



A Division of Thiessen Products, Inc.

**INSTRUCTION SHEET FOR PART #1807, #1808, #1809, #1810, & #1811**
**POWERGLIDE II™ TAPPET**

**\* This Tappet Replaces and Surpasses H-D® No.18538-99B or JIMS No.1806 Powerglide.**

Use with JIMS® new No.1043 Twin Cam Tappet Cover when using any stock to mild lift cams.

**NOTE:** Powerglide II must use adjustable pushrods in a cold motor only. If you are unfamiliar with lifter adjustment, seek professional help. Otherwise serious engine valve train damage will result.

**NOTE:** The JIMS Powerglide II tappet includes design parameters that may or may not affect your oil pressure. These performance tappets incorporate an oil hole to feed the tappet roller, axle and cam assembly. In test, JIMS has seen a slight drop in oil pressure ranging from 0-3 lbs psi. It is up to you, the mechanic, to confirm adequate oil pressure before and after installing these tappets.

**NOTE:** JIMS Powerglide II Tappets are assembled with a small amount of oil to ease in the tappet adjustment process. If the pushrods you are using are adjustable, proceed as follows:

**READ ALL INSTRUCTIONS BEFORE STARTING JOB**

**CAUTION:** Disconnect the ground cable at the battery.

1. Refer to H-D® Service Manual for tappet installation. If installing a cam and tappet blocks at the same time follow those instructions. Install tappets with oil holes facing right side of bike.

**Note:** As you are preparing the engine for the installation of the new Powerglide II tappets, put all 4 tappets in a clean container filled with clean H-D® 20W-50 oil to cover tappets, let them set for 20 minutes.

2. Place the front piston at TDC compression.
3. With all four Powerglide II tappets installed, start with the front intake pushrod, making sure tappet is at the lowest point on the cam.
4. Extend the pushrod adjuster screw to zero lash, you will be making the pushrod longer, (no up and down movement removing all free play without pushing the hydraulic unit down.) See pushrod adjustment chart for your particular pushrod.

**Example:** If your pushrods have 24 threads per inch, extend pushrod 15 hex wrench flats or 2 1/2 turns, tighten lock nut, to 15 ftlb of torque.

**Note:** This will move the adjusting screw down, pushing the hydraulic unit down its bore .1035", this will or may make the pushrod tight which will bleed the hydraulic tappet.

**Note:** It may take 5 to 15 minutes to bleed off completely.

**CAUTION:** Do not rotate the engine until you can turn the pushrod or pushrods with your thumb and forefinger.

**CAUTION:** If you cannot turn pushrod with your fingers DO NOT rotate engine.

5. Repeat exact procedure for the next three pushrods, making sure to be on the lowest position of cam for the tappet you're adjusting.
6. Tighten lock nut to 15 ft.lbs. of torque for all 4 pushrods.
7. Recheck lock nut, close covers, and install your pushrod clips. Use JIMS No. 917 pushrod retainer tool.
8. Turn motor over several times to pump oil into the Powerglide II tappets. You should turn the motor over until the oil light goes out, or when the oil is returning back to the oil tank.

**CAUTION:** Use 20W-50 motorcycle oil with your new tappets. New motors, after the first 50 miles change oil, oil filter and run the new tappets for 500 miles using 20W-50 motorcycle oil.

No.1807 - Use on all Twin Cams® 1999 to present, also Sportster® 2000-Pres. and Buell® 2000-2010 except 1125R. Standard O.D. is .8420".

No.1808 - +.001" Oversize.

No.1809 - +.0015" Oversize.

No.1810 - +.005" Oversize.

No.1811 - +.010" Oversize. NOTE: See special reamer for this tappet only No. 789 or see instruction sheet No.789-IS.

Please see JIMS website ([jimsusa.com](http://jimsusa.com)) to review the new features of the Powerglide II.



*Performance Parts For Harley-Davidson Motorcycles*



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**For detailed hydraulic lifter and trouble shooting information see "Powerglide™ Tappet Information". Refer to JIMS catalog tappet section, or web site catalog at [www.jimsusa.com](http://www.jimsusa.com)**

**WARRANTY**

All JIMS® parts are guaranteed to the original purchaser to be free of manufacturing defects in materials and workmanship for a period of six (6) 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 dealer (purchaser) within the six (6) month warranty period or within ten (10) 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.

**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.) If it has been determined that one or more of the tappets needs to be returned to JIMS for inspection the following must be carried out before returning.
  - A) As each tappet (one at a time) is removed from the engine it must be cleaned so it can be marked with grease pencil or a similar marker that will not come off during shipping.

**Caution:** Do not use a scribe, electric pencil or any other type of marking that will damage the tappets surfaces, all warrants will be void if any permanent marking is used.

- B) Mark each tappet for its location i.e. front or rear, intake or exhaust; all marked for the side that was facing the cylinders.

Example: Rear Intake with a "C" on the side of tappet that had faced the cylinders, R/I/C

**Note:** If tappets have been revised and marked as above they will be repaired or replaced as required. If repaired

and returned they must be installed in the same location they were removed from. If any are replaced they will be marked for their location.

Example: F/I, for front intake.

POPULAR PUSHRODS		
JIMS Pro-lite	24	No.s 2380, 2400
Slim Jims	32	No.s 2404, 2369
Andrews	28	
Andrews	32	
Crane	28	New Time Savers
Crane	24	Old Time Savers
Crane	32	
H.D.	32	
S & S	32	
Screamin Egl.	32	
Rivera	40	Taper Lite
Rev Tech	36	

PUSHROD ADJUSTMENTS FOR POWERGLIDE II JIMS No.1807 & No.1808				
Threads per inch	Wrench Flats	Total Travel Distance	Distance Per Turn	Distance Per Flat
24	15	.1042"	.0417"	.0069"
28	17	.1011"	.0357"	.0059"
32	18	.0937"	.0313"	.0052"
36	21	.0965"	.0275"	.0045"
40	24	.100"	.025"	.0042"
52	30	.0962"	.0192"	.0032"

**CAUTION: WEAR SAFETY GLASSES OVER YOUR EYES.**  
SEE JIMS® CATALOG FOR HUNDREDS OF TOP QUALITY PROFESSIONAL TOOLS.  
THE LAST TOOLS YOU WILL EVER NEED TO BUY.

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