



### INJECTION TO CARBURETOR CONVERSION



These parts are needed when you want to convert a fuel injection bike to a carbureted one. It will ensure that the J1850 databus that comes standard with fuel injected models is still working correctly so the original speedometer, tachometer, warning lights, Turn Signal/ Security module, etc. can still be used. Also an adapter is needed to convert the fuel tank to accept a conventional fuel valve.

**Note:** To convert a fuel injection bike to a carbureted bike, wire modifications in the factory wire harness are necessary.

#### Pingel fuel valve adapters

An adapter to fit a fuel valve to a stock injected model gas tank. Because of the tight tolerances these adapters can only be used with our Pingel high flow fuel valve. These adapters are available for bikes that were originally fitted with either Magneti Marelli or Delphi fuel injection. Fuel valve must be ordered separately and because of the tight tolerances these adapters can only be used with our Pingel high flow fuel valve.

**744252** For FLH/FLT series 1995-2001 originally equipped with Magneti Marelli fuel injection

**744253** For all models 2002 to present originally equipped with Delphi fuel injection

#### Twin-Tec EFI Conversion module

The Daytona Twin-Tec module replaces the complete EFI controller from your bike. In fact it is just an ignition module that uses the stock cable connectors, nothing else. It does not get any easier as this. Fits all Delphi Fuel Injected Twin Cam 2001-2011, except Touring 2008 and later and Softail 2011

**742033** Twin Tec Fuel Injection to carburetor conversion module



### FUEL INJECTION TO CARBURETOR CONVERSION



Very complete kits with a S&S Super E or Mikuni HSR42 carburetor to convert your Fuel Injected bike to carburetor. Includes fuel valve, fuel valve adapter, ignition module or EFI-to-carburetor ECM. Models with throttle by wire require the separate purchase of a throttle grip and throttle and idle cables.

S&S	Mikuni	
<b>795012</b>	<b>795013</b>	Fits 2007 to present Sportster originally equipped with Delphi Fuel Injection, includes Altmann P3 ignition
<b>795000</b>	<b>795001</b>	Fits 1995-1998 Touring originally equipped with Magneti Marelli Fuel Injection Touring, includes Dynatek ignition
<b>795002</b>	<b>795003</b>	Fits 1995-1998 Touring, includes Altmann P3 ignition
<b>795004</b>	<b>795005</b>	Fits 1999-2001 Touring originally equipped with Magneti Marelli Fuel Injection, includes Altmann P3 ignition
<b>795006</b>	<b>795007</b>	Fits 2001-2005 Softail, 2001-2005 Dyna and 2002-2005 Touring originally equipped with cable operated Delphi Fuel Injection, includes Daytona Twin Tec EFI to carb ECM
<b>795008</b>	<b>795009</b>	Fits 2006-2011 Dyna, 2006-2010 Softail and 2006-2007 Touring, includes Daytona Twin Tec EFI to carb ECM
<b>795010</b>	<b>795011</b>	Fits 2006-2017 Twin Cam originally equipped with cable operated Delphi Fuel Injection, includes Altmann P3 ignition



### S&S FUEL LINE



Fuel line and fuel line insulator as supplied with S&S carburetor kits will also work with almost any other brand. **Note:** This type of fuel line is to connect fuel valves with carburetors, can not be used inside fuel tanks.

**783122** Fuel line, .311"x.563"x17.5" (7.9mm x 14.3mm x 44cm)

**783123** Fuel line insulator, 12" (30cm)

