



INSTALLATION

Some heads need small crescents of weld to the head boltholes to provide a sealing surface against the “O-ring” head gasket.

On late type studs, the flange below the threads must be removed. Early engines with female studs and head bolts must be converted to the 1986 and up male studs and tube nuts.

- Cylinder spigots must be bored to 4.010 dia.
- With the 95” kit, it is not necessary to rebalance the crank because the piston assemblies weigh 100 grams less than stock.
- The 104” kit uses 4 5/8” stroke flywheels. We recommend S&S part number 2060.
- 1991 and newer engines must have the stock crankcase replaced with Sputhe crankcase part #7009 or other after market crankcase.