

#1489 TYPE B MECHANICAL LASH ADJUSTER SET

Kit includes:

8	Type B lifter bosses	8	Jam nuts
8	Ballstuds	1	Type B pilot
1	Set of instructions		

1) Make sure all the parts are in the box 2) Thoroughly clean all parts before installation
3) Remove hydraulic lifters from cylinder head 4) the type B mechanical lash adjusters require the lifter boss to be cut down to 1.550" (use the pilot that is included with this kit) our part #1478 cutting tool can be used for cutting down the lifter boss. To ease the removal of the type B pilot, after the cutting is performed, Tap the center hole of the pilot with a common size (5/16 coarse) tap. Only a few threads are required. After the cutting is done, just thread a bolt into the pilot and pull. The pilot should come out with ease. Repeat this step until all the lifter bores are cut down 5) Before installing the type B lifters, make sure the cylinder head lifter bores are clean of all metal shavings and oil/grease 6) the type B lifters are knurled around the top edge of the lifter. For a permanent fit in the head, red loctite can also be used as added insurance. If using red loctite, give it time to cure before attempting to assemble the rest of the lifter assy. 7) With the flattest side of the nut facing down, thread the nut onto the ball stud, then thread the ballstud into the lifter in the cylinder head.

If the motor will see rpm's above 6500, we suggest putting a set of "mouse traps" onto the lifter/follower assy. The "mouse traps" come off of the 2000cc Pinto motor. We have new "mouse traps" kits in stock, part # 1506. If the "mouse traps" are going to be used, the cam follower might need modification. A groove has to be put in the follower, on the ballstud end, right below the oil hole. Look at our cam followers in our catalog.

8) After the cam and followers are installed, the "lash" must be set. Depending on which cam is used, the lash will vary. Either .010 or .012. A feeler gauge, 19mm and 15mm open end wrench are required for adjustment. With the cam lobe straight up, check the lash between the cam follower and the bottom of the cam lobe.

On non roller cams, the cam and followers have a "break" in period, in which adjusting of the lash will have to be done regularly. **EVEN AFTER A 15 MINUTE WARM UP.** The cam and followers will eventually take a "setting" and will not have to be checked as often. On roller cams this operation does not have to be performed as often.

Once a cylinder head has been converted over to mechanical lash adj. a hydraulic cam and lifters cannot be used in the same head, a new head is required. These instructions should be followed closely for proper results.

If there are any questions, please give us a call @ 904-721-2289