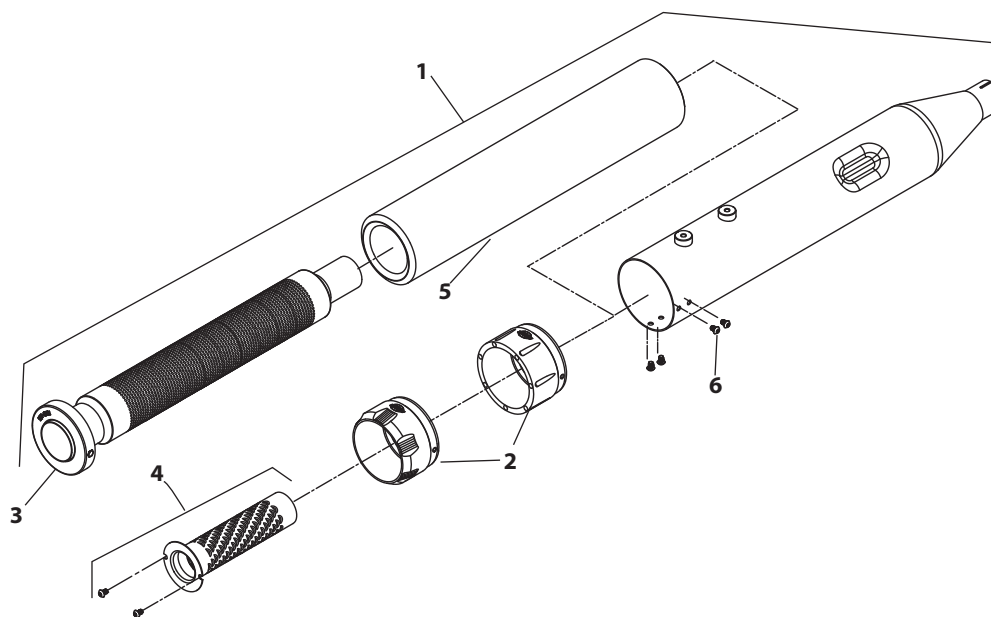
1. Base assembly, rocker **N/A**
2. Top, rocker cover **N/A**
3. Screw, SHCS, 1/4"-20 x 3/4" 4069A (each) **50-0067** \$1.03
4. Washer, flat, chrome, 260" x .425" x .060"
each **50-7017** \$1.03
12 pack **50-7013** \$6.16
5. Washer, flat, rubber coated, 1/4" x 7/16" x .020"
each **50-7015** \$1.15
8 pack **50-7015-8** \$5.55
12 pack **50-7015-12** \$9.49
6. SHCS, 5/16"-18 x 1" with flatwasher **50-0125-S** \$1.84
7. O-ring, rocker cover seal, Viton® **50-8050** \$7.80
8. O-ring, (-114), .625" ID x .937" OD 11270 **50-8033** \$1.46
9. Gasket, Breather Baffle, Stock Pattern, Paper, 1999-'10 bt
17162-03, 17592-99 each **90-4078** \$1.03
10. Gasket, Breather Cover, Stock Pattern, Paper, 1999-'10 bt
17591-99, 17162-03, 17592-99 each **90-4077** \$1.03
11. Gasket, Rocker Cover, Steel, 1999-up bt 17386-99A
each **90-4096-S** \$11.66
12. Gasket, bottom rocker cover
each **90-4071-S** \$4.60
2 pack **90-4071** \$9.19
10 pack **90-4099** \$69.19
9. Gasket kit, rocker cover (includes gaskets for 2 rocker covers)
For S&S billet rocker covers
(includes #5,7,8,9,10,12) **90-4073** \$39.81
For 1999-'10 bt
(includes #8,9,10,11,12) **90-4097** \$65.57

N/A = No longer available

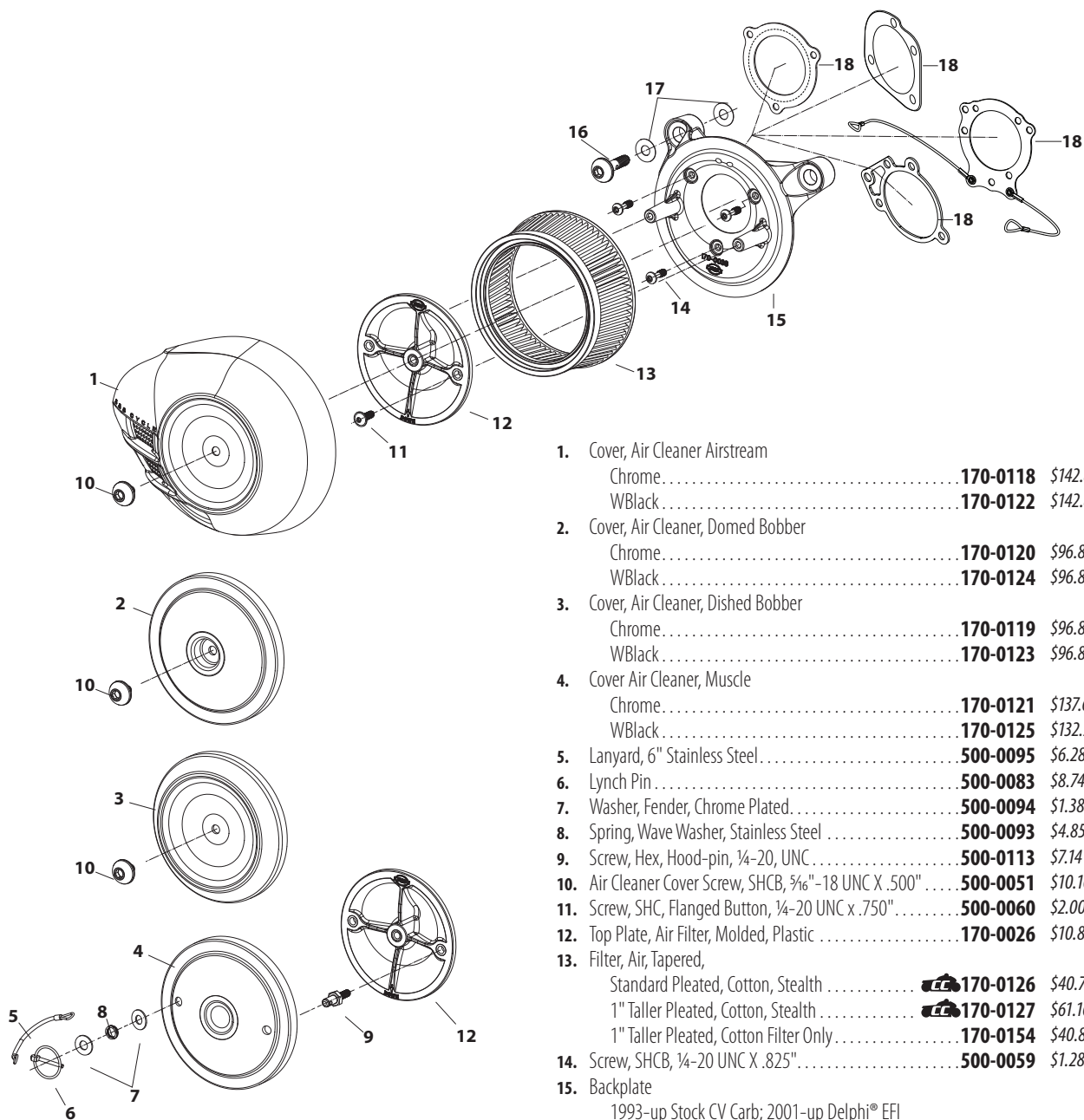


Mk45 4½" MUFFLER REPLACEMENT PARTS

- | | | |
|---|------------------|----------|
| 1. 4.5" Muffler Assembly | | |
| Left, Chrome | 551-0020 | \$204.95 |
| Right, Chrome | 551-0021 | \$204.95 |
| Left, Black | 551-0022 | \$293.48 |
| Right, Black | 551-0023 | \$293.48 |
| 2. End Cap | | |
| Thruster, Chrome | 550-0634A | \$99.00 |
| Thruster, Contrast Cut | 550-0629A | \$85.00 |
| Tracer, Chrome | 550-0636A | \$99.00 |
| Tracer, Contrast Cut | 550-0632A | \$85.00 |
| 3. Main Baffle Assembly, 4.5" Muffler | 551-0007 | \$52.02 |
| 4. dB reducer | 551-0226 | \$34.95 |
| 5. Insulation, 4.5" Muffler | 551-0003 | \$18.36 |
| 6. Button Head Cap Screw, Stainless, ¼"-20X3/8" | 500-0441 | \$0.80 |
| 7. Hardware Kit, Muffler Clamps And Screws (N/S) | 551-0027 | \$15.30 |

Milwaukee
Eight
2017Twin Cam
96/103/110
2007-2017Twin Cam
88
1999-2006Evolution
1984-1999Sportster
& Buell
1966-2017Street &
Street Rod
2014-2017Vintage
Engines
1926-1984X-Wedge
2007-2015Indian &
Victory
ModelsRacing
ProductsTools &
Shop
SuppliesDealer
Services
& Promo
ItemsWarranty &
Company
PolicyAppendix
& Index

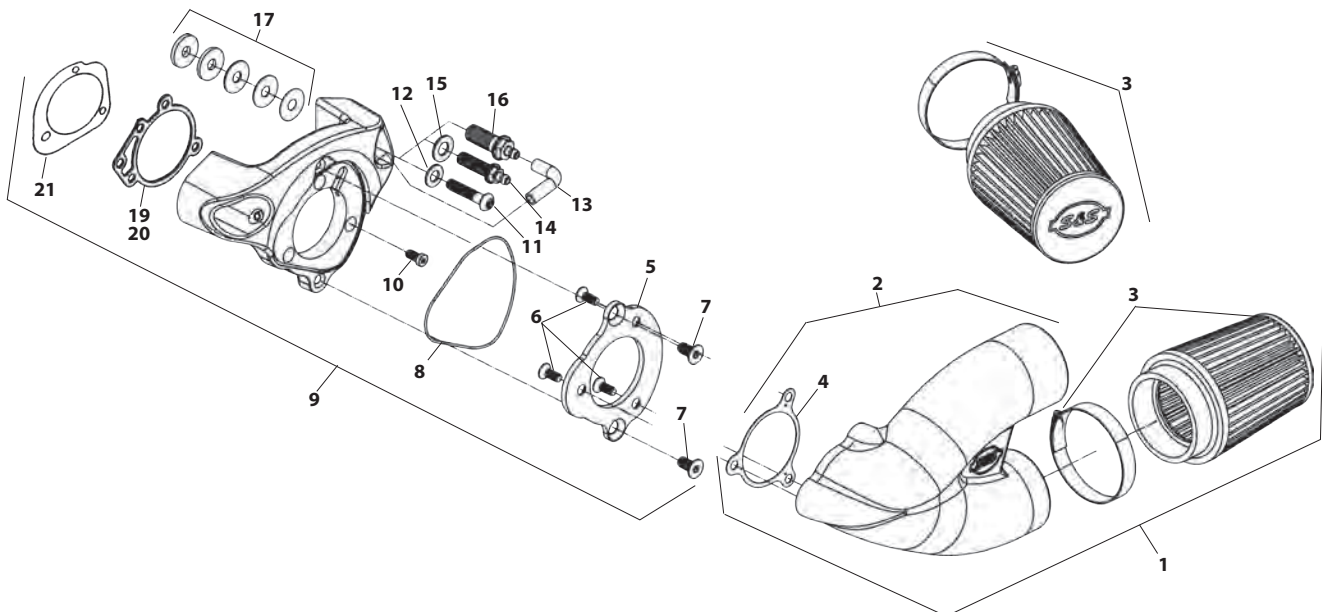
STEALTH AIR CLEANER REPLACEMENT PARTS






1. Cover, Air Cleaner Airstream
 - Chrome..... **170-0118** \$142.80
 - WBlack..... **170-0122** \$142.80
2. Cover, Air Cleaner, Domed Bobber
 - Chrome..... **170-0120** \$96.83
 - WBlack..... **170-0124** \$96.83
3. Cover, Air Cleaner, Dished Bobber
 - Chrome..... **170-0119** \$96.83
 - WBlack..... **170-0123** \$96.83
4. Cover Air Cleaner, Muscle
 - Chrome..... **170-0121** \$137.66
 - WBlack..... **170-0125** \$132.57
5. Lanyard, 6" Stainless Steel..... **500-0095** \$6.28
6. Lynch Pin..... **500-0083** \$8.74
7. Washer, Fender, Chrome Plated..... **500-0094** \$1.38
8. Spring, Wave Washer, Stainless Steel..... **500-0093** \$4.85
9. Screw, Hex, Hood-pin, 1/4-20, UNC..... **500-0113** \$7.14
10. Air Cleaner Cover Screw, SHCB, 5/16"-18 UNC X .500"..... **500-0051** \$10.16
11. Screw, SHC, Flanged Button, 1/4-20 UNC x .750"..... **500-0060** \$2.00
12. Top Plate, Air Filter, Molded, Plastic..... **170-0026** \$10.88
13. Filter, Air, Tapered,
 - Standard Pleated, Cotton, Stealth..... **170-0126** \$40.76
 - 1" Taller Pleated, Cotton, Stealth..... **170-0127** \$61.16
 - 1" Taller Pleated, Cotton Filter Only..... **170-0154** \$40.80
14. Screw, SHCB, 1/4-20 UNC X .825"..... **500-0059** \$1.28
15. Backplate
 - 1993-up Stock CV Carb; 2001-up Delphi® EFI
(except Throttle by Wire)..... **170-0021** \$45.83
 - Super E/G, Black, Die Cast, 1993-up bt..... **170-0049** \$45.83
16. Screw, Backplate Vent, SHCB, 3/8-16 x 1 1/2", Chrome Plated..... **170-0045** \$10.16
17. Washer, Flat, Nitrile Rubber Coated, .380" x .880" x .024"
 - each..... **50-7054** \$1.12
 - 10 pack..... **50-7059** \$11.18
18. Gasket, Backplate
 - Stock CV Carb & EFI Throttle Body, 1991-up bt 29062-95B
(except Throttle by Wire)..... **106-6022** \$1.46
 - Throttle by Wire, 58mm-72mm, .0625" Thick, 2008-up bt..... **160-0035** \$1.43
 - Super E/G, CV Adapter,..... **106-1724** \$1.57
 - w/ lanyards for use with Muscle Cover..... **170-0137** \$18.94

SINGLE BORE TUNED INDUCTION SYSTEM REPLACEMENT PARTS FOR S&S T-SERIES ENGINES AND 1999-'06 BIG TWINS

1. Tuned Intake Kit, 2.19" Single Bore with Red Filters
Wrinkle Black **106-4966** \$260.94
Chrome Plated **106-4967** \$271.38
2. Tuned Intake Assembly, 2.19" Single Bore
Natural **106-4968** \$136.33
Wrinkle Black **106-4969** \$150.16
Chrome Plated **106-4970** \$167.42
3. Air Filter, w/clamp, Stainless Cap — Conical — 2 $\frac{1}{2}$ " I.D. x 4"
Red (each) **17-1020** \$54.00
Blue (each) **17-1023** \$54.00
4. Gasket, Intake — Adapter Plate **17-1022** \$1.60
5. Plate, Adapter, 2.19" Single Bore Tuned Intake
Chrome Steel **17-1014** \$46.63
6. FHSC $\frac{1}{4}$ -20 x $\frac{3}{8}$ " (each) **50-0433** \$2.46
7. FHSC $\frac{5}{16}$ -18 x $\frac{5}{8}$ " (each) **50-0432** \$4.25
8. O-Ring, Adapter Plate Bracket 3 $\frac{3}{8}$ " O.D. x 3 $\frac{1}{2}$ " I.D. $\frac{1}{16}$ " CS, Viton
each **50-0446** \$2.36
9. Bracket Kit, 2.19" Single Bore Tuned Intake, Chrome
Super E/G, S&S T124 **106-4973** \$313.14
Super E/G, 1999-'06 BT **106-4974** \$313.14
Single VFI, S&S T124 **106-4976** \$313.14
Single VFI, 1984-up BT **106-4977** \$313.14
Stock Carb, Delphi® EFI, 1984-up BT **106-4978** \$313.14
10. Backplate Screw, SHC, w/Threadlock, $\frac{1}{4}$ -20 x $\frac{1}{2}$ " (each) **106-2084** \$1.06
10 pack **106-2105** \$6.83
11. Screw, $\frac{5}{16}$ -18 x 1 $\frac{1}{4}$, BHC, Chrome (each) **50-0309-S** \$4.76
12. Flat Washer $\frac{5}{16}$ " x $\frac{1}{16}$ " 6320, 70907-07, 6016, 6702 **50-7034** \$0.26
13. Hose, Breather, $\frac{1}{4}$ " I.D., 90° **19-0178A** \$4.78
14. Screw, Breather Fitting, $\frac{3}{8}$ -16 x 1 $\frac{1}{4}$ " **50-0436** \$10.55
15. Washer, Flat, $\frac{3}{8}$ " x $\frac{13}{16}$ " x $\frac{1}{16}$ ", Chrome **50-7106-S** \$2.56
16. Screw, Breather Fitting, $\frac{1}{2}$ -13 x 1.25 **50-0435** \$10.55
17. Shim Kit
(a) $\frac{5}{16}$ " I.D. S&S 4 $\frac{1}{8}$ " engines **17-0314** \$9.28
Includes:
 .325" x 1" x .018", Stainless Steel (each) **50-7038** \$1.05
 .325" x 1" x .030", Stainless Steel (each) **50-7039** \$1.05
 .325" x 1" x .048", Stainless Steel (each) **50-7040** \$1.05
 .325" x 1" x .105", Stainless Steel (each) **50-7041** \$1.73
 .325" x 1" x .125", Stainless Steel (each) **50-7042** \$1.68
(b) $\frac{1}{2}$ " I.D. 1993-up BT **17-0464** \$16.15
Includes:
 .515" x 1" x .018", Stainless Steel (each) **50-7085** \$1.46
 .515" x 1" x .030", Stainless Steel (each) **50-7086** \$0.57
 .515" x 1" x .048", Stainless Steel (each) **50-7087** \$1.56
 .515" x 1" x .105", Stainless Steel (each) **50-7089** \$1.57
 .515" x 1" x .125", Stainless Steel (each) **50-7090** \$3.10
18. Enrichment Device*, S&S Super E & G carbs
(*Use in place of enrichment device on air cleaner backplate) **N/A** \$24.04
19. Gasket, Backplate - E/G/SBEFI (each) **106-1724** \$1.57
10 pack **106-2328** \$13.87
20. Gasket, Backplate, S&S SBEFI 58mm **106-4662** \$3.10
21. Gasket, Backplate, Stock carb/Throttle Body 29062-95B **106-6022** \$1.46
22. Hardware Kit
1999-'06 bt, Stock CV & EFI Delphi®
 (includes #7, 8, 10, 11, 12, 13, 14, 15, 16, 17a, 17b, 19, 21) **17-5098** \$85.62
1999-'06 bt, Super E/G
 (includes #7, 8, 10, 11, 12, 13, 14, 15, 16, 17a, 17b, 18, 19, 21) **17-5099** \$105.58
S&S 4 $\frac{1}{8}$ " Bore Heads (includes #7, 8, 10, 11, 12, 13, 17a, 19) **500-0016** \$52.76

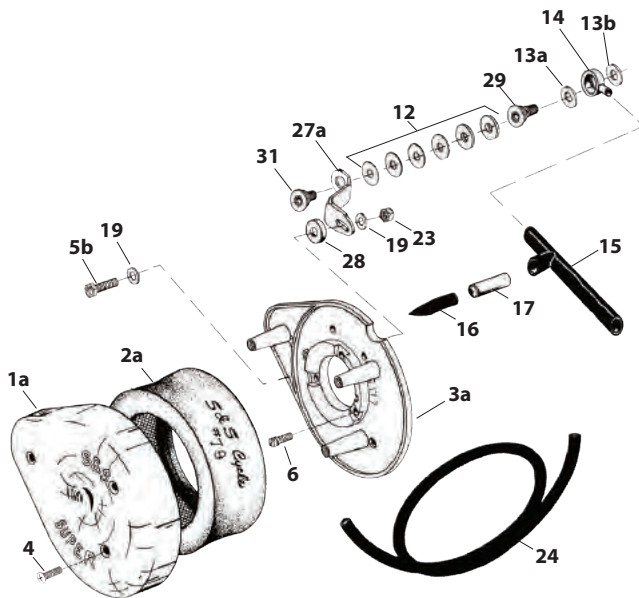


AIR CLEANER REPLACEMENT PARTS FOR STOCK FUEL SYSTEMS

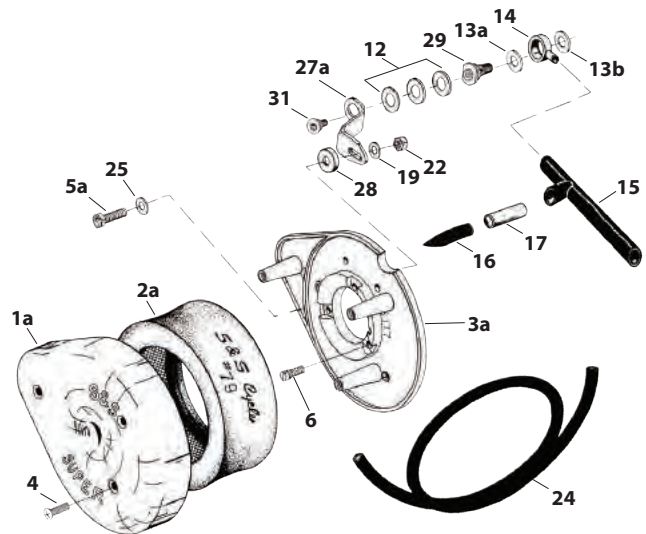
1. Air cleaner cover		
a. Chrome	17-0078	\$156.31
Black	17-0075	\$127.95
b. Chrome	 17-0378	\$150.29
Gloss Black	170-0384A	\$145.00
Slasher	17-0004	\$150.29
2. Filter Element		
a. Foam	17-0079	\$17.41
b. Pleated	106-4722	\$21.86
3. Backplate		
a. 1993-'99, bt stock CV	17-0003	\$93.95
b. 1993-'06 bt, stock CV/Delphi® EFI	106-0907	\$98.58
c. 1995-'01 bt, Stock EFI, Magneti Marelli®	N/A	
4. Cover screw 1305 (each)	50-0072	\$1.03
3 pack	50-1052	\$2.30
10 pack	50-0094	\$7.46
Black 902 (each)	50-0310-S	\$3.31
3 pack	50-0310	\$9.65
5. Screw		
b. All others — HHCS ¼" - 28 x 7/8"	50-0074	\$0.42
6. Backplate screw, BT 1999-up, All 2002-up EFI BT		
Zinc Plated (each)	106-2084	\$1.06
10 pack	106-2105	\$6.83
7. Backplate plug ⅜" - 27 45830-48 (each)	50-8331A	\$1.46
10 pack	50-1015	\$5.83
8. Spacer, 1/2" Hex, Threaded	N/A	
9. Stud, Fully Threaded, 5/16" - 18 x 1.25", Zinc Plated, 1999-'01	N/A	
10. SHCS, ¼-20 x ¾ SEMS	50-0066	\$0.99
11. Screw, SHCS, 1995-'98, ¼-20 x ¾", SEMS	50-0066	\$0.99
1999-'01, 5/16" - 18 x ¾" 3275 (each)	50-0302-S	\$1.06
12. Shims		
a. 5/8" x .025" (each)	50-7113	\$1.05
10 pack	50-7110	\$6.00
b. 5/8" x .050" (each)	50-7114	\$1.03
10 pack	50-7111	\$7.80
c. 5/8" x .075" (each)	50-7115	\$1.11
10 pack	50-7112	\$10.83
13. Breather screw seal		
a. BT 1993-'99, All 2002 EFI BT — Washer, .520 (each)	50-7055	\$1.12
10 pack	50-7057	\$11.18
b. BT 1999-up, All 2002 EFI BT — Washer, .380 (each)	50-7054	\$1.12
10 pack	50-7059	\$11.18
14. Breather fitting (each)	17-0350	\$3.57
2 pack	17-0355	\$6.27
15. Crankcase breather vent hose, BT 1999-up	 17-0339	\$6.35
16. Vent hose, with angle cut	17-0365	\$2.84
17. Hose fitting	17-0336C-S	\$6.00
18. Hose, vent, breather, formed, .250" x .375" x 1.825", 1993-2007 BT (each)	17-0364A	\$4.84
19. Flatwasher, ¼" 6194, 6245, 6703, 6736, 6228W, 6192 (each)	50-7021	\$1.08
20. Washer, Lock, .250" 7035, 7036	50-7019	\$0.26
21. Screw, SHCS, ¼-20 x 1¼" (each)	50-0008	\$1.06
22. Support bracket locknut - ¼" - 28 x 7/8" (each)	50-5010	\$1.08
23. Lockwasher, 5/16"	50-7032	\$0.26
24. Rubber tubing - ¼" x 5/8" x 3' 63500-68	 19-0169A	\$8.95
25. Washer, flat - 3/8" x 7/8" x .146" (each)	50-7053	\$3.02
26. Washer, Flat, .375" x .875" x .146", Zinc, Steel (each)	50-7053	\$3.02
27. Support bracket		
a. 1999-up bt & EFI Softail® 2001	17-0308	\$6.05
b. 1995-2001 bt, Air Cleaner To Head, Nickel Plated	106-1285	\$11.60
28. Shim - ¼" x ¾" x .200"	50-7024	\$1.95
29. Screw vent fitting, BT 1999-up	17-0345	\$11.66
30. Screw, Breather, +.250" (Rear Head)	17-0348	\$9.14
31. Screw, Backplate (Rear Head), Socket Panhead 5/16" - 24 x .360", Zinc, Alloy Steel	17-0346	\$4.04
32. Screw, Backplate Vent (Front Head) 1999-'01, 5/16" - 18	17-0345	\$11.66
33. Screw, LSHC 5/16" - 24, x ½" Stainless Steel Front Head	106-2023	\$4.68
34. Cover, Breather Screw, Chrome, Aluminum, Front Head	106-2022	\$17.49
35. Gasket, backplate (each)	106-1724	\$1.57
10 pack	106-2328	\$13.87
36. Adaptor assembly, 1993-'06 bt	106-0881	\$56.04
37. Clamp, spring, 5/16"	50-8001	\$0.48
38. Clamp, Spring, .660" (each)	50-8076-S	\$1.05
39. Wire tie (N/S)	50-8003	\$0.10

(N/S) = Not Shown

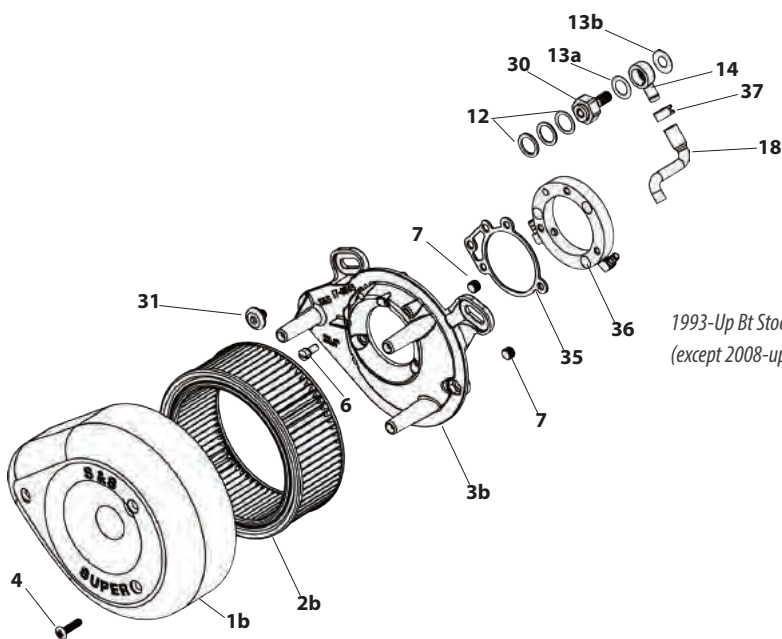
All reference to H-D® part numbers is for identification purposes only. We in no way are implying that any of S&S Cycle's products are original equipment parts or that they are equivalent to the corresponding H-D® part number shown.



1999-Up Big Twin with CV Carburetor, 2001 Harley-Davidson® EFI Softail®, & All 2001-'06 EFI Models except Dyna® (Discontinued) **17-0101**



*1993-'06 Carbureted Big Twin Models, 2001 EFI Softail® Models, and
2002-Up All EFI Models (except 2006-Up Dyna®) (Discontinued)* **17-0117**



*1993-Up Bt Stock Cv And Delphi® Single Bore EFI
(except 2008-up touring models) 17-0450*

SUPER E & G AIR CLEANER REPLACEMENT PARTS FOR 1999-'06 BIG TWINS

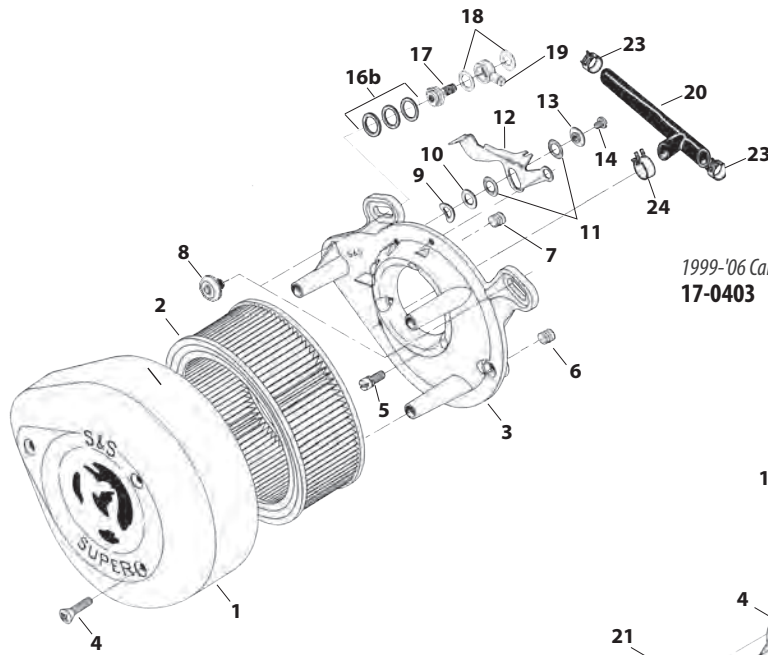
- | | | | |
|--|---------------------------|-----------|----------|
| 1. Air cleaner cover — | | | |
| Chrome..... | TÜV 1,7 | 17-0378 | \$150.29 |
| Gloss Black..... | | 170-0384A | \$145.00 |
| Slasher..... | | 17-0004 | \$150.29 |
| 2. Filter Element | | | |
| Pleated..... | | 106-4722 | \$21.86 |
| Pleated Carbon..... | TÜV 1,2,3,7 | 17-0375 | \$50.30 |
| 3. Backplate | | | |
| 1999-'06 bt..... | USA 1,2 TÜV 4,5 | 17-0336 | \$98.58 |
| 4 7/8" Bore (Manufactured after 1-1-03)..... | USA 3 TÜV 1,4,7 | 17-0387 | \$98.58 |
| TÜV, 1993-'99 bt..... | | 17-0388 | \$98.58 |
| 4. Cover screw | | | |
| Chrome (each)..... | | 50-0347-S | \$1.79 |
| Stainless Steel 1305 (each)..... | | 50-0072 | \$1.03 |
| 10 pack..... | | 50-0094 | \$7.46 |
| Black 902 (each)..... | | 50-0310-S | \$3.31 |
| 3 pack..... | | 50-0310 | \$9.65 |
| 5. Backplate screw, Zinc Plated (each)..... | | 106-2084 | \$1.06 |
| 10 pack..... | | 106-2105 | \$6.83 |
| 6. Backplate plug 1/8"-27 45830-48 (each)..... | | 50-8331A | \$1.46 |
| 10 pack..... | | 50-1015 | \$5.83 |
| 7. Screw vent fitting — BT 1999-'06 except 06 Dyna®..... | | 17-0345 | \$11.66 |
| 8. Screw, air cleaner to head..... | | 17-0346 | \$4.04 |
| 9. Fast idle friction washer (each)..... | | 50-7035 | \$1.03 |
| 10 pack..... | | 50-7058 | \$6.00 |
| 10. Fast idle steel washer (each)..... | | 50-7037 | \$1.08 |
| 10 pack..... | | 50-7061 | \$2.97 |
| 11. Fast idle nylon washer (each)..... | | 50-7036 | \$1.08 |
| 10 pack..... | | 50-7060 | \$2.97 |
| 12. Fast idle lever..... | USA 1,2,3 TÜV 1,3,4,5,6,7 | 17-0329 | \$8.07 |
| 13. Fast idle brass washer (each)..... | | 50-7007 | \$1.15 |
| 10 pack..... | | 50-7010 | \$11.45 |
| 14. Fast idle lever screw (one required for current backplate) | | | |
| each..... | | 50-0041 | \$1.08 |
| 10 pack..... | | 50-0062 | \$3.74 |
| 15. Shim, .850" x .325" x .400" | | | |
| S&S 4 1/8" Bore..... | | 50-7027 | \$3.09 |
| 16. Shims | | | |
| a. S&S 4 1/8" Bore, .325" x 1" x | | | |
| .018" (each)..... | | 50-7038 | \$1.05 |
| .030" (each)..... | | 50-7039 | \$1.05 |
| .048" (each)..... | | 50-7040 | \$1.05 |
| b. BT 1993-'06, .625" x .880" x | | | |
| .025" (each)..... | | 50-7113 | \$1.05 |
| 10 pack..... | | 50-7110 | \$6.00 |
| .050" (each)..... | | 50-7114 | \$1.03 |
| 10 pack..... | | 50-7111 | \$7.80 |
| .075" (each)..... | | 50-7115 | \$1.11 |
| 10 pack..... | | 50-7112 | \$10.83 |
| 17. Screw vent fitting | | | |
| b. BT 1999-up..... | | 17-0345 | \$11.66 |
| 18. Washer, silicone coated steel | | | |
| BT 1999-up, .520" (each)..... | | 50-7055 | \$1.12 |
| 10 pack..... | | 50-7057 | \$11.18 |
| BT 1999-up, .380" (each)..... | | 50-7054 | \$1.12 |
| 10 pack..... | | 50-7059 | \$11.18 |
| 19. Breather fitting (each)..... | | 17-0350 | \$3.57 |
| 2 pack..... | | 17-0355 | \$6.27 |
| 20. Crankcase breather hose, BT 1993-'99..... | USA 1,2 | 17-0339 | \$6.35 |
| 21. Flatwasher — 5/16" x 1/16" 6320, 70907-07, 6016, 6702..... | | 50-7034 | \$0.26 |
| 22. Mounting bracket bolt, S&S 4 1/8" Bore, 5/16"-18 x 1 1/4"..... | | 50-0110 | \$0.47 |
| 23. Spring clamps..... | | 50-8001 | \$0.48 |
| 24. Clamp, Hose, Bolt Style, 5/8" - 7/8"..... | | 50-8002 | \$1.19 |
| 25. Plate, air cleaner noise reducer..... | TÜV 1,2,5 | 17-0389 | \$48.20 |
| 26. Plate, Restrictor, Super E/G TÜV, 1999-up bt..... | | 16-0489 | \$24.07 |
| 27. Rubber isolator mounts (each)..... | TÜV 1,2,3,4,5,6,7 | 50-8510-S | \$7.24 |
| 28. Shim, spacers, 1/2" OD x 1/4" ID x .080" (each)..... | | 50-7971-S | \$1.88 |

HARDWARE KITS

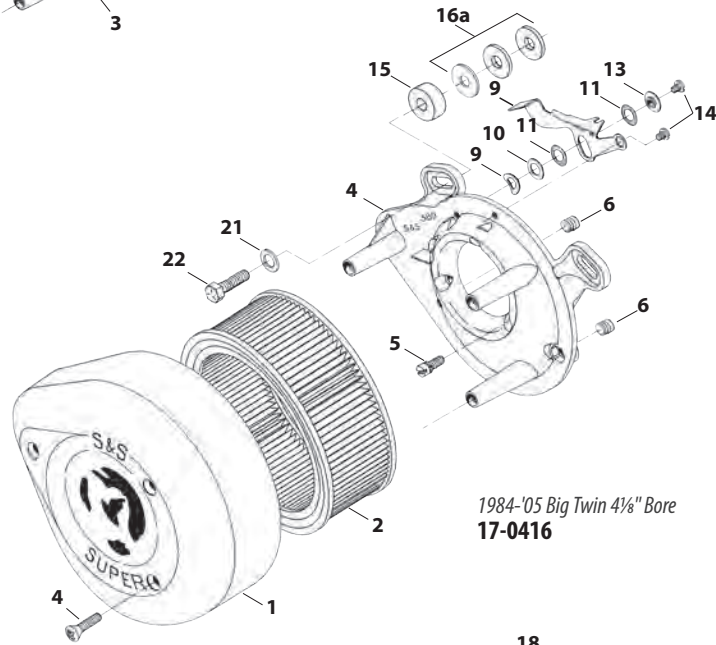
- | | | |
|---|----------|---------|
| 29. For Super E/G, 1999-up bt..... | 17-0437 | \$71.75 |
| For Super E/G, TÜV, 1999-2006 bt except 2006 Dyna®..... | 106-2329 | \$74.42 |
| For Super E/G, 4-1/8", 1984-'99 bt..... | 17-0460 | \$23.95 |

NOTE

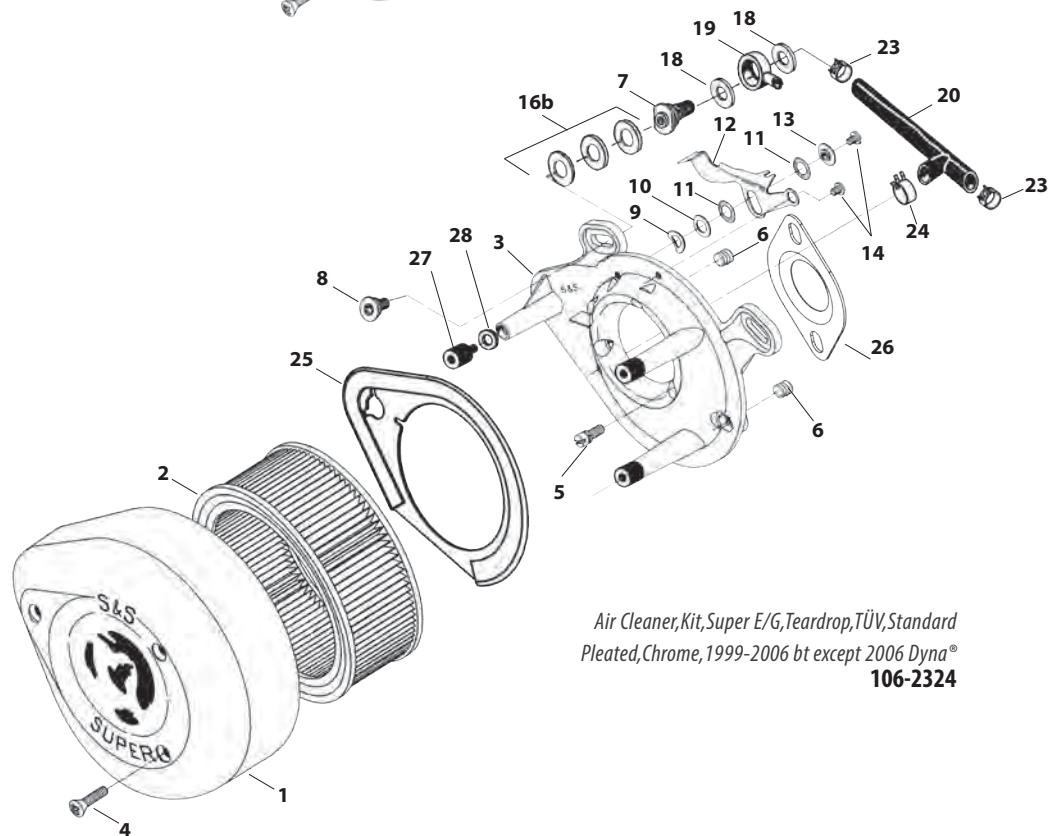
The line drawing is used for illustration purposes only. Not all of the parts shown are included and used in every carb installation.



1999-'06 Carbureted Harley-Davidson® Twin Cam 88®
17-0403



1984-'05 Big Twin 4 1/2" Bore
17-0416



Air Cleaner, Kit, Super E/G, Teardrop, TÜV, Standard
Pleated, Chrome, 1999-2006 bt except 2006 Dyna®
106-2324

CLASSIC TEARDROP AIR CLEANER REPLACEMENT PARTS

FOR S&S® SINGLE BORE EFI

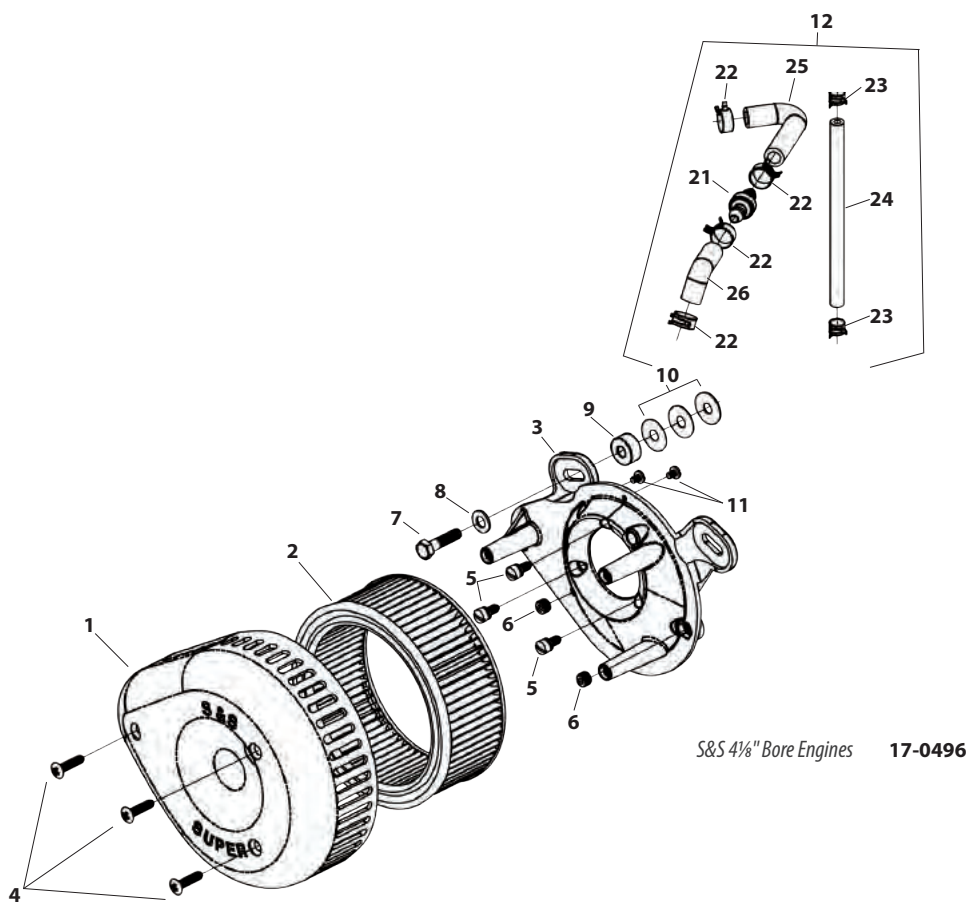
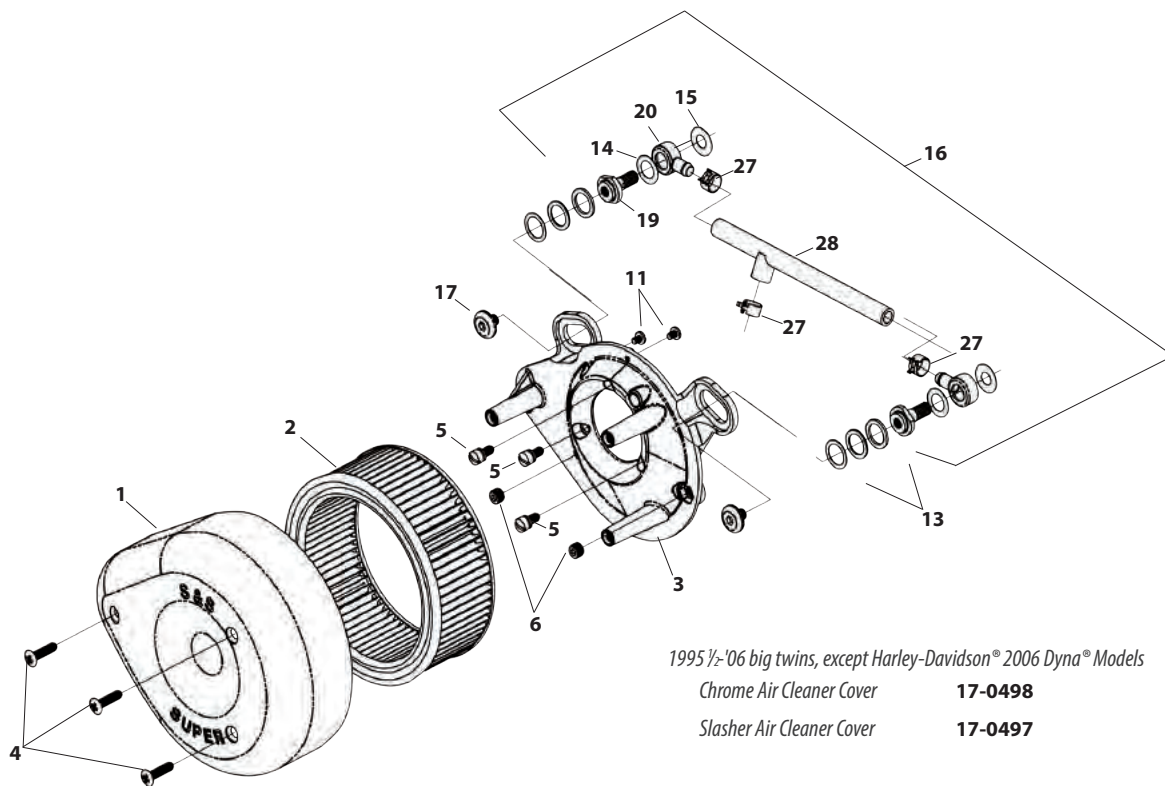
1. Air Cleaner Cover		
Slasher (slotted chrome)	17-0004	\$150.29
Chrome	TUV 17-0378	\$150.29
Gloss Black	170-0384A	\$121.95
2. Element, pleated	106-4722	\$21.86
3. Backplate SBFFI		
BT 1999-up	17-0120	\$76.53
S&S 4 1/8" bore engines	17-0380	\$98.58
4. Screw, Cover, oval 1/4-20 x 1		
Chrome 1305 (each)	50-0072	\$1.03
3 pack	50-1052	\$2.30
10 pack	50-0094	\$7.46
Black 902 (each)	50-0310-S	\$3.31
3 pack	50-0310	\$9.65
5. Backplate screw		
Zinc Plated (each)	106-2084	\$1.06
10 pack	106-2105	\$6.83
6. Pipe plug, 1/8, air cleaner backplate 45830-48 (each)	50-8331	\$1.00
10 pack	50-1015	\$5.83
7. Mounting bracket bolt, hex 5/16-18 x 1 1/4	50-0110	\$0.47
8. Flat washer, 5/16" x 1/16" 6320, 70907-07, 6016, 6702	50-7034	\$0.26
9. Shim, .850" x .325" x .400"	50-7027	\$3.09
10. Shim kit for 4 1/8" bore	17-0314	\$9.28
Individual shims, .325" x 1" x		
.018" (each)	50-7038	\$1.05
.030" (each)	50-7039	\$1.05
.048" (each)	50-7040	\$1.05
.105" (each)	50-7041	\$1.73
.125"	50-7042	\$1.68
2 pack	50-7042P	\$3.09
11. Screw, cable guide & air cleaner backplate, 10-24 x 1/4 (each)	50-0041	\$1.08
10 pack	50-0062	\$3.74
12. Breather hardware for 4 1/8" bore	31-2104	\$31.62
(Not included in air cleaner kit)		
13. Shims, individual		
5/8 x 7/8 x .025 (each)	50-7113	\$1.05
10 pack	50-7110	\$6.00
5/8 x 7/8 x .050 (each)	50-7114	\$1.03
10 pack	50-7111	\$7.80
5/8 x 7/8 x .075 (each)	50-7115	\$1.11
10 pack	50-7112	\$10.83
14. Silicone washer, 1/2" ID (each)	50-7055	\$1.12
10 pack	50-7057	\$11.18
15. Silicone washer, 3/8" ID (each)	50-7054	\$1.12
10 pack	50-7059	\$11.18
16. Breather hardware for 1999-up bt	17-0455	\$35.61
(Not included in air cleaner kit)		
17. Screw, wide head, 5/16-24 x .36	17-0346	\$4.04
18. Air cleaner hardware kit (N/S)		
BT 1999-up	17-0482	\$19.25
S&S 4 1/8" bore	17-0481	\$23.52
19. Breather vent fitting, BT 1999-up	17-0345	\$11.66
20. Breather fitting (each)	17-0350	\$3.57
2 pack	17-0355	\$6.27
21. Check Valve	TUV 50-8122	\$7.46
22. Clamp, Spring, .660"	50-8076-S	\$1.05
23. Clamp, Spring, .440"	50-8143-S	\$0.47
24. Hose, Cut To Size, 1875" x 6", Black, Rubber, SAE 30R2	50-8142AS	\$3.35
25. Hose, Rear, Vent, Breather, Formed, Section 1, SAE J30	50-8262-S	\$12.20
26. Hose, Rear, Vent, Breather, Formed, Section 2, SAE J30	50-8263-S	\$7.29
27. Clamp, Spring, 3/16"	50-8001	\$0.48
28. Hose, Vent, Breather, Epichlorohydrin Polymer	USA 17-0339	\$6.35

(N/S) = Not shown














NOTE

Breather hardware not included in these air cleaner kits.

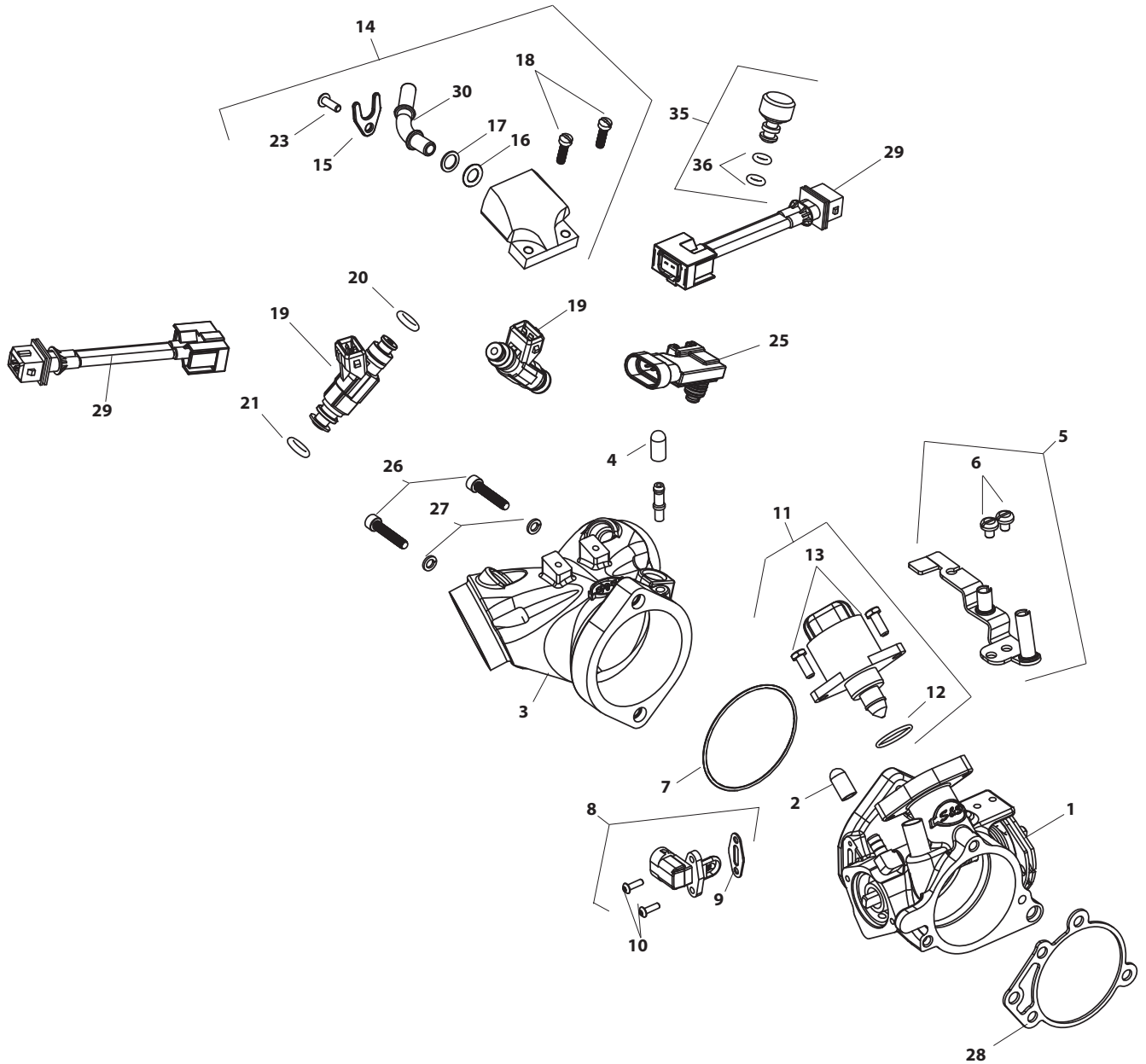
All reference to H-D® part numbers is for identification purposes only. We in no way are implying that any of S&S Cycle's products are original equipment parts or that they are equivalent to the corresponding H-D® part number shown.



SINGLE BORE EFI THROTTLE BODY AND RELATED REPLACEMENT PARTS

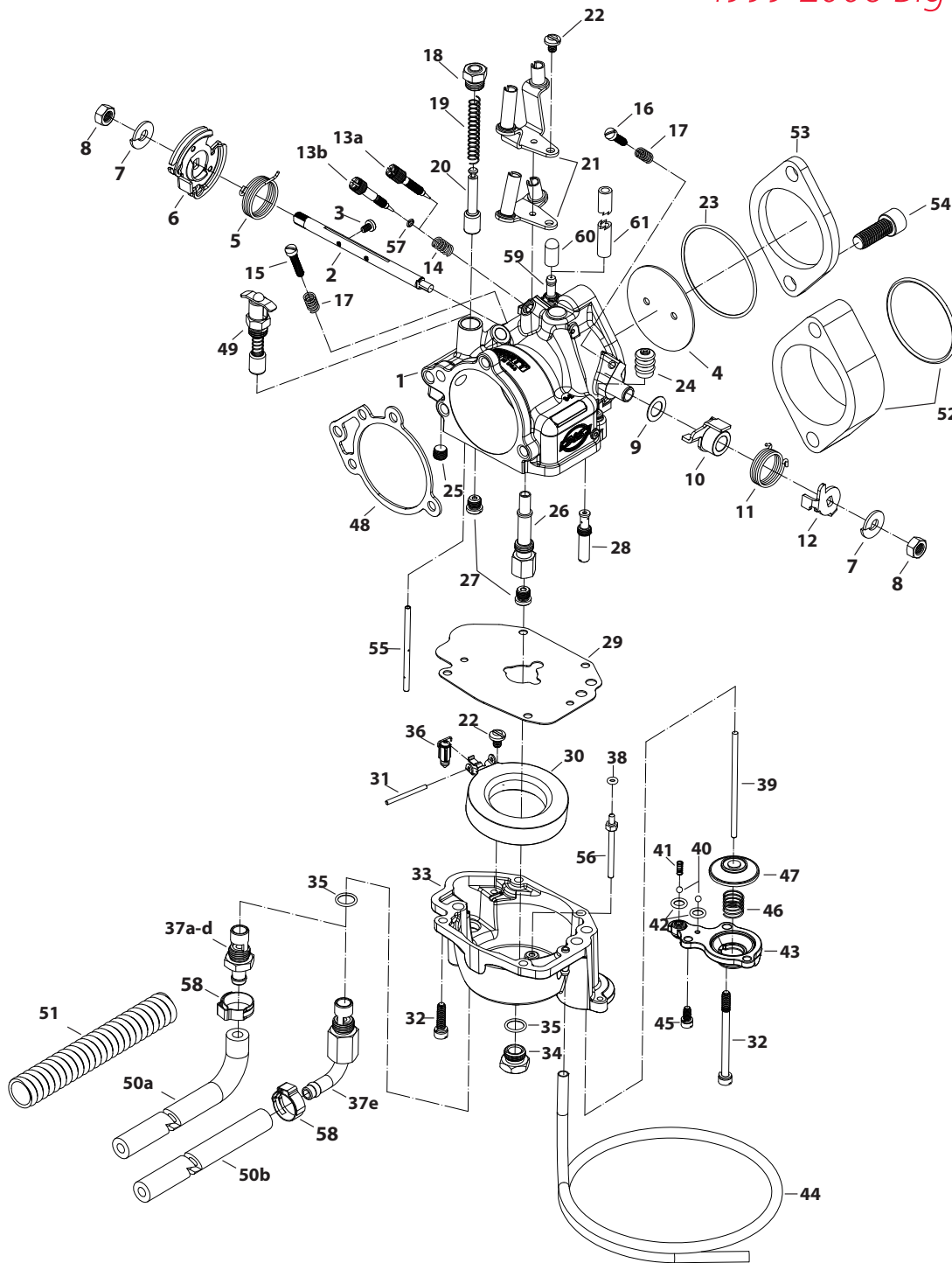
- | | | |
|---|---|----------|
| 1. Throttle body | | |
| 52mm 1995-'05 |  16-5101 | \$347.61 |
| 52mm 2006-Up |  16-5153 | \$376.84 |
| 58mm 1995-'05 |  106-3954 | \$255.74 |
| 58mm 2006-Up |  106-3957 | \$255.74 |
| 2. Cap, canister purge (each) |  50-8266-S | \$4.09 |
| 3. Manifold (See page 142) | | |
| 4. Cap, rubber, manifold, fitting |  50-8372 | \$1.33 |
| 5. Throttle cable guide packet with hardware | 55-5084 | \$21.77 |
| 6. Screw, cable guide & air cleaner backplate (each) | 50-0041 | \$1.08 |
| 10 pack | 50-0062 | \$3.74 |
| 7. O-ring, throttle body to manifold | 50-7967-S | \$0.47 |
| 8. Intake air temperature sensor with hardware 27270-95 |  55-5041 | \$15.21 |
| 9. Gasket, IAT | 16-5009-S | \$3.15 |
| 10. Screw, M3, IAT | 50-0357-S | \$0.58 |
| 11. Idle air control motor SS EFI with hardware, 1995-'05 | | |
| 27628-01, 27628-01A |  55-5085 | \$90.18 |
| 12. O-ring, IAC | 50-8149-S | \$0.74 |
| 13. Screw, 10-24, IAC | | |
| 1995-'05 (each) | 50-0356-S | \$1.05 |
| 2006-Up (each) | 50-0358-S | \$1.05 |
| 14. Fuel rail kit | | |
| 2006-'16 (Fuel inlet tube included) | 16-5202 | \$111.15 |
| 2002-'05 (Fuel inlet tube not included) | 16-5203 | \$70.25 |
| 1995-'01 | 16-5207 | \$179.51 |
| 15. Tube clip, fuel rail inlet 2001-'07 | | |
| each | 50-0391-S | \$4.36 |
| 16. O-ring, fuel rail inlet, 2001-'07 27237-95 | | |
| each | 50-8137-S | \$1.05 |
| 17. Backing washer, fuel rail inlet | | |
| 2001-'07 | 50-0349-S | \$0.58 |
| 18. Screw, rail, 1995-Up | | |
| each | 50-0039 | \$1.08 |
| 10 pack | 50-0146 | \$4.78 |
| 19. Fuel injector | | |
| each |  55-5052A | \$103.81 |
| 2 pack |  55-5052 | \$187.86 |
| 20. O-ring, injector top, black | 50-8264-S | \$1.89 |
| 21. O-ring, injector bottom, orange | 50-8265-S | \$1.75 |
| 23. Screw, TP sensor & fuel rail | | |
| each | 50-0358-S | \$1.05 |
| 25. MAP sensor 32424-98, 32416-10, 32417-10 |  55-5057 | \$49.95 |
| 26. Screw, throttle body to manifold | | |
| each | 50-0359-S | \$1.03 |
| 27. Washer, lock, #10, throttle body to manifold | 50-7000 | \$0.26 |
| 28. Gasket, backplate | | |
| 52mm (each) | 106-1724 | \$1.57 |
| 10 pack | 106-2328 | \$13.87 |
| 58mm (each) | 106-4662 | \$3.10 |
| 29. Harness, injector adapter kit | | |
| 1995-'05 | 55-5074 | \$14.57 |
| 2006-Up |  55-5209 | \$15.11 |
| 30. Fuel inlet tube 45°, 2002-up 27221-95 |  50-0485 | \$21.86 |
| 31. Spacer, throttle position — 2002-up | 55-5201 | \$5.10 |
| 32. Pressure regulator, 1995-'01 | 16-5297 | \$40.49 |
| 33. Screw, pressure regulator, 6-32 x 3/16", 1995-'01 | 50-0279-S | \$0.68 |
| 34. Clamps, Hose, 1/2" diameter, smooth, 1995-'01 | | |
| each | 50-8352 | \$2.10 |
| 35. Plug, assembly, MAP sensor hole, 1995-'01 | 50-8350 | \$9.59 |
| 36. O-ring, MAP plug, 1995-'01 | | |
| each | 50-8133-S | \$1.05 |

(N/S) = Not Shown



SUPER E & G CARBURETOR REPLACEMENT PARTS

1. Carb body assembly			
1 7/8" Super E	USA TÜV 11-2381	\$239.02	
2 1/4" Super G	11-2391	\$239.02	
2. Throttle shaft			
1 7/8" Super E — Includes two plate screws	11-2383	\$22.08	
2 1/4" Super G — Includes two plate screws	11-2483	\$20.94	
3. Throttle plate screw 11-2045- (two required) (each)	50-0055-S	\$1.08	
10 pack	50-0064	\$8.41	
4. Throttle plate			
1 7/8" Super E	11-2055	\$10.45	
2 1/4" Super G	11-2355	\$15.11	
5. Throttle return spring (each)	11-2382	\$1.41	
5 Pack	USA TÜV 11-3502	\$6.35	
6. Throttle spool	USA TÜV 11-2385	\$16.83	
7. Throttle shaft lock washer (two required)	50-7031	\$1.06	
8. Throttle shaft nut (two required) (each)	11-2350	\$1.41	
5 pack	11-2363	\$6.35	
9. Throttle shaft nylon washer (each)	50-7050	\$1.06	
10 pack	50-7072	\$6.19	
10. Pump actuator lever	11-2376	\$6.98	
11. Actuator spring (each)	11-2375-S	\$1.41	
5 pack	USA TÜV 11-3501	\$6.35	
12. Pump actuator arm	11-2377	\$2.89	
13. Idle mixture screw			
a. Idle mixture screw, brass (each)	11-2354	\$8.77	
5 pack	11-2378	\$39.81	
b. Idle mixture screw only			
each	110-0003	\$10.45	
5 pack	110-0069	\$52.40	
Idle mixture screw w/ 500-0036 o-ring			
each	110-0068	\$11.50	
5 pack	110-0069	\$52.40	
14. Idle mixture screw spring (each)	11-2052	\$1.05	
10 Pack	USA TÜV 11-2060	\$6.76	
15. Idle speed screw (each)	50-0038	\$1.08	
10 Pack	50-0150	\$7.29	
16. Pump adjustment screw (each)	50-0039	\$1.08	
10 Pack	50-0146	\$4.78	
17. Idle speed/pump adjuster spring (each)	11-2048	\$1.06	
10 pack	USA TÜV 11-2053	\$6.19	
18. Plunger nut (each)	11-2344	\$2.68	
5 Pack	11-2372	\$12.23	
19. Plunger spring (each)	11-2340	\$1.11	
10 Pack	USA TÜV 11-2359	\$9.81	
20. Fast idle plunger	11-2343	\$12.23	
21. Cable guide assembly with screw			
Use with butterfly style cables	11-2339P	\$16.76	
Use with constant velocity style cables	11-2338P	\$16.03	
22. Cable clamp/float pin screw (each)	50-0041	\$1.08	
10 Pack	50-0062	\$3.74	
23. O-ring			
1 7/8" Super E (each)	50-8016	\$1.05	
10 Pack	50-8094	\$9.94	
2 1/4" Super G (each)	50-8015	\$1.06	
10 pack	50-8093	\$9.31	
24. Bellows seal (each)	11-2266	\$3.82	
5 Pack	11-2279	\$17.41	
25. Bowl vent plug (each)	50-0105	\$1.03	
10 pack	50-0151	\$5.83	
26. Main discharge tube	11-2085	\$11.02	
27. Main jet — See Chart on 148			
28. Intermediate Jets — See Chart on 147			
Series #94 fits all Super 1 7/8", 2 1/4" 2 1/4" gas carburetors.			
29. Bowl gasket (each)	11-2386	\$2.78	
10 pack	11-2387	\$25.12	
30. Float	11-2187	\$20.36	
31. Float pin (each)	11-2369	\$1.41	
5 Pack	11-2370	\$6.35	
32. Bowl screw			
10-24 x 3/4" — Three required (each)	50-0034	\$1.46	
10 Pack	50-0063	\$13.62	
10-24 x 2 3/8" — One required (each)	50-0040	\$1.05	
10 Pack	50-0061	\$8.64	
33. Carb bowl only	USA TÜV 11-2388	\$74.43	
Carb bowl assembly	USA TÜV 11-2388P	\$163.85	
34. Bowl plug (each)	11-2090	\$2.42	
5 pack	11-2092	\$11.02	
35. Seat o-ring* (required with part #11-2465 & #11-2466 only when replaces 360 style fuel inlet.)			
each	50-8009	\$1.25	
10 pack	50-8095	\$12.40	
36. Needle			
1 7/8" Super E & 2 1/4" Super G	USA TÜV 11-2195	\$12.23	
Racing only	11-2197	\$50.30	
37. Seat — Includes O-ring #35			
(Replaces obsolete seats 11-2347 and 11-2348)			
a. 1 7/8" E & 2 1/4" G (Uses part #11-2195 needle)	11-2465	\$12.23	
b. Racing only (Uses part #11-2197 needle)	11-2466	\$11.75	
c. Racing only — threaded fuel inlet (6AN .157" ID)			
(Uses part #11-2195 needle)	11-2395	\$31.43	
d. Racing only — threaded fuel inlet — (6AN .235" ID)			
(Uses part #11-2197 needle)	11-2396	\$29.95	
e. Permeation Compliant fuel inlet seat Super E or G			
(Uses part #11-2195 needle)	USA TÜV 106-2011	\$23.42	
38. Ejector nozzle o-ring (each)	50-8011	\$1.05	
10 Pack	50-8096	\$8.64	
39. Pump pushrod (each)	11-2373	\$5.07	
5 Pack	USA TÜV 11-2393	\$23.02	
40. Ball check — (two required) (each)	50-8090	\$1.06	
10 pack	50-8125	\$4.94	
41. Ball check spring (each)	11-2374	\$1.91	
5 Pack	USA TÜV 11-2392	\$8.71	
42. Pump cap o-ring — (two required) (each)	50-8012	\$1.09	
10 Pack	50-8100	\$10.49	
43. Pump cap assembly	USA TÜV 11-2389	\$25.12	
44. Overflow hose per 24" 27369-76 (each)	19-0262-S	\$4.95	
5 Pack	USA 19-0263	\$24.63	
45. Pump cap screw 8-32 — (two required) (each)	50-0042	\$1.03	
10 Pack	50-0098	\$4.94	
46. Diaphragm spring (each)	11-2275	\$1.05	
10 pack	USA TÜV 11-2278	\$6.97	
47. Diaphragm	11-2282	\$14.48	
48. Gasket, backplate (each)	106-1724	\$1.57	
10 pack	106-2328	\$13.87	
49. Enrichment device (Use with air horn only)	11-2084	\$24.04	
50. Fuel line With 90° bend* 19"			
b. Permeation Compliant straight, 311" x .563" x 17.5"			
(Use with part #106-2011, 90° seat)	190-0001	\$6.44	
51. Fuel line insulator — 12"	USA TÜV 19-0172	\$14.57	
52. Spacer, Kit, w/ O-ring			
1 7/8" x 1"	16-0057*	\$56.42	
2 1/4" x 1"	16-0357*	\$64.42	
2 1/4" x 1"	16-0157*	\$62.89	
* Use with 1" Spacer Block	16-0058	\$96.86	
53. Insulator Block, Manifold, Super E, w/ O-ring			
1 7/8" x 1/4"	16-0491	\$26.23	
1 7/8" x 3/8"	16-0497	\$26.23	
2 1/4" x 1/4"	16-0492	\$26.23	
2 1/4" x 3/8"	16-0498	\$26.23	
2 1/4" x 1/4"	16-0499	\$28.84	
54. Screw			
1" x 3/8"-16 (each)	50-0161	\$1.06	
1 1/4" x 3/8"-16 (each)	50-0162	\$1.03	






10 pack	50-0177	\$9.03
1 3/8" x 3/8" -16 (each)	50-0163	\$2.10
5 pack	50-0178	\$10.21
2" x 3/8" -16 (each)	50-0164	\$2.74
5 pack	50-0185	\$13.25
1 1/4" x 1/4" -20 4740A, 3482A (each)	50-0008	\$1.06
1 1/2" x 1/4" -20 4718A	50-0079	\$0.42
2 1/4" x 1/4" -20 4717A	50-0078	\$0.68
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.	106-6124	\$8.67
57. O-ring, 3mm x 5mm x 1mm (each)	500-0036	\$1.05
10 pack	500-0148	\$6.66
58. Clamp, 3/8" - 7/8"	50-8002	\$1.19
59. Hose, Fitting straight, .040"	16-0134	\$2.04
60. VOES Fitting Cap	50-8372	\$1.33
61. VOES/Oil Return Hose	19-0395	\$2.40

*360° banjo style fuel inlet fitting used on early S&S E&G carbs is no longer available. Replace with one of the inlet/seal fittings listed under #37 on this page. We highly recommend inlet/seal #106-2011.

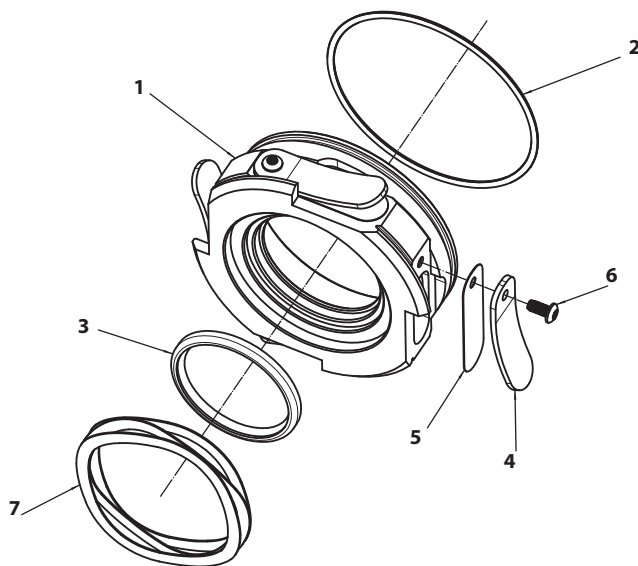
CARBURETOR REBUILD KITS
SEE PAGE 148

CRANKCASE BREATHER REED VALVE REPLACEMENT PARTS

1. Valve, Assembly, Breather Reed
Engines with Stock Oil Pumps
1999-'02 bt with stock or S&S Super Stock crankcases
.....  **31-2070** \$123.86
2003-'10 bt with stock or S&S Super Stock crankcases
.....  **310-0742** \$116.41
S&S SA Crankcases **310-0742** \$116.41
Engines with S&S gear oil pumps
2003-up bt w/stock crankcases and all S&S crankcases
.....  **310-0742** \$116.41
2. O-ring
1999-'02 bt (-038), 2.614" ID x 2.750" OD, Viton® **50-8154-S** \$2.32
2003-up bt (-036), 2.364" ID x 2.500" OD, Viton® **50-8155-S** \$1.73
3. Seal, Breather Reed Valve, 1999-up bt **31-4086** \$15.53
4. Stop, Breather Reed Valve, Packaged, 1984-up bt **31-2075** \$10.20
5. Reed, Breather Valve, bt (each) **31-2072-S** \$2.00
6. Screw, Torx BH, 4-40 x 1/4", Black, Alloy Steel (each) **50-0305-S** \$1.05
7. Wave Spring, 2" OD X 1.6" ID X .375" **50-8404** \$7.46
8. Spring Adaptor (for S&S SA Crankcases) (N/S) **31-2103*** \$19.72

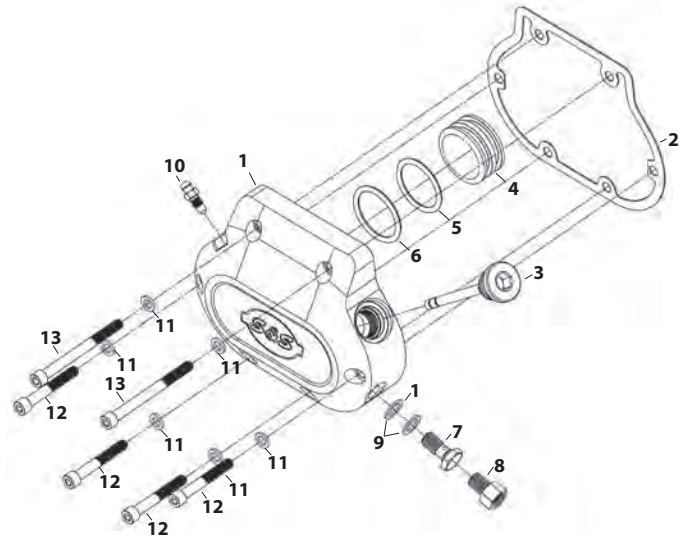
*Required to accommodate the extra .375" case width of S&S Special Application big bore crankcases.

(N/S) = Not Shown



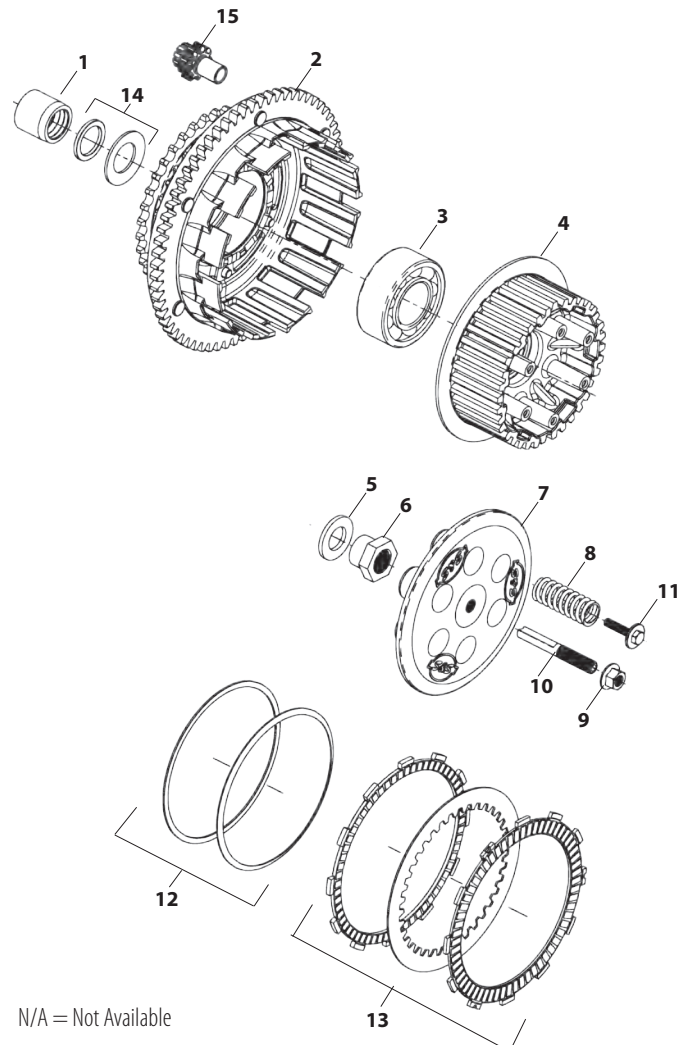
CHROME PLATED BILLET TRANSMISSION SIDE COVER REPLACEMENT PARTS

- | | | |
|---|---------|--------|
| 1. Hydraulic Clutch Side Cover (Chrome Billet) | N/A | |
| Cable Actuated (Chrome Billet) | N/A | |
| 2. Gasket Side Cover (H-D®35652-76B, 36801-87C) (each) | N/A | |
| 3. Dipstick Assembly | N/A | |
| 4. Piston, Hydraulic Clutch (Billet) | N/A | |
| 5. O-ring, 1 1/4 ID x 1/8 CS, Buna-N 70 (each) | N/A | |
| 6. O-ring, 1 1/4 ID x 1/8 CS, Viton | N/A | |
| 7. Banjo Bolt 3/8-24 x 3/4 | N/A | |
| 8. Adapter, Hydraulic Clutch Line | N/A | |
| 9. Crush Washer, Copper .400 ID x .590 OD x .050 | N/A | |
| 10. Valve, Bleed Fitting, 1/4-28 | N/A | |
| 11. Washer, Flat .260 x .420 x .06 Chrome | 50-7017 | \$1.03 |
| 12 pack | 50-7013 | \$6.16 |
| 12. Screw, Cap Hex SH 1/4-20 UNC x 1.75 Zinc (H-D® #3480A, 891, 4810) | N/A | |
| 13. Screw, Cap Hex SH 1/4-20 UNC x 2.75 Zinc | N/A | |



HIGH PERFORMANCE CLUTCH REPLACEMENT PARTS

- | | | |
|---|-----------|----------|
| 1. Race, inner primary bearing, 5/6 speed main shaft
All 1991-'05 BT and 2006 Harley-Davidson® Softail® models | 56-5089 | \$58.29 |
| 2. Basket,
Clutch, 36-tooth | N/A | |
| Clutch, 37-tooth | N/A | |
| 3. Bearing, clutch (basket to hub) | N/A | |
| 4. Hub, clutch | N/A | |
| 5. Washer, thrust, 19.5 mm I.D. x 35.6 mm O.D. | N/A | |
| 6. Nut, mainshaft, clutch hub, 3/4-18 UNS-2B | N/A | |
| (Recommended early style mainshaft nut H-D® #37496-84) | | |
| (Recommended late style mainshaft nut H-D® #37496-90) | | |
| 7. Plate, pressure - clutch
Mechanical (3-piece pushrod actuated) | N/A | |
| 8. Spring, pressure plate, clutch
Light duty, 334 lbs. (6 pack) | N/A | |
| Standard, 370 lbs. | N/A | |
| Heavy duty, 408 lbs. (each) | 56-5106-S | \$14.37 |
| 6 pack | 56-5106 | \$84.09 |
| 9. Nut, flange, M10 x 1.25" | N/A | |
| 10. Screw, clutch adjuster, M10 x 1.25" | N/A | |
| 11. Bolt, special, M6 x 30, w/washer | 50-8413-S | \$5.70 |
| 12. Jutter spring with seat | N/A | |
| 13. Clutch pack, 11 frictions, 10 steels | 56-5085-S | \$277.95 |
| 14. Kit, shim, clutch inner race | 56-5090 | \$32.95 |
| Shim, 5/8 speed main shaft | | |
| 1.300" O.D. x .960" I.D. x .0075" (36 gauge) thick | N/A | |
| 1.300" O.D. x .960" I.D. x .0150" (28 gauge) thick | N/A | |
| 1.300" O.D. x .960" I.D. x .0240" (24 gauge) thick | N/A | |
| 1.300" O.D. x .960" I.D. x .0470" (18 gauge) thick | N/A | |
| OPTIONAL: | | |
| 15. Pinion Gear | N/A | |



N/A = Not Available

