**Installation:**

1. **Manifold to Head Clearancing** (The first check you need to perform before installation is the amount of intake manifold to head clearance.)
   a. Place the manifold and JIMS® spacers without the flanges or seals in their respective mounting locations. You can use your screws to hold JIMS® spacers in place. Place a JIMS® spacer with “O” ring groove facing the head No.721-1 on the front head, and on the rear head. **Note:** Do not install the o-rings in either of the JIMS® spacers at this time.
   b. For carburetor manifolds (EFI skip to step 13): With your finger inside the manifold, feel for the alignment of the manifold to the intake ports of both heads. There needs to be the same smooth transitions at the front of the intake port as there is at the back of the intake port.
   c. There should be .020” to .075” ledge at the back of intake port. (see fig.1) (In other words with the manifold held in place by your hand using your finger, you should feel a slight protruding ledge at the back of the manifold.) **Note:** if this is the case you are good to continue with installation as outlined under step 8.

**Head to Manifold Spacer**

Use on taller than stock Twin Cam motors, 2006 to present or replacement heads with symmetrical ports. Use No.721 for 113” or 116” to fill and seal the 0.080” gap between the head and manifold, after you have installed about 0.100” taller cylinders. Comes with O-Rings. A must for EFI manifolds.

**Note:** These instructions are for No.721 but are used the same for other Part numbers 720 or 725.
d. If the ledge is protruding at the front of the manifold by more than .050", you will need to remove about 
.025" from both head port ends of the manifold.
e. First check the length of each port side before removing any material from the manifold.
f. You can use file or belt sander. **Caution:** check the length of each port often and in at least 4 loca-
tions. Remove all sanding material before testing the fitment at the head.
Be careful as to not damage or distort roundness of manifold to head ports.
7. After you are satisfied with fitment of the manifold with JIMS® spacer kit, proceed as follows:
8. Place one high temperature (lubricated with motor oil) o-ring part number 726 in the machined groove of 
each spacer, part number 721-1.
9. Next place your stock intake flanges, on the manifold. Refer to step 1-a for the placement of JIMS® spac-
ers.
10. After installing the 2 intake flanges, place 2 new rubber manifold seals ahead of the intake flanges.
11. After you have placed your intake flanges and intake manifold seals over the end of the manifold by fol-
lowing your H-D® service manual, install JIMS® spacers No.721-1 on the front and the rear head, with the 
o-ring installed in the machined groove of each spacer. O-ring must face the heads. Install the manifold 
mounting screws just finger tight.
12. Tighten manifold screws to 8 to 12 FT-LBS of torque only after you have installed the carburetor and 
aligned air filter.
13. Installing E.F.I. Throttle bodies can be done as described above (Note: You may not be able to reach your 
finger inside the manifold to feel the protruding ledge.) The other method for checking manifold fitment 
would be to use a .050" to .020" feeler gauge. **Note:** Do not install the o-rings in either of the JIMS® 
spacers at this time. With both spacers in place, hold manifold to the heads as if installing. Slip 1 of the 2 
feeler gauges between the front head and JIMS® spacer. If either gauge will fit, you have the right mani-
fold fitment. Note: If .020 gauge will not fit, follow the information in step 1-c.