
PISTON JET TEST STAND No. 772


AFR SNIFFER No. 777

MINI VALVE SPRING TESTER No. 1090

JIMS® U.S.A.


SLIM JIM FILTER WRENCH No. 941


O2 SENSOR WRENCH No. 755


STEM NUT WRENCH No. 977


LIFT CADDY No. 776

TOOLS

CREATING THE TOOLS DESIGNED BY YOU, THE V-TWIN MECHANIC.

THE JIMS® TOOL SUBMISSION PROGRAM

JIMS is at the forefront of designing and manufacturing speciality tools for use on Harley-Davidson® Motorcycles. For many years, JIMS has offered tool solutions to make your work easier, faster and safer. The JIMS R&D department prides themselves on creative thinking, when it comes to tool design - and our manufacturing facility backs that up with tools that are warranted for life.

What happens when you, the end mechanic, have a great idea for a tool but, have nowhere to go... Look no further, introducing the tool submission program. Often times, we have people like you, who want to bring ideas to JIMS - but are unsure of what the process and or compensations are. We figured we'd put it in black and white. If your looking to get rich quick from a tool idea, than this process is not for you. If you simply want to present an idea, and possibly see it in the JIMS catalog - it doesn't get any easier than this...

Put together your ideas by whatever means you have, be it - drawing sketches, writing a detailed description of how the tool works and why it's valuable, send prototypes, etc... Send these ideas to:

Tool Submission Program

JIMS R&D Department

555 Dawson Drive

Camarillo, CA 93012

By doing this, you are authorizing JIMS to evaluate designing and or adding your tool to the JIMS product line. If your tool is selected for a JIMS new product, you will receive ***1 of the tools free***, after it is processed through production, along with ***$250 towards JIMS parts and tools*** - along with a ***catalog mention of you as the inventor*** in the description of the tool in the JIMS catalog.

TRANS SLEEVE INSTALLER & REMOVER No. 1658

B MOTOR SUPPORT BLOCKS No. 916

FORK STEM WRENCH No. 977

TOOLS THROUGH SUBMISSION!

Phone 805-482-6913 JIMS Fax 805-482-9224

TOOL QUICK REFERENCE SECTION TABS PAGE

SPECIALTY TOOLS FOR USE ON INDIAN MOTORCYCLES

NEW WATER PUMP SEAL(S) INSTALLER

There is a water pump seal on the new Indian Scout located in the engine case that requires a tool for installation. In testing, we discovered an additional seal "hidden below". JIMS has taken the time to develop a seal installer that installs BOTH seals to the proper location and depth. Coolant filled engines might be new for some of us, but at JIMS, we try to take the time to do it right the first time.

No. 5801 – *Use on 2015-present Indian® Scout and 2017 Victory® Octane models.*

PARTS AVAILABLE SEPARATELY

NO.	QTY	DESCRIPTION	PART NO.
1	1	SEAL DRIVER	5801-1
2	1	SHAFT, WATER PUMP SEAL TOOL	5801-2
3	1	FLANGE NUT, 12MMX1.75	5801-3
4	1	INSTRUCTION SHEET	5801-IS

NEW FLYWHEEL (ROTOR) PULLER

Factory tools are some of the best tools you can buy. Similar to the OEM tool, the JIMS tool incorporates a design change to ensure good and solid engagement when using the puller. This subtle change might eliminate potential damage to the flywheel when used in this application.

No. 5800 – *Use on 2015-present Indian® Scout and 2017 Victory® Octane models.*

PARTS AVAILABLE SEPARATELY

NO.	QTY	DESCRIPTION	PART NO.
1	1	PULLER BODY	5800-1
2	1	WASHER, 3/8" FLAT, GRADE 8	5800-2
3	1	SCREW	1024
4	1	INSTRUCTION SHEET	5800-IS

NEW FORK COMPRESSION SOCKETS

Again, JIMS has added subtle design changes to improve this tool for the motorcycle technician. The O.D. of the socket, as well as the profile of the face, have been improved for proper use.

No. 5802 – *Use on 2015-present Indian® Scout and 2017 Victory® Octane models.*

PISTON JET & TAPPET TEST STAND & VACUUM PUMP UP TOOL

TAPPET PUMP AND TEST STAND

With the new Tappet Pump and Test Stand you can now completely fill your standard size hydraulic tappets, physically inspect them and with the help of a drill press, check for proper feel. By using pressurized oil, this unique tool will allow you to fill the tappet with oil, while "feeling" the fitment of the hydraulic unit. You can easily diagnose loose or "spongy" tappets that could eventually lead to bleed down issues, or "sticky" tappets that won't pump up due to poor hydraulic unit fitment. Mechanics can now have the confidence of knowing tappets won't stick or bleed down once installed. This tool is available for both Twin Cam (No. 765) and Evo (No. 766) applications. The Twin-Cam model ships with everything you need, except the drill press. For standard size hydraulic Evo tappets, install the sleeve No. 766 into the tool body and you're ready to go. *For more details see No.765-IS instructions.*

No. 765 - *For standard size Twin Cam tappets, H-D, or JIMS Powerglide, or other aftermarket equivalent.*

No. 766 - *Insert sleeve adapter to fit all standard size Evo tappets, H-D, or JIMS Powerglide, or other aftermarket equivalent. Order separately.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	MAIN BODY	765-1
2	1	TWIN CAM ADAPTER	765-2
3	1	TUBE FITTING	765-3
4	1	TUBE FITTING	765-4
5	1	BALL VALVE	765-5
6	1	NYLON TUBE	765-6
7	1	0-100 GAUGE	765-7
8	1	PRESSURE TANK	765-8
9	1	O-RING	765-9
10	1	PUMP-UP RAM	2400-1
11	1	ALLEN LOCK SCREW	1691-29
12	1	NUT	1218
13	1	INSTRUCTION SHEET	765-IS
14	1	EVO TAPPET ADAPTER (OPTIONAL)	766

OPTIONAL EVO SLEEVE No. 766

PISTON JET TEST STAND

Ever wonder what that piston jet is doing deep inside your crankcase? If "stuck open" - possible sumping issues? If "stuck closed" - increased operating temperatures? Only with JIMS can the detail minded engine builder clear the jet of all assembly lubes, verify the PSI number the jet switches "on" and visualize the spray pattern. Better yet, do all of this before you seal the cases! You can perform the test by using regulated air over oil for real life accuracy & visual confirmation, or just air for easier clean up. If you plan to rebuild more than two Twin Cam engines and or lower ends - this tool pays for itself! *For more details see No.772-IS instructions.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	MAIN BODY	772-1
2	1	REGULATOR W/GAUGE	772-2
3	1	PIPE NIPPLE	772-3
4	2	ALLEN PLUG	772-6
5	1	INSTRUCTION SHEET	772-IS

No. 772 - *Piston Jet Test Stand for 1999 to present Twin Cam piston jets.*

SEE ON YouTube

VACUUM TAPPET "PUMP UP" TOOL

Our popular and effective bleed technology that is found in the JIMS brake bleeding tool has now been applied to hydraulic lifters. A special jar, designed for vacuum, holds up to four hydraulic lifters in a convenient tray. Once vacuum is applied, bubbles can be seen escaping from the lifters until they are completely bled. Lifters are now ready to install. No more abuse of the starting system to pump up the lifters, and no risk of damage to the valve train by running the engine, even at low RPM, when lifters have not been fully bled.

No. 5532 - *Use on Milwaukee Eight®, Twin Cam® and Evo Tappets.*
(Tool can be used for many other tappets similar in size and diameter.)

FUEL PRESSURE TEST GAUGE TOOL

This gauge is a must have JIMS® new tool as 90% of all Big Twins motorcycles have Electronic Fuel Injection, (EFI). If you have a customer that is experiencing any of the following conditions:

- Hesitation under acceleration
- Loss of power
- Back firing through the intake
- Poor fuel economy
- Stalling out
- Engine turns over but will not start

These are just a few symptoms that improper fuel system pressure may contribute to. This fuel pressure gauge is easily installed in line with the motorcycles fuel supply system. All fuel testing should be (if possible) performed with the engine running. JIMS® supplies you with all the necessary hose connections and fittings to safely perform a fuel pressure test in about the same amount of time it takes to change a set of spark plugs. *For more details see No.955-IS instructions.*

No.**955 -** *Use on all H-D® models using EFI, includes V-Rod.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	MAIN HOSES, VALVES &GAUGE ASSY	955-23
2	2	TANK CONNECTER ADAPTER	955-24
3	1	INSTRUCTION SHEET	955-IS

REMOTE FUEL SUPPLY FOR FUEL INJECTED MOTORCYCLES

Fuel tank removal is often required for service and diagnostics. Additionally, the tank may need to be off while the engine is running, especially for testing purposes. This presents a problem for fuel injection systems that have the fuel pump in the tank. To deal with this, JIMS now offers a complete "plug and play" solution: a compact, remote billet fuel tank that accepts air pressure from an air compressor to supply correctly pressurized fuel to the EFI system. Unlike the gravity feed tanks used with carburetor systems, this EFI tank solution is designed to safely handle the required air pressure. Once pressurized, the tank is completely mobile and can run a motorcycle (canister does not need to be connected to air supply). Our system includes all necessary OEM fittings to plug directly into the fuel rail, plus valve and air pressure gauge. The tank can be easily hung from the handlebar or attached to a wall, workbench, or rollaway tool chest.

No. 5530 – *Use on all Delphi Fuel Injected Harley-Davidson® models except V-Rod®.*

OXYGEN SENSORS TOOLS

JIMS THREAD CHASER FOR OXYGEN SENSORS

Use to remove any I.D. thread damaged from either exhaust carbon or the mating components, both in aluminum or steel.

No. 1757- *Use on all 18mm 2006 to 2009 FLH also for all 2006 to present Dyna, FXST, XL and V-Rod O2 Oxygen Sensor in exhaust systems.*

No. 1758 - *Use in 12mm spark plug holes from 1999 - later Twin Cam, 1986 and later XL and XR. Also Screamin' Eagle EVO heads and 2002-later VRSC, use on 2010 –later, FLH O2 Oxygen Sensor on the exhaust systems. 2012 - present Dyna, Softail, and 2014 to present XL.*

2012 TWIN CAM 02 SENSOR WRENCHES

JIMS has just released two new 2012 oxygen sensor wrenches. You must have these to remove or install the O2 sensors without removing the exhaust pipes on the motorcycle. *For more details see No. 755-IS & 756-IS Instructions.*

No. 755 - *Use on 2012 Dyna and V-Rod models also for the 2012 Softail front exhaust pipe sensor.*

No. 756 - *Use on 2012 Softail rear exhaust pipe sensor.*

14 MM OXYGEN SENSOR WRENCH TOOL

This tool is a must for removing and installing H-D's new 4 wire heated Oxygen Sensors. The new fragile O2 sensor must be torqued to 14 ft-lbs, lending to the design of this tool to be used with a 3/8" drive torque wrench. *For more details see No. 784-IS Instructions.*

No.784 - *Use on 2010-present FLH, Touring Models*

OXYGEN SENSOR SOCKET TOOL

This tool is used to remove or install the oxygen sensor on all closed loop fuel injected H-D® models. Socket has a 3/8" drive receiver or can be used with a 7/8" wrench. Socket will withstand up to 125 ft/lbs of torque.

No.**969** - *Use on 2006-present XL, 2006-2011 VRSC, FXD, and FXST also 2006-2009 FLH and trike.*

AFR DIAGNOSTIC TOOL & AFR PROGRAM

WEGO III WIDE – BAND AFR (AIR FUEL RATIO) MONITORING SYSTEM WITH JIMS DIAGNOSTIC SNIFFER

- JIMS version of this monitoring system comes exclusively with our Diagnostic Sniffer tool and is a complete fuel /air ratio metering system with built – in data logging. During testing the readings were virtually identical to the readings from a wideband sensor mounted in the stock location near the cylinder head. Accurate readings were obtained above approximately 10% throttle.
- Versatile tuning aid for all carbureted and fuel injected engine system displays AFR (air fuel ratio) and logs over two hours data including AFR, engine rpm and a spare 0-5V analog input for sensors such as throttle position or manifold pressure.
- Can be used for on road or dyno testing; suitable for automotive, motorcycle and other small engines.
- Highly accurate with less than + / - 0.10 AFR error over 10.3-19.5 AFR range.
- Easy free – air calibration procedure corrects for sensor aging effects.
- 0-5V analog AFR output interface for dyno instrumentation.
- Waterproof ultra – bright daylight – readable blue LED display with automatic dimming under low light conditions.
- Wide supply voltage range from 11-16V allows operation from battery on small engines and race vehicles without an alternator; current drain is approximately 1 amp.
- Compact size: 4" L x 2" W x .5" H.
- Wego III data logging software runs under Windows ME/XP/VISTA. The software allows AFR, engine rpm and analog sensor data with user defined scaling. Data can also be exported to Excel for further analysis.
- Sold in a system that includes Wego III Wide - Band Exhaust Gas O2 Sensor Interface, 42" harness, Bosch LSU 4.2 five wire wide band O2 sensor.
- Built-in USB interface and Software on CD ROM.

Note: For any technical support on the modules contact: Daytona Twin Tech 1-386-304-0700.

No. 773 - *Use on any motorcycle that does not use a catalytic converter.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	MANIFOLD	777-1
2	1	MOUNTING PLATE	777-2
3	1	COILED OUTLET TUBE	777-3
4	1	SAMPLER TUBE	777-4
5	1	CLAMP, WORM DRIVE	777-5
6	2	COMPRESSION FITTING	777-6
7	1	EXHAUST WRAP	777-7
8	1	PIERCING TEST CLIPS	777-8
9	1	ALLIGATOR CLIPS, PAIR	777-9
10	1	BANANA JACK, BLACK	777-10
11	1	BANANA JACK, RED	777-11
12	3	SCREW	1220
13	1	INSTRUCTION SHEET	777-IS

JIMS AFR DIAGNOSTIC SNIFFER (AIR FUEL RATIO)

This new JIMS tool is to be used with the Daytona Twin Tec (WEGO) or an equivalent AFR Monitoring System. JIMS has manufactured and assembled all the parts needed for a single part number, user friendly AFR diagnostic sniffer tool kit. Simply install the WEGO III sensor cable into the new JIMS manifold sniffer. The JIMS AFR diagnostic sniffer comes complete with heat wrap, wire taps, and clamp for securing the sniffer to the exhaust system. When combined with the Daytona Twin Tec Monitoring system you can easily record, without a Dyno, critical and accurate AFR readings for proper tuning and diagnostics. For more details see No.777-IS instructions.

No. 777 – *Sniffer alone (To be used with Daytona Twin Tec existing AFR Monitoring System)*

COMPRESSION TESTER

This quality American made tester is designed to test cylinder compression. Gage comes with protective rubber cover. Hoses fit into spark plug holes of all current Harley models which includes sizes 12mm, 14mm, and 18mm for Big Twins and Sportsters. *For more details see No.953-IS instructions.*

No.953 - *Fits all H-D® models and aftermarket twins.*

HOSE REPAIR KIT 1/4" – 5/16"

Hose barbed end is .3125 (5/16"), threaded end is 12mm. It can be used with either a .250" or .3125" hose. Works well to repair JIMS® tool No.1087 Leakdown Tester, or the 12mm spark plug threads found on all Twin Cams, or XL 1986 and later as well as Screamin' Eagle EVO BT heads. *For more details see No.1087-IS instructions.*
No.**1087-2**

BETA ENGINE INTERCONNECT SEAL LEAK TESTING TOOL

Yet another tool to properly inspect your lower end assembly before sealing the cases. This new tool will check the sealing of the interconnect seal H-D No.45359-00. Use the tool along with a JIMS No.782 Leakdown Tester. This test assures you there is no leakage in the seal that can cause over oiling of the lower end. *For more details see No.780-IS instructions.*

No. 780 - *Use on all Beta Twin Cam engines 2000 to present.*

DUAL GAUGE LEAKDOWN TESTER

Includes a 12mm and a 10mm adapter. Gages comes with protective rubber cover. The hose assembly has both 14mm and 18mm spark plug threads. The tool is easy to use and will trouble-shoot cylinder leakdown issues such as valve seat issues, bad rings, bad head gasket, etc. *For more details see No.782-IS instructions.*
No. 782 - *Use on all models.*
***(NOTE:** Includes Twin Cam and aftermarket motors)*

MASTERMIND DIAGNOSTIC SCANTOOL FOR USE ON HARLEY DAVIDSON®

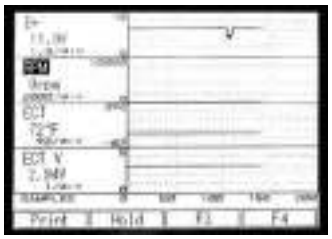
This diagnostic Scantool from BDM retrieves trouble codes and displays an array of sensor levels for ECM controlled fuel injected and carbureted Big Twins. In conjunction with your Harley Davidson® service manual, this tool can quickly and accurately diagnose many common and complex problems. This Scantool has multi-functions that allow you to monitor your system's status in areas such as; injector cycles, ignition spark, RPM, and much more. The main unit is protected by a rubberized jacket that is both durable, and easy to hold. The large LCD screen is easy to read and is backlit for low lit situations. The software is delivered via an upgradeable cartridge specifically designed for use on Harley Davidsons®, and all harnesses and adapters are included as well a comprehensive instruction manual. If you are at all leery of purchasing a new product with this level of sophistication, consider that this exact platform has been used in the automotive industry for many years, and it's been bullet proof!

No.**1149 -** *Use on Delphi fuel injection models 2001-05, except V-Rod. This BDM Kit includes a Delphi software cartridge.*

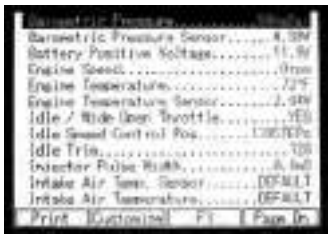
No.**1249 -** *Use on Delphi fuel injection models 2001-05, except V-Rod. Delphi software cartridge only.*

No.**1159 -** *Use on Magnetti Marelli fuel injected models 1995-01 and all carbureted Twin Cam® models 1999-03. This software cartridge only can be used with the No.1149 BDM Kit.*

EASY TO READ MENUS



DYNAMIC REAL TIME CHARTS



INSTANT DATA REPORTS!

BDM KIT INCLUDES	
1	Bi-Directional Scantool
2	Custom Carrying Case
3	8ft Main Diagnostic Cable
4	Harley® Adapter Harness
5	Harley Software Cartridge
6	BDM Operations Manual
7	12V Power Supply
8	4 AA Batteries

UPGRADEABLE SOFTWARE CARTRIDGE!

IGNITION SWITCH CONNECTOR REMOVER TOOL

Use this tool to safely remove the ignition switch wiring connector. Slip the dog bone end of tool into the bottom side of connector until it is touching the back end of connector box. Then gently pull out the male wiring connector and tool. *For more details see No. 942-IS instructions.*

No.**942** - *Use on all FL Touring models 2003 to present that have a H-D No.61530-03B.*

IGNITION SWITCH ALIGNMENT KEY FOR TOURING MODELS

The professional technician needs fast and accurate alignment of the ignition switch. Fiddling with screwdrivers and coat hangers does not cut it! Our alignment tool is the perfect solution; correct alignment is quickly and easily achieved. Legendary JIMS quality allows us to give a lifetime guarantee on this made in the USA tool.

No. 943 - *Use on all FL Touring models 2003 to present that have a H-D No.61530-03B.*

No. 944 - *Use on 2014-present Touring and Trike Models that have an H-D No.71400013A ignition.*

Chicago Joe (Nitro blast)

FUEL PUMP RETAINER REMOVER / INSTALLER TOOL

This is a must use tool for removal or installation of retaining ring otherwise you run the risk of developing a fuel leak. Tool safely removes the retaining ring holding the fuel pump. Use for quick and easy service of fuel filter and other fuel related parts. Hold ring remover tool and a ½" ratchet with both hands when working near or around the fuel tank, then remove and install retaining ring. Cover all painted surfaces to help guard against damage. *For more details see No. 954-IS instructions.*

No.**954 -** *Use on all FL models, with new fuel tank, 2008 and later.*

DYNA IGNITION SWITCH / FORK LOCK REMOVER / INSTALLER TOOL

This tool is used to make removing/installing the Dyna ignition switch/ fork lock simple. This tool locates on the ignition switch face nut that holds the switch in place on the frame, letting you remove or install this switch correctly. Tool has a 3/8" drive access hole. *For more details see No. 778-IS instructions.*

No. 778 - *Use on 2006 to present Dyna models.*

"Big JIM"

WIRE PIERCING TOOL KIT

This tool is used when your looking for an easy way to pierce into positive or negative power sources in a wire harness. Fits wires from .030" through .180" diameter insulation. Do not use on voltages larger than 30VAC or 60VDC. Maximum current 5 A. Tool comes with banana jacks on tool. Included are a red & black banana post connectors.

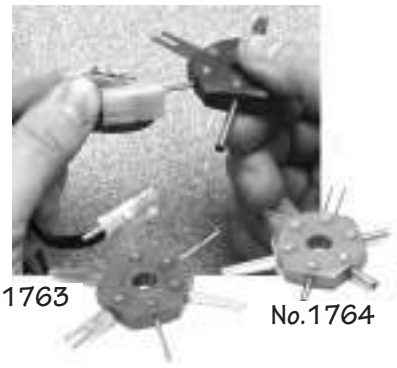
No. 758 – *Use on any wire from .030" through .180" diameter insulation.*

RECEPTACLE & PIN EXTRACTOR

Easily removes the molex style pin from connectors. *For more details see No.2121-IS instructions.*

No.**2121A - Pin Extractor-** *Use on all models.*
No.**2122A - Receptacle Extractor-** *Use on all models.*

6-IN-1 STAR RECEPTACLE EXTRACTORS



No.1763 No.1764

Easily remove an assortment of harness style receptacle pins with either of these 6-in-1 tools. Designed for automobiles, we have found these to work equally well on Harley-Davidsons®.

No.**1763 -** *Use on ALDL, Pack-Con, and weather connectors.*
No.**1764 -** *Use on most compression tong style connectors.*

JIMS 12MM X 1.25 THREAD CHASER FOR SPARK PLUG AND OXYGEN SENSORS

Use to remove any I.D. thread damage that may have come from either exhaust carbon or the mating components, both in aluminum or steel.

No. 1758 - *Use in spark plug holes from 1999 - later Twin Cam, 1986 and later XL and XR. Also Screamin' Eagle EVO heads and 2002-later VRSC, use on 2010 –later, FLH O2 Oxygen Sensor on the exhaust systems.*

14MM & 18MM SPARK PLUG HOLE THREAD CHASER

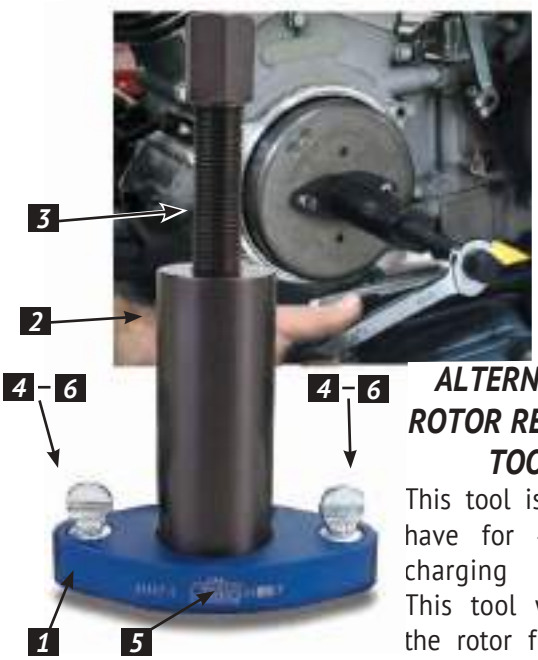
This double-ended, 14mm and 18mm thread chaser easily cleans-up spark plug holes, reducing the chance of cross threading. Use with 13/16" socket.

No.**1770** - *Use on all 14mm and 18mm spark plug holes.*

NEEDLE SHARP MULTIMETER PROBE KIT

This new kit has an assortment of needle sharp probes for precise and non-damaging diagnostic work. Probes can be used with standard 4 mm banana jack connections common with most multimeters. The selection includes: Straight , 45°, and 90° probes (with 2 probe diameters) for hard to reach terminals as well as standard alligator clips. All probes are fully insulated with 30v protection.

No. 737 - *17 Piece needle sharp probe kit*



ALTERNATOR ROTOR REMOVAL TOOL

This tool is a must have for 45 AMP charging systems. This tool will pull the rotor free from its magnetic hold. *For more details see No.1147-IS instructions.*

No.**1147 -** *Use on FL and Ultra models, 1997-06.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	PULLER BASE	1147-1
2	1	TUBE	1047-2
3	1	SCREW	1024
4	4	THUMB SCREW	1199
5	1	TUBE, O-RING (NOT SHOWN)	1198
6	2	THUMB SCREW, O-RING (NOT SHOWN)	1197
7	1	INSTRUCTION SHEET	1147-IS

ALTERNATOR ROTOR REMOVER AND INSTALLER

Removing or installing the high output alternator rotor on the Milwaukee Eight® requires a unique tool, and trust us those magnets don't budge easily! At JIMS we understand that using pry bars or striking with a hammer can not only damage the rotor housing, but the magnets as well. This tool easily removes the rotor while protecting the rare earth magnets within it.

No. 5812 - *Use on the Milwaukee Eight® engine.*

REMOTE START BUTTON

This simple remote switch makes it easy to activate the starter & rotate the engine without starting. Comes in handy for tappet adjustments, servicing and diagnosing starting & electrical issues. Tool provided with four foot lengths well insulated lead cables with an alligator clips for positive and one for negative post hookups. *For more details see No.752-IS instructions.*

No. 752 - *Use on all motorcycles with access to starter positive post termainal and motor post negative terminal.*

INLINE SPARK TESTER

This tool is designed to give you quick easy visual check of the ignition system. Quickly diagnose a ignition system with this in line tester. Works on all ignition systems including distributorless ignition.

No. 750 - *Use this inline tester on all models.*

No. 751 - *Replacement bulb for above No.750.*

BATTERY LIFTER

JIMS new Battery Lifter is modeled after the larger tools made for automotive batteries but is properly sized to fit a variety of motorcycle batteries. Our concern for safety goes beyond just riding the motorcycles.

No. 5501 – *For all H-D® batteries where lifting straight up is difficult to impossible.*

COMPRESSION RELEASE VALVE TOOL GUIDE FIXTURE FOR DRILLING COMPRESSION RELEASE

Use this tool for machining all Twin Cam® heads 1999 and later to install JIMS® No.727K compression release valves. Install on the front or rear head with or without the valves installed. Simply drill, spot face, tap and install compression release valves No.727K. *For more details see No. 1169-IS instructions.*

No.**1169 -** *Use on all Twin Cam® "A" or "B" models.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	THREAD TAP TOOL	1169-1
2	1	DRILL/TAP FIXTURE	1169-2
3	1	STEPPED DRILL	1169-3
4	1	TAP EXTENSION	1169-4
5	1	DRILL BIT	2224
6	3	SET SCREW	2221
7	1	STOP COLLAR	2227
8	2	FLAT WASHER	2014
9	2	MOUNTING SCREW	2016
10	1	DRILL BUSHING	2219
11	1	TAP MAGIC	1698
12	1	INSTRUCTION SHEET	1169-IS

COMPRESSION RELEASE THREAD TAP TOOL

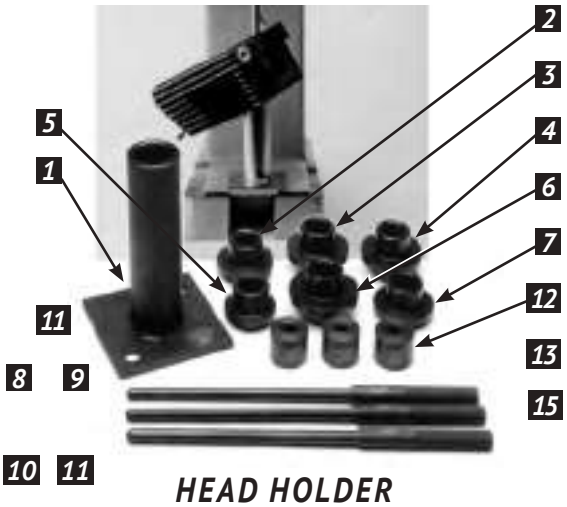
For cutting threads in the cylinder head to install JIMS® compression release valves. Tap Size: M10 x 1.0. Use with 9mm (.354") pilot.

No.**1169-1 -** *Use on all Big Twins and XL engines.*

ADAPTERS FOR 7MM VALVE GUIDES

The JIMS head holder tool makes pressing valve guides in and out simple. These adapters are required to update JIMS earlier tool No.2240 shown below for 7mm Valve Guides. *For more details see No. 2240-IS instructions.*

2240-19 - *7mm Assembly Pilot*
2240-11-4 - *7mm Insert*



HEAD HOLDER
(VALVE GUIDE REMOVER AND INSTALLER)

Comes with adapters to fit all H-D® and aftermarket heads. Adapters are supported by a support stand. Makes pressing valve guides in and out simple. A special guide alignment shaft is designed into this tool. This shaft holds the right angle for the best possible guide installations. Save time and money by installing the guides, in line, with the valve seats, time and time again - for much less seat grinding. *For more details see No. 2240-IS instructions.*

No.**2240 -** *See Applications Below.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	BASE ASSEMBLY	2240-1
2	1	ADAPTER, INT, 1986-03 883 XL, ALL T/C EXH	2240-2
3	1	ADAPTER, INT, B/T, EVO, 1986 XL1100 EXH. SHOVELHEAD AND 1986-03 883 EVO XL	2240-3
4	1	ADAPTER, INT, SHOVEL HEAD / EXH BIG TWIN, EVO, 1986 1100, XL, MOST ALL T/C	2240-4
5	1	ADAPTER, INT / EXH, IRONHEAD XL	2240-5
6	1	ADAPTER, INT, 1987-1100 / 1988-03 1200 XL, EVO	2240-6
7	1	ADAPTER, EXH, 1987-1100 / 1988-03 1200 XL, EVO	2240-7
8	1	PILOT .306 DIAMETER	2240-16
9	1	PILOT .371 DIAMETER	2240-17
10	1	PILOT .338 DIAMETER	2240-18
11	1	PILOT 7MM DIAMETER	2240-19
12	1	INSERT, .310 DIAMETER	2240-11-1
13	1	INSERT, .375 DIAMETER	2240-11-2
14	1	INSERT, .342 DIAMETER	2240-11-3
15	1	INSERT, 7MM DIAMETER	2240-11-4
16	1	INSTRUCTIONS	2240-IS

JIMS "ON BIKE" VALVE SPRING COMPRESSORS

When changing valve springs for performance upgrades, or simply replacing a leaking valve seal, it is necessary for the technician to completely remove the cylinder head from the engine. This adds unnecessary time and expense. You can now use this revolutionary and creative new tool that JIMS has developed, which eliminates this step completely. This patent pending "on bike" valve spring compressor kit for Milwaukee Eight engines, works with the cylinder head installed on the motor. Simply remove the rocker box covers and rocker arms, and install this unique compressor on the rocker arm shaft. Once the cylinder is filled with compressed air, the technician can easily rotate the tool and compress the top collar of the valve spring exposing the keepers to remove the top collar, valve spring, and seal. This patent pending tool dramatically saves time for any technician working on Milwaukee Eight performance upgrades or service work.

No. 5835 – *For use on the Milwaukee-Eight® Engine*

JIMS NEW & IMPROVED MINI VALVE SPRING TESTER 0 to 1000 P.S.I. GAUGE

Use this tool in either a bench vice, arbor, hydraulic screw press or a drill press. Tool fits any dual rate or conical valve spring with an O.D. no larger then 1.6" diameter. Precision gauge comes with a protective rubber boot. *For more details see No.1090-IS instructions.*

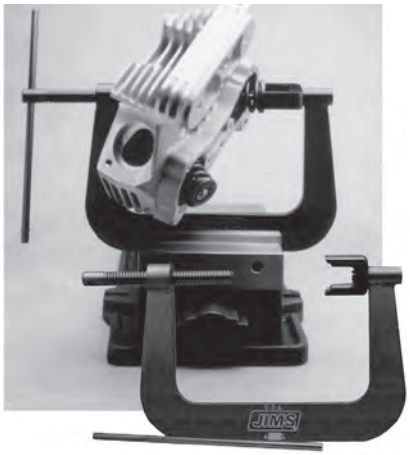
No. 1090 – *Use on any dual rate or conical valve spring with an O.D. no larger then 1.6" diameter.*

HEAD HOLDER TOOL

Use to hold head in vice through spark plug hole. Has 14mm and 12mm ends. This tool allows you to easily position head for all types of work. *For more details see No. 2341-IS instructions.*

No.**2341** - *Use on Big Twin 1948-present. (Includes Twin Cam® aftermarket heads.) Use on Sportster® 1957-present. Use on Buell® 1987-present, except 1125R.*

No. 5828 - *Use on the new Milwaukee Eight® as well as all Twin Cam Heads.*



VALVE SPRING COMPRESSOR TOOL

This tool is necessary for removing or installing valves. Hardened ball bearing style tip at valve head end eliminates damage to valve. Comes with new valve collar receiver for safer tool usage, and can be clamped in vice. *For more details see No. 96600-IS instructions.*

No.**96600-36B** - *Use on all OHV Big Twins and XL's to 2003. Use on all Buells® to 2002. Use on all Big Twin S.E. Models to present.*

VALVE SPRING COLLARS

No.**988** - *Use on all 2005-present Big Twins, except S.E. models. Use on all 2004-present XL's. Use on all 2003-present Buell® Twins, except 1125R with existing Compressor Tool No.96600-36B.*

(See page 40 for JIMS® Beehive Springs)

No.**5808** - *For use on the Milwaukee-Eight® engine valve springs with existing Compressor Tool No.96600-36B*

SHOULDERLESS VALVE GUIDE INSTALLER TOOLS

These valve guide installer tools will install each guide to the correct depth when installed into head. Remover handles are used as handle for installer tools. Must be ordered separately. Refer to chart for correct handle usage. Use tool No.1001 or No. 2240 for removing or installing shoulder type valve guides.

PART NO.	APPLICATION	USE WITH HANDLE NO.	FOR MORE DETAILS SEE INSTRUCTION SHEET NO.
No.938	*Use on all T/C 2005 and later that use the 7mm valve guides. Use on 2004 and later Sportster®. Use on 2004 Buell® Twins to present, except 1125R.*	*No.937*	*No.938-IS*
No.949	*Use on H-D® 110" CVO motorcycles 2007 to present.*	*No.937*	*No.949-IS*
No.34731-84	*Use on all Big Twin motors with about .560" Dia.. O.D., Includes aftermarket heads.*	*No.34740-84*	*No.34731-IS*

SHOULDERLESS VALVE GUIDE REMOVER TOOLS

Use to remove shoulderless valve guides including the newest 7mm size guides. On the 7mm guides there is no need to remove carbon off the guide because you remove from the spring side of head. Use chart to reference installer part No. Order separately.

PART NO.	APPLICATION	USE ON INSTALLER TOOL NO.	INSTRUCTION SHEET NO.
No.937	*Use on all T/C 05' and later that use the 7mm valve guides. Use on 04' and later XL Use on 04' Buell® Twins to present, except 1125R.*	*No.938*	*No.937-IS*
No.34740-84	*Use on all Big Twin motors and Twin Cam® to 2004.* ***NOTE:*** *Includes all aftermarket heads.*	*No.34731-84 No.34643-84 No.948 & No.949*	*No.34740-IS*

SHOULDERED VALVE GUIDE DRIVER SET

Use for guide removal and installation on all models. Manufactured from 1144 stress proof steel. *For more details see No.1001-IS instructions.* Sold as 3 piece set.

No.**1001** - *Use on all models.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	DRIVER /BLACK .370" (3/8")	1001-1
2	1	DRIVER /BRIGHT ZINC .338" (11/32")	1001-2
3	1	DRIVER /GOLD .307" (5/16")	1001-3
4	1	INSTRUCTION SHEET	1001-IS

VALVE GUIDE SEAL INSTALLER TOOLS

These valve guide seal installer tools will install each guide seal evenly and square on the top of each guide. Factory driver spacer not required with JIMS tool. Order handle separately for use on seal installer tools. Refer to chart for correct handle usage.

PART NO.	APPLICATION	USE WITH HANDLE NO.	FOR MORE DETAILS SEE INSTRUCTION SHEET NO.
No.948	*Use on 110" valve guides requiring H-D® seal No.18046-98*	*No.34740-84*	*No.948-IS*
No.34643-84	*Use on all Big Twin models 1984-2004 with .560" Dia. Guides. Includes aftermarket heads.*	*No.34740-84*	*No.34643-IS*

Phone 805-482-6913 JIMS Fax 805-482-9224

VALVE GUIDE REAMERS & CASE SAVER TAPPET REAMER

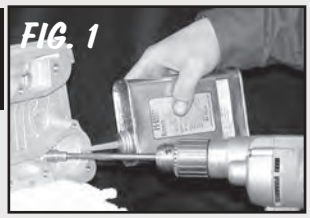
HIGH SPEED STEEL

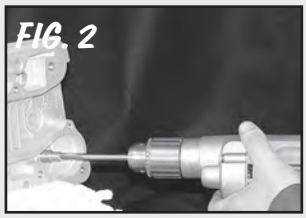
SOLID CARBIDE

PART NO.	DIAMETER	DESCRIPTION	APPLICATIONS
No.**1133**	*7mm*	*High Speed Steel*	*Twin Cam 2005 to present (except CVO T/C) Buell, Sportster 2004 to present.*
No.**1150**	*.3110"*	*Solid Carbide Reamer*	*Evo/ T/C /Sportster/Buell.*
No.**1151**	*.3115"*	*Solid Carbide Reamer*	*Evo/ T/C /Sportster/Buell.*
No.**1152**	*.3120"*	*Solid Carbide Reamer**	*T/C 1999 to 2004 w/5/16" valve stems EVO BT and XL, 1984 to 1999.*
No.**1153**	*.3410"*	*Solid Carbide Reamer*	*Evo/ T/C /Sportster/Buell.*
No.**1154**	*.3772"*	*Solid Carbide Reamer*	*Pan/Shovel.*
No.**1155**	*.3777"*	*Solid Carbide Reamer*	*Pan/Shovel.*
No.**1156**	*.3782"*	*Solid Carbide Reamer*	*Pan/Shovel w/ JIMS Valves.*

SIZING THE GUIDE, THE JIMS® WAY!

FOR MORE DETAILS SEE





HIGH SPEED STEEL & SOLID CARBIDE VALVE GUIDE REAMERS

These unique reamers feature a 2" long pilot for perfect alignment with the valve guide while reaming. With these reamers you can expect to ream a valve guide to exact dimensions without any taper in just a few seconds.

JIMS® MANGANESE-BRONZE VALVE GUIDE REAMING INSTRUCTIONS

A. Install the cylinder head in a vise. Protect the cylinder head with a clean towel or rag, as pictured.

B. Insert the reamer pilot in the guide and lubricate with a good quality cutting oil like K-Line Bronze Reamer Lube. (Fig.1)

C. Ream at 100-200 RPM with a slow feed rate. Let the reamer do the work and do not force the reamer. (Fig.2)

D. After reaming all the way through, pull the reamer out with-out stopping the rotation. (DO NOT reverse rotation!)

E. Clean the chips off the reamer and you're ready for the next valve guide.

TWIN CAM CASE SAVER OVERSIZE TAPPET REAMER

This tool can be a case saver if you have worn out or damaged tappet bores on any Twin Cam engine case. This reamer tool is designed to ream the case to a perfect finish hone on each tappet hole, to fit a JIMS 1811`. *For more details see No. 789-IS instructions.*

No. 789 - *Use on any Twin Cam engine, OEM, or aftermarket.*

TAPPET POWERGLIDE™II "PRESSURIZED OILING"

+.010 Oversize Twin Cam Powerglide II Tappet.

No.1811 - *Use on all Twin Cam 1999 to present.*

PUSHROD COVER CLIP INSTALL AND REMOVAL TOOL

NEW

First thought... why would I need this tool when I've been installing and removing pushrod covers for years with just a screw driver? Made from black delrin, this tool will NOT marr or slip – and will install the clip professionally, with just one hand, in seconds! It's a luxury tool that you will appreciate for years to come. *For more details see No.917-IS instructions.*

No. 917 - *Use on all V-Twins that use pushrod clips.*

ROCKER BOX COVER RATCHETING BOLT WRENCH

This reversible ratcheting box wrench is used on all Evolution Big twin and Sportster models to remove those hard to get at valve cover mounting bolts. This wrench is 9-3/4" long with a ergonomic rubber grip that keeps from scratching the chrome or paint. Comes with a replaceable 1/4" drive 3/16" Allen bit. This tool has a low, thin, profile and allows clearance between the frame and engine. See below for replacement bits

No. 770- *Use on all Evolution Big Twin Evolution Big twin 1984 to 1999 Use on all Evolution Sportster models 1984 to present.*

No. 771- *Replacement 3/16" Bits for JIMS tool No. 770 above. Sold in 3-packs.*

VALVE SEAT LAPPER TOOL

Use this tool to perform the final profile lapping of the valve seat. The suction cups affix to either dished or flat, and small or large valve faces. The handle is comfortably shaped, and ideal for quick and smooth rotations.

No.**1774 -** *Use on all cylinder head valve types.*

MANLEY VALVE SPRING SEAT CUTTER

This tool is for cutting the cylinder head lower valve spring seat area for high lift cams with .500" to .650" lift. Cuts 1.630" O.D. and .760" I.D. Includes a 3/8" diameter pilot.

No.**1250** - *Use on 74" and 80" Big Twins.*

MANLEY VALVE GUIDE SEAL CUTTER

These tools are used for cutting valve guides while installed in the cylinder head to convert them to accept valve guide seals.

No.**1251** - *Cuts a .530" diameter. Supplied with a 3/8" diameter pilot.*

No.**1252** - *Cuts a .562" diameter. Supplied with a 3/8" diameter pilot.*

No.**1253** - *Cuts a .625" diameter. Supplied with a 3/8" diameter pilot.*

CUTTER PILOT

No.**1254** - *5/16" diameter pilot for any of the spring seat or valve guide seal cutters shown above.*

Endorsed By

HEAD BOLT TORQUE GAUGE

This accurate gauge allows the measuring of 90° when tightening Twin Cam® or Evo head bolts. Torque sequence lasered on gauge, with instructions.

No.**2392** - *Use on all Twin Cam®, EVO, and Sportster® models 1984-present.*

Phone 805-482-6913 JIMS Fax 805-482-9224

ANGLED FEELER GAUGE

This new innovative feeler gauge holder eliminates the need to use bulky multi feeler gauge tools while performing valve adjustments. This tool is ideal for reaching down into small tight areas and incorporates an angle to help reach around corners, often necessary for adjusting valves. Tool includes two handles with: .002", .003", .004", .005", .006" and .008" inserts and an allen wrench. *For more details see No.908-IS instructions.*

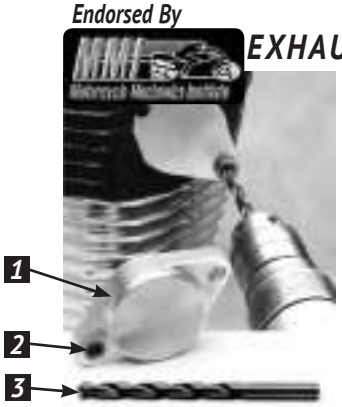
No. 908 - *Feeler Gauge Kit*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	2	HOLDER, FEELER GAUGE	908-1
2	2	6-32 X 3/8 BUTTON HEAD, SOCKET	1247
3	1	.002"=.05MM, BLADE, FEELER GAUGE	908-2
4	1	.003"=.08MM, BLADE, FEELER GAUGE	908-3
5	1	.004"=.10MM, BLADE, FEELER GAUGE	908-4
6	1	.005"=.13MM, BLADE, FEELER GAUGE	908-5
7	1	.006"=.15MM, BLADE, FEELER GAUGE	908-6
8	1	.008"=.20MM, BLADE, FEELER GAUGE	908-8
9	1	.009"=.229MM, BLADE, FEELER GAUGE	908-9
10	1	.010"=.254MM, BLADE, FEELER GAUGE	908-10
11	1	.011"=.279MM, BLADE, FEELER GAUGE	908-11
12	1	1" KEY RING (NOT SHOWN)	2213
13	1	908-IS INSTRUCTION SHEET	908-IS

Endorsed By

EXHAUST STUD DRILL PLATE



This tool is designed to guide and keep alignment of drill bit in order to completely drill out broken exhaust stud. A follow up with a tap is all that is needed to clean up threaded hole. This tool can be used with motor in most frames. *For more details see No.1705-IS instructions.*

No.**1705 -** *Use on all Big Twin 1984-present. (Includes Twin Cam® and aftermarket heads.)*
Use on Sportster® 1986-present.
Use on Buell® 1987-present, except 1125R.

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	DRILLING PLATE	1705-1
2	1	DRILL BUSHING	1705-2
3	1	1/4" DRILL	1705-3

EXHAUST GASKET (SEAL) INSTALLER TOOL

No longer do you need to fight to install this fragile exhaust seal. You'll never worry about an exhaust leak again. Tool can be used with exhaust flange nuts, or JIMS® handle, No.33416-80, sold separately. Either one will position the seal evenly into the exhaust port of head.
For more details see No.788-IS instructions.

No. 788 - *Use on all 1984 to present EVO Big Twins, XL, and all Twin Cam models.*

VALVE GUIDE GO-NO-GO GAUGE

This tool is an easy way to check valve-to-valve guide clearance by inserting the gauge into the valve guide bore where it will either go, or not go. Purchase all the gauge pins to quickly narrow down guide sizing.

Gauges sold separately from holder.

No.**1055 -** *Holder Only.*

PINS AVAILABLE SEPARATELY

QTY	DESCRIPTION	PART NO.	QTY	DESCRIPTION	PART NO.
1	PIN 0.3105"	2149	1	PIN 0.3415"	2155
1	PIN 0.3110"	2150	1	PIN 0.3770"	2156
1	PIN 0.3115"	2151	1	PIN 0.3775"	2157
1	PIN 0.3120"	2152	1	PIN 0.3780"	2158
1	PIN 0.3405"	2153	1	PIN 0.3785"	2159
1	PIN 0.3410"	2154	1	PIN 0.3790"	2160

ROCKER BUSHING & ROLLER BEARING PULLER

Use to remove rocker bushing or bearing in one easy operation. *For more details see No.2307-IS instructions.*

No.**95760-57 -** *Use on all Big Twin 1966-present, and Twin Cam®. (**NOTE:** Includes all aftermarket rocker arms.)*
Use on Sportster® 1957-present. Use on Buell® 1987-present.

PARTS AVAILABLE SEPARATELY

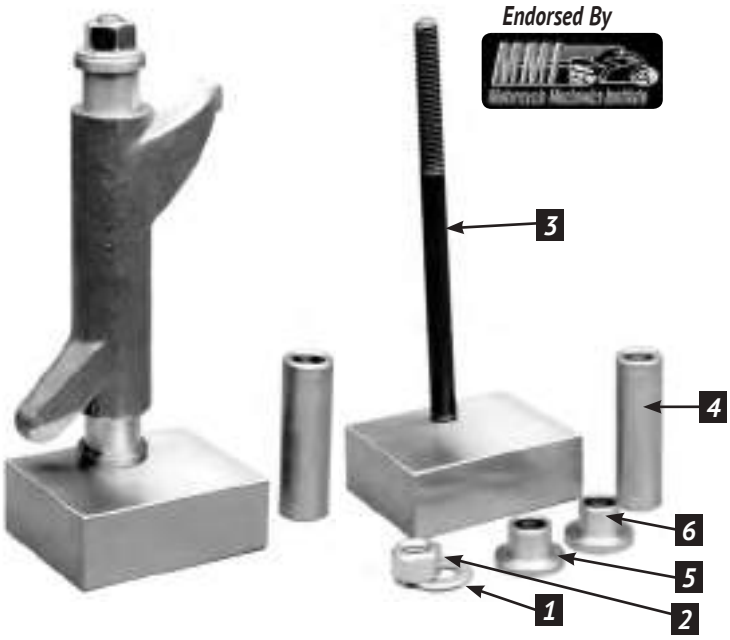
NO.	QTY.	DESCRIPTION	PART NO.
1	1	PIN	2142
2	1	NUT	2128
3	1	BRASS WASHER	2129
4	1	BODY	95760-57-4
5	1	PULLER	95760-57-5
6	1	INSTRUCTION SHEET	2307-IS

ROCKER BUSHING LINE REAMER

Use to ream rocker bushings to a factory fit of .0007”-.0012” in line with each other. This precise line reamer is capable of a 24 finish or better. *For more details see No.94804-IS instructions.*

No.**94804-57 -** *Use on all Big Twin 1966-present, and Twin Cam®. (**NOTE:** Includes all aftermarket rocker arms.)*

Use on Sportster® 1957-present.
Use on Buell® 1987-present.



ROCKER ARM BUSHING INSTALLER

Rocker rebuilding in half the time. Use to install rocker arm bushings in rocker arms with or without a press. This tool will install each bushing to the correct depth for the best oil control. See JIMS rocker bushings and rocker arm hardware on page 34. Use JIMS® tool No.95760-57 for removing bushings, and ream to size with JIMS® tool No.94804-57 reamer. *For more details see No.2357-IS instructions.*

No.**2357 -** *Use on all Big Twin 1966-present, and Twin Cam. (**NOTE:** Includes all aftermarket rocker arms.)*
Use on Sportster® 1957-present.
Use on Buell® 1987-present.
JIMS® Roller Rockers come with bushings already installed and fit to factory size.

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	FLAT WASHER	2031
2	1	NUT	2035
3	1	STUD	2360
4	1	TUBE, PRESS, BUSHING	2357-3
5	1	PILOT, PRESS, BUSHING	2357-2
6	1	BASE, PRESS, BUSHING	2357-1
7	1	INSTRUCTION SHEET	2357-IS

CAM BEARING PULLER TOOLS

PARTS LIST REFERENCE FOR ALL REMOVERS

No.95760-TB

No.993 OR No.1279

INNER CAM BEARING REMOVER TOOL

Designed like our popular EVO cam bearing tool, it removes the bearing easily without any damage to the crankcase. This precision built tool will also keep the pin rollers from accidentally falling into the crankcase. Install a new JIMS No.9198K performance bearing using JIMS tool No. 787 on this application. *For more details see No.1279-IS instructions.*

No.**1279 -** *Use on all Twin Cam®, 2000-06 FXST, 1999-05 FXD, and 1999-06 FL's.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	PULLER	1279-1
2	1	REMOVER BODY	1279-2
3	1	DOWEL PIN	95760-TB-1
4	1	3/4" BRASS WASHER	1099
5	1	3/4" NUT	1098
6	1	INSTRUCTION SHEET	1279-IS

BIG TWIN CAM® BEARING REMOVER

Use to remove inner cam bearing without splitting cases. Easily pulls bearing from case, also keeps rollers from coming out during removal. Install a new JIMS No.9058 performance bearing using JIMS tool No. 2188 or No. 97272-60 on this application. *For more details see No.2309-IS instructions.*

No.**95760-TB -** *Use on all Big Twin 1958-present single cam only. (**NOTE:** Includes aftermarket motors.)*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	PULLER	95760-TB-5
2	1	REMOVER BODY	95760-TB-4
3	1	DOWEL PIN	95760-TB-1
4	1	BRASS WASHER	1099
5	1	NUT	1098
6	1	INSTRUCTION SHEET	2309-IS

INNER CAM BEARING REMOVER TOOL

Use this tool to easily remove the inner cam bearing. Works the same as JIMS® EVO Cam tool No.95760-TB. Insert puller collet into the cam bearing I.D. Insert dowel pin, place remover body over collet, lube threads and with hand tools the bearing is pulled from case. This precision tool will also keep all pin bearings from falling into the engine case. Install JIMS new cam bearings No.8991K with JIMS Tool No.787. *For more details see No.993-IS instructions.*

No.**993 -** *Use on all T/C, 2006-present Dyna™ and 2007 FLHT & FXST.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	PULLER	993-1
2	1	REMOVER BODY	993-2
3	1	DOWEL PIN	95760-TB-1
4	1	BRASS WASHER	1099
5	1	NUT	1098
6	1	INSTRUCTION SHEET	993-IS

SPORTSTER® CAM BEARING REMOVER

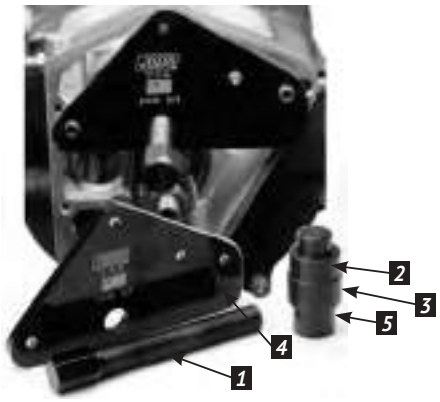
Use to remove inner cam bearings without splitting cases. Easily pulls bearings from case, also keeps rollers from coming out during removal. Install a new JIMS No.9057 performance bearing using JIMS tool No. 97273-60 on this application. *For more details see No.2306-IS instructions.*

No.**95760-XL -** *Use on all Sportster® 1957-90. Use on Buell® 1987-90.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	PULLER	95760-XL-5
2	1	REMOVER BODY	95760-XL-4
3	1	DOWEL PIN	95760-XL-1
4	1	BRASS WASHER	2126
5	1	NUT	2000
6	1	INSTRUCTION SHEET	2306-IS

CAM BEARING INSTALLER TOOLS



INNER CAM BEARING INSTALLATION TOOL

This tool easily presses the inner cam bearing smoothly into the right case, with the cases assembled, to the proper depth. Use a new JIMS performance bearing No.9058 and to remove old use tool No. 95760-TB. *For more details see No.2188-IS instructions.*

No.**2188 -** *Use on all Big Twin 1958-present single cam only. (**NOTE:** Includes aftermarket motors.)*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	SCREW	1024
2	1	TOOL, CAM BEARING	97272-60
3	1	O-RING	2310
4	1	PLATE	2188-1
5	1	TOOL, DRIVER, CAM BEARING	2190
6	1	INSTRUCTION SHEET	2188-IS

CAM BEARING TOOL

Use to install inner cam bearing, with Handle No. 33416-80 on right (Handle slips through the outer cam bushing for alignment). All of JIMS® bearing installers are designed with an angle to apply all the pushing force to the extreme outer diameter of the bearing. *For more details see No.97272-IS instructions.*

No.97272-60 - *Use on all Big Twin 1958-present single cam only.*

(Note: *Includes aftermarket motors.*)

No.97273-60 - *Use on all Sportster® 1957-90. Use on Buell® 1987-90.*

For more details see No.97273-IS instructions.

MILWAUKEE-EIGHT® CAM BEARING INSTALLER AND REMOVER

NEW

The Milwaukee Eight® engine returns to the single camshaft design, which requires a new tool for correct and accurate replacement of the camshaft inner needle bearing. Compared to the OEM tool, this remover uses the proven "JIMS style" remover collet as well as JIMS fine threaded installation driver. We've incorporated a new removal hole that works as a window to let you see what you are doing while using the tool. The JIMS tool holds tighter tolerances, which allows for a more precise installation depth.

No. 5806 - *Use on the new Milwaukee Eight® engine.*

(See Instruction Sheet for replacement parts)

TWIN CAM INNER CAM BEARING INSTALLER

Use this tool to press in, and install, the two inner cam bearings JIMS® No.8991K. This tool has been designed to press from the letter side of the inner cam bearings, by putting all the pushing pressure to the very outer wall of bearing shell. Eliminats any damage to the bearings, cam and cases. This tool will stop at the case and set the bearing depth to .023" to .028" below the case surface. Use with JIMS® Tool No.1279 to remove bearings. *For more details see No.787-IS instructions.*

No.**787 -** *Use on all T/C, 1999-present.*

(See Instruction Sheet for replacement parts)

RACE & BEARING INSTALL TOOL HANDLE

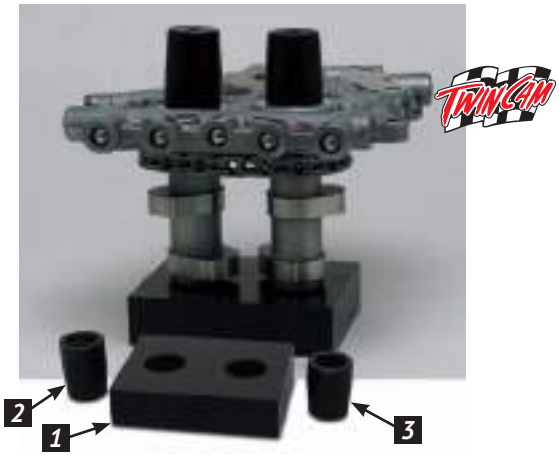
Use with No.s 33071-73, 34810-84, 94547-80A & B, 97272-60, and 97273-60. Approximately 12" long. *For more details see No.33416-80-IS instructions.*

No.**33416-80**

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	O-RING	2310

Phone 805-482-6913 JIMS Fax 805-482-9224



CAM ASSEMBLY TOOL

Use to hold both cams in an upright position while lowering the cam support plate over both guides and cam journal guides. This tool has been manufactured from a non-marring material that will not damage any of the cams' surfaces. *For more details see No.990-IS instructions.*

No.**990** - *Use on all T/C, 2006-present Dyna™ and 2007-present FL & FXST.*

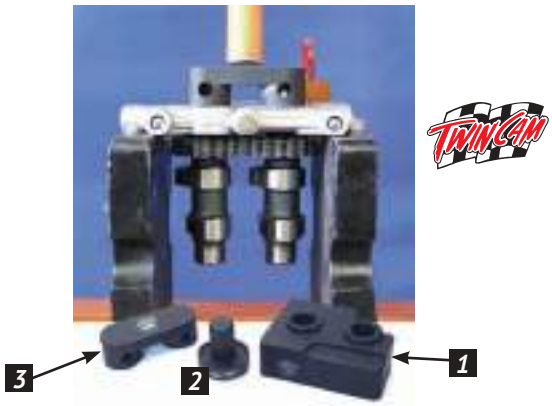
PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	BASE	990-1
2	1	FRONT GUIDE	990-2
3	1	REAR GUIDE	990-3
4	1	INSTRUCTION SHEET	990-IS

CAM BUSHING LINE REAMER TOOL

Use to line ream cam cover bushing to size, from inner cam bearing, for a true centerline between the two dimensions. Finish size will be about .0008"-.0015" over the cam journal. *For more details see No.1023-IS instructions.*

No.**1023-70** - *Use on all Big Twin 1970-present single cam only. (**NOTE:** Includes aftermarket motors.)*



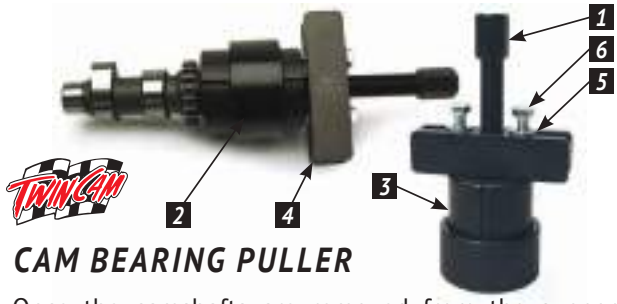
CAMSHAFT REMOVER & INSTALLER

This multi-function tool will remove and replace front and rear camshafts and the ball bearings in the Twin Cam 88®. It provides the precision alignment of the camshaft to ensure a smooth press in and out of the support plate. *For more details see No.1277-IS instructions.*

No.**1277** - *Use on all Twin Cam® 1999 to early 2000 to remove & install cams & bearings. Use on all Late 2000-06 FXST, FL & Late 2000-05 FXD to remove & install cams only.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	TWIN CAM SUPPORT BLOCKS	1277-1
2	1	CUP, TWIN CAM TOOL	1277-2
3	1	PILOT, INSTALLER TWIN CAM	1277-3
4	1	INSTRUCTION SHEET	1277-IS



CAM BEARING PULLER

Once the camshafts are removed from the support plate this specialty tool will remove the bearing from the camshaft. Unlike a general purpose puller this tool was designed to remove the bearing straight with no slipping or binding. *For more details see No.1280-IS instructions.*

No.**1280** - *Use on all Twin Cam® 1999 to early 2000 for removal of bearings. Use on all Late 2000-06 FXST, FL & Late 2000-05 FXD for removal of front cam bearing.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	SCREW	1024
2	1	RING	1044-TU-2
3	2	BEARING REMOVER SIDES	2305-1
4	1	PULLER BAR	2013
5	2	5/16 HEAVY FLAT WASHER	2014
6	2	BOLT	2003
7	1	INSTRUCTION SHEET	1280-IS

CAM/CRANK SPROCKET LOCK TOOL

This precision tool allows the technician to lock the camshaft and crankshaft sprockets to properly remove, replace and torque the sprocket bolts. This tool is made from non-marring Delrin. *For more details see No.1285-IS instructions.*

No.**994 -** *Use on all T/C, 2006-present Dyna™and 2007-present FL & FXST, and Milwaukee-Eight®*

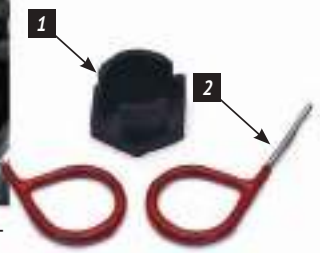
No.**1285 -** *Use on all Twin Cam® , 1999-06 FL, 1999-05 FXD, and 2000-06 FXST.*

CAM BEARING & BUSHING ALIGNMENT TOOL

Use to check the alignment of cam bearing to cam cover bushing to well within .0003" of centerline. Any binding of this tool indicates misalignment of cam cover, and or bushing. A must for engine builders! *For more details see No.2280-IS instructions.*

No.**2280** *- Use on all Big Twin 1970-1999 single cam only.*
*(**NOTE:** Includes aftermarket motors.)*

CAM CHAIN TENSIONER TOOL



This tool will unload the pressure on the primary and secondary chain tensioners to assemble and disassemble cams. This tool also checks spring loads on chain tensioners. *For more details see No.1283-IS instructions.*

No.**1283 -** *Use on all 1999-06 FL, 1999-05 FXD, and 2000-06 FXST.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	TWIN CAM® CHAIN TENSIONER	1283-1
2	2	HOLD PIN	1283-2
3	1	INSTRUCTION SHEET	1283-IS

CAM BEARING GAUGE

Inner Cam Bearing Go & No Go Gauge. The only accurate and easy way to check the size of the inside diameter of your inner cam bearing. Use these pins to check if your cam is too tight or too loose. Some cases and or bearings have too much, or not enough press fit. If the cam is too tight it can eat up the end of the journal, and cause other problems with the cam. If the cam is too loose, it can rock fore and aft causing noise and unnecessary cam, bearing and roller wear. *For more details see No.2249-IS instructions.*

No.**2249 -** *Use on all Big Twin 1958-1999 single cam only. Sold in a set of 2. (**NOTE:** Includes aftermarket motors.)*

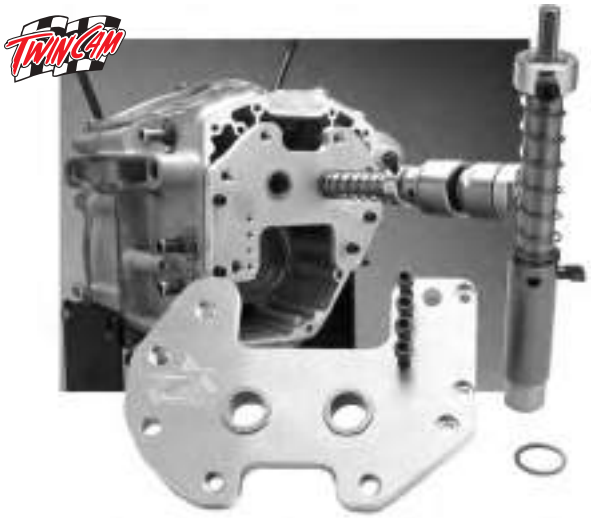
PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	GO PIN	2249A
1	1	NO-GO PIN	2249B
1	1	INSTRUCTION SHEET	2249-IS

SEE JIMSUSA.COM FOR DETAILED INSTRUCTIONS

Phone 805-482-6913 JIMS Fax 805-482-9224

CAM RELIEF TOOLS



TWIN CAM CAM RELIEF TOOL SINGLE SPINDLE

Use this tool to cleanly remove case material for larger than stock cams. This tool features one spindle cutter and must be remounted to clearance opposite cam side. This tool is easy to use and can be powered by a standard drill motor with a 1/2" chuck.

No.**1410** - *Use on all Twin Cam®, 1999-05 FXD, 1999-06 FL, and 2000-06 FXST engine cases.*

TWIN CAM CAM RELIEF TOOL DUAL SPINDLE

Use this tool to cleanly remove case material for larger than stock cams. This tool features two spindle cutters to reduce setup time. This tool is easy to use and can be powered by a standard drill motor with a 1/2" chuck.

No.**1411** - *Use on all Twin Cam®, 1999-05 FXD, 1999-06 FL, and 2000-06 FXST engine cases.*

EVO CAM RELIEF TOOL

Use this tool to cleanly remove case material for a larger than stock cam. Simply mount this tool and slowly turn in the threaded body as you power it with a standard 1/2" chuck, drill motor.

No.**1412** - *Use on all Big Twin 1970-99, Single Cam, EVO or Shovel. (**NOTE:** Includes aftermarket motors.)*

XL CAM RELIEF TOOL

Use this tool to cleanly remove case material for larger than stock cams. Simply mount this tool and slowly turn in the threaded body as you power it with a standard 1/2" chuck drill motor.

No.**1413** - *Use on all 1991-Present Sportsters®. Use on 1995-Present Buell®, except 1125R.*

CAM GEAR ALIGNMENT TOOL

This tool is designed to index the cam gear's position while removing or installing the cam gear. This tool will allow you to accurately position and or reposition the cam gear from one camshaft to another, as well as allow you to retard or advance the gear's position by up to 10 degrees with the accuracy of a 1/4 degree. *For more details see No.1290-IS instructions.*

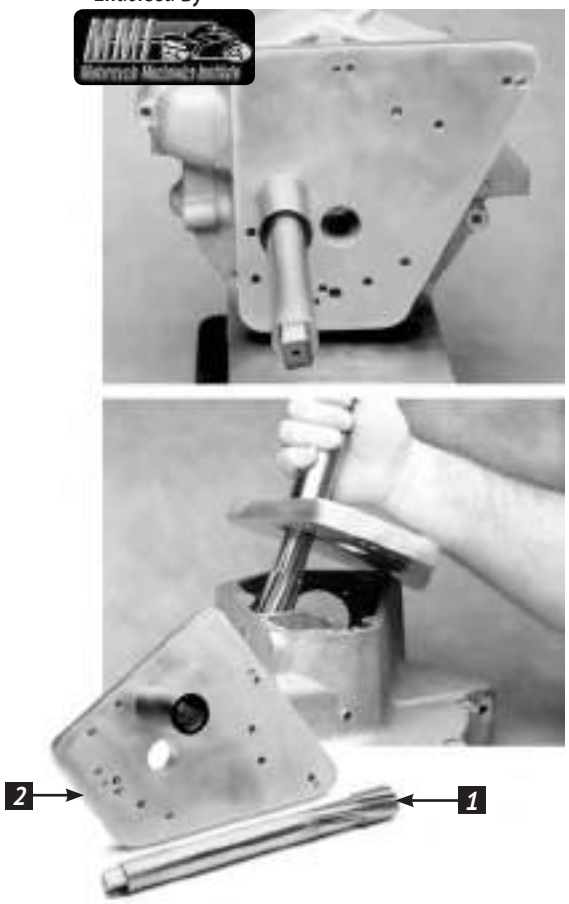
No.**1290** - *Use on all Single Cam 1970-1999. Use No. 1390 to remove cam gear.*

CAM GEAR REMOVER TOOL

Use to safely remove the cam gear from the camshaft on Big Twins. This precision tool acts as a stable base to keep the camshaft perfectly perpendicular to the press. A 3/8" ball bearing is included to protect the camshaft's end while pressing off the gear. To accurately install the cam gear use JIMS® No.1290 Cam Gear Alignment Tool (above). *For more details see No.1390-IS instructions.*

No.**1390** - *Use on all 1939-1999 Big Twin camshafts with pressed-on camshaft gears, including aftermarket cams.*

Endorsed By



BREATHER REAMER TOOL

Repair a damaged breather hole with JIMS® Breather Reamer Tool. No need to disassemble the cases. Using JIMS® Reamer Tool will repair a damaged breather hole, to use a .030" oversize breather gear, (see breather gear section in this catalog), in less than an hours time (***NOTE:*** *all holes in breather bore will need to be cleared of all chips). For more details see No.1706-IS instructions.*

No.**1706** - *Use on all Big Twin Single Cam 1936-1999.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	BREATHER REAMER	1706-3
2	1	PLATE ASSEMBLY	1706M
4	4	1/4"-20 SCREWS	2135
5	1	INSTRUCTION SHEET	1706-IS
6	4	1/4-24 SCREWS	2408

IMPORTANT NOTE: *Some early crankcases 1936-69, have very little material between the breather hole and the air/oil separator cavity below it. Before using the No.1706, measure the wall thickness to verify that the reamer will not break through.*

SEE JIMSUSA.COM FOR DETAILED INSTRUCTIONS

Phone 805-482-6913 Fax 805-482-9224

Endorsed By

BIG TWIN CAM® SEAL INSTALLER AND REMOVER

- **REMOVES CAM SEAL**
- **INSTALLS CAM SEAL**
- **REMOVES CAM COVER**

Use to install and remove a 1970-1999 cam seal without removing the cam cover. This tool is very simple to use. Just mount tool in cover, screw in the two removing screws, turn center, and out comes the cam seal. The new seal is pressed in with the same tool, square and flat for a no leak fit. ***This tool will also remove cam cover from case.*** *For more details see No.2243-IS instructions.*

No.**2243** - *Use on all Big Twin 1970-1999 single cam only.*

NOTE: *When replacing seal, we recommend JIMS seal No.2169. See page 126*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	CLIP	2304
2	2	MACHINE SCREWS	2297
3	2	SCREW	2287
4	1	CUP, INSTALLER & REMOVER, CAM SEAL	2243-4
5	1	SCREW, INSTALLER & REMOVER, CAM SEAL	2243-3
6	1	CAP - USED WHEN REMOVING CAM COVER	2243-2
7	1	PLATE, INSTALLER & REMOVER, CAM SEAL	2243-1
8	1	INSTRUCTION SHEET	2243-IS

Endorsed By

CAM BUSHING INSTALLER DRILL JIGS

Just press in new JIMS® cam bushing with jig and drill through guide hole in jig, through both bushing and cam cover. Press in new staking pin No.2201, and bushing is locked in place. Jig comes complete with instructions. Use to install and drill dowel pin hole in cam bushing to the factory specification. Supplied with drill.

FOR JIMS® BUSHING NO.25581-36 & NO.25597-36

No.**1011-36TB** - *Use on all Big Twin 1936-69. For more details see No.1011-IS instructions.*

FOR JIMS BUSHING NO.25581-70

No.**1012-70TB** - *Use on all Big Twin 1970-present single cam only.*
*(**NOTE:** Includes aftermarket motors.)*
For more details see No.1012-IS instructions.

FOR JIMS BUSHING NO.25586-37

No.**1017-37TB** - *Use on all Sportster® 1954-present. Use on Buell® 1987-2006. Use on Big Twin 1937-48 Sidevalves. For more details see No.1017-IS instructions.*

NO.31 SIZE DRILL - JOBBER H.S.S.

Use with all JIMS® drill jigs that use JIMS® No.2201K staking pin. These drills are ultra sharp for the safest possible drilling.

No.**1097** - *Use on all models.*

A MUST FOR CHROME OR POLISHED COVERS
CAM COVER HOLDING TOOL

Use to hold cam cover for removing and installing bushings. Clamps in vice or Bridgeport® mill. Holds cam cover flat and keeps it from being scratched. *For more details see No.1041-IS instructions.*

No.**1041-TC** - *Use on all Big Twin 1973-1999 single cam only. (**NOTE:** Includes aftermarket motors.)*

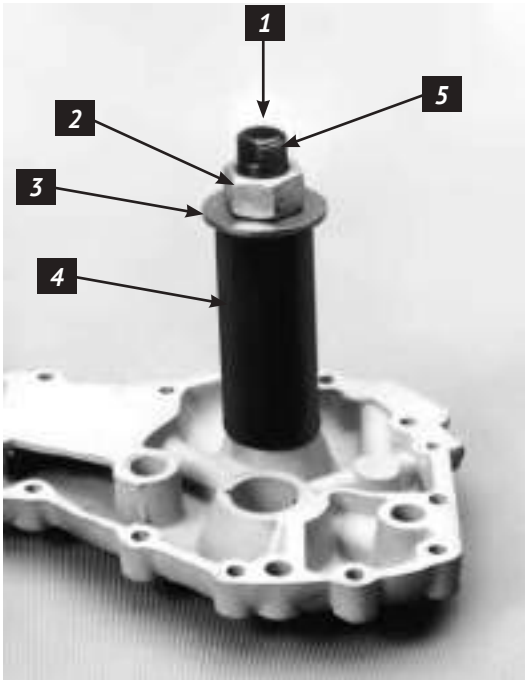
PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	2	HOLD DOWN SCREWS	1041-TC-3
2	1	RISER	1041-TC-2
3	1	RISER SCREW	1096
4	1	INSTRUCTION SHEET	1040-IS

STAKING DOWEL PIN FOR BUSHINGS

Use on all bushings. These pins hold bushing in place. Use with JIMS® bushing installers drilling jigs. Sold in a pack of 10. Replaces H.D. No.275.

No.**2201K** - *Use on all models.*



CAM COVER BUSHING REMOVER

Use this tool to remove the cam cover bushing. This sturdy and reliable tool will remove the cam cover & cam bushing in one easy operation. Will also remove cam bushing in case. *For more details see No.2281-IS instructions.*

No.**2281** - *Use on all Big Twin 1936-1969.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	DOWEL PIN	95760-TB-1
2	1	NUT	1098
3	1	BRASS WASHER	1099
4	1	BODY	2281-1
5	1	PULLER	95760-TB-5
6	1	INSTRUCTION SHEET	2281-IS

CAM AND PINION GEAR GAUGE PINS

Use to check pinion and cam gears for pitch diameters. A complete sizing chart is included with the .105" gauge pins.

For more details see No.1111-IS instructions.

No.**1110 -** *0.105" pins, sold in a set of 2. Use on all Big Twin 1954-89.*

No.**1111 -** *0.108" pins, sold in a set of 2. Use on all Big Twin 1990-present single cam only. (**NOTE:** Includes aftermarket motors. See H-D® service manual for sizing charts.*

PINION BUSHING PULLER

Use to remove pinion bushing from cam cover in one easy operation. Use with JIMS® tool No.1041-TC, cam cover holder. *For more details see No.2308-IS instructions.*

No.**95760-TP -** *Use on all Big Twin 1954-1999 single cam only. (**NOTE:** Includes aftermarket motors.)*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	DOWEL PIN	2142
2	1	NUT	2128
3	1	BRASS WASHER	2129
4	1	BODY	95760-TP-4
5	1	PULLER	95760-TP-5
6	1	INSTRUCTION SHEET	2308-IS

NO.31 DRILL - JOBBER H.S.S.

Use with all JIMS® drill jigs that use JIMS® 2201-P dowel pin. These drills are ultra sharp for the safest possible drilling.

No.**1097**

Endorsed By

PINION BUSHING INSTALLER DRILL JIGS

Just press in JIMS® pinion bushing with jig, and drill through guide hole in jig - through both bushing and cam cover. Press in new staking pin JIMS® No.2201, and bushing is locked in place. Jig comes complete with instructions. Use to install and drill staking pin hole in cam or pinion bushing to the factory location. Supplied with drill size No. 31. Use JIMS® No.2201K for staking pins.

PINION BUSHING INSTALLER DRILL JIGS

FOR JIMS® BUSHING NO.25582-36

No.**1018-37TB -** *Use on all Big Twin 1936-53. For more details see No.1018-IS instructions.*

FOR JIMS® BUSHING NO.25591-37

No.**1015-37TB -** *Use on all Big Twin 1937-48 Sidevalves. For more details see No.1015-IS instructions.*

FOR JIMS® BUSHING NO.25582-54/73

No.**1013-54TB -** *Use on all Big Twin 1954-92. For more details see No.1013-IS instructions.*

FOR JIMS® BUSHING NO.25593-37

No.**1016-37TB -** *Use on all 45" 1937-73. For more details see No.1016-IS instructions.*

PUSHROD COVER SEAL/SEAT CUTTER

Use to correct any misalignment with pushrod cover O-ring seats when pushrod covers refuse to seal. This tool is simple to use, and a must have for any professional. Instructions included.

No.**1420 -** *Use on all Big Twin 1984-99. Use on all Sportster® 1986-90. (**NOTE:** Includes aftermarket motors.)*

TAPPET BLOCK CLEARANCING CUTTER

Use to clearance tappet blocks for high-lift cams. Removes only the material needed to allow the tappet roller to clear the tappet block. Produces professional results in minutes.

No.**1419 -** *Use on all Big Twin EVO 1984-99. Use on all Sportster® 1986-90. (**NOTE:** Includes aftermarket motors.)*

TWIN CAM® CASE SAVER FOR OVERSIZE TAPPETS

This new tool can be a case saver if you have worn out or damaged tappet bores on any Twin Cam engine case. This reamer tool is designed to ream the case to fit a JIMS No.1811 +.010 oversize Twin Cam Powerglide™ II lifter. This tool includes a top quality reamer designed to perform a perfect finish hone on each tappet hole. *For more details see No.789-IS instructions.*

No.**789**- *Use on any Twin Cam engine, OEM, or aftermarket.*

TAPPET POSITION HOLDING TOOL

Expert technicians know that keeping the same parts operating in their original position and direction is a good idea. This is especially true with the tappets in Harley-Davidson® engines. Whenever the tappets are removed, in the case of a camshaft change or complete tear down, our new Tappet Position Holding Tool allows the tappets and anti rotation pins to be safely and accurately stored for proper reinstallation. Tappet locations are clearly referenced on the tool, which also serves to protect the tappets from damage when removed from the engine.

No. 5504 - *For all Twin Cam engines 1999 to present, 2000 to present XL and Buell® (except 1125R), 2017-present Milwaukee Eight® engine.*

LATE SHOVEL & EVO TAPPET BLOCK ALIGNMENT TOOL

1/4"-20 threads

Use to align oil hole from crank case to tappet block. Get two, and use to align rocker boxes on Evo style heads including, XL, Buell®, & Buell® Blast. Also used in Twin Cam® oil pump alignment applications. *For more details see No.33443-IS instructions.*

No.**33443-84 -** *Use on all Big Twin Late 1976-present single cam only. (**NOTE:** Includes aftermarket motors.)*

TAPPET GUIDE PULLER TOOL

Use to remove press fit tappet guides from crankcase. *For more details see No.95724-IS instructions.*

No.**95724-57 -** *Use on all Sportster® 1957-78.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	SCREW	2130
2	1	INSTRUCTION SHEET	95724-IS

TAPPET ADJUSTMENT TOOL

Designed and submitted by Hiro Koiso, this patent pending hand tool simplifies the way to verify proper tappet adjustment. After adjusting the tappet, simply insert the tip of this tool under the hydraulic unit retaining clip, above the pushrod seat. If the tip doesn't fit, OR if there is up and down endplay, the tappet is out of adjustment. Only when the tip fits nicely with no endplay is the tappet properly adjusted.

No. 746 - *Use on most hydraulic tappets, OEM and aftermarket, for Milwaukee Eight®,Twin Cam or Evo. (Does not work on Solids, JIMS Hydrosolids or other limited travel tappets.)*

WRIST PIN BUSHING REAMER TOOL

(Note use with rods in or out of motor)

Use this kit to ream your wrist pin bushings to H-D® specifications. These reamers are made to exact tolerances, piloted to locate from the I.D. of your newly replaced JIMS® wrist pin bushings. Reams are easy to use with their designed lead in taper at the start of each ream. Use JIMS® No.1284 Rod Clamp tool. *For more details see No.1726-IS instructions.*

No.**1726-3 -** *Use on Twin Cam® 1999-2005 FXD, 1999-2006 FL, & 2000-2006 FXST.*

No.**1726-1 -** *Use on all Big Twins that use the late diameter size wrist pins 1973 to present (**NOTE:** Includes aftermarket motors.)*

No.**1726-2 -** *Use on all Sportsters® 1957-present and Buell® 1987-present, except 1125R.*

> ***NOTE:*** *Some wrist pin bushings will need a small amount of ball honing to give specified fit, see H-D® service manual for specifications.*

ROD ALIGNMENT TOOL

Use to check rod straightness without removing rods from case. The alignment tool is 4-1/2" long. *For more details see No.1010-IS instructions.*

Endorsed By

No.**1158 -** *Use on JIMS® Twin Cam® Rods (.827" Wrist Pin)*

No.**1148 -** *Use on all Twin Cam® 'A' and 'B'. (**NOTE:** Includes aftermarket motors.) (.927" Wrist Pin)*

No.**1010 -** *Use on all Big Twin single cam (.791" Wrist Pin)*

ROD HOLDER TOOL

Use to keep connecting rods in place and eliminate twisting or bending of the connecting rod while reaming or honing the wrist pin bushings. Works well with JIMS® No.1051, 95970-32C wrist pin bushing tools, and JIMS® No.1726-1, 1726-2 and 1726-3 wrist pin bushing reamers. *For more details see No.1284-IS instructions.*

No.**1284 -** *Use on all Twins and Buell® Blast. Includes Twin Cam® 'A' and 'B'.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	CLAMP BASE	1284-1
2	2	HOLD DOWN NUT, T/C	1284-2
3	2	HOLD DOWN NUT, EVO	1284-3
4	2	THUMB SCREW	1286
5	1	INSTRUCTION SHEET	1284-IS

CONNECTING ROD BUSHING TOOL

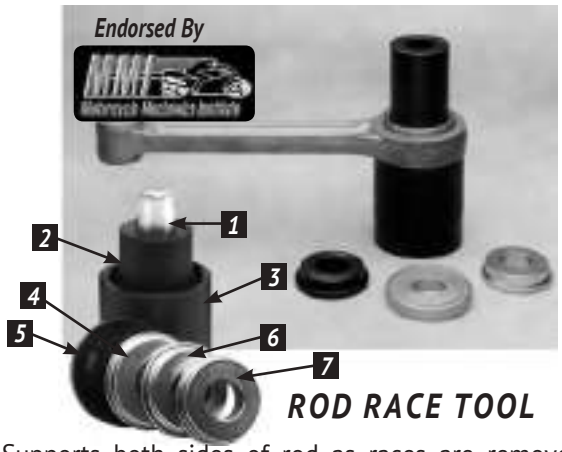
Use to remove and replace wrist pin bushings without removing connecting rods from crankcases. Use JIMS® No.1284 Rod Holder tool. *For more details see No.95970-IS or No.1051-IS instructions.*

No.**1051 -** *Use on all 1999-2006 FL, 1999-2005 FXD, & 2000-2006 FXST.*

No.**95970-32C -** *Use on all single cam Big Twins, XL's, Buell's, and 45's.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	BOLT	2009
2	2	BRASS WASHER	2129
3	1	SLIDER	1051-1 OR 95970-32C-1
4	1	PULLER	1051-2 OR 95970-32C-2
5	1	BEARING	2010
6	1	COUPLING NUT	2011
7	1	INSTRUCTION SHEET	1051-IS & 95970-IS



ROD RACE TOOL

Supports both sides of rod as races are removed or replaced, minimizing the possibility of distortion to female rod or race.

See No.5 - New design for installing male rod race. This new washer will center the race in the middle of the rod. For more details see No.1003-IS instructions.

No.**1003** - *Use on all Twins that have replaceable races. (**NOTE:** Includes aftermarket engines.)*

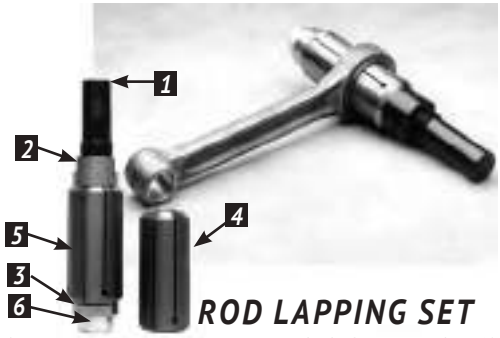
PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	TOOL BASE AND STUD PILOT	1003-0
2	1	ROD RACE TOOL PUSH PLUG	1003-6
3	1	2-1/4" SLEEVE	1003-2
4	1	ROD RACE TOOL COLLAR 1.80" 74 & 80	1003-4
5	1	ROD RACE TOOL COLLAR 1.990" 74 & 80	1003-5
6	1	ROD RACE TOOL COLLAR 1.740" 45 INCH	1003-8
7	1	ROD RACE TOOL COLLAR 1.650" 45 INCH	1003-7
8	1	INSTRUCTION SHEET	1003-IS

WRIST PIN CLIP REMOVER & INSTALLER

Use this tool to easily remove and install wire type wrist pin clips without damage to the piston.

No.**769** - *Use on all O.E.M. Twin Cam 1999- Present.*
No.**1172** - *Use on all O.E.M. pistons 1984-99 EVO.*
No.**5814** - *Use on Screamin' Eagle® 110" Engines 2007-2016.*



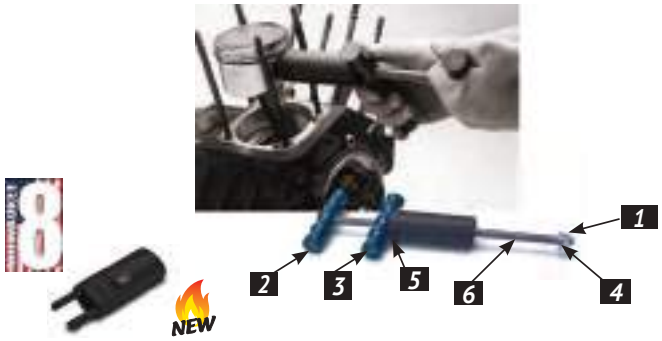
ROD LAPPING SET

Arbor assembly includes 1-1/2" and 1-5/8" laps. For lapping compound, use JIMS® No.1083 Course, No.1084 Fine. *For more details see No.96740-IS instructions.*

No.**96740-36** - *Use on all Twins that have replaceable races. (**NOTE:** Includes aftermarket engines.)*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	MAIN BODY	96740-36-1
2	1	ADJUST COLLAR	96740-36-2
3	1	COLLAR	2131
4	1	LAP HEAD 1-1/2" OD	96740-36-4
5	1	LAP HEAD 1-5/8" OD	96740-36-5
6	1	HEX HEAD NUT	2000
7	1	INSTRUCTION SHEET	96740-IS



WRIST PIN REMOVER & INSTALLER

This new JIMS® tool will cut the time it takes to remove and install wrist pins. This simple tool can be used easily by one person. No need to get another technician to hold the piston while you drift the pin in or out. *For more details see No.1276-IS instructions.*

No.**1276** - *Use on all 99-06 FL, 99-05 FXD & 00-06 FXST.*
No.**5805** - *Adaptor for Milwaukee-Eight® Engines to use with above tool No.1276*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	NUT	2035
2	1	HANDLE, LOCK, REMOVER, WRIST PIN	1276-5
3	1	HANDLE, REMOVER, WRIST PIN	1276-4
4	1	WASHER, REMOVER, WRIST PIN	1276-3
5	1	DELRIN GUIDE SHAFT, REMOVER, WRIST PIN	1276-2
6	1	ROD, REMOVER, WRIST PIN	1276-1
7	1	INSTRUCTION SHEET	1276-IS

PISTON PIN KEEPER TOOL

Use to install retaining ring in piston. This tool will install "Round Circlip" rings in one easy step without distorting ring, for the safest wrist pin retention possible. *For more details see No.34623-IS instructions.*

No.**34623-83 -** *Use on all Big Twin 1983-present single cam only. (**NOTE:** Includes aftermarket motors.)*
Use on all Sportster® Late 1985- present. Use on Buell® 1987-2010, except 1125R.

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	PIN	34623-83-1
2	1	COLLAR	34623-83-2
3	1	INSTRUCTION SHEET	34623-IS

PISTON PIN KEEPER TOOL

For installing and removing split "L" ring keepers. *For more details see No.2368-IS instructions.*

No.**96780-32A -** *Use on all Big Twin 1932-72.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	MANDREL	96780-32A-1
2	1	SLEEVE	96780-32A-2
3	1	INSTRUCTION SHEET	2368-IS

PISTON SUPPORT PLATE

Using this tool will give you peace of mind when installing your rings and cylinders by providing a non-marring flat support to push the bottom of the piston against as you install the rings and cylinder over the piston. *For more details see No.1164-IS instructions.*

No.**1164 -** *Use on all H-D® style engines.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	PISTON PLATE	1164-1
2	2	DELRIN NUT	1164-2
3	2	SCREW	1690
4	1	INSTRUCTION SHEET	1164-IS

PISTON LOCK RING TOOL

Use to install lock ring H-D® No. 22582-52 in piston having .515" I.D. wrist pins, like most aftermarket pistons. This tool will install "spiral lock" rings in one easy step without distorting ring, for the safest wrist pin retention possible. *For more details see No.96780-IS instructions.*

No.**96780-58A -** *Use on all Big Twin and Sportster® 1973 and earlier. Use to install lock ring H-D® No.22582-52 in piston having .515" I.D. wrist pins.*

No.**96781-72 -** *Use on Big Twin and Sportster® 1973-77.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	COLLAR	2148
2	1	INSTRUCTION SHEET	96780-IS

PISTON RING EXPANDER TOOL

Use to remove and install piston rings. Reduces the risk of ring breakage. This tool has tapered jaws to hold all normal size rings from 3/64" to 1/4" (1.2 - 6.3mm) thickness.

No.**1235 -** *Use on all piston rings.*

ANGLED FEELER GAUGE

This new innovative feeler gauge holder eliminates the need to use bulky multi feeler gauge tools while performing valve adjustments. This tool is ideal for reaching down into small tight areas and incorporates an angle to help reach around corners, often necessary for adjusting valves. Tool includes two handles with: .002", .003", .004", .005", .006" and .008" inserts and an allen wrench. *For more details see No.908-IS instructions.*

No. 908 - *Feeler Gauge Kit*

PISTON RING END GAP TOOL FOR TWIN CAM PISTONS & JIMS ENGINES

This is another unique tool by Hiro Koiso. This tool makes measuring ring end gap faster, more accurate and eliminate the guess work. The flanged design allows the piston ring to fit squarely in cylinder bore every time. This is the first tool to desinged to be able to test oil ring gaps by a proprietary cutout feature. Just install any ring, top, 2nd, or oil control rails on the tool. Install tool into a cylinder bore and then view the ring end gap in the "Key Slot". Use a feeler gauge to get your end gap measurement. Each side of the tool is made for checking a standard size piston rings. *For more details see No.3200-IS instructions.*

No. 3200 – *Use on H-D Twin Cam standard size pistons for 95" 103" or 110", with 3.875" or 4.000" bore.*

No. 3201 - *Use on JIMS Twin Cam motor standard size pistons for 120", 131", 135", with 4.125" or 4.310" bore.*

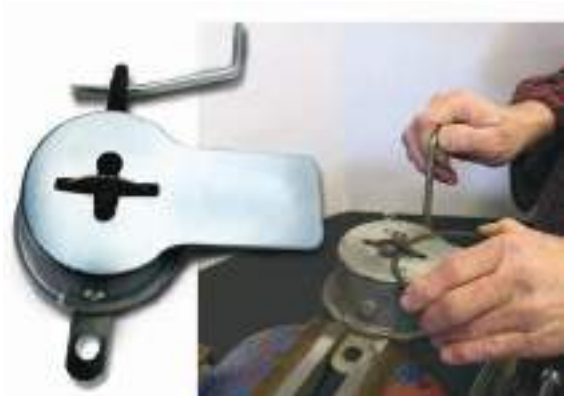
PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	2	HOLDER, FEELER GAUGE	908-1
2	2	6-32 X 3/8 BUTTON HEAD, SOCKET	1247
3	1	.002"=.05MM, BLADE, FEELER GAUGE	908-2
4	1	.003"=.08MM, BLADE, FEELER GAUGE	908-3
5	1	.004"=.10MM, BLADE, FEELER GAUGE	908-4
6	1	.005"=.13MM, BLADE, FEELER GAUGE	908-5
7	1	.006"=.15MM, BLADE, FEELER GAUGE	908-6
8	1	.008"=.20MM, BLADE, FEELER GAUGE	908-8
9	1	.009"=.229MM, BLADE, FEELER GAUGE	908-9
10	1	.010"=.254MM, BLADE, FEELER GAUGE	908-10
11	1	.011"=.279MM, BLADE, FEELER GAUGE	908-11
12	1	1" KEY RING (SHOWN)	2213
13	1	908-IS INSTRUCTION SHEET	908-IS

PISTON RING COMPRESSOR SET

Supplied with 6 bands ranging from 2-7/8" to 4-3/8". Fine tooth ratcheting motion to compress bands in small increments for accurate compression (Will not break or damage rings).

No.**1236 -** *Use on all models.*



PISTON RING END GAP GRINDER TOOL

This handy American Made, hand operated tool will assist you in grinding the correct piston ring end gap. It can be mounted on a bench or used in a vice. Allows the builder to easily tailor the end gaps of their rings for close fitment to maintain a complete combustion seal.

No.**1255** - *Ring grinder tool.*

No.**1256** - *Replacement blade for above.*

PERFECT FOR METRIC BIKES

PISTON RING COMPRESSOR

JIMS is now offering a ring compressor set for 50cc bikes using 1.875" (22mm) to larger bikes 2.875" (73mm) piston sizes. This tool will also fit the Harley 45 model and all the smaller motorcycles, including Asian, and European models. For sizes larger use JIMS No.1236.

No. 910 - *Use on piston diameter sizes from 1.875" (22mm) to 2.875" (73mm).*

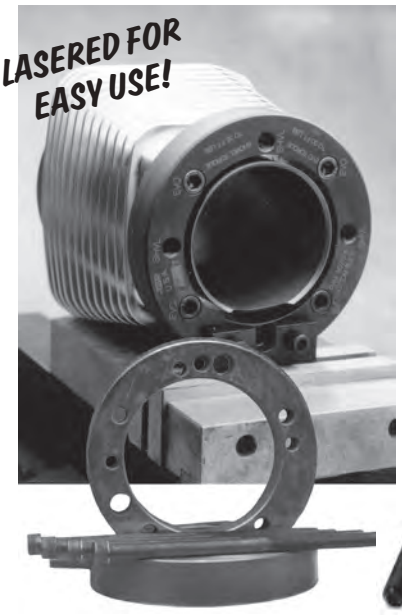
PISTON RING GROOVE CLEANER

Use this tool to remove carbon build-up from the two piston compression ring slots. This tool includes two cleaning spurs with sizes: 5/64", 3/32", 1/8", 5/32", 3/16", 1/4", 1.5mm, 1.75mm, 2mm.

No.**1765 -** *Use on all 2 3/4" to 5" diameter.*

CYLINDER TORQUE PLATE KITS

Late model aluminum cylinders cannot be accurately honed without using torque plates. These plates simulate operating stress conditions when boring or honing aluminum cylinders. These plates easily adapt to conventional boring bars or a Sunnen type honing machine. The JIMS® torque plates are drilled precisely for multiple applications use, and can accommodate various bore sizes, with stock or oversize big bores. These kits are lasered lettered for ease of use with torquing sequence and most sets don't require removal of ring dowels. Refer to chart for sizes and applications available. *For more details see parts list for instructions sheet part number.*



KIT No. 1073 SHOWN

PART NO.	APPLICATION	BORE SIZE
No.**1073**	*Use on Shovel and Evo, 1966 to present Big Twin, Single cam only. Includes aftermarket and S&S® motors. Use on Sportster® 1986-present, Buell® 1987 to present, except 1125R.* ***NOTE:*** *On Sportster® or Buell® you must order torque plate bolts separately No.2144.*	*3.4375" - 4"*
No.**2144**	*Torque Plate bolt kit for Sportster® and Buell®. (For use with No.1073)*	
No.**930**	*JIMS® T/C Big Bore Cyl's, H-D®, Bigger Bore Cyl's with O.E.M. bolt pattern 99 to present*	*4" - 4.060"*
No.**951**	*H-D® Twin Cam® 88, 96, 103" with O.E.M. bolt pattern. 1999 to present.*	*3.75" - 3.875"*
No.**1208-1316**	*120" JIMS® Twin Cam® Engines 1999 to present.*	*4.125"*
No.**1308-1316**	*131" or 135" JIMS® Twin Cam® Engines 1999 to present.*	*4.3125"*
No.**931**	*Custom Chrome 100*	*3.8125"*
No.**932**	*Custom Chrome 100 / 110*	*4"*
NEW No.**5829**	*Milwaukee-Eight Torque Plate Kit*	

SEE JIMSUSA.COM FOR DETAILED INSTRUCTIONS

Phone 805-482-6913 JIMS *Fax 805-482-9224*

NOTE: *See part list charts on previous page and below.*

No.1073 PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	BOTTOM TORQUE PLATE	1073-1
2	1	TOP TORQUE PLATE	1073-4
3	4	ALLEN BOLTS	1208
4	1	TORQUE PLATES, TAB	1073-2
5	2	SOCKET HEAD SCREW	2405
6	4	3/8" WASHER	1265
8	4	SET SCREW SHOVEL	1209
7	1	INSTRUCTION SHEET	1073-IS

No.951 PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	BOTTOM TORQUE PLATE	1287-1
2	1	TOP TORQUE PLATE	951-2
3	4	ALLEN BOLTS	1208
4	1	TORQUE PLATES, TAB	1073-2
5	2	SOCKET HEAD SCREW	2405
6	4	3/8" WASHER	1265
7	1	INSTRUCTION SHEET	930-IS

No.1208-1316 PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	BOTTOM TORQUE PLATE	1208-1602
2	1	TOP TORQUE PLATE	1208-1601
3	4	ALLEN BOLTS	1208
4	1	TORQUE PLATES, TAB	1073-2
5	2	SOCKET HEAD SCREW	2405
6	4	3/8" WASHER	1265
7	1	INSTRUCTION SHEET	1208-1350

No.1308-1316 PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	BOTTOM TORQUE PLATE	1308-1602
2	1	TOP TORQUE PLATE	1308-1601
3	4	ALLEN BOLTS	1208
4	1	TORQUE PLATES, TAB	1073-2
5	2	SOCKET HEAD SCREW	2405
6	4	3/8" WASHER	1265
7	1	INSTRUCTION SHEET	1208-1350

CYLINDER HOLD DOWN NUTS

Cylinder hold down nuts are an effective way to keep the cylinders in place when the heads are removed from the engine. This is particularly useful when installing the second cylinder over the piston and rings after the first cylinder has been installed. It is also advantageous to have the cylinders secured when rotating the crankshaft for other work. In any case, even a slight rocking of the cylinder can damage the base gasket or cause a cylinder to lift entirely off the cases. These new JIMS Hold Down Nuts have different threads at each end. One end fits Twin Cam models, while the other end works with Milwaukee Eight® engines.

No. 5809 - *Use on the new Milwaukee Eight® engine and Twin Cam, sold 2 per kit.*

Endorsed By

EVO CYLINDER STUD JIG ASSEMBLY

Use to repair stripped or damaged cylinder stud case threads up to a 4" bore. This tool will hold centerline and squareness to where the factory intended them to be. All this with the engine still in the frame using an angle head drill (drill not included). *For more details see No.1000-IS instructions.*

No.**1000A** - *Use on Big Twin 1984-1999 single cam only. (**NOTE:** Includes aftermarket motors.) Use on Sportster 1986-1999, & Buell® 1987-present, except 1125R.*

***NOTE:** See Instruction Sheet for parts available seperately.*

***NOTE:** Sportster® & Buell® will need shorter stud spacers. Order seperately to modify.*

SEE JIMSUSA.COM FOR DETAILED INSTRUCTIONS

CASE BORING TOOLS

"EVO" CASE BORING TOOL

This EVO case boring tool takes all the guesswork out of boring the EVO style (H-D® or aftermarket) engine case cylinder spigot bore. Stock 80" EVO has a 3.5" cylinder bore. Tool will bore any EVO style engine case with stock bolt pattern, up to 3.8125". *For more details see No.1177-IS instructions.*

No.**1409 -** *Use on 1984-99 EVO style engine cases. Bore from stock bore size to 3.8125" bore size. Will work with aftermarket engine cases that utilize stock location of cylinder stud holes, and overall case widths.*

PARTS AVAILABLE SEPARATELY

	QTY.	DESCRIPTION	PART NO.
1	1	MOUNTING PLATE	1177-1
2	1	BASE PLATE	1177-2
3	1	ALIGNMENT PLATE, CASE BORING TOOL, EVO	1177-3
4	1	BORING HEAD, BORING ASSEMBLY	1177-4
5	1	LOCATING PLATE, BORING ASSEMBLY, EVO	1177-5
6	1	SUPPORT PLATE, BORING ASSEMBLY	1177-6
7	1	SHIELDED BEARING	8149
8	1	PULL OUT DOWEL, 1/2" x 3-1/2"	1685
9	6	3/8-16" x 1" SHCS	1686
10	2	1/4-20" x 1" SHCS	2133
11	4	DOWEL PIN, 1/4" x 3/4"	8093
12	2	BUSHING	1681
13	3	5/16-18" x 1" SHCS	2405
14	2	T-PIN, Ø3/8" SHANK	1687
15	6	TOOL BIT	1688
16	2	1/4-28" x 1/2" SET SCREW	1689
17	1	WASHER, 1/4", SAE	1683
18	1	5/16-18" x 1-3/4" SET SCREW	1200
19	1	5/16-18" NUT	1222
20	1	1/4-20" x 1/2", BHCS	8090
21	3	DOWEL PIN 1/2" x 3-1/2"	1680
22	3	3/8" AN WASHER	1265
23	1	INSTRUCTION SHEET	1177-IS

TWIN CAM CASE BORING TOOL

Why pay a machine shop to bore your Twin Cam® cases? Use this tool in your own shop and save time and money. This easy to use tool will pay for itself the first time you use it. Designed to be used on a heavy-duty 15" drill press. Bore these new cases with ease (with stock cylinder bolt pattern). Bore cases from a 4" bore to a 4-1/8" bore and build yourself (depending on stroke and bore size) a 100" to 124" Twin Cam® big bore motor. *For more details see No.1177-IS instructions.*

No.**1408 -** *Use on all Twin Cam®, 1999-2016.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	MOUNTING PLATE	1177-1
2	1	BASE PLATE	1177-2
3	1	ALIGNMENT PLATE	1177-3
4	1	BORING HEAD, BORING ASSEMBLY	1177-4
5	1	LOCATING PLATE, BORING ASSEMBLY	1177-5
6	1	SUPPORT PLATE, BORING ASSEMBLY	1177-6
7	1	TOOL, PLATE, PRIMARY SIDE	1408-1
8	1	SHIELDED BEARING	8149
9	1	PULL OUT DOWEL, 1/2" x 3-1/2"	1685
10	9	3/8-16" x 1" SHCS	1686
11	4	1/4-20" x 1" SHCS	2133
12	4	DOWEL PIN, 1/4" x 3/4"	8093
13	2	BUSHING	1681
14	3	5/16-18" x 1" SHCS	2405
15	1	T-PIN, Ø3/8" SHANK	1687
16	2	TOOL BIT	1688
17	6	1/4-28" x 1/2" SET SCREW	1689
18	2	WASHER, 1/4", SAE	1683
19	1	5/16-18" x 1-3/4" SET SCREW	1200
20	1	5/16-18" JAM NUT	1222
21	1	1/4-20" x 1/2, BHCS	8090
22	3	DOWEL PIN 1/2" x 3-1/2"	1680
23	3	3/8" AN WASHER	1265
24	1	INSTRUCTION SHEET	1177-IS

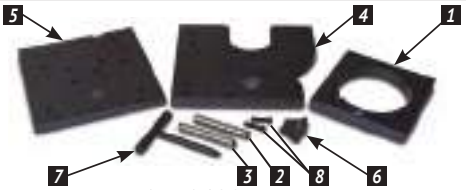
UPGRADE KITS FOR YOUR CASE BORE TOOL

Below is an explanation of components that can be added to JIMS® case boring tools. JIMS® has provided you with the opportunity to save time and money by providing the following upgrade kits.

If you already have tool No. 1177 and would like to bore a 2006-2016 Dyna™ or 2007-2016 FLH, or 2007-2016 Softail® model, you need to obtain JIMS® tool No.**1430**. *For more details see No.1177-IS instructions.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	PRIMARY SIDE PLATE	1408-1
2	2	1/4" ALLEN SCREW	2133
3	1	INSTRUCTION SHEET	1177-IS



If you already have tool No.1409 and would like to bore Twin Cam® engine cases 1999 to present (all models) you will need to obtain JIMS® tool No.**1431**. *For more details see No.1177-IS instructions.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	BORING ASSY LOCATING PLATE ASSEMBLY	1177-5
2	1	DOWEL PIN	1680
3	1	PULL OUT DOWEL PIN	1685
4	1	PRIMARY SIDE PLATE	1408-1
5	1	ALIGNMENT PLATE	1177-3
6	3	3/8" ALLEN SCREW	1686
7	1	3/8" T-PIN	1687
8	2	1/4" ALLEN SCREW	2133
9	1	INSTRUCTION SHEET	1177-IS

If you already have tool No.1177 or No.1408, and would like to bore an EVO case 1984-99, you will need to obtain JIMS® tool No.**1432**. *For more details see No. 1177-IS instructions.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	BORING ASSEMBLY LOCATING PLATE	1409-2
2	1	DOWEL PIN	1680
3	1	PULL OUT DOWEL PIN	1685
4	1	EVO ALIGNMENT PLATE	1409-1
5	3	3/8" ALLEN SCREW	1036
6	1	INSTRUCTION SHEET	1177-IS

JIMS® 120" TO 131" TWIN CAM® RACE CASE BORING TOOL

This tool allows you to bore a JIMS® 120 Race engine case for the installation of JIMS® 131" cylinder Kits. *For more details see No.1177-IS instructions.*

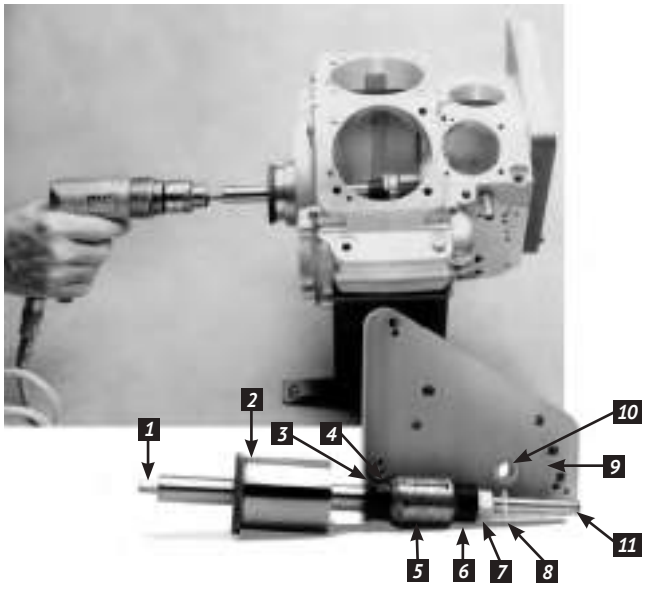
No.**1400** - *This Tool will bore all Alpha and JIMS® Evo motor mount Twin Cam® Race Cases.*

JIMS® 120" TO 131" TWIN CAM® RACE CASE BORING "ADAPTER HEAD KIT" TOOL

This tool allows you to bore a JIMS® 120 Race engine case for the installation of JIMS® 131" cylinder Kits. Explanation of components needed to bore JIMS® Twin Cam® Race Cases as follow: If you already have a JIMS® Tool No.1408 or No.1177 and wish to bore JIMS® Twin Cam Race Cases for 2006 to present Dyna® Cases and 2007 present FL touring Cases (both Models use the same cases) you will only need this new adapter "HEAD KIT" that is designed with JIMS® cylinder bolt pattern. *For more details see No.1177-IS instructions.*

No.1433 - *This Tool will bore all Alphas, and JIMS® Evo motor mount Twin Cam® Race Cases.*

SEE JIMSUSA.COM FOR DETAILED INSTRUCTIONS



BIG TWIN CASE LAP TOOL

Use on all 1958-present single cam.
(***NOTE:*** *Includes aftermarket motors.*)

JIMS® goes the next step in case lapping with our pinion bearing race lap. This tool allows the engine builder to achieve the best of both worlds: removal of more material in less time with greater accuracy than a conventional lap.

JIMS® case lap—the first of its kind—is guided on both sides of the pinion bearing race. This additional support on the cam gear side of the bearing race is achieved by means of a bolt on base plate that precisely locates a drill bushing in which the lap turns. This base plate is located on the same engine case pins as the cam cover. The positioning of this drill bushing is held within .0002" to the engine case pins and within .0002" of case centerline.

Now, instead of guiding only from the left side with Timken® bearings, which are a floating fit, JIMS® case lap uses a special ground bearing sleeve to hold left side of lapping shaft without movement. Both ends of the lap are supported in precisely the same centerline as the flywheel assembly.

With this extremely rigid arrangement, it is possible to power the lap with a low speed drill motor without fear of chatter in the lapped bearing race. If a drill motor is not available, JIMS® lap can be powered by the conventional hand crank. Use JIMS® No.1710 to remove snap ring, a must on 1990-present H-D® cases.

NOTE: *For 1958-69 early cases, use H-D® No.2341HW original cam cover screws.*

All wear surfaces are hardened and ground tool steel for a lifetime of service. *For more details see No.96710-IS instructions.*

No.96710-TL - *Case lap tool*

PARTS AVAILABLE SEPARATELY

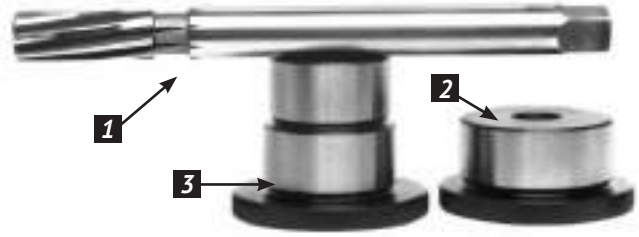
NO.	QTY.	DESCRIPTION	PART NO.
1	1	MAIN BODY SHAFT	96710-TL-1
2	1	LEFT SLEEVE BEARING	96710-TL-2
3	1	LEFT LOCKING NUT	2266
4	1	LEFT COLLAR	96710-TL-4
5	1	LAP HEAD 1-3/4" O.D.	96710-TL-5
6	1	RIGHT COLLAR	96710-TL-6
7	1	NUT	1100
8	1	WASHER	2020
9	1	CAM COVER PLATE	96710-TL-11
10	1	DRILL BUSHING	2132
11	1	RETAINING RING	2134
12	7	SCREW	2135
13	1	INSTRUCTION SHEET	96710-IS

CLOVER® OIL BASED LAPPING COMPOUND

Clover® is the brand used by H-D® enthusiasts for years. Use on valves for a good seal, also used with all JIMS® lapping tools. Available in 2 grits – for roughing-in and finish work. Use on JIMS tool No. 96710-TL and 96740-36.

No.**1083 - *16 oz*** *Coarse 220 Grit (Micron finish of 32).*

No.**1084 - *16 oz*** *Fine 320 Grit (Micron finish of 16).*



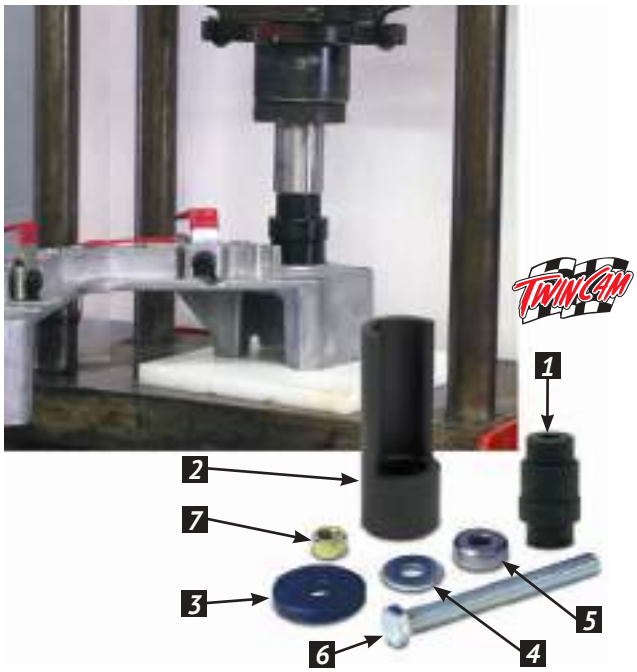
PINION BUSHING LINE REAMER TOOL

Use to line pinion bushing in cam cover from right case race. The finest precision line reamer available. *For more details see No.94805-IS instructions.*

No.**94805-57 -** *Use on all Big Twin 1954-99 single cam only, (**NOTE:** Includes aftermarket motors, also XL 1957 to early 1984 idler gear bushing).*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	REAM	94805-57-1
2	1	PILOT 1-3/4"	94805-57-2
3	1	PILOT 1-3/8"/ 1-1/2"	94805-57-3
4	1	INSTRUCTION SHEET	94805-IS



TWIN CAM OUTER BALANCER BEARING INSTALLER & REMOVER TOOL

This tool removes and installs the outboard balancer bearing on the 96" and 110" "B" Softail® engines chain guide support plate. *For more details see No.957-IS instructions.*

No.**957** - *Use on all Softails® 2007-present.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	OUTER BEARING REMOVER/INSTALLER	961-1
2	1	OUTER SUPPORT	962
3	1	INSTALLER	961-2
4	1	WASHER	2038
5	1	BEARING	2010
6	1	SCREW	1221
7	1	NUT	2136
8	1	INSTRUCTION SHEET	957-IS

TWIN CAN BALANCER SHAFT BEARING REMOVER & INSTALLER

Performs like JIMS® other bearing removers by simplifying bearing removal. This tool will pull the bearings from the "B" motor case in one easy smooth motion preventing any damage to the bearing bores. The installing portion of this tool is designed to push on the outer diameter of bearings preventing any damage to the bearing or it's bore. Use installer portion of this tool with JIMS® tool No.33416-80. *For more details see No.1167-IS instructions.*

No.**1167** - *Use on all Twin Cam® 2000-06 "B" model Softails®.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	R/I BRIDGE	1167-1
2	1	INSTALLATION COLLAR	1167-2
3	1	PULLER	1167-3
4	1	BRASS WASHER	1099
5	1	NUT	1098
6	1	DOWEL PIN	95760-TB-1
7	1	INSTRUCTION SHEET	1167-IS

BALANCER SHAFT RETENTION PINS

Use this tool to secure the engine balancers on Twin Cam "B" engines when servicing the flywheel assembly. This tool locks into the balancer's sprocket pin holes to prevent the balancer from turning out of sync with the flywheel. *For more details see No.1163-IS instructions.*

No.**1163** - *Use on all Twin Cam® 2000-present "B" model Softails®.*

SEE JIMSUSA.COM FOR DETAILED INSTRUCTIONS

BETA BALANCER INNER BEARING INSTALLER

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	BEARING PLATE PRESS	915-1
2	1	BEARING PRESS CUP	915-2
3	3	STANDOFF,BEARING PRESS	915-3
4	2	DRIVER	2190
5	1	SCREW	1024
6	1	BALANCER INSTALLER	962
7	1	INSTALLER COLLAR	1167-2
8	3	FLAT WASHER	2014
9	3	SCREW, SHCS	2016
10	1	O-RING FOR # 2190	2310

JIMS new tool will accurately and safely install the inner balancer bearing mounted in the left engine case. This tool is designed for early or late Beta cases, and all done on a work bench without using an arbor press. *For more details see No.915-IS instructions.*

No. 915 - *Use on all Beta Twin Cam models 2000 to present.*

BALANCER SHAFT REMOVAL TOOL

This tool is designed to remove both front and rear counter-balancer shaft bearing assembly, from the left engine case on the new 96" and 110" Beta engines. *For more details see No.960-IS instructions.*

No.**960** - *Use on all Softails® 2007 to present.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	REMOVER PLATE	960-1
2	1	REMOVER SCREW	960-2
3	3	STANDOFF	960-3
4	1	BEARING	2008
5	1	WASHER	2020
6	1	NUT	2032
7	1	INSTRUCTION SHEET	960-IS

BETA ENGINE HYDRAULIC BALANCER RETAINER TOOL

Use these retainers to hold the hydraulic chain tensioners in place when repairing all Beta engines. These are a "must have" tool for proper assembly or disassembly of the beta engine balancer system. *For more details see No.779-IS instructions.*

No. 779 - *Use on all Beta Twin Cam engines 2000 to present.*

BALANCER SHAFT ALIGNMENT TOOL

This tool is a must have for maintaining a long life of your balancer's drive chains and bearings. This tool will take all the guess work out of setting up your sprocket and chain alignment on a "B" Beta Twin Cam® Softail® engine. This tool has been improved to fit early or late balancer shafts. *For more details see No.952-IS instructions.*

No.**952** - *Use on all Twin Cam® 2000 to present "B" model Softails®.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	MAIN BODY	952-6
2	1	EARLY GAUGE	952-4
3	1	LATE GAUGE	952-5
4	1	THUMB SCREW	2022
5	1	SPRING	2021
6	1	RETAINING RING	2023
7	1	SHORT GUAGE SCREW	2297
8	1	LONG GUAGE SCREW	2024
9	1	INSTRUCTION SHEET	952-IS

MILWAUKEE-EIGHT® BALANCER BEARING INSTALLER NEW

All Milwaukee-Eight® engines (Softail and Touring)incorporate balancers to reduce vibration. JIMS has now developed a balancer bearing installer, which can be used in conjunction with the existing JIMS balancer bearing remover, to precisely install these bearings in the proper location for all Milwaukee-Eight® engines. Incorrect installation of these bearings can cause severe damage to the crankcase, or even complete engine failure. This precision machined installer, aligns to the crankcase via case bolt and dowel locations, allowing the technician to install the bearings on a workbench without the use of a driver or press.

No. 5833 - *Use on the new Milwaukee Eight® engine.*

NEW MILWAUKEE-EIGHT® BALANCER BEARING REMOVER

The Milwaukee-Eight® engine design incorporates balancers to reduce engine vibration. This tool can remove the balancer bearings in both Touring and Softail® models without damage to the crankcase.

No. 5832 - *Use on the new Milwaukee Eight® engine.*

NEW BALANCER SCISSOR GEAR ALIGNMENT SCREW

This tool holds the two halves of the spring loaded scissor balancer gear in alignment before removal for easy installation. No more fumbling with screwdrivers while trying to align the gear in place. This screw is brightly colored to remind the technician to remove it before sealing the engine case.

No. 5811 - *Use on the new Milwaukee Eight® engine.*

Danny Spina @danny_ruthless

FLYWHEEL SPROCKET SHAFT TOOLS

TWIN CAM® ENGINE ROTATOR, FROM THE FLYWHEEL SPROCKET SHAFT

Use this tool to rotate the flywheel / piston assembly, with the engine still in frame or on a bench. This tool is used to rotate the flywheel assembly when doing pushrod adjustments, when building big inch engines, checking operating clearances such as piston to piston, or valve to valve. Can also be used to hold the flywheel assembly from rotating when torquing the cam drive sprockets retention bolts. This tool has been manufactured with a long socket design making it easier to use without the use of a 1/2" drive extension on your 1/2" driver. For engine bench work we recommend the engine be bolted in a JIMS® engine stand. Use JIMS® No.1022 for 1999-06' FL'S and FXD's. ***CAUTION:*** *NOT FOR USE WITH AIR OR ELECTRIC IMPACT, THIS TOOL IS ONLY GUARANTEED FOR USE WITH HAND DRIVERS, "NOT IMPACTS". For more details see No.975-IS instructions.*

No.**975** - *Use on all 2006-present FXD's & 2007-present FXST's, & FL's.*

BIG TWIN ENGINE ROTATOR, FROM THE FLYWHEEL SPROCKET SHAFT

Use this tool to rotate the flywheel / piston assembly, with the engine still in frame or on a bench. This tool is used to rotate the flywheel assembly when doing pushrod adjustments, when building big inch engines, checking operating clearances such as piston to piston, or valve to valve. Can also be used to hold the flywheel assembly from rotating when torquing the cam drive sprocket retention bolts on Twin Cams® or pinion shaft nut on single cam models. This tool has been designed with a long socket design making it easier to use without the use of a 1/2" drive extension on your 1/2" driver. For engine bench work we recommend that the engine be bolted in a JIMS® engine stand. Use No. 1006T for Panhead, Shovelhead and EVO's. Use JIMS® No.1022 for 1999 to 06' FL's and FXD's. Use JIMS® No.902 for 2000 - present FXST's.

CAUTION: *NOT FOR USE WITH AIR OR ELECTRIC IMPACT, THIS TOOL IS ONLY GUARANTEED FOR USE WITH HAND DRIVERS, "NOT IMPACTS". For more details see No.976-IS instructions.*

No.**976** - *Use on all Big Twins 1955-06 except 2006 FXD's. Use on 1999-05 FXD's.*

SPROCKET SHAFT / FLYWHEEL HOLDER

Used to hold flywheel assembly in vise, for assisting assembly or disassembly with or without left case attached. Can also be used to check case clearance on stroker flywheels. *For more details see No.974-IS instructions.*

No.**974** - *Use on all Twin Cam®, 2006-present FXD's or 2007-present FL's & FXST's.*

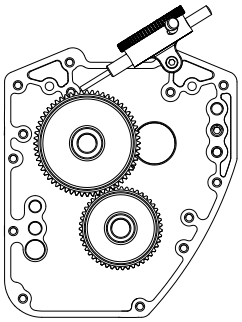
Phone 805-482-6913 JIMS Fax 805-482-9224

FLYWHEEL RUNOUT (TRUENESS) INSPECTION GAUGE

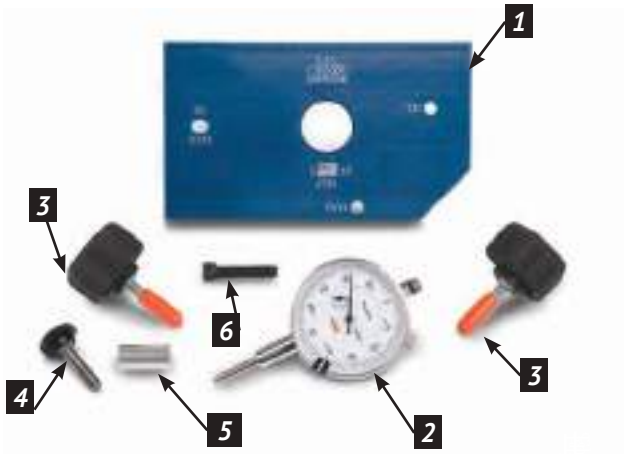
Check flywheel runout of the pinion shaft while assembled in engine case. Also checks the amount of gear lash on gear driven cams used in some twin cam engines. By using a JIMS tire rotator No. 936 you can remove most all of the stress being applied to the flywheel by not rotating the engine with the electric starter motor. *For more details see No.785-IS instructions.*

No. 785 - *Use on 1970 to present Big Twin, Shovels, EVO and Twin*

TESTING RUNOUT



TESTING GEAR LASH



PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	INDICATING PLATE	785-1
2	1	1" DIAL INDICATOR	940-4
3	1	THUMBSCREW	1391
4	1	THUMBSCREW	1392
5	1	SPACER	1085
6	1	SCREW	1122
7	1	INSTRUCTION SHEET	947-IS

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SPROCKET SHAFT HOLDER

Use to hold the flywheel assembly in vise, with or without left case attached. *For more details see No.1034-IS instructions.*

No.**1034 -** *Use on all Big Twin 1955-99 Pan, Shovel & EVO. Use on Twin Cam® 1999-05 FXD, 1999-06 FL and 2000-06 FXST & aftermarket motors.*

FLYWHEEL TRUING TOOL

Use this tool to fine tune flywheel assemblies when truing. Tool features both a flywheel expander, and contractor in one easy to use package. Made in America.

No.**1417 -** *Use on all tapered shaft flywheel assemblies*

MIGHTY BITE FLYWHEEL LOCK

This tool is designed to lock the crankshaft when doing service work. Just take out the crank position sensor and install the "Mighty Bite" into the case. The tool has an added O-ring to prevent oil seepage.

No. 753 - *Use on all Twin Cam motors.*
No. 5823 - *Use on Milwaukee-Eight Engines*

Endorsed By

FLYWHEEL SOCKETS

Look no further for the best flywheel rebuilding sockets available. With a low profile, all sockets are just long enough to give 100% nut to socket contact and 100% drive end contact. Machined flat at the nut receiving end to eliminate rounding off the nut and greatly reducing the risk of bodily injury. Machined from solid steel 4130 chromium-molybdenum and heat treated to give a lifetime of service. *For more details see No.2358-IS instructions.*

USE ON ALL BIG TWIN 1954-EARLY 1981

1-5/16" x 1/2" drive
No.**1029-TS** - *Use to install or remove crank pin nut No.23966-54A.*

USE ON ALL BIG TWIN LATE 1983-99 - SINGLE CAM ONLY

1-1/2" x 1/2" drive
No.**1030-TS** - *Use to install or remove crank pin nut No.23969-83.*

USE ON ALL BIG TWIN LATE 1981-89

1-1/4" x 1/2" drive
No.**1031-TS** - Use to install or remove pinion shaft nut No.24016-80.

USE ON ALL BIG TWIN 1972-99 - SINGLE CAM ONLY

1-5/8" x 3/4" drive
No.**1032-TS** - *Use to install or remove sprocket shaft nut No.24017-80.*

USE ON ALL SPORTSTER® 1981-99 & BUELL® 1987-99

1-3/8" x 1/2" drive
No.**1033-TS** - *Use to install or remove crank pin nut No.23901-81.*

CRANKSHAFT BEARING TOOL

This quality tool is designed to remove and replace the right crankcase bearing. Precision made and piloted using Delrio, a non-marring material, to press bearing in and out straight with no damage to the case. *For more details see No.1275-IS instructions.*

No.**1275** - *Use on all 1999-02 Twin Cam® "Alpha" Only.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	BEARING REMOVER / INSTALLER	1275-1
2	1	DRIVER / PILOT	1275A
3	1	INSTRUCTION SHEET	1275-IS

No.**1672** - *Use on all 2003-Present Twin Cam®*
Use on Alpha's left and right case bearings or on Beta's left case bearing. For more details see No.1672-IS instructions.

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
3	1	DRIVER / PILOT	1671
4	1	SUPPORT TUBE	1670
5	1	INSTRUCTION SHEET	1672-IS

NEW

MILWAUKEE-EIGHT® MAIN BEARING REMOVER & INSTALLER

JIMS is proud to introduce a main bearing remover and installer designed just for the Milwaukee Eight®. High levels of precision and accuracy are necessary, so only the best tools can be trusted. Our tool not only removes the left and right main bearing without damaging the case, it also provides correct alignment and depth during installation.

No. 5813 - *Use on the new Milwaukee Eight® engine.*

CRANKSHAFT BUSHING TOOL

This tool will remove and install crankshaft bushings in the support plate on a Twin Cam®. This tool is piloted for accurate operation. *For more details see No.1281-IS instructions.*

No.**1281** - *Use on all Twin Cam®.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	TOOL, SUPPORT BUSHING	1281-1
2	1	TOOL, DRIVER BUSHING	1281-2
3	1	DOWEL PIN - NOT SHOWN	1993
4	1	INSTRUCTION SHEET	1281-IS

TWIN CAM® CRANKSHAFT BEARING INSTALLER AND REMOVER

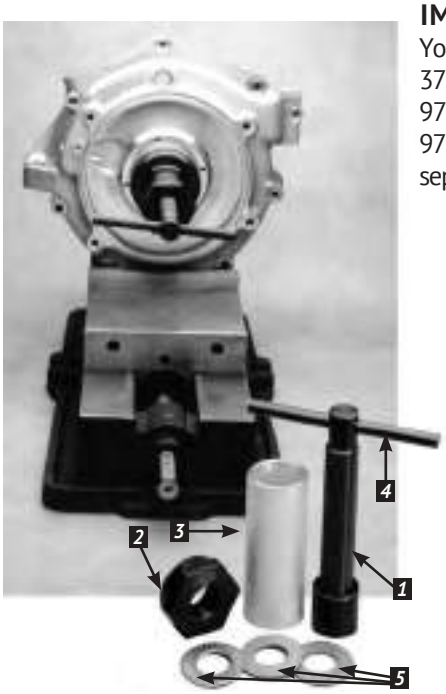
Designed to protect expensive engine cases by using a specially designed support block to remove or install cam side crankshaft bearing. *For more details see No.1146-IS instructions.*

No.**1146** - *Use on all 2000-present Twin Cam® "Beta" Softails®.*

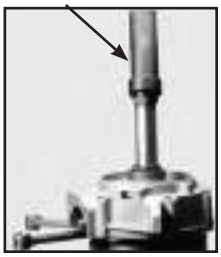
PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	INSTALLER/REMOVER	1146-4
2	1	PILOT DRIVER	1146-3
3	2	O-RING	1180
4	1	INSTRUCTION SHEET	1146-IS

SPROCKET SHAFT BEARING TOOLS



IMPORTANT NOTE: You must use a 94660-37A socket with the 97225-55 and the 97081-54 tool - Sold separately on page 194.



Designed to give the best control on the torque of bearing pack for checking bearing end play. Torque nut with JIMS® tool No.94660-37A for consistent professional results.

BIG TWIN SPROCKET SHAFT BEARING INSTALLATION TOOL

Use to install flywheel assembly into left crankcase Timken® bearing. *For more details see No.97225-IS instructions.*

No.**97225-55** - *Use on all Big Twin 1955-2002.*
*(**NOTE:** Includes JIMS® 120", 131" & 135" Twin Cam® and other aftermarket motors.)*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	MAIN BODY	97225-55-1
2	1	NUT/HANDLE ASSEMBLY	1026B
3	1	SLIDER	97225-55-3
4	1	LONG HANDLE	1028
5	1	BEARING	2002
6	2	WASHER	2001
7	1	INSTRUCTION SHEET	97225-IS

CRANKSHAFT GUIDE

This tool will spread crankcase pinion bearing rollers while reassembling right side engine case on to flywheel assembly. *For more details see No.1288-IS instructions.*

No.**1288** - *Use on all Twin Cam®, "Alpha" and "Beta" 1999-present, and XB9R/XB9S 2003-present.*

SPORTSTER® SPROCKET SHAFT BEARING INSTALLATION TOOL

Use to install flywheel assembly into left crankcase Timken® bearing. Use with No. 37047-91-5 sleeve and No. 37047-91-6 for 1977-2003. For more details see No.97081-IS instructions.

No.**97081-54** - *Use on all Sportsters® and K 1952-76.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	MAIN BODY	97081-54-1
2	1	NUT AND ASSEMBLY	1026B
3	1	SLIDER	97081-54-3
4	1	LONG HANDLE	1028
5	1	BEARING	2002
6	2	WASHER	2001
6	1	INSTRUCTION SHEET	97081-IS

SPROCKET SHAFT BEARING INSTALLATION TOOL

Use to install crank shaft assembly into crankcase Timken® bearings. Use with No.97081-54. Use tool No.37047-91-5 to install the bearing until tool runs out of threads, then install No.37047-91-6 to push the bearing on the rest of the way. *For more details see No.37047-IS instructions.*

No.**37047-91-6** - *Use on all Sportster® 1977-03. Use on all Buell® 1987-03. 2.500" long.*

No.**37047-91-5** - *Use on all Sportster® 1977-03. Use on all Buell® 1987-03. 2.060" long.*

SEE JIMSUSA.COM FOR DETAILED INSTRUCTIONS

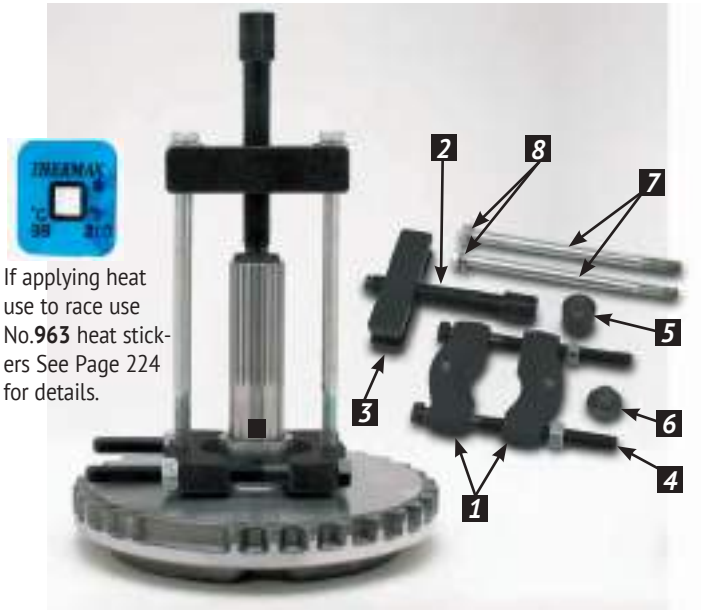
TIMKEN® BEARING OR RACE INSTALLER ADAPTER KIT

This tool will upgrade your earlier JIMS® No.97225-55 bearing installer tool to work on the latest fine spline Twin Cam® sprocket shafts. This tool is designed to install either H-D® No.9028 Timken® bearing or the roller bearing race included with H-D® No.24004-03. Bearing assembly onto the sprocket shaft as shown in the above photos. *For more details see No.973-IS instructions.*

No.**973** - *Use on all Big Twins 2006-present FXD's or 2007-present FXST's & FL's. Also use on JIMS® 120", 131", or 135" motors.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	ADAPTER	973-1
2	1	SLIDER	973-2
3	1	INSTRUCTION SHEET	973-IS



If applying heat use to race use No.**963** heat stickers See Page 224 for details.

BEARING AND RACE PULLER TOOL

This tool has been designed to remove the flywheel sprocket shaft inner bearing race with the supplied JIMS® T-bar and hardware. If heat is needed to remove race see tool No. 899 on page 212. *For more details see No.963-IS instructions.*

No.**963** - *Use on all Twin Cams® 2003-present. Use to remove Timken® bearing (H-D® No.9028) or No.9029 on Big Twins, 1955 Panhead to present Twin Cam®, including JIMS® 120", 131", or 135" engines.*

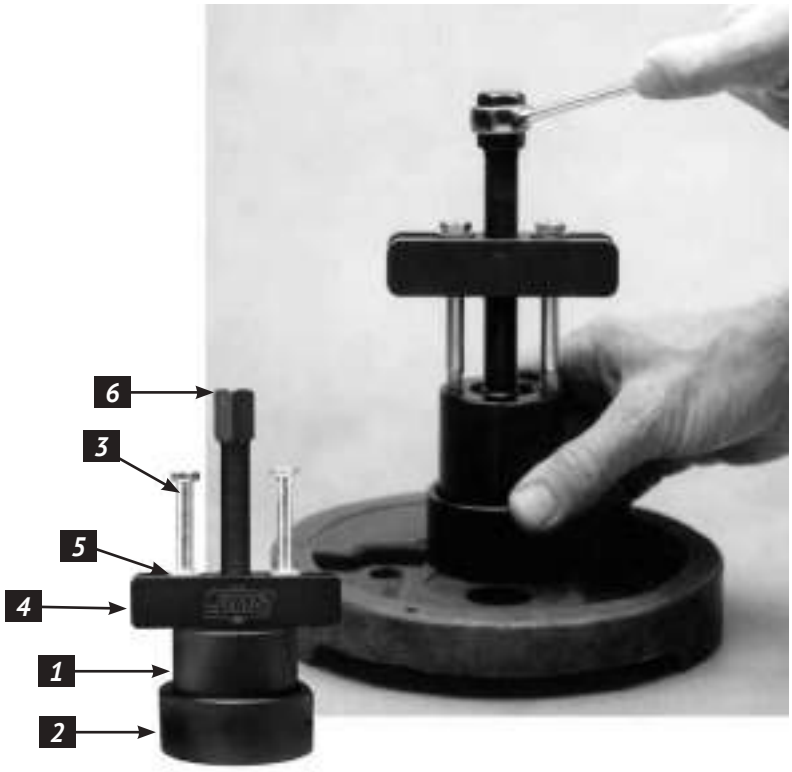
Use to remove the flywheel sprocket shaft inner bearing race or the Timken® bearing. Also removes pinion shaft inner bearing race on Sportster® 1954-present, including all Buell®'s to present.

Use to correctly remove press fit transmission gears and bearings from input and output shafts on all V-Rod® models 2002-present.

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	2	WEDGE PLATE	963-1
2	1	SCREW	1024
3	3	PULLER BAR	2013
4	2	WEDGE PLATE HARDWARE KIT	963-2
5	1	HARDENED CAP, EARLY	1048-1
6	1	HARDENED TIP, LATE	995-3
7	2	SCREW	2030
8	2	WASHER	2031
9	1	INSTRUCTION SHEET	963-IS

TIMKEN® BEARING REMOVERS



SPORTSTER® TIMKEN® BEARING PULLER

Tool easily removes the inner Timken® bearing from sprocket shaft without removing the shaft from flywheels. *For more details see No.2305-IS instructions.*

No.**2305** - *Use on all Sportster® 1957-76.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	2	BEARING HOLDER SIDES	2305-1
2	1	RING	1044-TS-2
3	2	BOLT	2007
4	1	PULLER BAR	2013
5	2	FLAT WASHER	2014
6	1	SCREW	1024
7	1	INSTRUCTION SHEET	2305-IS

SPORTSTER® TIMKEN® BEARING REMOVER

Use to remove Timken® bearing from sprocket shaft without removing shaft from flywheels. *For more details see No.1044-IS instructions.*

No.**1044-TS** - *Use on all Sportster® 1977-03.*
Use on all Buell® 1987-03.

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	2	BEARING HOLDER	1044-TS-1
2	1	RING	1044-TS-2
3	2	BOLT	2007
4	1	PULLER BAR	2013
5	2	FLAT WASHER	2014
6	1	SCREW	1024
7	1	INSTRUCTION SHEET	1044-IS

EARLY BIG TWIN TIMKEN® BEARING REMOVER

Use to remove Timken® bearing from sprocket shaft without removing shaft from flywheels. (Optional: To protect the end on the sprocket shaft use hard end cap No.1048.) *For more details see No.2330-IS instructions.*

No.**1045-TS** - *Use on all Big Twin 1955-85 stock flywheels. Use on Big Twin 1955-02 aftermarket flywheels.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	2	BEARING HOLDER SIDES	1045-TS-1
2	1	RING	1045-TS-2
3	2	BOLT	2012
4	1	PULLER BAR	2013
5	2	FLAT WASHER	2014
6	1	SCREW	1024
7	1	INSTRUCTION SHEET	2330-IS

BIG TWIN TIMKEN® BEARING REMOVER

This tool will remove the sprocket shaft Timken® bearing on late Big Twins, 1986-present, with an integral sprocket shaft. A specialized tool that does the job better than anything else on the market. (Optional: To protect the end on the sprocket shaft use hard end cap No.1048.) *For more details see No.1709-IS instructions.*

No.**1709** - *Use on all Big Twin 1955-02.*
(***NOTE:*** *Includes JIMS® Twin Cam®.)*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	2	BEARING HOLDER	1709-1
2	1	RING	1045-TS-2
3	2	BOLT	1716
4	1	PULLER BAR	2013
5	2	FLAT WASHER	2014
6	1	SCREW	1024
7	1	INSTRUCTION SHEET	1709-IS

TOOL DRIVER SPACER

Use with driver tools No.33071-73, No.94547-80A, No.33416-80, and 2232. The effectiveness of any bearing race remover tool is dependent on the ability to grip the race. This spacer applies outward force on the bearing race tool to grip better, allowing easier removal of race. *For more details see No.2388-IS instructions.*

No.**2388 -** *Use on all bearing race tools.*

SPROCKET SHAFT BEARING RACE TOOL

Use to remove and install Timken® bearing race from motor case. Use with Handle No. 33416-80 below. *For more details see No.94547-IS instructions.*

No.**94547-80A -** *Use on all Big Twin 1969-2002. (**NOTE:** Includes Twin Cam and aftermarket motors.)*

SPROCKET SHAFT BEARING RACE TOOL

Use to remove and install Timken® bearing race from motor case. Use with Handle No.33416-80 below. Instruction Sheet No.94547-IS. *For more details see No.94547-IS instructions.*

No.**94547-80B -** *Use on all Sportster® 1977-2003. Use on Buell® 1987-2003.*

SPROCKET SHAFT SEAL INSTALLER

Use this kit to install the sprocket shaft seal H-D® No.35151-74A to the proper depth, and also for holding the seal perfectly square, for a no leak fit. Driver handle sold separately, order handle No.2256-1 (See below).

No.**2324 -** *Use on all Sportster® Late 1976-2003 & Buell® 1987-02.*

RACE & BEARING INSTALL TOOL HANDLE

For more details see No.34416-IS instructions.

No.**33416-80 -** *Use with No's. 33071-73, 34810-84, 94547-80A & B, 97272-60, 2232, and 97273-60. Approximately 12" long.*

DRIVER HANDLE

No.**2256-1 -** *Use with seal driver No.2324. For more details see No.2324-IS instructions.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	O-RING	2310
2	1	INSTRUCTION SHEET	33416-IS

LEFT MAIN SEAL TOOLS

NEW LEFT MAIN SEAL INSTALLER

Less than perfect installation of the left crankshaft oil seal can result in unwanted oil transfer between the engine and primary drive. The JIMS left main bearing oil seal installer not only assists with perfect installation (which includes bottoming out when the seal is properly installed) but it has the added advantage of allowing the alternator stator to remain in place during the operation.

No. 5810 - *Use on the new Milwaukee Eight® engine.*

SEE ON YouTube

NEW LEFT MAIN SEAL REMOVER

The Milwaukee Eight has a new crankshaft oil seal that is difficult to remove without potentially damaging the crankcase bore. This new unique and exclusive JIMS tool is designed to do the job right, with no chance of damage to the case. Simply insert the removal fingers over the engine output shaft, and then slide the lock collar over the fingers. Once assembled, you can easily remove the seal square to the bore by simply turning a wrench. *(See page XIII for Twin Cam Application)*

No. 5830 - *Use on the new Milwaukee Eight® engine.*

SEE ON YouTube

NEW ENGINE MAIN SEAL REMOVER AND INSTALLER

This specialty tool is designed to remove and install the crankcase main seal while the engine is still in the chassis. The unique design reduces the risk of damage to the crankshaft and crankcase. Manufactured from hardened tool steel, the kit includes adapters required for use on both Twin Cam 88® and Twin Cam 96™ based engines. *(See Page II for Milwaukee Eight Application)*

No. 775 – *Use on 1999-2016 Twin Cam engines.*

Phone 805-482-6913 JIMS Fax 805-482-9224

TIMKEN BEARING CONVERSION TOOL

TWIN CAM® TIMKEN® CASE BEARING CONVERSION TOOL

This tool is a must for the big cubic inch late model Twin Cam® engine builder. It may also be used to replace bearing for stock 88", 96", or 103" engines. Utilizing the special JIMS® precision insert, it is designed to easily and accurately convert the left side crankshaft roller bearing (H-D® No.24604-00D) to the more durable Timken® Bearing (H-D® No.9028). This insert is manufactured from aerospace quality steel that is several times stronger than the aluminum case material the standard bearing rides in. *For more details see No. 959-IS and 2246-IS instructions.* The Tool Includes:

- A new steel bearing insert held to under .0002"total indicator reading. See No.956
- A press plate No.959-2 that will hold the bearing insert in line with the case bearing bore at the time it is being pressed into case.
- All the necessary drill bits to drill oil feed and return holes, hardware, and detailed instructions.
- This job can be performed with normal hand tools, a hand drill, and a 2 ton press.

No.**959** - *Use on Twin Cam® engines 2003-present. Order Timken® bearings separately. For replacement insert sleeves see No.956.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	TIMKEN® BEARING INSERT (KIT # 956)	959-1
2	1	PRESS PLATE	959-2
3	1	BOTTOM LOCATOR PLATE	959-3
4	1	BIG TWIN PRESS INSTALLER PLUG	2246-4
5	2	DRILL BIT	1721
6	1	DRILL STOP COLLAR (USE ON #1721)	1264
7	1	DRILL BIT	1713
8	1	DRILL STOP COLLAR (USE ON #1713)	1292
9	2	DRILL BIT	1714
10	1	DRILL STOP COLLAR (USE ON #1714)	1267
11	4	SCREW, 10-24 X 1-1/2 SHCS	1234
12	1	ROLL TAP	2288
13	1	BASE INSTALLER	2246-1
14	1	PROTECTIVE CASE	2165
15	1	TAP GUIDE	959-4
16	6	SCREWS, FLAT TORX	2006
17	1	#620 LOCTITE	1286-1362
18	1	SCREW, 3/8-16 X 2-1/2 SHCS	1128
19	1	TAP MAGIC	1698
20	1	INSTRUCTION SHEET	959-IS
21	1	INSTRUCTION SHEET	2246-IS

TIMKEN® REPLACEMENT SLEEVE

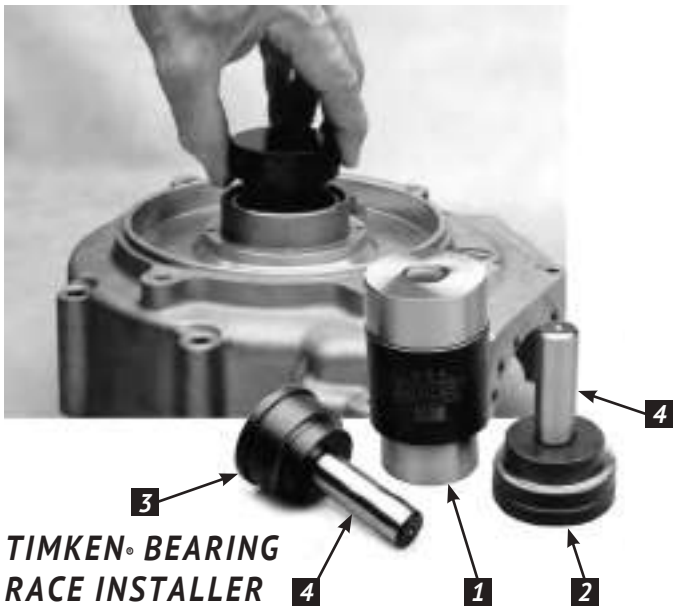
This bearing insert kit is designed exclusively for use with JIMS® tool No.959 shown above and must be installed only with this tool. The insert is made from aero space quality steel and has been designed to eliminate the center ring normally used between the bearings. This kit includes: bearing sleeve, mounting hardware, Loctite, and detailed installation instructions. *For more details see No. 956-IS & 959-IS instructions.*

No.956 - *Bearing Insert kit. Must be used with JIMS® tool No.959 on 2003 to present Twin Cam® motors.*

No.956K - *6 Pack of Bearing Insert kits.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	TIMKEN® BEARING INSERT	959-1
2	6	SCREW, FLAT TORX	2006
3	1	#620 LOCTITE	1286-1362
4	1	INSTRUCTION SHEET	956-IS



TIMKEN® BEARING RACE INSTALLER

Use to install bearing races in left crankcase. Use this precision tool to press in bearing races straight time after time (a must for the later engine case). For removal of Big Twin races, in 1969-02' cases, use JIMS® tool No.94547-80A. See previous page. *For more details see No.2246-IS instructions.*

No.**2246 -** *Use on all Big Twin 1969-02. (**NOTE:** Includes Twin Cam® and aftermarket motors.) Use on all Sportster® 1977-03. Use on all Buell® 1987-02.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	TOOL BASE	2246-1
2	1	BIG TWIN PLUG	2246-2
3	1	XL PLUG	2246-3
4	2	DOWEL PIN	1003-3
5	1	INSTRUCTION SHEET	2246-IS

SNAP RING INSTALLER & REMOVER TOOL

A JIMS® exclusive! This tool will remove and install the Timken® Bearing outer race snap ring, without damage to case. A must for replacing rings in cases without inserts. Now you can replace snap ring in Big Twin cases without fear of gouging the aluminum on 1990-present cases. Instruction sheet No.1710-IS. Use heavy duty round tipped snap ring plier. *For more details see No.1710-IS instructions.*

No.**1710 -** *Use on all Big Twin 1969-2002. (Note: Includes Twin Cam® and aftermarket motors.)*

TIMKEN® BEARING SIMULATOR

This tool is designed to allow quick and easy removal and replacement, of flywheel assembly in the left side crankcase when checking rod to case, piston to flywheel, or cylinder to flywheel clearances. Made from black Delrio plastic, will not mar bearing races. *For more details see No.1745-IS instructions.*

No.**1745 -** *Use on all Big Twin 1970-02. (Note: Includes Twin Cam® and aftermarket motors.)*

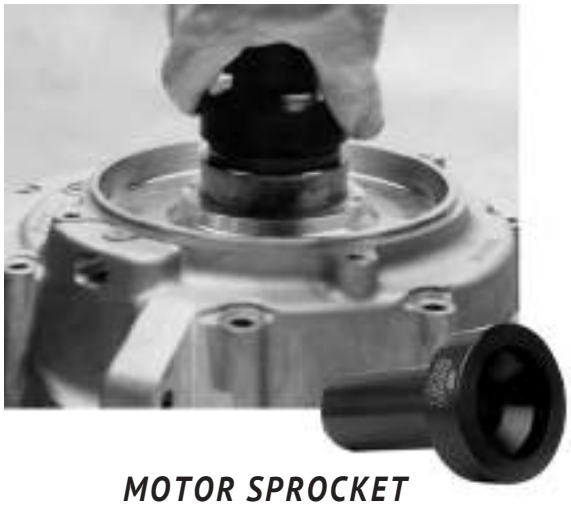
PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	NUT	24003-55
2	1	SIMULATOR	1745-1
3	1	INSTRUCTION SHEET	1745-IS

BETA CASE SUPPORT BLOCK TOOL

The new Beta Case Support Block Tool, JIMS No. 916 was submitted to JIMS as a tool idea from a MMI instructor Derek Beck on our "JIMS Tool Submission Program". This innovative tool is designed to protect the left engine case while servicing the inner balancer bearings or performing other general engine work. These blocks attach to the outer side of the engine case underneath the balancer bearing pads surface. The blocks are made of aluminum and have an inserted Delrio pad that rest against the case to prevent marring. The blocks properly support the case, keeping it on a level plane when using a press for bearing service work. These tool blocks also keep the case level when using JIMS tool No.915 to remove the balancer bearings without an arbor press. *For more details see No. 916-IS Instructions.*

No. 916 - *Use on all Beta Softail® Twin Cam models 2000 to present.*



MOTOR SPROCKET SHAFT SEAL INSTALL TOOL

Use to press oil seal over sprocket shaft into case. Use with No.97225-55. *For more details see No.39361-IS instructions.*

No.**39361-69 -** *Use on all Big Twin 1969-present. (**NOTE:** Includes Twin Cam® and aftermarket motors.)*

SPROCKET SHAFT BEARING NUT WRENCH

Use to install and remove bearing nut. *For more details see No.97235-IS instructions.*

No.**97235-55B -** *Use on all Big Twin 1955-68.*

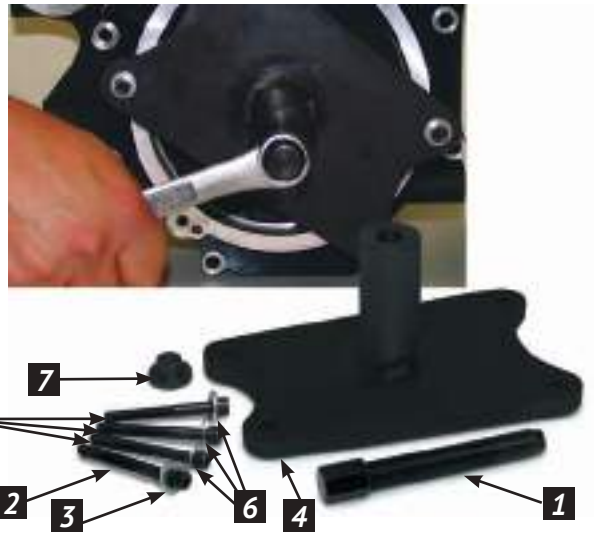
PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	2	PINS	2141
2	1	INSTRUCTION SHEET	97235-IS

LATE MODEL T/C CASE SPLITTER TOOL

Use this tool to "break" the case sealant by pushing apart both case halves. Bolt this tool to the primary mounting holes with supplied hardware. Hand thread-in pushing screw (do not use impact tools). Flywheels will be pushed from the left case. *For more details see No.995-IS instructions.*

No.**995** - *Use on all Twin Cam®, 2006 to present Dyna™ and 2007 to present FL & FXST.*



PARTS AVAILABLE SEPARATELY

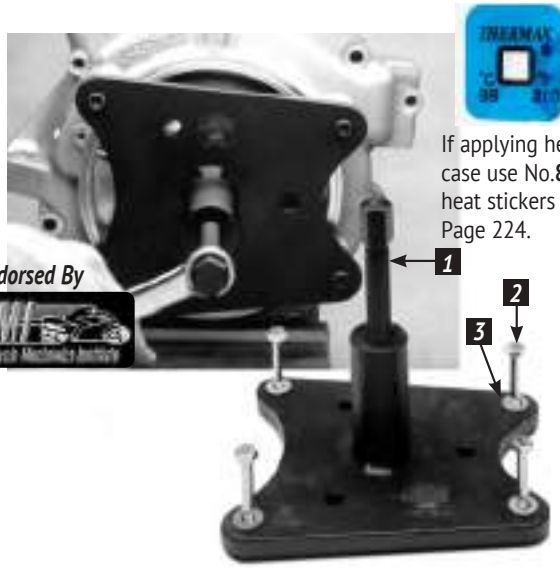
NO.	QTY.	DESCRIPTION	PART NO.
1	1	SCREW	1024
2	1	SCREW, 5/16"	2016
3	1	WASHER, 5/16" I.D.	2014
4	1	PLATE	995-2
5	3	SCREW, 1/4"	1122
6	3	WASHER, 1/4" I.D.	1683
7	1	SHAFT PLUG	995-3
8	1	INSTRUCTION SHEET	995-IS

CRANK DISASSEMBLY REMOVING TOOL

Use to press flywheels from cases (Will also press cases apart and break sealant bond). Some case pressing will require a hard cap. *For more details see No. 1047-IS Instructions.*

No.**1047-TP** - *Use 1955 to 2006 Big Twins except 2006 Dyna. Works on most aftermarket engines.*

On Twin Cam® "B Motor" - This tool can only be used for removing the flywheel from the left case.



If applying heat to case use No.**899** heat stickers See Page 224.

Endorsed By

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	SCREW	1024
2	4	BOLT	2007
3	4	WASHER	2014
4	1	INSTRUCTION SHEET	1047-IS

Endorsed By

HARD CAP

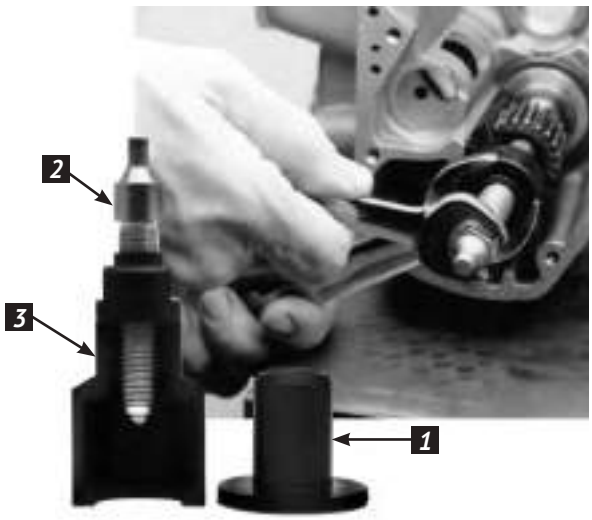
Use to protect sprocket shaft when using JIMS® tool No.1047-TP, or a press. Instruction Sheet No.1048-IS. *For more details see No. 1048-IS Instructions.*

No.**1048** - *Use 1955 to 2006 Big Twins except 2006 Dyna. Works on most aftermarket engines.*

PINION GEAR NUT SOCKET

Use to remove or secure pinion gear nut to pinion gear shaft. 1/2" Drive. Use with JIMS® tool No.2237 locker, see below. *For more details see No.94555-55A-IS instructions.*

No.**94555-55A** - *Use on all Big Twin 1954-92.*



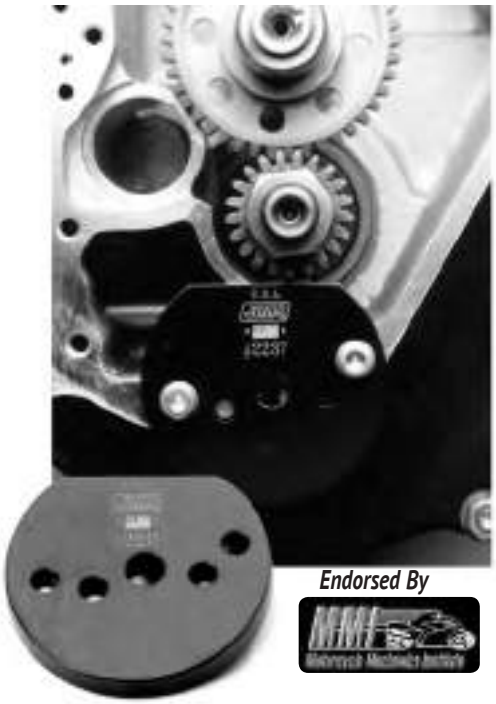
PINION GEAR INSTALLER & PULLER

Use to install pressed on splined pinion gears on Big Twin 1939-53. Use to remove pinion gear on Big Twin 1939-89 and Sportsters® 1957-76. *For more details see No.96830-IS instructions.*

No.**96830-51** - *Use on all Big Twin 1939-89 and Sportsters® 1957-76.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	COLLAR	96830-51-1
2	1	SCREW	96830-51-2
3	1	PULLER	96830-51-3
4	1	INSTRUCTION SHEET	96830-IS



BIG TWIN PINION GEAR LOCKER TOOL

Use to lock pinion gear, necessary to torque the pinion nut. Tool is simple to use, just align underneath gear and screw into case. Use JIMS® tool No.94555-55A to tighten pinion nut. *For more details see No.2237-IS instructions.*

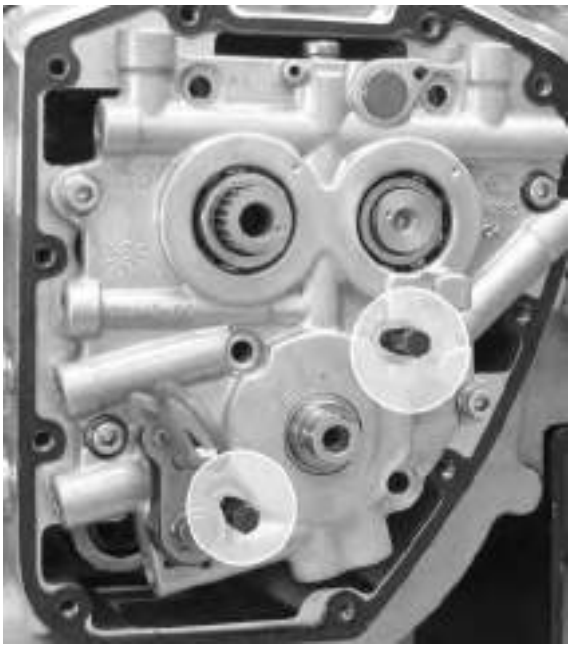
No.**2237** - *Use on Big Twin 1954-present single cam only.*
(***NOTE:*** *Includes aftermarket motors.)*

XL & BUELL® PINION GEAR LOCKER TOOL

Use tool to lock pinion gear when torquing the pinion nut. Tool is simple to use, just align underneath gear and screw into case. *For more details see No.1665-IS instructions.*

No.**1665** - *Use on all Sportster® and Buell® 2000 Present, except 1125R.*

No.**1666** - *Use on all Sportster® and Buell® 1991-99.*



TWIN CAM® OIL PUMP ALIGNMENT SCREWS

1/4"-20 threads

Use to align Twin Cam® oil pump to cam support plate. Helps reduce oil scavenging problems associated with oil pump misalignment. Two alignment screws required. *For more details see No.33443-IS instructions.*

No.**33443-84 -** *Use on all Twin Cam® (requires two).*

ENGINE DIPSTICK SOCKET

Are you tired of burning your hand while you check the oil level on your Bagger or Dyna? If so, you're not alone, Gary Smith has teamed-up with JIMS® to develop this Engine Dipstick Socket. This ingenious new tool, Patent #D630092, allows riders and mechanics alike to quickly, and safely remove the engine oil level dipstick that lies precariously close to a scorching hot exhaust pipe. The Dipstick Socket not only protects your hands from the heat, but aids riders with limited hand strength in easily checking their oil level. Features include a square hole for 3/8" ratchet fitment, 7/8" hex for wrench fitment, and a cutout for clearance around the exhaust pipe. This American tool is made of non-marring Delrio ensuring strength, durability, and heat resistance.

No.**759 -** *Use on all Touring Models 2007 - 2011, Dyna 2006 – 2011. Use on all Screamin' Eagle Touring Models 2007 - 2012. All with the O.E.M. orginal dipsticks on above models.*

OIL PUMP SEAL INSTALLER

Easily installs oil pump seal perfectly below gear surface for a no leak fit. *For more details see No.1053-IS instructions.*

No.**1053 -** *Use on all aluminum Big Twin pumps single cam only. (**NOTE:** Includes aftermarket motors.)*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	MANDREL, FEMALE	1053-1
2	1	MANDREL, MALE	1053-2
3	1	INSTRUCTION SHEET	1053-IS

SEE JIMSUSA.COM FOR DETAILED INSTRUCTIONS

Phone 805-482-6913 JIMS Fax 805-482-9224

OIL PUMP SNAP RING INSTALLER

Easily install outer snap ring on oil pump shaft, without over stretching the ring. Just apply oil to ring expander, slip ring up to the big end of ring expander, hold up to the end of the shaft, then push ring onto the shaft with sleeve. *For more details see No.1052-IS instructions.*

No.**1052 -** *Use on all Big Twin oil pumps single cam only.*
*(**NOTE:** Includes aftermarket motors.)*

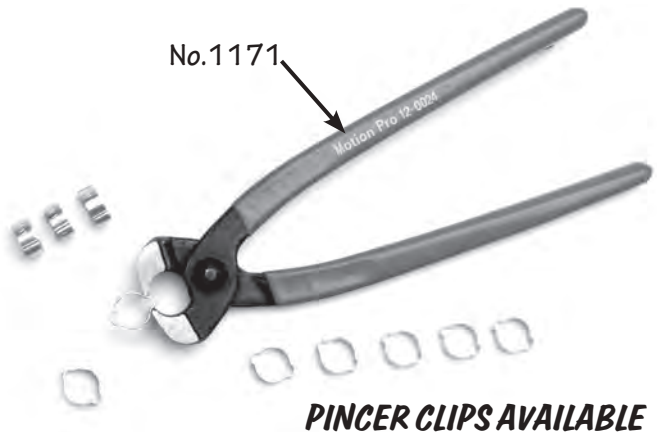
PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	RING EXPANDER	1052-1
2	1	SLEEVE	1052-2
3	1	INSTRUCTION SHEET	1052-IS

TAPPET OIL FILTER SCREW PLUG TOOL

Use to remove tappet oil filter screen plug without removing exhaust pipes. *For more details see No.2233-IS instructions.*

No.**2233** - *Use on all Big Twins single cam.*



PINCER CLIPS AVAILABLE

STEEL O-CLIP PINCER TOOL

Pincer tool is used for installation of steel O-Clips. Steel O-Clips are used for crimping vinyl or Tygon fuel line to fittings. Pincer clips sold separately.

No.**1171** - *Pincer Tool*

No.**1171-1** - *7/16" O-clips (for 1/4" hose) 10-PK*

No.**1171-2** - *1/2" O-clips (for 5/16" hose) 10-PK*

No.**1171-3** - *9/16" O-clips (for 3/8" hose) 10-PK*

SLIM JIM OIL FILTER WRENCH

This is the industries slimmest filter wrench allowing more clearance to remove the oil filter, especially around oil coolers and crank position sensors. The tool has a 3/8" drive receiver for an extension tool.

No. 941 – *Use on all 14 flute oil filters for H-D's.*

76mm OIL FILTER CAP WRENCH

A perfect fit for all 76mm oil filters with 14 flute ends. The cup design allows easy filter removal or installation, even in tight locations. Use with 3/8" square drive. **Will not work on Twin Cam® Alpha engines.**

No.**1769 -** *Use on all Big Twins, XL's & all Buells®, and all oil filters requiring a 76mm, fourteen flute wrench.*

OIL FILTER CUTTING STAND

This stand makes the task of cutting open your oil filter easy. No longer will that slippery filter drop while trying to cut it open. This stand can be mounted to a bench or used in a vice. The u-bolt quickly tightens the filter in place with the wing nuts provided. Use JIMS® No. 935 oil filter cutter shown on right when using this tool. *For more details see No.934-IS instructions.*

No.934 - *Fits all common O.E.M. H-D® spin-on oil filters.*

OILFILTER CUTTER

Troubleshooting your oil management system requires looking at the oil filter. Use this tool to inspect for any damaging particles that may be trapped in the filter. This tool locks down the filter for a clean cut around the filter base by rotating the filter. Use this tool with JIMS® No. 934 oil filter cutting stand along with a common vise. See left side. Will fit filters up to 5-1/2" diameter.

No.935 - *Fits spin on style oil filters to 5-1/2" diameter.*

PRIMARY LOCKING BARS

Use to lock primary for service work.

No.**2312** - *Use on all 2007 to present FL. For more details see No.2312-IS instructions.*

No.**2315** - *Use on all 2006 to present Dyna™ and 2007 FLHT & FXST. Do not use Tool No.2234 for 2006 Dyna™ primary service work. For more details see No.2284-IS instructions.*

No.**2316** - *Use on all 4-Speed Big Twins and 5-Speed EVO FXST. Use on Twin Cam® 1999-2005 FXD, and 2000-2006 FXST. For more details see No.2284-IS instructions.*

No.**2317** - *Use on all 5-Speed EVO or Shovel FXR, FLT & FLHT. For more details see No.2284-IS instructions.*

No.**2318** - *Use on all Sportster. For more details see No.2318-IS instructions.*

No.**5520** - *Use on 2004-present XL 1200 models.*

COMPENSATING SPROCKET SHAFT NUT WRENCH

Use to remove & install compensating nut. *For more details see No.94557-IS instructions.*

No.**94557-55A** - *Use on all Big Twin and Sportster® 1955-70. 1/2" Drive.*

SEE ON YouTube

XL SPROCKET NUT SOCKET NEW

This short socket is designed specifically for XL models to remove, install, and properly tighten the front final drive sprocket/pulley nut. Although the much longer Big Twin socket will fit the nut, the mainshaft on XL models does not extend through for the guidance collar to ensure correct alignment. This shorter socket is easier and safer to handle, providing full contact with the nut.

No. 5516 – *Use on all 1991-present Sportster® and Buell® models (except 1125R models).*

ALL PRIMARY DRIVE LOCKING TOOL

Use on all primaries between front primary chain and motor sprocket. Made out of Black Delrin. *For more details see No.2234-IS instructions.*

No.**2234** - *Locking Tool*

GASKET LOCATOR TOOL

This tool will assist you in aligning the gaskets to avoid misalignment and oil leaks. Primary cover, cam cover, and transmission end cover gaskets are just a few of the possible applications. *For more details see No.968-IS instructions.*

No.**968** - *Use on all models with 1/4"-20 threaded gasket surface mounting holes. 3 piece set.*

XL PRIMARY COVER INSPECTION PLUG TOOL

This tool is used to remove and install the OEM style primary cover clutch adjuster access plug and filler plug without distorting the plug's slot.

No.**1168** - *Use on all 1954 - 1990 Sportsters® & K-Models with aluminum primary covers.*

SEE ON YouTube

LATE MODEL NEW COMPENSATOR BOLT TORX® SOCKET

Harley-Davidson® recently changed the compensating sprocket retaining fastener to an internal drive, very large Torx® type bolt. The driver / socket for this bolt can be difficult to find and most likely is not in your tool box. Often it can only be purchased in an expensive set. Don't be caught stranded - JIMS® now offers a quality socket / driver for this application priced affordably and sold individually.

No. 5534 – *Use on all 2014-present Big Twin models.*

INNER & OUTER PRIMARY COVER TOOLS

INNER PRIMARY BEARING AND SEAL REMOVAL / INSTALLATION KIT

When it comes to servicing the inner primary bearing and seal, do it the JIMS way. This American made tool has a lifetime warranty and drives the bearing and seal perpendicular to the case without an arbor press. JIMS has been manufacturing the No. 967 Inner Primary Bearing and Seal Removal / Installation kit for over 6 years. We have taken its proven design and added 2 new drivers to work on 2006 Dyna® and all 2007 to present Big Twin models. This tool easily removes and installs the inner primary roller bearing and installs the seal and bearing to factory specified depths. Now you can purchase kit No. 729 to work on all Big Twins from 1985 to present; or if you have a JIMS No. 967 kit, you can upgrade it by purchasing the two late model drivers. *For more details see No. 729-IS instructions.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	SEAL INSTALLER	967-1
2	1	RECEIVER CUP EARLY	967-2
3	1	BEARING REMOVER EARLY	967-3
4	1	BEARING REMOVER LATE	967-4
5	1	BEARING REMOVER LATE	967-5
6	1	HEX BOLT	1211
7	2	WASHER	2038
8	1	BEARING	2010
9	1	NUT	2136
10	1	INSTRUCTION SHEET	729-IS

No. 729 - *Use on all 1985-present Big Twin Models.*

STARTER JACKSHAFT SEAL INSTALLER TOOL

This tool is designed to easily align and install the starter jackshaft seal (H-D® No.12066) without distorting or damaging the seal. This seal is located in the upper part of the inner primary of Big Twins. *For more details see No.966-IS instructions.*

No.**966** - *Use on all Big Twins 1994-06 except 06' Dyna.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	SEAL REMOVER	966-1
2	1	SEAL INSTALLER	966-2
3	1	BACKING PLATE	966-3
4	1	ALLEN SCREW, 3/8"-16 X 2	1696
5	2	WASHER, 3/8" SAE	2031
6	1	NUT, 3/8"-16	2035
7	1	INSTRUCTION SHEET	966-IS

OUTER PRIMARY COVER STARTER SHAFT BEARING REMOVER TOOL

Bearing can easily be removed, even if cover has been chromed with bearing installed. *For more details see No.2235-IS instructions. Note: This tool will also remove the H-D® 35961-52 bearing in countershaft gear (late) 4 speed Big Twin, as well as 4-speed Sportster® clutch gear.*

No.**2235** - *Use on all Big Twin, Sportster®, and covers that use bearing No.9063.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	PIN	95670-TB-1
2	1	NUT	1098
3	1	BRASS WASHER	1099
4	1	BODY	2235-4
5	1	PULLER	2235-5
6	1	INSTRUCTION SHEET	2235-IS

SHIFT PEDAL SHAFT BUSHING TOOL

The gear shift foot lever / pedal bushings on 5 & 6 speed Harley-Davidson® touring models often have a typical service life of 20,000 miles or less. Bushing wear results in an annoying rattle from the loose shifter, the linkage parts and accelerated wear of all related parts. JIMS® has tackled this problem with another one of Hiro's new time saving tools that easily removes both worn bushings at the same time and quickly installs the new bushings to the proper location without removing the inner primary! Using this tool, a technician can remove and install the bushings in approximately 20 minutes.

No. 5518 – *Use on all 1985-2016 Big Twin FLT. (Rubber Mount Touring Models)*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	REMOVER, SHIFTER SHAFT BUSHING	5518-1
2	1	INSTALLER NUT, SHIFTER SHAFT BUSHING	5518-2
3	1	INSTALLER, SHIFTER SHAFT BUSHING	5518-3
4	1	SCREW, 5/16-18X4" BHCS, FULL THREADS	5518-4
5	1	INSTRUCTION SHEET	5518-IS

Phone 805-482-6913 JIMS Fax 805-482-9224

CLUTCH ASSEMBLY SERVICE TOOL FOR BIG TWINS

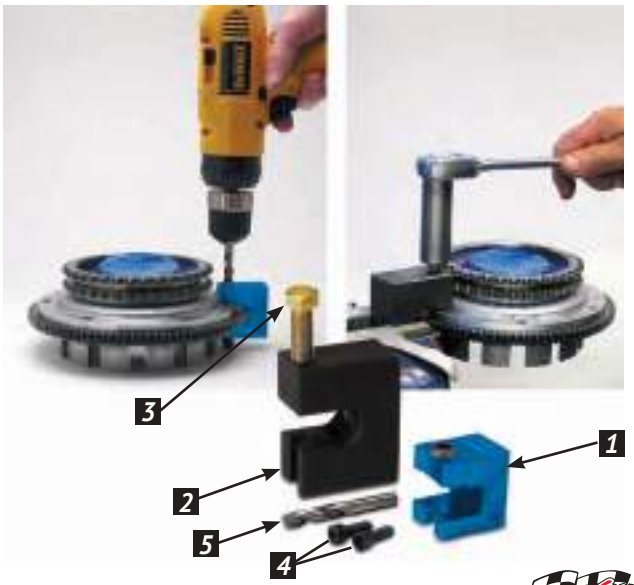
This tool will safely disassemble and assemble the clutch shell assembly. Easily removes and installs the clutch hub from it's bearing. Safely removes and installs the clutch shell ball bearing (H-D® No.37906-90) without any damage to the new bearing. This is done by pushing on the outer perimeter of bearing. *For more details see No.971-IS instructions.*

No.**971** - *Use on all Big Twins 1990-2006.*

ULTIMATE CLUTCH ADJUSTING TOOL

This year's time saver is our Ultimate Clutch Adjusting Tool. This tool allows the technician to quickly and accurately tighten the clutch adjusting screw jam nut without having the screw change position on 1985 and later Big Twin models. No more guessing or making multiple attempts to lock the nut and adjuster screw in the proper place. This JIMS® tool includes the proper hex key "Allen" wrench for Harley-Davidson® motorcycles which conveniently stores in the tool handle.

No. 5502 – *For all Big Twins 1985 to present with cable actuated clutch.*



STARTER RING GEAR RIVET FIXTURE TOOL

This tool is designed to remove the starter ring gear rivets from Big Twin clutch shells to install JIMS® No. 639 and 640 or equivalent performance starter ring gears. *For more details see No.965-IS instructions.*

No.**965** - *Use on all 1990-06 FL, FXST and 1990-05 FXR, and FXD.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	DRILL FIXTURE	965-1
2	1	RIVET REMOVER FIXTURE	965-2
3	1	RIVET REMOVER	965-3
4	2	SCREW	2405
5	1	DRILL	2223
6	1	INSTRUCTION SHEET	965-IS

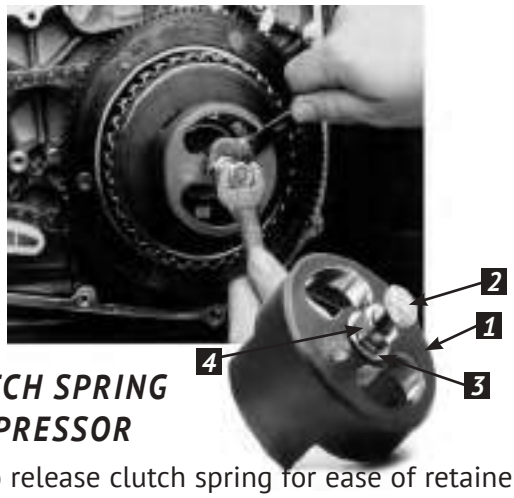
Endorsed By

CLUTCH LOCK PLATE

Use to lock clutch shell to clutch hub, for removing or installing clutch hub nut. Use with JIMS® tool No.2316 primary locking bar. *For more details see No.2245-IS instructions.*

No.**2245** - *Use on all Big Twin 1941-84.*

CLUTCH SPRING TOOLS



CLUTCH SPRING COMPRESSOR

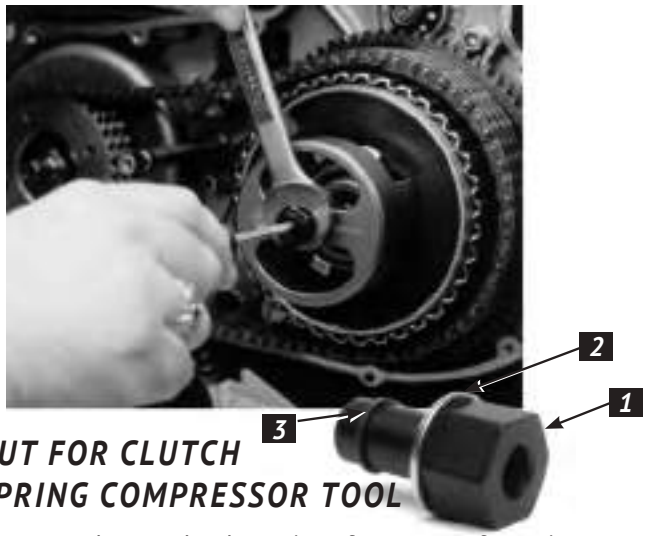
Use to release clutch spring for ease of retainer ring removal and installation. *For more details see No.38515-IS instructions.*

No.**38515-90** - *Use on all Big Twin 1990-97.*

See "NUT" for SPORTSTER® (BELOW)

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	CUP	38515-90-1
2	1	BOLT	2036
3	1	WASHER	2037
4	1	HEX NUT	2033
5	1	INSTRUCTION SHEET	38515-IS



NUT FOR CLUTCH SPRING COMPRESSOR TOOL

Use to release clutch spring for ease of retainer ring removal and installation (Must be used with No.38515-90 Main Body). Available Separately. *For more details see No.2285-IS instructions.*

No.**38515-91** - *Use on all Sportster® 1991-present.*
Use on all Buell® 1991-2009.
Includes all Buell® Blast, except 1125R.

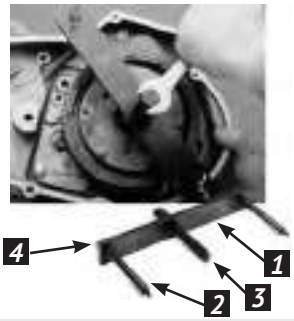
PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	NUT	38515-91-1
2	1	WASHER	2038
3	1	RETAINING RING	2039
4	1	INSTRUCTION SHEET	2285-IS

CLUTCH SPRING COMPRESSOR

Use to remove and install clutch components. *For more details see No.97178-IS instructions.*

No.**97178-71** - *Use on all Sportster® 1971-84.*



PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	CROSS BAR	97178-71-1
2	2	STUD	97178-71-2
3	1	SCREW	1024
4	2	WING NUTS	2040
5	1	INSTRUCTION SHEET	97178-IS

CLUTCH SPRING TOOL

Use to release the clutch spring tension for disassembly. *For more details see No.34761-IS instructions.*

No.**34761-84** - *Use on allSportster®, Mid 1984-90.*
Use on all Buell® 1987-90.

CLUTCH SPRING COMPRESSOR ADAPTOR

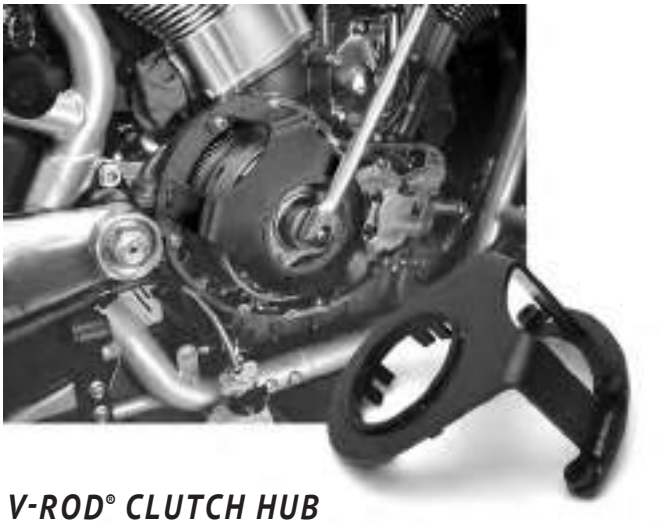
Thanks to Rob Curtis, we now have an adapter for our No. 38515-90 clutch spring compressor that makes it possible to use this tool for a similar application on Victory® motorcycles. For those who already own our No. 38515-90 clutch spring compressor, this avoids having to purchase another complete tool. Either way, it is a simple and necessary addition to your toolbox if you plan to work on Victory® motorcycles.

No. 5804 – *Use on all Victory® models 2001-present with diaphragm clutch spring.*

V-ROD® CLUTCH HUB ALIGNMENT TOOL

Use to align the clutch plates during assembly of the clutch basket. *For more details see No.1130-IS instructions.*

No.**1130 -** *Use on all V-Rod® 2002-present.*



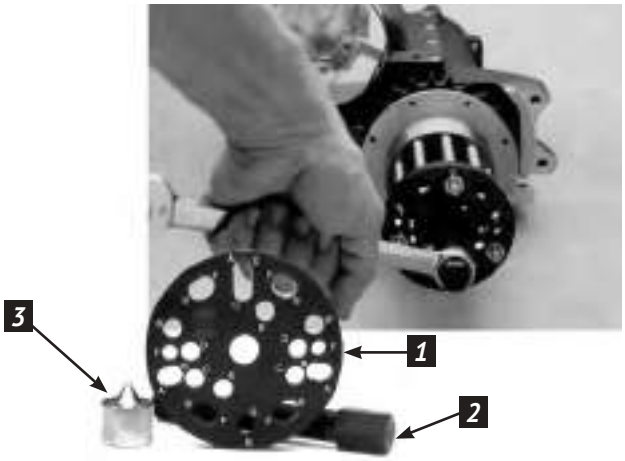
V-ROD® CLUTCH HUB LOCKING TOOL

Use to lock the clutch hub assembly in place when removing and installing the clutch hub nut. *For more details see No.1764-IS or No.1667-IS instructions.*

No.**1674 -** *Use on all 2008 to present V-Rod® models.*

No.**1667 -** *Use on all 2002-2007 V-Rod® models.*

LETTERS LASERED ON FACE FOR EASY IDENTIFICATION



CLUTCH HUB PULLER TOOL

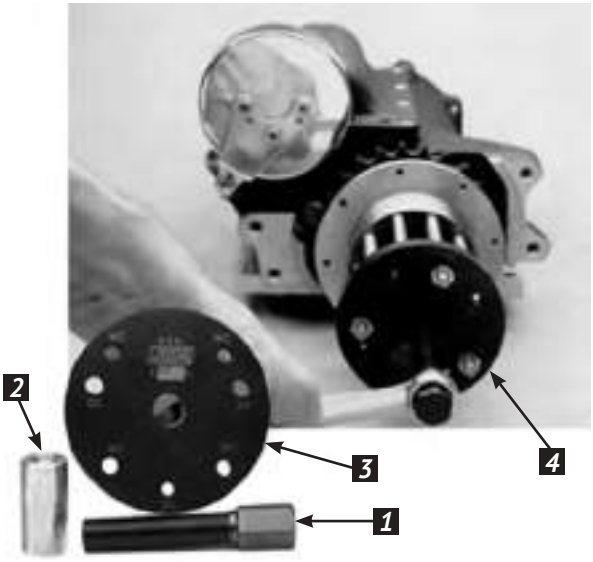
Lettered for removal of listed items. *For more details see No.1004-IS instructions.*

No.**1004A**

- **A** *45" - Clutch*
- **B** *Big Twin - Clutch, all 3, 5 & 10 fingers*
- **C** *Big Twin - Alternator Cover*
- **D** *Sportster® - Transmission Sprocket*
- **E** *Big Twin - Motor Sprocket*
- **F** *Sportster® - Clutch (Early)*
- **G** *Sportster® - Clutch (Late) And Many More Applications*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	PLATE	1004A-1
2	1	SCREW	1024
3	1	HARDEN TIP	1025
4	1	INSTRUCTION SHEET	1004-IS



CLUTCH HUB PULLER

Use to remove wet and dry clutch hub without removing clutch release rod. 4 bolts included for dry clutch removal. *For more details see No.95960-IS instructions.*

No.**95960-52C -** *Use on all Big Twin 1936-90.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	PULLER SCREW	1024
2	1	END PUSHER	2042
3	1	PULLER PLATE	95960-52C-3
4	4	BOLT - DRY CLUTCH REMOVAL	2041
5	1	INSTRUCTION SHEET	95960-IS

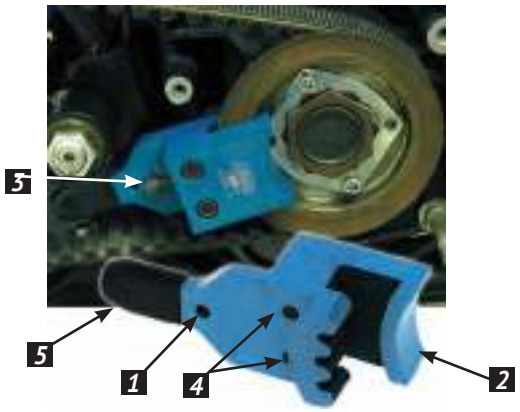
BIG TWIN SPROCKET LOCKER

Use to lock final drive sprocket, for removing and installing sprocket nut. Use with JIMS® tool No.94660-37A. *For more details see No.2260-IS instructions.*

No.**2260 -** *Use on all Big Twins 1980 to present H-D or aftermarket transmission pulleys, includes, H-D 6-Speed Cruise Drive.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	TOOL, LOCKING TOP	2260-2
2	1	TOOL, LOCKING BOTTOM	2259-2
3	1	THUMB SCREW	1396
4	1	CAP	2321
5	1	INSTRUCTION SHEET	2260-IS



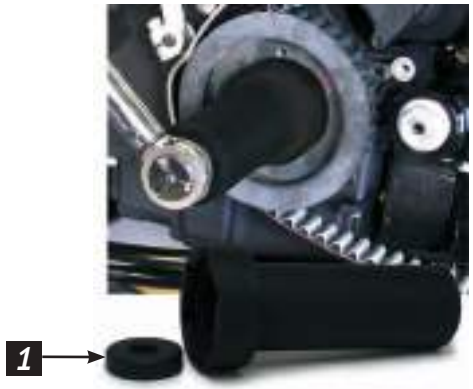
PULLEY LOCK TOOL

Use this tool to lock the final drive sprocket when removing and installing the sprocket nut. *For more details see No.2262-IS instructions.*

No.**2262 -** *Use on all Sportsters® 1991-present (28T and 29T only). Use on all Buell® Twins 1994-02 (28T and 29T only).*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	BOTTOM SPROCKET LOCK	2262-1
2	1	TOP SPROCKET LOCK	2262-2
3	1	ALLEN SCREW	2016
4	2	ALLEN SCREW	1214
5	1	CAP COVER	2321
6	1	INSTRUCTION SHEET	2262-IS



H-D® CRUISE DRIVE 6-SPD TRANS MAINSHAFT PULLEY LOCKNUT SOCKET TOOL

Use to remove the larger 2-1/4" hex nut from the end of main drive gear, which secures the rear drive trans pulley. Very safe and easy to use, as the earlier JIMS® Tool No.94660-37A. Just thread on the inner support collar to end of mainshaft, place the socket over the collar with your favorite 1/2" drive tool, and unthread (left hand thread) locknut. *For more details see No.989-IS instructions.*

No.**989 -** *Use on all 2006-present Dyna™ and 2007 to present FLHT & FXST.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	INNER COLLAR	94660-37A-2
2	1	INSTRUCTION SHEET	989-IS

MAINSHAFT SPROCKET/PULLEY LOCKNUT SOCKET - 1/2" DRIVE

Heavy-Duty thick wall tube. Extra long two piece design, inner collar will retain wrench to nut for safer service work. 1-7/8" hex, 1/2" Drive. *For more details see No.94660-IS instructions.*

No.**94660-37A -** *Use on all Big Twins 1936-99. Use on Twin Cam® 1999-05 FXD, 1999-06 FL & 2000-06 FXST.*
Also aftermarket 6-speeds.

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	INNER COLLAR	94660-37A-2
2	1	INSTRUCTION SHEET	94660-IS

CRUISE DRIVE (LATE 6 SPEED TRANS) MAIN CASE SEAL INSTALLER

H-D's new 6-speed transmission is a very stout piece of engineering, incorporating some of the best bearings made. These main case bearings are of such high precision that you must be very gentle when working in or around them. For this reason, JIMS has developed a driver style seal installer (not a pushing or pulling type, which could damage these bearings). This new tool installs the main seal to the correct depth, without applying any stress to the new precision bearings, or new seals. *For more details see No.786-IS instructions.*

No. 786 - *Use on all 6 Speed Cruise Drive 2006 - present, and 06-present XL/Buell except 1125 & Blast.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	SEAL GUIDE	786-1
2	1	INSTALLER	786-2
3	1	INSTRUCTION SHEET	786-IS

5 SPEED MAIN CASE SEAL INTALLER TOOL

We now offer a new version of our Cruise Drive 6 speed mainshaft seal tool to fit the 5 speed transmissions. Like its Cruise Drive counterpart, it ensures correct alignment, seal protection, and depth when installing the seal.

No. 2268 - *For 1985–2006 Five Speed Big Twin and aftermarket 6 speeds.*

TRANSMISSION CASE SHIFTER SHAFT SEAL INSTALLER

Developed in conjunction with Hiro Koiso, one of JIMS sponsored Bonneville racers, these two simple tools make installing the shifter shaft seal precise and effortless. They align, center and install the shifter seal to the right depth on all EVO, Twin Cam Big Twin. *For more details see No.767-IS instructions.*

No. 767 - *Use to install H-D seal No. 37101-84B on 2006 to present H-D 6-Speed Cruise Drive transmissions.*

No. 768 - *Use to install H-D seal No. 12045 on all EVO Big Twins 1980 - 1999 or on H-D Twin Cam 5-Speed 1999, - 2006 FXST, FLH and FXD - 2005.*

MAIN DRIVE GEAR SEAL INSTALLER

Use to install the main drive gear oil seal to the proper depth with transmission assembled. Comes with a protective sleeve for seal. The sleeve can also be used when installing transmission assembly to protect main drive gear inner bearings.

No.**2256** - *Use on all 5-speed Big Twins and aftermarket 6-speed 1980-2006 except 2006 Dyna.*

No.**972** - *Use on all 6-Speed Twin Cam® 2006-present FXD's & 2007-present FXST's & FL's.*

PARTS AVAILABLE SEPARATELY FOR NO.2256

NO.	QTY.	DESCRIPTION	PART NO.
1	1	DRIVER	2256-1
2	1	SLEEVE	2256-2
3	1	INSTRUCTION SHEET	2256-IS

PARTS AVAILABLE SEPARATELY NO.972

NO.	QTY.	DESCRIPTION	PART NO.
1	1	SEAL DRIVER	972-1
2	1	SLEEVE	2256-2
3	1	INSTRUCTION SHEET	972-IS

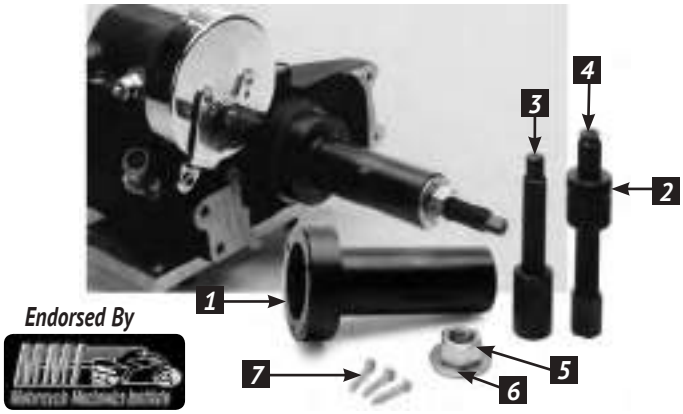
SEAL DRIVER EARLY & LATE 5-SPEEDS

Use to install the main seal in transmission. This tool will press in the seal as flat and straight as possible to .050" below housing for a no leak fit. Use with JIMS® tool No.95660-42. *For more details see No.95660-IS instructions.*

Endorsed By

No.**95660-85** - *Use on all 5-speed Big Twins and aftermarket 6-speed 1980-2006 except 2006 Dyna.*

No.**2346** - *Use on all Big Twin 1980-84 5-Speeds.*



Endorsed By

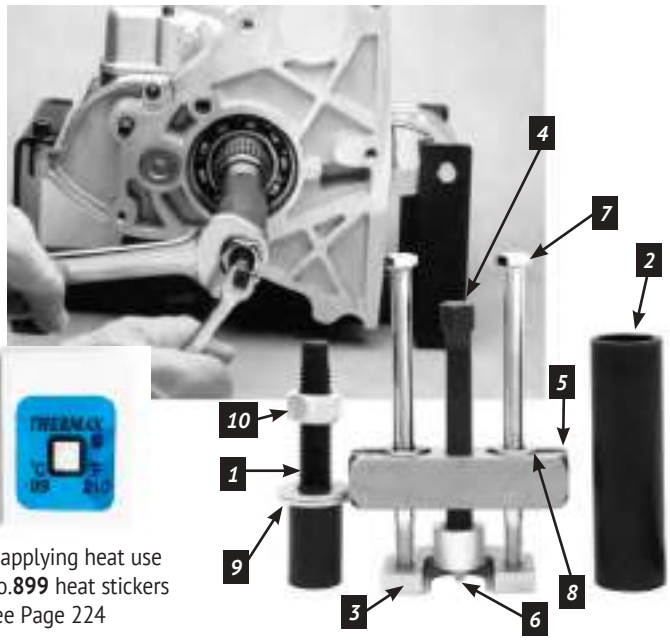
4-SPEED TRANSMISSION MAIN SEAL TOOL

Use to install and remove main seal in all 1936-76 4-Speed transmissions, as well as installing all other Big Twin main seals. This tool will push the seal in as flat and straight as possible to .050" below housing for a no leak fit. To order other drivers for later 4-Speeds and 5-Speeds - see this page. *For more details see No.95660-IS instructions.*

No.**95660-42** - *Use on all Big Twin 1941-79.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	HANDLE	95660-42-1
2	1	REMOVER INSERT	95660-42-2
3	1	INSTALLER	2139
4	1	REMOVER SCREW	1024
5	1	NUT	2032
6	2	SAE WASHER 5/8"	2020
7	4	#8 SELF TAP SCREW	95660-42-7
8	1	INSTRUCTION SHEET	95660-IS



If applying heat use No.**899** heat stickers
See Page 224

MAINSHAFT BEARING RACE TOOL

Use to remove and install the bearing inner race on the transmission mainshaft.

No.**34902-84** - *Use on all Big Twin Late 1984-present. Use on all Twin Cam® 'A' and 'B'.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	LEFT HAND THREADED EXTENSION	2139
2	1	PUSHER TUBE	2140
3	1	PULLER PLATE	34902-84-3
4	1	SCREW	1024
5	1	PULLER BAR	2013
6	1	HARDEN TIP	1025
7	2	BOLT	2030
8	2	FLAT WASHER	2212
9	2	FLAT WASHER	2020
10	1	NUT	2032
11	1	INSTRUCTION SHEET	34902-IS

Endorsed By

SEAL DRIVER LATE 4-SPEEDS

Use to install the main seal in transmission. This tool will press in the seal as flat and straight as possible to .050" below housing for a no leak fit. Use with JIMS® Tool No.95660-42. *For more details see No.95660-IS instructions.*

No.**95660-77** - *Use on all Big Twin 1982-86 4-Speeds.*

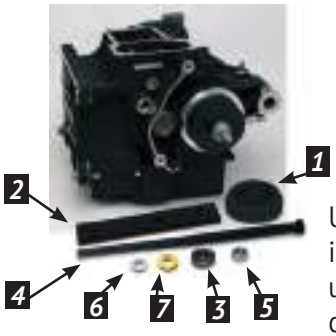
H-D CRUISE DRIVE 6-SPEED MAINDRIVE GEAR & BEARING REMOVER / INSTALLER KIT

This is a complete kit for servicing the main drive gear or the main bearing on the latest H-D® 6-speed transmission. This precision tool removes and installs both parts correctly without damaging the case. *For more details see No.900-IS instructions.*

No. 900 - *Use on all Twin Cam H-D 6-speed Cruise Drive models. 2006 Dyna's and all 2007 to present Twin Cam models.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	BEARING REMOVER	900-1
2	1	INSTALLATION CUP	987-1
3	1	INSTALLER/REMOVER BAR	987-2
4	1	INSTALLER PLATE	981-1
5	1	RECEIVER CUP	1720-2
6	1	SCREW, 4" LG.	1456
7	1	SCREW, 8" LG.	2137
8	1	SCREW, 12" LG.	2138
9	1	NUT	2136
10	1	WASHER	2038
11	1	BEARING	2010
12	1	WASHER	1735



H-D® CRUISE DRIVE 6-SPD TRANSMISSION MAIN BEARING INSTALLER TOOL

Use this tool to safely install a new main bearing using hand tools. This job can be performed with the transmission still in the frame. Tool will hold bearing square to it's bore, eliminating any marring of the bearing bore. This tool is used in the same manner as JIMS® Tool No.35316-80 that you've been using for years. *For more details see No.987-IS instructions.*

No.**987** - *Use on all 2006-present Dyna™ and 2007 present FL & FXST.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	INSTALLER CUP	987-1
2	1	BEARING INSTALLER PLATE	987-2
3	1	BEARING	2010
4	1	12" BOLT	2138
5	1	NUT	2136
6	1	WASHER	2038
7	1	WASHER	1735

H-D® CRUISE DRIVE 6-SPEED MAIN DRIVE GEAR INSTALLER TOOL

Use this tool to safely install a new or newly repaired main drive gear. This job can be performed with the transmission still in the frame, with hand tools. This tool will hold the main drive gear square to it's bearing bore, eliminating any marring of gear or bearings. *For more details see No.981-IS instructions.*

No.**981** - *Use on all 2006-present Dyna™ and 2007-present FL & FXST.*

5 AND 6-SPEED COUNTERSHAFT BEARING REMOVER & INSTALLER TOOL

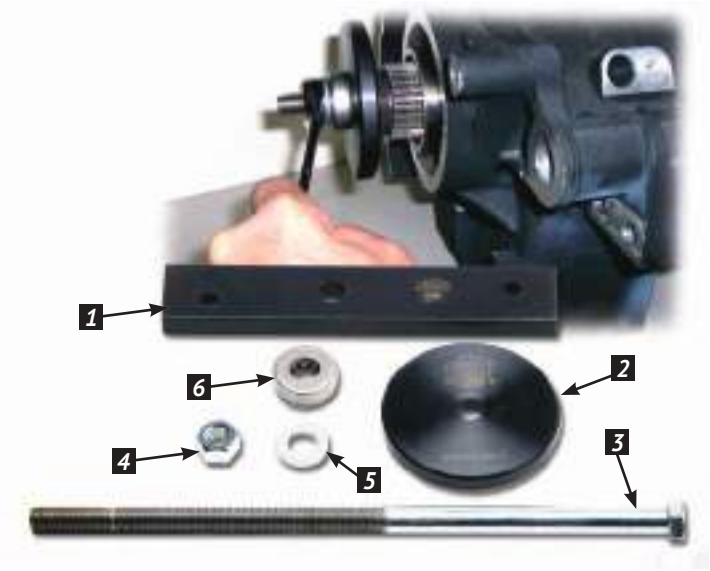
This new JIMS exclusive tool will install or remove the closed end countershaft bearing on all 5-Speed or 6-Speed Cruise Drive transmissions without using a press or tapping it in with a transmission shaft. This is a precision hand tool designed to install the bearing square and to the proper depth, the JIMS way. *For more details see No. 739-IS instructions.*

No. 739 - *Use on all H-D® Cruise Drive 6-Speeds and 1980-2006 5-Speeds - including aftermarket6-speeds.*

(See Instruction Sheet For Parts Available Seperately)

NO. 981 PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	INSTALLER CUP	981-1
2	1	BEARING INSTALLER PLATE	35316-80-7
3	1	BEARING	2010
4	1	8" BOLT	2137
5	1	NUT	2136
6	1	WASHER	2038
7	1	INSTRUCTION SHEET	981-IS



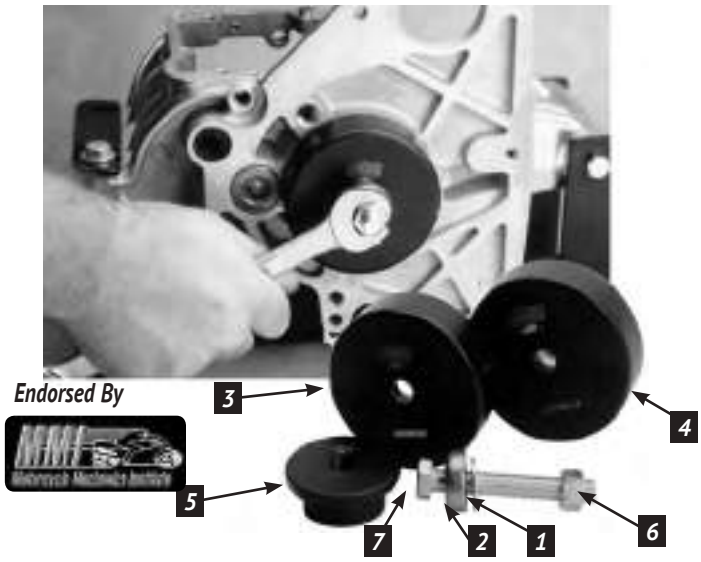
H-D CRUISE DRIVE 6-SPEED MAINDRIVE GEAR REMOVER TOOL

This tool removes the main drive gear from the main bearing correctly while in the transmission case. This eliminates the need of an arbor press and the risk of case damage. *For more details see No.901-IS instructions.*

No. 901 - *Use on all Twin Cam H-D 6-speed Cruise Drive models. 2006 Dyna's and all 2007 to present Twin Cam models.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	INSTALLATION BAR	987-2
2	1	MAINDRIVE GEAR WASHER	35316-80-7
3	1	SCREW 12" LG	2138
4	1	NUT	2136
5	1	WASHER	2038
6	1	BEARING	2010
7	1	WASHER	1735



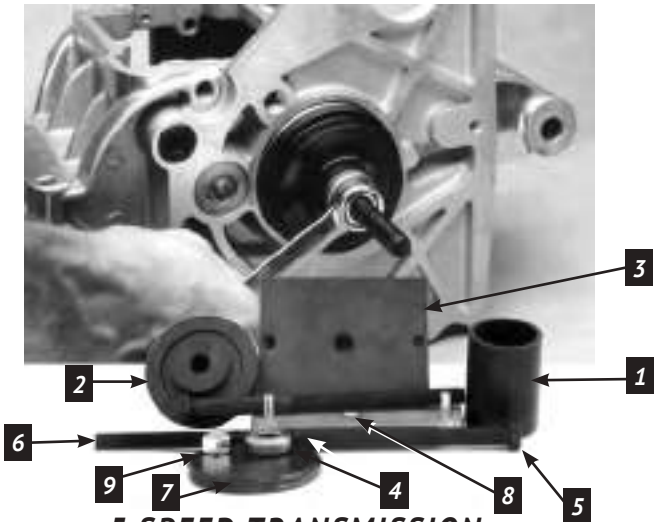
5-SPEED MAIN BEARING REMOVER

Forget that block of wood and hammer to remove the main bearing! JIMS® Main Drive Gear Bearing Remover tool will remove the old bearing straight without possible damage to the transmission case, and without removing the transmission case. *For more details see No.1720-IS instructions.*

No.**1720** - *Use on all 5-speed Big Twins and aftermarket 6-speed 1980-2006 except 2006 Dyna.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	FLAT WASHER	2038
2	1	BEARING	2010
3	1	TOOL, RECEIVER EARLY BEARING	1720-3
4	1	TOOL, RECEIVER LATE BEARING	1720-2
5	1	TOOL, PRESS PLATE BEARING REMOVER	1720-1
6	1	NUT	2136
7	1	HEX HEAD BOLT	1219
8	1	INSTRUCTION SHEET	1720-IS



5-SPEED TRANSMISSION MAIN DRIVE GEAR TOOL

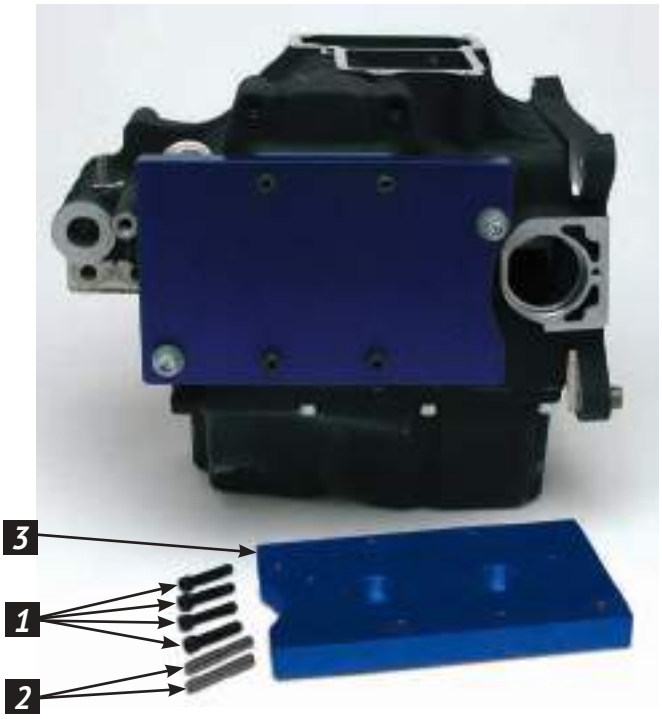
Use to remove and install the main drive gear. Also installs the main bearing without removing transmission case. This tool will NOT damage bearing or main drive gear during installation. *For more details see No.35316-IS instructions.*

No.**35316-80** - *Use on all 5-speed Big Twins and aftermarket 6-speed 1980-2006 except 2006 Dyna & Sportster 91-05.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	INSTALLER CUP	35316-80-1
2	1	BEARING INSTALLER PLATE	35316-80-2
3	1	MAIN PLATE	35316-80-3
4	1	BEARING	2010
5	1	8" BOLT	2137
6	1	12" BOLT	2138
7	1	GEAR PLATE	35316-80-7
8	1	XL MAIN PLATE	35316-91
9	1	NUT	2136
10	1	INSTRUCTION SHEET	35316-IS

TRANSMISSION DOOR BEARING TOOLS



H-D® CRUISE DRIVE 6-SPEED TRANSMISSION DOOR REMOVER TOOL

Use this tool to remove (pull) the complete door with gears and shafts from the transmission. No longer will you need to remove the trap door by prying or hitting with a hammer. Just prepare the trans for disassembly, bolt this tool to the outside of door, and place the two supplied press pins into the two screw holes of trans case. Thread in two of the screws, securing the door to case, and the door is pulled from case. Can be used with transmission in frame. *For more details see No.984-IS instructions.*

No.**984** - *Use on all 2006-present Dyna™ and 2007-present FLHT & FXST.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	4	SCREW, 1/4"	2135
2	2	DOWEL PIN	634
3	1	TOOL PLATE	984-1
4	1	INSTRUCTION SHEET	984-IS

H-D® CRUISE DRIVE 6-SPEED TRAP DOOR BEARING REMOVER / INSTALLER

This new innovative tool will accurately install a lubed ball bearing into the transmission trap door. Also removes bearing without error and can be performed on a work bench, no need for an arbor press. *For more details see No.911-IS instructions.*

No. 911 - *Use on all Twin Cam H-D 6-speed Cruise Drive models. 2006 Dyna's and all 2007 to present Twin Cam model*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	LOWER PLATE	911-1
2	1	UPPER PLATE	911-2
3	1	INSTALLER PILOT	1077-2
4	1	SCREW	1024
5	3	ALLEN SCREW 1/4-20 X 2"	1203
6	1	NUT 5/8-18	1065
7	1	WASHER 5/8 SAE	1064

Endorsed By

5-SPEED DOOR PULLER

Use to remove Big Twin 5-Speed transmission door. This tool easily removes the transmission door, with gears and shafts attached and without any scratches or frustrations. Puller will not damage door bearing. *For more details see No.2283-IS instructions.*

No.**2283** - *Use on all 5-speed & aftermarket 6-Speed transmissions, including Twin Cam® 1999-05 FXD, 1999-06 FL and 2000-06 FXST.*

TRANSMISSION DOOR BEARING TOOLS

5-SPEED TRANSMISSION SHAFT INSTALLER

This tool allows installation of transmission shafts without the use of a hydraulic or arbor press. *For more details see No.2189-IS instructions.*

No.**2189** - *Use on all 5-speed Big Twins and aftermarket 6-speed 1980-2006 except 2006 Dyna.*

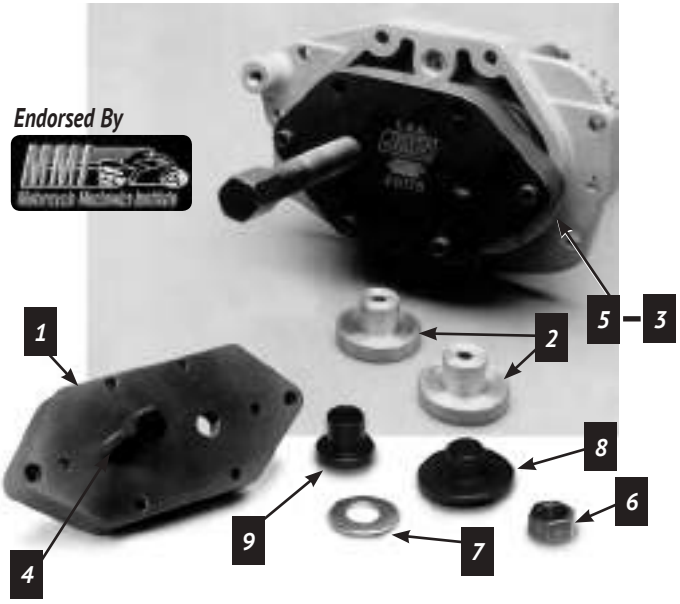
TRANSMISSION ACCESS COVER PULLER TOOL

Use to remove transmission access cover which is press fit on two dowel pins. *For more details see No.95560-IS instructions.*

No.**95560-57** - *Use on all Sportster® 1954-85.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	SCREW	2130
2	1	INSTRUCTION SHEET	95560-IS



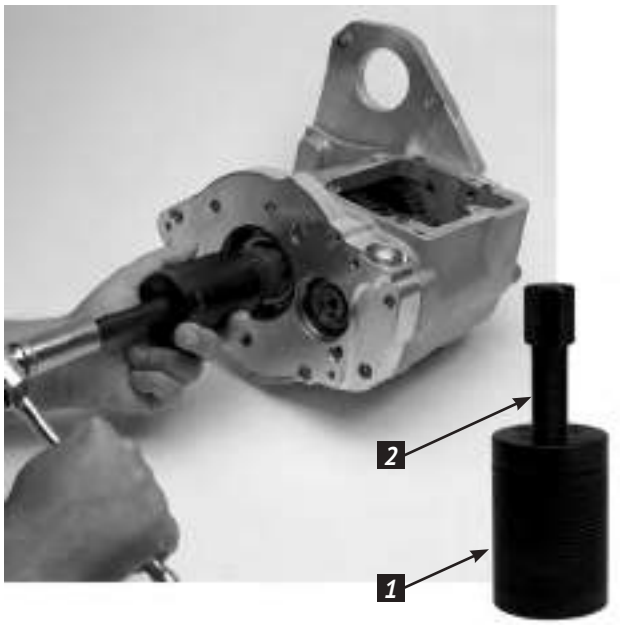
TRANSMISSION TRAP DOOR PULLER AND BEARING TOOL

This tool will remove and replace the transmission door bearings H-D® No.8998 or 8992. It can also be used to remove the transmission door for replacement without removing the complete transmission assembly. Door bearings must be replaced if using this tool to pull door off case. Replacement bearings; see page 104. ***NOTE:** Old No.1078-4 will not fit No's 1077-2 or 1077-3. For more details see No.1078-IS instructions.*

No.**1014** - *Use on all 5-speed Big Twins and aftermarket 6-speed 1980-2006 except 2006 Dyna.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	BASE, PULLER AND INSTALLER	1014-1
2	2	PILOT, INSTALLING (NO.8998) BEARING	1078-2
3	6	WASHER	1683
4	1	SCREW	1024
5	6	SOCKET HEAD CAP SCREW	1203
6	1	NUT	2000
7	1	FLAT WASHER	2020
8	1	PILOT, INSTALLER (NO.8992) BEARING	1077-2
9	1	PILOT, REMOVER (NO.8992) BEARING	1077-3
10	1	INSTRUCTION SHEET	1078-IS



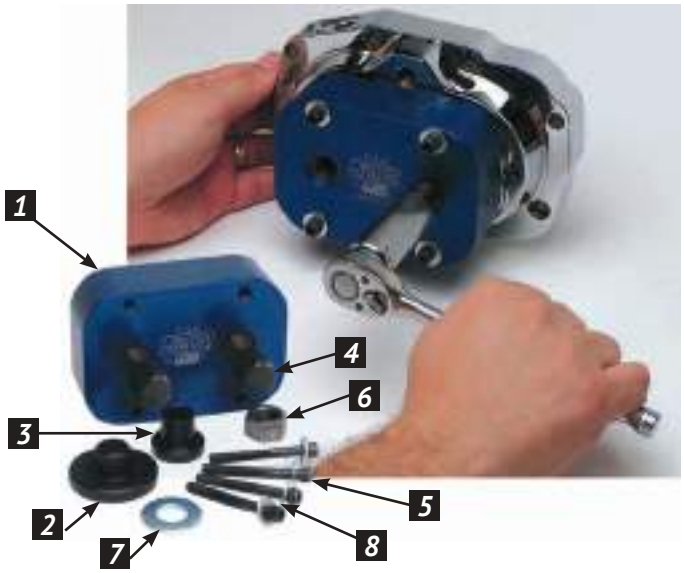
RIGHT SIDE DRIVE TRAP DOOR PULLER

This tool will remove the transmission door for service work without removing the complete transmission assembly. *For more details see No.998-IS instructions.*

No.**998 -** *Use on all JIMS® Right Side Drive transmissions and other aftermarket right side drive transmissions.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	PULLER BODY	998-3
2	1	SCREW	1024
3	1	INSTRUCTION SHEET	998-IS



FAT 5™ TRANSMISSION TRAP DOOR PULLER AND BEARING TOOL

This tool will remove and replace the transmission door bearings. It can also be used to remove the transmission door for replacement without removing the complete transmission assembly. Door bearings must be replaced if using this tool to pull door off case. Replace bearings with JIMS® No.8992. *For more details see No.1077-IS instructions.*

No.**1077 -** *Use on all JIMS® FAT 5™ overdrive transmissions.*

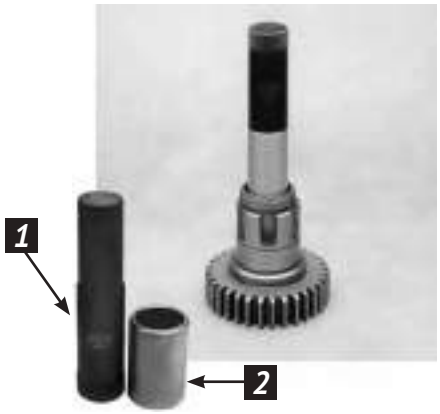
PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	4	BASE, PULLER AND INSTALLER	1077-4
2	2	PILOT, INSTALLING, BEARING	1077-2
3	2	PILOT, REMOVING, BEARING	1077-3
4	2	SCREW, TOOLS	1024
5	4	SOCKET HEAD CAP SCREW	1212
6	2	NUT	2000
7	2	FLAT WASHER	2020
8	4	FLAT WASHER	1683
9	1	INSTRUCTION SHEET	1077-IS

5-SPEED MAINDRIVE GEAR BEARING & SEAL INSTALLER

Use to install both bearings and the seal on the clutch side. *For more details see No.34734-IS instructions.*

No.**34734-80 -** *Use on all Big Twin 5-speed 1980-1990.*



MAIN DRIVE GEAR BUSHING TOOL

Use to remove and install the main drive gear bushings, also to remove Big Twin cam bushing 1970-present. *For more details see No.1005-IS instructions.*

No.**1005 -** *Use on all Big Twin 1936-86 4-Speeds.*

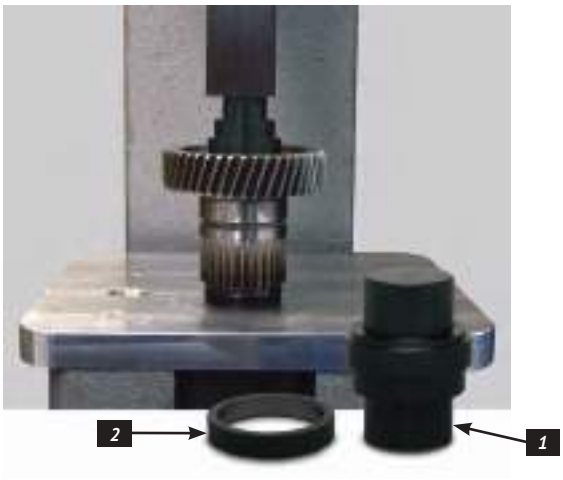
PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	DRIVER	1005-1
2	1	SLEEVE	1005-2
3	1	INSTRUCTION SHEET	1005-IS

TRANSMISSION MAIN DRIVE GEAR BEARING TOOL

Use to install main bearing H-D No.8905 or No.8906 to the factory depth. *For more details see No.33428-IS instructions.*

No.**33428-78 -** *Use on all Big Twin 1979-85 4-Speed.*



H-D® CRUISE DRIVE 6-SPEED MAIN DRIVE GEAR, BEARING & SEAL INSTALLER TOOL

Use this tool to safely install new main drive gear bearings and seal. This tool will hold bearings and seal square to it's bore, eliminating any marring of the bearings and seals and installing both to the right depth. This tool is used in the same manner as JIMS® Tool No.37842-91 that you've used for years. *For more details see No.986-IS instructions.*

No.**986 -** *Use on all 2006-present Dyna™ and 2007-present FL & FXST.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	BEARING REMOVER	986-1
2	1	SEAL INSTALLER	986-2
3	1	INSTRUCTION SHEET	986-IS

MAIN DRIVE GEAR BEARING TOOL

Use to install inner and outer 5th gear bearings to factory depth. New bearing depth incorporated, will still work on early depth. *For more details see No.37842-IS instructions.*

No.**37842-91 -** *Use on all 5-speed Big Twins and aftermarket 6-speed 1980-2006 except 2006 Dyna. Use on Sportster or Buell 1991 - 2005.*

H-D® CRUISE DRIVE SHIFT FORK SHAFT REMOVER TOOL

Tool loosens and removes both shifter shafts from trans door, allowing further disassembly of transmission. *For more details see No.985-IS instructions.*

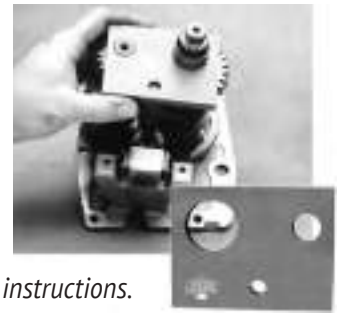
No.**985** - *Use on all 2006-present Dyna™ and 2007- to present FLH & FXST.*

CRUISE DRIVE SHIFTER SHAFT SLEEVE REMOVER & INSTALLER TOOL

This tool allows you to remove and install H-D No.35186-06 shifter shaft sleeve without removing the transmission case from the chassis. This tool installs sleeve to the correct depth in case without error or damage. *For more details see No.1658-IS instructions.*

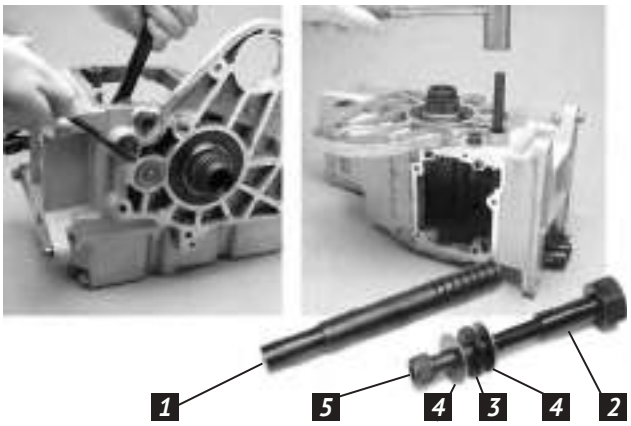
No. 1658 - *Use on all 2006 to present 6-speed Cruise Drive models.*

TRANSMISSION GEAR SPACING TOOL



Use to align main and countershafts when checking proper gear spacing. *For more details see No.35820-IS instructions.*

No.**35820-86** - *Use on all Sportster® 1986-90. Use on all Buell® 1987-90.*



SHIFTER SHAFT SLEEVE TOOL

Use to remove and install the shifter shaft sleeve in all 5 & 6 aftermarket speeds. This tool may be used to remove, install replacements, or upgrade shifter shaft sleeve, assembly, and drum. *For more details see No.1664-IS instructions.*

No.**1664** - *Use to upgrade to latest shifter assembly for 5-Speeds, 1980-99 Big Twins, and 1980-00 FLHT, FXR, and FXD. Use to replace shifter sleeve for 5-Speeds 2000-06 FXST, 2001-06 FLHT, and 2001-05 FXD.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	SLEEVE REMOVER	1664-1
2	1	SLEEVE INSTALLER	1664-2
3	1	THRUST BEARING	1663
4	2	THRUST WASHER	1662
5	1	ALLEN SCREW	1661
6	1	INSTRUCTION SHEET	1664-IS

EXTERNAL LOCK RING PLIERS

These pliers jaws are scored on the outside to hold the snap ring JIMS® No.11087K for 5-Speed transmission shafts. *For more details see No.2362-IS instructions.*

No.**2362** - *Use on all 5-speed Big Twins and aftermarket 6-speed 1980-2006 except 2006 Dyna. Use on Sportster or Buell 1957 - present.*

COUNTERSHAFT 1ST SCISSOR GEAR ALIGNMENT TOOL

This tool is essential for installation of the countershaft 1st scissor gear in Cruise Drive transmissions. It is installed before the scissor gear is removed to maintain alignment of the gear halves under spring pressure. This ensures that the scissor gear teeth mesh correctly with the mainshaft 1st gear.

No. 5816 - *Use on Cruise Drive transmissions utilizing a scissor first gear.*

SHIFTER MECHANISM SLEEVE REMOVER & INSTALLER

This is one of Hiro's time savers for removing and installing the shifter mechanism sleeve in Cruise Drive Big Twin transmissions. With this new tool, the sleeve (bushing) can be removed and installed correctly without disassembling the transmission, saving hours of labor! This tool will pay for itself in one use!

No. 5517 – *Use on 2006 Dyna® and all 2007-present Big Twin with 6-speed Cruise Drive Transmission.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	DRIVER, SHIFTER BUSHING	5517-1
2	1	GUIDE, INSTALLER, SHIFTER BUSHING	5517-2
3	1	GUIDE, REMOVER, SHIFTER BUSING	5517-3
4	1	INSTRUCTION SHEET	5517-IS

CRUISE DRIVE VISE STAND

To assist in the assembly of the transmission gears and shafts, JIMS has developed the Cruise Drive Vise Stand. No more fumbling with parts on the bench or clamping in a vise with soft jaws. This new tool holds the shafts in perfect alignment while protecting them from damage. Faster, easier, and safer assembly is now possible.

No. 2267 - *For 2006 to present Dyna and 2007 to present Big Twins.*

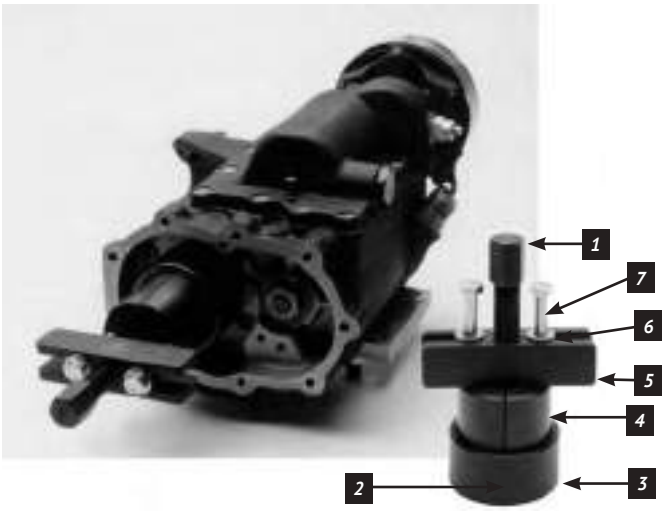

ethika
JIMS

SHIFT FORK GAUGE

This tool checks alignment of Big Twin transmission shift forks. 96384-39 for drum-type shifters or 96385-78A for plate-type shifters. *For more details or parts available seperately see No.96384-IS or 96385-78A instructions.*

No.**96384-39** - *Use on all Big Twin 1939-78 4 - Speeds.*

No.**96385-78A** - *Use on all Big Twin 1979-86 4 - Speeds.*



4-SPEED MAINSHAFT CLUTCH GEAR PULLER (GEAR NO.'S 33381-39 & 33560-75)

This tool was designed specifically to remove the starter clutch gear without damage to the gear or shaft. This tool will not slip off the gear. *For more details see No.1007-IS instructions.*

No.**1700** - *Use on all Big Twin 4-Speeds 1936-86, with kick starter.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	SCREW	1024
2	1	HARDEN TIP	1025
3	1	RING	1044-TS-2
4	2	STARTER CLUTCH GEAR PULLER	1700-1
5	1	PULLER BAR	2013
6	2	HEAVY FLAT WASHER	2014
7	2	BOLT	1217
8	1	INSTRUCTION SHEET	1700-IS

TRANSMISSION STUD INSTALLER TOOL

Use on all stock and aftermarket transmissions that use bottom mounting studs. *For more details see No.1050-IS instructions.*

No.**1050** - *Use on all Big Twin 1936-86 4-Speeds. Use on all Softail® 1985-99 5-Speeds.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	INSTALLER BODY	1050-1
2	1	SCREW	1049
3	1	NUT	2205
4	1	INSTRUCTION SHEET	1050-IS

TOURING MODEL STEERING HEAD STEM NUT WRENCH

This tool was submitted to us by Hiro Koiso a hands on flat rate technician, experienced engine builder and a JIMS sponsored Bonneville record holder in numerous classes. Hiro came to us with a great flat rate time saver stem nut tool for use on Touring Model Harleys. Normally to get access to the top stem nut you would need to remove the radio package. With this tool you are able to loosen, tighten and torque to spec. the 1-1/2" stem nut without radio removal and ultimately saving you 45 minutes for an experienced mechanic! *For more details see No.977-IS instructions.*

No.977 - *Use on 1996 to present FLHT and 1994 to present FLHR.*

FORK NUT SOCKET

Use to remove and install top fork tube plug. Eliminates possible burring of plug caused by wrenches. *For more details see No.2043-IS instructions.*

No.**2043** - *Use on all 1948 and later Wide Glide models.*

Endorsed By

NEW FORK CAP INSTALLATION TOOL

Installing fork tube caps requires compressing the spring while rotating the cap. This is not particularly difficult with fork legs that have been removed from the bike and securely mounted in a work area. However, on the bike, the task can become almost impossible because of restricted work area and other components getting in the way. This tool allows a technician to install the fork tube caps on the motorcycle without removing other parts. Simply use two quick clamps, and the experienced technician can do the job in minutes!

No. 5821 - *Use on all 49mm fork tubes.*

SEE ON YouTube

NEW FORK CAP ALLEN SOCKET

Harley-Davidson® recently updated the fork cap on touring bikes, and you now need a large Allen head socket for disassembly. There's a good chance you don't have this size socket in your tool box, but there's no need to go buy an expensive kit just for this one socket. JIMS now offers a quality socket /driver for this application priced affordably and sold individually.

No. 5827 - *Use on late model 49mm FLH forks on 2014 - present Touring models.*

49MM FORK DUST AND FORK SEAL INSTALLER TOOL

This tool is designed to install the lower leg 49mm fork seal squarely into the bore without damaging the seal lip surface. Two piece design. *For more details see No.2049-IS instructions.*

No.**2049** - *Use on all FXD'S, 2006 - present and all V-ROD'S 2002-present (except inverted fork models).*

Endorsed By

35MM HEX TOP FORK NUT SOCKET 3/8" DRIVE

Use to remove or install top fork nut on glide forks. Has rubber protector on inside to prevent damage to chrome nut (Will clear most bars). *For more details see No.2244-IS instructions.*

No.**2244** - *Use on all Sportsters® & Big Twins.*

FORK SEAL & CAP INSTALLERS

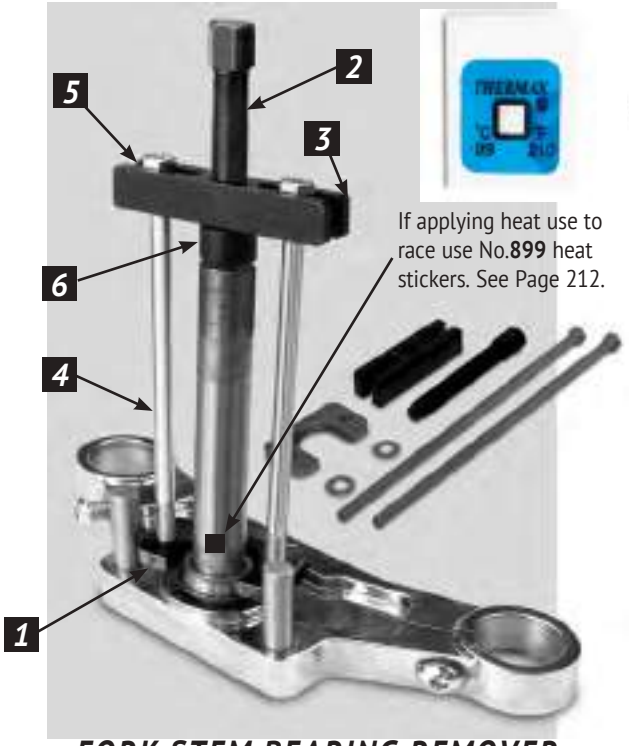
Use to install fork seals, dust seals, and chrome caps. Lightly grease to keep from scratching fork tubes. *For more details see No.2044-IS instructions.*

No.**2044** - *39mm slider with Delrin plastic indestructible cap. 2 piece kit.*

35mm & 41mm SLIDERS SOLD SEPARATELY

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	35MM SLIDER	2045
2	1	39MM SLIDER	2046
3	1	41MM SLIDER	2047
4	1	INDESTRUCTIBLE DELRIN CAP	2048
5	1	INSTRUCTION SHEET	2044-IS



If applying heat use to race use No.**899** heat stickers. See Page 212.

FORK STEM BEARING REMOVER

Use this tool to remove the lower fork stem (Triple Clamp) tapered bearing. *For more details see No.1414-IS instructions.*

No.**1414 -** *Use on all lower fork stems that use a H-D® No.48300-60 style bearing. Order JIMS® Hard End Cap, No.1048 below when using on early XL 1978-81.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	BEARING REMOVER	1414-1
2	2	SCREW	1024
3	1	PULLER BAR	2013
4	2	3/8" - 16 X 11" BOLTS	1717
5	2	3/8" SAE WASHER	2031
6	1	HARDENED TIP	1025
7	1	INSTRUCTION SHEET	1414-IS

HARD CAP

This hard cap will protect the 3/4" fork stem when using the above tool No. 1414 on Sportsters. Also works on 1955 to 2006 Big Twin sprocket shafts, when pressing flywheels out of engine cases. See page 184. *For more details see No.1048-IS instruction sheet.*

No.1048 - *Use on 1978-1981 Sportsters*

FRONT FORK COMPRESSOR TOOL

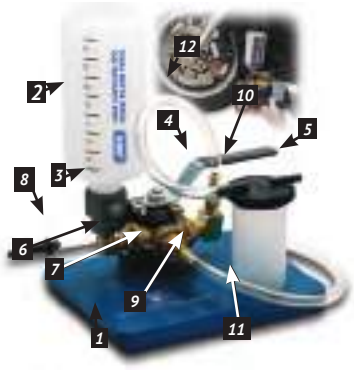
Use to compress the fork springs in cartridge style shocks when servicing or rebuilding. The compressor can be mounted in a vise for easy hands free servicing. Also includes an adapter for FL forks to eliminate direct contact with spring coil and a special rod to pull up the fork damper rod. *For more details see No.1776-IS instructions.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	MAIN BODY	1776-11
2	1	SLIDE, MAIN BODY	1776-10
3	1	FL ADAPTER	1776-3
4	1	DAMPER ROD EXTENTIONS	1776-9
5	1	SPECIAL ALLEN SCREW	1776-6
6	1	INSTRUCTION SHEET	1776-IS

No.**1776 -** *Use on all cartridge-style shocks fork assemblies.*

VACUUM FED FORK FILLING TOOL



Changing the fork fluid on models with fairings can be intimidating and take hours. This tool eliminates the need to remove the fairing on all touring bikes to change the fork oil. It's like magic! With this tool it should take about 30 minutes to perform the service compared to 2.2 hours without it. Use on all common damper tube type fork assemblies. This tool is not for use on motorcycles using cartridge type forks or inverted fork assemblies. This tool is designed for use in conjunction with a Mityvac® tool No. 741, which is available separately. *For more details and parts available seperately see No. 740-IS instructions.*

No. 740 - *Use on all common damper tube type fork assemblies with drain screws. (Not for use on motorcycles using cartridge type forks or inverted fork assemblies.)*

No. 741 - *Mityvac Hand Vacuum Pump kit. (Sold separately)*

FORK LEG AND TUBE HOLDER TOOL

Use this tool to hold fork legs and tubes for easy hands free servicing or rebuilding. Mounts in a vise to hold the fork firmly during repair without causing damage to the fork assembly. Will not scratch finishes. *For more details see No.2251-IS instructions.*

No.**2251 -** *Use on smaller 28mm or larger fork tubes with a maximum 2" (50mm) diameter.*

STEERING HEAD BEARING RACE INSTALLER

Use to install steering head races, stock and custom, as well as install cups in the frame. This tool pulls the races and cups in, straight and true, without any damage. *For more details see No.1725-IS instructions.*

No.**1725 -** *Use to install cups and races on all models, including V-Rod®.*

No.**5515 -** *Use on all 2014 to present FLH models, including Tri Glide® Trikes* NEW

FORK TUBE SPRING RETAINER REMOVER/ INSTALLER TOOL

This tool has two pins that will locate inside the top of the fork tube on the spring retainer screw. You will then be able to remove or install this retainer to service the fork assembly on early drum brake fork model Sportsters and Superglides.

No.1170 - *Use on 1952 - 1972 Sportsters, and 1970 - 1972 Superglide.*

SOFTAIL® CASTLENUT SOCKET FOR INVERTED FORKS

The new Softail® inverted forks utilize a unique inner fork nut(Castlenut) to secure and compress the fork spring. This one piece solid steel socket is designed to help the technician by securing the socket to the joint rod prior to final assembly.

No.**5831 -** *For 2017 - present Softails® with inverted forks.*

STEERING HEAD BEARING RACE REMOVER TOOL

Use to remove and install steering head bearing race. Use with JIMS® spacer No.2388 and JIMS® Tool Handle No.33416-80 below. *For more details see No.2232-IS instructions.*

No.**2232** - *Use on all Big Twin 1949-present. (**NOTE:** Includes aftermarket frames.) Use on Sportster® 1978-present. Use on Buell® 1987-02. Use on V-Rod® 2002-present.*

RACE & BEARING INSTALL TOOL HANDLE

Use with No's. 2232 above, 33071-73, 34810-84, 94547-80A & B, 97272-60, 788, and 97273-60. Approximately 12" long. *For more details see No.33416-IS instructions.*

No.**33416-80**

FORK OIL LEVEL GAUGE

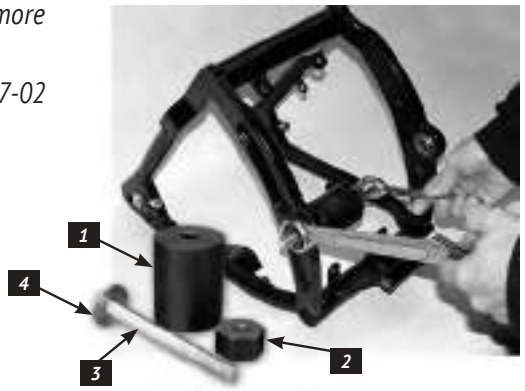
This tool is designed to accurately fill the front fork tubes with fork oil. The tool has a convenient lettered scale on the pump plunger and steel oil level tube for precise measurements when servicing. Consult your service manual for the proper weight oil and the amount to fill each tube.

No.920 - *Use on hydraulic front forks.*

PIVOT BEARING REMOVER / INSTALLER TOOL

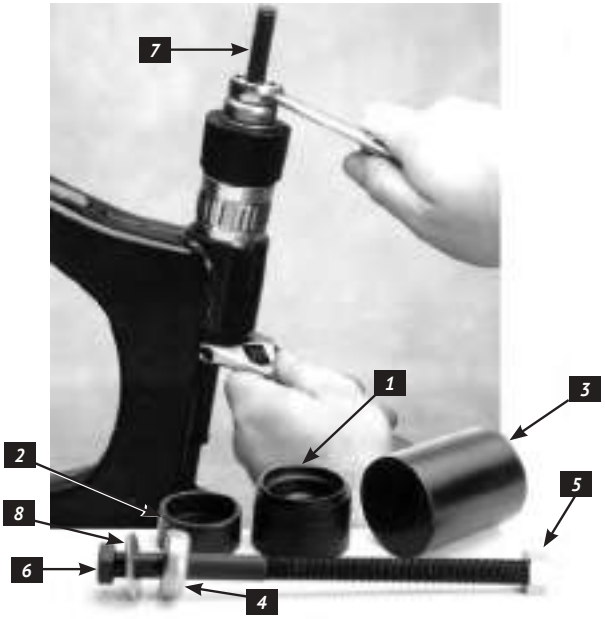
Use this tool when removing and installing the swingarm pivot bearing for 1984-present Softails® that use H-D® No.9076, or 9270A. This tool can also be used to remove and install front fender spherical bearings on Heritage Softail® Springers 1997-02 & 2004-present that use H-D® No.9149. *For more details see No.2250-IS instructions.*

No.**2250 -** *Use on all 1984-present FXST's for pivot bearing. Use on 1997-02 & 2004-present FLSTS for spherical bearing.*



PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	INSTALLER CUP	35316-80-1
2	1	END CAP	2250-1
3	1	SCREW	1237
4	1	WASHER	2038
5	1	INSTRUCTION SHEET	2250-IS



CLEVEBLOC BUSHING ASSEMBLY REMOVER / INSTALLER TOOL

Use to remove and replace swing arm cleveblocs. Cleveblocs, part No.47556-81, are silicone filled bushings that will be damaged if not installed properly. JIMS® tool presses on the outer sleeve of the bushing, preventing damage to the clevebloc. Can be used with or without a press. *For more details see No.1743-IS instructions.*

No.**1743 -** *Use on all FLT, FLH 1980-2001. Use on all FXR 1982-94, 1999 and all aftermarket FXR style frames.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	PRESS PLUG	1743-1
2	1	PRESS CUP INNER	1743-2
3	1	PRESS CUP OUTER	1743-3
4	1	BEARING	2010
5	1	NUT	2136
6	1	LONG BOLT	1246
7	1	SHORT BOLT	2137
8	1	WASHER	2038
9	1	INSTRUCTION SHEET	1743-IS

CLEVEBLOC SPREADING TOOL

Use to install the swing arm in a 5-Speed rubber mount frame. When cleveblocs are replaced they need to be positioned to install in the rear of the transmission. This tool will spread the swing arm cleveblocs allowing for installation of the swing arm. *For more details see No.1707-IS instructions.*

No.**1707 -** *Use on all Big Twin 1980-2001 FL. Use on all FXR 1982-99.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	2	FLANGED NUT	1707-2
2	1	SHAFT	1707-1
3	1	INSTRUCTION SHEET	1707-IS

REAR AXLE NUT TORQUE ADAPTER

This new JIMS tool will make adjusting the drive belt tension or rear wheel alignment a bit easier. Saves you time by eliminating the need to remove the mufflers to perform this service. The tool is designed with a 1/2" drive receiver hole for inserting your torque wrench thus letting you torque the axle nut from an offset position. *For more details see No.906-IS instructions.*

No. 906 - *Use on 2002-2016 FL touring models. Use on V-Rod 2005-present.*

NEW SWING ARM BEARING INSTALLER

Swing arm bearings must be installed and aligned accurately to avoid unsafe handling and ensure control of the motorcycle. Both drive side and brake side bearings, which are at different depths, can be easily and accurately installed with this tool kit. JIMS took it one step further and added a remover to press the spacer out of the bearing. At JIMS we look out for technicians and riders alike.

No. 5822 - *Use on 2002 - present FLH Touring Models.*

3RD HAND AXLE LOCKER TOOL

Have you noticed, as you are torquing down the axle nut after you set the proper belt tension, (Deflection) that the welded axle nut will move to the low side of adjuster cam? This movement will allow the belt to lose adjustment. Now with the " JIMS® 3rd Hand Axle Tool", you will not need to find a helper to hold the nut or yourself having to reach around the tire and hold the nut from moving. Just place this tool over the welded nut on left side with the neck portion of the tool resting over the swing arm. Hand screw the adjusting screw to take up any slack in tool. Torque the axle nut from the right side knowing the welded nut will not turn allowing the belt to lose it's adjustment. *For more details see No.970-IS instructions.*

No.**970** - *Use on all 2002 and later FL.*

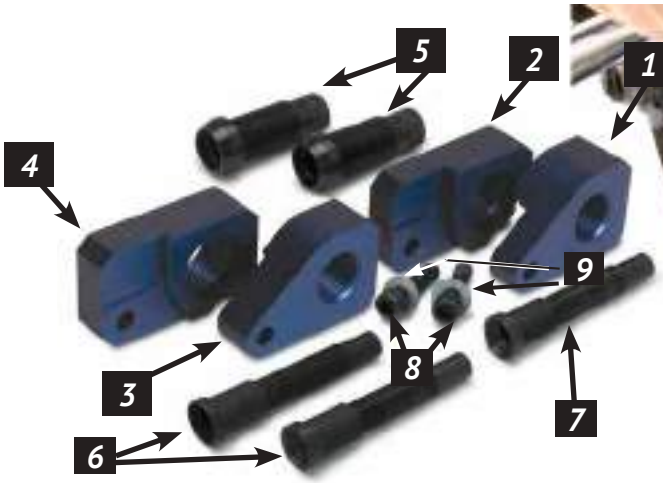
HOLLOW AXLE PLUG TOOL

Most all-late motorcycles are now using hollow axles for reduced weight and cost savings. The use of this new hollow axle has eliminated the center point of the axle, which had been used as a center point for alignment references. Lube the o-ring ends of these tools and insert in left and right ends of axle on Dyna®, and Sportster® Models. This will give you the correct center point required for safe vehicle alignment. *For more details see No.950-IS instructions.*

No.**950** - *Use on all Dyna® and Sportster® models 2008 to present.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	AXLE PLUG, LEFT	950-1
2	1	AXLE PLUG, RIGHT	950-2
3	1	O-RING, LEFT	950-4
4	1	O-RING, RIGHT	950-3
5	1	INSTRUCTION SHEET	950-IS



FL POWER TRAIN ALIGNMENT TOOL

This tool easily and safely aligns the Power Train (rubber mounted engine, transmission and the swingarm assembly) to the correct position as found on most touring models. Alignment service must be performed when the engine, transmission, or swingarm has either been removed or repaired. The safety in handling and performance of the motorcycle could be greatly effected without the accurate alignment this tool provides. *For more details see No.964-IS instructions.*

No.**964** - *Use on 1993-2008 FLHT models.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	LEFT ALIGNMENT BLOCK, 2007 TO 2008	964-1
2	1	RIGHT ALIGNMENT BLOCK, 2007 TO 2008	964-2
3	1	LEFT ALIGNMENT BLOCK, 2003-05	964-3
4	1	RIGHT ALIGNMENT BLOCK, 2003-05	964-4
5	2	PIVOT SLEEVE	964-5
6	2	ADJUSTMENT SCREW, 2002 TO 2008	964-6
7	1	ADJUSTMENT SCREW, 1993-01	964-7
8	2	ALLEN SCREW, 3/8-16X1-1/2"	1181
9	1	WASHER, 3/8", SAE	2031
10	1	INSTRUCTION SHEET	964-IS

REAR WHEEL ALIGNMENT TOOL

Having good wheel alignment will extend belt, chain, pulley and sprocket life. Poor alignment can effect the safe handling of the motorcycle. This tool is simple, fast, and accurate to use to keep correct alignment. Also works on the new hollow axle Dynas® and Sportster® models along with JIMS® hollow axle tool No.950 above.

No.928 - *Works on most Sportsters®, Dynas® and Softails® models to present.*

JUMBO CHAIN TOOL

This tool is de-signed to break roller chains up to #630 and fits all standard & O-ring chain sizes #520 to #630. Its designed to rivet chains up to #530. (not #630) Master link side plate press kit includ-ed to press on side plates on chains up to #530. (not #630) The screws and attachments are heat treated for strength and durability. The extractor pin is precisely guided by a removable guide ensuring long pin life. This may be bolted to a work bench, supported in a vise, or held by handle. When bolted to a solid surface, air or electric wrenches may be used to break chain. This tool is recommended for heavy duty use. Instructions included with tool.

No.926 - *See above chain application info above for chain type and sizes.*

CHAIN PRESS TOOL KIT

Since about 1990, most new chains use press-fit type side plates on the connecting links. With this type of link the side plate cannot be installed properly without the aid of this special tool. The chain manufacturers have determined a press fit adds strength to the connecting link and should always be used.

No. 925 - *Used on #520 - # 530 chain with press fit connecting links either standard or o-ring style.*

REPLACEMENT PRESS PLATES ONLY

No.924 - *Used on tool No.925 above.*

MASTER LINK PLIERS

Designed to simplify installation and removal of clip-type master links. One tip is shorter and notched to be placed on the pin which allows the longer tip to push the clip.

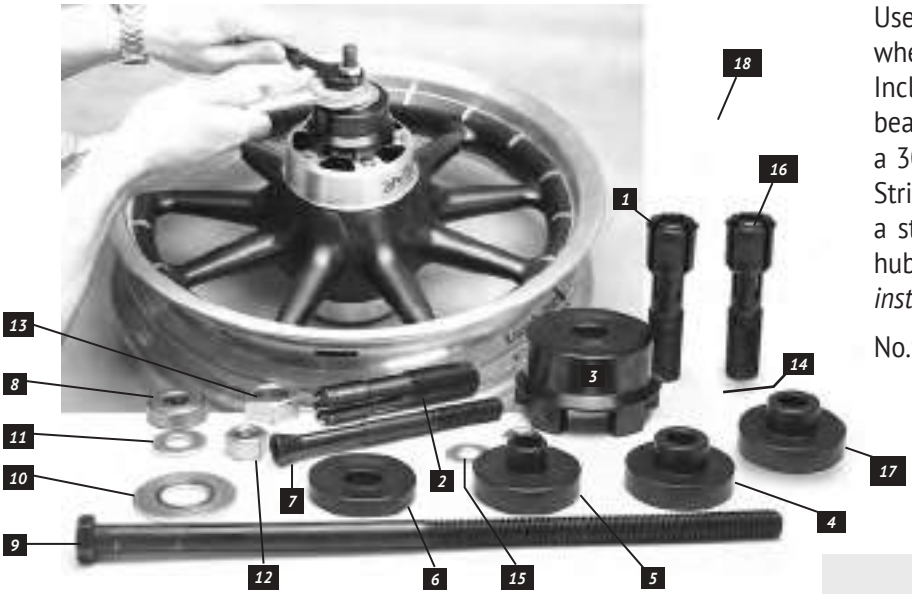
No.921 - *Master Link Pliers.*

BELT TENSION GAUGE

This compact designed tool is used to assist in properly adjusting secondary belt tension with a 10 lb.. specification. Tool has an easy to read scale. Use on all rear belt driven O.E.M. or aftermarket motorcycles.

No.923 - *Used on all rear belt driven O.E.M. or aftermarket motorcycles.*

LATE SEALED WHEEL BEARING REMOVER AND INSTALLER KIT



Use to remove and install "new style" sealed wheel bearings without damaging the wheel. Includes new remover and installer for 25mm bearing, with or without ABS. Also included is a 30 pack of "surface Temperature Indicating Strips." These are used to assist in removing a stubborn bearing when applying heat to a hub surface. *For more details see No.1042-IS instructions.*

No.**939** - *Use on all 2000-present Twin Cam® models, and all 2000 -present Sportster® models, Street 500 and 750 and V-Rod®s 2002-present.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	WHEEL BEARING PULLER (1.00" ID)	1042-1
2	1	WHEEL BEARING PULLER (.750" ID)	1042-2
3	1	MAIN BODY, PULLER	1042-3
4	1	BEARING INSTALLER, LARGE	1042-4
5	1	BEARING INSTALLER, SMALL	1042-5
6	1	INSTALLER BACKING PLATE	1042-6
7	1	EXPANDER DOWEL	1042-7
8	1	BEARING	2010
9	1	BOLT, 1/2-13 X 12"	2138
10	1	BRASS WASHER	1099
11	1	FLAT WASHER. 1/2 SAE	2038
12	1	NUT, 1/2-13	2136
13	1	NUT, 3/4-16	1098
14	1	NUT, 7/16-14	7515
15	1	WASHER, 7/16 SAE	2037
16	1	REMOVER, 25MM	1042-8
17	1	INSTALLER, 25MM	1042-9
18	1	TEMPERATURE STRIPS (30)	899
19	1	INSTRUCTION SHEET	1042-IS

25MM WHEEL BEARING REMOVER AND INSTALLER TOOL

This tool is used to remove and install the new front 25mm H-D® bearing, including ABS or non ABS wheel bearings on most of the 2007 to present with 25mm bearing models. Note: This tool must be used with the earlier JIMS® wheel bearing installer / remover Tool No.1042 above. *For more details see No.1042-IS instructions.*

No.**958** - *Use on all 2007-present wheels using 25mm wheel bearing, ABS or non-ABS.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	REMOVER	1042-8
2	1	INSTALLER	1042-9
3	1	INSTRUCTION SHEET	1042-IS

AXLE INSTALLATION GUIDE NEW

Installation of motorcycle axles has always been problematic. Trying to align the wheel with other components such as swing arms, caliper brackets, wheel hubs and spacers can be frustrating - especially when trying to do the job alone. To help eliminate these problems, JIMS now offers an axle installation guide tool. This tool is exclusive to JIMS and was designed by our talented engineering partner, Hiro Koiso.

No. 5820 - *Use on all 2008 - present hollow 1" / 25mm standard axles.*

HUB PROTECTOR FOR WHEEL BEARING TOOL

Let's face it, wheel bearing tools are one of the first service tools needed in a technician's tool box. Thankfully, the JIMS® wheel bearing tool that is already in your tool box works for Indians® as well! All you need is this hub protector to do the job correctly without damaging the wheel. Thankfully, you don't have to buy the complete tool all over again to do the job right.

No. 5803 – *Use on all Indian® models 2014-present and 2017 Victory® Octane.*

WHEEL BEARING RACE REMOVER & INSTALLER TOOL

Use to remove and install bearing cups in cast wheels. Use with JIMS® handle No.33416-80, below and brass hammer, JIMS® No.1080. Comes with 1 spacer No.2388. *For more details see No.33071-IS instructions.*

No.**33071-73** - *Use on Big Twin and Sportster® 1973-99. Use on Buell® 1987-99.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	SPACER	2388
2	1	RACE REMOVER HALF	33071-731
3	1	INSTRUCTION SHEET	2388-IS
4	1	INSTRUCTION SHEET	33071-IS

REAR WHEEL COMPENSATOR BEARING REMOVER / INSTALLER TOOL

Use to remove and install the new compensator ball bearing, after the rear pulley is removed from the rear wheel drive bowl. This bearing is now positioned with the rubber isolators in the drive bowl. The tool will center and guide the installer plug with the center of the pulley for safe bearing installation. *For more details see No.947-IS instructions.*

No.**947** - *Use on all 2008 - present, V-Rod®s, XL, & FL, and Street 500/750.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	BASE	947-1
2	1	SLEEVE	947-2
3	1	DRIVER	947-3
4	1	INSTRUCTION SHEET	947-IS

RACE & BEARING INSTALL TOOL HANDLE

Use with No's. 2232 above, 33071-73, 34810-84, 94547-80A & B, 97272-60 use on part No. 788 and 97273-60. Approximately 12" long. *For more details see No.33416-IS instructions.*

No.**33416-80**

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	O-RING	2310
2	1	INSTRUCTION SHEET	33416-IS

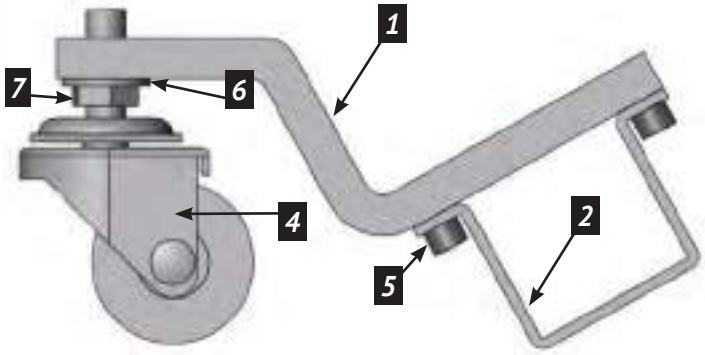
JIMS LIFT CADDY

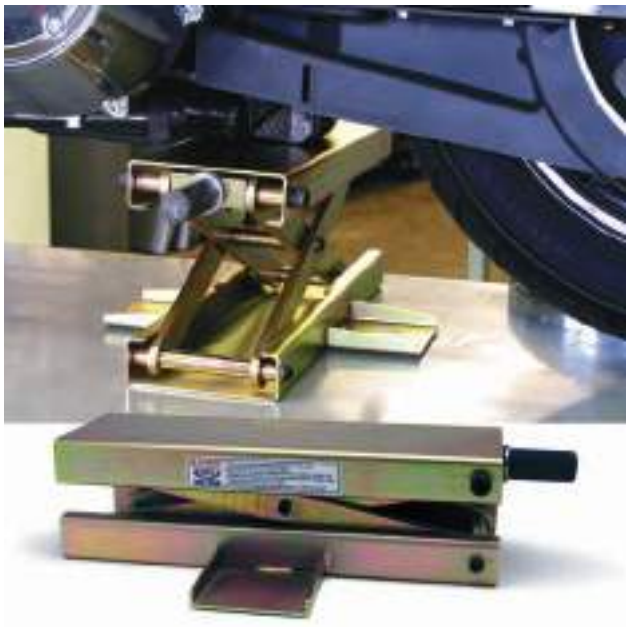
Introducing the patent pending "JIMS® Lift Caddy". This new unique product allows you to move your bike lift, with a bike on it, by yourself on a smooth floor. The sturdy steel design incorporates two low profile 2" wide heavy duty casters that can rotate 360 degrees, and is capable of handling today's heavy 900 lbs+ motorcycles. Even better, the Caddy is only activated when the lift is fully raised (not resting on any lock tabs). Once lowered to any lock tab, or the floor, the wheels camber up securing the lift to the floor as if the lift caddy isn't even there. In short, the lift only moves when you want it to and is secure when you are working on the motorcycle, as well as when loading and unloading. *For more details see No.776-IS instructions.*

No. 776 - *"JIMS LIFT CADDY" will fit on "Handy®" lifts, "Handy's®" STANDARD No.10740,- and other lifts that incorporate a 2" wide cross member.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	2	CASTER MOUNTS	776-1
2	1	FRAME MOUNT	776-2
3	1	STICKER (NOT SHOWN)	776-3
4	2	CASTER	2101
5	8	SCREW	2103
6	2	WASHER	2038
7	2	NUT	1027
8	1	INSTRUCTION SHEET	776-IS





BIKE CENTER JACK

This scissors type jack can lift either the front or rear of most motorcycles to perform wheel assembly service work. Order non-skid rubber pad separately for mounting to top of jack surface. Use with JIMS® alignment tool No.964.

No.**904**

NON-SKID RUBBER PAD

Install this non-skid rubber pad to the top surface of JIMS® No.904 Bike Center Jack. Sold separately.

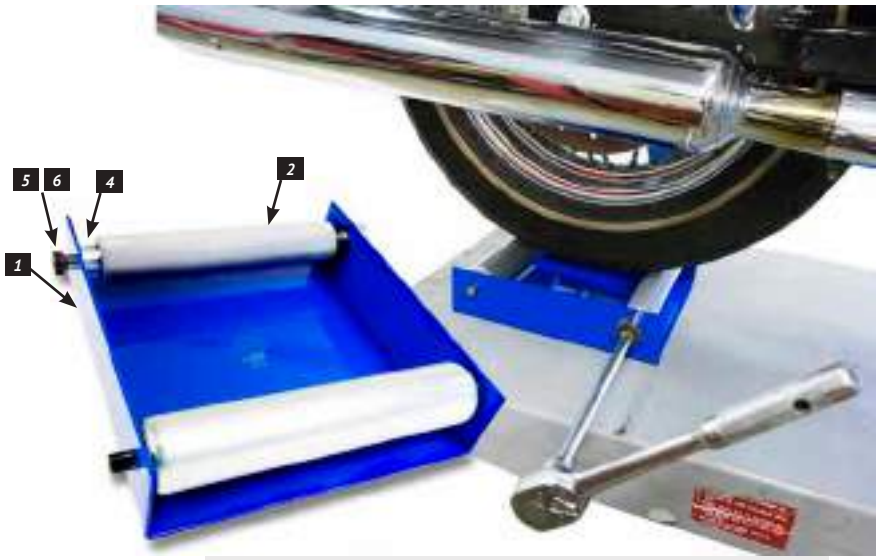
No.**905**

TIRE ROTATOR TOOL

Use to rotate the front or rear tire. Have you ever wished you had a third hand? Well now you do.

Think about the possibilities of being able to put your motorcycle in high gear and turn the rear wheel with one hand and having the internal engine parts rotate. Check tappet adjustments, check cam timing, ignition timing, check primary chain adjustments, rear belt or chain adjustments, check spoke torque and install or remove any part or parts that need the engine rotated. Can also be used for finding the air fill and cleaning the wheel or tire. *For more details see No.936-IS instructions.*

No.**936** - *Use on all Big Twins, Sportsters, and Buells.*



PARTS AVAILABLE SEPARATELY

NO.	QTY	DESCRIPTION	PART NO.
1	1	SHEET METAL BASE	936-1
2	1	KNURLED ROLLER	936-2
3	1	SMOOTH ROLLER	936-3
4	1	SPACER WASHER	936-4
5	1	SHOULDER BOLT	2298
6	1	WASHER, 1/2"	2038
7	1	INSTRUCTION SHEET	936-IS

2014 WHEEL BEARING PULLER SUPPORT PLATE AND HUB PROTECTOR

On 2014-present cast wheels and certain CVO™/Accessory wheels, the brake rotor is attached by outboard mounts that provide no surface to support the bearing puller tool on the hub. JIMS No. 913 uses 2 of the rotor mounts to give a strong, stable surface for JIMS bearing puller to work without damaging the hub's finish. A unique counter bore prevents the puller from rotating and provides proper alignment and support for JIMS, OEM, and most other puller tools. It's made in the USA and guaranteed for life. If you have a 2014-present model or a repair shop, eventually you will need this tool. *For more details see No. 913-IS instructions.*

WORKS ON 5 OR 7 LUG WHEEL

No. 913 - *Use on H-D® cast wheels with 5 or 7 brake rotor mounting lugs outboard of wheel hub.*

HANDY PACKER™ BEARING PACKER

This tool is a quick and easy way to replace bearing grease in exposed ball or roller bearing bearings. Simply inject fresh grease through the grease fitting, set the bearing on the piston, and push down on the piston plunger. Includes easy-to-grip dust cover to keep stored grease like new. Works with bearings up to 3.5" O.D.

No.**1766** - *Use on all H-D® exposed ball or roller bearing bearings up to 3.5" O.D.*

UNIVERSAL BEARING PACKER

Simply place the bearing between the plastic cones, tighten, and apply grease through the fitting on the end of the threaded shaft. This tool forces out old grease and evenly injects fresh grease.

No.**1767** - *Use on all H-D® exposed ball or roller bearing bearings up to 4.125" O.D.*

TIRE AIR PRESSURE GAUGE

The only thing between you and the road is your tires. The JIMS new rubber coated gauge, will give you accurate air pressure for any standard tire. Records pressure until release button is engaged.

No. 781 - *Tire air pressure gauge.*

BRAKE BLEEDER KIT

Use this tool to catch brake fluid while bleeding the brake lines. The clear vinyl hose, and semi-transparent catch-can allows you to see when air is out of the line, and when the container is nearing full. Includes three bleeder fitting adapters.

No.**1768 -** *Use on all hydraulic brakes.*

BRAKE CALIPER PISTON REMOVER

This tool will support the brake caliper pistons for removal by holding the pistons square to their bores. This prevents any damage to the pistons and the piston bores so seals & wipers can be replaced.

No.**1162 -** *Use on all Twin Cam, 4 piston brake calipers 2000-2007. Use on 2000 - 2003 XL.*

No. **945** - *Use on all new Hayes front brake calipers FXST and FXD 2008-present.*

No. **946** - *Use on all new Hayes rear brake calipers FXST and FXD 2008-present.*

BRAKE FLUID ID AND CORROSION DETECTION STRIPS

We know the hydraulic fluid in brake and clutch systems may need to be changed or flushed. The question is: When? At JIMS, we have the answer. These detection strips reveal the condition of the fluid. For obvious safety reasons, we feel these are a must for service departments as well as the home mechanic. BrakeStrip detection strips also determine whether there is DOT 3, 4 or a combination of the two fluids in the system.

No. 757 - *100 per pack.*

MASTER CYLINDER BRAKE BLEEDING SOLUTION

NEW

At last there is now a hydraulic brake bleeding system where seeing is believing. This vacuum bleed device consists of a transparent cap that forms a tight seal to the master cylinder and has a fitting to attach a vacuum pump. After the brake system has been filled with fluid and primed, the bleeder cap is installed on the master cylinder and the vacuum pump is applied*. Under a vacuum of 30 to 40 inches Hg (a pressure differential of about 15 to 20 psi) air will be drawn out of the system and the bubbles will be visible through the transparent cap. When the bubbles subside, there is no more air in the system. This is especially advantageous with ABS and dual disc brake systems. It is also a cleaner way to purge the system of air with less fluid used and a reduced chance of cosmetic damage due to brake fluid spillage. *Vacuum pump not included.

No. 5503 - *Fits 1996 to present Big Twin models (Except Milwaukee Eight Softail) and 1996-2003 XL.*

REVERSE BRAKE BLEEDING TOOL BY PHOENIX SYSTEMS

NEW

This patented brake bleeding technology makes servicing and bleeding the brake lines a snap! It's simple physics: air rises. This tool will push the fluid from the caliper to the master cylinder. There's no guess work; you can easily watch the master cylinder reservoir for all the air bubbles to be removed from the brake system. Once there are no air bubbles rising in the master cylinder – the system is properly bled. This tool is for use on all hydraulic brake or clutch systems. *For more details see No. 738-IS instructions.*

No. 738 - *Use on all hydraulic brake and clutch systems. (Note, some ABS systems will still need a digital technician for proper service work)*

WHEEL TOOLS AND MODULAR ENGINE STANDS

WHEEL BEARING LOCKNUT SOCKET

Use to remove and install the slotted locknut to the correct torque on spoke wheels. *For more details see No.94630-IS instructions.*

No.**94630-67** - *Use on all Big Twin & Sportster® 1967-72.*

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	CENTERING PIN	2202
2	1	INSTRUCTION SHEET	94630-IS

COMPLETE MODULAR ENGINE STANDS

These stands provide a solid and versatile work center for a variety of engine types. With these stands an engine builder can freely position complete engines into the most optimum working position. The base stand allows 360º of rotation while the modular cradles swivel and lock in 180º, 90º, and 45º angles. The base easily bolts to a work bench, and comes ready to use with all hardware included. Each piece is constructed from high quality steel. *For more details see No.1138-IS instructions.*

INDIVIDUAL "BASE, CRADLES, AND STANDS"

BASE STAND

* No.**1138** - *Base Stand is needed for the following attachable stands. Use on all Twins, including Twin Cam 88®" & 96" "A" & "B", Big Twin, Sportster® engines.*

TWIN CAM® BETA ENGINE STANDS

* No.**1142** - *Use on all "B" Twin Cam® 2000 - present.*

TALLER ENGINE CRADLE

* No.**1139** - *Use on all 1936-00 Big Twins, EVO, Shovel, Pan, Knuckle & Flathead.*

SPORTSTER®/BUELL® ENGINE STAND

* No.**1141** - *Use on all 1957-03 XL's and 1987-02 Buells®.*

TWIN CAM® ALPHA ENGINE CRADLE

* No.**1140** - *Use on all 1999 - present.*

***FOR MORE DETAILS SEE No. 1138-IS INSTRUCTIONS.**

WORK BENCH STANDS

4 & 5-SPEED TRANSMISSION STAND

Use to clamp transmission in vice. Instruction sheet No.1008-IS. *For more details see No.1008IS instructions.*

No.**1008-TS -** *Use on all Big Twin 4 & 5-Speed FXST 1984-present. When using stand for 5-Speed, use washers to space stand.*

"TALLER" BIG TWIN ENGINE STAND

This powder coated finished stand is now 1-1/2" taller to fit all Big Twin cases for engine repair. New notch for crankcase breather fitting. *For more details see No.1006-IS instructions.*

No.**1006T -** *Use on all Big Twins 1936-1999 single cam.* (***NOTE:*** *Includes aftermarket motors.)*

XL ENGINE STAND

Top-quality steel bench stand simplifies engine overhaul and has powder coated finish. *For more details see No.1007-IS instructions.*

No.**1007 -** *Use on all Sportster® 1957-2003. Use on all Buell® 1987-2002.*

TWIN CAM® BETA ENGINE STAND

This steel, powder coated stand uses special riser mounts to clear the rear balancer housing of the Beta style Twin Cam® case. *For more details see No.902-IS instructions.*

No.**902 -** *Use on all Twin Cam®, Beta only, 2000 - Present.*

TWIN CAM® ALPHA ENGINE STAND

This steel, powder coated stand is indispensable for all your engine Twin Cam® Alpha repairs. *For more details see No.1022-IS instructions.*

No.**1022 -** *Use on all Twin Cam® Alpha only, 1999-Present.*

MILWAUKEE EIGHT® ENGINE STAND

What was the first thing JIMS did when we took delivery of our new Milwaukee Eight® test bike? We removed the engine to take a peek inside, of course. Instantly we realized a new engine stand was in order! JIMS engine stands are built from .125" steel and powder coated JIMS blue. This stand is a must if you are going to do any powertrain work on the new bikes!

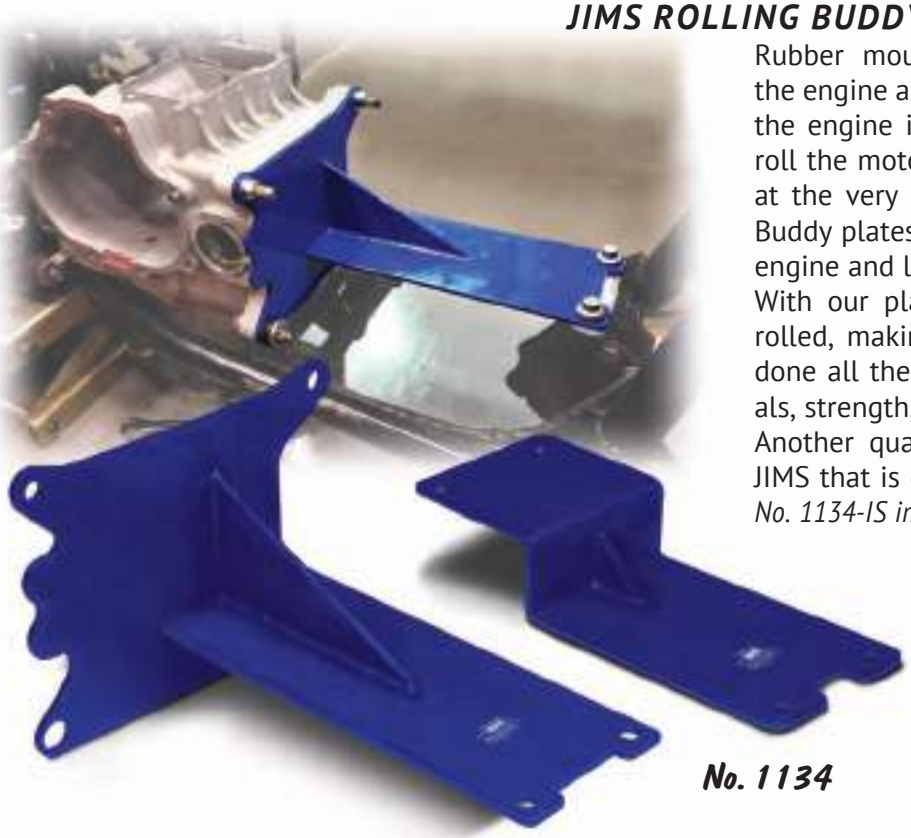
No. 5826 - *Use on the new Milwaukee Eight® Touring engine.*

No. 5834 - *Use on the new Milwaukee Eight® Softail engine.*

Phone 805-482-6913 JIMS Fax 805-482-9224

JIMS ROLLING BUDDY AND TWIN CAM ENGINE & TRANS PLUG KIT

JIMS ROLLING BUDDY



No. 1134

No. 1136

Rubber mounted Harley-Davidson® V-Twins use the engine as a structural part of the chassis. When the engine is removed, it becomes impossible to roll the motorcycle. This can incapacitate a lift or, at the very least, tie up floor space. Our Rolling Buddy plates are designed to take the place of the engine and literally bolt the chassis back together. With our plate installed, the bike can easily be rolled, making the shop more efficient. We have done all the work for you: Measurements, materials, strength, and ease of installation are all there. Another quality, made in the USA product from JIMS that is guaranteed for life. *For more details see No. 1134-IS instructions.*

No. 1134 - *Use on Evo Touring, Dyna® and FXR Models.*

No. 1135 - *Use on 1999-06 Touring & 1999-05 Dyna Models.*

No. 1136 - *Use on 2007-2016 Touring & 2006-2016 Dyna.*

NEW

TWIN CAM ENGINE AND TRANS PLUG KIT

This handy new kit is for engine and transmission rebuilders.This plug kit is for plugging the holes on all engine and trans when going through the steps of the rebuilding process. No longer do you need to hunt for rags for intake, plugs for speedo sensor or tappet bores, oil passages, spigot holes, etc... You name it, there's a plug for it. This is a solution for eliminating any destructive things from your assembly such as dirt, dust, misc. hardware, etc. Kit includes enough pieces for one twin cam engine and transmission, Alpha or Beta. *For more details see No.764-IS instructions.*

No. 764 - *Use on Any Twin Cam engine and transmission 1999 - present.*

PLUGS & CAP TYPES

JIMS LIFT TOOLS AND GENERAL TOOLS

MOTORCYCLE LIFT TOOL AND LUBRICANT TRAY

Easy Install

Motorcycle lifts are typically just big enough to hold the bike and get it up to a convenient level to perform service. There is little space to keep tools, parts, fluids, chemicals, and sealants organized. Even with a rollaway tool box, the limited area on the lift base can become cluttered and disorganized. This durable powdercoated steel lift tray can keep parts and tools separated along with other necessary items. This patent-pending tray can easily be installed by simply drilling two 7/16" holes at the edge of your lift. Once the holes are drilled, the tray is conveniently removable so tools and lubricants can be brought back and forth to your workbench. Note, by drilling more than one set of holes, the tray can be used in multiple locations. For example: Cam Chest, Front Wheel, Rear Wheel and Primary locations.

NEW

No. 5519 – *Use on Handy® brand and most other bike lifts with 4" edge.*

SEE ON YouTube

BIKE LIFT WHEEL GUIDE

Today's larger and heavier motorcycles, especially those with fairings, can be difficult to safely load onto a bike lift by only one person. To solve this problem, JIMS® now offers a guide to help the front wheel track into the correct position. For use with Handy lift or equivalent, this device becomes the "buddy" that is needed to safely lead the motorcycle into the lift's front wheel vice. It may also work with wheel chocks in trucks or trailers used to transport motorcycles.

No. 5505 – *Fits most bike lifts with front wheel vice.*

FUEL TANK WALL MOUNT

Fuel tanks that are removed from motorcycles can present storage problems. Tanks left on work benches or otherwise exposed invite disaster by being knocked to the floor or having objects dropped on them. The concept of fuel tank storage was brought to us by Kevin Baxter at Pro Twin Performance. If its base is securely mounted to a stud in a wall or other suitable mounting surface, a fuel tank can be easily and safely held out of harm's way. Additionally, fuel tanks can also be displayed for show and "wall art" purposes.

No. 5818 - *Use on most one piece fuel tanks that use 5/16" or 3/8" hardware to mount fuel tank to the frame of the motorcycle.*

NEW

JIMS LIFT CADDY

Introducing the patent pending "JIMS® Lift Caddy". This unique new product allows you to move your bike lift, with a bike on it, by yourself on a smooth floor. The sturdy steel design incorporates two low profile 2" wide heavy duty casters that can rotate 360 degrees, and is capable of handling today's heavy 900 lbs+ motorcycles. Even better, the Caddy is only activated when the lift is fully raised (not resting on any lock tabs). Once lowered to any lock tab, or the floor, the wheels camber up securing the lift to the floor as if the lift caddy isn't even there. In short, the lift only moves when you want it to and is secure when you are working on the motorcycle, as well as when loading and unloading. *For more details see No.776-IS instructions.*

No. 776 - *"JIMS LIFT CADDY" will fit on "Handy®" lifts, "Handy's®" STANDARD No.10740,- and other lifts that incorporate a 2" wide cross member.*

(See Instruction Sheet For Parts Available Seperately)

HARDWARE ORGANIZER

The JIMS Hardware Organizers will guarantee all hardware is organized during powertrain tear-down, storage, and final assembly. The organizers include a specific stand for top end, cam chest, transmission, and primary. When combined, they all nest within each other taking up very little space and can easily fit in a deep drawer of a tool box. When preparing for final assembly, the stands can be turned on end to expose threads for ease of loctite application. The surface is powder coated in durable JIMS blue and includes silkscreened hardware position art with select torque specifications. *For more details see No. 742-IS instructions.*

No. 742 - *Cam Chest - For cam cover, cam support and tappet cover hardware, 1999-2016 Twin Cam.*

No. 743 - *Primary - For inner and outer primary cover hardware, 1970-present Big Twin.*

No. 744 - *Top End - For top end and rocker cover hardware, 1999-present Twin Cam.*

No. 745 - *Transmission - For Cruise Drive transmission hardware, 2007-present Twin Cam and 2006 Dyna® models.*

No. 742K - *Complete Kit - Four piece hardware organizer kit listed above*

INCLUDES RUBBER HOLDER

NINE (2-PIECE) SUPER TORX® BIT SET

This set of nine of the most popular Torx® keys are 20% stronger than one piece Torx® bits. Torx® keys are heat treated alloy steel. Includes six 1/4" drive, and three larger 3/8" drive bits.

No.**1773 -** *Torx® Bit Sizes: T-10, T-15, T-20, T-25, T-27, T-30, T-40, T-45, T-50*

ADJUSTABLE TORQUE WRENCH ADAPTER

Torque any fastener with a combination wrench or Allen wrench. This will work with 6mm (1/4") through 19mm (3/4") combination wrenches. Works with 6mm through 8mm Allen wrenches. This tool is heat-treated steel with black oxide finish. 3/8" square drive is rated for a maximum torque of 90 ft-lbs. Comes with instructions that include a conversion table.

No.922 - *Adjustable torque wrench adapter.*
NOTE: *Wrench not included.*

CLEATED ALUMINUM VICE SOFT JAWS

These soft jaws feature angular cleats ideal for holding round and hex parts. A Nitrile magnet holds the jaw pads to the vice. Measures 4" x 1-1/4"

No.**1761**

RUBBER/ALUMINUM VICE SOFT JAWS

These soft jaws feature a rubber face good for holding odd shaped objects. A Nitrile magnet holds the jaw pads to the vice. Measures 4" x 1-1/4"

No.**1762**

7-IN-1 TORX® KEY SET

This tool features seven of the most popular Torx® keys in a folding pocket size case. Torx® keys are heat treated alloy steel. Folded length is 4-1/4".

No.**1772 -** *Torx® Key Sizes: T-10, T-15, T-20, T-25, T-27, T-30, T-40*

EXHAUST PIPE END SHAPER

Use this tool to remove exhaust pipe tip dents.

No.**1775 -** *Use on all models.*

SOLID BRASS PUNCH SET

Use this 3/8" punch for seating the check ball in oil pump. 4 piece set includes one each of:

- ⅜" x 6"
- ½" x 8"
- ⅜" x 9"
- ¾" x 10"

No.**1081**

DENTAL PICK

Not just for scraping tartar. This dental pick is a handy little tool for removing O-rings and burrs. This precision tool comes with a contoured grip for comfort, and is made from 24 series stainless steel, and hardened to 30-34 rockwell for durability. The fine tip end is hooked for easy usage, and proves to be useful in many aspects of motorcycle repair work.

No.**2361 -** *Use to remove O-rings and burrs.*

THREAD CHASER TAP SET

This imported thread chaser set is a inexpensive way to to clean up threads on frames or other parts that have been powdercoated or painted. Thread sizes are course, ¼" -20, 5/16" -18, ⅜" -16, 7/16" -14, ½" -13, and 9/16" -12. Chasers are zinc plated and made from 1027 steel.

Note: Not for cutting new threads.

No.933 - *Thread chaser set tap set.*

SOLID BRASS HAMMER

48oz. 1-1/4" head.

No.**1080 -** *Solid Brass Hammer.*

CABLE LUBER

This tool is used to inject lubricant into any mechanical cable housing. The tool clamps over your cable housing and inner cable allowing you to connect an aerosol lube can of cable lube to this luber tool. Spray until the lube runs out the other end of cable housing.

No.927 - *Fits all O.E.M. or aftermarket mechanical clutch cables, and idle or throttle cables.*

MECHANIC'S STETHOSCOPE

This tool allows you to pinpoint internal engine noise by amplifying vibrations resonating through the metal probe. Simply touch the probe to the engine, and follow the noise to its loudest point.

No.**1771**

Phone 805-482-6913 JIMS Fax 805-482-9224

FXST REAR SEAT MOUNTING SCREW TOOL

This tool is used on the Softail® seat mounting screw, H-D# 3075, to mount the seat to the rear fender. JIMS tool locates on the screw head to keep from scratching or damaging the rear fender or screw, when installing or removing the seat.

No. 774 - *Use on 2007 - present FXST models using the H-D screw No. 3075.*

SADDLEBAG & TRUNK RIVET INSTALLER TOOL

This new more affordable 'IMS hand tool is for used to install rivets used on the H-D OEM Fiberglass Saddlebags and Tour Paks latch mechanism pieces. Tool will fit H-D rivet No. 90965-63, or 90967-64. Note: Tool does not work on the bottom saddlebag spring clip with rivets H-D No. 90949-63. *For more details see instructions No.754–IS.*

No. 754 – *Use on H-D Tour Packs 1964 to present and 1964 to 1994 Saddlebags.*

SERVICE MANUALS FROM CLYMER

Commercial Motorcycle repair manuals provide step-by-step procedures based upon the complete disassembly of the motorcycle. This hands-on experience, combined with extensive research, results in a manual that is both detailed and user-friendly. Hundreds of original photos and illustrations guide the reader through every job, making it easy to reduce repair costs.

Whether it is routine maintenance, such as tune-ups and brake service or more extensive repairs involving engine and transmission disassembly, Clymer manuals provide reliable information required to perform the job. Accurate, clear and concise text, combined with detailed illustrations and photography, make it possible for the novice enthusiast to safely and enjoyably service their bike. While at the same time, those with more experience rely on the in-depth coverage for tackling more complicated procedures.

- No.**514 -** 2006 – 2011 Dyna™ Series
- No.**513 -** 2004 – 2009 FLH/FLT Touring Series
- No.**512 -** 2006 – 2009 Softail® Series
- No.**500 -** 2000 – 2005 Twin Cam Softail® Series
- No.**501 -** 1999 – 2005 FLH, FLT, Twin Cam® 88 & 103
- No.**502 -** 1999 – 2005 Twin Cam®, Dyna™
- No.**503 -** 1984 – 1999 EVO, Softail®
- No.**504 -** 1991 – 1998 EVO, Dyna™
- No.**505 -** 1984 – 1998 EVO, FLH, FLT, FXR
- No.**506 -** 1966 – 1984 Shovelheads
- No.**507 -** 1948 – 1965 Panhead
- No.**508 -** 2004 – 2005 EVO, Sportster®
- No.**509 -** 1991 – 2003 EVO, Sportster®
- No.**510 -** 1986 – 1990 EVO, Sportster®
- No.**511 -** 1959 – 1985 Ironhead, Sportster®

SURFACE TEMPERATURE INDICATING STRIPS

This product is an innovative tool that will alert you when you've reached 210 degrees. At this temp you should cease heating a mainshaft, flywheel sprocket shaft, motor, or transmission case to remove a stubborn bearing, studs, race, or gear. Just apply heat strip next to the race on the shaft your heating and watch the strip change color as you reach 210 degree. *For more details see No. 899-IS for more details.*

No. 899 - *Heat temperature strips. Comes in a 30 piece heat strip pack.*

BRAKE FLUID ID AND CORROSION DETECTION STRIPS

We know the hydraulic fluid in brake and clutch systems may need to be changed or flushed. The question is: When? At JIMS, we have the answer. These detection strips reveal the condition of the fluid. For obvious safety reasons, we feel these are a must for service departments as well as the home mechanic. BrakeStrip detection strips also determine whether there is DOT 3, 4 or a combination of the two fluids in the system.

No. 757 - *100 per pack.*

CLOVER® OIL BASED LAPPING COMPOUND

Clover® is the brand used by H-D® enthusiasts for years. Use on valves for a good seal, also used with all JIMS® lapping tools. Available in 2 grits – for roughing-in and finish work. Use on JIMS tool No. 96710-TL and 96740-36.

No.**1083 - *16 oz*** *Coarse 220 Grit (Micron finish of 32).*

No.**1084 - *16 oz*** *Fine 320 Grit (Micron finish of 16).*

TORCO®/MPZ SPRAY LUBE PERFORMANCE LUBRICANTS

MPZ spray lube is a unique high-tech multi-purpose lubricant that stays put and will not let go. It leaves a heat resistant film that will not run, drip or evaporate off of treated metal surfaces. Designed as a pre-lube for engine assembly, valve springs, cam lobes, cam bearing etc.

Product Features:
- Easy to use Spray Lube
- Heat Proof
- Wear Proof
- Will Not Contaminate Oil
- Oil Soluble
- Non-Melting
- Rustproof
- Corrosion Proof
- Friction Proof
- Waterproof

No.**1226 -** *10.8 Fl. Oz.*

TORCO® /MPZ CAM LUBE

MPZ cam lube is made from a non-melting gel and contains high molecular weight polymers that give it the adhesion strength necessary to stay in place on cam lobes, lifters and the highly stressed parts of the valve train. JIMS® recommends MPZ Cam Lube for wear protection during the initial cranking of a new or rebuilt engine.

Typical Uses:
- Protects cam lobes, lifters, push rod ends, rocker shafts , etc.
- Assembly of seals

Special Features:
- Non-melting
- Will not Contaminate Oil, Oil Soluble
- No Moly Solids
- Will Not Allow Heat Build Up On Roller Bearings
- Will Slowly Wash Away as Motor Oil is Introduced Into The System

TORCO® / MPZ ENGINE ASSEMBLY LUBE

MPZ engine assembly lube is petroleum base with two high molecular weight polymers to increase cohesive and adhesive strength. MPZ is added to provide maximum wear protection and low friction properties. Protects stressed engine parts from wear during initial new engine start up. A separate rust protection inhibitor is added to prevent rust while engines are in storage.

Product Features:
- High Lubricity
- Friction Proof
- Rust Proof
- High Adhesion
- Will not contaminate oil
- Oil Soluble
- Non-Melting
- Rustproof
- Corrosion Proof
- Friction Proof
- Waterproof

No.**1228 -** *4 Fl. Oz.*

No.**1229 -** *12 Fl. Oz.*

TAP MAGIC® TAP/CUTTING FLUID

This professional quality tapping fluid is specially formulated for use with all metals for improved surface finish, machinability, and tool life. Use with all JIMS® taps, drills, reamers, etc. And it's biodegradable!

No.**1698 -** *4 Fl. Oz.*

JIMS® BRAND T-SHIRTS - PIN-UP GIRL

Material is pre-shrunk 100% cotton.

WHITE

No.**2161** - Medium
No.**2162** - Large
No.**2163** - X Large
No.**2164** - XX Large

BLACK

No.**2165A** - Medium
No.**2166A** - Large
No.**2167A** - X Large
No.**2168A** - XX Large

JIMS® BRAND T-SHIRTS - SKULLS

Material is pre-shrunk 100% cotton.

GREY

No.**2552** - Medium
No.**2553** - Large
No.**2554** - X Large
No.**2555** - XX Large

JIMS® BRAND T-SHIRTS - FLYWHEELS

Material is pre-shrunk 100% cotton.

WHITE

No.**1106W** - Medium
No.**1107W** - Large
No.**1108W** - X Large
No.**1109W** - XX Large

BLACK

No.**1106** - Medium
No.**1107** - Large
No.**1108** - X Large
No.**1109** - XX Large

JIMS® BRAND T-SHIRTS - PISTONS

Material is pre-shrunk 100% cotton.

BLACK

No.**2540** - Medium
No.**2541** - Large
No.**2542** - X Large
No.**2543** - XX Large

JIMS® TRIBAL FLAME LOGO SWEATSHIRT

BLACK

No.**2584** - Medium
No.**2585** - Large
No.**2586** - X Large
No.**2587** - XX Large

JIMS® BRAND T-SHIRTS - TOOLS

BLACK

No.**2556** - Medium
No.**2557** - Large
No.**2574** - X Large
No.**2579** - XX Large

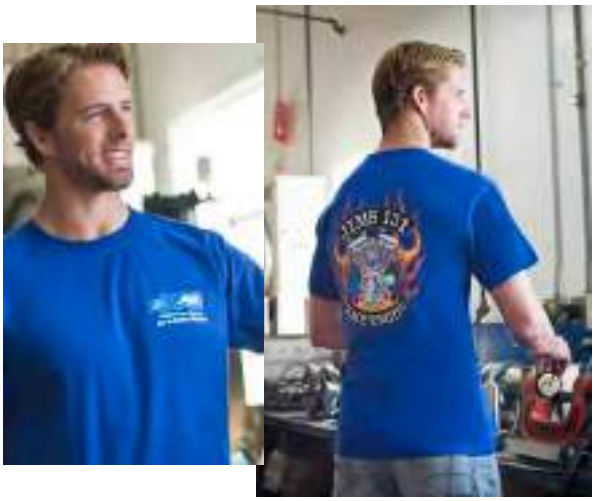
JIMS® TRIBAL FLAME LOGO T-SHIRT

WHITE

No.**2544** - Medium
No.**2545** - Large
No.**2546** - X Large
No.**2547** - XX Large

BLACK

No.**2548** - Medium
No.**2549** - Large
No.**2550** - X Large
No.**2551** - XX Large



JIMS® BRAND T-SHIRTS - 131”

BLUE

No.**1238** - Medium
No.**1239** - Large
No.**1240** - X Large
No.**1241** - XX Large

JIMS® LOGO DICKIES WORK SHIRT

NAVY BLUE

No.**2575** - Medium
No.**2576** - Large
No.**2577** - X Large
No.**2578** - XX Large

JIMS® CHOPPER T-SHIRT

Material is pre-shrunk 100% cotton.

WHITE

No.**2588** - Medium
No.**2589** - Large
No.**2590** - X Large
No.**2591** - XX Large

BLACK

No.**2592** - Medium
No.**2593** - Large
No.**2594** - X Large
No.**2595** - XX Large

NEW

JIMS BLACK LOGO CAP

Whether covering helmet hair after a ride or protecting your face from the sun, this hat will keep you looking cool. JIMS Black Logo Cap is a 100% cotton New Era 9Fifty Snapback cap with an adjustable closure.

No. **2596** - *One size fits most.*

JIMS® TWIN CAM® FLAME ENGINE HOODED SWEATSHIRT

GRAY

No.**2558** - Medium
No.**2559** - Large
No.**2560** - X Large
No.**2561** - XX Large

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