

Oct 25, 2013

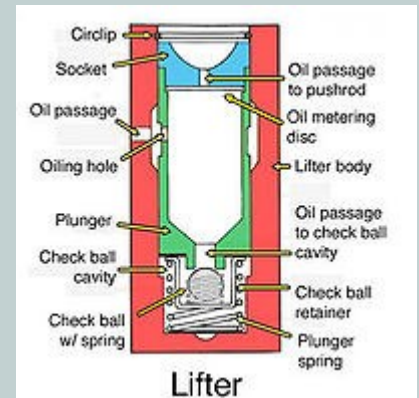
Setting Hydraulic Lifter Preload

The correct amount of lifter preload is important to help efficiently control the valve train. Insufficient preload will cause valve train noise, while too much may damage the hydraulics of the lifter or cause low manifold vacuum. By following the four steps listed you will help ensure proper engine performance and reliability.



Instructions:

1. Lifter Preparation: Remove your new cam lifters from the packaging, and clean the lifters thoroughly in mineral spirits or an equivalent solvent. Remember, in order to protect your camshaft warranty new cam lifters must be installed on flat tappet cams. It is not necessary to “pre-pump” hydraulic lifters full of engine oil prior to installation and valve adjustment. It is actually undesirable to do so as the “pumped up” lifters will cause the valves to open during the adjustment process, rather than positioning the lifter plunger in its operating position as it is supposed to do. “Pre-soaking” hydraulic lifters in a bath of engine oil is a good idea but not mandatory. Doing so ensures that the lifters are adequately lubricated on their outer surfaces prior to installation. It may also result in a quieter engine start up as the oil in the bath may displace some air from the lifter’s plunger reservoir. Coat the bottoms of all flat tappet lifters with Cam and Lifter Installation Lube supplied with flat tappet cams. When you install the lifters, make sure they fit well. Flat tappet lifters should rotate freely in the lifter bores. Any excess clearance or tight lifters can cause damage to the camshaft, leading to engine failure. **Note: .0015"-.002" lifter bore clearance is minimum.**



2. Setup: With your cam installed, simply place the prepped lifters into the lifter bores. If you are using hydraulic rollers with a link bar, pay close attention to which direction the link bar faces.

The link bars on retro-fit lifters should face towards the valley of the block. If the



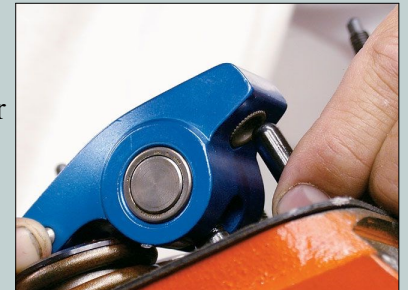
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link bar has an arrow on it, make sure the arrow is pointing upwards (↑). If your engine block was originally equipped with hydraulic rollers make sure the lifter roller wheel is positioned to roll along the camshaft lobe. Failure to do so will result in camshaft damage and improper oiling. Now that the lifters are in place, you can begin to install the pushrods and rocker arms.



3. Pushrod and rocker arms: Clean all pushrods thoroughly because most engines oil through the center of them. If the original pushrods are being used, be especially sure they come clean inside and out. Apply a small amount of Cm Engine Assembly Lube or an equivalent lube on each end of the pushrods, and install them into the engine. Clean all rocker arms thoroughly. If the original rocker arms are used, examine each one for excessive wear and replace any that are questionable. Apply a small amount of lube on all contact areas of the rocker arm. With a clean rag or towel, wipe the tips of the valves clean and apply lube to them where the rocker arms will come in contact with them. Also be sure to check the valve stem tips for excessive wear. Next, install the rocker arms. Do not tighten the adjusting nuts down before the proper sequence is performed. On engines with shaft mounted adjustable rocker arms, back off all adjusters completely before installing the assembly. Make sure the pushrod is in the lifter and the rocker arm seat when making valve adjustments.



4. Adjusting preload: Turn the engine in the normal direction of rotation. Start with cylinder number one (1). When the exhaust valve begins to move, adjust the intake valve to the correct preload. To reach zero, take the pushrod between your finger tips and move it up and down while you tighten down the rocker arm. Once you feel no more vertical slack, you are at zero preload. Make sure the pushrod is in the lifter and the rocker arm seat when making valve adjustments. As stated before the best setting is zero to 1/8 of a turn. Now, you can move on to the exhaust valve on the same cylinder. Next, rotate the engine over again until the intake valve reaches maximum lift and is almost all the way back down. Then set the exhaust valve using the same method as the intake (zero to 1/8 of a turn). Continue adjusting the valves on each cylinder in this manner until all valves are adjusted.