JIMS® 6-SPEED OVERDRIVE SUPER KIT AND COMPLETE 6-SPEED TRANS KITS

PRECISION CUT GEARS

All gears are standard width for performance and strength with a close ratio 1st gear (2.94), or optional stock ratio (3.25). The last four gears are the same ratio as a stock 5-speed with a 6th gear ratio of .86:1 overdrive.

Super Kits: Precision Cut
This instruction sheet covers the following SUPER KITS No’s: 8085 and 8085L. Instruction sheets also covers the following complete trans kit No’s: 8000C6, 8001C6, 8002C6, 8003C6, 8004C6, 8020, 8111, and 8112.

This instruction sheet is reference for a Precision Cut 6 Speed Super Kit assembly. Service and disassembly is the same as assembly, but in reverse order.

READ ALL INSTRUCTIONS BEFORE PERFORMING WORK! IF YOU DO NOT KNOW WHAT YOU ARE DOING, DO NOT DO IT!

JIMS® IS NOT RESPONSIBLE FOR THE QUALITY AND SAFETY OF YOUR WORK!
If you are not sure about any of the procedures in these instructions, have a reputable H-D repair shop perform these procedures for you.

WARNING: Always disconnect the Battery Ground Cable (at the battery) to prevent injury. Your work area should be well lit. Wear safety glasses (over your eyes) and protective clothing when working around power tools and compressed air. Be careful with chemicals when cleaning parts. Protect your skin from solvents and use only in a well-ventilated area. Degreasers are flammable and are a fire hazard. Just use common sense and exercise good judgement.

USE MOTOR OIL FOR A LUBRICANT, FOR ASSEMBLY PURPOSE ONLY.
Any time you see **, this is an indication to lubricate parts. Apply a small amount of oil to parts being installed in this kit.

CAUTION: Wear safety glasses. Excessive force may damage parts! See JIMS® catalog for hundreds of top quality professional tools. The last tools you will ever need to buy.
**JIMS® SPECIAL TOOLS**

Special tools required for installing JIMS 6-Speed Super Kit: The only special tools required are tools that may also be required for any 5-speed installation.

**JIMS® Part No.** **Description:**
- 35316-80 ........... 5-Speed Maindrive Gear Tool
- 34902-84 .......... Mainshaft Bearing Race Tool
- 94660-37A .......... Mainshaft Sprocket Locknut Wrench
- 2260 .............. Big Twin Sprocket Locker
- 1720 .............. 5-speed Main Bearing Remover
- Solvent 184 or equivalent
- 1080 .......... Brass Hammer
- 1008-5 .......... Trans Stand, BT, non-oil pan case
- 1145 .......... Complete Modular Engine & Transmission Stand Kit
- 2256 .......... Maindrive Gear Seal Protector
- 1664 .......... Tool Shifter Sleeve (H-D No. 33114-79 or 34979-00) Remover

**Optional parts that may be needed to install JIMS 6-Speed Super Kit:**

**JIMS® Part No.** **Description:**
- 37088-85 .......... Center clutch pushrod, 11-1/8 LG. (if using original H-D clutch)
- Gear Oil 85w 140
- 1708 .......... Mega Nut
- 8042K .......... Speedo Block-Off Plate Kit (1-used in trans case, 1-used in trans door)
- OR
- 8102 .......... Billet Speedo Block-Off Plate Kit (1-used in trans case, 1-used in trans door)
- 8126 .......... Speedo Re-Calibration Unit (If trans will be running a electronic speedometer)
- 8088 .......... Spout spacer, 2002 to present FL models

**Super Kit Case Shifter Sleeve Information**

**NOTE!** If you are installing No. 8085 Super Kit you must use the provided H-D No. 34979-00 or JIMS No. 7514 shifter sleeve in the case to work correctly with the upgraded 6-speed shift drum and lever assembly. The length of this sleeve is 1.785" inches long. If your case has the original sleeve in it from 1980 to 1999 Evo Big Twin or 1999-2000 Twin Cam FLHT or FXD you will need to remove the shorter sleeve and install the JIMS No. 7514 sleeve. Use JIMS tool No. 1664 sleeve remover and installer tool to install the provided sleeve.

**Speedo Information**

If you will be running an electronic speed sensor you will need to install a speedo block off plate (See Optional Parts needed list above) over your sensor hole in the case using your favorite gasket sealer, and install your electronic speed sensor in the door. If you will not be using an electronic speed sensor in either location (door or case) you will need to use two speedo block-off plate kits for the door and case.

**NOTE!** JIMS ships all Super Kits with a protective sleeve on the end of the mainshaft splines. Leave this in place until you have installed the mainshaft through the main drive gear. This sleeve protects against damaging the main drive gear seal thus preventing oil leaks.
**Instruction Sheet for 6-Speed Overdrive Transmissions Precision Cut**

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**5-Speed Gear Set Removal**

Refer to H-D® service manual for year and model of bike for disassembly and removal of 5-speed gear set from transmission case.

**Case Preparation**

1. Use your H-D Service Manual, and Parts Book for reference for the year and model you will be installing this kit in. If you are not sure about the procedures in these instructions, have a reputable H-D repair shop perform these procedures for you.

2. Case shift lever sleeve application information

2A. If you purchased a JIMS No. 8085 Super Kit for the late model original 5-speed case it should have the correct shifter shaft sleeve (H-D No. 34079-00 that's 1.785" long) installed in the transmission case. This will work on our upgraded shifter lever and drum kit.

2B. If you’re installing a JIMS No. 8085 Super Kit in the early 5-speed case you will need to remove the shift lever sleeve (H-D No. 33114-79) that's 1.535" long using JIMS tool No. 1664. You then need to install the provided shifter shaft sleeve JIMS No. 7514, (H-D No. 34079-00) that's 1.785" long using JIMS tool No. 1664.

3. JIMS 6-speed is designed to fit in stock, 5-speed H-D and aftermarket 5-speed cases. This applies in most situations, but there are some exceptions. The internal walls of cases float around occasionally in H-D and aftermarket castings. This is not an indication of a quality problem. This is inherent in all castings. The following checks will need to be made to ensure a problem free installation.

   **Note:** All JIMS® transmission cases are clearance for 6-speed installations.

   **CAUTION:** BEFORE GRINDING OR FILING

4. Using masking tape, cover all door mounting holes of trans case. From inside the transmission case, tape over all bores as follows:

   a. Vehicle speed sensor and mounting screw bores
   b. Transmission top cover and shifter drum support screw bores
   c. Transmission drain hole bore
   d. Main drive gear bearing bore
   e. Countershaft needle bearing bore
   f. Fork shaft bore
   g. Shifter shaft bore

**Mainshaft 6th Gear Clearance Check**

5. Place the door gasket JIMS No. 35652-79 (supplied) onto both dowel pins of the trans case. If the material of the case above the lower rear 5/16 –18 screw holes is above the profile of the gasket, this material must be removed from the case. With marker, mark the case above the gasket surface. See Fig. 1 and 2. Remove, grind, or file the marked case material 1/2" inward (perpendicular to gasket surface) removing the unused gasket surface of the case. (A die grinder with a carbide bit for aluminum cutting can be used) or a coarse flat file also works well.

**Auxiliary Threaded Shift Fork Shaft Clearance**

6. The threaded shift fork shaft comes installed in the trans case. From inside the transmission case, tape over all bores as follows:

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**CAUTION:** WEAR SAFETY GLASSES. EXCESSIVE FORCE MAY DAMAGE PARTS!

SEE JIMS® CATALOG FOR HUNDREDS OF TOP QUALITY PROFESSIONAL TOOLS.

THE LAST TOOLS YOU WILL EVER NEED TO BUY.

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Performance Parts For Harley-Davidson: Motorcycles

555 Dawson Drive, Camarillo, CA 93012 • Phone 805-482-6913 • Fax 805-482-9224
inside of the door. See Fig. 3.

**Note:** Mark the upper right hand corner of the case with a Sharpie below the gasket surface. See Fig. 4. File case for a minimum clearance .010”. The maximum clearance is .060”.

*Pillow block clearance check*

7. Pillow block JIMS No.8079W (supplied) must be snugged down square over the dowels. See Fig. 5 File case for a minimum clearance .010”, and maximum clearance of .060”. See Fig 5 and Fig 6. Check to make sure that a clearance exists between the torsion spring and case of 1/16” to 1/8”.

*Primary Shift Shaft Boss Clearance*

8. Mainshaft 6th gear clearance to case must be checked using the trap door gasket as a template.
Hold the gasket against the case and mark the area with Sharpie that extends past the gaskets’ profile. Remove this material inward (perpendicular to gasket surface) with a coarse round file. See Fig 8.

CAUTION: Wear safety glasses. Excessive force may damage parts! See JIMS’ catalog for Hundreds of top quality professional tools. The last tools you will ever need to buy.
Installing Super Kit parts in case

1. Install maindrive gear bearing JIMS No. 8996** supplied in kit using JIMS tool No.35316-80. Follow instruction sheet provided with tool. See your H-D service manual.

NOTE: Never install any bearings into the case by applying pressure to the inner race or you will destroy the bearing. Do not remove the mainshaft protective cover on the clutch hub spline end of mainshaft. It can be removed after super kit has been installed in trans case.

2. Install the new retaining ring, JIMS No.11067 provided with the bevel facing out. See your H-D service manual.

3. Install provided main seal JIMS No.12067A** with JIMS tool No.95660-85.

4. Install main drive gear JIMS No.8296** provided using JIMS tool No.35316-80, and follow instruction sheet. See your H-D Service Manual. Install counter-shaft end bearing JIMS No.8977** provided.

Note: Install countershaft bearing by applying pressure to the LETTER side of bearing ONLY.


6. Install shifter shaft washer JIMS No.6497HW and retaining ring JIMS No.11150 (supplied).

7. Install shift lever assembly JIMS No.8324** (supplied). See page 12 item 49.

Instructions for installing gear set into case

1. Place door gasket JIMS No.35652-79 supplied over the two dowel pins on case.

NOTE: Apply a small amount of lube to the inside of main drive gear and install lubed tool JIMS No. 2256-2 main drive gear seal protector on mainshaft if you have removed the mainshaft protective cover as shown in Fig 9.

The mainshaft protective sleeve covering the clutch hub spline on mainshaft can be used as a seal protector as the mainshaft is installed through the main drive gear.

2. Gently install the gear set trap door assembly by sliding the mainshaft ** through the main drive gear, slowly pushing the trap door assembly inward until the door makes contact with the two dowel pins in trans case. A rubber hammer is helpful to tap the trap door assembly over the dowel pins without risking damage to the aluminum or chrome of trap door. Install the door mounting screws, two 1/4-20 x 1-1/4 SHCS allens, JIMS No.1258 supplied.

3. Apply a small amount of Blue Loctite to each screw in the Top 2, 1/4” screw holes and torque them to 7-9 ft-lbs. Install the 4, 5/16” screws, JIMS No.1118 (supplied) in the bottom 4, 5/16” screw holes and torque them to 13-16 ft-lbs.

Shift fork installation

For fork placement, the 3rd C/S, 2nd M/S, and 1st M/S forks will ride on the primary fork shaft; JIMS No.34088-87 provided. See Fig 10 and 14. The 4th C/S fork rides on the auxiliary shaft See Fig. 10, and 14.

Install the 1st M/S fork and slide the 1st gear away from the trap door and engage the dogs of the adjacent gear to allow room for the fork to slide. See Fig 10. Next install the 4th C/S fork which rides on the auxiliary fork shaft JIMS No. 8075. See Fig 10 and 14. Install 2nd M/S and 3rd C/S forks and insert the primary fork shaft No. 34088-87 through the trap door.
and through all three shift forks.

**NOTE:** While pushing the auxiliary fork shaft through, hold onto the 4th C/S gear fork and make sure the fork is positioned correctly to receive the auxiliary fork shaft. Install set screw No. 37084 C with blue thread-locker JIMS No. 4501 in threaded hole to hold shaft No. 8075 in place. Torque to 2-4 Ft Lbs.

**Function check**

With the 4 forks installed, check to make sure that the forks slide freely on the shafts by moving them back and forth with your fingers. If you experience any binding of the 4th C/S fork, you most likely need to go back and perform clearance check. Slide 3 shift forks into 3 gears (this is to lock the trans, to keep the gears from turning, for final torquing of main drive nut).

**Instructions for installing main seal spacer and torquing mainshaft pulley nut**

1. Install mainshaft quad seal JIMS No. 11165 **(supplied) over main drive gear on left side of trans. See H-D Service Manual.

   **Note:** Spacer 33344-94 is for late pulley only, pulley REF. No. 40250-94A.

2. Install mainshaft seal spacer JIMS No. 33344-94 ** (not supplied) over mainshaft bearing boss on left side of trans, with the chamfered side to the inside, See H-D Service Manual.


4. Install trans pulley (not provided) and Mega Nut, JIMS No. 1708 (not supplied) or O.E.M. nut.

5. Install center pushrod, JIMS No. 37080-85 (not supplied) lube both ends and slide into mainshaft.

6. Install inner primary cover, clutch and primary drive, Refer to H-D Service Manual for the year and model.

**SHIFT DRUM & PILLOW BLOCK INSTALLATION**

Install the shift drum assembly with all 4 allen screws through pillow blocks. The 3 screws JIMS No. 2135 (supplied) are 1/4-20 x 1/4” socket head allen, and 1 screw JIMS No. 1297 (supplied) is a 1/4-20x1 1/4” button head allen. There are 3 AN washers, JIMS No. 1215 (supplied). These are used on the socket head allen screws. One JIMS No. 2135 button head screw with no AN washer is used on the right side pillow block in the forward position below the detent roller. See Fig. 11. Install allen screws into the pillow block holes and tighten down the shift drum / pillow block assembly squarely. Squarely means tighten down each screw one turn at a time to pull pillow blocks over the dowels and torque to 7-9 ft-lbs. The right side pillow block may be stubborn in making its way over the dowels. Tighten down the pillow block screws in a criss cross pattern to overcome this. Install your top lid with gasket supplied and torque screws per H-D Service Manual specifications.

**Top Transmission Cover and Neutral Switch**

For No. 8085 Early super kit, install No. 34904-00 neutral switch (provided) in the top cover from your original transmission.
Neutral Switch Wiring

We have included the correct connectors for the wiring conversion from early single post to late two post neutral switch wiring. One of the post wire connectors will have to be mounted as a ground wire using the eyelet connector we've provided.

For No. 8085L Late super kit you can install your existing top cover from your original transmission and connect to your existing neutral switch wiring.

CLUTCH RELEASE SIDE COVER INSTALLATION

1. Install throwout bearing kit JIMS No.2226 onto end of right clutch pushrod JIMS No.8076 supplied. Refer to 2000 to 2006 Twin Cam H-D Service Book. No oil slinger is required.
2. Install and lube right clutch pushrod, with throwout bearing attached, then insert into end of mainshaft.
3. Note: On all JIMS 6-Speed Super Kits, if you do not use a JIMS side cover No.2371P or No. 2371CH you will need to modify your H-D or aftermarket cover as shown in Fig. 12. You will also need to cut the gasket to match the side cover gasket surface area. These modifications allow clearance for trap door bearings.
6. Locate your side cover gasket, JIMS No. 36801-87A (supplied) against trap door and attach side cover.

Note: If you are using an O.E.M. side cover you must use the two 1/4-20 x 2” No. 1291 SHCS’ with 2 special AN washers, JIMS No. 1114 that are in kit or equivalent SHCS with a 2” length. The positions of these two screw holes are shown in Fig. 13. Use your O.E.M. screws or equivalent for remaining four side cover mounting screws. Apply a small amount of Blue Loctite to each screw. Torque screws to 7 to 9 ft-lbs in a criss-cross pattern. Refer to your H-D Service Manual. See Fig. 13, page 10 for screw layout.

SUPPER KIT TOP LID & NEUTRAL SWITCH INFORMATION

JIMS No 8085L late model Super Kit
Your later model case should already have the cor-
rect lid, neutral switch, and wiring to connect the switch correctly.

**JIMS No 8085 early model Super Kit**
You will need to provide a H-D top cover No. 34541-00 or equivalent for H-D No 33904-00A neutral switch (provided). We have provided the correct wiring connectors to connect to the neutral switch.

**EXHAUST MOUNTING BRACKET MODIFICATION:**
You may need to modify, the original exhaust mounting bracket. This will vary per model and manufacturer of exhaust. Mount modified exhaust bracket to the bottom 2 or 4, 5/16” door mounting screws.

**FLH OIL FILL SPOUT MODIFICATION**
1. Super kits used on FLH models will need to modify the oil fill spout to fit properly on trans case. You will need to provide clearance on your fill spout to clear the trap door. You will need to machine, file, or grind, to get enough clearance so you can mount spout cover to the case in normal position without the cover touching the trap door.
2. **On 2001 and earlier FLH models:** Mount modified oil fill spout to trans case along with oil fill spout gasket JIMS No.866 (provided) and **mounting screws. Mount and torque four mounting screws per H-D Service Manual.
3. **On 2002 to present FLH models:** Along with performing steps 1 & 2 above you need to purchase or make a spout spacer (not provided in kit). For a spout spacer, order JIMS No.8088. You will need to plug and relocate the vent fitting on the spout cover as needed to clear your speedo sensor.

**FILLING TRANS WITH OIL**
1. Fill the final assembled gearbox with 20-24 oz. of Torco 80W-90W oil, JIMS No.1230.
2. Change oil at 500 miles.
3. Refill case with 75W-140 Synthetic, or equivalent.

**DISASSEMBLY**
In general, disassembly of your JIMS 6-speed Overdrive is the reverse of of the installation instructions with only one note: To remove the auxiliary fork shaft No.8075, you may need a slide hammer with a 10-32 threaded tip.

CAUTION: 6-speed gear sets must be assembled onto the proper shaft, with the dogs facing the correct mating gears. Gears are laser marked with their part number. This step is essential for proper assembly of the transmission. Improper placement of the gears will result in the malfunction of the transmission and damage.

Customer Support: For any installation or service Questions, please contact JIMS Technical Department @ 805-482-6913.

**WARRANTY PROVISIONS**
All JIMS parts are guaranteed to the original purchaser to be free of manufacturing defects in materials and workmanship for a period of 6 (six) months from the date of purchase. Merchandise that fails to conform to these conditions will be repaired or replaced at JIMS option if the parts are returned to us by the purchaser within the 6 (six) month warranty period or within 10 (ten) days thereafter. In the event warranty service is required, the original purchaser must call or write JIMS immediately with the problem. Some problems can be rectified by a telephone call and need no further course of action. A part suspected of being defective must not be replaced by a Dealer without prior authorization from JIMS. If it is deemed necessary for JIMS to make an evaluation to determine whether the part is defective, it must be packaged properly to prevent further damage and be returned prepaid to JIMS with a copy of the original invoice of purchase and a detailed letter outlining the nature of the problem, how the part was used and the circumstances at the time of failure. If after an evaluation has been made by JIMS and the part was found to be defective, repair, replacement or credit will be granted.
INSTRUCTION SHEET FOR 6-SPEED OVERDRIVE TRANSMISSIONS PRECISION CUT

ADDITIONAL WARRANTY PROVISIONS:

1. JIMS shall have no obligation in the event a JIMS part is modified by any other person or organization.
2. JIMS shall have no obligation if a JIMS part becomes defective in whole or in part as a result of improper installation, improper maintenance, improper use, abnormal operation, or any other misuse or mistreatment of the part.
3. JIMS shall not be liable for any consequential or incidental damages resulting from the failure of a JIMS part, the breach of any warranties, the failure to deliver, delay in delivery, delivery in nonconforming condition, or for any other breach of contract or duty between JIMS and a customer.
4. JIMS parts are designed exclusively for use in Harley-Davidson® Motorcycles. JIMS shall have no warranty or liability obligation if a JIMS part is used in any other application.
5. Any JIMS parts or tools that are returned and replaced become the property of JIMS and will not be returned under any circumstance.

FIGURE NO.13

HARDWARE NEEDED FOR JIMS BILLET SIDE COVER (NOT PROVIDED IN KIT)

- Use JIMS #1117 1/4-20 x 2-1/4 Allens
- Use JIMS #1261 1/4-20 x 1-1/2 Allens

HARDWARE USED ON ORIGINAL HARLEY SIDE COVER

- Use existing Allens, 1/4-20 x 2-1/4 with washers
- Use #1291 1/4-20 x 2 Allens with washers #1114, provided
FIGURE NO.14
PARTS ASSEMBLY
6 SPEED CLOSE RATIO .86:1 OVER DRIVE
PRECISION CUT
(SEE PAGE 14 FOR PARTS DESCRIPTION)
### PARTS LIST

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