



A Division of Thiessen Products, Inc.

## INSTRUCTION SHEET FOR PART #1807, #1808, #1809, #1810, & #1811

### POWERGLIDE II™ TAPPET

**\* This Tappet Replaces and Surpasses H-D® No.18538-99B or JIMS No.1806 Powerglide.**

Use with JIMS® new No.1043 Twin Cam Tappet Cover when using any stock to mild lift cams.

**NOTE:** Powerglide II must be adjusted in a cold motor only. If you are unfamiliar with lifter adjustment, seek professional help. Otherwise serious engine valve train damage will result.

**NOTE:** The JIMS Powerglide II tappet includes design parameters that may or may not affect your oil pressure. These performance tappets incorporate an oil hole to feed the tappet roller, axle and cam assembly. In test, JIMS has seen a slight drop in oil pressure ranging from 0-3 lbs psi. It is up to you, the mechanic, to confirm adequate oil pressure before and after installing these tappets.

**NOTE:** JIMS Powerglide II Tappets are assembled with a small amount of oil to ease in the tappet adjustment process. If the pushrods you are using are adjustable, proceed as follows:

#### READ ALL INSTRUCTIONS BEFORE STARTING JOB

**CAUTION:** Disconnect the ground cable at the battery.

1. Refer to H-D® Service Manual for tappet installation. If installing a cam and tappet blocks at the same time follow those instructions. Install tappets with oil holes facing right side of bike.

**Note:** As you are preparing the engine for the installation of the new Powerglide II tappets, put all 4 tappets in a clean container filled with clean H-D® 20w-50 oil to cover tappets, let them set for 20 minutes.

2. Place the front piston at TDC compression.
3. With all four Powerglide II tappets installed, start with the front intake pushrod, making sure tappet is at the lowest point on the cam.
4. Extend the pushrod adjuster screw to zero lash, you will be making the pushrod longer, (no up and down movement removing all free play without pushing the hydraulic unit down.) See pushrod adjustment chart for your particular pushrod.

**Example:** If your pushrods have 24 threads per inch, extend pushrod 15 hex wrench flats or 2 1/2 turns, tighten lock nut, to 15 ftlb of torque.

**Note:** This will move the adjusting screw down, pushing the hydraulic unit down it's bore .1035", this will or may make the pushrod tight which will bleed the hydraulic tappet.

**Note:** It may take 5 to 15 minutes to bleed off completely.

**CAUTION:** Do not rotate the engine until you can turn the pushrod or pushrods with your thumb and forefinger.

**CAUTION:** If you cannot turn pushrod with your fingers DO NOT rotate engine.

5. Repeat exact procedure for the next three pushrods, making sure to be on the lowest position of cam for the tappet you're adjusting.
6. Tighten lock nut to 15 ft.lbs. of torque for all 4 pushrods.
7. Recheck lock nut, close covers, and install your pushrod clips. Use JIMS No. 917 pushrod retainer tool.
8. Turn motor over several times to pump oil into the Powerglide II tappets. You should turn the motor over until the oil light goes out, or when the oil is returning back to the oil tank.

**CAUTION:** Use 20W-50 motorcycle oil with your new tappets. New motors, after the first 50 miles change oil, oil filter and run the new tappets for 500 miles using 20W-50 motorcycle oil.

No.1807 - Use on all Twin Cams® 1999 to present, also Sportster® 2000-Pres. and Buell® 2000-2010 except 1125R. Standard O.D. is .8420".

No.1808 - +.001" Oversize.

No.1809 - +.0015" Oversize.

No.1810 - +.005" Oversize.

No.1811 - +.010" Oversize. NOTE: See special reamer for this tappet only No. 789 or see instruction sheet No.789-IS.

Please see JIMS website ([jimsusa.com](http://jimsusa.com)) to review the new features of the Powerglide II.

