



## INSTRUCTION SHEET FOR PART #2411

### SUPER "POWERGLIDE™" KIT (SHOVELHEAD)

- No.2411 - Polished, use on all Big Twins 1966-1984 (all Shovelheads).  
 No.2411C - Chromed, use on all Big Twins 1966-1984 (all Shovelheads).  
 Replacement tappets for above kits; No.2411 and No.2411C, sold each:  
 No.1029AP - Standard  
 No.1029AP2 - +.002 Oversized.  
 No.1029AP5 - +.005 Oversized.



- ✓ Shovel "Powerglide™" Tappet Block Kits are capable of the highest rpm a Harley® can safely turn, at a valve lift of .700" and with the right valve springs, valves, cam, oil, etc.
- ✓ Shovel motors can have all the hydraulic benefits of the late EVO style hydraulic system by installing JIMS® Shovel "Powerglide™" Hydraulic Tappets.
- ✓ These kits will eliminate the total oil loss of the stock hydraulic units, No. 17920-53A.
- ✓ Billet Shovel Tappet Blocks with "Powerglide™" Hydraulic Tappets.
- ✓ Comes complete with instructions.
- ✓ Tappet block gaskets included.

These tappet blocks supersede lifter block No.'s 18603-80A, 18610-76A and tappet No.'s 18522-53A. Fits Shovel Big Twins 1966 through 1984. Use 1/4"-20 screws, JIMS® No.1205, from late 1976 through 1984. Use 1/4"-24 screws, JIMS® No.2406, from 1966 through early 1976. These blocks are designed to accommodate a gross valve lift of .550" at the valves, leaving a clearance of .035" roller to block freeplay (Please note, if using a cam with a higher lift, a simple modification is all that is needed).

All JIMS® Billet Polished Tappet Blocks are made from 7075-T651 aluminum with a tensile strength of 83,000 psi, which is double the amount of 6061-T6 aluminum and almost triple the amount of cast aluminum tappet blocks. These tappet blocks are machined to the center line of the cam and hold to ±.002". Also, the bores are held perpendicular to the mounting flange to ±.0002".

At last JIMS® has designed and engineered a completely new block kit for shovel motors, stock or performance application. This new kit has an upgraded pushrod seat at a 3/8" diameter and a 5/8" lower seat. Lowering the pushrod seat will help reduce the severe tappet pushrod angle, making JIMS® new kit as close to an EVO tappet as possible. Kit comes with four tappets with new pushrod seat, one 1029-53F front 7075-T651 tappet block polished, one 1029-53R rear 7075-T651 tappet block polished, pushrods, two tappet block gaskets and complete instruction sheet.

Please read all instructions before starting this job.

1. Refer to H-D® Service Manual for specifications and to remove tappets and tappet blocks.
2. Remove all old gasket material and keep all foreign material out of tappet block holes.
3. Wash pushrod covers and install new seals.
4. JIMS® "Powerglide™" Tappets are assembled with a small amount of oil to ease in the adjustment.
5. Apply Assembly Lube, to tappets and rollers. Slip tappets into blocks and install blocks.
6. With both blocks in place on case, install JIMS® Tool #33443-84. (If your case has 1/4-20 mounting holes, lube tool and screw into the tappet screw hole to center block into case.) Tighten to 30 in/lb. Install the other block the same way. Remove tool and install last lubed screw and finish torquing to 120 in/lb in a criss-cross pattern in 30 in/lb increments.
7. This is a good time to clean the tappet screen.
8. Locate the front pushrod and covers first. Apply assembly Lube, to top and bottom ends and threads of pushrods. (Note: Front and rear exhaust pushrods are the longest.) With the front exhaust cam lobe at the lowest point, adjust pushrod with thumb and finger just until you eliminate all up-and-down free movement. (NOTE: Do not take up more than the free play of pushrods)
9. Extend pushrod adjuster 9 wrench flats or 1 1/2 turns. To do this hold screw with a 1/4" open end wrench, while turning pushrod with a 1/2" open end wrench until you have completed the adjustment. Tighten locknut to pushrod with two open end 1/2" wrenches.

**IMPORTANT NOTE:** This adjustment will make the pushrod tight, which will bleed the hydraulic lifter. It will take 10-15 minutes or longer to bleed off. It is important that the engine is not rotated while pushrods are tight. The pushrod will spin with your fingers after it has bled off properly. Tighten lock nut. Recheck, close cover and install clips. Repeat exact procedure on other pushrods. Turn motor over several times to pump oil into the "Powerglide(tm)" Tappet until the oil light goes out, or until oil is returning to the oil tank.

**Note:** See catalog page "Powerglide Tappet Information" for troubleshooting issues or see webpage below.

**"From The Track... To The Street!"**



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### 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 non-conforming 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 tappet's surfaces, all warranties 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 there location.

**Example:** F/I, for front intake.

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