



Retaining Ring Kits for Big Twin and Sportster Models

These kits of commonly used retaining rings are packaged in KAL-REZ polycarbonate trays with snap-lock lids that prevent the contents from spilling out, even if the trays are turned upside down. The inside lid of each kit has a handy reference chart showing location, Custom Chrome and OEM part numbers for easy reordering when needed. All of the individual rings are listed to the right, and are available in replacement shop supply 10-packs.

Replacement Snap Rings listed below in OEM number order (packs of 10)

- 49103** Clutch release finger shaft. For 70-86 Big Twins (repl. OEM 11000)
- 54000** Oil pump. Fits Big Twins from 57-E62 as well as Sportster models from 72-76 and 91-03 (repl. OEM 11002). Also fits miscellaneous shifter and clutch parts on models from 72-10 (repl. OEM 11143)
- 49105** Clutch adjusting screw. For 71-E84 Sportster models (repl. OEM 11005)
- 49106** Pinion shaft bearing. Fits Big Twins from 58-86 (repl. OEM 11007)
- 49108** Shifter linkage. For Big Twins from 74-99 (repl. OEM 11016)
- 49109** Fits clutch release lever stud on 80-86 Big Twins and detent plate on Sportster models from 91-13 (repl. OEM 11019)
- 49110** Retaining ring, bearing housing (trapdoor). 80-93 (repl. OEM 11020) pack of 10
- 12468** Fits miscellaneous kickstart and shift levers on 65-86 models (repl. OEM 11031)
- 49112** Fits miscellaneous shift, clutch and control levers on models from 72-88 (repl. OEM 11036)
- 49113** Foot clutch control rod end. Fits Big Twins from 65-78 (repl. OEM 11037)
- 49114** Transmission gear. For Big Twins from 80-05 and Sportster models from 91-03 (repl. OEM 11067) pack 10
- 49115** Shifter cam support. For Big Twins from 80-05 (repl. OEM 11083)
- 49116** Clutch throwout bearing retaining clip. For Big Twin models from late 75-14 (repl. OEM 11096)
- 49118** Piston pin. Fits Big Twins from 73-E77 and Sportster and K models from 52-L77 (repl. OEM 22582-52)
- 49119** Piston pin. Fits Big Twins from late 77-E83 and Sportster models from late 77-E85 (spirallocks)(repl. OEM 22588-78)
- 49120** Piston pin. Fits most models from late 83-99 (repl. OEM 22589-83) 10 pcs
- 49122** Pinion shaft bearing. Fits Big Twins from 55-57 and Sportster and K models from 54-76 (repl. OEM 24701-54)
- 49123** Sprocket/pinion bearing. Fits Big Twins from 40-54 (repl. OEM 24702-40)
- 49124** Idler gear stud. Fits OHV Big Twins from 32-57 (repl. OEM 25810-15)
- 54250** Oil pump drive shaft. Fits OHV Big Twins (except Twin Cam 88 models) from 36-99 (repl. OEM 26348-36)
- 49127** Shifter cam. For late 79-86 Big Twins and 52-90 Sportster and K models (repl. OEM 34040-52)
- 56355** Transmission mainshaft ball bearing. For 52-E84 Sportster and K models (repl. OEM 35112-52)
- 56337** Transmission roller bearing. For 52-E84 Sportster and K models (repl. OEM 35113-52)
- 56319** Drive gear bearing race. For 37-E77 Big Twins (repl. OEM 35129-36)
- 56301** Mainshaft 2nd/3rd gear. For 37-86 Big Twins (repl. OEM 35337-36)
- 56320** Retaining ring, mainshaft third gear, 56-90 Sportster and K models (repl. OEM 35337-56) pack of 10
- 56303** Low and second gear. For 40-86 Big Twins (repl. OEM 35810-36)
- 56302** Countershaft bearing. For 37-E76 Big Twins (repl. OEM 35920-36)
- 12201** Right main bearing. Fits Big Twin and Sportster models from 87-94
- 12202** Right main bearing. Fits Big Twin models from 95-99 and Sportster models from 95-03



Jims Connecting Rods

Connecting rods at their finest. The JIMS research and development team looked into all other rods on the market to see which areas needed improvement. JIMS connecting rods start out as forged aerospace quality 4340 Chromoly steel blanks, then the 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. JIMS chooses "H-Beam" rods 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, JIMS believe that it is well worth the extra effort. Each rod set has JIMS rod races and wrist pin bushings installed and are fit to Harley-Davidson factory specifications. These rods fit to H.D. factory specification. Crank Pin No.23961-80A2, Crank Pin nuts No.23969-83, Crank Pin key No.2187, Crank Pin rollers with retainers No.3999, and .792" wrist pin bushings.

696552 Conrod assembly for Big Twins from 81-99

Note: Use on Big Twin 1981-99 single cam that uses a .792" size wrist pin. (Note: Fits Aftermarket and S&S motors.) 7.440" from center to center.



Connecting Rod Assemblies

Ready-to-install, complete with crank pin, crank pin nuts, piston pin bushings and rod rollers with aluminum retainers.

For Big Twin Models

20326 Fits 81-E83 rod with .791" wristpin bushing (repl. OEM 24281-80)

Note: Rear rod to counterbalance clearance must be checked on Shovelhead flywheels.

20325 74-E81 models (repl. OEM 24281-74A)

20324 41-73 models (repl. OEM 24281-41A)

For Sportster Models

20330 86-99 models (repl. OEM 24275-86A)

20329 81-85 models (repl. OEM 24275-80A)

20328 57-80 models (repl. OEM 24275-57)