

HYDRAULIC VALVE TAPPET INSTRUCTIONS:

THE SINGLE MOST IMPORTANT FACTOR FOR SUCCESSFUL OPERATION OF ANY HYDRAULIC TAPPET IS CLEANLINESS. THESE ASSEMBLIES ARE HIGHLY PRECISION UNITS MANUFACTURED WITH CLEARANCES BETWEEN MATING PARTS THAT MAY BE NO MORE THAN .0002". THE PLUNGERS AND BODIES ARE NOT INTERCHANGEABLE.

BEFORE HYDRAULIC TAPPETS ARE INSTALLED, THE ENGINE MUST BE THOROUGHLY CLEANED. THE TAPPET BORES SHOULD ALSO BE INSPECTED FOR EXCESSIVE WEAR. BE SURE THAT THE PUSHRODS ARE IN GOOD CONDITION AND ARE INSTALLED PROPERLY.

SINCE THE HYDRAULIC TAPPET IN OPERATION IS ENTIRELY DEPENDENT ON THE CONDITION OF THE ENGINE OIL, FREQUENT AND REGULAR CHANGES OF THE OIL AND OIL FILTER, AS RECOMMENDED BY THE MANUFACTURER, ARE AN ABSOLUTE NECESSITY. ANY DIRT, SLUDGE, CARBON, METAL PARTICLES, OR OTHER FOREIGN BODIES CAN CAUSE DAMAGE TO THE TAPPETS.

ADJUSTMENT PROCEDURE:

SET COLD AT ZERO CLEARANCE ON THE BASE CIRCLE OF THE CAM LOBE USING THE FOLLOWING PROCEDURE:

1. USING THE ROCKER ARM ADJUSTING NUTS, TAKE ALL PLAY OUT OF THE VALVE TRAIN, THEN TURN THE ADJUSTER ONE HALF TO ONE FULL TURN IN. TIGHTEN THE LOCK NUT MAKING SURE THE ADJUSTER DOES NOT TURN.
2. REPEAT THIS PROCEDURE FOR THE REMAINING CYLINDERS.

**DO NOT UNDER ANY CIRCUMSTANCE REMOVE THE PLUNGER RETAINER!
IT CAN NOT BE USED AGAIN AFTER REMOVAL!**

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