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S&S® Cycle, Inc.

14025 Cty Hwy G PO Box 215
Viola, Wisconsin 54664

Phone: 608-627-1497 • Fax: 608-627-1488
Technical Service Phone: 608-627-TECH (8324)
Technical Service Email: sstech@sscycle.com
Website: www.sscycle.com



Installation Instructions: Fuel Line Conversion Kit for S&S Super E and G Carburetors

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.

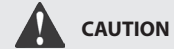
IMPORTANT NOTICE:

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.

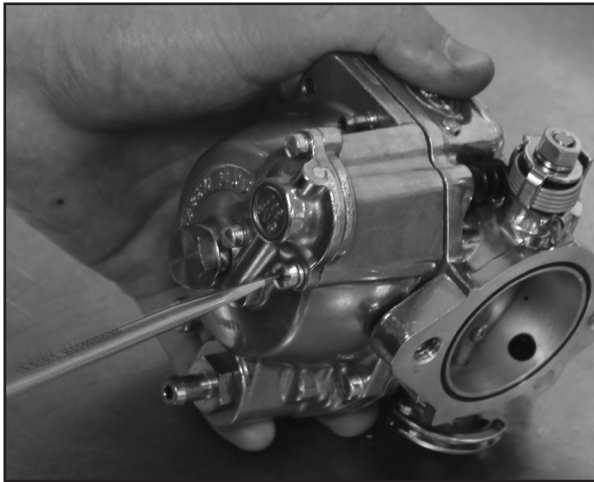
NOTE – Please read these instructions carefully before proceeding with installation. Under no circumstances attempt to install the new fuel inlet by screwing it into the bowl without removing the bowl from the carburetor. It is very likely that the needle will not seat correctly and a gasoline leak could result

WARNING

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.

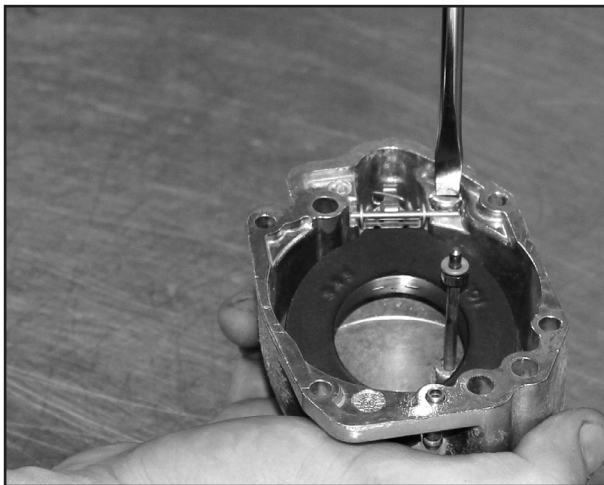
Installations Steps

1. Turn off the fuel valve or petcock and drain the fuel bowl.
2. Remove the fuel bowl from the carburetor. This can be done with the carburetor installed on the motorcycle, but may be easier if the carb has been removed from the engine. There are three short screws and one long screw that must be removed in order to remove the bowl. **See Picture 1.**



Picture 1

3. Remove the panhead screw that secures the float-retaining pin in the bowl. Remove the float and fuel needle assembly. **See Picture 2.**



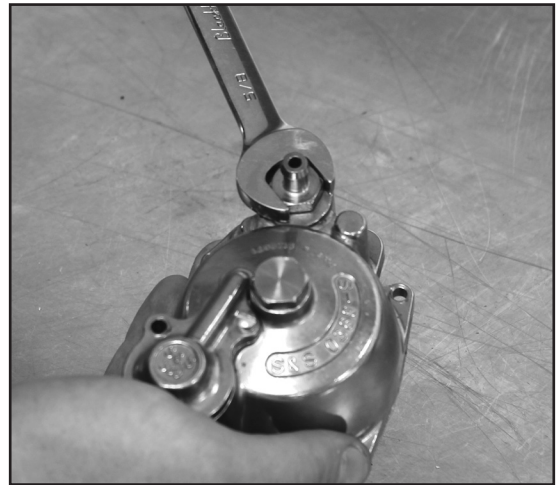
Picture 2

4. Clean the gasket surfaces of both the carburetor body and the fuel bowl, and remove the small o-ring from the accelerator pump ejector nozzle. Blow out the bowl and carb body with compressed air to insure that no dirt or gasket particles remain.

CAUTION

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. Remove the existing straight fuel inlet fitting with a 5/8" wrench, and install the new fuel inlet with the 90° fitting in its place. **See Pictures 3 and 4.**

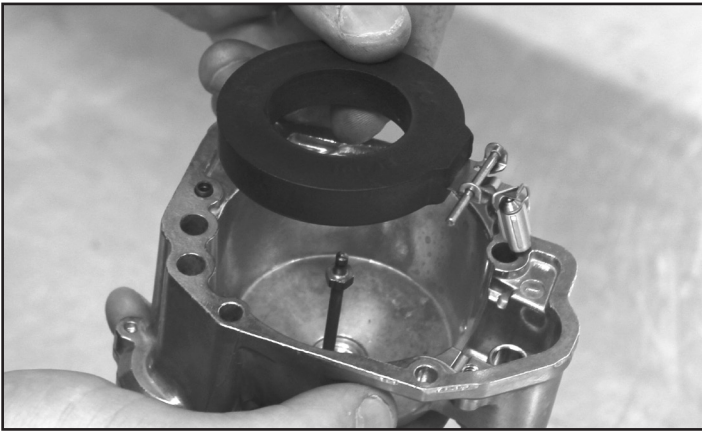


Picture 3



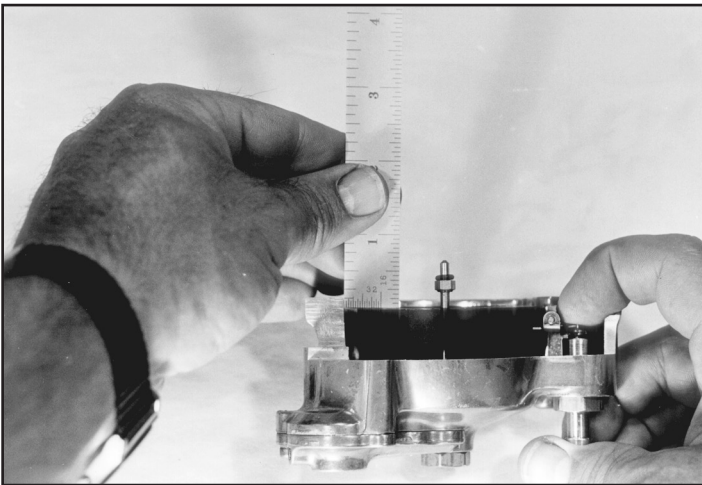
Picture 4

6. Remove the existing needle from the float, and attach the new fuel needle to the tang of the float by inserting the tang under the wire lift-hook on the needle. Check that the hook is not too tight nor too loose on the tang. When correctly installed the ball end on the top of the needle should just contact the tang, but the needle should be loose enough to swing back and forth with no binding. Adjust the wire hook if needed.
7. Insert the float retaining pin into the float and install the float and needle assembly into the bowl, making sure the needle fits into the seat area of the fuel inlet fitting. Secure the float to the bowl with the pan head screw removed in step 2. **See Picture 5**



Picture 5

8. Check that the float setting is correct by gently pressing down on the tang of the float so the spring-loaded ball end of the needle is depressed. Press only as hard as needed to depress the ball. The top surface of the float should be even with the shelf in the bowl below the gasket surface when the needle ball is depressed. See cut away bowl in **Picture 6**.

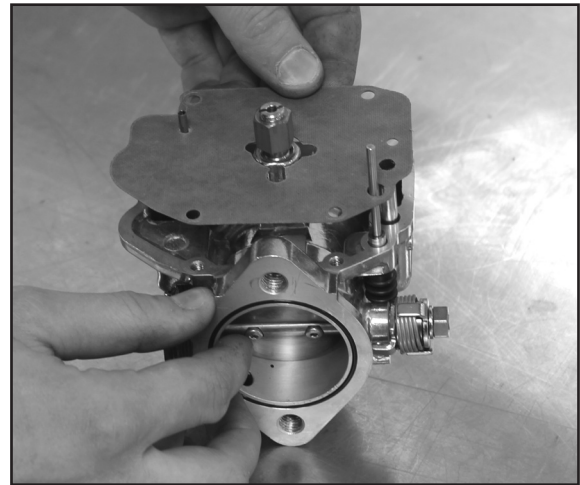


Picture 6

9. Install the new o-ring on the accelerator pump ejector nozzle (**Picture 7**) and the new bowl gasket, included in the kit, on the carb body (**Picture 8**), and reinstall the bowl on the carburetor using the screws removed in step 1.



Picture 7



Picture 8

10. Reinstall the carburetor on the engine, if removed, and attach the straight fuel line, included in the kit, to the fuel inlet and to the fuel petcock with fuel line clamps. Use the existing protective fuel line sleeve, and make sure the fuel line does not contact any hot engine parts that could abrade it or cause it to melt.
11. Turn on the fuel petcock and check for leaks. If any leaks exist, they must be corrected before starting the engine.