

**Instruction 510-0353**  
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## Installation Instructions: S&S Variable Pressure Plate for '98 and Later Harley-Davidson™ Big Twin models

### DISCLAIMER:

These parts are designed as service repair components for the maintenance of Harley-Davidson® motorcycle engines. They are intended to provide the same fit and function as the stock components that they replace.

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' 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.

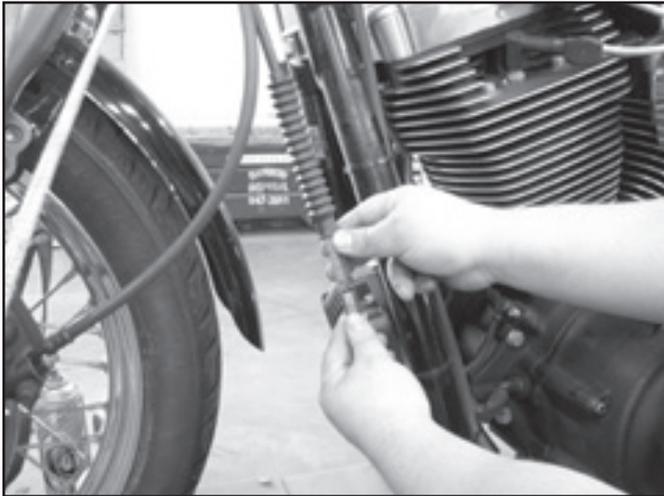
**Fitment:** S&S P/N 560-0242 fits '98 and later Big Twin Models with stock primary and derby covers. No modification required.

**Does not fit:** '13 and later CVO and Tri-Glide, '15 and later Ultra Limited Low and Electra Glide Classic Low Models with New H-D Assist and Slipper Clutch: 3 Stud Clutch Hub.

**NOTE:** If you are changing the clutch spring, it is required that you remove the outer primary cover. Non-stock derby cover (including any special or '03 anniversary cover) and 3 hole derby cover may require a derby cover spacer. Clutch pull becomes heavier as RPM increases. Will fit models equipped with H-D hydraulic clutch.

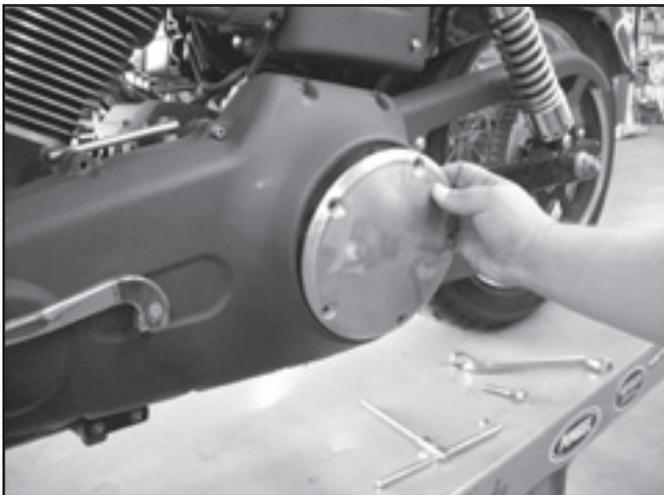
### Installation

1. Turn cable adjuster until there is a large amount of free play at clutch hand lever



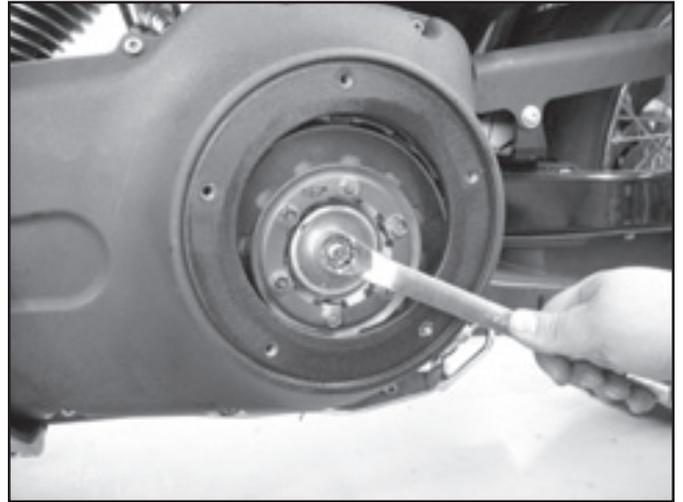
Picture 1

2. Remove derby cover



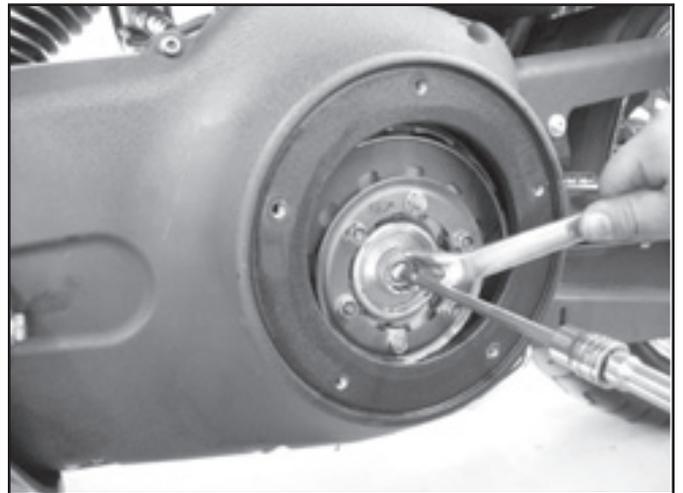
Picture 2

3. Loosen locknut on clutch adjuster screw.



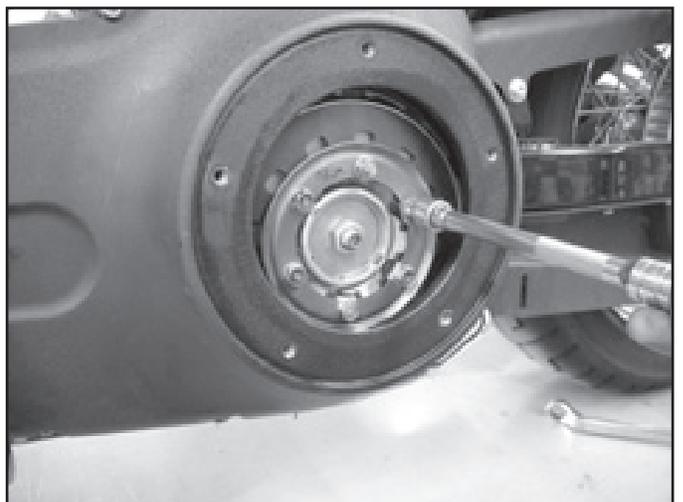
Picture 3

4. Adjust clutch adjuster screw. To take up all free play, turn screw inward (clockwise) until gently seated. Activate the clutch lever to verify the Ball & Ramp (in right side transmission) is seated. Back out adjuster screw (counterclockwise)  $\frac{3}{4}$  to 1 turn. Tighten locknut while holding adjuster screw with an Allen wrench.



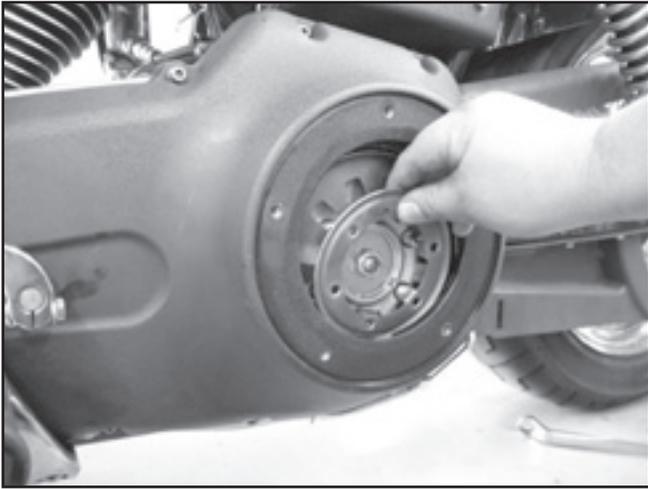
Picture 4

5. Loosen the spring retainer evenly a little at a time using 10mm socket wrench.



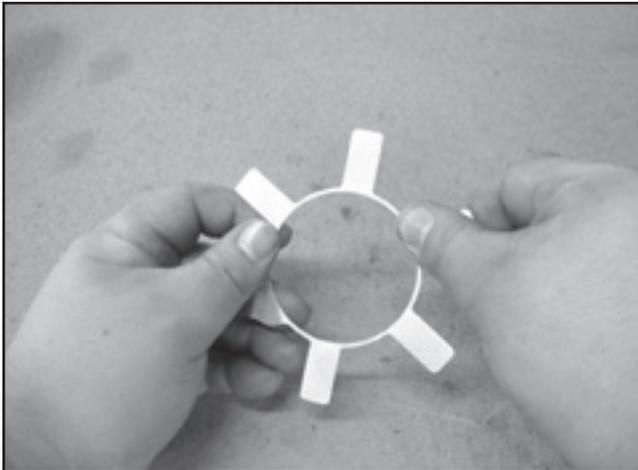
Picture 5

6. Pull the spring retainer and remove it.



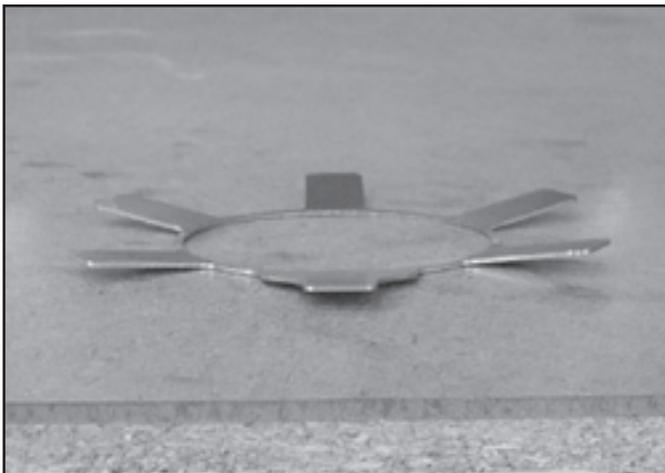
Picture 6

7. Bend the 6 base plate tabs slightly outward.



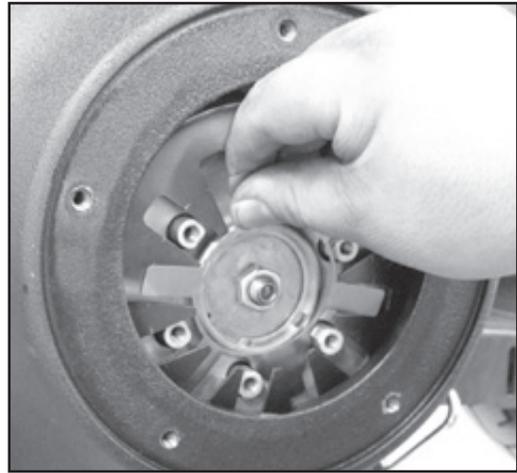
Picture 7

8. Showing bent base plate.



Picture 8

9. Install base plate. Starting with widest tab on the base plate insert it inside the diaphragm spring.



Picture 9

10. Ensure that it is seated all the way in, around the hub of the pressure plate.



Picture 10

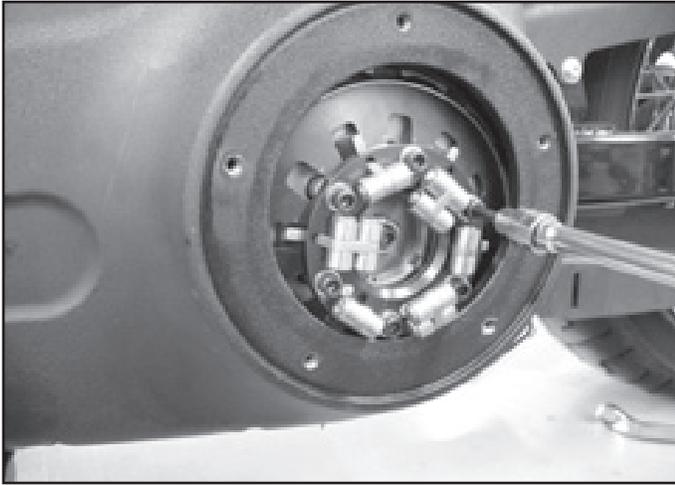
11. Install the variable pressure clutch. For easier installation, install the bottom screws first.

**NOTE:** Some installations require that the spring be compressed manually to get the bolts started.



Picture 11

12. Using the 6 supplied bolts and washers, apply blue thread-lock, tighten evenly with 5mm allen wrench. Ensure the diaphragm spring is not out of position. Finally, tighten to a torque of 90-110 in-lbs (10.2-12.4Nm).



Picture 12

13. Adjust the clutch cable. Ensure free play of 1/8 inch or more at the clutch lever pivot on the handlebar between the cable housing and the clutch lever housing without pulling the cable.



Picture 13

14. Install new derby cover gasket and derby cover. Tighten bolts to 84-108in-lbs (9.5-12.2 Nm).



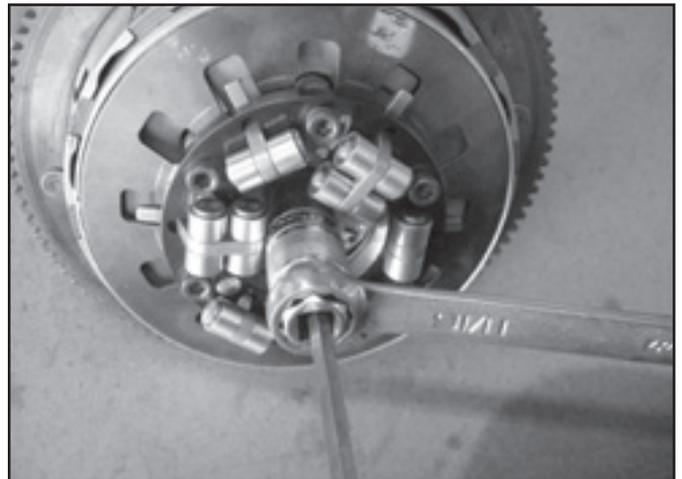
Picture 14

**NOTE:** You can use 18mm spark plug socket to tighten locknut shown in Picture 15.



Picture 15

**NOTE:** Picture 16 shows how a socket with a hex on top can be used along with an Allen wrench through the center to ensure the adjuster does not rotate when the lock nut is tightened.



Picture 16

