Instruction Sheet For Tool #2249



Use on Big Twin 1958-Present
Use to check inner cam bearing for size

Please refer to H.D.® Service Manual for specifications.

WARNING: Disconnect negative battery cable.

1. After you have removed old inner bearing, using JIMS® tool #95760-TB cam bearing puller.
2. Install a new Torrington® inner cam bearing using JIMS® tool #97272-60 or #2188, bearing installers. Use press fit lube.
3. With new bearing installed in motor, lube the outside diameter with clean oil on the small pin marked .8132, first.
4. Slip one end into inner cam bearing, (Do not force) this pin should slip in with no resistance, again DO NOT FORCE.
5. If this pin will not slip into cam bearing your cam bearing is too tight. The way we know this is most all 1970 and later cams are ground to .812 to .8125. It's advisable to try another bearing. If you run this tight of a bearing you may damage the cam and/or bearing and cases.
6. Next lube the outside diameter of the big pin marked .814, this pin should not go into cam bearings I.D. (Do not force). If it will go into bearing, you have too much clearance and this could effect cam alignment and cause a little valve train noise.
7. It is advisable to install a new cam bearing. CAUTION: It is possible that the bearing bore is oversize, not enough press fit. You need at least .003-.0024, and no less then .002, to give a good workable size bearing I.D. of between .8132 to .814 to a working clearance of .0006 to .002
8. After you have done the inner bearing the right way, and if your cases are apart, now is the time to line ream the outer cam cover bushing with JIMS® #1023-70 tool for cam bushing 1970 to present, for the correct centerline between the two diameters.

CAUTION: Wear safety glasses. Excessive force may damage parts!
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