

# Time for a Quickee?

## S&S® QUICKEE PUSHRODS

*Can Be Installed or Removed From An Assembled Engine!*



Sometimes one thing leads to another. Originally, S&S developed a pushrod with a new type of adjuster for use with S&S late style tappet guides for shovelhead engines. Since we didn't want to have to pull the heads to change pushrods, we had to come up with a design that allowed installation and removal by just opening the pushrod covers. The new design was such a cool idea that we made it available for Harley-Davidson® Evolution® big twin and Twin Cam 88® engines as well as 1986-'03 Sportster® models. No need to remove the gas tank or the rocker covers. We call these pushrods Quickee's . . . because they save time!

### Here's How It Works!

Screw the threaded adjuster into the pushrod until the threads disengage and the adjuster simply slides up into the pushrod body. That makes the pushrod assembly shorter, so installation and removal is a snap. Once the pushrod is installed, pull the adjuster down and re-engage the threads to adjust the pushrod. Once the pushrod is adjusted, the locknut positively prevents the adjuster from moving. That's it! It's a Quickee.

The ball ends of Quickee pushrods are drilled so that oil can flow through the pushrods to lubricate the top end. This is compatible with the stock oiling system for 1984-up big twins and 1986-up Sportster models. This oiling method is also used in S&S SH-Series and P-Series vintage engines. S&S also offers a Hydraulic Tappet Conversion kit for shovel engines, which features Quickee pushrods, billet tappet guides, late style tappets, and S&S roller rocker arms.

The only exception to the top end oiling thing is a special set of Quickee's for use with stock shovelhead rocker arms. That set does not have drilled ball ends since stock shovel rockers cannot be oiled through the pushrods.

Visit us on the web for more information or to find an S&S Dealer near you. [www.sscycle.com](http://www.sscycle.com)

### NOTES:

- S&S Quickee pushrods are designed for use with 1984-up hydraulic tappets. They are not compatible with stock or aftermarket hydraulic tappets for shovelhead engines or most solid style tappets.
- 1984-'99 style pushrod covers are required for access to the Quickee Pushrod adjusters in 1999-up big twins. There is a convenient kit (106-6051) for Harley-Davidson® Twin Cam 88® and Twin Cam 96™ engines that contains the pushrods, tappet cover gaskets, and a set of pushrod covers (see below). That makes it easy to do a Quickee.

S&S® QUICKEE PUSHRODS* FOR HARLEY-DAVIDSON® BIG TWIN AND SPORTSTER®			
Application	Displacement	Part No.	MSRP
1999-up Big Twin - Twin Cam 88® and 96™	88" - 124"	<b>93-5122</b>	\$180.00
1984-'99 Big Twin - Evolution® and S&S V-Series	80" - 98", 113", 117", 124"	<b>93-5120</b>	\$180.00
1984-'99 Big Twin - S&SV-Series	107", 111"	<b>93-5123</b>	\$180.00
1984-'99 Big Twin - S&SV-Series	103"	<b>93-5132</b>	\$180.00
1966-'84 Big Twin** - Shovel (S&S Rocker Arms)	74" - 103"	<b>93-5123</b>	\$180.00
1966-'84 Big Twin** Shovel (Stock Rocker Arms)	74" - 103"	<b>93-5134</b>	\$180.00
1986-'09 Sportster®	883cc- 1200cc	<b>93-5122</b>	\$180.00
Special Order	Specify	<b>93-5135</b>	\$225.00

\* Pushrods only, does not include covers. \*\* S&S tappet guide, S&S 1984-'99 style tappets.



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



S&S Quickee pushrod kit with pushrod covers, 1999-up big twin **106-6051** .....MSRP \$285.00