

## Tech Tip

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If you're installing a late model S&S twin cam engines in stock Harley-Davidson, here's how I learned to avoid buying the S&S Rocker Boxes, machine shop expenses and keep the HD Stock Rocker Boxes.

All right, here was my challenge: I wanted to put a 124 cubic inch S&S motor into a Dyna Super Glide. Normally, when changing to a late model S&S engine and keeping the HD stock rocker boxes, you have to machine the H-D stock rocker boxes to accommodate the use of S&S Breathers. You do this because the holes in the S&S Heads are machined to use S&S Rocker Boxes and are not compatible with the H-D stock rocker boxes. The other option is to purchase the S&S Rocker Boxes and spend about 800 more bucks.

Here's the solution I came up with: Take the stock H-D gaskets, line them up with the S&S Heads, and mark the breather hole in each head with a gentle tap using a small ball peen hammer. After you mark the breather hole in the stock HD gasket, cut the hole out using a gasket punch so you don't distort the gasket (because nobody wants to do it twice right?). Next, line the gasket up with the stock H-D rocker box, make a mark on the stock H-D rocker box and then drill a new breather hole in the stock H-D rocker boxes with a 19/64th drill bit.

Now, take a piece of 1/4 inside diameter aluminum tubing that is 3/4 of an inch long, taper the hole you drilled in the rocker box just enough to start the tubing and gently press the tubing into the rocker box. Be sure to use epoxy to seal the tubing to keep any residual oil from escaping. .

Now you can put the motor together and fire it up. Make sure you follow the instructions according to S&S except for the rocker box procedure. Set up the breather hose routing and one way valve according to S&S and the rest will be easy.

Required Tools:

- 19/64 drill bit
- 1/4" Id tubing
- Gasket punch
- Ball peen hammer.

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