



## V Thunder™ HY-REV™ Hydraulic Lifter Assembly

Thank you for choosing V Thunder™ products; we are proud to be your manufacturer of choice. The V Thunder™ HY-REV™ Hydraulic Lifters feature a unique anti-pump-up race container designed to replace the normal spring retaining clip so as to precisely limit travel of the plunger during operation. This allows the valve train to perform more like a mechanical system, allowing high RPM operation with the quiet precision of hydraulics. Please read this instruction sheet carefully before beginning installation.

**Note:** We recommend consulting the OE service manual, for your model, before installing your new V Thunder™ HY-REV™ lifter assemblies. Do not disassemble the lifter; the components are matched assemblies.

### Installation Instructions

- 1) Inspect the cam, cam bearing, nose cone cam bushing and cam bushing to cam bearing alignment for wear and/or proper alignment before you begin installing the new lifters.
- 2) **Warning: Do not clean your new lifters in solvent.** Prior to installation, wipe clean with a lint-free cloth, and then coat the roller bodies with a thin layer of assembly lube. **Note: Do not use a molydisulfide lubricant on the assembly.**
- 3) Be careful to line up the lifter body oil hole in the lifter block. Before starting the engine, inspect and clean the tappet oil screen located in the crankcase in front of the rear lifter block above the oil pump and gear case cover.
- 4) After installation of the lifter blocks per the OE service manual, proper adjustment of the adjustable pushrods is necessary for optimum performance from the V Thunder™ HY-REV™ Lifter assembly. We recommend using V Thunder™ Fast Times™ Pushrods, Part# 7002R-KIT
- 5) Adjustment procedure is different from stock lifters; get the lifter on the base circle of the camshaft (lifter at the lowest level in lifter block) and then remove all rocker arm to pushrod clearance (zero lash), by adjusting the pushrods out. Once you have zero lash, adjust out one turn (.0416"), with 24 thread per inch pushrod. If, after running the engine to normal operating temperature, there is excessive noise, shut the engine down and tighten the pushrods one more flat only.