UV11163PA HYDRAULIC TAPPET FITTING INSTRUCTIONS

Please be aware that these tappets were not manufactured to be fitted in a Rolls-Royce or Bentley motor car. We believe that they are a suitable and acceptable substitute for the original tappet. If you have any concerns about using an aftermarket tappet please contact us prior to fitting.

We recommend adhering to the following procedure when fitting these new tappets. Please contact us if you are unsure about any of these instructions.

1. Prior to replacing the tappets replace the engine oil and filter with a good quality oil and run the engine. This will ensure that the oil filter and oil pump will be primed.
2. Check the preload on each tappet – see page 2.
3. Do not fill the tappets with oil prior to installation.
4. Coat the base of the tappets and the camshaft lobes with camshaft lubricant.
5. The tappet will be filled with oil, to the correct level, by the engine oil system.
6. Prior to start up, prime the engine with an engine oil pump priming tool. If you do not have one, crank the engine over with the spark plugs removed until your oil pressure gauge indicates pressure.
7. Starting the engine prior to oil pressure being reached could cause premature damage.
8. If possible do not start the engine with the choke on.
9. If you are replacing the tappets on a Series 2 or 3 Silver Cloud or Bentley S Type then we recommend carrying out an oil pressure check prior to starting work. The oil pressure, when the engine is warm, should be 39psi at 2000rpm. If your oil pressure is much below this figure please contact us.
Please be aware that the tappets are the last component to receive oil in the engine. Low oil pressure will cause the tappets to be noisy.

UV11163PAP HYDRAULIC TAPPET PRELOAD TECHNICAL ADVICE

How To Check Hydraulic Lifter Preload when using Non-Adjustable Rocker Arms

With the cam, hydraulic lifters and pushrods in place, install your rocker arm assembly. Use the prescribed method in your repair manual and torque down all the valve train bolts in the proper sequence. Pick a cylinder that you are going to check. Hand rotate the engine in its normal direction of rotation until both valves are closed. You are on the compression cycle for that cylinder. (At this position the valve springs are at their least amount of tension making the job a little easier to do.)

Wait a few minutes, allowing the lifters to bleed down. Now, lay a rigid straightedge across the cylinder head, supporting it on the surface of the head where the valve cover gasket would go. Using a metal scribe and the straightedge, carefully scribe a line on both pushrods. Now carefully remove the torque from all valve train bolts, removing any pressure from the pushrods. Wait a few minutes for the pushrod seat in the hydraulic lifter to move back to the neutral position. Carefully scribe a new line on both pushrods.

Measure the distance between the two scribe marks, it represents the amount of lifter preload. If the lines are .020" to .060" apart you have proper lifter preload. If the lines are the same or less than .020" apart you have no or insufficient preload. If the lines are further apart than .060" you have excessive lifter preload.

There is one method that universally works - change the pushrod length!

Use a longer pushrod to increase preload, a shorter to reduce preload.

Please contact us for further details.