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Because every industry has a leader

Installation Instructions: S&S® Pushrod Kit for Harley-Davidson® Twin Cam 88® Engines

S&S® pushrods for Twin Cam 88® engines are chrome moly steel. They can be installed and removed without removing the gas tank and rocker covers if the original pushrods are cut for removal.

CAUTION

Original pushrods must be cut with bolt-cutter. If cut with saw, metal chips may enter the engine and cause extensive damage not covered under warranty.

S&S recommends replacing stock pushrod cover retainer clips and aluminum inner covers with S&S covers for increased stability. S&S pushrods for Twin Cam 88® models are not compatible with single cam style engines.

NOTE - S&S pushrods for Twin Cam 88® models come in two lengths. Short pushrods are for intake. Long pushrods are for exhaust.

Installation

1. Wash motorcycle to remove all dirt and grit from engine and surrounding area.
2. Remove sparkplugs and pushrod cover retainer clips. Collapse pushrod covers to expose pushrods.
3. Elevate and carefully stabilize rear of motorcycle. Place motorcycle in fourth gear and rotate rear wheel to put both lifters for front cylinder at lowest point.

NOTE - Front piston will be at TDC on Compression stroke and pushrods will turn with light finger pressure when lifters are in correct position.

WARNING

Proceeding without pushrods in correct position may cause personal injury and damage to motorcycle.

4. Cut front cylinder pushrods with bolt-cutter and remove pushrods and pushrod covers from engine. Remove chrome lifter cover from crankcase.
5. Loosen locknuts and turn adjusters on S&S pushrods to shortest length.
6. Disassemble pushrod covers. Install new O-rings and replace aluminum inner cover with S&S or similar covers.
7. Long S&S pushrods are for exhaust. Short ones are for intake. Pass one long and one short pushrod through pushrod covers, place pushrod/cover assemblies in lifter cover and install in engine. Tighten lifter cover screws to 90-100 in. lbs.
8. Turn adjuster screw on exhaust pushrod until pushrod has no vertical movement but still turns with light finger pressure. Turn adjuster screw 20 additional flats (approximately 3-1/2 full turns) to lengthen pushrod and secure adjuster screw with locknut. Without rotating engine, repeat procedure for front intake pushrod.

9. Allow 5-10 minutes for lifters to bleed down. After lifters bleed down and pushrods can be turned with light finger pressure, extend pushrod covers and install S&S® or similar retainer clips.

CAUTION

Rotating engine before lifters have bled down may damage pushrods and other parts.

10. Rotate engine to place rear piston at TDC on compression stroke and rear cylinder lifters at lowest point on cam. Using long pushrod for exhaust and short pushrod for intake, repeat procedure described above.

11. Start engine and observe for leaks.

NOTE - Engine may require several minutes of operation for lifters to pump up and quiet valvetrain. A brief, careful application of full throttle while observing safe riding habits and all applicable laws may speed this process.