



Installation Instructions: S&S® T-Series Engine Assemblies 2007-up Big Twin

DISCLAIMER:

S&S parts are designed for high performance, closed course, racing applications and are intended for the very experienced rider only. The installation of S&S parts may void or adversely affect your factory warranty. In addition such installation and use may violate certain federal, state, and local laws, rules and ordinances as well as other laws when used on motor vehicles used on public highways, especially in states where pollution laws may apply. Always check federal, state, and local laws before modifying your motorcycle. It is the sole and exclusive responsibility of the user to determine the suitability of the product for his or her use, and the user shall assume all legal, personal injury risk and liability and all other obligations, duties, and risks associated therewith.

The words Harley®, Harley-Davidson®, H-D®, Sportster®, Evolution®, and all H-D part numbers and model designations are used in reference only. S&S Cycle is not associated with Harley-Davidson, Inc.

SAFE INSTALLATION AND OPERATION RULES:

Before installing your new S&S part it is your responsibility to read and follow the installation and maintenance procedures in these instructions and follow the basic rules below for your personal safety.

- Gasoline is extremely flammable and explosive under certain conditions and toxic when breathed. Do not smoke. Perform installation in a well ventilated area away from open flames or sparks.
- If motorcycle has been running, wait until engine and exhaust pipes have cooled down to avoid getting burned before performing any installation steps.
- Before performing any installation steps disconnect battery to eliminate potential sparks and inadvertent engagement of starter while working on electrical components.
- Read instructions thoroughly and carefully so all procedures are completely understood before performing any installation steps. Contact S&S with any questions you may have if any steps are unclear or any abnormalities occur during installation or operation of motorcycle with a S&S part on it.
- Consult an appropriate service manual for your motorcycle for correct disassembly and reassembly procedures for any parts that need to be removed to facilitate installation.
- Use good judgment when performing installation and operating motorcycle. Good judgment begins with a clear head. Don't let alcohol, drugs or fatigue impair your judgment. Start installation when you are fresh.
- Be sure all federal, state and local laws are obeyed with the installation.
- For optimum performance and safety and to minimize potential damage to carb or other components, use all mounting hardware that is provided and follow all installation instructions.
- Motorcycle exhaust fumes are toxic and poisonous and must not be breathed. Run motorcycle in a well ventilated area where fumes can dissipate.

IMPORTANT NOTICE:

Statements in this instruction sheet preceded by the following words are of special significance.



WARNING

Means there is the possibility of injury to yourself or others.



CAUTION

Means there is the possibility of damage to the part or motorcycle.

NOTE

Other information of particular importance has been placed in italic type.

S&S recommends you take special notice of these items.

WARRANTY:

All S&S parts are guaranteed to the original purchaser to be free of manufacturing defects in materials and workmanship for a period of twelve (12) months from the date of purchase. Merchandise that fails to conform to these conditions will be repaired or replaced at S&S's option if the parts are returned to us by the purchaser within the 12 month warranty period or within 10 days thereafter.

In the event warranty service is required, the original purchaser must call or write S&S immediately with the problem. Some problems can be rectified by a telephone call and need no further course of action.

A part that is suspect of being defective must not be replaced by a Dealer without prior authorization from S&S. If it is deemed necessary for S&S to make an evaluation to determine whether the part was defective, a return authorization number must be obtained from S&S. The parts must be packaged properly so as to not cause further damage and be returned prepaid to S&S with a copy of the original invoice of purchase and a detailed letter outlining the nature of the problem, how the part was used and the circumstances at the time of failure. If after an evaluation has been made by S&S and the part was found to be defective, repair, replacement or refund will be granted.

ADDITIONAL WARRANTY PROVISIONS:

- (1) S&S shall have no obligation in the event an S&S part is modified by any other person or organization.
- (2) S&S shall have no obligation if an S&S part becomes defective in whole or in part as a result of improper installation, improper maintenance, improper use, abnormal operation, or any other misuse or mistreatment of the S&S part.
- (3) S&S shall not be liable for any consequential or incidental damages resulting from the failure of an S&S part, the breach of any warranties, the failure to deliver, delay in delivery, delivery in non-conforming condition, or for any other breach of contract or duty between S&S and a customer.
- (4) S&S parts are designed exclusively for use in Harley-Davidson® and other American v-twin motorcycles. S&S shall have no warranty or liability obligation if an S&S part is used in any other application.

Instruction contents:	8- Exhaust system
1- Introduction	9- Initial start-up and engine break-in
2- Additional features	10- Tuning guidelines
3- Modification notes	11- Service intervals
4- Engine to frame assembly	
5- Fuel system	
6- Transmission case drilling	
7- Oil line installation	

Please read these instructions carefully before starting work. Proceed with the installation only after the instructions are completely understood. These instructions should be supplemented by the appropriate OEM service manual for your motorcycle. Follow all safety information.

1. Introduction

S&S® T-Series Engines are designed and intended for installation in a stock Harley-Davidson® chassis. It will bolt directly to the stock transmission and engine mounts of chassis designed for stock Twin Cam 96™ and 103™ engines.

Installation can be performed by any repair shop equipped to do complete Harley-Davidson® engine overhauls.

No special tools, other than those used in normal engine installation operations, are required.

NOTES

- Additional oil line kit is required. P/N 310-0435 for touring models only.
- Transmission drill jig is recommended for professional installation. P/N 530-0006.
- Not compatible with Screamin Eagle® high capacity oil pan MFR P/N-24400099.

2. Additional Features:

- Greater overall strength than stock crankcases, especially in the front motor mount, an important consideration in high performance applications.
- All oil passages between the crankcase and cam support plate are o-ring sealed.
- Compatible with stock components. Use stock oil pump, cam support plate, gear cover, etc.
- Uses 1999-2002 Timken® style sprocket shaft bearing.
- Uses 2003-up pinion shaft bearing

S&S® T-Series instructions often refer to procedures described in other S&S instructions or a Harley-Davidson® Service Manual. These materials should be cross-referenced as necessary.

IMPORTANT

Before proceeding, verify that serial numbers on crankcases match numbers on packing carton and certificate of origin. Contact S&S immediately if numbers do not match.

NOTE - Valid certificate of origin is required for any transfer or sale of longblock assemblies. Certificate of origin is required to title any motorcycle.

3. Modification Notes

S&S® Cycle cautions against modifying these crankcases due to the possibility of damaging or weakening them. Modifying S&S crankcases in any fashion voids all manufacturer warranties. Should the customer

elect to modify the crankcases regardless, it is imperative that they and the information tag attached to them be inspected beforehand to confirm that the correct model, style, bore size, etc. have been provided. The customer must confirm that crankcases and related parts are correct before assembling them or having them modified in any manner, and assumes all liability for modifications.

Under no circumstance will S&S be held responsible for expenses related to the modification of any S&S part in the event warranty service is required. Modified parts will not be accepted for credit or exchange. This will apply regardless of cause or fault: customer, retailer, manufacturer, or other.

For further information, contact S&S Technical Services at 608-627-8324, FAX 608-627-1488 or e-mail sstech@sscycycle.com

NOTE - Modification includes but is not limited to appearance changes such as painting, powdercoating, plating, and polishing. Proper preparation for these procedures as well as the processes themselves may require the use of polishing compounds, chemicals or procedures that are potentially harmful to crankcases.

CAUTION

- Passages and internal cavities may become obstructed by residues from materials used to polish, paint, plate or powdercoat surfaces. Additionally, surface finishing processes can damage critical machined surfaces. Any of the above may cause premature wear, damage or failure of other engine components as well as the crankcases themselves.
- Glass bead and polishing residues are abrasive and can be difficult to remove from recesses and small passages. Abrasive residues can cause oil contamination and extensive engine damage. Engine damage caused by powder coating, polishing, glass bead blasting, or other modification will not be covered under warranty.

Powder Coating - Subjecting heat-treated alloys such as those used in S&S crankcases to excessive heat can drastically alter their strength and their critical properties. The degree of change depends upon the temperatures reached and the duration of exposure. When powder coating or otherwise processing alloy parts, S&S exposes them to a maximum temperature of 370°F for no longer than 20 minutes. Under no circumstances should parts be heated past 400°F!

S&S strongly recommends trial-fitting every engine before frame is painted or powder coated.

4. Engine To Frame Assembly

The engine should be installed into the frame before the ignition, fuel, exhaust, and oil system components are installed.

Follow the engine to frame fitting below:

Engine to Frame Test Fit

NOTE - The engine must be fitted to the frame it is installed into. It must rest squarely on its attachment points, and bolted solidly to the mounts without stressing the engine case at any point.

CAUTION

Failure to correctly mount the engine can cause problems not covered under warranty including but not limited to, excessive vibration, driveline mis-alignment, and broken castings.

A. Test-fit instructions

1. Clean frame engine mounts and carefully remove any irregularities from mounting surfaces. Also inspect crankcase mounting bosses for burrs.
2. Position engine in frame, check for clearance at frame, and alignment to transmission. It is a good idea to replace rubber engine mounts at this time. Old mounts deform over time and can induce unwanted stresses on the engine case.



Improper alignment of engine and frame mounts may cause abnormal stresses resulting in damage to crankcases or other parts.

5. Fuel system installation and tuning

NOTES - S&S® Engine assemblies for 2007-up big twins do not include a fuel system.

S&S engines feature larger than stock 1.780" intake ports, which are suitable for performance intake manifolds.

A. Install fuel system.

1. Install throttle body, fuel injectors, and intake according to 2007-up Harley-Davidson® service manual or instructions included with any aftermarket performance fuel system.

B. Re-install and connect fuel tank.

1. Refer to appropriate service manual. Inspect fuel lines and clamps - replace as necessary.
2. Check fuel line connections and routing. Avoid hot surfaces. Make certain that the protective cover has been placed over fuel line, and that it is clear from sharp edges and abrasive surfaces.
3. Fill the fuel tank with a sufficient quantity of gasoline for the initial start-up procedure.
4. Double check that all fuel line connections have been made correctly and there is no gas leakage at any point in the system.

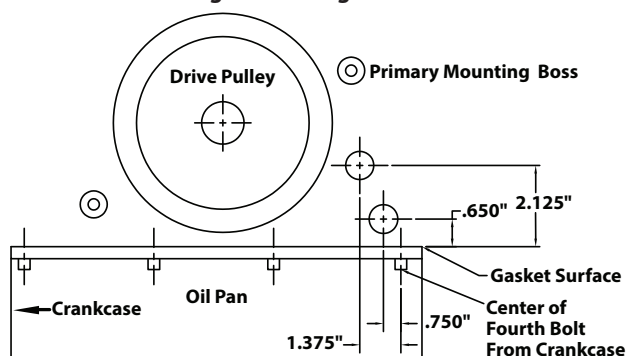
6. Transmission Case Drilling

NOTE: If an S&S engine or crankcase is to be installed in a motorcycle, which has had a catastrophic engine failure, or if for any reason it is suspected that debris or contaminants have been introduced into the oiling system, the oil pan must be thoroughly cleaned or replaced. In order to ensure that all debris is removed from the oil pan, the baffle must be removed. In 2009 and later models, and in current production replacement oil pans for earlier models, the baffle is welded into the oil pan and is difficult to remove. It is recommended that oil pans with welded-in baffles be replaced.

Harley-Davidson® replacement oil pan part number for touring bikes is 62489-99A.



Failure to remove debris or contaminants from the oil pan may result in serious damage to the engine.



These instructions assume that the engine has been installed, and that the inner primary cover and oil pan have been removed. However, transmission case drilling can be done before engine is installed. Tool Kit 530-0006 is recommended for easy and professional drilling and tapping of vent and return fittings. If Tool Kit 530-0006 is not available, a 9/16" drill bit and a 3/8-18 NPT tap must be obtained. Refer to dimensions shown in Figure 1 to determine the locations of the vent and return fitting holes. Once the holes are drilled and tapped, the rest of the installation is the same.

For more information, refer to S&S instruction sheet P/N- 510-0106

- A. Clean areas of drilling, gasket surfaces, etc.
- B. Install Drill jig as shown in **Picture 1, page 4** with two 5/16-18 fasteners, snug fasteners enough to hold jig securely, **see Picture 2, page 4.**
- C. Lubricate jig bushing hole and 5/16" drill with engine oil, install drill bushing into either hole in drill jig and drill hole. Repeat for second hole. **See Pictures 3 & 4, page 4.**
- D. Remove Drill jig and de-burr both holes inside and out. **See Picture 5, page 4.**
- E. Mask pipe tap so .770" of thread is exposed, this marks the depth you want to tap the two holes
- F. Lubricate pipe tap with thread cutting oil or engine oil.
- G. Re-install drill jig. Using a 5/8" 12pt socket, guide the tap into the drill jig bushing and start the tap a couple of turns in each hole, be sure to tap far enough so that you will be able to re-start the tap to finish the holes. **See Picture 6, page 4.**
- H. Remove drill jig. Finish tapping each hole to the 0.770" depth marked by the masking tape. **See Picture 7, page 4.** De-burr and clean both holes inside and out with compressed air and a solvent such as brake cleaner.
- I. Prep two 90° fittings with thread sealer or PTFE tape. **See Picture 8, page 4.**
- J. Install each fitting. One fitting will turn past the other fitting if properly positioned. **See Picture 9, page 5.** Tighten fittings to the finishing position of each shown in **Picture 10, page 5.**
- K. Remove pipe plug from stock oil pan, clean the threads with solvent and compressed air and flush out the pan. **See Picture 11, page 5.**
- L. Prep 45° fitting with pipe sealant or PTFE tape and install to position shown in **Picture 12, page 5.** Re-flush the oil pan & reinstall oil pan to trans case.

7. Oil Line Installation

For 2007-up Harley-Davidson® FL models



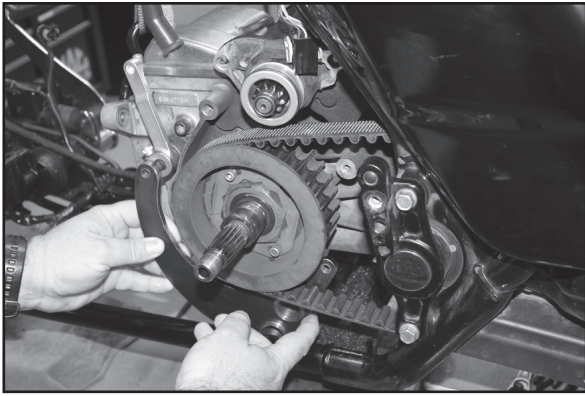
Oil line installation is crucial to engine life. If you are not sure that you can properly perform this operation, please contact the S&S Tech Department for a referral to a shop in your area.

NOTE: Installation instructions are based on an engine and transmission already in the chassis with oil pan installed and inner primary removed. Engine should be installed using a new transmission to engine gasket in place to seal the oil passages utilized by the stock case.

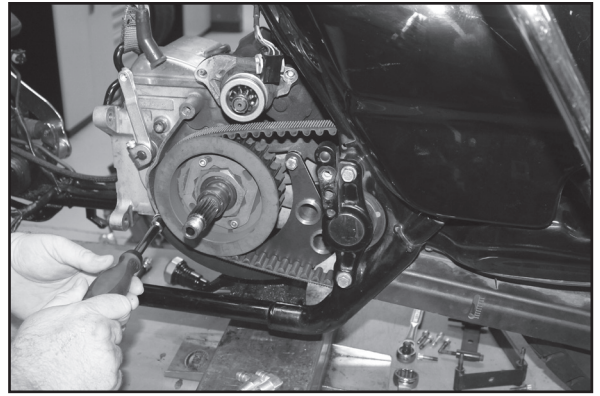
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S&S Viola V-Twin #560-0094.

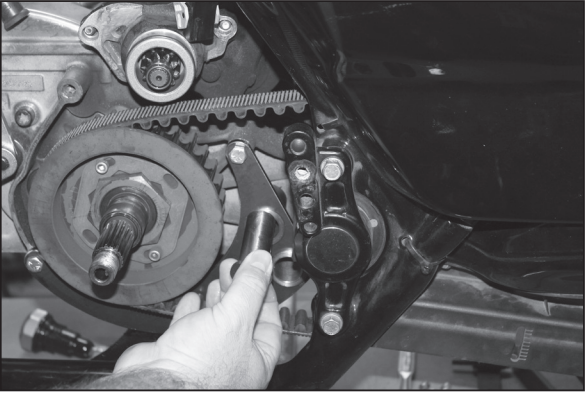
- A. Oil line mock-up is recommended to get an idea of final routing before cutting any oil line. Refer to **Figures 2 & 3, page 5** for correct placement on crankcase.



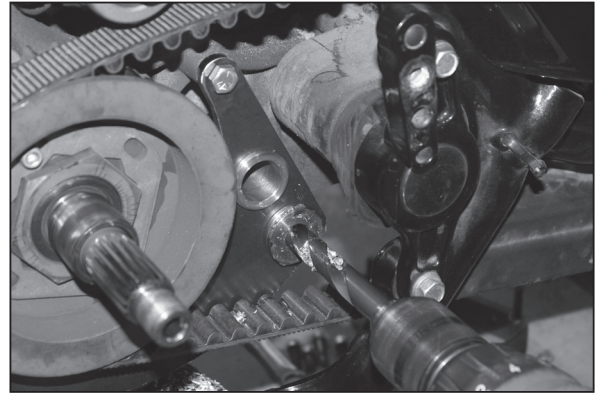
Picture 1



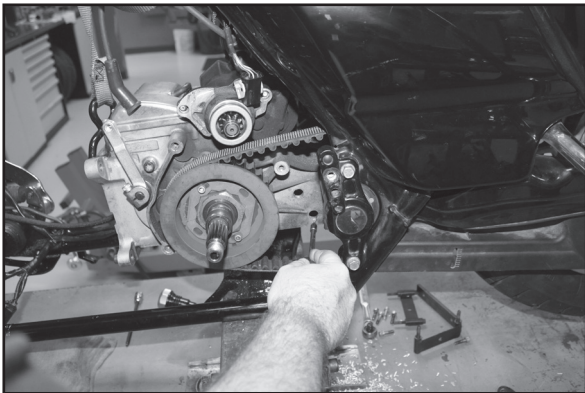
Picture 2



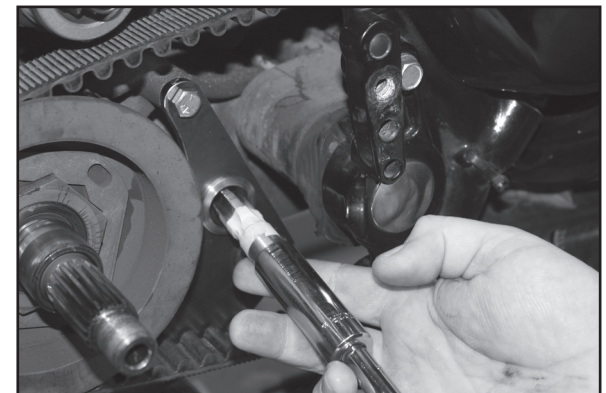
Picture 3



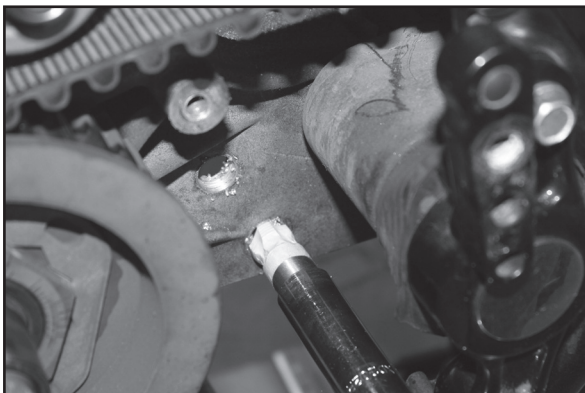
Picture 4



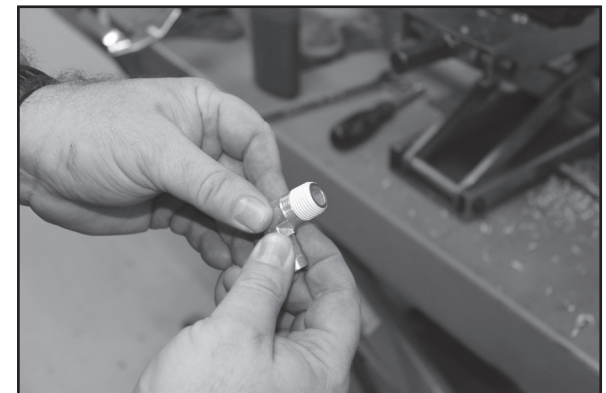
Picture 5



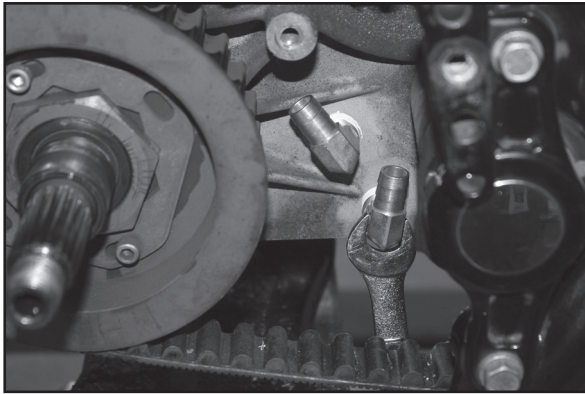
Picture 6



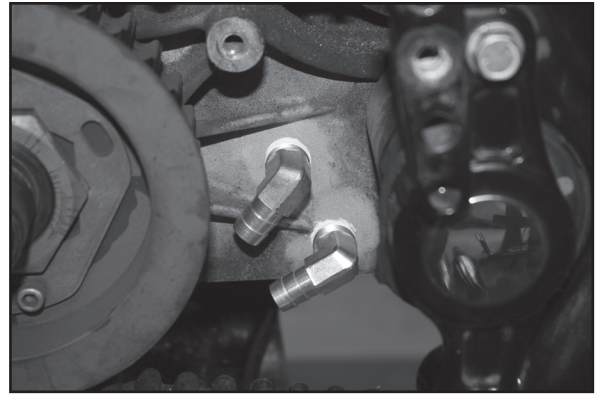
Picture 7



Picture 8



Picture 9



Picture 10



Picture 11



Picture 12

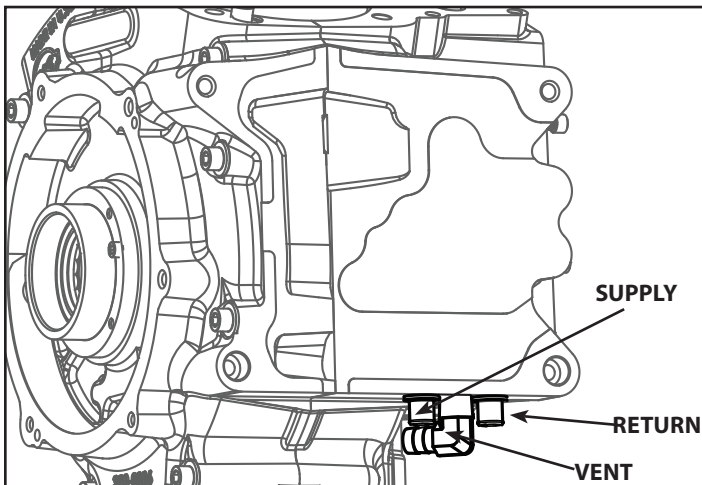


Figure 2

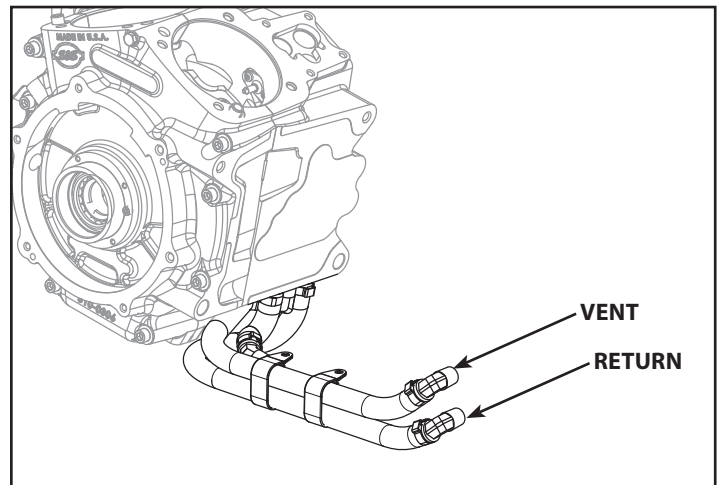
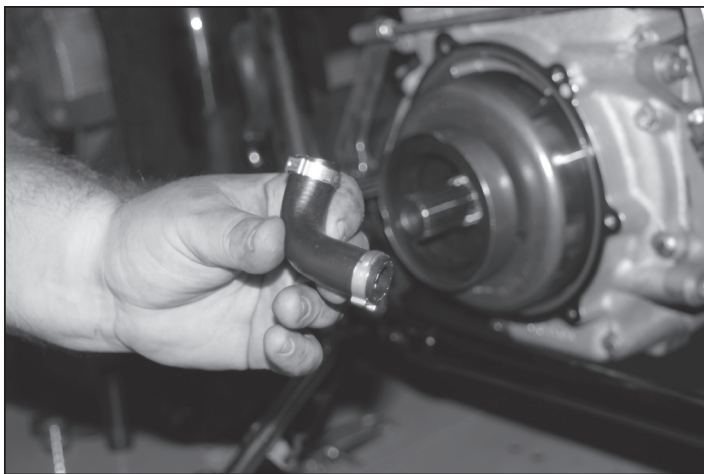
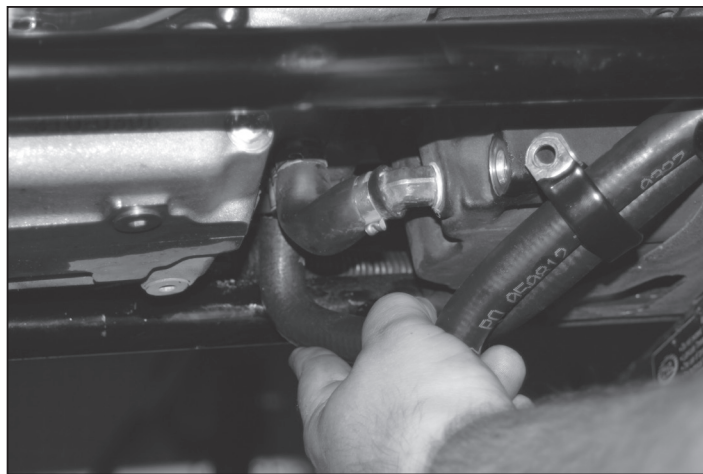


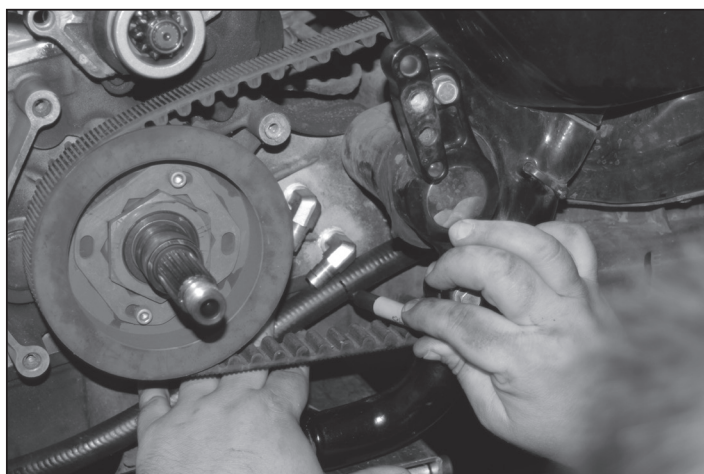
Figure 3



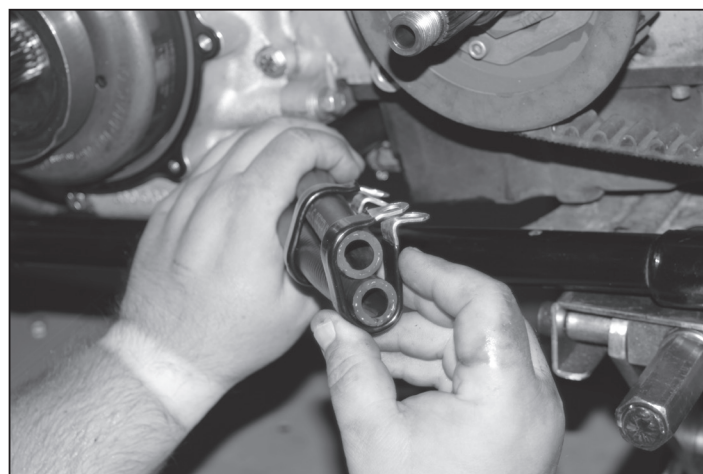
Picture 13



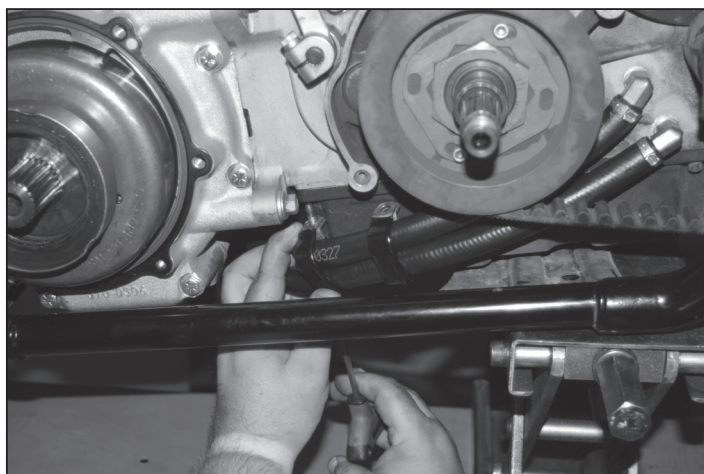
Picture 14



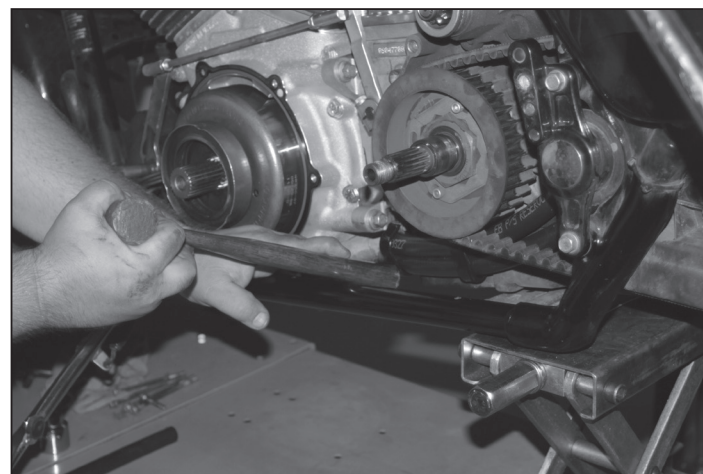
Picture 15



Picture 16



Picture 17



Picture 18

- B. The oil supply line is the short fully formed line that goes to the 45° fitting in the oil tank. Trim as needed, slide pinch clamps over hose ends, **See Picture 13 page 6**, and install Oil Supply line, crimp as shown in **Picture 14, page 6**.
- C. Install and mark the long return and vent lines, **See Picture 15, page 6**, and cut to length.
- D. Install pinch clamps and P-Clamps on the hoses keeping the vent line on top. **See Picture 16, page 6**. Crimp the hose clamps on the fittings on the transmission and engine with a crimping tool. Top vent line to the top fitting and the return line to the bottom fitting.
- E. Remove the front two oil pan screws and reinstall them to hold the P-clamps in place. **See Picture 17, page 6**. Once installed, push the clamps into the side of the oil pan to keep them tight to the pan using a wood handle or other non marring device. **See Picture 18, page 6**.

NOTE

- P-Clamps will be used to hold the vent and return oil lines in place running parallel and just below the oil pan gasket interface. (The vent line should be above the return line).
- S&S recommends replacing stock spring style hose clamps on oil cooler lines, where they attach to the filter adaptor, with crimp style clamps. Spring clamps do not provide adequate clamping force to keep oil lines secure on the hose nipples under extended high rpm operation.

B. Oil recommendations

MOTOR OIL VISCOSITY	TYPICAL AMBIENT TEMPERATURE
SAE 20W50	ABOVE 30° F (-1° C)
SAE 25W60	ABOVE 40° F (4° C)
SAE 50	ABOVE 60° F (16° C)
SAE 60	Above 80° F (27° C)

NOTES

- S&S® Cycle recommends the use of S&S V-Twin 20W-50 synthetic oil in our engines.
- S&S Cycle recommends the use of S&S® oil filters, PN 31-4103 (black), or PN 31-4104 (chrome).

C. Verify oiling system operation before starting



CAUTION

If engine is run with foreign material in the oil tank, engine damage will occur. Engine damage caused by foreign material in the oil tank is not covered under the S&S warranty.



CAUTION

Restricted oil flow may result in extensive engine damage not covered under warranty.



CAUTION

Improper installation of oil lines or fittings may result in parts damage not covered under warranty.

1. Fill the oil tank to the proper level.
2. Remove spark plugs. Ground plug wires to cylinder head with either a jumper wire or through a test plug.
3. Turn ignition on and turn the engine over with the starter motor

until oil pressure light goes off.

4. Verify that engine oil is returning to oil tank.
5. Start motorcycle. Verify oil pressure by watching oil pressure light.

NOTES

- If oil pressure fails to indicate within 30 seconds of starter operation, allow the starter to cool. Verify that oil line routing is correct and that the oil tank is full to the proper level.
- Oil pressure indicator lamp should light when ignition is turned on. Lamp will go out after engine is started and there is oil pressure at the switch in the crankcase.



CAUTION

Avoid excessive time of starter engagement. Overheating of starter motor will result in damage. Oil pump should prime and deliver oil to the oil sender hole within 30 seconds.

8. Exhaust System

NOTE - The engine must be correctly mounted into the frame before the exhaust system is installed.

1. Place new woven-metal gasket into exhaust ports of cylinder heads.
2. Inspect the exhaust pipe header flanges and retaining rings. Replace if distorted, warped, or otherwise damaged.
3. Apply a high-temp. anti-seize lubricant to threads of exhaust studs at cylinder heads.
4. Install exhausts to cylinder heads. Hand tighten exhaust stud nuts.
5. Attach exhausts to lower mounting bracket. Shim if necessary. Hand tighten mounting hardware.
6. Tighten exhaust flange nuts at head to 60-80 in-lbs.



WARNING

In some instances, brake master cylinder must be spaced out from frame to clear crankcase. UNDER NO CIRCUMSTANCES SHOULD MASTER CYLINDER OR BRAKE LINE BE ALLOWED TO CONTACT EXHAUST PIPE IN FINAL INSTALLATION. Heat transferred to brake fluid may expand and cause brakes to seize, resulting in possible fire hazard and loss of control of motorcycle with injury or death to rider and others.

NOTE - Make certain that the exhaust system is not pre-loaded, or in a bind, at the lower mounting points. Make all spacing adjustments prior to final-tightening of the upper exhaust mounting hardware at the cylinder heads. Failure to follow this procedure may cause excessive vibration and result in failure of exhaust pipes or mounting hardware.

9. Initial Start-Up And Engine Break-In

GENERAL BREAK-IN NOTES

- Remember that these are air-cooled engines. Sufficient air movement is required to keep engine temperatures within safe operating limits.
- Avoid heavy traffic and congestion or extended idle periods whenever possible.
- S&S v-twin performance engines are designed for, and happiest when running between 2750-3500 at normal highway speeds.
- Today's heavier bikes and taller gearing can easily push a high performance engine into a lugging condition which increases loads on engine components, causes detonation, builds excessive heat and increases fuel consumption. If the engine does not accelerate easily when given some throttle, downshift to a lower gear.
- S&S engines benefit from a warm-up period any time they are started, to get to operating temperature before being subjected to heavy loads or quick throttle revs.

BREAK-IN OIL CONSIDERATIONS.

Either petroleum or synthetic oil designed for air-cooled v-twin engines can be used during the break-in period and during normal use. If preferred, petroleum oil can be used for the break-in period, after which, the engine can be changed over to synthetic oil.

BREAK-IN PROCEDURE

10. Initial start up. Run engine approximately one minute at 1250-1750 RPM. **DO NOT** crack throttle or subject to any loads during this period as head gaskets are susceptible to failure at this time. During this time, check to see that oil pressure is normal, that oil is returning the oil tank, and that no leaks exist.
11. Shut off engine and thoroughly check for any leaks or other problems. Let engine cool to the touch.
12. After engine has cooled, start up again and allow the motor to build some heat. Engine should be run no longer than three to four minutes. When the cylinders become warm/hot to the touch (approximately 150°F) shut the motor down and let it cool to room temp. Follow the same cautions as for the initial start-up, and continue to check for problems.
13. First 50 Miles:
 - A. **Street: Ride normally, do not lug the engine. Avoid high heat conditions and vary the RPM while riding. No stop and go traffic, extended idle periods, or high load or high RPM conditions. Max of 3,500 RPM or 60 MPH.**
 - B. **Dyno: A chassis dynamometer can be used to put the first 50 miles on a new engine. See the notes and procedure below for chassis dyno break-in.**
14. 50-100 Miles: Ride normally, do not lug the engine. Avoid high heat conditions, no stop and go traffic or extended idle periods. Limited short bursts of throttle can aid in ring seating from this point forward during the break-in, but avoid continuous high speed or load conditions. Max of 4,250 RPM/70 MPH.
15. 100-500 Miles: Avoid lugging the engine and high heat conditions. Max of 5,000 RPM. Change oil at 500 miles.
16. 500-1,000 miles: Ride bike normally, but avoid continuous high load operation and high heat conditions.
17. From 1,000 miles on: Break-in is complete, enjoy!

NOTES FOR COMPLETING INITIAL 50 MILE BREAK-IN AND INITIAL TUNING ON A CHASSIS DYNO

- When running the bike on the dyno it is critical that engine temperatures are monitored, AFR is kept between 12.5-14.7 and the engine is not overheated. Fans must be used to keep the engine cool. When tuning under higher loads stop regularly and allow the engine to cool.
- A load must be placed on the engine to properly seat the rings. Running a new engine continually with no load will result in cylinder glazing and poor ring seal. The engine should be loaded to simulate close to the weight of the bike, a load of 10-15% on a Dyno jet 250i is usually sufficient. It is not recommended to use an inertia only dyno to break-in an engine as no load can be placed on the engine.
- Initial tuning on the engine can be completed during the initial 50 miles of dyno break-in. It is recommended the engine be run on the street for a minimum of 500 miles prior to completing tuning at full power. Monitor engine temperature during tuning to ensure the engine is not overheated.

DYNO BREAK-IN PROCEDURE (FIRST 50 MILES)

1. Follow the same procedure outlined above for initial start-up and heat cycling the engine.
2. Run the bike for 25 miles on the dyno under varying speeds and loads while going up and down through the gears. Keep engine RPM below 3,500 RPM but do not lug the engine. The dyno must be operated so the engine runs under a load roughly equal to the power needed to move the bike down the road, this would be about 12 hp at 55 MPH. Keep engine head temperatures below 200°F at the temp sensor or surface of the head. Stop and cool the engine if needed.
3. Allow the engine to cool down to room temperature.
4. Run the bike for 25 more miles (50 miles total) under varying speeds, loads, gears as before. Make sure there is some load on the engine. Keep engine speed below 4,250 RPM but do not lug the engine. Limited short bursts of throttle can aid in ring seating as long as the calibration/tune keeps the AFR in control. Keep engine head temperatures below 225°F at the temp sensor or surface of the head.
5. After the first 50 miles on the dyno, it is recommended the normal break-in schedule be followed under normal riding conditions on the street. See Step 5 on the previous page.

6. Tuning Guidelines

Ignition timing and fuel injection tuning are responsibilities of the customer. If not thoroughly familiar with these procedures, contact a professional mechanic.

A. Exhaust Systems

Muffled exhaust systems.

If you have an existing 2-into-2 system that uses slip-on style mufflers, whether it is an OEM or an aftermarket system, we recommend the S&S Power Tune Dual header pipes and S&S slip-on mufflers. S&S® dyno tests achieve almost 8 more horsepower and 5 ft. lbs. of torque on a stock Harley-Davidson® Twin Cam engine using S&S slip-on mufflers, and S&S Super Sidewinder® engines have produced 1-1.1 horsepower per cubic inch using stock style exhaust and S&S slip-on mufflers. These mufflers will allow your engine produce more horsepower and torque than straight-through drag pipes at low and midrange RPMs.

Drag pipes

While drag pipes can be used with good results to achieve top end horsepower, they are generally not recommended for low and midrange power applications. Fuel injection calibration is generally easier for engines with muffled exhaust systems.

B. Gearing

Gearing depends on the total weight of the machine and rider, the size of the engine, cam, exhaust system and type of riding. Most high performance engines, and particularly those with larger displacements, are capable of pulling more gear. We suggest you break the engine in with stock gearing to minimize the load on the engine. After the engine is broken in, you will have a better feel of its potential and can change gearing accordingly.

The following formula will determine final drive gear ratio:

$$\begin{aligned} \text{Engine Revolutions Per One Revolution of Rear Wheel} = \\ (\text{Clutch Sprocket}^*) \times (\text{Rear Wheel Sprocket}^*) \\ (\text{Motor Sprocket}^*) \times (\text{Transmission Sprocket}^*) \end{aligned}$$

**Number of teeth on each sprocket*

7. Service Intervals

S&S® RECOMMENDED REGULAR SERVICE INTERVALS	
ITEM	INTERVAL
Engine Oil & Filter	Change at 500, 2,500 miles, and every 2,500 miles thereafter. ¹
Air Cleaner	Inspect at 50 and 500 miles, every 2,500 miles thereafter. ²
Petcock, Lines, & Fittings. Vacuum Lines	Inspect at 50 and 500 miles, every 2,500 miles thereafter.
Fuel Filters	Every 5,000 miles.
Engine Idle Speed	Adjust as required.
Throttle & Enrichment Device Control	Inspect and lubricate throttle cables at 500 miles and every 2,500 miles thereafter.
Spark Plugs (Champion RA8HC or equiv.)	Inspect every 5,000 miles. Replace every 10,000 miles or as needed.
Ignition Timing - 28 deg. total advance max.	Inspect every 5,000 miles.
Engine Mounts	Inspect every 500 miles and every 5,000 miles thereafter.
External Fasteners (except cyl. head bolts)	Re-torque at 500 miles and every 5,000 miles thereafter.
¹ S&S recommends that petroleum-based oil not specifically formulated for aircooled motorcycles should be changed every 1,000 miles.	
² Replace more frequently if required or if engine is operated in a dusty environment.	