



2016 NEW PRODUCT SUPPLEMENT

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COMPANY



MADE IN THE
U.S.A.

Performance Parts For Harley-Davidson® Motorcycles

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 the necessary OEM fittings to plug directly into the fuel rail, valve and air pressure gauge. The tank can be easily hung from the handlebar or attached to a wall, work bench, or rollaway tool chest.

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

MOTORCYCLE LIFT TOOL AND LUBRICANT TRAY

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

No. **5519** – Use on Handy® brand and most other bike lifts with 4" edge.

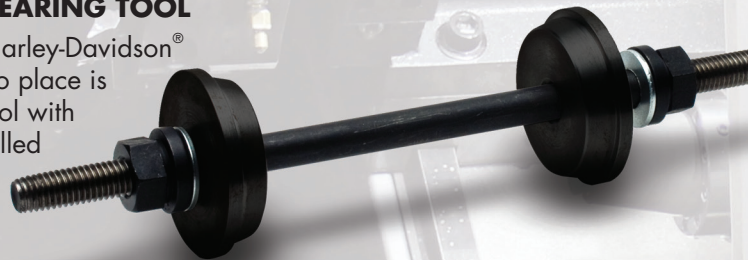


more than one set of holes, the tray can be used in multiple locations. For example: Cam Chest, Front Wheel, Rear Wheel and Primary locations.

LATE MODEL NECK BEARING TOOL

A new frame design change in the steering head & neck bearings for Harley-Davidson® motorcycles necessitates a new installation tool. Pounding the races into place is simply not good enough. Compared to the OEM tool, this new JIMS® tool with smaller and tapered drivers, ensures optimal alignment and a fully installed depth. Both are essential for correct operation and service life of the steering head neck bearings. Needless to say, risks of damage to the bearing races and motorcycle frame are also avoided!

No. **5515** – Use on all 2014 to present FLH models. Including Tri Glide® trikes.



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 Twin Cam and Evo tappets. (Tool can be used for many other tappets similar in size and diameter.)



JIMS
ISO®

From the beginning, the foundation of JIMS vision, and the commitment to officially announce ISO® 9001:2008 certification.

This certification means the procedures and products made at JIMS consistently of good developed by the standard developed by the International Organization for Standardization (ISO). Because that JIMS® has provided

place to an accredited ISO® auditor DNA ... This certification is testimony to that.

16 PRODUCTS

HIRO'S TIMESAVERS!



SHIFTER MECHANISM SLEEVE REMOVER & INSTALLER

This is a real time saver for removing and installing the shifter mechanism sleeve in Cruise Drive Big Twin transmissions. With this new tool, the sleeve

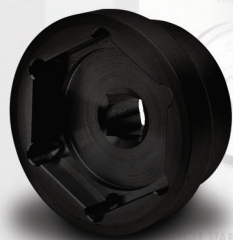
(bushing) can be removed and installed correctly without disassembling the transmission, saving hours of labor! This tool will pay for itself in one use!

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

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 can remove and install the bushings in approximately 20 minutes.

No.5518 – Use on all 1985-present FLT. (Rubber Mount Touring Models)



XL SPROCKET NUT SOCKET

This short socket is designed specifically for XL models to remove, install, and properly tighten the front final drive sprocket/pulley. 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 to the nut.

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

XL PRIMARY LOCK BAR

This tool locks the primary drive on XL models to facilitate crankshaft sprocket nut removal and installation, along with clutch service. By shifting the transmission into top gear (direct drive) allows for removal, installation, and accurate torque when tightening the final drive front sprocket/pulley nut.

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



LATE MODEL COMPENSATOR BOLT TORX® SOCKET

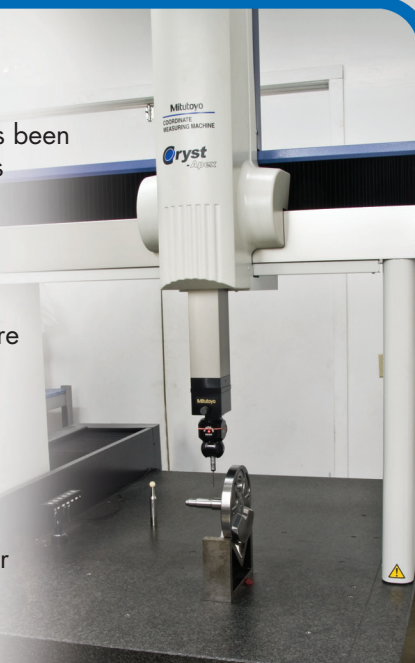
Harley-Davidson® recently changed the compensating sprocket retaining fastener to an internal drive, very large Torx® type bolt. The driver / socket for this bolt can be difficult to find and most likely is not in your tool box. Often it can only be purchased in an expensive set. Don't be caught stranded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

JIMS® RECEIVES CERTIFICATION

precision quality has always been JIMS® products. Driven by Jim's committed JIMS® team, we are proud to announce that we are now ISO certified.

As JIMS® has implemented the processes required to ensure our products are safe, reliable and of high quality. This benchmark is set by the International Organization for Standardization. Being certified also means that these processes are in place. At JIMS®, quality is in our



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JIMS 4340 CHROMOLY STEEL PUSHRODS & SOLID ADJUSTABLE TAPPET KIT FOR SHOVELHEAD

Despite advancements in hydraulic lifters, solids are still the way to go for maximum power. Most engine builders agree that solid lifters can withstand more aggressive cam profiles and higher RPM. Just because your engine is an older Shovelhead design doesn't mean you have to settle for anything less than the best. JIMS® is proud to now offer a top quality 4340 steel pushrod and adjustable solid lifter kit for Shovelhead Engines.

No. **5525** – Use on 1966-1984 Shovelhead engines.



NEW INDIAN® ESSENTIAL TOOLS

The new Indian® motorcycles are quickly increasing in popularity. Due to requests in the field from motorcycle technicians, JIMS® has decided to develop a line of specialty tools designed for these American Made Motorcycles.

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 models.



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 models.



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 models.



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.



VICTORY® AT JIMS®!

Introducing the first specialty tool by JIMS® for Victory® Motorcycles. Rest assured there are more to come!

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 38515-90 clutch spring compressor, this avoids having to purchase another complete tool. Either way, it is a simple and necessary addition to your tool box if you plan to work on Victory® motorcycles.

No. **5804** – Use on all Victory® models 2001-present.



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