



## INSTRUCTION SHEET FOR PART No.4000, No.4003, No.4004, 4005, 4006, 4007, & 4008

### CONNECTING RODS

JIMS® new connecting rods start out as solid certified aerospace quality 4340 moly steel. These rods are CNC machined on the newest high tech mills available. Each rod is heat treated, magnafluxed, shot peened and completely inspected with a hardness test for each rod. From there each rod goes back into the CNC mill to bore the rod race bores to the wrist pin bushing bores to within .0003" of each other at a 32 bore finish for the best possible bushing and race adhesion. The wrist pin bushing oiling hole has been optimized for better lubrication of wrist pins, and an increase in the strength. We chose H-Beam for stability and strength for both drag racing and any street application over the standard I-beam rods. Although we realize that H-beam rods are very difficult and time-consuming to manufacture, we believe that it is well worth the extra effort. Each rod set has JIMS® rod races and wrist pin bushings installed.

Use on 1941-99 Big Twin O.H.V. pre 1973, use piston for:  
 No.4000 - 7.440" length with .792" wrist pin bushing.  
 No.4003 - 7.440" length with .927" wrist pin bushing.  
 No.4004 - 7.690" length with .791" wrist pin bushing.  
 No.4005 - 7.690" length with .925" wrist pin bushing.  
 No.4006 - 7.960" length with .791" wrist pin bushing.  
 No.4007 - 7.960" length with .925" wrist pin bushing.  
 No.4008 - 8.250" length with .925" wrist pin bushing.



Follow HD® instructions for fitting rods, installing the rod assembly and truing the flywheels.

1. All connecting rods will need to be checked for case clearancing (Including JIMS® rods) when most stroker kits are installed in stock cases. They could also have interference in other case applications such as S&S®, Delkron, etc. JIMS® recommends checking all specific areas (remove only enough material to make clearance). **Do not remove any material from rods. (See Reminder)**
2. Female rod, crankpin end to inner flywheel rim. Minimum clearance .060 (remove material from flywheel to make clearance).
3. Wrist pin end of both male and female rod to flywheel outside edge. Minimum clearance .060 (remove material from flywheel edge to make clearance).
4. Wrist pin end to crankcase and cylinder minimum clearance .060 (remove material from crankcase or cylinder to make clearance.)

#### REMINDER:

When clearance is required, don't remove material from connecting rod, make all adjustments on the areas that the rods contact i.e., mainshaft nut, flywheel edge, case, cylinder, etc.

#### ASSEMBLY:

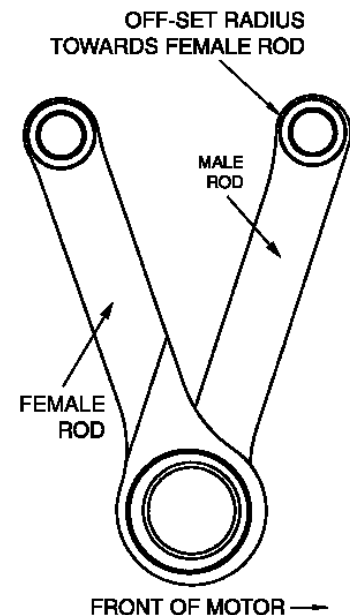
Rods are to be assembled with the offset in the front rod (male) to face rear rod (female). See drawing.

#### BALANCING:

JIMS® rods are stronger and heavier than stock rods, and the flywheels and nuts may need clearance, therefore JIMS® recommends rebalancing of the flywheels.

#### FITMENT:

JIMS® rods are fit to H.D.® specifications, for both the wrist pin bushing bores and races bores (No honing necessary for the use of a standard EVO Big Twin wrist pin and crank pin with standard rod rollers.)



CAUTION: WEAR SAFETY GLASSES. EXCESSIVE FORCE MAY DAMAGE 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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