

GOOD NEWS

For Custom Bike Builders ...

S&S® 49 State EPA CERTIFIED Engine Packages!

Just The Facts!

There certainly has been a lot of confusion surrounding emissions compliance and custom bike building. It is commonly believed that anyone who builds a custom bike will not be able to title or license it without going through the same costly and time consuming process of emission certification that vehicle manufacturers must do. It is also commonly believed that the Environmental Protection Agency's "One Bike In A Lifetime" rule offers the only way an individual can legally build a custom bike. Both these beliefs are not true. Let's cut through the misconceptions and urban legends and reveal the facts!

The mission of the Environmental Protection Agency is to protect the environment so that future generations will have at least as healthy a world to live in as we do. The misconception is that they are trying to close down our industry. While it is true that their mandates have changed the way we conduct business, we can still conduct business while being compliant and profitable. The truth of the matter is that our industry must adapt to a new way of doing business, and that we have been slow to do. The challenge is difficult but not insurmountable ... and that's a fact.



Because every industry has a leader

CUSTOM BIKES

Yes you can!



Anyone Can

The Environmental Protection Agency (EPA) rules, allow nearly anyone to build, license, sell, and/or drive a custom motorcycle, without applying for EPA certification at all. The requirements are that the bike be powered by an EPA certified engine package and meet the requirements for vehicle weight and gearing and exhaust. In fact, you can build up to 2999 such street legal bikes a year. This information is detailed in a letter of guidance that was issued by the EPA on July 25, 2006.

It should be noted that this is an EPA rule, and that it does not apply in the state of California, which is governed by the stricter standards of the California Air Resources Board (CARB).

The problem has been that no one had an EPA certified engine package available. Until now . . .

Now!

S&S® Cycle is pleased to introduce the first of our EPA certified engine packages for new builds in custom 1984-'99 style big twin chassis. These fully assembled engines are available in 96", 113" and 124" displacements, and come in natural, black, and polished finishes. Certified engines available in this first offering are for carbureted models only and include an S&S ignition system. The 96" engine comes with the S&S Super Stock® ignition, while the 113" and 124" engines come with the S&S IST™ ignition.

Note – These engines are not to be used in a previously certified vehicle or a custom motorcycle built from a previously certified vehicle.

S&S® 49 State EPA Certified Engine Package Specification Chart

Engine Name	Displacement	Compression Ratio	Carb	Cam	Ignition
V96E	96"	10.1:1	S&S Super E	S&S 520	S&S Super Stock®
V113E	113"	10.1:1	S&S Super G	S&S 520	IST™
V124E	124"	9.5:1	S&S Super G	S&S 546	IST

S&S® 49 State EPA Certified Engine Package Selection Chart

Engine Name	Displacement	Natural w/Cast Gear Cover		Natural		Black		Polished	
		Part #	MSRP	Part #	MSRP	Part #	MSRP	Part #	MSRP
V96E	96"	31-8039	\$5710.00	31-9727	\$6015.00	31-9732	\$6340.00	31-9736	\$7115.00
V113E	113"	NA	–	31-8017	\$6690.00	31-8018	\$7015.00	31-8019	\$7790.00
V124E	124"	NA	–	31-8037	\$8180.00	31-8038	\$8505.00	31-8044	\$9280.00



The Fine Print

Of course there are requirements for the bikes built with S&S EPA certified engine packages, in order for them to be compliant with current regulations.

- ✓ All vehicles must have an N/V ratio* of 43.3
- ✓ Maximum vehicle weight for 96" and 113" engines is 992 lb.
- ✓ Maximum vehicle weight for 124" engines is 1058 lb.
- ✓ Exhaust system selected must create back pressure within the specified limits

*Engine rpm divided by miles per hour in top gear.

Note - S&S 49 State EPA Certified engine packages are only available through S&S dealers and select distributors.

S&S® Cycle and the Motorcycle Industry Council (MIC)

In late 2003 and early 2004, S&S company president Brett Smith was actively trying to create an industry association that would look out for the interests of the American v-twin industry through united action and education. At the urging of Fred Fox of the Lemans Corporation (Drag Specialties® and Parts Unlimited®), Brett directed his efforts toward the creation of a special committee within the already existing structure of the Motorcycle Industry Council. As a result of these efforts the American V-Twin Committee was formed, and the first meeting was held in Cincinnati, Ohio during the V-Twin Powersports Expo on January 31, 2005.

Brett's vision of the role of S&S Cycle and the new American V-Twin Committee, as industry leaders, was to find a way to make it possible for our customers to do business in the motorcycle performance arena while maintaining compliance with current and future environmental standards. The alternative was to go out of business.

On July 25, 2006 the Environmental Protection Agency issued a letter of guidance that detailed and clarified the steps required for engine manufactures to make and sell EPA certified engine packages to small manufacturers, distributors, dealers, and individuals who wished to build custom motorcycles. This was not a new ruling, but rather a clarification of existing law. This was a decisive step toward resolution of a problem that threatened to strangle the v-twin industry.

Credit for obtaining this letter from the EPA must go to the American V-Twin Committee of the Motorcycle Industry Council in general, and to Tom Austin of Sierra Research and Pam Amette of the MIC in particular.

The letter of guidance allows manufacturers such as S&S Cycle to use their technical expertise to take the financial burden off the small OEMs, dealers, and custom/kit bike builders by providing certified engines that can legally be installed in custom bikes without the need for costly individual model certification. S&S has been engaged in emissions research since the early 1990's, at a time when the majority of the industry was simply ignoring the problem and doing business as usual. We have made the investment in equipment and personnel to be able to develop emissions compliant products. At this writing, S&S is on track to have a complete certified emissions lab up and running at the La Crosse, WI facility by July of 2007. As a result, S&S is in an excellent position to provide not only the certified engine packages listed here, but several other forthcoming products as our certification lab is up and running.



S&S President Brett Smith



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