

Instruction Sheet No. 400

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## Installation and Jetting Instructions for S&S Super E and G Series "Shorty" Carburetors

### SAFE INSTALLATION AND OPERATION RULES:

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

- Gasoline is extremely flammable, explosive under certain conditions, and the fumes toxic when inhaled. Do not smoke around gasoline. Perform the installation in a well-ventilated area away from open flames or sparks.
- 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 the air stream away from yourself and others nearby.
- Some solvents, degreasers and other chemicals are harmful, especially to skin and eyes. Many chemical compounds such as lacquer thinner are also flammable and present a fire hazard. Read the manufacturer's instruction label for precautions and proper use. Use in a well ventilated area and wear protective clothing to avoid personal injury.
- If the motorcycle has been running, wait until the engine and exhaust pipes have cooled before performing any installation steps to avoid getting burned.
- Before performing any installation steps, disconnect and remove the battery to eliminate potential sparks and inadvertent engagement of the starter while working on the motorcycle.
- Read instructions thoroughly and carefully so all procedures are completely understood before performing any installation steps.
- Contact an authorized H-D service manual for correct disassembly, reassembly, and installation procedures for any parts that need to be removed to facilitate the installation.
- Use good judgment during assembly, installation, and when operating the motorcycle. Good judgment begins with a clear head. Don't let alcohol, drugs, or fatigue impair judgment. Perform the assembly and installation when fresh.
- For optimum performance and safety and to minimize potential damage to the carburetor or other components, use correct hardware and follow procedures outlined in S&S instructions and an authorized H-D service manual.
- Be sure all fuel lines are routed correctly with clamps in place and tightened. Lines must not contact exhaust pipes or other extremely hot surfaces where they could melt or leak and catch fire.
- Motorcycle exhaust fumes are toxic and must not be inhaled. Run motorcycle only in a well ventilated area where fumes can dissipate.
- S&S products often offer substantially more power than the stock items they replace. It is the sole and exclusive responsibility of the user to determine the suitability of the product for his or her use. The user shall assume all legal, personal injury risk and liability and all other obligations, duties and risks associated therewith. **S&S parts are intended for the very experienced rider only.**

### 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 motorcycle or a component.**

#### NOTE

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

S&S urges you to take special notice of these advisories.

### 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 six (6) 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 S&S by the purchaser within the 6 month warranty period or within 10 days thereafter.

In the event warranty service is required, the original purchaser must notify S&S of the problem immediately. Some problems can be rectified by a telephone call and need no further action. A part that is suspected of being defective must not be replaced 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, it must be packaged properly to avoid 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 was made by S&S, the part was found to be defective, repair, replacement, or refund will be granted.

### ADDITIONAL WARRANTY PROVISIONS:

- (1) No part shall be returned to S&S without first contacting the company and obtaining a Return Authorization (RA) number.
- (2) S&S shall have no obligation in the event an S&S part is modified by any other person or organization, or if another manufacturer's part is substituted for one provided by S&S.
- (3) 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 break-in or maintenance, improper use, abnormal operation, or any other misuse or mistreatment.
- (4) 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.
- (5) S&S parts are designed exclusively for use on Harley-Davidson motorcycles. S&S shall have no warranty or liability obligation if an S&S part is used in any other application.

## Introduction

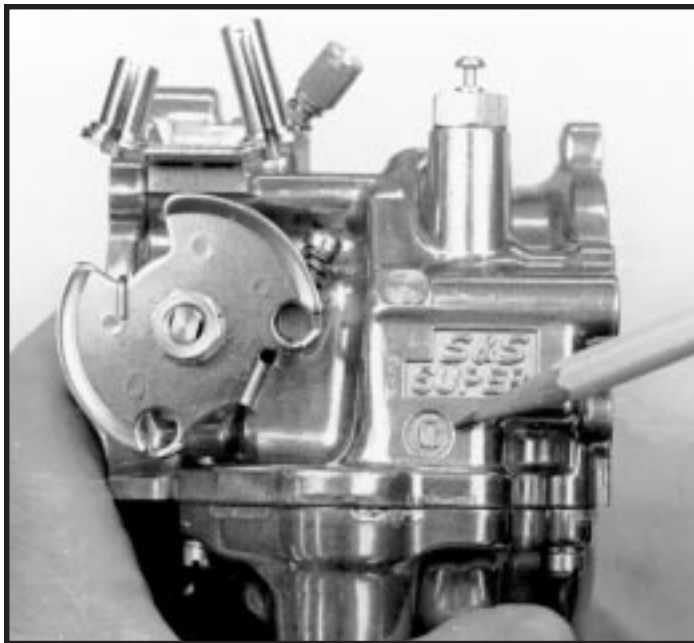
S&S Super E and G Shorty carburetors are designed for Harley-Davidson Big Twin and Sportster engines. They are butterfly type carburetors with fully adjustable idle mixture and changeable mid range and high speed jets. Both also feature an adjustable accelerator pump and variable enrichment/fast idle device for improved throttle response, engine starting and warm ups.

The Super E has a  $1\frac{7}{8}$ " (47.6mm) bore and  $1\frac{9}{16}$ " (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.

*NOTE - Because S&S carburetors are significantly larger than OEM units, unmodified, small displacement engines such as 883 and Iron Head Sportsters may experience sluggish low speed response when equipped with S&S carburetors. This can often be minimized with careful tuning.*

The Super G has a  $2\frac{1}{16}$ " (52.3mm) bore and  $1\frac{3}{4}$ " (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 74 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 NOTE - Recommended for Racing Only. S&S carburetors 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.*



Picture 1

## Kit Contents

Each complete carb kit includes:  
 One S&S Super E or Super G gas carburetor  
 One S&S teardrop air cleaner assembly  
 One manifold  
 Mounting hardware  
 Fuel line, clamps and overflow line  
 One extra intermediate jet and two main jets  
 VOES tubing and additional hardware (when applicable)  
 Installation and jetting instructions

## Chrome Plating the Carburetor

*NOTE - S&S does not recommend chrome plating the Super E or G carburetor. Preparation requires polishing with abrasive buffing compounds. These materials invariably plug air and/or fuel passages and other orifices regardless of precautions taken.*

**CAUTION - The chrome plating process can alter critical operating tolerances in several areas. Additionally, chrome may obstruct fuel passages, possibly altering the fuel mixture and causing engine damage. 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. All 1980 and earlier stock H-D models equipped with a single cable throttle mechanism must be converted to the two cable, pull open-pull closed type. S&S offers these throttle assemblies but does not include them with any carburetor kit because of the multitude of chassis designs and fitment requirements.*

**WARNING - 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.**

All stock chassis 1980 and earlier or any motorcycle equipped with single cable throttle system must be converted to two cable system. Kits with 36", 39", 42", 48", or 52" length cables are available. (Figures refer to overall cable length. Vinyl covered outer housing is 4" shorter than overall length.) Throttle assembly kits may be ordered separately. See descriptions below.

Stock models from 1981 to 1989 have two cable throttle system designed for butterfly type carburetors. Cable fittings on these models can be installed on S&S Super E or G throttle linkage without modification.

Throttle cables on 1990 and later models or any other motorcycle equipped with a constant velocity (CV) carburetor will not work with S&S Super E or G carb.

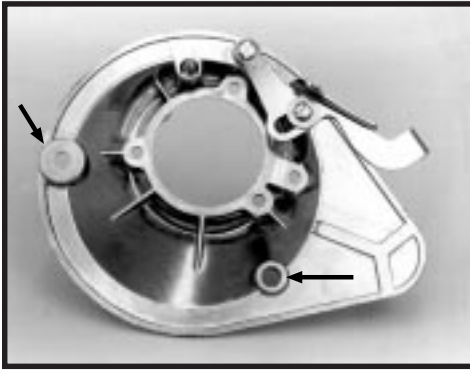
S&S Super E Carb Kit Application Chart	
CARB PART #	YEAR GROUP
#11-0401	Pans 1955 - 1965 Knuckles and Pans 1936 -1954 with O-ring head modifications
#11-0402	Shovels 1966 - 1978
#11-0403	Shovels 1979 - 1982
#11-0404	Ironhead XL's 1957 - 1978 (except magnetos)
#11-0405	Ironhead XL's 1979 - 1982
#11-0406	Ironhead XL's 1983 - 1985
#11-0407	FL V2's 1984 - 1989
#11-0408	XL V2's 1986 - 1990
#11-0409	XL V2's 1991 - Present
#11-0410	FL V2's 1990 - 1992
#11-0411	Shovels 1983 - 1984
#11-0412	FL's 1955 - 1984 without manifold
#11-0414	Ironhead XL's 1957 - 1985 without manifold (except magnetos)
#11-0415	Shovels 1966 - 1978 with 5-gallon tanks & .075" taller cylinders
#11-0416	Shovels 1979 - 1982 with 5-gallon tanks & .075" taller cylinders
#11-0417	Shovels 1983 - 1984 with 5-gallon tanks & .075" taller cylinders
#11-0418	Shovels 1966 - 1984 with 5-gallon tanks & .075" taller cylinders (without manifold)
#11-0419	FL V2's 1993 and Later
#11-0420	Carb Only ALL Models
#11-0440	FL V2's 1984 - 1992 XL V2's 1986 - 1990 without manifold
#11-0442	FL V2's 1993 and Later without manifold
#11-0443	XL V2's 1991 and Later without manifold
#11-0448	1994-Present Buell

The braided wire inner cables designed for constant velocity carbs are approximately 1 1/2" longer than those for butterfly carbs resulting in excessive free play and incorrect cable adjustment. These throttle cables must be exchanged for cables designed for butterfly carbs.

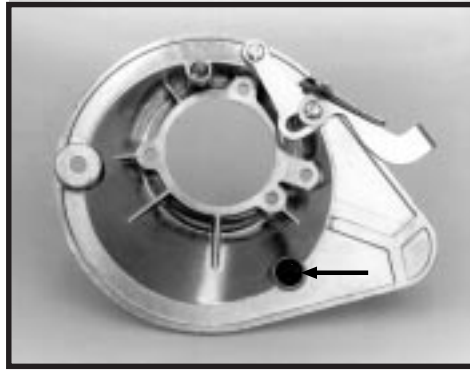
S&S Super G Carb Kit Application Chart	
CARB PART #	YEAR GROUP
#11-0421	Carb Only ALL Models
#11-0422	Shovels 1966 - 1978
#11-0423	Shovels 1979 - 1982
#11-0424	Ironhead XL's 1957 - 1978 (except magnetos)
#11-0425	Ironhead XL's 1979 - 1982
#11-0426	Ironhead XL's 1983 - 1985
#11-0427	FL V2's 1984 - 1989
#11-0428	XL V2's 1986 - 1990
#11-0429	XL V2's 1991 - Present
#11-0430	FL V2's 1990 - 1992
#11-0431	Shovels 1983 - 1984
#11-0432	FL's 1966 - 1984 without manifold
#11-0434	FL V2's 1993 and Later
#11-0435	Shovels 1966 - 1978 with 5-gallon tanks & .075" taller cylinders
#11-0436	Shovels 1979 - 1982 with 5-gallon tanks & .075" taller cylinders
#11-0437	Shovels 1983 - 1984 with 5-gallon tanks & .075" taller cylinders
#11-0438	Shovels 1966 - 1984 with 5-gallon tanks & .075" taller cylinders (without manifold)
#11-0439	Ironhead XL's 1957 - 1985 without manifold (except magnetos)
#11-0444	FL V2's 1984 - 1992 XL V2's 1986 - 1990
#11-0440	FL V2's 1984 - 1992 XL V2's 1986 - 1990 without manifold
#11-0446	FL V2's 1993 and Later without manifold
#11-0447	XL V2's 1991 and Present without manifold
#11-0449	1994-Present Buell

Throttle cables on 1981 to 1989 models are compatible with S&S carburetors and stock 1981 -1995 throttle assemblies. 1996 and later throttles require a different style cable. S&S can supply correct cables for all applications. (**See Step 3 - Throttle Preparations**). Throttle cables can be ordered separately. **See below.**

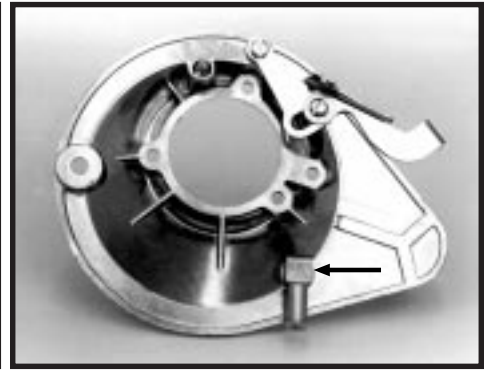
S&S THROTTLE CABLE APPLICATION CHART				
Length Total Housing	Length Vinyl Housing	Part Number Open Side	Part Number Close Side	Fitment
36"	32"	#19-0430	#19-0431	For Buell with 7/8" handlebars
36"	32"	#19-0432	#19-0433	To '95 '81-'85 FX and FL; All '81-'85 XL (Also pre-'81 w/2-cable throttle housing replaced.) For Buell with 1" diameter handlebar
36"	32"	#19-0436	#19-0437	'96-Up 883-1200 XL
39"	35"	#19-0434	#19-0435	To '95 Softail (FXSTC, FXST, FLSTC, FLSTF) '86-'94 FXR, '93-'95 Dyna
39"	35"	#19-0438	#19-0439	'96-Up Softail (FXSTS, FXSTC, FLSTC, FLSTF) '96-Up Dyna
42"	38"	#19-0446	#19-0447	To '95 custom application
42"	38"	#19-0440	#19-0441	'96-Up custom application
48"	44"	#19-0462	#19-0463	To '95 All FLT Models
48"	44"	#19-0464	#19-0465	'96-Up All FLT Models
52"	48"	#19-0444	#19-0445	To '95 custom application
52"	48"	#19-0442	#19-0443	'96-Up custom application



Picture 2



Picture 3



Picture 4

### Optional S&S Two Cable Throttle Conversion Kits

For chassis not equipped with two cable throttle

S&S throttle kits fit 1" handlebars and can be used on most chassis. (An adapter sleeve is available for use with earlier, 7/8" OEM handlebars originally equipped with internal throttle cable.) Barrel fittings on cables readily "plug in" to S&S Super E, G, or stock H-D 1981 and later butterfly type carb throttle linkage. Kits include one opening and one closing side cable, left and right grips, and handlebar clamps.

Throttle kit with 36" cables .....	Part #19-0450
Throttle kit with 39" cables .....	Part #19-0448
Throttle kit with 42" cables .....	Part #19-0482
Throttle kit with 48" cables .....	Part #19-0449
Throttle kit with 52" cables .....	Part #19-0483
7/8" to 1" Adapter sleeve .....	Part #19-0235

*NOTE - 1981-'90 stock style cables also fit above throttle kits.*

### Carb Installation and Operation

Refer to "Super E and G Carb Kit Application Chart" to confirm that carb kit is correct one for your motorcycle. Read instructions thoroughly to familiarize yourself with all procedures before beginning installation.

*NOTE - Installation of S&S Super E and G carb kits on certain models is easier with gas tanks removed. Some owners may elect to perform installation without removing gas tanks. This is left to individual discretion. If installer elects to remove tanks or other stock parts, S&S recommends referring to appropriate H-D service manual for additional information as necessary.*

#### 1. Remove Old Carburetor

#### WARNINGS

● 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.

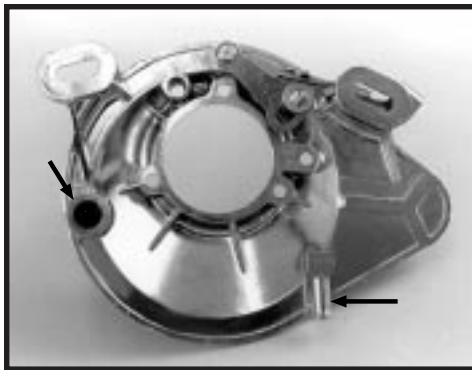
● Electrical sparks can ignite explosive gasoline fumes. Failure to disconnect battery while working on motorcycle can also result in inadvertent engagement of starter and personal injury.

- Shut off fuel petcock and disconnect battery.
- Remove air cleaner assembly. Drain fuel from existing carburetor. Remove carburetor, manifold, choke cable and any carburetor mounting hardware

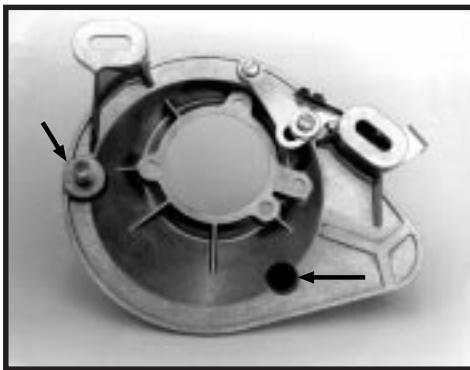
*NOTE - Removing and tightening hard to reach Allen bolts such as carb-manifold mounting bolts and V<sup>2</sup> manifold flange bolts can be greatly simplified by the use of Allen ball-end drivers. These tools are available at most automotive and tool supply houses. See Picture 9. Additionally, Performance Plus of Evansville, Indiana, produces a hex wrench specially modified for accessibility of V<sup>2</sup> manifold bolts. Call 812-963-8854 for further information. As alternative, standard hex wrench can be shortened for convenience.*

*NOTE - Some Buell motorcycles have a breather fitting with 90° elbow on rear head. Due to proximity of frame, elbow must be removed before fitting can be taken off engine. Loosen fitting and rotate to position convenient for cutting elbow. Secure fitting by tightening against cylinder head. Elbow may be inaccessible to hacksaw. In most instances, a die grinder with cutoff wheel will remove elbow with little difficulty. If die grinder is unavailable, grasp elbow firmly with pliers and snap off, then remove fitting.*

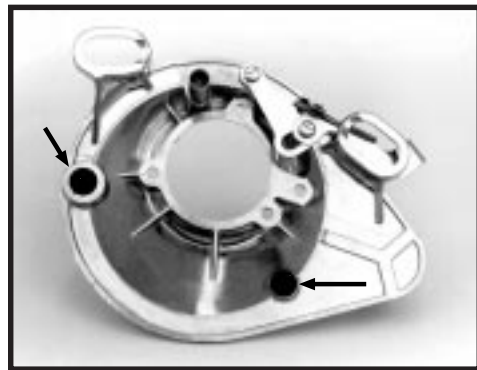
**CAUTION - Extreme care must be taken to prevent metal chips from entering engine when elbow is removed. S&S recommends packing breather fitting with gease before removing elbow. Metal chips inside engine will cause extensive damage. Installer bears all responsibility for containment of chips and other debris.**



Picture 5



Picture 6



Picture 7

## 2. Prepare Air Cleaner Backplate

*NOTE - Fast idle lever screws, part #11-2384, must not be overtightened. Loctite or other thread locking compound may be used sparingly on threads to prevent screws from vibrating loose.*

**CAUTION - Overtightening fast idle screws may damage backplate.**

### A. All engines except V<sup>2</sup>s

1. Knuckles & Pans, 1936 to 1965 - Press plugs, part #50-8312, into holes in air cleaner backplate. **See Picture 2.**
2. Shovels, 1966 to 1979, and Ironhead (IH) XLs, 1957 to 1979 - Press plug, part #50-8312, into hole in air cleaner backplate. **See Picture 3.**
3. Shovels 1980 to 1984 and IH XLs 1980 to 1985 - Screw crankcase breather vent elbow fitting, part #50-8110, into hole in air cleaner backplate and angle downward as shown in **Picture 4.** On 1983 and 1984 Shovels press plug, part #50-8312, into other hole on left.
4. Assemble fast idle mechanism as shown in **Figure A.**

### B. FL V<sup>2</sup>s 1984 to 1992

1. Press plug, part #50-8312, into hole on left in air cleaner backplate as shown in **Picture 5.**

2. Screw vent hose elbow fitting, part #50-8110, into remaining hole at right. **See Picture 5.**
3. Assemble fast idle mechanism as shown in **Figure A.**

### C. XL V<sup>2</sup>s 1986 to 1990

1. Press plug, part #50-8312, into hole on right in air cleaner backplate as shown in **Picture 6.**
2. Screw vent hose nipple fitting, part #50-8111, into remaining hole at left. **See Picture 6.** Elbow fitting, part #50-8110, supplied in kit may also be used in this location if required.
3. Assemble fast idle mechanism as shown in **Figure A.**

### D. FL V<sup>2</sup>s 1993 and up and XL V<sup>2</sup>s 1991 and up

1. Press plugs, part #50-8312, into both holes in air cleaner backplate as shown in **Picture 7.**
2. Assemble fast idle mechanism as shown in **Figure A.**

### E. Buell motorcycles, 1994 and up

1. Assemble fast idle mechanism as shown in **Figure A.**

## 3. Throttle Preparation

*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.*

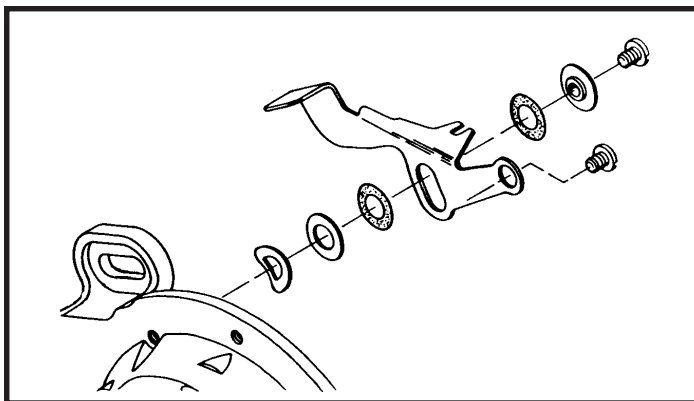


Figure A



Picture 8

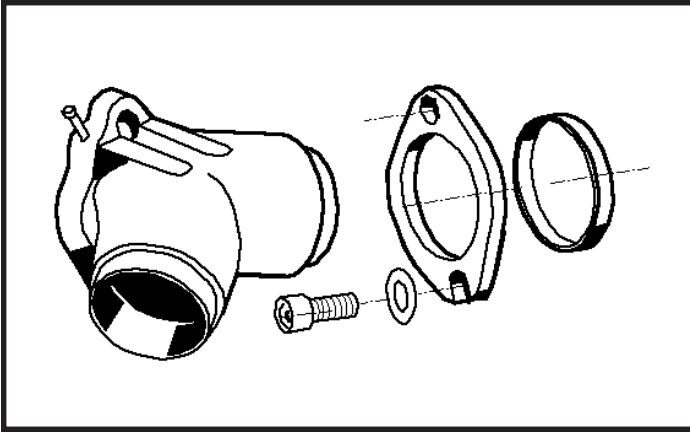


Figure B

**WARNING:** 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.

- A. Install new throttle assembly - Motorcycles not equipped with two cable pull open-pull closed type throttle assembly.
  1. Remove existing throttle cables and throttle grip assembly. Note routing of stock cables.
  2. Install new throttle assembly and throttle cables. Position grip and cables similar to stock position so cables can be angled back toward carb for easy adjustment and free operation.
  3. Apply light coat of cable lubricant to cables and fittings.
  4. Loosen cable freeplay adjustment locknuts and thread adjusting screw so half of threads are exposed. **See Picture 8.**
- B. Prepare existing throttle assembly - 1981-1989 chassis equipped with two cable pull open-pull closed type throttle assembly and butterfly type carb.
  1. Loosen cable freeplay adjustment locknuts and thread adjusting screw so half of threads are exposed. **See Picture 8.**
  2. Clean grease and dirt off cables, cable housings and cable fittings.
  3. Apply light coat of cable lubricant to cables and fittings.
- C. Replace throttle cables - all models equipped with constant velocity (CV) type carb.
  1. Carefully remove existing cables noting how they are routed.
  2. Install replacement cables using same routing as stock cables.
  3. Loosen cable freeplay adjustment locknuts and thread adjusting screw so half of threads are exposed. **See Picture 8.**
  4. Apply light coat of cable lubricant to cables and fittings.

#### 4. Install New Manifold and Mounting Hardware

*NOTE - When applicable, all carburetor mounting brackets and hardware supplied in kit must be installed to secure carburetor and air cleaner backplate assembly or air horn rigidly to engine.*

#### CAUTIONS

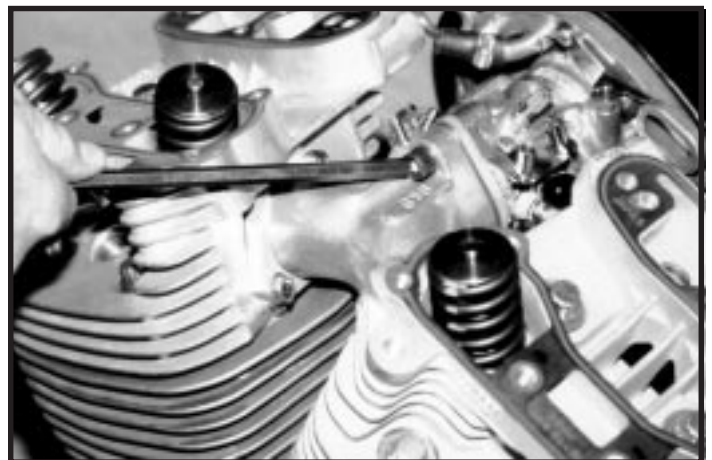
- Improperly mounted carburetor could loosen unexpectedly, resulting in air leak, poor performance and possible damage to engine or carburetor.
- Incorrect combinations of mounting hardware may cause mounting bolts to bottom out in holes or inadvertently contact other parts possibly causing damage to engine or carburetor components.

**WARNING - Improperly mounted carburetor may break free in event of collision or other vehicle accident creating a fire hazard with potential personal injury to operator and others.**

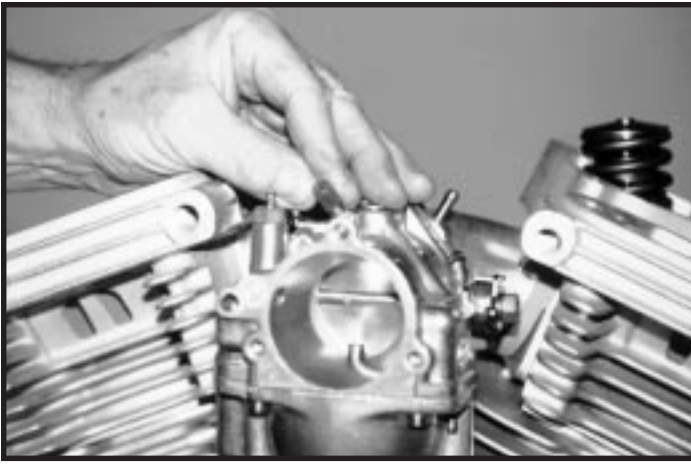
- A. All models: Clean intake ports on cylinder heads to insure proper manifold to head seal.

*NOTE - Cylinder heads for Knuckles 1936-1947 and Pans 1948-1954 must be converted to o-ring style manifold and seals. Conversion kits are available from various aftermarket sources.*

- B. All models: Install S&S intake manifold. If applicable, vacuum advance fitting must point upward. For V2 style manifold flange and seal assembly order, **See Figure B.** Note that bevel side of seal goes toward recess in manifold flange, flat side of seal against head. Do not completely tighten manifold clamps or flange bolts at this time.
- C. Panheads - Loosen center crankcase stud nut between tappet blocks. Bolt bracket, part #16-0096, in place to connect bottom carb-manifold mounting bolt to crankcase stud and reinstall nut.



Picture 9

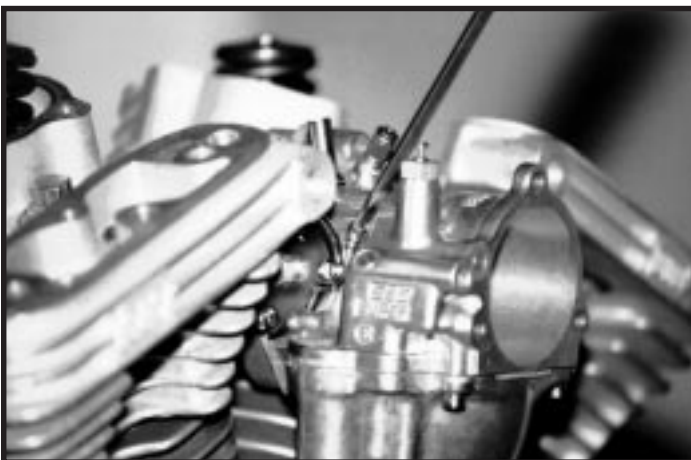


Picture 10

- D. Shovelheads 1966 to 1982 - Bolt bracket, part #17-0392, to front rocker cover using  $\frac{5}{16}$ -18 x  $\frac{5}{8}$ " bolt,  $\frac{5}{16}$ " flatwasher and  $\frac{5}{16}$ " lockwasher provided in kit. Do not tighten at this time. End of bracket with sharp bend goes toward rocker cover.
- E. Shovelheads 1983 to 1984 - Loosen center crankcase stud nut between tappet blocks. Install bracket #16-0471 to connect lower carb-manifold mounting bolt to crankcase stud and reinstall nut.
- F. IH XL's 1957-1982 - Bolt bracket, part #17-0393, to front tappet block using  $\frac{5}{16}$ -18 x  $\frac{1}{4}$ " bolt,  $\frac{5}{16}$ " flatwasher and  $\frac{5}{16}$ " lockwasher provided in kit. Do not tighten. End of bracket with sharp bend goes toward tappet block.

*NOTE - E and G carb will not fit IH XL models equipped with OEM style magneto due interference between magneto and carb fuel inlet fitting. S&S manufactures no adapters or other components for installing E or G carb on magneto Sportster.*

- G. IH XLs 1983 to 1985 and all V<sup>2</sup>s - Connect vacuum operated advance ignition switch (VOES) to manifold using 8" piece of black tubing supplied in kit. Cut tubing to shorter length if necessary.



Picture 11

## 5. Install Carb

- A. Check idle mixture and idle speed screw settings.
  1. Check setting of idle mixture screw, part #11-2354, on top of carb body. **See Picture 10.** Turn screw clockwise to close screw, counting number of turns to fully closed position - setting should be 1 ½ turns. Reset by turning screw counterclockwise to 1 ½ turns open. After engine is started, screw must be reset as explained in Adjusting Idle Mixture section of instructions.

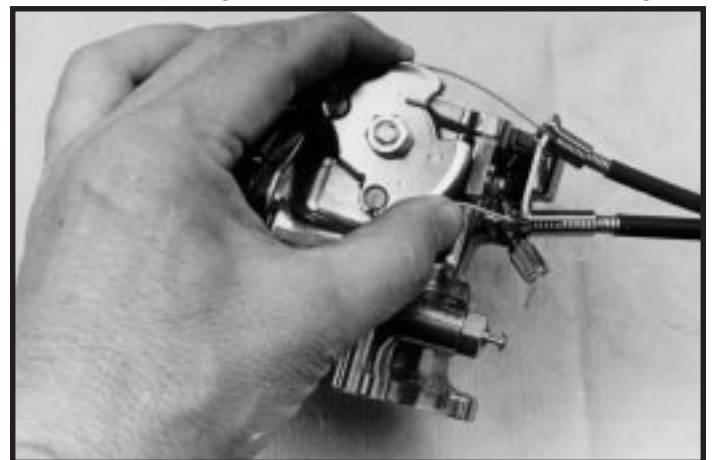
*NOTE - Turn idle mixture screw in only far enough to contact seat. Do not overtighten.*

**CAUTION - Overtightening idle mixture screw may cause irreversible damage to carburetor body.**

2. Check setting of idle speed adjusting screw, part #50-0038. **See Picture 11.** Turn screw counterclockwise until it no longer contacts throttle linkage spool, part #11-2385. Next, turn screw clockwise until it just contacts spool. Then turn additional ½ turn clockwise to slightly open throttle plate, part #11-2055 (E carbs) or part #11-2355 (G carbs).
- B. Install throttle cables on carburetor.
    1. Remove throttle cable housing bracket, part #11-2339, from carb body.
    2. 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".
    3. Repeat step 2 for closing side throttle cable. Closing side cable has a spring around inner cable wire. **See Picture 12.**
    4. Apply drop of Loctite 242 or equivalent to threads of cable bracket screw and reinstall bracket on carburetor.

- C. Install carb on manifold

1. Bolt carb and insulator block to intake manifold (o-ring side of block faces manifold) using two



Picture 12



Picture 13

$\frac{3}{8}$ -16 x 1  $\frac{1}{4}$ " socket cap screws provided in kit. Knuckle/Pan and 1983-'84 Shovel kits include one 1  $\frac{1}{4}$ " screw and one 1  $\frac{3}{8}$ " screw. 1  $\frac{3}{8}$ " screw is longer to compensate for thickness of support bracket (part #16-0096 for Pan/Knuckles or #16-0471 for 1983-'84 Shovels) and must go in bottom hole. **(See important note and caution below concerning insulator block.)**

*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.*

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

**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 flame or sparks. Any gasoline leak or spill constitutes a health and fire hazard.**

- D. Adjust throttle cables
1. Turn threaded throttle cable adjusters to remove excessive freeplay.
  2. 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.

#### NOTES

- Throttle must not bind and must snap shut to fully closed position when released.
- Cables for OEM CV carb lack sufficient adjustment for use with S&S carb.



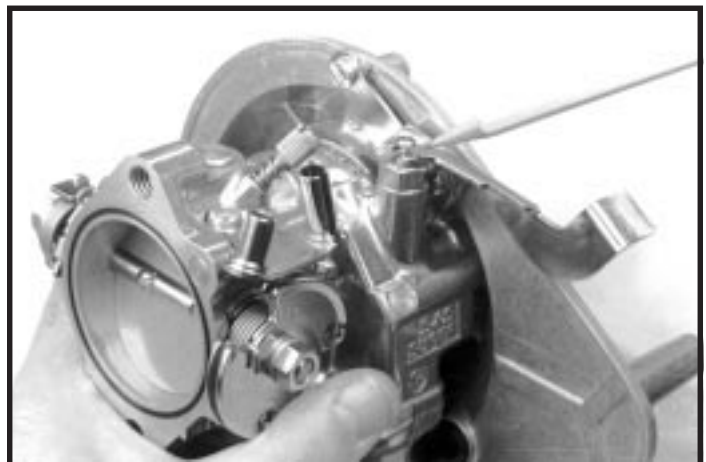
Picture 14

**WARNING - 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.**

- E. Slip fuel overflow hose onto fitting on carb bowl and neatly route behind pushrod tubes. On Big Twins hose should go toward back of engine. On Sportsters hose should go toward front of engine. Exit end of overflow hose must extend down below engine and away from exhaust pipes. **See Pictures 13 and 14.**

**WARNING - Overflow hose must not contact hot surface such as exhaust pipe where it could melt and catch fire.**

- F. Slip hose clamp over end of fuel line with 90° bend. Apply thin coat of oil to carb fuel inlet fitting and slip end of fuel line with 90° bend on fitting. Position fuel line in such a way as to avoid contact with cylinders and other hot engine parts. Tighten hose clamp. Slip stock H-D protective fuel line covering over fuel line and position where contact with engine parts could occur. On models equipped with fuel line support guide, use guide if possible. Connect other end of fuel line to gas tank petcock using hose clamp provided.



Picture 15

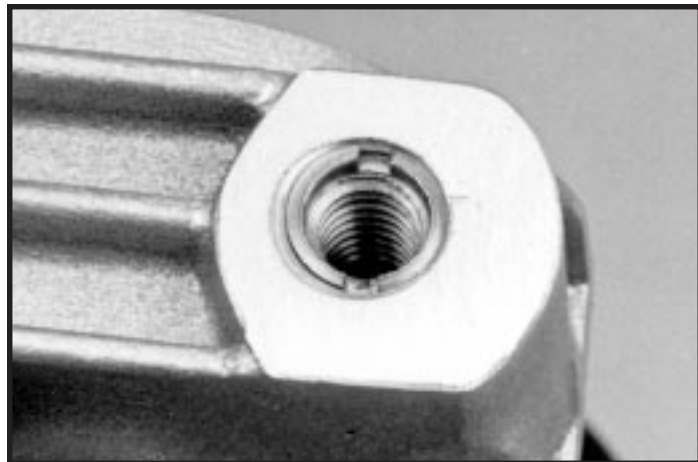




Picture 16



Picture 17



Picture 18

**NOTE** - Some early Super E and G carbs were equipped with a swivel type fuel inlet. This inlet is no longer available. If swivel inlet requires repair, it must be replaced with straight inlet #11-2465, o-ring #11-2027, and 90° fuel line #19-0474 or #19-0475. **See carburetor parts list and line drawing on page 24.**

**WARNING** - Fuel line must be clamped securely and not contact hot surfaces such as exhaust pipes where it could melt and catch fire.

## 6. Install Air Cleaner Backplate

- A. All Models except Buells - Mount air cleaner backplate on carb using three  $\frac{1}{4}$ -20 x  $\frac{5}{16}$ " screw/washer assemblies. Mounting screws must be tight. Confirm that enrichment device lever, part #17-0329, engages enrichment device plunger, #11-2343. **See Picture 15.** Tighten backplate mounting screws to 10-12 ft-lbs.

**NOTE** - Air cleaner backplate screws supplied with kit have thread locking compound on threads. If screw without thread locking compound is used, a thread locking product such as Loctite 242 must be applied, and screws properly tightened.

**CAUTION** - Failure to apply thread locking compound or properly tighten screws may cause screws to loosen and fall into engine, causing engine damage not covered under warranty.

- B. FL V2s 1984 to 1992 and XL V2s 1986 to 1990

- 1992 FL models with crankcase breather vented from cases to air cleaner backplate - Install thread-sert, part #50-8151, in each cylinder head air cleaner mounting bolt hole. This converts stock  $\frac{1}{2}$ -13 thread to  $\frac{5}{16}$ -18 thread. Surface of thread-sert should be just below surface of cylinder head. **See Picture 18.**

## NOTES

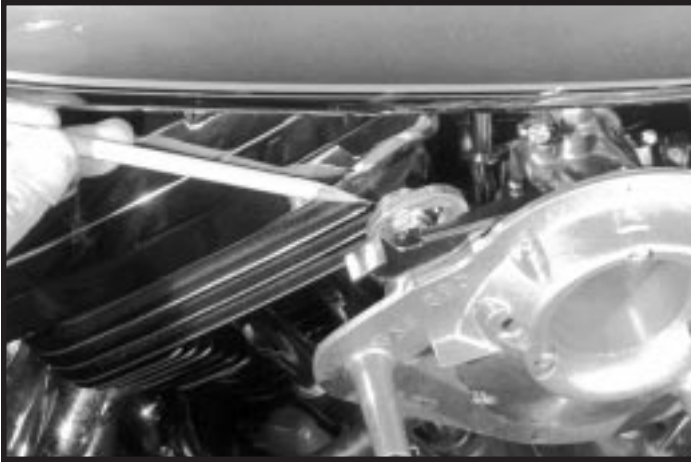
● Most 1992 FL's have crankcase breather routed from case to air cleaner backplate. However, some are

routed from heads to air cleaner backplate through air cleaner mounting bosses. Those routed from cases must follow Step 1 immediately above. Those routed through heads must use 1993 and later carb kit installed according to Step D below.

● Thread-serts may be supplied with or without thread locking compound on threads. Loctite 242 or equivalent should be applied to threads of thread-serts not supplied with thread locking compound. Thread-serts should be installed in desired position and left in place. Installing thread-sert in hole activates thread locking compound making it difficult to change position of thread-sert after installation.

**CAUTION** - Cylinder head vent passages in "head breather" type engine must not be plugged as oil leakage and engine damage may result. Same applies to crankcase vent in "case breather" type engine.

2. Fill gap between backplate mounting ears and cylinder heads with shims provided in S&S shim kit, part #17-0314.
  3. Bolt backplate to cylinder heads with  $\frac{5}{16}$ -18 x  $1\frac{1}{4}$ " bolts, flat washers and lock washers. **See Picture 19.**
  4. Final tighten all mounting bracket bolts and manifold clamps.
  5. Connect crankcase breather hose to air cleaner backplate hose fitting. **See Pictures 16 and 17.**
- C. Shovels 1966 to 1982 and Ironhead XL's
1. Bolt carb mounting bracket to air cleaner backplate. Head of  $\frac{5}{16}$ -18 x 1" bolt should rest in hex recess on inside of backplate with threaded portion extending through backplate, two  $\frac{1}{8}$ " shims and bracket. Secure with  $\frac{5}{16}$ " flatwasher and locknut provided.
  2. Final tighten all mounting bracket bolts and manifold clamps.
  3. Shovels, Sportsters 1980 to 1985 - Connect crankcase breather hose to air cleaner backplate hose fitting. **See Pictures 16 and 17.**



Picture 19



Picture 20

D. FL V2s 1993 and up and XL V2s 1991 and up

1. Place washer #50-7119 on breather screw #17-0338.
2. Roll  $\frac{5}{8}$ " O.D. o-ring #50-8032 into large diameter o-ring groove closest to head of breather screw.
3. Roll  $\frac{1}{2}$ " O.D. o-ring #50-8006 into small diameter o-ring groove of breather screw. Apply thin film of light grease to o-rings.
4. Repeat for other breather screw.
5. Fill gap between backplate mounting ears and cylinder heads with shims provided in S&S shim kit, part #17-0464.
6. Thread breather screw into cylinder head through backplate ear, breather fitting and shims. Breather fitting #17-0337 mounts directly behind backplate ear with larger diameter hole toward backplate. **See Picture 20.** Repeat for other backplate ear.
7. Align breather fitting outlets and tighten breather screws.

*NOTE - Breather fitting o-rings are easily damaged. It is suggested that replacements be obtained prior to removing breather fittings in future.*

8. Slip hose clamp #50-8002 over short "tee" of vent hose #17-0339 and push hose "tee"

onto nipple fitting on rear of backplate with long hose runner toward rear cylinder breather fitting. Trim ends of vent hose as required, making sure hose does not kink or restrict enrichment handle movement. Push hose ends onto breather fittings. Secure hose ends on breather fittings with small Tie wraps #50-8003 supplied in kit. Secure short "Tee" of breather hose to backplate with hose clamp #50-8002 supplied with kit.

9. Final tighten all mounting bracket bolts and manifold clamps.

E. Buells 1994 to present - Installation of breather hardware and backplate is same as procedure described in Step D above. However, position of #17-0309 backplate support bracket must be determined before backplate can be permanently installed.

1. Loosely install bracket on front head using spacers and oil breather banjo bolt assemblies. **See Picture 21 and refer to Step D-5 above.**

*NOTE - At least one thick spacer will be required between breather banjo fittings and heads. Breather fitting o-rings are easily damaged. It is suggested that*



Picture 21



Picture 22

they be lubricated with light grease before installation. If possible, replacement o-rings should be obtained beforehand if banjo assemblies are removed in future.

2. Rotate bracket to align hole in bracket with hole in backplate. Mark position of bracket with pencil mark on cylinder head to act as guide for final installation. Remove backplate.
3. Place ends of rubber T-hose #17-0339 over breather fittings for trial fit. **See Picture 22.** Temporarily install backplate using correct number of spacers. Hose must be routed so as to be free of kinks and not interfere with operation of fast idle lever.
4. Remove backplate, shorten hose ends as needed for correct fit, reinstall and secure with Tie-wraps #50-8003. Tighten breather screws.
5. Install backplate for final assembly. Confirm that fast idle lever has properly engaged enrichment plunger and secure backplate to support #17-0309 with  $\frac{1}{4}$ " bolt, flat washer, and locknut provided. Securely tighten three backplate screws #50-0075.

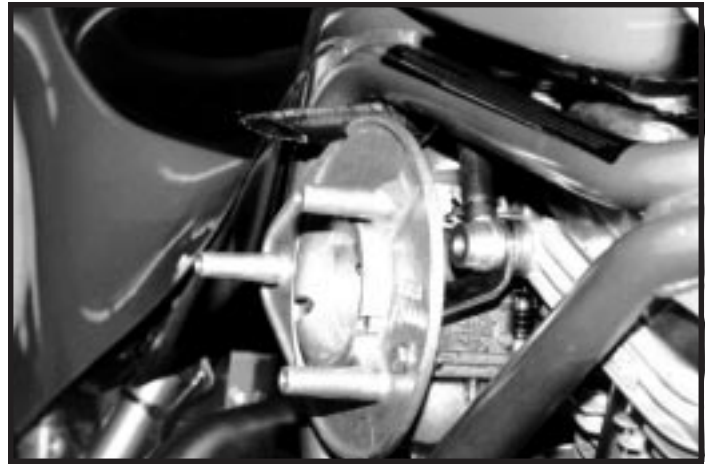
*NOTE - Backplate screws supplied with kit have pre-applied thread locking compound on threads. If screw without thread locking compound is used, a thread locking compound such as Loctite 242 must be applied to threads, and screws properly tightened. If screws are removed in future, Loctite 242 or equivalent must be applied before reinstallation.*

**CAUTION - Failure to apply thread locking compound or properly tighten screws may cause screws to loosen and fall into engine, resulting in engine damage not covered under warranty.**

6. For street use, insert  $1\frac{1}{4}$ " steel tubing provided into short "tee" of T-hose and place  $\frac{3}{8}$ " OD x 2.80" hose over other end of tubing. Hose must rest in notch in backplate, with bevel down. Secure with Tie-wraps when correctly positioned. **See Picture 23.**

*NOTE - An additional, 36" length of hose is provided for "Race Only" applications. It should be attached to T-hose in place of 2.80" hose, and routed to overflow or "catch can" as required by event organizer. Breather hose should be routed in upward direction as much as possible. Because crankcase oil-air mist exits from hose, hose and catch can must be mounted securely and well away from hot or moving parts as well as tires and brakes.*

**WARNING - Oil on tire or brakes can result in loss of control of motorcycle, resulting in possible serious injury or death to operator and others.**



**Picture 23**

## 7. Final assembly and checks

- A. Check carb to manifold mounting bolts.
- B. Check carb to air cleaner backplate mounting screws.
- C. Check each of following that is applicable:
  - Carb mounting bracket to head bolts
  - Mounting bracket to air cleaner backplate
  - Mounting bracket to center case stud
  - Mounting bracket to tappet guide bolt
  - Mounting bracket to head breather vent fitting
  - Air cleaner backplate to head mounting bolts
- D. Check fuel line connections and routing. Avoid hot surfaces.
- E. Check vacuum operated ignition advance connections if applicable.
- F. Check crankcase to backplate vent hose connections if applicable.
- G. Check fuel overflow hose routing. Avoid hot surfaces.
- H. 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.
- I. Reassemble components that were removed or disassembled for carb installation. Consult authorized H-D service manual for installation of parts not covered in S&S carb instructions.
- J. 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."**
- K. 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.*



Picture 24



Picture 25

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

**WARNING - Any gasoline leak represents a health and fire hazard.**

- L. Install air cleaner element and air cleaner cover using three 1/4-20 x 1" mounting screws provided. On Buell, beveled vent hose must rest in notch in backplate and go between air cleaner element and chromed outer cover. Hose bevel should angle down toward element. **See Picture 24**

**NOTE - Air filter element goes on dry. DO NOT APPLY OIL OR ANY OTHER SUBSTANCE TO AIR FILTER SUPPLIED BY S&S.**

- M. Fill gas tank.

#### INSTALLATION NOTES

● In designing the S&S Super E and G carbs S&S has made every effort to keep overall assembled length as short as possible. On four speed Shovelheads the air cleaner cover may contact the gas tank. In such instances an optional chromed, notched cover, part #17-0372, that

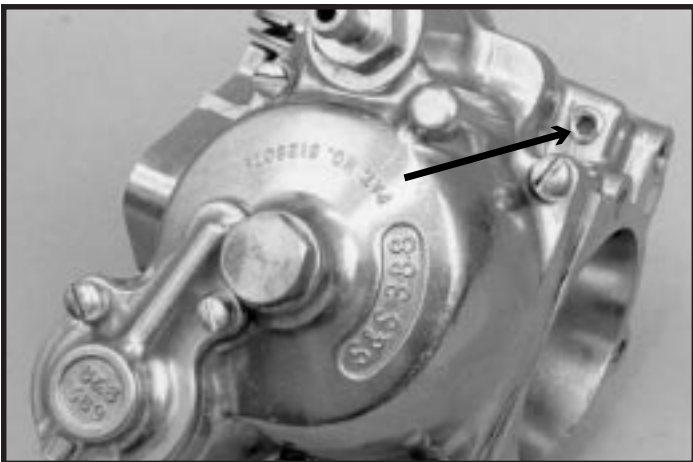
will provide additional clearance can be ordered. **See Picture 25.** If a new, undamaged Super E/G cover is shipped to S&S prepaid, it will be exchanged for part #17-0372 for the difference in cover prices. Call for Return Authorization (RA) number before shipping cover. An optional 1" spacer block can be installed between carb and manifold as an alternative, or existing air cleaner cover modified to provide 1/8" minimum clearance.

● Bowl vent screw, part #50-0105 (**See Picture 26**), 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.

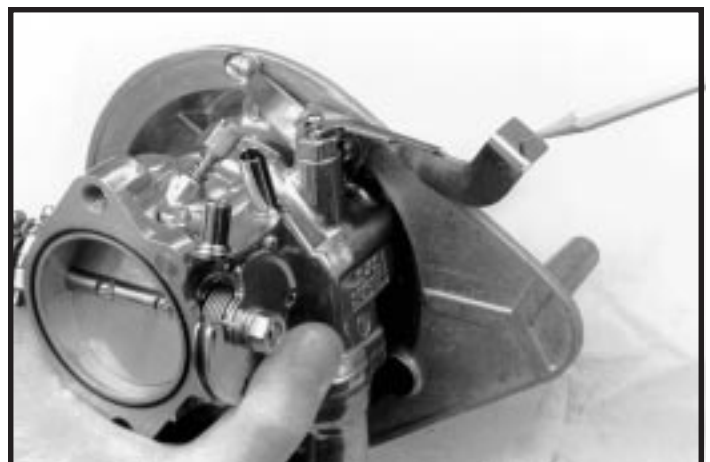
● On any application where air horn is used instead of air cleaner, S&S carb mounting bracket, part #16-0471, must be used to securely fasten carb to engine. **See line drawing on page 23.**

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

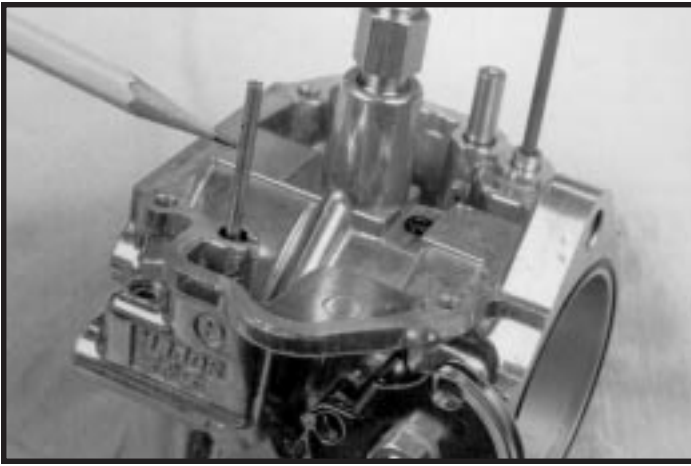
**WARNING - Any gasoline leak represents a potential health and fire hazard.**



Picture 26



Picture 27



Picture 28

● G carb using air cleaner assembly without filter element flows approx. 7 CFM (10" test pressure) less than carb with 4" air horn. E carb w/air cleaner assembly, no filter, flows same as with 4" air horn. S&S recommends using air filter element for all street applications.

● S&S has found that trimming approximately  $\frac{3}{4}$ " off rear of air cleaner cover often results in 3 HP increase on Dynojet 150 chassis dynamometer. This increases exposure of filter element to weather and contamination, so filter should be inspected regularly and washed or replaced as needed.

### Carb Operation

1. **Starting Procedure** - S&S Super E & G carburetors do not have a conventional choke. Instead, a mixture enrichment/fast idle device is used for starting and engine warm-ups. The enrichment device utilizes separate air and fuel pickup passageways and is engaged by pulling fast idle lever, part #17-0329 upward (**See Picture 27**). E & G carburetors also feature a fully adjustable accelerator pump which is actuated by quick throttle movements at partial throttle openings and can be used as an additional starting aid.

#### ENRICHMENT DEVICE NOTES

● Enrichment/fast idle pickup tube located directly below fast idle plunger, part #11-2343, is pressed into carburetor body and must not be removed. **See Picture 28.**

**CAUTION - Removal of enrichment/fast idle pickup tube from carburetor body may cause irreversible damage to carburetor.**

● Plunger nut, part #11-2344, plunger spring, part #11-2340, and plunger, part #11-2343, may be removed for cleaning purposes.

● If air cleaner backplate is removed, be sure fast idle lever and enrichment plunger are engaged properly when backplate is reinstalled. **See Picture 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.

#### A. 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 lever, part #17-0327 or part #17-0329, to fully raised position.
4. Turn on ignition.

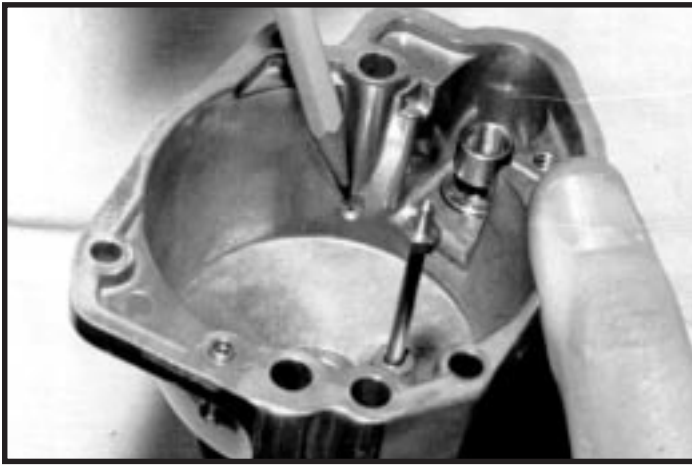
*NOTE - Some engines, especially those equipped with magnetos, will start easier if given two prime kicks BEFORE ignition is turned on. For reliable starting, magneto should be equipped with kill button to disable ignition for prime kicks.*

5. With throttle closed, kick engine through or engage electric starter.
6. If engine fails to start immediately, crack throttle enough to barely open butterfly and continue to kick or 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.*

#### B. Hot Starts

1. Open fuel petcock.
2. Turn on ignition.
3. With throttle closed, kick engine through or engage electric starter.
4. If engine fails to start immediately, open throttle slightly and continue to kick or engage starter until engine fires.



Picture 29

- C. Troubleshooting Tips - engine will not start:
1. Fuel supply exhausted.
  2. Weak or no spark - discharged battery, worn points, faulty condenser, ignition module, coil, spark plug wires, or magneto.
  3. Plug gap too wide - S&S uses .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.
  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.
  6. Improper idle mixture and/or engine idle RPM setting. **See "Adjusting Carburetor - Idle Circuit."**
  7. Enrichment device feed hole (See Picture 29) in bowl plugged. Clear with compressed air.

**CAUTION - 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.
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 enricher position, number of squirts from accelerator pump, etc.), especially with kickstart motorcycle. Carb tuning and ignition tuning and maintenance are critical for kick start motorcycles.

If severe flooding is suspected, turn ignition off, slowly roll throttle to wide open position, and kick 6-8 times to clear engine. Then close throttle to approximately ⅓ turn, turn ignition on and kick until engine starts.

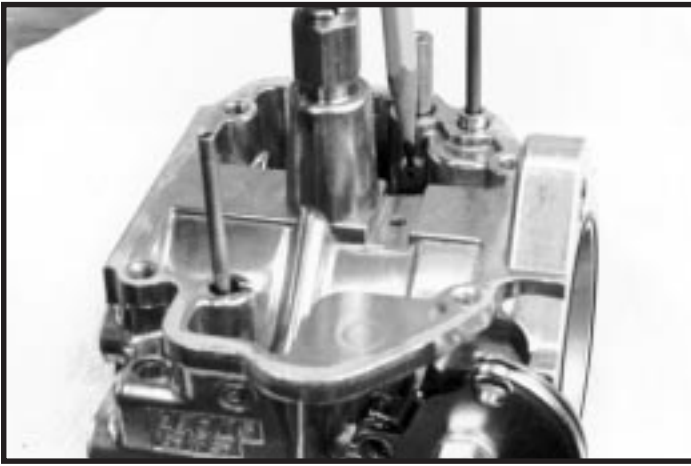
If insufficient fuel is suspected, remove air cleaner cover and confirm accelerator pump operation by snapping throttle open from closed position. Fuel should exit accelerator pump nozzle directly behind main discharge tube in carburetor bore. If not, increase accelerator pump setting by turning adjustment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

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. Refer to following sections for additional information on tuning.

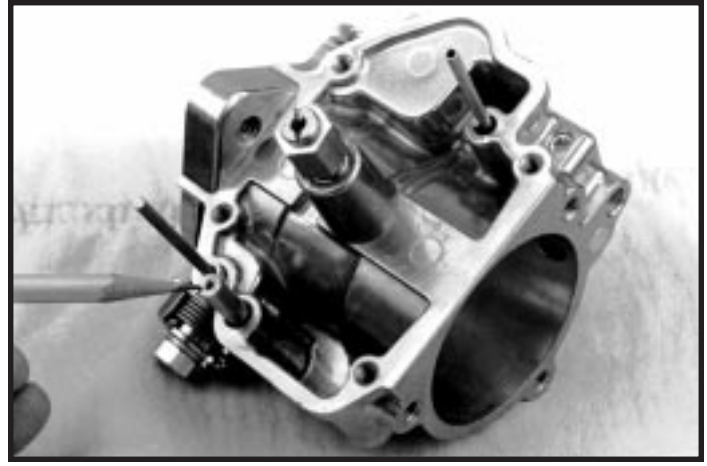
## 2. Adjusting Carburetor

- A. Adjusting Idle Circuit - Idle mixture screw, part #11-2354 (See Picture 10), regulates air/fuel mixture at idle speeds and has been angled forward for greater accessibility. Throttle stop/engine RPM adjustment screw, part #50-0038 (See Picture 11), is located on boss on rear side of carburetor body. During assembly S&S adjusts both screws to settings that should work for first start-up after installation.
1. Start engine and run until slightly warm (approximately 1 to 2 minutes).
  2. Turn RPM adjustment screw, #50-0032, to obtain idle of approximately 800-1000 RPM.
  3. Turn idle mixture screw, #11-2354, clockwise, slowly leaning mixture until engine starts to die. Next, turn screw counterclockwise, slowly richening mixture, until engine RPM fall off. Mixture adjustment is correct when screw is positioned about halfway between these points, or approximately ¼ to ½ turn out from lean side of adjustment range.

*NOTE - Turning screw out (counterclockwise) makes idle mixture richer. Turning screw in (clockwise) makes*



Picture 30



Picture 31

*mixture leaner. Normally, correctly adjusted screw will be between 1¼ and 1¾ turns out from bottom if intermediate jet correct size. Note that mixture screw must be adjusted according to Step 3 above. Do not leave screw at initial 1½ turn setting without fine tuning.*

4. With RPM screw, reset engine idle to approximately 800-1000 RPM. Lower idle speed can cause hard starting, erratic idle and unnecessary engine wear.
5. After engine and oil have reached normal operating temperature, repeat Steps 2 through 4.

#### IDLE CIRCUIT NOTES

- If idle adjustments are made before engine is fully warmed, idle mixture will be rich when engine reaches operating temperature. This is especially true for engines with aluminum cylinders such as V2's. If ambient temperature is below 60 degrees, engine may require 30-45 minutes to reach operating temperature. To avoid overheating, ride motorcycle during this time.
- Whenever intermediate jet change is made, idle mixture screw must be readjusted.
- If idle mixture screw is turned completely in, engine should not run. If engine continues to run with idle mixture screw seated, contact S&S Technical Services Dept.

#### B. Troubleshooting Tips - engine will not idle:

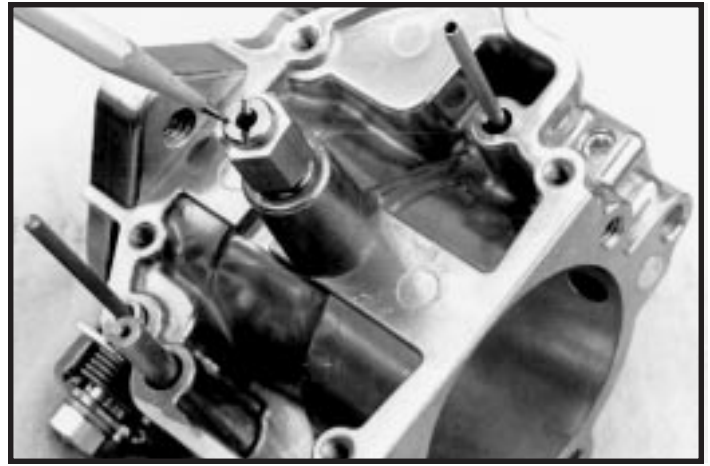
1. Improper idle mixture or RPM setting.
2. Intake manifold air leak.
3. Malfunctioning automatic advance mechanism or other ignition problem.
4. Foreign material in air or gas passageway in carb causing gas flow restriction to idle or intermediate circuit. **Picture 30** shows intermediate air bleed metering hole. **Picture 31** shows intermediate jet metering hole. Clear holes with compressed air.

**CAUTION - Do not use wire or drill to clear hole. If size of hole is altered, 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.**

5. Enrichment/fast idle plunger, part #11-2343, not seated causing excessively rich mixture. Be sure enrichment lever, part #17-0329, 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 plunger not lifted as mounting screws tightened. **See Picture 15.**
  6. ¼" insulator block between 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 10 to 20 minutes. Install insulator block to minimize heat transfer.
- C. Adjusting Intermediate System - (**See Jetting Chart Page 20**) Intermediate range is used most often under normal riding conditions. It controls fuel delivery from just off idle to approximately 3000-3500 rpm or 60 to 70 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 31**), 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 and/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.**

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.
3. Check throttling characteristics by slowly rolling throttle on while maintaining 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). *See NOTES below.*
4. Change jet accordingly, adjust mixture screw and repeat road test. Smallest intermediate jet that eliminates this condition should provide best gas mileage.



**Picture 32**

#### INTERMEDIATE SYSTEM NOTES

● *It is helpful to 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.*

- D. Adjusting High Speed Circuit or Main Jet - High speed circuit begins around 3000-3500 rpm or 65-70 mph and operates to maximum attainable speed. 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 32**), is reached by removing bowl plug, part #11-2090. (**See Jetting Chart Page 20**)

1. 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.
2. 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 level 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 level 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'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 jets are essential for optimum performance on street, strip and dynamometer. Most common causes of poor performance in modified engine are poor carb tuning, inappropriate exhaust and incorrect ignition timing.*
- *S&S special main jet tool, part #53-0452, is extremely handy for changing main jets. Try it, you'll like it!*

#### E. 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"**), or gas petcock too small. Stock H-D petcock is often 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 Pingel brand 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 30** shows intermediate air bleed metering hole. **Picture 33** shows main discharge air bleed metering hole. Use compressed air to clear holes.

**CAUTION - Do not use wire or drill to clear hole. If size of hole is altered, 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.**

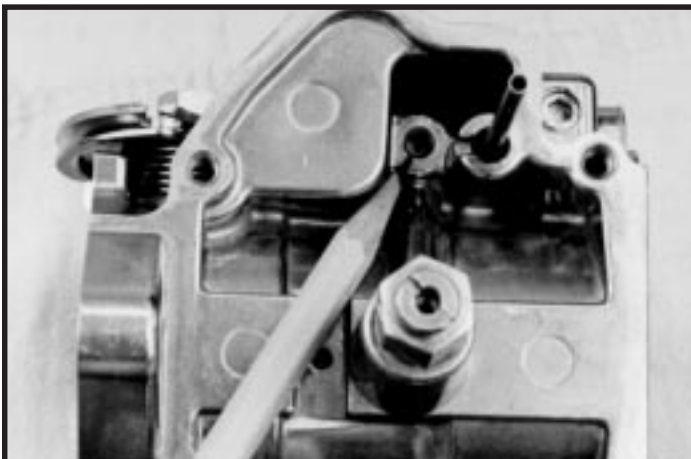
5. Filter oil applied to S&S air cleaner element.

*NOTE - Engine oil deposited upon air cleaner element by crankcase or cylinder head vent should not cause problem. Otherwise, element is to be run dry.*

6. 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 (**See Picture 34**) and change bowl air pressure.

*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.*

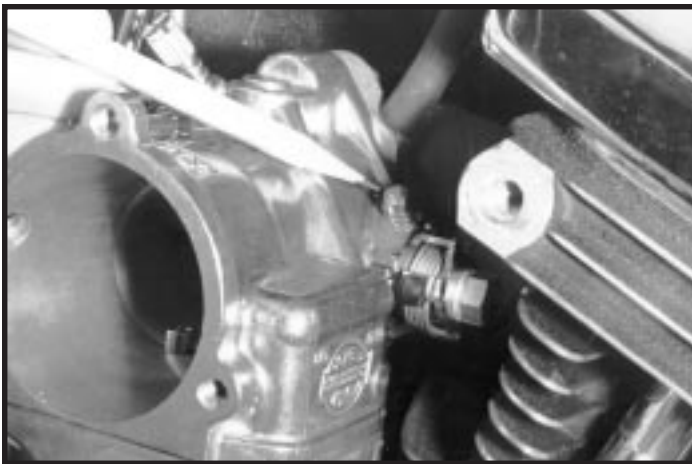
7. Insulator block between carb and manifold not used. Heat transfer from manifold to carb may cause temporary rich condition at idle and low RPM when engine is restarted after being shut off for 10 to 20 minutes. Install insulator block to reduce heat transfer.
8. Air cleaner without element or air horn used without removing bowl vent screw, part #50-0105, located in downward facing boss on throttle cable side of carburetor body. (**See Picture 26**)
9. Valve train defect - Leaking or sticky valves, weak or broken springs, pushrod flex, improper clearances for high lift cam, or defective camshaft with improper valve timing.



**Picture 33**



**Picture 34**



Picture 35

10. 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.*

11. Too much gear - Horsepower insufficient to pull gearing.
12. Incorrect float setting - Setting float too high will cause engine to run rich at idle and at low speeds, also prevent jet change from correcting 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 19** for float setting instructions and specifications.
13. Fuel standoff - Occasionally, fuel may be seen misting out carburetor 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.

**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 only as secondary aid. Different brands of gasoline, gasoline additives, engine heat (due to ignition timing), and type of plugs and heat range used distort plug color drastically making plug reading difficult for average tuner. Also, new plugs usually require road test of 10 miles or more to properly develop color which means that quarter mile tests may not be long enough and hence, not always a good indication of carb jetting. It is best to use proven spark plug combinations and to consult spark plug manufacturer with questions. To*

*become more proficient at plug reading, contact Champion Racing Division for its very informative booklet. Write:*

**Champion Spark Plug Co.  
PO Box 910  
Toledo, OH 43601**

● *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 carburate. 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 upset carburetion elsewhere. 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.*

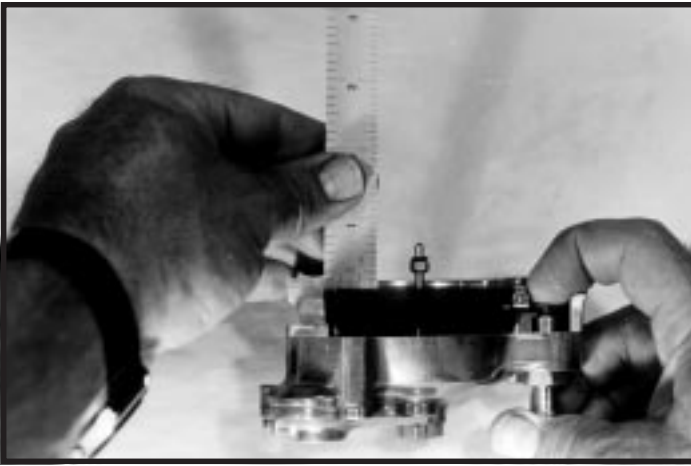
● *Drag pipes - For Knucklehead, Panhead, Shovelhead, and Ironhead Sportster engines, 1 $\frac{3}{4}$ " O.D. drag pipes with straight cutoff end 28" to 30" long will work well with almost any camshaft or other performance modification. 2" O.D. drag pipes are not recommended for any application except very large competition engines. The use of drag pipes is not recommended for Evolution motors in street application.*

● *Muffled exhaust systems - A good, economical street exhaust system for V<sup>2</sup> and earlier engines consists of stock header pipes with cross-over tube and low restriction mufflers such as Screamin' Eagle/Cycle Shack with CycleShack XP baffles. This system typically produces 10 horsepower more than drag pipes in midrange, where vast majority of normal riding occurs.*

*Some 2-into-1 collector type exhausts such as SuperTrapp and Rich Products Thunderheader deliver even more midrange power. Carl's Speed Shop staggered duals and KhromeWerks AR 100's work extremely well for riders who prefer a more traditional style exhaust. Contact S&S for current exhaust recommendations.*

● *For any all-out racing application which includes use of air cleaner without element or use of air horn, bowl vent screw, part #11-2161 (**See Picture 26**), 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.*

● *Modifying S&S carburetor - While it is not S&S's intent to discourage purchase of other manufacturers' products, they should be approached with the understanding that some alter the S&S carburetor's design and function. In such cases, manufacturer of installed item must be contacted for tuning guidelines, not S&S.*



Picture 36

- F. 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, part #50-0039 (See Picture 35), regulates volume of fuel delivered by accelerator pump. During assembly, S&S sets screw for maximum volume to aid during initial start-up after installation. Turning screw inward or in clockwise decreases delivered pump volume. Turning screw outward or counterclockwise increases delivered volume.
1. Warm engine to operating temperature.
  2. Turn pump travel adjusting screw inward or clockwise until screw contacts pump actuator arm, part #11-2377. 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.
4. With engine warm and at idle, blip throttle and note throttle response.
5. Turn pump travel screw outward or counter clockwise about  $\frac{1}{4}$  turn at a time and recheck throttle response until engine no longer hesitates.
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, and 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. Normal float setting on all carbs is with edge of float opposite needle and seat assembly  $\frac{1}{8}$ " to  $\frac{3}{16}$ " below bowl gasket, part #11-2386, with fuel inlet needle fully closed and spring in needle fully compressed. (See Picture 36) 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. Highest part of float should be  $\frac{1}{8}$ " to  $\frac{3}{16}$ " below bowl gasket surface. Float must not contact bowl gasket.

- 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, part #11-2055 or #11-2355, and throttle shaft, part #11-2383 or #11-2483, 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 C. Beveled edges of plate must fit flat against carb throat.

- If accelerator pump cap is removed, lift cap slowly so small spring, part #11-2374, checkballs, part #50-8090, and o-rings, part #50-8012 are not lost.

- For racing, S&S offers two air horn conversion kits which include appropriate mounting hardware and a substitute enrichment device. Part #17-0485 includes a 2 $\frac{1}{2}$ " air horn, part #17-0486 includes a 4" air horn.

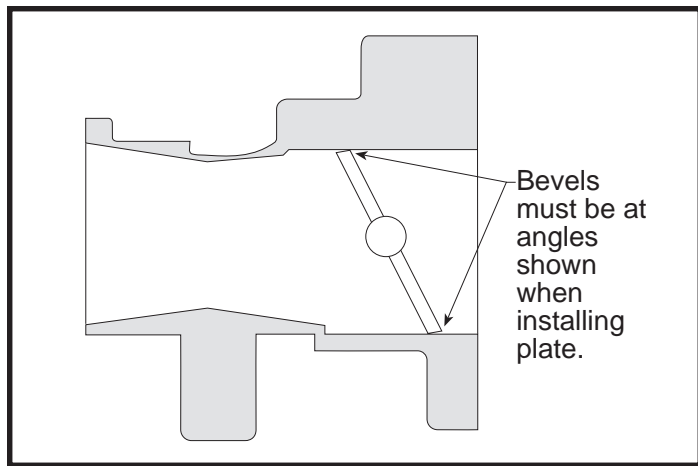
● If fuel delivery from stock petcock appears insufficient, S&S recommends a Pingel petcock, S&S part #19-0453, which fits most Big Twins, or S&S part #19-0454 (requires S&S part #19-0455), which fits most Sportsters. Tests conducted at S&S have shown Pingel petcocks to provide more than adequate fuel supply for most engines. If in line fuel filter is required, use S&S part #19-0456 where room permits (filter is 3" long), or S&S part #19-0457, where space is limited (filter is 1½" long).

For additional information on these products, contact:  
 Pingel Enterprise, Inc.  
 2076 C 11th Avenue  
 Adams, WI 53910  
 Phone: 608-339-7999 Fax: 608-339-9164

**IMPORTANT NOTE**

We at S&S feel we have designed and manufactured a superior product and will stand behind it. If you have questions or problems, first refer to this instruction manual. Answers to nearly all questions can be found herein. If your problem cannot be resolved, call 608-627-1497 for technical assistance. Do not, however, call until you have become thoroughly familiar with this manual.

S&S also has a complete carburetor repair and rebuild service that provides quality work at a fair price.

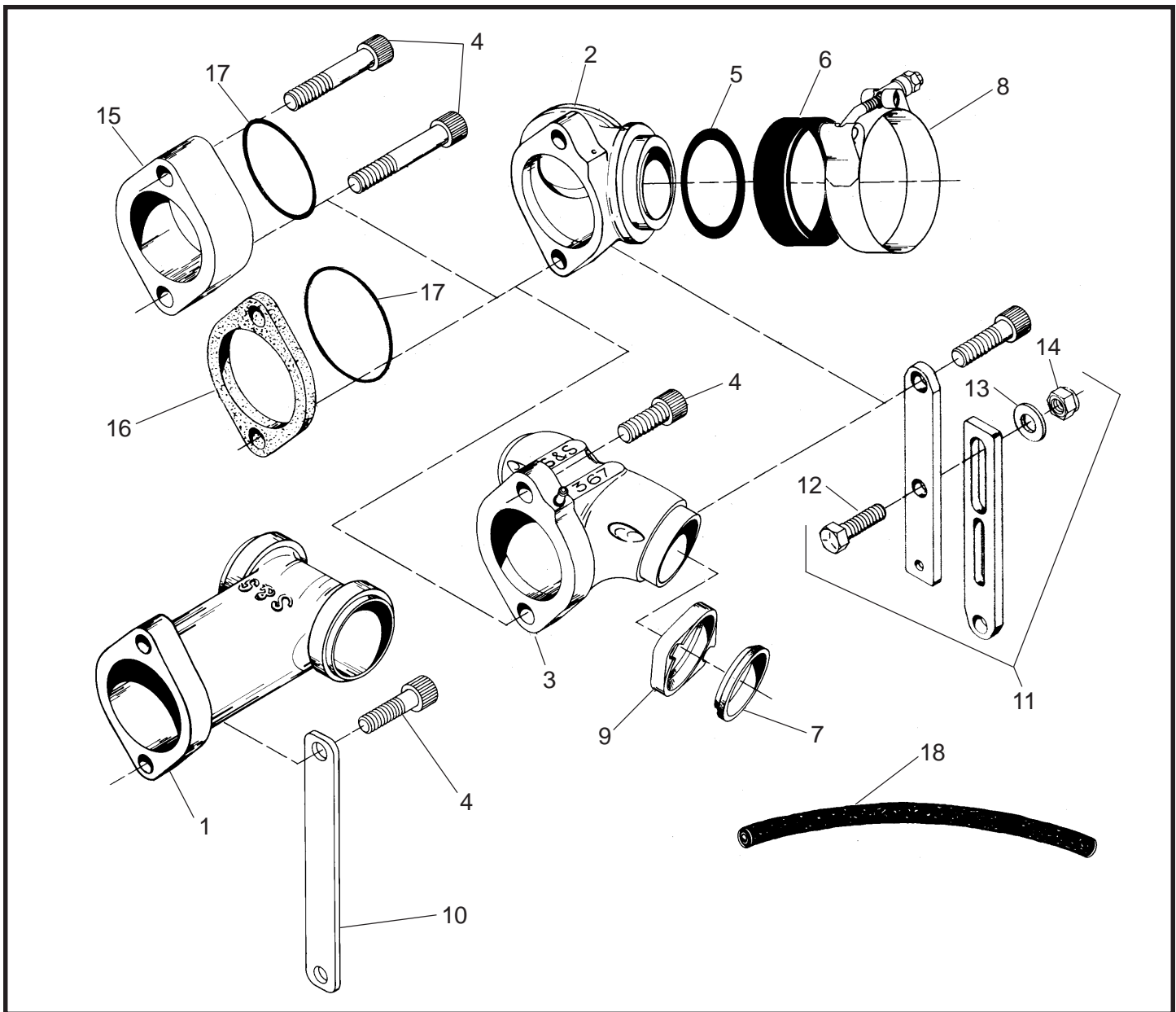


**Figure C**

If you are not properly equipped to service an S&S carburetor and do not have a qualified repair shop nearby, we recommend that you contact us for a Return Authorization (RA) number and send the carburetor to us. Be sure to include a note with your name and address, RA number, and a detailed description of any problems or repairs needed. Thanks for using S&S products!

<b>S&amp;S SUPER E JETTING</b>			
Displacement	Stockers 55" to 74"	Stock-Mild Stokers 74" to 84"	Stokers 86" to 98"
Idle Mixture Screw Part #11-2354	1 to 1-1/2 Turns	1 to 1-1/2 Turns	1 to 1-1/2 Turns
Intermediate Jet	883's .0265 to .028 All Others .028 to .0295 Part #11-7101	Ironhead XL's .0295 to .032 All Others .028 to .031 Part #11-7102 or #11-7103	Ironhead XL's .032 to .033 All Others .030 to .033 Part #11-7104
Main Jet	883, 900, 1000 .062 to .068 All Others .066 to .072 Part #11-7200	74", 80" FL's .066 to .074 All Others .068 to .076 Part #11-7201	.072 to .082 Part #11-7202

<b>S&amp;S SUPER G JETTING</b>			
Displacement	Stock-Mild Stokers 74" to 84"	Stokers 86" to 93"	Stokers 96" & Up
Idle Mixture Screw Part #11-2354	1 to 1-1/2 Turns	1 to 1-1/2 Turns	1 to 1-1/2 Turns
Intermediate Jet	Stockers .028 to .0295 All Others .0295 to .031 Part #11-7102	Ironhead XL's .031 to .033 All Others .0295 to .033 Part #11-7103 or #11-7104	.032 to .036 Part #11-7105
Main Jet	Stockers .066 to .074 All Others .068 to .076 Part #11-7201	.072 to .080 Part #11-7202	Ironhead XL's .078 to .088 All Others .074 to .086 Part #11-7202 or #11-7203



1. Intake manifold - Pan  
 $1\frac{1}{8}$ " E - O-ring ..... Part #16-1100
2. Intake manifold - Showhead & Ironhead XL  
 $1\frac{1}{8}$ " E - O-ring ..... Part #16-1200  
 $1\frac{1}{8}$ " E - Band ..... Part #16-1300  
 $1\frac{1}{8}$ " E - VOES band ..... Part #16-1400  
 $2\frac{1}{16}$ " G - O-ring ..... Part #16-2200  
 $2\frac{1}{16}$ " G - Band ..... Part #16-2300  
 $2\frac{1}{16}$ " G - VOES band ..... Part #16-2400
3. Intake manifold - V<sup>2</sup>  
 $1\frac{1}{8}$ " E - XL V<sup>2</sup> ..... Part #16-1600  
 $1\frac{1}{8}$ " E - FL V<sup>2</sup> ..... Part #16-1608  
 $2\frac{1}{16}$ " G - XL V<sup>2</sup> ..... Part #16-2500  
 $2\frac{1}{16}$ " G - FL V<sup>2</sup> ..... Part #16-2508
4. Manifold bolts  
 $\frac{3}{16}$ -16 x 1" ..... Part #50-0161  
 $\frac{3}{16}$ -16 x 1 $\frac{1}{2}$ " (use in bottom hole with #16-0096 or #16-0471 bracket or in top and bottom holes with #16-0491 or #16-0492 insl. block) ..... Part #50-0162  
 $\frac{3}{16}$ -16 x 1 $\frac{3}{4}$ " (use in bottom hole with #16-0096 or #16-0471 bracket and #16-0491 or #16-0492 insulator block) ..... Part #50-0163  
 $\frac{3}{16}$ -16 x 2" ..... Part #50-0164  
 $\frac{3}{16}$ -16 x 2 $\frac{1}{4}$ " ..... Part #50-0165  
 $\frac{3}{16}$ -16 x 2 $\frac{1}{2}$ " ..... Part #50-0166

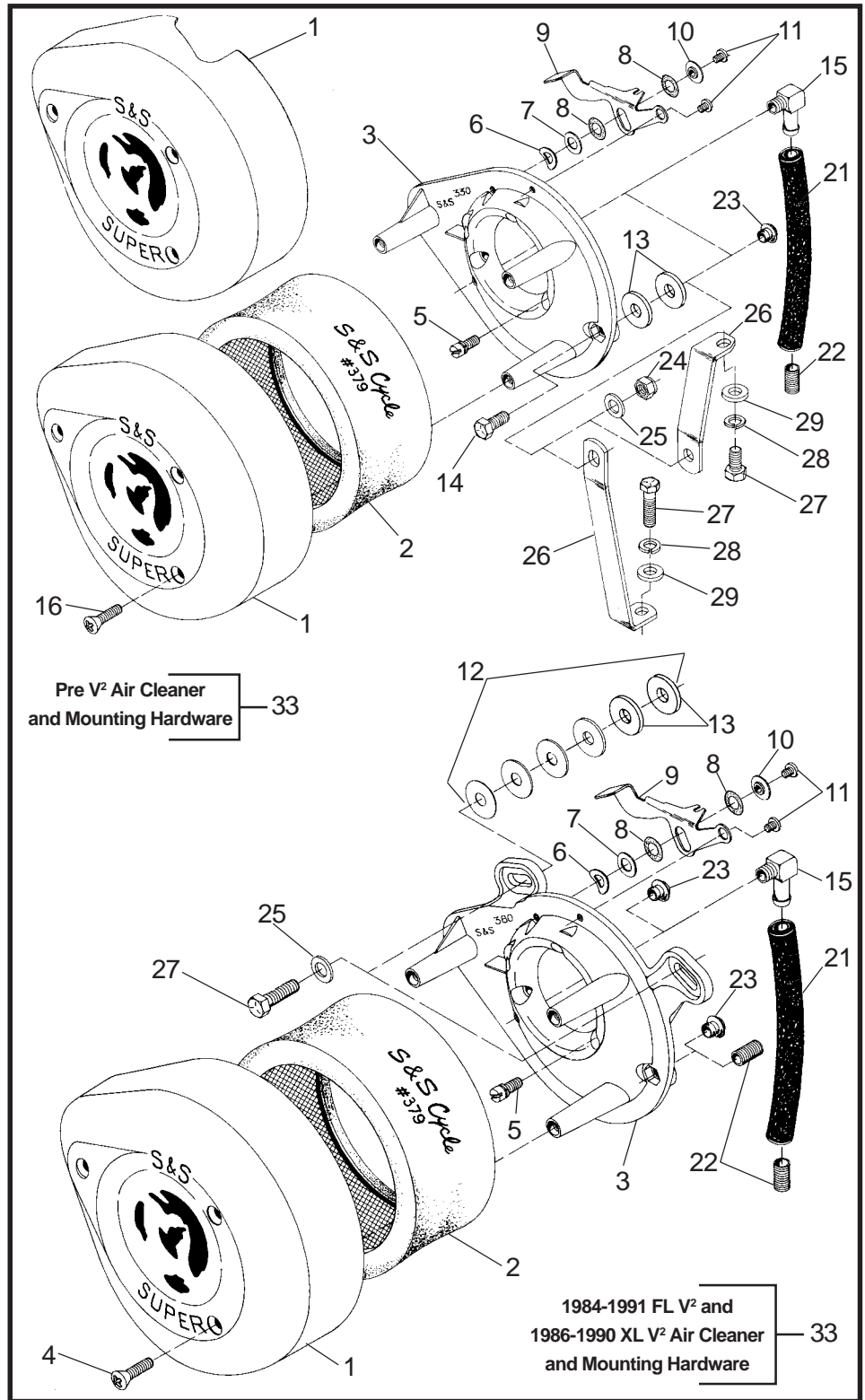
## Super E and G Manifold and Related Mounting Hardware

5. Manifold O-ring - '55 to '78 FL & XL  
..... Part #16-0237
6. Manifold rubberband - '79 to '85 FL & XL  
..... Part #16-0238
7. Manifold O-ring - V<sup>2</sup>  
..... Part #16-0236
8. Manifold clamps  
O-ring pre '79 ..... Part #16-0230  
Band '79 to '85 ..... Part #16-0231
9. V<sup>2</sup> Manifold Flanges  
Front mounting flange ..... Part #16-0232  
Rear mounting flange ..... Part #16-0233
10. Carb mtg. bracket - Pan ..... Part #16-0096
11. Carb mtg. bracket assembly  
(includes 1 ea. 2 pc. bracket #17-0104,  
#17-0245, #17-0321) ..... Part #16-0471
12. Support bracket bolt  
 $\frac{5}{16}$ -18 x 1" ..... Part #50-0108
13. Flat washer -  $\frac{5}{16}$ " x  $\frac{1}{16}$ " ..... Part #50-7034
14. Lock nut -  $\frac{5}{16}$ -18 ..... Part #50-5021
15. 1" Aluminum spacer blocks  
For  $1\frac{1}{8}$ " E - (includes 1 ea. 1" spacer block &  
#16-0056 o-ring) ..... Part #16-0057  
For  $2\frac{1}{16}$ " G - (includes 1 ea. 1" spacer block &  
#16-0356 o-ring) ..... Part #16-0357
16. Insulator blocks  
Insulator block for  $1\frac{1}{8}$ " E - (includes 1 ea. ins.  
block & #16-0387 o-ring) ..... Part #16-0491  
Insulator block for  $2\frac{1}{16}$ " G - (includes 1 ea. ins.  
block & #16-0356 o-ring) ..... Part #16-0492
17. Manifold orings  
For  $1\frac{1}{8}$ " E carb body & insulator block  
..... Part #50-8016  
For  $1\frac{1}{8}$ " spacer block ..... Part #50-8013  
For  $2\frac{1}{16}$ " G carb body, insulator block, &  
spacer block ..... Part #50-8015
18. VOES tubing - per ft. .... Part #19-0395

*NOTE - All manifold part numbers shown are for stock length manifolds. Longer than stock manifolds are available from S&S. See catalog for part numbers of special sizes.*

# Super E and G Air Cleaner Parts and Mounting Hardware

- 1. Air cleaner cover**  
All (except Shovel w/5 gal. tanks & cyls. +.075") ..... **Part #17-0378**  
Shovel w/5 gal. tanks & cyls. +.075" ..... **Part #17-0372**
- 2. Element** ..... **Part #17-0379**
- 3. Backplate**  
All pre V<sup>2</sup> ..... **Part #17-0330**  
V<sup>2</sup> FL 1984-1992 & XL 1986-1990 ..... **Part #17-0380**  
1993-up & XL 1991-up ..... **Part #17-0336**
- 4. Cover screw** ..... **Part #50-0072**
- 5. Backplate screw** ..... **Part #50-0075**
- 6. Fast idle friction washer** ..... **Part #50-7035**
- 7. Fast idle steel washer** ..... **Part #50-7037**
- 8. Fast idle nylon washer** ..... **Part #50-7036**
- 9. Fast idle lever** ..... **Part #17-0329**
- 10. Fast idle brass washer** ..... **Part #50-7007**
- 11. Fast idle lever screw** ..... **Part #50-0041**
- 12. Shim kit**  
V<sup>2</sup> FL 1984-1992 & XL 1986-1990  
(includes 2 ea.  $\frac{5}{16}$ " x .020",  $\frac{5}{16}$ " x .030",  
 $\frac{5}{16}$ " x .040",  $\frac{5}{16}$ " x .100" & 4 ea.  $\frac{5}{16}$ " x .125")  
..... **Part #17-0314**  
FL 1993-up & XL 1991-up  
(includes 2 ea.  $\frac{1}{2}$ " x .020",  $\frac{1}{2}$ " x .030",  $\frac{1}{2}$ " x .040",  
 $\frac{1}{2}$ " x .100", & 4 ea.  $\frac{1}{2}$ " x .125")  
..... **Part #17-0464**
- 13. Shim**  
V<sup>2</sup> FL 1984-1992 & V<sup>2</sup> XL 1986-1990  
 $\frac{5}{16}$ " x .020" ..... **Part #50-7038**  
 $\frac{5}{16}$ " x .030" ..... **Part #50-7039**  
 $\frac{5}{16}$ " x .040" ..... **Part #50-7040**  
 $\frac{5}{16}$ " x .100" ..... **Part #50-7041**  
 $\frac{5}{16}$ " x .125" .....  
(use on pre V<sup>2</sup>s when insulator block is installed)  
..... **Part #50-7042**  
V<sup>2</sup> FL 1993-up & V<sup>2</sup> XL 1991-up  
 $\frac{1}{2}$ " x .020" ..... **Part #50-7085**  
 $\frac{1}{2}$ " x .030" ..... **Part #50-7086**  
 $\frac{1}{2}$ " x .040" ..... **Part #50-7087**  
 $\frac{1}{2}$ " x .100" ..... **Part #50-7089**  
 $\frac{1}{2}$ " x .125" ..... **Part #50-7090**
- 14. Backplate mounting bolt**  
All pre V<sup>2</sup> - $\frac{5}{16}$ "-18 x 1" ..... **Part #50-0108**  
 $\frac{5}{16}$ "-24 x  $\frac{3}{4}$ " ..... **Part #50-0107**
- 15. Elbow fitting** ..... **Part #50-8110**
- 16. Breather screw**  
Standard Length ..... **Part #17-0338**  
1" longer (use with 1" spacer block)  
..... **Part #17-0343**
- 17. Breather screw o-ring  $\frac{5}{8}$ " O.D.**  
..... **Part #50-8032**
- 18. Breather screw o-ring  $\frac{1}{2}$ " O.D.**  
..... **Part #50-8006**
- 19. Breather screw washer** ..... **Part #50-7119**



- 20. Breather fitting**  
FL 1993-up & XL 1991-up ..... **Part #17-0337**
- 21. Crankcase breather hose**  
FL 1984-1992 & XL 1986-1990 . **Part #17-0113**  
FL 1993-up FL & XL 1991-up .... **Part #17-0339**
- 22. Vent hose connector** ..... **Part #50-8111**
- 23. Backplate plug** ..... **Part #50-8312**
- 24. Locknut**  
 $\frac{5}{16}$ "-18 (use with #16-0471) ..... **Part #50-5021**
- 25. Flatwasher - $\frac{5}{16}$ " x  $\frac{1}{16}$ "** ..... **Part #50-7034**
- 26. Support bracket**  
Shovel ..... **Part #17-0392**  
'57-'85 XL ..... **Part #17-0393**
- 27. Mounting bracket bolt**  
Shovel - $\frac{5}{16}$ "-18 x  $\frac{3}{4}$ " ..... **Part #50-0106**  
FL '84-'92 & '57-'90 XL - $\frac{5}{16}$ "-18 x  $\frac{1}{4}$ "  
..... **Part #50-0110**
- 28. Lockwasher - $\frac{5}{16}$ "** ..... **Part #50-7032**
- 29. Flatwasher - $\frac{5}{16}$ " x  $\frac{1}{16}$ "** ..... **Part #50-7033**

## Super E and G Air Cleaner Parts and Mounting Hardware

- 30. Thread insert 1/2 -13 to 5/16 -18 .... Part #50-8151
- 31. Wire tie (Not shown) ..... Part #50-8003
- 32. Hose clamp (Not shown) ..... Part #50-8002
- 33. Air cleaner assembly

All pre V<sup>2</sup> (includes 1 ea. #17-0330, #17-0378, #17-0379, #17-0441) ..... Part #17-0400

All Shov. w/5 gal tanks & cyls. .075" longer than stock (includes 1 ea. #17-0330, #17-0372, #17-0379, #17-0441) Part #17-0440

V<sup>2</sup> FL '84-'92 & XL '86-'90 (includes 1 ea. #17-0380, #17-0378, #17-0379, #17-0458) ..... Part #17-0399

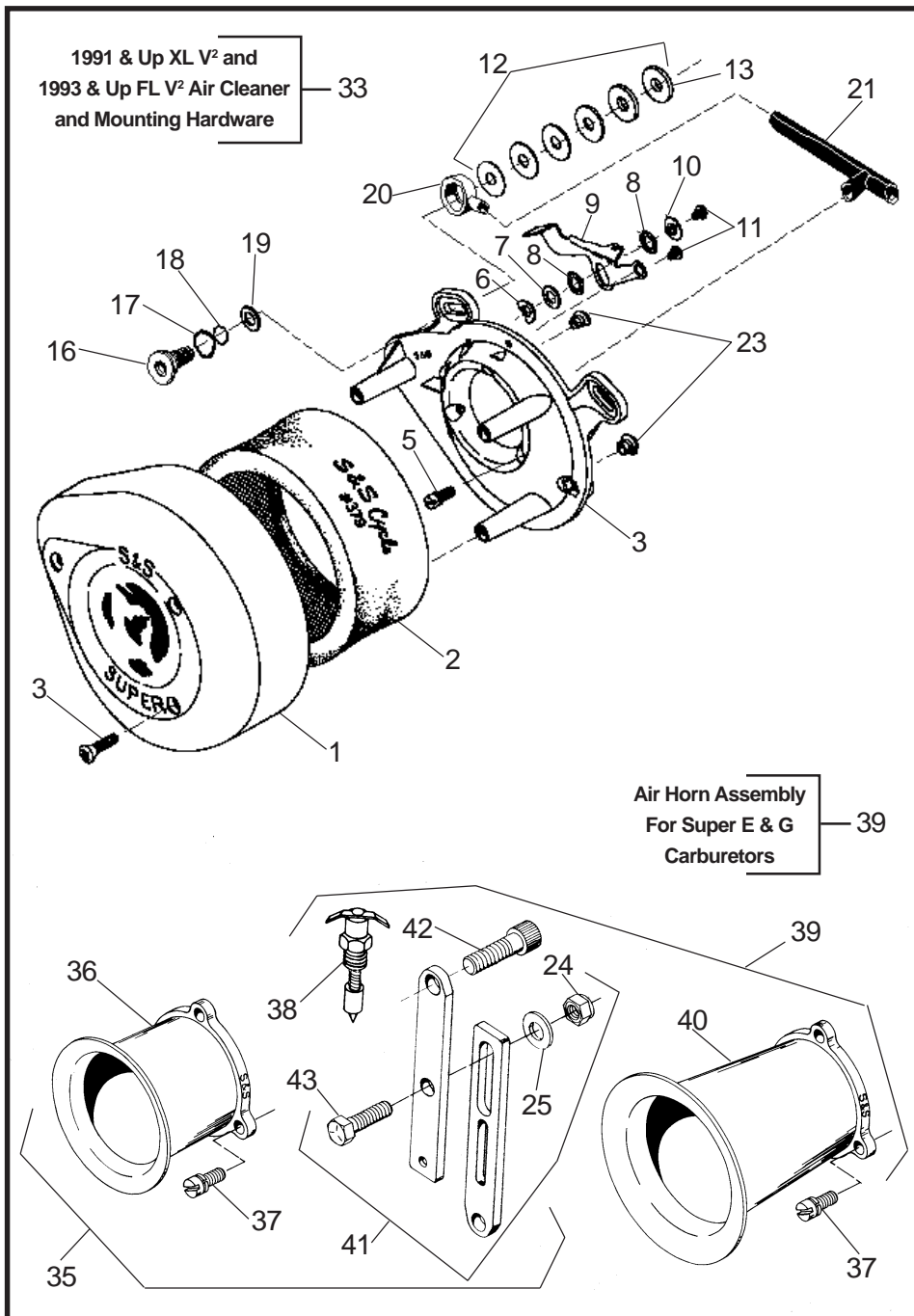
FL '93-up & XL '91-up (includes 1 ea. #17-0336, #17-0378, #17-0379, #17-0439) ..... Part #17-0401

### 34. Mounting hardware package (Not shown)

Pre V<sup>2</sup> (includes 3 ea. #50-0072, #50-0075; 1 ea. #50-0110, #50-5021, #50-7032, #50-7033, #50-0108, #50-7034, #50-7007, #50-7035, #50-0106, #50-7037, #17-0329; 2 ea. #50-8312, #50-7036, #50-0041) ..... Part #17-0441

V<sup>2</sup> FL '84-'92 & V<sup>2</sup> XL '86-'90 (includes 3 ea. #50-0072, #50-0075; #1 ea. #50-8110, #50-8111, #17-0314, #50-7007, #50-7035, #50-7037, #17-0329; 2 ea. #50-0110, #50-8312, #50-7034, #50-7036, #50-0041) ..... Part #17-0458

V<sup>2</sup> FL '93-up & V<sup>2</sup> XL '91-up (includes 3 ea. #50-0072, #50-0075; 2 ea. #50-0041, #50-8312, #50-7036, #17-0338, #50-7119, #17-0337, #50-8032, #50-8006, #50-8003; 1 ea. #50-7007, #50-7035, #50-7037, #17-0329, #17-0339, #17-0464, #50-8002) ..... Part #17-0439



## Super E and G Air Horns

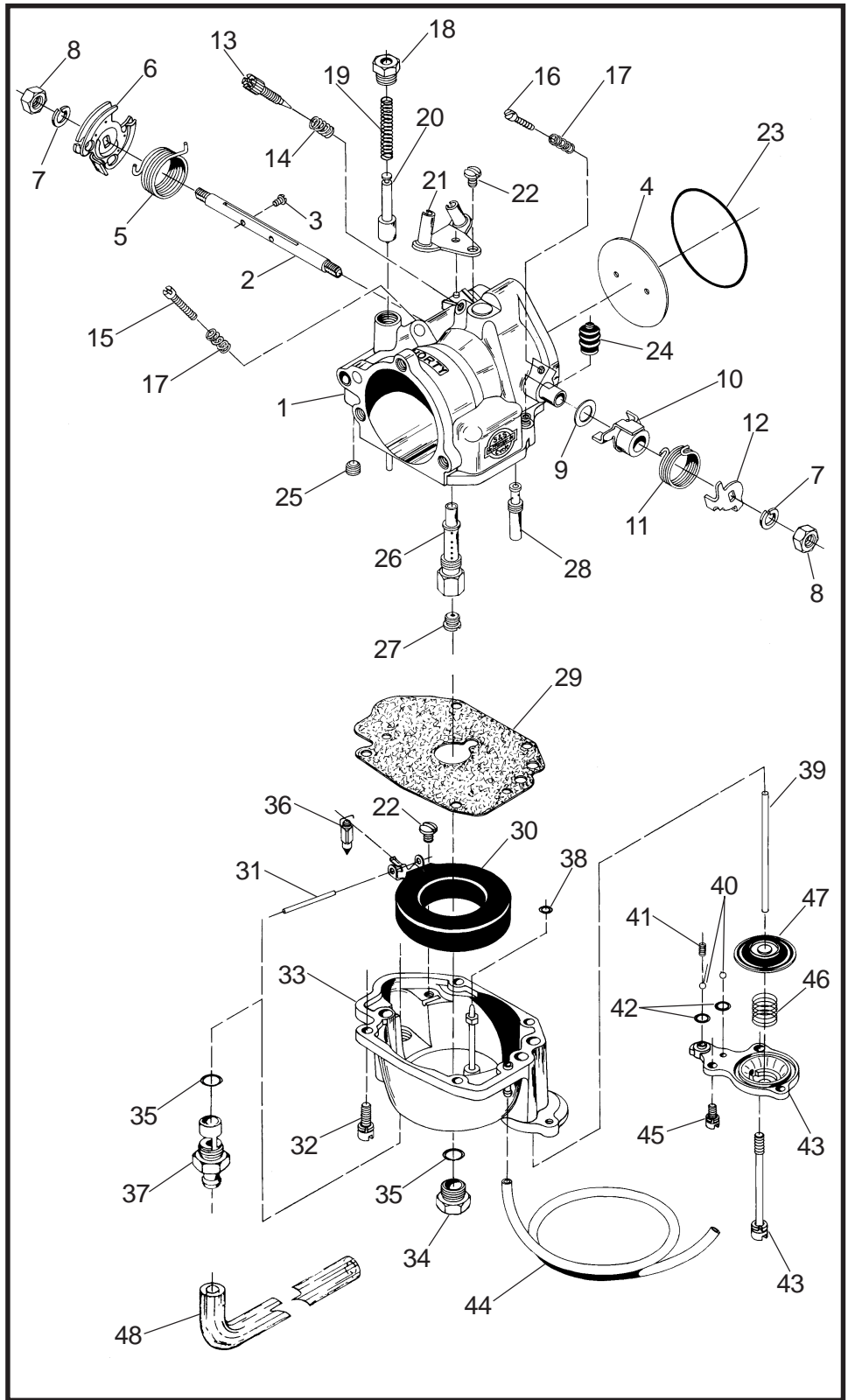
- 35. 2 1/2" Air horn conversion kit (includes 1 ea. #16-0063, #11-2084, #16-0105, #17-0331, #16-0471) ..... Part #17-0484
- 36. 2 1/2" Air horn assembly (includes 1 ea. air horn, 3 ea. #17-0391) ..... Part #17-0331
- 37. Air horn mounting screw ..... Part #50-0075
- 38. Enrichment device - Used in place of std. fast idle mechanism if starting device is required ..... when air horn is used ..... Part #11-2084
- 39. 4" Air horn conversion kit (includes 1 ea. #16-0063, #11-2084, #16-0105, #17-0333, #16-0471) ..... Part #17-0485

- 40. 4" Air horn assembly (includes 1 ea. air horn, 3 ea. #17-0391) ..... Part #17-0333
- 41. Carb mounting bracket assembly (includes 1 ea. 2 pc. bracket #17-0104, #17-0245, #17-0321) ..... Part #16-0471
- 42. Manifold bolts - 1/2"-16 x 1 1/2" (use in bottom hole with #16-0471 bracket without insulator block) ..... Part #50-0162
- 1/2"-16 x 1" (Use in bottom hole with #16-0471 bracket with insulator block) ..... Part #50-0163
- 43. Support bracket bolt 1/2"-18 x 1" ..... Part #50-0108

**IMPORTANT NOTE** - When an air horn is used on a Super E or G, a #16-0471 style bracket which connects the center crankcase stud to the bottom carburetor manifold mounting screw must be used. This style bracket is also recommended for those applications where the cylinder heads have had the intake ports raised, causing misalignment problems with the normal carburetor mounting hardware. These engines are unusual situations and are handled on a special order basis.

# Super E and G Carburetor Body and Related Parts

- 1. Carb body assembly
  - 1/8" E ..... Part #11-2381
  - 2/16" G ..... Part #11-2390
- 2. Throttle shaft
  - 1/8" E – (includes 2 ea. #11-2045) ..... Part #11-2383
  - 2/16" G – (includes 2 ea. #11-2045) ..... Part #11-2483
- 3. Throttle plate screw ..... Part #50-0029
- 4. Throttle plate
  - 1/8" E ..... Part #11-2055
  - 2/16" G ..... Part #11-2355
- 5. Throttle return spring ..... Part #11-2382
- 6. Throttle spool ..... Part #11-2385
- 7. Throttle shaft lock washer ..... Part #50-7031
- 8. Throttle shaft nut ..... Part #11-2350
- 9. Throttle shaft nylon washer ... Part #50-7050
- 10. Pump actuator lever ..... Part #11-2376
- 11. Actuator spring ..... Part #11-2375
- 12. Pump actuator arm ..... Part #11-2377
- 13. Idle mixture screw ..... Part #11-2354
- 14. Idle mixture screw spring ..... Part #11-2052
- 15. Idle speed screw ..... Part #50-0038
- 16. Pump adjustment screw ..... Part #50-0039
- 17. Idle speed/pump adjuster spring
  - ..... Part #11-2048
- 18. Plunger nut ..... Part #11-2344
- 19. Plunger spring ..... Part #11-2340
- 20. Enrichment plunger ..... Part #11-2343
- Enrichment device (use with air horn only, not shown) ..... Part #11-2084
- 21. Cable guide assembly ..... Part #11-2339
- 22. Cable clamp/float pin screw ... Part #50-0041
- 23. Mainfold o-ring
  - 1/8" E ..... Part #50-8016
  - 2/16" G ..... Part #50-8015
- 24. Bellows seal ..... Part #11-2266
- 25. Bowl vent plug ..... Part #50-0105
- 26. Main discharge tube ..... Part #11-2085
- 27. Main jet – state size – see jet section
- 28. Intermediate jet – state size – see jet section
- 29. Bowl gasket ..... Part #11-2386
- 30. Float ..... Part #11-2187
- 31. Float pin ..... Part #11-2369
- 32. Bowl screw
  - 10-24 x 3/8" ..... Part #50-0034
  - 10-24 x 2/16" ..... Part #50-0040
- 33. Carb bowl assembly ..... Part #11-2388
- 34. Bowl plug ..... Part #11-2090
- 35. Seat/bowl plug o-ring ..... Part #50-8009
- 36. Needle - 1/8" E & 2/16" G
  - Street needle (use with #11-1465 seat) ..... Part #11-2195
  - Racing needle (use with #11-2466 seat) ..... Part #11-2197
- 37. Seat - 1/8" E & 2/16" G
  - Street seat (use with #11-2195 needle) ..... Part #11-2465
  - Racing seat (use with #11-2197 needle) ..... Part #11-2466
- 38. Ejector nozzle oring ..... Part #50-8011
- 39. Pump pushrod ..... Part #11-2373



- 40. Ball check ..... Part #50-8090
- 41. Ball check spring ..... Part #11-2374
- 42. Pump cap oring ..... Part #50-8012
- 43. Pump cap assembly ..... Part #11-2389
- 44. Overflow hose per ft.
  - 14" ..... Part #19-0474
  - 19" ..... Part #19-0475
- 45. Pump cap screw ..... Part #50-0042
- 46. Diaphragm spring ..... Part #11-2275
- 47. Diaphragm ..... Part #11-2282
- 48. Fuel line with 90° bend
  - 14" ..... Part #19-0474
  - 19" ..... Part #19-0475
- 49. Hose clamp, (not shown) ..... Part #50-8002