

INSTRUCTION SHEET FOR MANIFOLD SPACER KIT #725

MANIFOLD SPACER FOR USE ON EFI TWIN CAM 113" OR 116" STROKER ENGINES



Head to Manifold Spacer

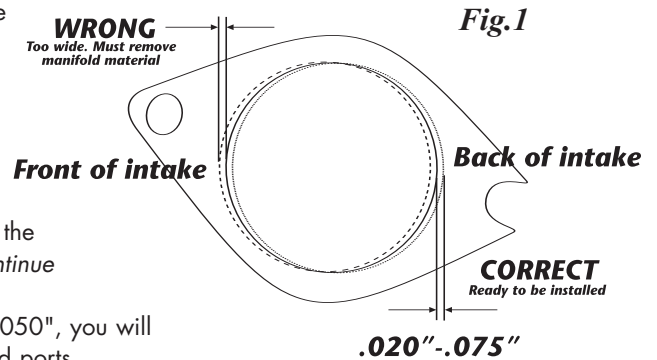
Use on taller than stock motors, EVO, BT & Twin Cam 1990 to 2005.

Use to fill and seal the 0.080" gap between the head and manifold, after you have installed about 0.100" taller cylinders. Comes with O-Rings. A must for EFI manifolds.

Installation:

1. Manifold to Head Clearancing (The first check you need to perform before installation is the amount of intake manifold to head clearance.)

- Place the manifold and JIMS® spacers without the flanges or seals in their respective mounting locations. (JIMS® spacers have been laser marked for easy identification. You can use your screws to hold JIMS® spacers in place.) Place JIMS® spacer No.725-F on the front head, Place JIMS® spacer No.725-R on the rear head. **Note:** do not install the o-rings in either of the JIMS® spacers at this time.
 - For carburetor manifolds (EFI skip to step 8): With your finger inside the manifold, feel for the alignment of the manifold to the intake ports of both heads. There needs to be the same smooth transitions at the front of the intake port as there is at the back of the intake port.
 - There should be .020" to .075" ledge at the back of intake port. (see fig.1) (In other words with the manifold held in place by your hand using your finger, you should feel a slight protruding ledge at the back of the manifold.) **Note:** if this is the case you are good to continue with installation as outlined under step 8.
 - If the ledge is protruding at the front of the manifold by more than .050", you will need to remove about .025" from both ends of the manifold to head ports.
 - First check the length of each port side before removing any material from the manifold.
 - You can use file or belt sander. **Caution:** check the length each port often and in at least 4 locations. Remove all sanding material before testing the fitment at the head. Be careful as to not damage or distort roundness at manifold to head ports.
- After you are satisfied with fitment of the manifold with JIMS® spacer kit, proceed as follows:
 - Place one high temperature (lubricated with motor oil) o-ring part number 726 in the machined groove of each spacer, part number 725-F & 725-R.
 - Next place your stock intake flanges, (**Note:** stock steel flanges are marked with a "R & F", "F" goes on the front side of manifold, & "R" goes on the rear side of manifold as stated in your H-D® service manual) refer to step 1-a for the placement of JIMS® spacers.
 - After installing the 2 intake flanges, place 2 new rubber manifold seals ahead of the intake flanges.
 - After you have placed your intake flanges and intake manifold seals over the end of the manifold by following your H-D® service manual, install JIMS® spacer No.725-F on the front head, place JIMS® spacer No.725-R on the rear head, with the o-ring installed in the machined groove of each spacer. O-ring must face the heads .Install the manifold mounting screws just finger tight.
 - Tighten manifold screws to 8 to 12 FT-LBS of torque only after you have installed the carburetor and aligned air filter.
 - Installing E.F.I. Throttle bodies can be done as described above (Note you may not be able to reach your finger inside the manifold to feel the protruding ledge.) The other method for checking manifold fitment would be to use a .050" to .020" feeler gauge. **Note:** do not install the o-rings in either of the JIMS® spacers at this time. With both spacers in place, hold manifold to the heads as if installing. Slip 1 of the 2 feeler gauges between the front head and JIMS® spacer. if either gauge will fit, you have the right manifold fitment. Note if .020 gauge will not fit, follow the information on line step 1-c.



CAUTION: WEAR SAFETY GLASSES. EXCESSIVE FORCE MAY DAMAGE PARTS!
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THE LAST TOOLS YOU WILL EVER NEED TO BUY.