



2017 NEW PRODUCT SUPPLEMENT

New Milwaukee Eight™ Tools Inside!

50

Established In 1967

Celebrating Our 50 Year Anniversary!

ISO
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COMPANY





WRIST PIN REMOVER ADAPTER

(Use with existing JIMS® wrist pin remover tool No.1276 - purchased separately)

The new Milwaukee Eight™ engine uses different wrist pins compared to other Harley-Davidson® engines. This tool quickly and easily removes the wrist pins in these new engines. To reduce cost and save tool box space, this adapter is used with our existing wrist pin tool No.1276.

No.**5805** - Use on the new Milwaukee Eight™ series engine.

JIMS® 2017 N



CAMSHAFT NEEDLE BEARING REMOVER AND INSTALLER

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™ series engine.

MILWAUKEE EIGHT™ VALVE SPRING COLLAR

(Use with existing JIMS® valve spring compressor tool No.96600-36B - purchased separately)

The smaller multiple valves of the Milwaukee Eight™ engine require a different valve spring collar for disassembly and assembly. Rather than come up with an entirely new tool for the job, JIMS® has developed an adapter collar that allows our existing valve spring compressor (No.96600-36B) to get both jobs done. The usual advantages of lower cost and less space required in the tool box add to this tool's function.

No.**5808** - Use on the new Milwaukee Eight™ series engine.



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™ series engine and Twin Cam, sold 2 per kit.



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™ series engine.



MAIN BEARING REMOVER & INSTALLER

The Milwaukee Eight™ engine uses a completely unique engine case main bearing. With this in mind, 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 in 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™ series engine.



TOLL FREE
877-48

NEW PRODUCTS

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™ series engine.

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 new Milwaukee Eight™ series engine.

COUNTERSHAFT 1st SCISSOR GEAR ALIGNMENT TOOL

This tool is essential for installation of the countershaft 1st scissor gear in Milwaukee Eight™ / 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 the new Milwaukee Eight™ series transmission.



MIGHTY BITE FOR THE MILWAUKEE EIGHT™

The "Mighty Bite", originally designed by JIMS® for Twin Cam models, is designed to lock the crankshaft when doing service work. The new Milwaukee Eight™ has a different crank position sensor location and requires a different profile to lock the flywheel. This tool specifically locates and locks the flywheel in the new Milwaukee Eight™ engine and has an added o-ring to prevent oil seepage.

No. **5823** - Use on the new Milwaukee Eight™ series engine.



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.



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 powdercoated 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™ series engine.



MILWAUKEE EIGHT™ HEAD HOLDER

Different spark plug holes in the Milwaukee Eight™ heads call for a different head holder, and we have it. The proven system of anchoring the head in a vice is now available from JIMS® for this new engine series. Our new tool is two sided, one side threaded for Twin Cam Heads, and the other threaded for the new Milwaukee Eight™.

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



ORDERLINE
2-6913



110" PISTON PIN CLIP REMOVER & INSTALLER

Incorrect piston pin clip removal can damage the piston and incorrect installation can damage the clip. Damaged clips can come out during engine operation, causing catastrophic failure. This tool is designed exclusively for the Screamin' Eagle™ 110" engine to ensure proper pin clip removal and installation.

No. **5814** - Use on Screamin' Eagle™ 110" engines 2007-present.



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.



AXLE INSTALLATION GUIDE

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.



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.

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.



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Performance Parts For Harley-Davidson® Motorcycles

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