

INSTALLING AND ADJUSTING HYDRAULIC LIFTERS

FOLLOW THE FOLLOWING POINTS

1. Do not wash in any solvent. Wipe the parts off with a lint free towel.
2. Use 10W30 oil and lube the O.D of the body and wheel.
3. Make sure the lifter-to-bore clearance on cast iron blocks is .0015" to .0017".
On Aluminium blocks that oil the lifter (LS Series), the clearance is .0012" to .0014".
Both of these measurements are at 21 Deg C.
The Aluminium block will have a higher rate of expansion, that is why the clearance is tighter.
- b) If your adjuster nut is 7/16" x 20 threads per inch, then divide 1 inch by 20 threads per inch. One complete turn down on a 7/16" by adjuster nut will move .050"
- c) Next, Divide .050" by 4 to calculate the distance for a quarter-turn of the adjuster nut (.05" / 4 = .0125").
- d) For a 3/8" x 24 adjuster nut, the calculations are:
 $1" / 24 \text{ TPI} = .042"$ per full turn
and $.042" / 4 = .0105"$ per quarter turn.

ADJUSTING THE ZERO-LASH SETTING OF THE LIFTER:

1. We like using the firing order to set the valves. Put the engine on #1 Cylinder.
2. What we want is the Intake and Exhaust to be on the base circle of the camshaft
3. Adjust the rocker until the pushrod just starts to get tight while taking the pushrod and rolling it between your thumb and finger. Once you feel drag, this is what we call Zero-Lash
4. You are now ready to tighten down on the adjuster using the following method:
 - a) It's important to know the thread pitch, in threads per inch, of the adjuster nut because one complete turn of the nut will move a distance of one complete thread. Therefore, verify the thread pitch of the adjuster nut as racing rocker manufacturers use different nut sizes and thread pitches.

- e) Use the chart below to determine how many quarter-turns to tighten the adjuster nut after Zero-Lash:

Block and Head Type	Sizes
Cast Iron block and Cast Iron Head	.020" to .025"
Cast Iron Block and Aluminium Head	.030" to .035"
Aluminium Block and Aluminium Head	.045" to .050"

5. Repeat these adjustments for each cylinder running through the firing order.

