



# 237223

## INTRODUCING RAM JETT WRIST PIN BUSHING TOOL AND REAMER.

Designed for all Big Twin and Sportster models from 1936 to the present **EVO**. (Stock to five inch stroke). This tool will increase productivity, quality, and maintain recommended tolerances, taking the guesswork out of sizing wrist pin bushings. The tool will accurately ream to size a clean, straight, and round bushing hole in one pass, without removing rods from the crankcase. This operation will only take 30% of the time normally used by the old, outdated method.

1. Install new wrist pin bushings with piston pin bushing tool. (Available from most distributors).

**CAUTION:** Use lubricant on I.D. of rod and O.D. of bushing, making sure bushing is pulled in straight. If bushing is shaving bronze material unevenly, you are not pulling the bushing in straight. Use .002" over-size diameter bushings.

**RAM JETT RETAINER AND PARTICIPATING DISTRIBUTORS ARE NOT RESPONSIBLE FOR POOR WORKMANSHIP.**

2. Stuff clean rags in and around rods, then place Ram Jett fixture over rod and bolt fixture loosely to crankcase deck with your cylinder uts and washers. **NOTE:** For **EVO** use standoff spacers included in kit, making sure that reamer guide is facing gear case side of engine. For 4 3/4" to 5" stroked engines, the reamer guide should face the primary side of engine and switch the support screws to the opposite holes. Rods should always be positioned after **T.D.C.** in either case.
3. Once you have installed bushings correctly, use cutting oil on both reamer and fixture guide, lead reamer pilot into new bushing. (The reamer pilot is what lines up the rod with the fixture, so make sure you are not working with a bent or twisted rod before using this fixture). Snug support screws against rod, do not tighten just yet. If bushing is slightly smaller in diameter than the reamer pilot, use a 5/8 socket and ratchet to turn clockwise into bushing. (Never turn a reamer in reverse). The pilot should now be full length into the bushing.
4. Check to see that the rod and fixture runs straight up and down parallel to each other. Now tighten the fixture to crankcase deck using approx. 15 to 18 ft/lbs. Re-tighten rod support screws using an Allen wrench, approx. 3 to 4 ft/lbs, or one flat of the Allen wrench. Final adjust support screws until the reamer turns freely in guide and bushing. This will insure that the rod is straight up and down or parallel to the fixture.
5. Add cutting oil to reamer and rod bushing. Turning in a clockwise rotation, using a little pressure, rotate reamer until you feel the tool cutting. Use cutting oil as needed and continue to cut until reamer is through the first step, this will cut a wrist pin bushing hole that is sized for all pre-EVO wrist pins. (.791" to .7913"). For **EVO** wrist pin sizing (.792" to .7923"), continue until last step of reamer is through bushing. Then continue reamer through the fixture and out the back side. When reamer has cut a diameter you require for the wrist pin you are using, remove chips with brush or shop vacuum from reamer and surrounding area.
6. Continue turning the reamer clockwise and pull out reamer slowly when cutting a .791" to .7913" diameter. Push reamer from the back side or against pilot to help remove from fixture using plastic or wood to avoid damaging the end of the reamer. The better you care for your tools, the longer they will last.
7. Carefully remove the fixture and rag using caution. Do **NOT** let chips fall in engine. Repeat operation on the next rod.
8. After completion of both wrist pin bushings, we recommend checking piston alignment.  
**See shop manual for this operation.**