Installation and Jetting Instructions for S&S Super E and G Series “Shorty” Performance Carburetors for 2004-’05 Harley-Davidson® Sportster® Models

**DISCLAIMER:**
Many 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. 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.

**NOT LEGAL FOR SALE OR USE IN CALIFORNIA ON ANY POLLUTION CONTROLLED MOTOR VEHICLES**

**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.

- **WARNING**
  - 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 an 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.
INTRODUCTION
S&S® Super E and G Shorty carburetors are butterfly type carburetors with fully adjustable idle mixture and circuit and changeable mid range and high speed jets. The high speed circuit features a changeable air bleed. Both carburetors also feature an adjustable accelerator pump and variable enrichment/fast idle device for improved throttle response, engine starting and warm ups.

The Super E has a 11/8” (47.6mm) bore and 13/16” (39.6mm) venturi. It is identified by an “E” cast into the throttle linkage side of the body below the letters “S&S SUPER”. The Super E is recommended for use on any displacement big twin or Sportster® model.

The Super G has a 21/4” (52.3mm) bore and 11/4” (44.5mm) venturi. It is identified by a “G” cast into the carb body. See Picture 1. The Super G is recommended for use on modified engines of 100 cubic inches or more. While both carburetors can be made to work on most engines, the Super G is not recommended for small, low compression engines. If there is doubt as to which carburetor to use, S&S suggests the Super E.

IMPORTANT NOTES

- Recommended for Racing Only - S&S Super E & G carburetors covered by these instructions are not legal for use in California on motor vehicles operated on public highways or in other states where similar pollution laws 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.
- Because S&S carburetors are significantly larger than OEM units, unmodified, small displacement engines such as 883 Sportster® models may experience sluggish low speed response when equipped with S&S carburetors. This can often be minimized with performance exhaust and careful tuning.
- All manufacturer warranties become void if any part of the carburetor is polished, chrome plated or otherwise altered.

THROTTLE REQUIREMENTS

NOTE: S&S Super E and G carburetors require the use of a two cable, pull open - pull closed throttle assembly.

Single, braided wire cable throttle mechanisms cannot mechanically close the throttle. If throttle inadvertently sticks in open position, loss of control of motorcycle and personal injury to operator or others may result.

2004-'06 Harley-Davidson® Sportster® Models
Stock Sportster models from 2004-'06 have two cable throttle system designed for use with the stock constant velocity (CV) type carburetor. S&S offers two throttle cable guides, one for butterfly carbs and one for CV carbs. See Picture 2. The taller cable guide included in this kit, is compatible with stock throttle cables and should be used on these models.

WARNING
Gasoline is extremely flammable and explosive under certain conditions. Do not smoke around gasoline. Gasoline fumes are toxic when inhaled. Perform installation in a well ventilated area away from open flames or sparks. Any gasoline leak or spill constitutes a health and fire hazard.

- If motorcycle has been running, wait until engine and exhaust have cooled to avoid getting burned during installation.
- Electrical sparks can ignite explosive gasoline fumes. Failure to disconnect battery while working on motorcycle can also result in inadvertent engagement of starter and personal injury.
2. Prepare Air Cleaner Backplate

   NOTE: Fast idle lever screws must not be over tightened. Loctite® or other thread locking compound may be used sparingly on threads to prevent screws from vibrating loose.

   a. Install plugs into both holes in air cleaner backplate as shown in Picture 5.

   b. Assemble fast idle mechanism as shown in Figure A. The pivot point for the enrichener does not have a screw holding it. Slip the pivot over the boss cast onto the backplate.

   Over tightening fast idle lever screws may damage backplate.

3. Prepare existing two cable pull open-pull closed type throttle assembly.

   a. Loosen cable freeplay adjustment locknuts and thread adjusting screw so half of threads are exposed. See Picture 6.

   b. Clean grease and dirt off cables, cable housings and cable fittings.

   c. Apply light coat of cable lubricant to cables and fittings.

   NOTE: Throttle grip assembly must be assembled correctly and work freely to prevent possible sticking during operation. Throttle must snap closed when released. Cable routing must be free of tight bends to minimize friction between cable and housing.

   If throttle does not work freely, it may inadvertently stick open possibly causing loss of control of motorcycle and personal injury to operator or others.
4. Check idle mixture and idle speed screw settings.
   a. Check setting of idle mixture screw on top of carb body. See Picture 7. Turn screw clockwise to close screw, counting number of turns to fully closed position - setting should be 1 1/2 turns. Reset by turning screw counterclockwise to 1 1/2 turns open. After engine is started, screw must be reset as explained in “Adjusting Idle Mixture” section of instructions.

   NOTE: Turn idle mixture screw in only far enough to contact seat. Do not over tighten.

   Over tightening idle mixture screw may cause irreversible damage to carburetor body.

   b. Check setting of idle speed adjusting screw. See Picture 8. Turn screw counterclockwise until it no longer contacts throttle linkage spool. Next, turn screw clockwise until it just contacts spool. Then turn additional 1/2 turn clockwise to slightly open throttle plate.

5. Identify the manifold to carburetor hardware included in the kit. There is a standard socket head screw (3/8-16 X 1.5”) and a low head socket screw (3/8-16 X 1.5”). The low head socket screw is mounted in the lower manifold hole position. See Picture 9.

6. Loosely connect the manifold and phenolic block and O-ring to the carburetor body—be sure the low head socket screw is in the bottom manifold position. Once everything is aligned properly, tighten the bolts.

   NOTE: If insulator block is not installed, manifold bolts supplied in kit will be too long and may bottom in holes. Shorter manifold bolts must be used if insulator block is not installed.

   If insulator block is not installed, lower manifold bolt may damage carburetor bowl causing possible gasoline leak.

   Gasoline is extremely flammable and explosive under certain conditions. Do not smoke around gasoline. Gasoline fumes are toxic when inhaled. Any gasoline leak or spill constitutes a health and fire hazard.

7. Install throttle cables on carburetor.
   a. Apply drop of Loctite® 242 or equivalent to threads of cable bracket screw and install the proper throttle cable guide on the carburetor.
   b. Install opening side throttle cable barrel fitting and throttle cable in throttle linkage and appropriate side of throttle cable housing bracket. Opening side cable housing outside diameter is smaller and measures .190”.
   c. Repeat step 2 for closing side throttle cable. Closing side cable has a spring around inner cable wire. See Picture 10.
8. Position the carburetor/manifold assembly onto the cylinder heads. Thread the socket head and hex head bolts with flat washer loosely in place.


10. Install breather hose between breather fittings with long hose runner toward rear cylinder breather fitting. Position hose in such a way that it is not kinked and does not interfere with travel of the enrichment lever. Trim ends of vent hose as required. Secure hose to fittings with spring clamps. See Picture 12.

11. Hold the “S” shaped carburetor backing plate bracket against the front cylinder breather bolt and hold the backing plate in position. This will give you a good idea of which spacers you need to space the backing plate to the bracket. Connect the bracket and spacers to the backing plate loosely with the 3/16” X 1” bolt, washer and lock nut. See Picture 13.

12. Mount the carburetor backing plate with the gasket to the carburetor body. Confirm that enrichment device lever, engages enrichment device plunger. See Picture 14.

13. Be sure that carburetor is sitting level and tighten the “S” bracket to backing plate bolt and the head breather bolts to 16 ft-lbs. See Picture 15. Check to ensure that the enrichment lever and plunger operate smoothly and that the plunger bottoms completely when the lever is pushed all the way down.

NOTE: Backplate screws supplied with kit have pre-applied thread locking compound on threads. If screw without thread locking compound is used, a thread locking compound such as Loctite® 242 must be applied to threads, and screws properly tightened. If screws are removed in future, Loctite® 242 or equivalent must be applied before reinstallation.
14. Tighten the manifold to cylinder head bolts to 16 ft-lbs.

15. Remove the soft rubber seal from the stock MAP sensor. Cut a short length of hose and mount the MAP sensor on the manifold vacuum nipple. See Picture 16.

16. Attach the vacuum operated petcock hose to the vacuum nipple on the carburetor.

17. Slide the plastic sheathing over the included fuel line. Run the fuel line and sheathing behind the carburetor backing plate as shown, then connect to the carburetor fuel inlet to the straight portion of the fuel line using the included hose clamp to secure it. Run the fuel line to the fuel supply valve, making sure it will not touch cylinders or other hot engine parts, or interfere with the throttle cables. Secure the fuel line with one of the hose clamps included in the kit. See Picture 16.

18. Slip fuel overflow hose onto fitting on carb bowl and neatly route behind pushrod tubes. Hose may go toward back of engine, or toward front of engine. Exit end of overflow hose must extend down below engine and away from exhaust pipes. See Pictures 17 and 18.

19. Adjust throttle cables. Turn threaded throttle cable adjusters to remove excessive freeplay.

20. Test throttle to insure that it opens and closes freely. Turn handlebars to extreme left and open and close throttle, then turn bars to extreme right and open and close throttle. If throttle binds, loosen cable adjusters to put more freeplay in cables. Tighten adjusting screw locknuts after making final adjustments.

NOTE: Throttle must not bind and must snap shut to fully closed position when released.

If throttle does not return to fully closed position when released, it may inadvertently stick open, causing possible loss of control of motorcycle and personal injury to operator or others.

21. Install air cleaner element. Insure that element goes around outside edge of locating tang at 9 o’clock position on backplate. Correctly installed element will remain in place on backplate without support.

22. Install air cleaner cover using three 3/4”-20 x 1” mounting screws provided.

23. Put the gas tank back on, and reconnect the battery.
Final assembly and checks.

1. Check carb to manifold mounting bolts.
2. Check carb to air cleaner backplate mounting screws.
3. Check backplate mounting brackets to heads and breather vent fittings.
5. Check vacuum operated ignition advance connections if applicable.
6. Check crankcase to backplate vent hose connections if applicable.
8. Test throttle to be sure it opens and closes freely. Turn handlebars to extreme left and open and close throttle, then turn bars to extreme right and check throttle. When released, throttle should snap closed in all positions.
9. Reassemble components that were removed or disassembled for carb installation. Consult authorized Harley-Davidson® service manual for installation procedure for stock parts not covered in S&S® carb instructions.
10. Check fuel needle and seat assembly. Fill gas tank with just enough fuel to test system. Lean motorcycle over towards carburetor side, turn on fuel petcock and wait 20 seconds. If gas runs out end of carb or out overflow hose, turn off petcock and check needle and seat. See “General Information.”
11. Check fuel inlet fitting and fuel line connections for leaks. Hose clamps must be tight.

**NOTE:** Fuel needle and seat assembly must completely shut off fuel supply to carburetor bowl. Fuel inlet fittings and fuel line connections must not leak.

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**CAUTION**

Gasoline leaking past inlet needle may flood engine causing contamination of oil supply and damage to engine.

Any gasoline leak represents a health and fire hazard.

**INSTALLATION NOTES:**

- Bowl vent screw should be removed for any all-out racing application which includes use of air horn or air cleaner without filter element. Exposed passage in carb body maintains equal pressure between float bowl and atmosphere. See Picture 19.
- On any application where air horn is used instead of air cleaner, S&S carb mounting bracket must be used to securely fasten carb to engine. See line drawing on page 15
- S&S® enrichment system operates on manifold vacuum. If throttle is opened while starting engine, vacuum will be reduced and enrichment system will not function normally.

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**ENRICHMENT DEVICE NOTES:**

- Enrichment/fast idle pickup tube located directly below fast idle plunger, is pressed into carburetor body and must not be removed. See Picture 21 on next page.

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**CAUTION**

Improperly mounted carburetor may loosen from engine resulting in gas or air leaks, poor performance and possible damage to carburetor or other components.

Any gasoline leak represents a potential health and fire hazard.
Cold Starts

1. Open fuel petcock.

**NOTE:** When motorcycle is not running, fuel petcock/shutoff valve should be turned off to prevent possible leakage should needle and seat not seal properly.

**CAUTION**

Gasoline leaking past inlet needle may flood engine causing oil contamination and engine damage.

**WARNING**

Gasoline leaking past inlet needle may flood engine and surrounding area creating a potential health and fire hazard.

2. Prime engine with one or more squirts from accelerator pump. Ambient temperatures below 60° may require increased priming, up to 6-7 squirts depending upon exact temperature and carb jet size.

3. Pull fast idle level to fully raised position.

4. Turn on ignition.

5. With throttle closed, engage electric starter.

6. If engine fails to start immediately, crack throttle enough to barely open butterfly and continue to engage starter until engine fires.

7. After engine starts, position lever to maintain rpm at approximately 1000-1200 rpm with throttle closed. Lever may gradually be pushed down to closed position as engine warms. Engine should be warmed sufficiently to idle with fast idle lever off in 1 to 4 minutes or after a few miles of riding.

**NOTE:** Operating engine with fast idle lever up for excessive time will result in fouled spark plugs. Push lever completely down as soon as engine will run smoothly without enrichener.

Hot Starts

1. Open fuel petcock.
2. Turn on ignition.
3. With throttle closed, engage electric starter.

4. If engine fails to start immediately, open throttle slightly and continue to engage starter until engine fires.

**Troubleshooting Tips - Engine Will Not Start:**

1. Fuel supply exhausted.
2. Weak or no spark - discharged battery, faulty ignition module, coil, spark plug wires, or magneto worn points or defective condenser.
3. Plug gap too wide - S&S recommends .025” to .030” plug gap on engines with points type ignition and stock coil. Electronic ignitions and high output coils can run wider plug gaps. Follow ignition manufacturer’s recommendations.
4. Improper ignition timing - Worn or poorly maintained mechanical advance units sometime stick in advanced position causing hard starting, kick-back and erratic idle.
5. Tight tappet adjustment - If solid tappets are adjusted too tightly, valves may not seat properly, and the loss of compression may prevent the engine from starting.
6. Improper idle mixture and/or engine idle rpm setting. If idle mixture is set incorrectly, throttle plate must be opened farther with the idle speed screw in order to maintain idle speed. This reduces manifold vacuum and makes the enrichment circuit less effective. See “Adjusting Carburetor - Idle Circuit.”
7. Enrichment device feed hole. See Picture 22 in bowl plugged. Clear with compressed air.

**CAUTION**

**WARNING**

Do not use wire or drill to clear hole. If size of hole is changed, starting system will be altered and carburetor bowl irreversibly damaged.

**WARNING**

Compressed air and particles dislodged by compressed air are potentially harmful to eyes and body. Wear protective goggles when using compressed air and always direct air stream away from yourself and others nearby.

8. Improper diagnosis of rich or lean mixture condition. If engine backfires in carb, mixture is usually lean and engine must be reprimed. If there is no response after three kicks or if engine pops in exhaust pipes, mixture is probably too rich. Leave switch on and slowly open throttle ¼ turn with each successive kick until engine fires.
2. Start engine and run until slightly warm (approximately 1 to 2 minutes).

3. Turn RPM adjustment screw to obtain idle of approximately 1000 RPM.

4. Turn idle mixture screw clockwise, slowly leaning mixture until engine starts to stumble. Next, turn screw counterclockwise, slowly richening mixture, until engine RPM rises and then falls off. Mixture adjustment is correct when screw is positioned about halfway between these points, or generally 1⁄4 to 1⁄2 turn out from lean side of adjustment range.

NOTE: Turning screw out (counterclockwise) makes idle mixture richer. Turning screw in (clockwise) makes mixture leaner. Normally, correctly adjusted screw will be between 1¼ and ¾ turns out from bottom if intermediate jet size is correct. Note that mixture screw must be adjusted according to Step 3 above. Do not leave screw at initial 1½ turn setting without fine tuning.

5. After initial idle mixture adjustment, reset engine idle to approximately 1000 RPM. Lower idle speed can cause hard starting, poor throttle response, erratic idle and unnecessary engine wear.

6. After engine has reached normal operating temperature, repeat Steps 3 and 4.

7. If engine was running properly before installation of carburetor, no other changes were made and carb settings were confirmed as instructed previously, hard starting is likely caused by incorrect intermediate jet or starting routine. Remain calm and patient while attempting to start motorcycle, and experiment with different starting procedures (throttle and enrichener position, number of squirts from accelerator pump, etc.).

10. If severe flooding is suspected, slowly roll throttle to wide open position, and engage starter to clear engine. If engine does not start, close throttle to approximately ½ turn, and engage starter until engine starts.

11. If insufficient fuel is suspected, remove air cleaner cover and confirm accelerator pump operation, with motor off, by snapping throttle open from closed position. Fuel should exit accelerator pump nozzle directly behind main discharge tube in carburetor bore. If not, increase accelerator pump setting by turning adjustment screw out, in counterclockwise direction. Replace air cleaner cover and attempt to start motorcycle according to procedure previously described.

12. If more than 2-3 squirts from accelerator pump are required to start motorcycle with temperature 60° or above, larger intermediate jet may be required. This may also be caused by incorrect idle mixture adjustment or a manifold leak. Refer to following sections for additional information on tuning.

Adjusting Carburetor

1. Adjusting Idle Circuit - Idle mixture screw regulates air/fuel mixture at idle speeds and has been angled forward for greater accessibility. See Picture 23. Throttle stop/engine rpm adjustment screw is located on boss on rear side of carburetor body. See Picture 24. During assembly S&S® adjusts both screws to settings that should work for first start-up after installation.

2. Picture 23

3. Picture 24

9. If engine was running properly before installation of carburetor, no other changes were made and carb settings were confirmed as instructed previously, hard starting is likely caused by incorrect intermediate jet or starting routine. Remain calm and patient while attempting to start motorcycle, and experiment with different starting procedures (throttle and enrichener position, number of squirts from accelerator pump, etc.).

10. If severe flooding is suspected, slowly roll throttle to wide open position, and engage starter to clear engine. If engine does not start, close throttle to approximately ½ turn, and engage starter until engine starts.

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Adjusting Carburetor

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Troubleshooting Tips - engine will not idle:
1. Improper idle mixture or idle rpm adjustment.
2. Intake manifold air leak.
3. Incorrect ignition timing, malfunctioning automatic advance mechanism, or other ignition problem.
4. Foreign material in air or gas passageway in carb causing gas flow restriction to idle or intermediate circuit. Clear holes in intermediate jet and intermediate air bleed hole in carb body with compressed air. Picture 25 shows intermediate air bleed metering hole.

Do not use wire or drill to clear hole. If size of hole is altered, passageway will be altered and carburetor body irreversibly damaged.

Compressed air and particles dislodged by compressed air are potentially harmful to eyes and body. Wear protective goggles when using compressed air and always direct air stream away from yourself and others nearby.

5. Enrichment/fast idle plunger not seated causing excessively rich mixture. Be sure enrichment lever is fully disengaged (in down position) allowing plunger to bottom and seal passageway. Remove air cleaner backplate. Lift and release plunger several times, letting it “snap” closed to fully seat against carb body. When backplate is reinstalled on carb, be sure lever is engaged in plunger properly and that plunger is not lifted as mounting screws are tightened. See Picture 13 Page 5.

6. 1/4" insulator block between carb and manifold omitted. Heat transfer from manifold to carb may cause temporary rich condition at idle and low rpm when engine restarted after being shut off for a short time. Install insulator block to minimize heat transfer.

7. Adjusting Intermediate System - (See Jetting Chart Page 14) Intermediate range is used most often under normal riding conditions. It controls fuel delivery from just off idle to approximately 2500-3000 rpm or 55 to 60 mph depending on gearing. Close attention must be paid when selecting intermediate jet to achieve optimum performance and best gas mileage. Intermediate jet (See Picture 26), is reached by removing float bowl assembly. Size of metering hole in intermediate jet is stamped in thousandths of an inch on end or side of jet. Size of intermediate jet installed in new carburetor from S&S® is indicated on tag attached to carb or on printed label on carburetor packing box. Keep this information handy for future reference, especially when contacting S&S Technical Services Dept. for assistance. It is a good idea to record any jetting changes for future reference.

Intermediate Jetting Procedure:
1. Ride motorcycle several miles to bring engine up to normal operating temperature.
2. Check idle mixture adjustment to be sure setting is correct with fully hot engine. Shut off accelerator pump by turning adjusting screw clockwise until it stops. Do not force the screw.
3. Check throttling characteristics by slowly rolling throttle on from a steady speed. This should be done at rpm levels of approximately 2000, 2500, and 3000 rpm. (Depending upon gearing, vehicle speeds will usually be between 30 and 60 MPH). “Popping” or “spitting” (backfiring) in air cleaner indicates lean condition requiring that intermediate jet be changed to next larger size (size is stamped on end or side of jet).
4. Change jet accordingly, adjust mixture screw and repeat road test. Smallest intermediate jet that eliminates this condition should provide best gas mileage.

INTERMEDIATE SYSTEM NOTES:
• We recommend that you shut off accelerator pump while fine tuning intermediate circuit as fuel supplied by pump can mask jetting symptoms. Consult “Accelerator Pump” section of instructions.
• Whenever intermediate jet is changed, idle mixture screw must be readjusted.
• Elevation changes: A simple readjustment of idle mixture screw will often compensate for changes in elevation of several thousand feet. S&S test riders have ridden through changes upwards of 7000 feet without changing jets. In other cases, and depending upon accuracy of initial jetting, a change in intermediate and/or main jet may be required.
• Higher elevation makes engine run richer, meaning that smaller jets may be required to correct overly rich condition. Lower elevation, nearer sea level, makes engine leaner so larger jets may be required. While rich condition can cause fouled spark plugs and poor performance, lean condition can result in engine damage. If smaller jets are installed for higher elevation, remember to install larger jets for operation at lower elevation.
Intermediate jet provides majority of fuel under average operating conditions. While it is tempting to change main jet because it is more accessible, in most cases intermediate jet should be changed to properly address elevation/altitude-related problem.

High Speed (Main) Jetting Procedure:

1. Adjusting High Speed Circuit or Main Jet - High speed circuit begins around 2500-3000 rpm or 55-60 mph under steady speed conditions, and operates to maximum attainable speed. High speed circuit will be pulled in at much lower rpm if throttle is cracked open. Main jet size is best determined by testing at drag strip or dynamometer because maximum miles per hour, rpm and horsepower are most reliable indicators of correct jetting. Main jet (See Picture 27), is reached by removing bowl plug. (See Jetting Chart Page 14).

2. Drag strip/dynamometer procedure
   a. Sufficiently warm engine to begin testing.
   b. Make run noting engine rpm and final speed or horsepower.
   c. Richen main jet by increasing jet size .004” and make second run. Again, note rpm and final speed or horsepower.
   d. Continue procedure until mph/horsepower falls off.
   e. Decrease or lean main jet size by .002” to gain best rpm and mph. When making runs on drag strip, strive for consistent miles per hour, not lowest ET.

3. Street Procedure - S&S uses “rpm” method to determine main jet size. Under racing conditions this level is where horsepower peaks and begins to taper off and is where gear shifts occur. Main jet that makes engine accelerate strongest or rpm through gears quickest is correct.

   NOTE: Placing engine under load by accelerating uphill may make result of jet change more pronounced and easier to interpret.
   a. Warm engine to operating temperature.
   b. Accelerate rapidly through gears noting how quickly and smoothly engine reaches rpm level where pull of engine begins to fade and gear shift occurs.
   c. If engine backfires in carburetor and sputters or “breaks up”and/or dies during acceleration, increase or richen main jet size .004” larger and road test again. Note engine smoothness and how easily engine reaches rpm where gear shift occurs.
   d. If engine runs flat and sluggish or “blubbers” or will not take throttle, decrease or lean main jet size .004” smaller and road test again. Note engine smoothness and how easily engine reaches rpm where gear shift occurs.
   e. Continue changing main jets until jet which makes engine accelerate or rpm through gears quickest and smoothest is identified. S&S® experience is that jetting about .006” smaller (leaner) than correct will make engine break up and quit. Jetting about .006” larger (richer) will make engine blubber and miss.

NOTES:

- Correct carb jetting is essential for optimum performance on street, strip, and dynamometer. Other common causes of poor performance in modified engine are inappropriate exhaust and incorrect ignition timing.
- S&S special main jet tool is extremely handy for changing main jets. Try it, you’ll like it!

Troubleshooting Tips for Intermediate and High Speeds Engine will not run at steady speed or rpm or quits for no apparent reason:

1. Restriction in fuel supply system - Gas tank vent plugged, needle and seat not working properly (See “General Information”), gas petcock too small, or defective vacuum petcock. Stock petcock is generally adequate, but may require running on reserve to provide sufficient fuel for big inch engines. If fuel delivery to carb is questionable, S&S recommends an aftermarket high flow petcock.

2. Faulty ignition/electrical system - Fouled plugs, worn points or condenser, defective coil or solid state module, improper ignition timing, loose wire, faulty circuit breaker or ignition switch. Many ignition/electrical problems occur repeatedly at same rpm because of vibration specific to that rpm.

3. Incorrect intermediate and/or high speed jetting. See “Adjusting Carb - Intermediate System” and “High Speed Circuit or Main Jet.”

4. Foreign material in air or gas passageway in carb causing flow restriction. Picture 25 page 10 shows intermediate air bleed metering hole. Picture 28 shows main discharge air bleed metering jet. Use compressed air to clear holes.

CAUTION

Do not use wire or drill to clear hole in carb bowl. If size of hole is altered, starting system will be altered and carburetor bowl irreversibly damaged.
Compressed air and particles dislodged by compressed air are potentially harmful to eyes and body. Wear protective goggles when using compressed air and always direct air stream away from yourself and others nearby.

5. No air cleaner used or air cleaner used is brand other than S&S. Some air cleaners restrict air flow so that carb cannot draw air as freely as needed. Also, some air cleaners may obstruct bowl vent hole on inlet end of carb and change bowl air pressure. See Picture 29.

NOTE: Bowl vent hole passage leads to cavity above fuel in bowl. Passage equalizes bowl pressure and atmospheric pressure. If high or low bowl pressure relative to atmospheric pressure develops, engine may run erratically.

6. Insulator block between carb and manifold not used. Heat transfer from manifold to carb may cause temporary rich condition at idle and low rpm when hot engine is restarted after being shut off for a short time. Install insulator block to reduce heat transfer.

7. Air cleaner without element or air horn used without removing bowl vent screw located in downward facing boss on throttle cable side of carburetor body. See Picture 19 Page 7.

8. Poor engine condition - Leaking or sticky valves, weak or broken springs, pushrod flex, improper clearances for high lift cam, or defective camshaft with improper valve timing.

9. Inappropriate exhaust system.

NOTE: S&S® has found that long, large diameter exhaust pipes, either baffled or unbaffled, may present insurmountable tuning problems when combined with S&S carburetor. If engine equipped with such pipes does not respond to normal tuning procedure, contact exhaust manufacturer for his tuning suggestions or call S&S for exhaust recommendation.

10. Too much gear- Horsepower insufficient to pull gearing.

11. Incorrect float setting - Setting float too high will cause engine to run rich at idle and at low speeds, and may prevent jet change from correcting over rich mixture. Float setting too low will cause poor off idle response and may cause mixture to "lean out" at high speed or when motorcycle leaned over in curve due to insufficient fuel reserve in bowl. See General Information on Page 13 for float jetting instructions and specifications.

12. Fuel standoff - Occasionally, fuel may be seen misting out carburetor at full throttle when air cleaner is removed. Because carburetor is simply a conduit through which air and fuel enter engine, it does not cause fuel standoff. Usual cause is cam timing and exhaust reversion.

NOTE: Small amounts of engine oil deposited on air cleaner element by crankcase or cylinder head vent is normal and should not cause problem.

13. Overflow hose missing from the carb bowl can cause engine to miss and break up at high speeds. This problem will more than likely not occur on the dyno because the motorcycle is not moving through the air.

Adjustable Air Bleed for Super E and G Carburetors

The main air bleed passage in S&S Super “E” and “G” carburetors is fitted with a replaceable .040” jet. See Picture 34. The replaceable jet allows changing the size of the main air bleed. Carburetors with this feature can be identified by a serial number that begins with the letter E or higher. See Picture 30.

NOTES:

• The standard .040” diameter air bleed is the optimum size for most engine combinations, and should not be changed under most circumstances, regardless of intermediate and main jet selections.

• Changing the main air bleed size should be done only after determining a mid range driveability problem cannot be corrected by changing the intermediate and main jets.

• For tuning the main air bleed, S&S® recommends an initial incease from the standard .040” jet to a .048” jet as a starting point. Available jets and part numbers are listed in the S&S catalog.

• It is never necessary to reduce the size of the main air bleed below .040”.

• Shifting the start of main jet operation to a point higher up the rpm scale can lessen the effects of mid rpm driveability problems caused by mismatched cam and exhaust systems, but will not allow the engine to perform as well as it would with a well designed exhaust system.
INTERMEDIATE AND HIGH SPEED NOTES:

- Carburetor jetting and spark plug color - While spark plug color may be used to help determine carburetor jetting, S&S recommends that our instructions be used as primary jetting guide and that plug color indications be used as secondary aid. Different brands of gasoline, gasoline additives, engine heat, type of plugs, and spark plug heat range can effect plug color making plug reading difficult for average tuner. Also, new plugs usually require road test of 10 miles or more to properly develop color. This means that quarter mile tests may not be long enough to be a good indication of carb jetting. It is best to use recommended spark plug type and to consult spark plug manufacturer with questions.

- If bike is used exclusively on drag strip where engine temperatures vary, slightly richer jets may be necessary to obtain best performance. Larger jets and richer mixtures will enable one to run colder engine which is sometimes desirable. This is best determined by experimentation.

- Cams and exhaust systems can make some engines difficult to carburet. S&S has found that certain cams and exhaust systems cause poor performance at a specific rpm, and attempts to correct problem with carb tuning usually degrade carburation at other rpm ranges. A combination of cam overlap, reversion, and back pressure, or even lack of back pressure, can cause mixture dilution at certain rpm. This will result in loss of power, engine roughness, or misfiring.

- Drag pipes - S&S does not recommend the use of straight drag pipes for street applications. They typically display a characteristic dip in midrange performance, and make tuning more difficult.

- Mufflered exhaust systems - A good, economical street exhaust system consists of stock header pipes with cross-over tube and low restriction mufflers such as S&S® slip-on mufflers. This system typically produces 10 horsepower more than drag pipes in midrange, where vast majority of normal riding occurs.

- For any all-out racing application which includes use of air cleaner without element or use of air horn, bowl vent screw (SEE PICTURE 23, PAGE 8), should be removed to insure atmospheric air pressure exists in bowl. If high or low bowl pressure relative to atmospheric pressure develops, engine may run erratically.

Adjusting Accelerator Pump

Function of accelerator pump is to improve throttle response when rapidly opening throttle at low rpm and to aid cold starts. Pump travel screw regulates volume of fuel delivered by accelerator pump. See Picture 31. During assembly, S&S sets screw for maximum volume to aid during initial start-up after installation. Turning screw clockwise decreases delivered pump volume. Turning screw counterclockwise increases delivered volume.

1. Warm engine to operating temperature.
2. Turn pump travel adjusting screw clockwise until screw contacts pump actuator arm. This limits actuator arm travel and shuts off pump.

CAUTION

Closing adjusting screw with excessive force may cause irreversible damage to screw threads in carburetor body.
3. Perform intermediate and high speed jetting tests to determine proper jetting prior to adjusting the accelerator pump.
4. With engine warm and at idle, blip throttle and note throttle response.
5. Turn pump travel screw counter clockwise about ¼ turn at a time and recheck throttle response until engine no longer hesitates. This is usually about two turns out.
6. Road test motorcycle noting throttle response at idle and at levels in 500 rpm increments from idle to 3000-3500 rpm.
7. Set pump travel screw at point where best throttle response is noted with minimum pump travel. Minimum pump travel is recommended to conserve fuel, prevent spark plug fouling, and curtail black smoke from pipes when “blipping” throttle. Black smoke from pipes is usually an indication of a rich condition or excessive accelerator pump travel.

NOTE: Final accelerator pump adjustment should be confirmed by riding motorcycle and noting throttle response with motorcycle underway. Because of displacement, compression ratio, cam timing, exhaust design and other, related factors, many engines will stumble or bog if throttle is abruptly cranked fully open with engine at idle. If correct carburetor (E or G) is installed and engine properly tuned and equipped with appropriate exhaust and cam, stumble should disappear under normal riding conditions.

GENERAL INFORMATION NOTES:

- Carburetor body has six drilled passages that are permanently sealed with drive plugs.

CAUTION

Removal of these plugs may cause irreversible damage to carburetor.
- To insure proper seal so needle completely shuts off fuel supply entering bowl, float hinge, needle lift and needle must work freely and not bind. Float must not contact bowl gasket. If problem is suspected, remove bowl and check float movement. If obvious misalignment, binding or sticking occurs, remove, straighten and reinstall to obtain free movement. Reset float level and double check for free movement. To check, remove bowl (not accelerator pump cap) and raise float until needle is in closed position and spring in top of needle is compressed. Top of float opposite the needle and seat assembly should be ¼” to ⅜” below bowl gasket surface. Float must not contact bowl gasket. See cut away bowl in Picture 32 next page.
When motorcycle is not running, fuel shutoff valve should always be turned off to prevent possible leakage should needle and seat not seal completely.

**CAUTION**
Gasoline leaking past inlet needle may flood engine causing contamination of oil supply and damage to engine.

**WARNING**
Any gasoline leak constitutes a fire and health hazard.

- Throttle plate and throttle shaft should be checked annually for signs of wear. Replace if necessary. If carb body throttle shaft bushings are worn, carb must be returned to S&S® for repair. If throttle plate removed, be sure to reinstall correctly. See Figure B. Beveled edges of plate must fit flat against carb throat.

- If accelerator pump cap is removed, lift cap slowly so small spring check balls and o-rings are not lost.

- For racing, S&S offers two air horn conversion kits which include appropriate mounting hardware and a substitute enrichment device. One includes a 2½” air horn and the other includes a 4” air horn.

- If fuel delivery from stock petcock appears insufficient, S&S recommends that a high flow performance petcock be installed.

<table>
<thead>
<tr>
<th>Approximate Jetting For S&amp;S® Super E &amp; G Carburetors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Displacement</td>
</tr>
<tr>
<td>Intermediate Jet</td>
</tr>
<tr>
<td>Main Jet</td>
</tr>
</tbody>
</table>

These jetting recommendations are a starting point only. Rejet carb for best performance.
S&S® Super E & G Air Cleaner Replacement Parts for 2004-'05
Harley-Davidson® Sportster® models

1. Air cleaner cover
   Chrome .......................................................... 17-0378
   Black .............................................................. 170-0384A
   Slasher ............................................................ 17-0004
2. Element, pleated ............................................... 106-4722
3. Backplate, XL 2004-'06 ...................................... 17-0361
4. Cover screw
   Chrome 1305 (each) ........................................... 50-0072
   3 pack .................................................................. 50-1052
   10 pack .................................................................. 50-0094
   Black (each) .......................................................... 50-0310-5
   3 pack .................................................................. 50-0310
5. Backplate screw, Zinc Plated (each) ....................... 106-2084
   10 pack ............................................................... 106-2105
6. Fast idle friction washer (each) .................... 50-7037
   10 pack ............................................................... 50-7061
7. Washer, flat .323" x 5/8" x 1/8" (each) .................. 50-7061
   10 pack ............................................................... 50-7061
8. Fast idle nylon washer (each) .................... 50-7036
   10 pack ............................................................... 50-7060
9. Fast idle lever .................................................... 17-0329
10. Fast idle brass washer (each) .................... 50-7007
    10 pack ............................................................... 50-7010
11. Fast idle lever screw (one required) ................. 50-0041
    10 pack ............................................................... 50-0062
   ½" x .025" (each) .................................................. 50-7113
   10 pack ............................................................... 50-7110
   ¾" x .050" (each) .................................................. 50-7114
   10 pack ............................................................... 50-7111
   ¾" x .075" (each) .................................................. 50-7115
   10 pack ............................................................... 50-7112
   Shim, .515" x 1" x .125" (each) .................. 50-7090
13. Screw, air cleaner to head ................................ 17-0346
14. Screw vent fitting ............................................. 17-0345
15. Washer, silicone coated steel, XL 1991-'06, .520" (each) 50-7055
   10 pack ............................................................... 50-7057
16. Breather fitting (each) ..................................... 17-0350
    2 pack .................................................................. 17-0355
17. Crankcase breather hose, XL 1991-'06 ............ 17-0339
18. Backplate plug ¼"-27 (each) .................. 50-8331
    10 pack ............................................................... 50-1015
19. Locknut – ¾"-18
    (Use with support bracket - see #21) ............. 50-5021
20. Flatwasher – ¾" x 1/8" ........................................ 50-7033
22. Spring clamps (N/S) ......................................... 50-8001
S&S® Super E & G Carburetor Replacement Parts

1. Carb body assembly
   1/8" Super E ............................................................... 11-2381
   2/4" Super G .............................................................. 11-2391

2. Throttle shaft
   1/8" Super E – Includes two plate screws ....................... 11-2383
   2/4" Super G – Includes two plate screws ....................... 11-2483

3. Throttle plate screw 11-2045 – (two required) (each) ........ 50-0055-S
   10 pack .................................................................. 50-0064

4. Throttle plate
   1/8" Super E ............................................................... 11-2055
   2/4" Super G .............................................................. 11-2355

5. Throttle return spring (each) ........................................... 11-2382
   5 Pack .................................................................. 11-3502

6. Throttle spool ............................................................. 11-2385

7. Throttle shaft lock washer (two required) ......................... 50-7031

8. Throttle shaft nut (two required) (each) ......................... 11-2350
   5 Pack .................................................................. 11-2363

9. Throttle shaft nylon washer (each) .................................. 50-7050
   10 pack .................................................................. 50-7072

10. Pump actuator lever ..................................................... 11-2376

11. Actuator spring (each) .................................................. 11-2375-S
   5 Pack .................................................................. 11-3501

12. Pump actuator arm ...................................................... 11-2377

13. Idle mixture screw
   a. Idle mixture screw, brass (each) ............................ 11-2354
      5 Pack .................................................................. 11-2378
   b. Idle mixture screw only (each) ............................ 110-0003
      5 Pack .................................................................. 110-0069
   c. Idle mixture screw w/ 500-0036 o-ring (each) ........ 110-0068
      5 Pack .................................................................. 110-0069

14. Idle mixture screw spring (each) ................................. 11-2052
   10 Pack .................................................................. 11-2060

15. Idle speed screw (each) .................................................. 50-0038
   10 Pack .................................................................. 50-0150

16. Pump adjustment screw (each) ...................................... 50-0039
   10 Pack .................................................................. 50-0146

17. Idle speed/pump adjuster spring (each) ......................... 11-2048
   10 Pack .................................................................. 11-2053

18. Plunger nut (each) .......................................................... 11-2344
   5 Pack .................................................................. 11-2372

19. Plunger spring (each) ..................................................... 11-2340
   10 Pack .................................................................. 11-2359

20. Fast idle plunger ........................................................... 11-2343

21. Cable guide assembly with screw
   Use with butterfly style cables .......................................... 11-2339P
   Use with constant velocity style cables ......................... 11-2338P

22. Cable clamp/float pin screw (each) ............................... 50-0041
   10 Pack .................................................................. 50-0062

23. O-ring
   1/8" Super E (each) ..................................................... 50-8016
   10 Pack .................................................................. 50-8094
   2/4" Super G (each) ..................................................... 50-8015
   10 Pack .................................................................. 50-8093

24. Bellows seal (each) ....................................................... 11-2266
   5 Pack .................................................................. 11-2279

25. Bowl vent plug (each) ..................................................... 50-0105
   10 Pack .................................................................. 50-0151

26. Main discharge tube ...................................................... 11-2085

27. Main jet – See S&S Catalog

28. Intermediate jet – See S&S Catalog
   Series #94 fits all Super 1/8", 2/4" 21/4" gas carburetors.

29. Bowl gasket (each) ....................................................... 11-2386
   10 Pack .................................................................. 11-2387

30. Float ..................................................................... 11-2187

31. Float pin (each) ............................................................. 11-2369
   5 Pack .................................................................. 11-2370

32. Bowl screw
   10-24 x 3/4" – Three required (each) ......................... 50-0034
   10 Pack .................................................................. 50-0063
   10-24 x 3/4" – One required (each) ......................... 50-0040
   10 Pack .................................................................. 50-0061

33. Carb bowl (only)
   Carb bowl complete assembly ..................................... 11-2388P

34. Bowl plug (each) ........................................................... 5 Pack
   11-2090
   10 pack .................................................................. 11-2092

35. Seat o-ring*(required with part #11-2465 & #11-2466 only when replaces 360° style fuel inlet) (each) 50-8009
   10 Pack .................................................................. 50-8095

   Racing only ............................................................... 11-2195

37. Seat – Includes O-ring #35
   (Replaces obsolete seats 11-2347 and 11-2348)
   a. Street 1/8" E & 2 1/4" G (Uses part #11-2195 needle) ................................................................. 11-2465
   b. Racing only (Uses part #11-2197 needle) ................................................................. 11-2466
   c. Racing only - Thru-plate fuel inlet (6AN 15/16") ................................................................. 11-2395
   d. Racing only – Thru-plate fuel inlet – (6AN 235" ID) (Uses part #11-2197 needle) .................. 11-2396
   e. Street, Permeation Compliant fuel inlet seat Super E or G, (Uses part #11-2195 needle) ........ 106-2011

38. Fector nozzle o-ring (each) ............................................ 50-8011
   10 Pack .................................................................. 50-8096

39. Pump pushrod (each) ..................................................... 11-2373
   5 Pack .................................................................. 11-2393

40. Ball check – (two required) (each) ............................... 50-8090
   10 Pack .................................................................. 50-8125

41. Ball check spring (each) .................................................. 11-2374
   5 Pack .................................................................. 11-2392

42. Pump cap o-ring – (two required) (each) ....................... 50-8012
   10 Pack .................................................................. 50-8100

43. Pump cap assembly ....................................................... 11-2389

44. Overflow hose per 24" 23889-76
   (each) ..................................................................... 19-0262-S
   5 Pack .................................................................. 19-0263

45. Pump cap screw 8-32 – (two required) (each) ............. 50-0042
   10 Pack .................................................................. 50-0098

46. Diaphragm spring (each) ............................................... 11-2275
   10 Pack .................................................................. 11-2278

47. Diaphragm ................................................................. 11-2282

48. Gasket, backplate (each) ............................................. 106-1724
   10 Pack .................................................................. 106-3228

49. Enrichment device (Use with air horn only) .................. 11-2084

50. Fuel line
   a. With 90° bend* 19" (Use with part #11-2465 or #11-2466) ................................................. 19-0475A
   b. Permeation Compliant straight, 311" x .563" x 17.5" (Use with part #106-2011, 90° seat) .... 190-0001

51. Fuel line insulator – 12" .................................................. 19-0172

52. Spacer, Kit, w/ O-ring
   1/8" x 1" ................................................................. 16-0005*
   1/8" x 1" ................................................................. 16-0357*
   21/4" x 1" ................................................................. 16-0157*
   * Use with 1" Spacer Block

53. Insulator Block, Manifold, Super E, w/ O-ring
   1/8" x 3/4" ................................................................. 16-0491
   1/8" x 3/4" ................................................................. 16-0497
   21/4" x 3/4" ................................................................. 16-0492
   21/4" x 3/4" ................................................................. 16-0498
54. Screw
1" x ¼" - 16 (each) .......................................................... 50-0161
1¼" x ¼" - 16 (each) .......................................................... 50-0162
10 pack .......................................................... 50-0177
1½" x ¼" - 16 (each) .......................................................... 50-0163
5 pack .......................................................... 50-0178
2" x ¼" - 16 (each) .......................................................... 50-0164
5 pack .......................................................... 50-0185
2½" x ¼" - 16 (each) .......................................................... 50-0165
2004-'06 Top Carb to Manifold
1½" x ¼" - 16 .......................................................... 50-0354-S
2004-'06 Low Carb to Manifold
1½" x ¼" - 16 .......................................................... 50-0351-S
55. Tube,Fast Idle Pick-Up,Super E/G,.125" x 2.350",Brass .......................................................... 0381F
56. Tube,Ejector Nozzle,Super E/G,Flared,Brass .......................................................... 106-6124
57. O-ring,3mm x 5mm x 1mm (each) .......................................................... 500-0036
10 pack .......................................................... 500-0148
58. Clamp,¼" - ¾" .......................................................... 50-8002
59. Hose,Fitting straight,.040" .......................................................... 16-0134
60. VOES Fitting Cap .......................................................... 50-8372
61. VOES/Oil Return Hose .......................................................... 19-0395
55. Tube,Fast Idle Pick-Up,Super E/G,.125" x 2.350",Brass .......................................................... 0381F