



FEULING[®]

F E U L I N G P A R T S . C O M

PERFORMANCE PARTS FOR HARLEY DAVIDSON[®] MOTORCYCLES

AVAILABLE THROUGH YOUR LOCAL DEALER



DRAG SPECIALTIES[®]

1-608-758-1111

WWW.DRAGSPECIALTIES.COM



FEULING[®] PARTS

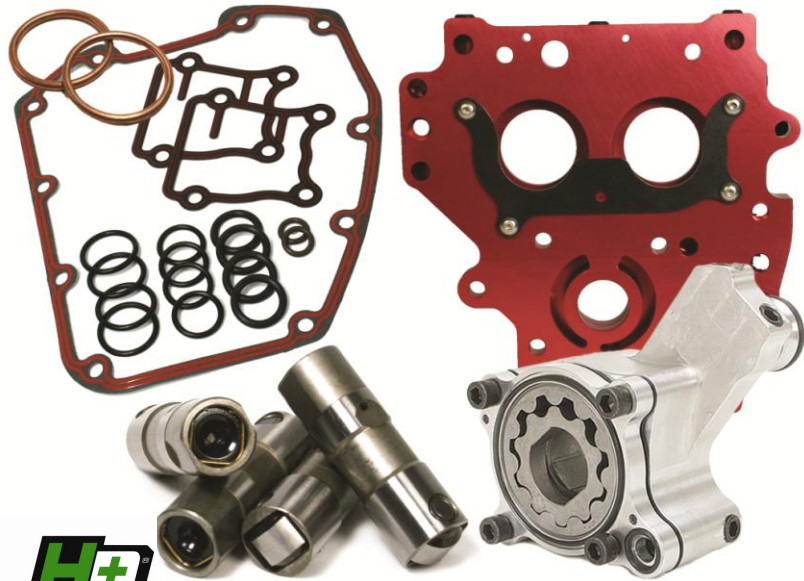
1-866-966-9767

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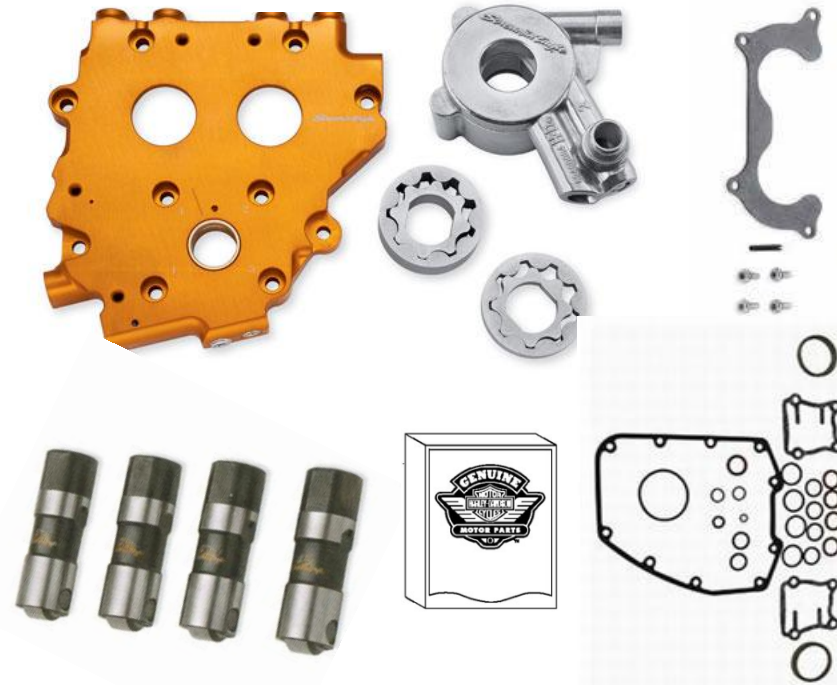
OILING SYSTEM KITS



S.E.



VS.



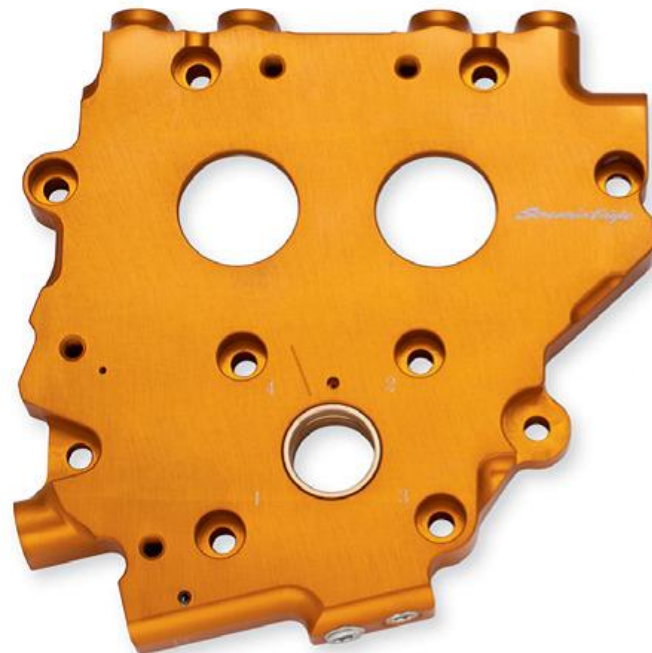
FEULING® HP+ ® Retail
\$799.95

- 1.) 1 part # shipped to your door
- 2.) 25-35 degree cooler engine temperatures
- 3.) 15-30 degree cooler oil temperatures
- 4.) 16% more pressure volume than new SE pump
- 5.) 9% more scavenge volume than new SE pump
- 6.) Made in the U.S.A.

Est. Retail
W/Stock Lifters \$588
W/ SE Lifters \$738

- 1.) 4+ part #'s that require pre-order + leave your shop to pick up
- 2.) SE 6061 aluminum camplate vs. Feuling's 7075 aluminum
- 3.) SE Cast aluminum oil pump vs. Feuling's billet
- 4.) Cast oil pump uses a spring washer vs. Feuling's matched gear and housing sets



**VS.**

MATERIAL

Feuling® uses 7075 aluminum which is 50% harder & stronger than SE®, factory or other aftermarket camplates, eliminates flexing and need for bronze shedding bushings as the 7075 material has excellent bearing like properties.

PRESSURE TESTED

Feuling® camplates are pressure tested and the pressure relief valve is seated & sealed & the spring pre-set with a pop off of 55-60 PSI.

FLOW

Feuling® high flow camplates are blue printed to the Feuling® oil pumps, oil port holes throughout the camplate match the port holes in the engine, increasing engine oil flow including more oil flow to the lifters and piston cooling jets. 25-35 degree cooler engine temps

RETAINER PLATE

Feuling camplates includes the retainer plate and hardware on '99-'06 models

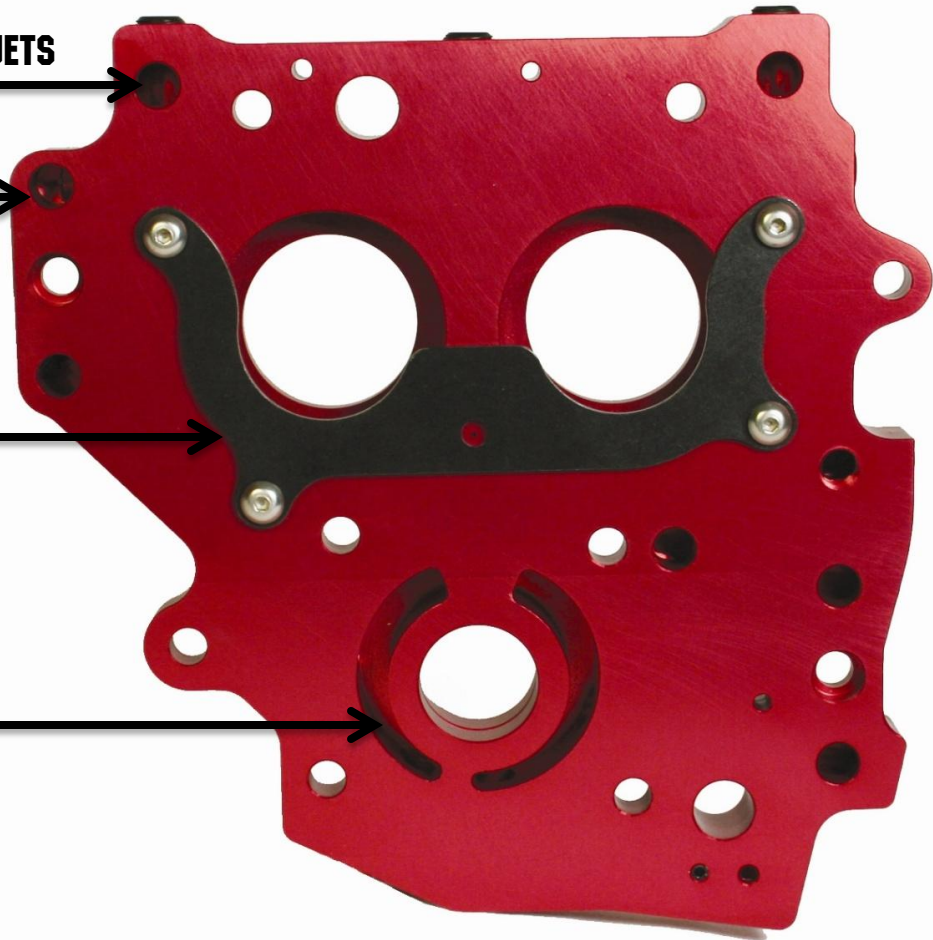
HIGH FLOW CAMPLATES

MORE OIL VOLUME TO LIFTERS AND PISTON COOLING JETS

MATCHED PORT HOLES TO HOLES IN ENGINE CASE

INCLUDES BEARING RETAINER PLATE + HARDWARE

LARGER HIGH FLOW KIDNEY PORTS



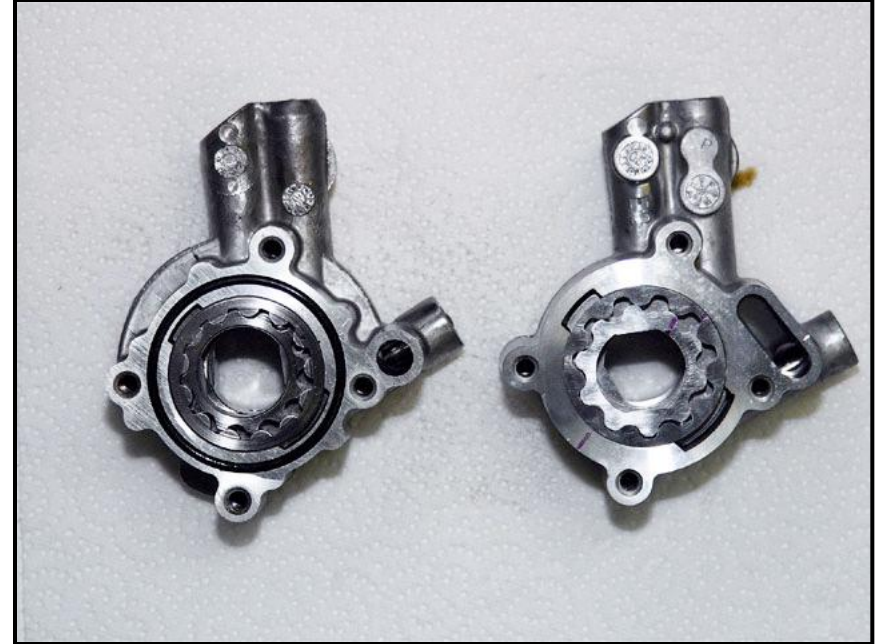
25° – 35° DECREASE IN ENGINE TEMPS

OIL PUMPS



VS.

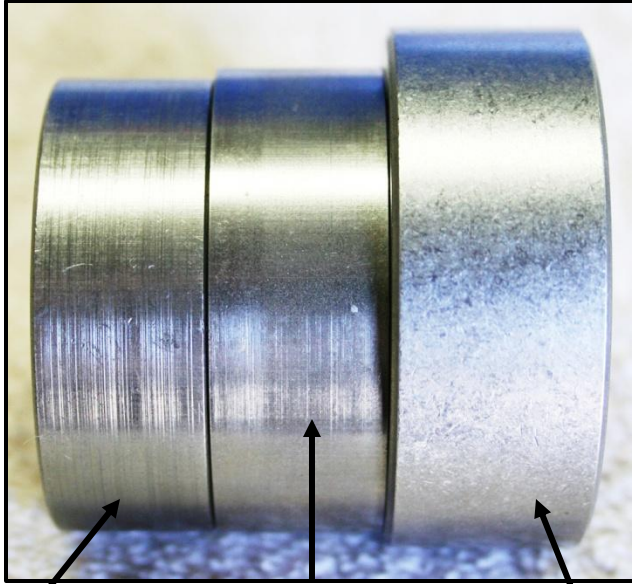
H-D® &  S.E.®



- 1.) Precision matched billet pressure & scavenge housings & chromoly gear sets eliminate the need for a spring washer
- 2.) High flow 2" Gerotor gears produce more pressure & scavenge volume
- 3.) Cooler oil temperatures
- 4.) Bolt on 2+ HP and 3+ Ft. Lbs of TQ to rear wheel
- 5.) Cross drillings plugged with threaded screws, preventing leakage
- 6.) Made in the U.S.A.

- 1.) Cast aluminum single housing oil pump requires use of power robbing spring washer
- 2.) Spring washer side loads gears grinding any debris running through pump into camplate face and back of pump housing
- 3.) Lower volume can cause pressure, wet sumping and blow by issues
- 4.) Cross drillings plugged with pressed in balls which can leak

SCAVENTE GEARS 'RETURN'



H-D '99-'06

H-D '07-'13

FEULING

60% MORE SCAVENTE VOLUME THAN H-D '99-'06
38% MORE SCAVENTE VOLUME THAN H-D '07-'12
9% MORE SCAVENTE VOLUME THAN NEW SE '12

OIL PUMP GEARS

PRESSURE GEARS



H-D '99-'06

H-D '07-'13

FEULING

40% MORE PRESSURE VOLUME THAN H-D '99-'06
32% MORE PRESSURE VOLUME THAN H-D '07-'12
16% MORE PRESSURE VOLUME THAN NEW SE '12



HYDRAULIC LIFTERS



- 1.) Precision ground components, internal piston and bore are measured to the millionths
- 2.) True full travel hydraulic lifters with 0.200" total travel, resulting in quieter better performing lifters
- 3.) Cooler cylinder head temperatures
- 4.) Feuling® RACE SERIES® lifters eliminate the need for travel limiters and are recommended for engines with 185+ Lbs of valve spring seat pressure, resulting in a quieter higher revving true full travel performance lifter
- 5.) Recommended pre-load for all Feuling lifters is 0.090" – 0.100"
- 6.) Made in the U.S.A.



REAPER® CAMSHAFTS



NEW
543 AND 594 GRINDS



ENGINE FASTENERS



**LIFETIME
GUARANTEE**



**HEAD BOLTS – CYLINDER STUDS – CASE BOLTS – ROCKER HOUSING BOLTS – ROCKER COVER BOLTS
LIFTER BLOCK BOLTS – CAM COVER BOLTS – EXHAUST STUDS & NUTS – CAM & CRANK BOLTS**

CAMCHEST KITS



BULLETPROOF™

25-35 MORE HORSEPOWER

25-35 MORE FT. LBS. OF TORQUE

QUIETER AND SMOOTHER ENGINE OPERATION

25 – 35 DEGREE ENGINE TEMP

20 – 30 DEGREE COOLER OIL TEMP

15 – 30 MORE LBS. OF OIL PRESSURE

ELIMINATE OIL BLOW BY

