Instruction Sheet For No.1093B & 1093BK

EVO TAPPET BLOCKS "PRO-LITE"

Use on Big Twin 1984-Present with JIMS® Pro-lite Worksaver Pushrods, for kit No.1093BK

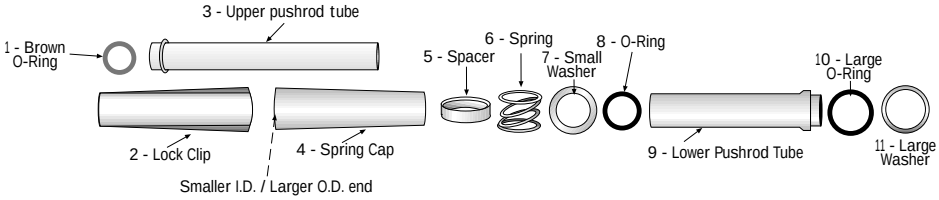
Please read all instructions thoroughly before starting this job.

CAUTION: Disconnect battery ground cable and wash dirt away from work area.

1. Remove pushrod cover clips to expose pushrods. Using bolt cutters, with the valves closed on that pushrod, cut all pushrods out, one at a time. Remove cut pieces and push rod covers.
2. Remove stock tappet blocks and tappets. Remove all old gasket material and keep all foreign material out of tappet block holes.
3. These blocks are designed to accommodate a gross valve lift of .625" at the valve, leaving a clear ance of .035" roller to block free play (Please note: If using a cam with a higher lift, a simple modifi cation, to the roller relief pocket, maybe all that is needed). To check for this do the following: With one tappet at a time, slide one tappet block into case (no gasket). Rotate engine so that cam is at its highest point of travel, then gently lift tappet and measure clearance with brass feeler gauge, between roller and cam, or dial indicator on top of tappet. Clearance/movement should be .035". With the assembly still in motor snug with JIMS® tool #33443-84 to about 30 in./lb. Now check again for .035" free movement. Do the same for the other tappets. If more clearance is needed remove the least amount of material from the roller relief pocket of the tappet blocks as needed. (Note: make sure to remove any burrs after modifying the blocks, wash and air dry.) Also check tappet to tappet clearance on cams with small base circles.
4. Apply assembly lube, JIMS® No. 1229, to tappets and rollers. Slip tappets into blocks. Slip gasket onto blocks.
5. With both blocks in place on case. Install JIMS® tool #33443-84. Lube tool and screw tool into the tappet screw hole (nearest to the oil hole) to center block into case. Tighten to 30 in./lb. Apply lube or JIMS® No. 1084 Pro-lock Blue to the other three screws and torque to 30 in/lb. Install the other block the same way. Remove tool and install last screw, using lube or JIMS® No. 1084 Pro-lock Blue, and finish torquing to 120 in./lb. in a criss cross pattern at 30 in/lb. increments.
6. This is a good time to clean the tappet filter. See H.D.® Service Manual.
7. Lay out all the pushrod covers, starting with the upper pushrod tube (No.3), followed with the spring cap (No.4) the one having a smaller I.D. at one end. Followed with spacer (No.5) 1093SP3 then spring (No. 6) with small washer (No. 7), then slip O-Ring (No. 8) the small black one. Next place O-Ring (No. 1) the brown one over the top of upper pushrod tube (No. 3). Do (2) pushrod cover assemblies like this for the front and rear exhaust holes. Put a mark on these covers for installation in the exhaust holes. Build the last two covers the same way but using spacer (No. 5) 1093SP1. These covers are to be used in the front and rear intake holes
8. Place washers, (No. 11), into the top bore of tappet blocks one in each hole followed by (4) O-Rings, (No. 10) (the 4 biggest black ones).
9. Apply a small amount of JIMS® No. 1229 assembly lube to each end of all (4) pushrods.
10. Follow installation instructions, and adjustment on the back of pushrod package with pushrods in package.
11. Turn motor over several times to pump oil into the Power Glide™ Tappet or until the oil light goes out, or until oil is returning to the oil tank.

Popular Pushrods

JIMS®	32	Slim-Jims
Andrews	28	
Andrews	32	
Crane	24	Time Savers
Crane	32	
H.D.	32	
S & S	32	
Rivera	40	Taper Lite



Pushrod Adjustments

Distance per turn	Distance per flat	Threads per inch	Wrench Flats	Total Travel Distance
.0417	.0069	24	15	.1042"
.0357	.0059	28	17	.1011"
.0313	.0052	32	18	.0937"
.025	.0042	40	24	.100"
.0192	.0032	52	30	.0962"

CAUTION: Wear safety glasses. Excessive force may damage the parts ! See JIMS® catalog for over 100 other top quality professional tools. The last tools you will ever need to buy.

"From the Track... To the Street!"

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