

## T-1

# 103 Performance Connection Big Bore

This kit converts your stock 96 cubic inch engine to 103 cubic inches. Both the 204 HP and 204 TQ (graphs shown below) come complete with everything needed to install and tune your motorcycle. This kit includes Screamin' Eagle® (SE) cams, K&N high flow air filter, SE 3-7/8 big bore cylinders, SE flat top pistons, SE Race Tuner, a complete gasket kit, and a full exhaust system.

The **T-1** kit was designed to offer the most cost effective way to create a responsive, fun, and efficient touring motorcycle. The TQ kit has all the power you will need to pass a car or pull a hill with over 100 lb/ft of torque between 2500 and 4000 rpm. This Stage one engine package will work great for touring bikes that like to take the highway. It focuses on getting excellent fuel economy and long engine life.



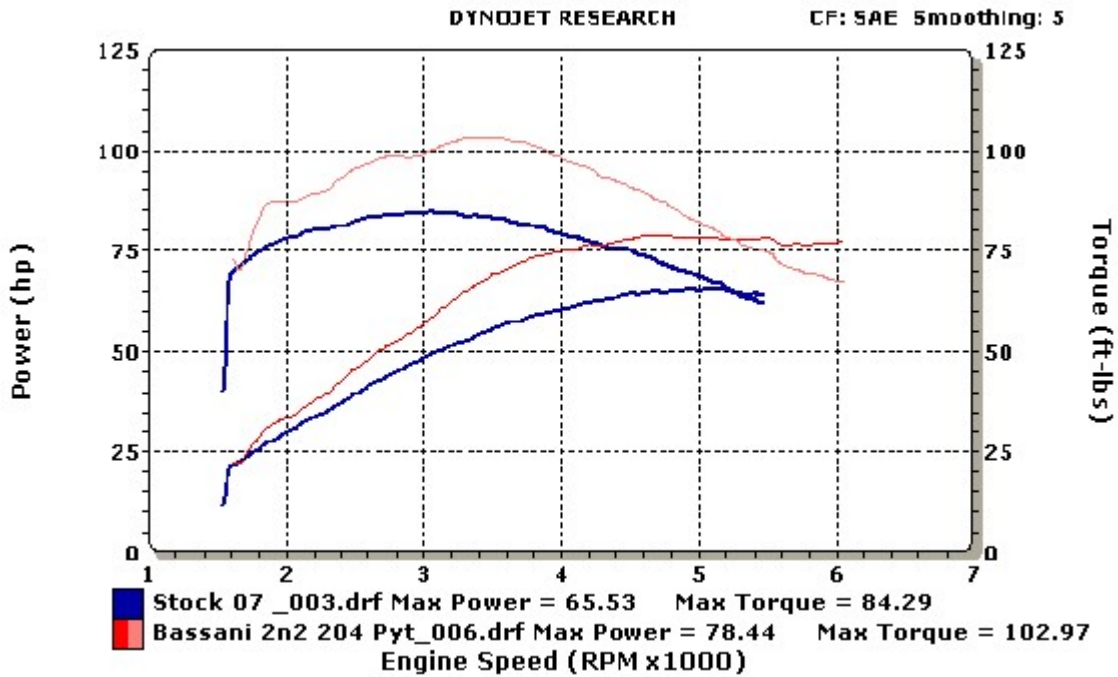
We have installed and tuned some popular exhaust systems in order to find which ones performed the best, in what ranges, so we could be better informed on what is best for your motorcycle. This gives us a better understanding of what exhaust systems work with this kit for various riding styles.

### Exhaust systems we have tried

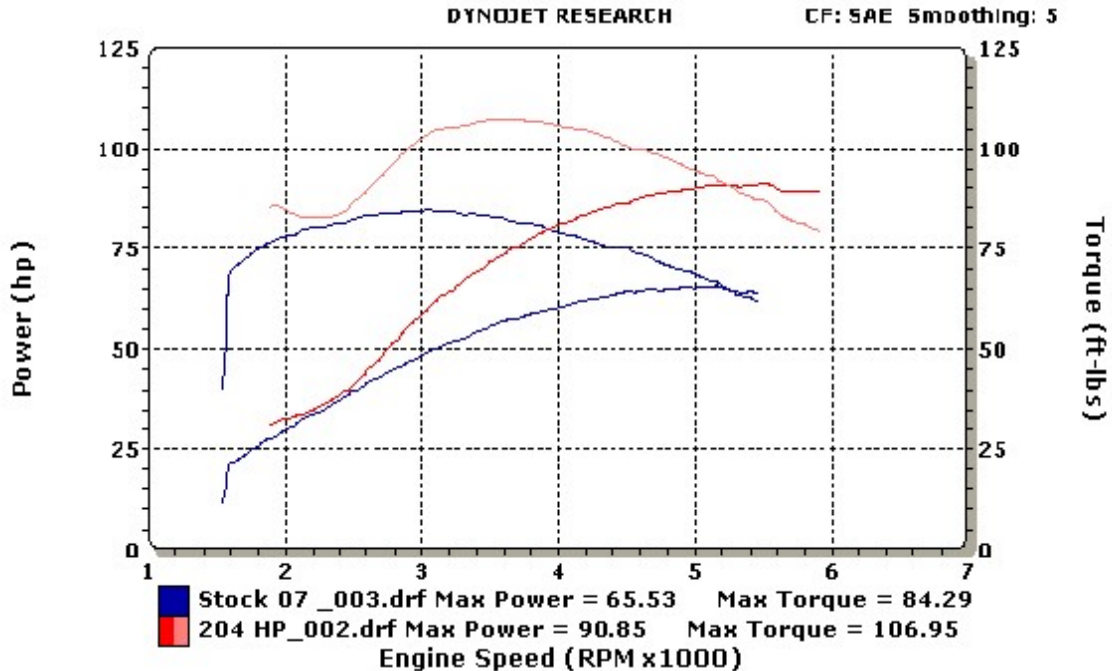
- V&H true dual headers
- Bassani true dual headers
- Python slip fit mufflers
- SE slip fit mufflers
- Rinehart 2n1

The Harley Davidson fuel injection system is designed to adjust for the changing conditions such as temperature and barometric pressure and not for changes within the bike itself. Proper tuning requires creating a calibration specific to all of the components within the powertrain. Replacement of even one component will require changes in the calibration. In order to ensure your motorcycle is operating at its absolute best we recommend all engines be custom mapped. It is our policy not to give a hard copy of the map to the customer. If the ECM were to go bad we will always have the map and we can down load it in your new ECM at no charge. If you have any questions on fuel injection tuning or on our policies please feel free to contact us.

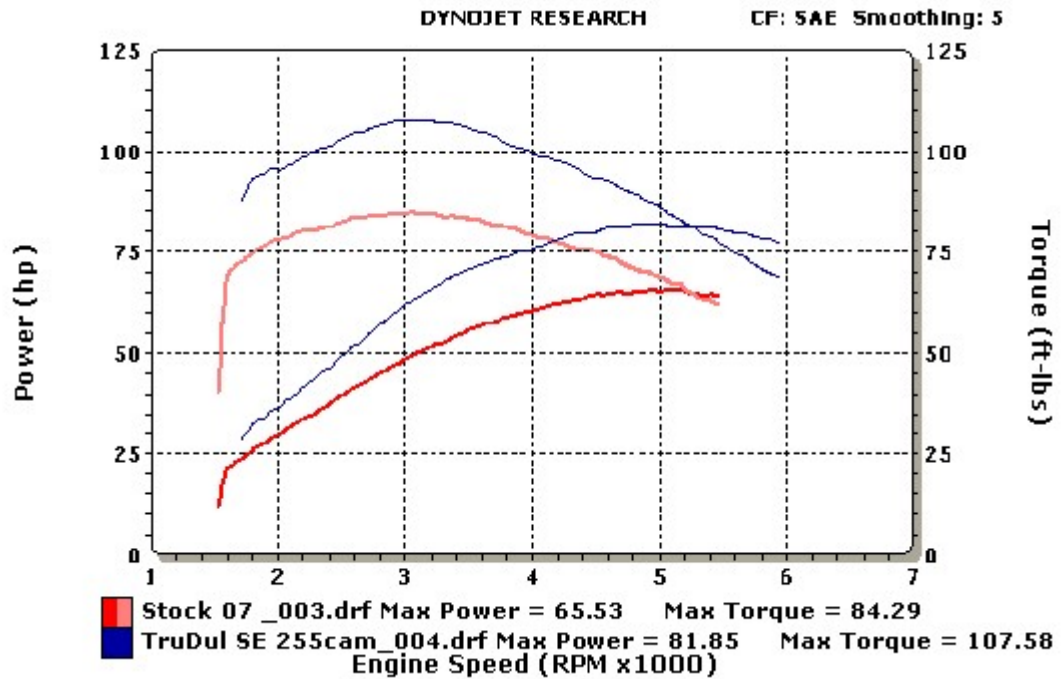
The two exhaust systems shown here make the motor work in different ranges. This is why it is important to make sure when you put an engine together that all the parts complement not only each other but also you're riding style.



As you can see the 204 TQ offers 95 ft-lbs of torque at 2500 rpm. This means that this bike will respond very well. This set up will give you excellent throttle response and good fuel economy.



With the 204 HP you will notice that the torque comes on later and that it makes more power on the top end. This is geared more towards someone who likes to run a little higher rpm on the open road. This set up will work best on the interstate and works well in town if you ride in the rpm range.



The 255 TQ set up you see above is the best set up for an entry level big bore this package will give you the best throttle response, fuel economy, and ride ability. As you can see the torque peaks in the middle of the riding range for most touring bikes, most riders stay between 2500 and 3500 rpm. The red lines are from a stock 96" Twin cam engine and the blue ones are from our big bore.