



Instruction Sheet For Part No.2370

If using a performance cam and spring, Use JIMS® tappets No.2459, or see the JIMS® catalog for more information on kits.

Panhead and Shovel head Hydraulic Unit Use on Big Twin 1953-84



Designed for stock hydraulic style cams and valve springs at stock R.P.M. of about 5500 Max.

Refer to H.D.® Service Manual for removal of pushrod covers.

IMPORTANT: The tappets and inserts must be clean and drained of oil before installing and adjusting the inserts. The tappet insert body and plunger assemblies are matched sets and cannot be mixed. Disassemble and clean one at a time, also clean oil filter tappet screen.

1. Start with a cold engine. Make sure tappet is on heel of cam during adjustment, lowest position (valve closed). Lowest position may be found by rotating engine until like tappet (intake or exhaust) in other cylinder is at highest point (valve fully open).
2. For example, when the exhaust tappet on the rear cylinder is at full lift (all the way up in the tappet bore) you adjust the exhaust on front cylinder, which will be all the way down in it's bore. After that turn the engine until the exhaust tappet you have just adjusted on the front cylinder is all the way up and adjust the exhaust on the rear cylinder. Simply repeat the process on the intake tappets once you have finished the exhaust.
3. The adjustment is done by turning the adjusting screw downward until hydraulic unit piston bottoms in it's bore. Turn adjusting screw upwards 1 1/2 turns (If you are using JIMS® pushrods with 32 threads per inch - 9 wrench flats). Repeat this step for each tappet, as described above.

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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