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IDENTIFICATION OF FLYWHEELS

S&S® flywheels are manufactured in sets only. We do not sell individual right or left flywheels, nor do we recommend mixing flywheels. This is because the manufacturing techniques and/or tooling changes periodically.

To prevent mixing flywheels, as well as to identify each set, the right and left flywheels are stamped with identical serial numbers (see picture).

Serial Number Identification Information

Serial Number ID, B01810-3SLX, deciphered as follows:

(B01810) Serial Number: From this number, S&S can determine when the flywheels were made and sold, to whom they were sold, and how the flywheels were originally balanced.

(3) Stroke Code: Determines the stroke of the flywheels. In this case the stroke is 4¾"

(SL) Year Code: The year of the engine the flywheels were machined to fit and that the flywheels were machined to accept an S&S design sprocket shaft.

(X) Diameter Code: Diameter of the flywheels. In this case the diameter is 8¼"



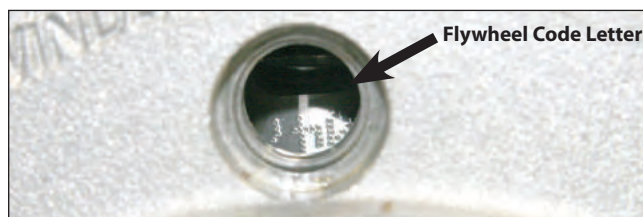
S&S® FLYWHEEL IDENTIFICATION CODES FOR 1936-UP BIG TWIN

Stroke Code	Stroke	Year Code	Engine Year	Sprocket Shaft	Pinion Shaft	Crankpin Type	Diameter Code	Flywheel Diameter
1	4¾"	E	1936-'54	Stock	Stock	1941-'81	None	8½" (Stock)
2	4½"	L	1955-'71	Stock	Stock	1941-'81	A	8¾"
3	4¾"	AL	1972-Early '81	Stock	Stock	1941-'81	X	8¼"
4	5"	SE	1955-Early '81	S&S	Stock	1941-'81		
5	4¼" (Stock 80")	BL	Late 1981-'99	Stock	Stock	1981-'99		
6	4¾"	SL	Late 1981-'99	S&S	Stock	1981-'99		
9	Special order	SF	1999-up	Press In	Press In	Press In		
12	5¼"	SG	S&S 4½" Bore	Press In	Press In	Press In		
13	3½" (Stock 61")	SM	1995-'99 EFI	Press In	S&S	1981-'99		
14	3¾" (Stock 74")	Y	74"/80" Indian®	Stock	Stock	Stock		
16	5½"							
17	4"							
18	3¾"							
19	4¾"							
TA	3¾"	Titan Special						
TB	4450"							

FLYWHEEL CODES:

Codes that pertain to the most common regular production flywheels have been listed. Many other codes for racing flywheels and special orders also exist. If you have a question about a set of S&S flywheels with codes different than those shown, contact an S&S technical assistant to properly identify what you have.

Flywheel ID codes that end with an "A" or an "X" designate flywheels with a smaller than stock diameter. Stock big twin flywheels measure 8½", and stock flywheels for Harley-Davidson® Sportster® models are 7½" in diameter. Typically, "A" means ¼" smaller, and "X" means ¼" smaller. To verify the code, it is best to measure the flywheels.



Serial numbers can be seen through the timing hole to identify the stroke of an assembled engine. Keep in mind they will appear upside down in the hole.

S&S® FLYWHEEL IDENTIFICATION CODES FOR HARLEY-DAVIDSON® SPORTSTER® & BUELL® MODELS

Stroke Code	Stroke	Year Code	Engine Year	Sprocket Shaft	Pinion Shaft	Crankpin Type	Rod Bearing Type	Diameter Code	Flywheel Diameter
1	4½"	None	1957-'76	Stock	Stock	Stock	Stock	None	7½" (Stock)
2	4¾"	B	1957-Early '81	Stock	Stock	Stock	Stock	A	7¾"
3	4½"	SB	1957-Early '81	S&S	Stock	Stock	Stock	X	7½"
4	4¾"	BD	1957-Early '81	Stock		Stock	Stock		
6	4¾"	SBD	1977-Early '81	S&S		Stock	Stock		
7	4¾"	C*	Late 1981-'85	Stock	Stock	Stock	Stock		
8	5"	SC	Late 1981-'85	S&S	Stock	Stock	Stock		
9	Special Order	SCD	Late 1981-'85	S&S		Stock	Stock		
11	4½"	SCR	Late 1981-'85	S&S	Stock	Stock	1987-Up		
12	5¼"	SCDR	Late 1981-'85	S&S		Stock	1987-Up		
15	3¾"	D	Late 1986-'03	S&S	S&S	S&S	S&S		
16	5½"	DR	Late 1986-'03	S&S	S&S	S&S	1987-Up		
17	4"	PS	S&S Prostock	Press In	Press In	Press In			
18	3¾"	KRS	45" WR/KR	Stock	Stock	1957-'81 XL	1957-'81 XL		
19	4¾"	YS	45" Indian	Stock	Stock	Stock	Stock		

* Obsolete - S&S no longer makes this design.

ORDER TOLL FREE 866-244-2673

ORDERING S&S® MANIFOLDS

We make one style of manifolds for both Harley-Davidson® Evolution® and Twin Cam 88® engines to fit stock cylinder heads and S&S cylinder heads — meaning manifolds supplied in S&S carburetor kits can be used with stock or S&S Super Stock® cylinder heads. The only thing that you have to keep in mind is that due to the slightly larger port diameter, these manifolds must be used with S&S manifold seals.

Replacement & Special Order Intake Manifolds

Stock, S&S Engine or S&S Kit: To order a replacement manifold, refer to the manifold size chart for your particular engine type. Manifolds are listed for various sized carburetors and throttle bodies in the correct lengths for engines and kits offered by S&S.

Custom Engine: If the effective cylinder length is different from the standard offerings, a special manifold can be machined to your specifications. Order manifolds using the special order part numbers listed in the charts. Allow two weeks for delivery.

Specifying Manifold Length

When ordering a special manifold, specify the length of the manifold required for your application. There are several methods to specify the length of a manifold:

Port-To-Port Distance: S&S Manifold Measuring Tools

The most accurate method for specifying length for a special order manifold:

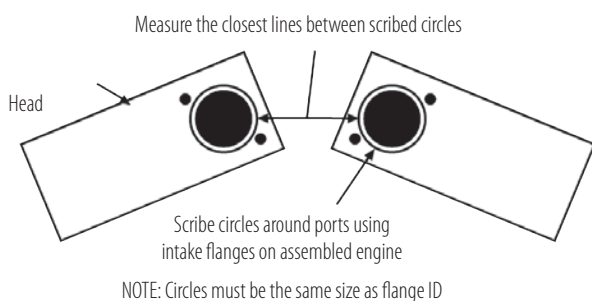
- Use the S&S Manifold Measuring Tools (see page 8-8) to measure port-center to port-center distance on an engine or an existing manifold.
- Specify whether the measurement was from an engine or from an existing manifold. (Manifold measurements will be approximately 0.30" shorter than engine measurements due to clearance normally built into the manifold.)

Port-To-Port Distance: Flange Method

Another accurate method of specifying manifold length for special order is to measure the port-to-port distance on an assembled or mock-up engine.

- Assemble or mock-up the engine & install the intake flanges on heads.
- Scribe a circle around the port using the mounting flange as a template. The circle must be the same size as the ID of the flange. (It is recommended that front flange be installed upside down on the rear head and vice versa, to avoid inaccuracy in the circle diameter.)
- Remove the flanges and measure the shortest distance between the scribed circles. See Diagram 1.

DIAGRAM 1 – FLANGE METHOD



Effective Cylinder Length

Ordering a special manifold by effective cylinder length is commonly used since it does not require any special tools, however, this method will not account for machining inaccuracy in the cases or heads.

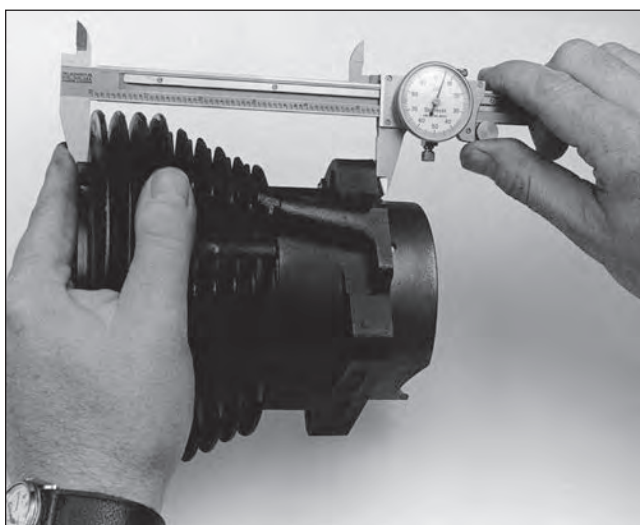
- Measure the cylinder length from gasket-surface to gasket-surface without the head and base gaskets in place. (A precision measuring instrument, such as a dial caliper, should be used to insure accurate results.)
- If all components except the cylinder are stock, the actual cylinder length and the effective cylinder length are equal. However, if base plates will be used under the cylinders or if the crankcase deck height is taller than stock, the thickness of the base plates and any extra base gaskets, or the change in deck height must be added to the cylinder length to determine the effective cylinder length.
- If the cylinder heads have been decked to increase compression, the amount they have been shortened must be subtracted from the effective cylinder length.
- If the effective cylinder length is equal to or no more than 0.30" longer than the cylinder length listed for a specific manifold in a chart, that manifold will fit the engine.
- If the effective cylinder length is significantly different from any manifold that is available, the manifold must be special ordered. (When placing an order for a special manifold by effective cylinder length, you will be asked for actual dimensions of the cylinders and other components. S&S will calculate the effective cylinder length.)

Manifold Size Number

Specifying the length of a special order manifold by size number has proven not to be a reliable method. Many manifolds ordered by this method have proved to be too long because the customer took a size number from a part that had been shortened and no longer matched the original specifications. Manifolds ordered by size number are not returnable because of fitment problems.

Manifolds For Panhead & Knucklehead Engines

Port-to-port measurement is easy since the ports are parallel to each other. On an assembled or mocked up engine, a measurement from head-to-head on opposite sides of each port should ideally be taken before the head bolts and base nuts are tightened. To insure that the ports are parallel, the heads and cylinders should be positioned so both measurements are equal. A precision measuring instrument, such as a dial caliper, should be used to ensure accurate results.



YEAR CODES FOR OUR SERIALIZED PRODUCTS

S&S serial numbers begin with the following manufacturing year codes. Year codes coincide with S&S Cycle's fiscal year, which starts on Oct 1st of the previous calendar year. A product with serial number beginning with the letter "A" was manufactured in fiscal year 1978, between 10-01-77 and 09-31-78, or in the fiscal year 2000.

A 1978
B 1979
C 1980
D 1981
E 1982
F 1983
G 1984
H 1985
I **NOT USED**
J 1986
K 1987
L 1988
M 1989
N 1990
O **NOT USED**
P 1991
Q **NOT USED**

R 1992
S 1993
T 1994
U 1995
V **NOT USED**
W 1996
X 1997
Y 1998
Z 1999
A 2000
B 2001
C 2002
D 2003
E 2004
F 2005
G 2006
H 2007

I **NOT USED**
J 2008
K 2009
L 2010
M 2011
N 2012
O **NOT USED**
P 2013
Q **NOT USED**
R 2014
S 2015
T 2016

OLDER S&S® CARBURETOR REPLACEMENT PARTS

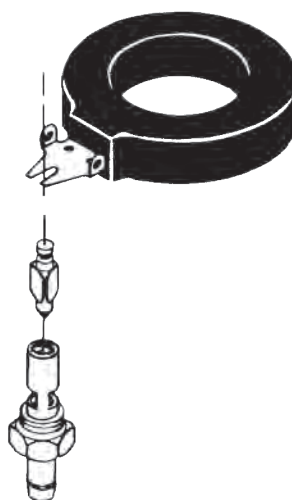
When ordering parts for older S&S carburetors, it is necessary to determine the correct style of float, needle and bowl. S&S has used two different mechanisms to connect the float to the inlet needle.

Forked Mechanism: Older style that utilizes a forked float tang, which slides into a slot in the top of the needle.

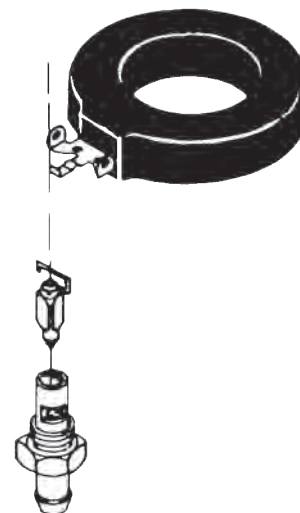
Wire Mechanism: Current style that features a needle with a wire hook which attaches to the tang of the float.

Parts of differing styles may not be used together. For example, although the carburetor bowls of the two styles look very similar, they are not interchangeable due to differences in the float retaining pin position. Some parts are no longer available for carbs with forked style mechanisms. If these parts must be replaced, the entire bowl assembly must be replaced with wire mechanism style components.

**FORKED TYPE MECHANISM
(OBSOLETE)**



WIRE TYPE MECHANISM



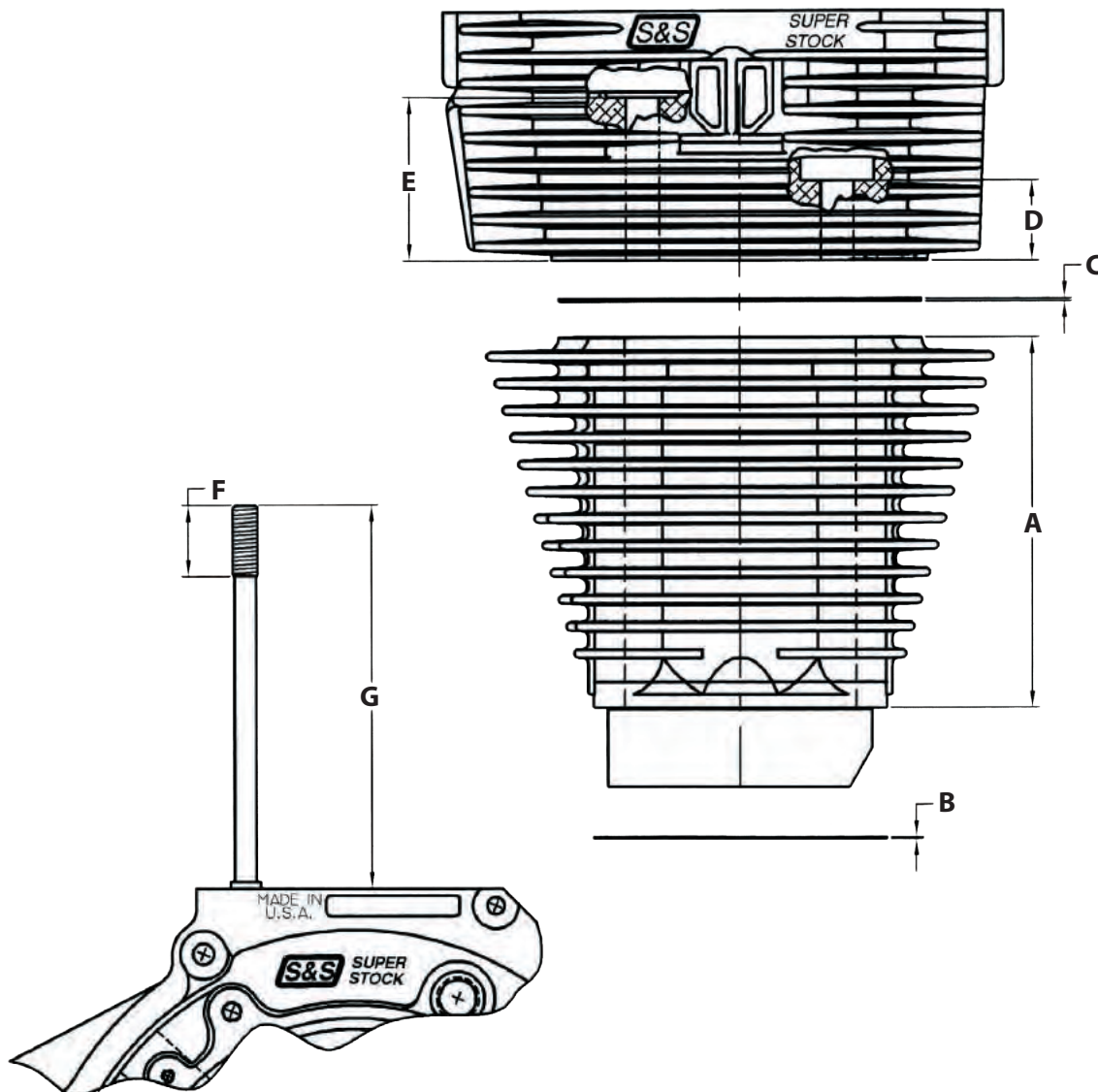
CALCULATING CUSTOM HEAD BOLT LENGTHS

Add:

- A** **Cylinder Length**
(Gasket surface to gasket surface measurement)
- + B** **Base Gasket Thickness**
- + C** **Head Gasket Thickness**
- + D or E** **Cylinder Head Thickness**
(Gasket surface to head bolt washer pad measurement):
 - D** **Short Side**
All S&S = 1207"
Late 1985-'90 Stock = 1207"
1991-up Stock = 1405"
 - E** **Long Side**
All S&S = 2700"
All Stock = 2700"
- + F** **Desired thread engagement 563"**
Usually 1½ times stud diameter - stock studs are ⅜"

Subtract:

- G** **Cylinder Stud Installed Height**
(Crankcase deck to top of stud measurement)



A

AIR CLEANERS

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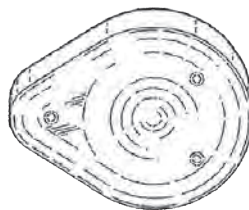
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