

PRIMARY SPROCKET LOCK KIT & CLUTCH SETS



No. 8381 SHOWN JIMS® PERFORMANCE CLUTCH SETS

JIMS® replacement clutch plate sets were developed for the Big Inch, performance motors. These clutch sets consists of friction and steel drive plates.

No. 8381 - Use on JIMS® Clutch Kit No. 8375 for 90-97 Big Twin models.

No. 8380 - Use on JIMS® Clutch Kit No. 8376, 8379, and 8382 for 1998 to present Big Twins.

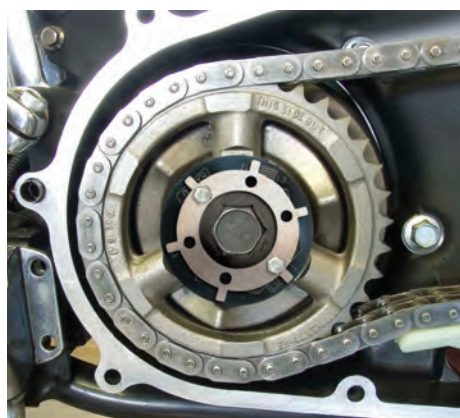
CLUTCH ASSEMBLY SERVICE TOOL FOR BIG TWINS

This tool will safely disassemble and assemble the clutch shell assembly. Easily removes and installs the clutch hub from it's bearing. Safely removes and installs the clutch shell ball bearing (H-D® No. 37906-90) without any damage to the new bearing. This is done by pushing on the outer perimeter of bearing. For more details see No. 971-IS instructions.



No. 971 - Use on all Big Twins 1990-2006.

COMPENSATING SPROCKET LOCK KIT

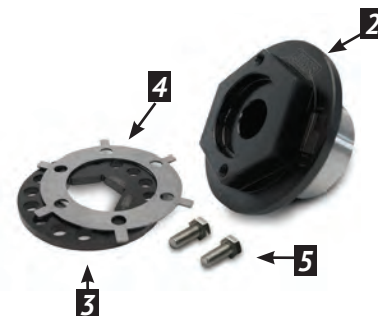


Peace of mind is key when it comes to building a high performance powertrain. The Compensating Sprocket Lock Kit is now ready and available for select Harley-Davidson motorcycles. This system positively secures the compensating sprocket so it cannot come loose. Rubber mounted engines may insulate the rider and frame mounted components from vibration, but the entire powertrain, including the compensating sprocket, is still at risk from fasteners coming loose due to shaking. Additionally, today's larger and more powerful engines can cause a lesser fastening system to come loose from large power pulses combined with the back and forth motion from getting on and off the throttle. Along with drive line security, the JIMS Compensating Sprocket Lock Kit keeps the alternator rotor in place to prevent damage to the charging system as well. This is not only a

race engine item, stock bikes will also benefit from this upgrade to increase reliability and safety. For use on 2006 Dyna® and 2007-present Big Twins with Screamin' Eagle performance compensator. Not for early style compensator with spring cup attached to rotor or 2014 stock compensator. For more details see No. 8385-IS instructions.

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	RETAINER, SHORT COMP LOCK	8387-1
2	1	RETAINER, LONG COMP LOCK	8385-1
3	1	LOCK RING	8387-2
4	1	LOCK TAB	8387-3
5	2	SCREW	8388
6	1	INSTRUCTION SHEET	8385-IS



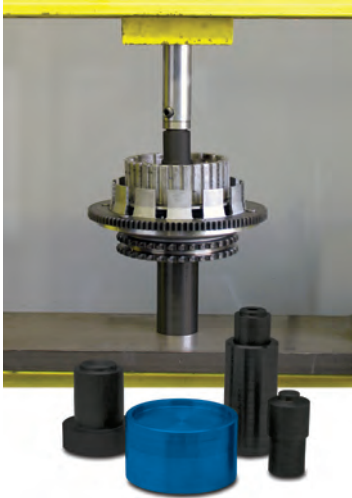
No. 8387 - Use on 2011 FLH and 08-11 Softail Rocker, No. 40370-08 and 83935-09 and Screamin' Eagle No. 40274-08.

No. 8385 - Use on 2012-2013 OEM compensators No. 83935-09A and Screamin' Eagle No. 40274-08A.

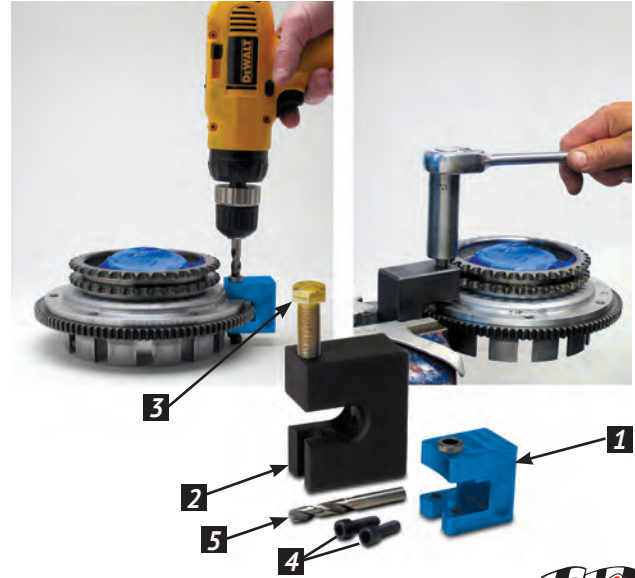
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No.971 - Use on all Big Twins 1990-2006.



STARTER RING GEAR RIVET FIXTURE TOOL



This tool is designed to remove the starter ring gear rivets from Big Twin clutch shells to install JIMS® No. 639 and 640 or equivalent performance starter ring gears. *For more details see No.965-IS instructions.*

No.965 - Use on all 1990-06 FL, FXST and 1990-05 FXR, and FXD.



ULTIMATE CLUTCH ADJUSTING TOOL

This year's time saver is our Ultimate Clutch Adjusting Tool. This tool allows the technician to quickly and accurately tighten the clutch adjusting screw jam nut without having the screw change position on 1985 and later Big Twin models. No more guessing or making multiple attempts to lock the nut and adjuster screw in the proper place. This JIMS® tool includes the proper hex key "Allen" wrench for Harley-Davidson® motorcycles which conveniently stores in the tool handle.

No. 5502 – For all Big Twins 1985 to present with cable actuated clutch.

PARTS AVAILABLE SEPARATELY

NO.	QTY.	DESCRIPTION	PART NO.
1	1	DRILL FIXTURE	965-1
2	1	RIVET REMOVER FIXTURE	965-2
3	1	RIVET REMOVER	965-3
4	2	SCREW	2405
5	1	DRILL	2223
6	1	INSTRUCTION SHEET	965-IS



Endorsed By



CLUTCH LOCK PLATE

Use to lock clutch shell to clutch hub, for removing or installing clutch hub nut.

Use with JIMS® tool No.2316 primary locking bar. *For more details see No.2245-IS instructions.*

No.2245 - Use on all Big Twin 1941-84.