

Installing and Adjusting Morel Hydraulic Lifters:

1. Do not wash in any solvent. Wipe the parts off with a lint free towel.
2. Use 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" - .0017".

On aluminum blocks that oil the lifter (LS Series), the clearance is: .0014" - .0016".

Both of these measurements are at 70 Deg F.

The aluminum block will have a higher rate of expansion and that is why the clearance is tighter.

4. Do not use and oil restrictors

Adjusting the Zero-lash setting of the lifter:

1. Always like using the firing order to set the valves. Put the engine on #1 cylinder.
2. What we wants the int. and ex. to be on the base circle of the camshaft.
3. Adjust the rocker until the push rod 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 is 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, because racing rocker manufacturers use different nut sizes and thread pitches.
 - 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 20 adjuster nut will move .050".
 - c. Next, divide .050" divide by 4 to calculate the distance for a quarter-turn of the adjuster nut (.050" / 4 = .0125").
 - d. For a 3/8 x 24 adjuster nut, the calculations are: 1" / 24 TPI = .042" per full turn and .042" / 4 = .0105" per quarter-turn.
 - e. Use the chart below to determine how many quarter-turns to tighten the adjuster nut after Zero-lash:
 - Full Travel Hydraulic Lifters = .040" - .060"
 - Limited Travel Hydraulic Lifters = .010" - .015"
5. Repeat these adjustments for each cylinder running through the firing order.

NOTE: Do NOT use any type of solvent to clean lifters.

Needle bearing lifters have a high-pressure grease that is used during assembly for initial break in. Solvent will remove this. Bushing and the Black Mambas have an applied dry film lubricant for break in. Solvent will remove this. Wipe lifters down with lint free towel and soak in engine oil of choice.

The oil you are using for break in is a good choice.

Bushing and Mamba Lifter Special Instructions: These lifters need a break in period with no load on motor for 25-30 minutes varying the RPM from 1800-2200 RPM. After break in re-lash lifters. The lash should not vary more than .001".

Make sure the lifter to bore clearance on cast iron blocks is .0015"-.0017" and on aluminum blocks it is .0014"-.0016". The lifter bore roundness and taper should be a maximum of .0002". Following these clearances will give you a good oil to the rocker arms while giving you good performance and durability.

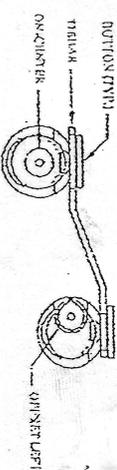
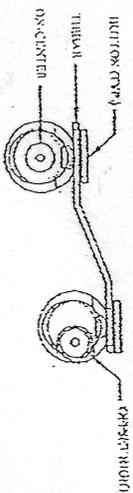
We recommend oils with a Centistoke rating less than 15cSt at 100° C. Lifters that are noted as HIGH RPM should be less than 12cSt at 100° C.

Viscosity is an oil's resistance to flow. Commonly measured in Centistokes, the greater the resistance to flow, the higher the viscosity and the greater the Centistoke value. Lower viscosity oils flow better than high viscosity oils, which demonstrates less resistance to flow, lower Centistoke value.

OFFSET DETERMINATION FOR ASSEMBLED MOREL LIFTERS.

The Bar Faces Camshaft

ALL ROLLER LIFTERS WITH OFFSET PUSHROD SEATS



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