DO NOT INSTALL THESE ROLLER TAPPETS WITHOUT READING THESE INSTRUCTIONS!

The guide bar (high side of tappet) must face the outside of the block.

The design and use of these roller tappets requires proper lubrication and cooling from the engine’s oil. As with rod and main bearings, roller tappets require sufficient oiling.

Some new oil pans being marketed today reduce windage and eliminate splash oiling (which some engines depend on completely) to the camshaft and roller tappets.

Should oil flow be restricted too much, it will cause needle bearing and axle failure which results in a damaged tappet, and violation of the warranty.

To test for this problem, turn the roller with your finger. Should a rough or gritty feeling occur, then the roller tappet has been damaged.

After any cleaning, you must soak the roller end of the tappets in oil before installing. This is necessary to prevent premature wear.

SPECIAL INSTRUCTIONS
Check your part number and engine type


1977 - 1989 Pontiac 4 Cylinder 151"

Install one pair at a time. Insert both lifters and raise the one up that does not have the bar hooked to it and slide the guide bar under the button of the free lifter. The lobes must be in a certain position when the lifters are inserted. To accomplish this, just rotate the engine.

50518  1965 - 1998 Ford 6 Cylinder 240"-300"

These roller tappets must be used with a standard type head. They will not work on a welded together Ford Boss head. The two end bosses for the lifter covers must be ground so the pair of rollers can be inserted in the block. There is a web under the end bosses which must be ground off and the bottom edges must be rounded the same as the middle bosses.

Install one pair at a time. Insert both lifters and raise the one up that the bar is hooked to and slide the guide bar under the button of the free lifter. The lobes must be in a certain position when the lifters are inserted. To accomplish this, just rotate the engine.

GENERAL INSTRUCTIONS
This roller tappet is virtually indestructible when used under normal conditions. Some pushrod seats do not have a leading edge so you must be extremely careful that the pushrod is in the seat when adjusting the valves. This is why the next paragraph is important.

We highly recommend installing the pushrods and adjusting the valves with the tappet covers and/or manifold off, so that you can see the end of the pushrod. The best method is to install the pushrods in one cylinder at a time, and then adjust these before going to the next cylinder. Make sure the pushrod is not binding in the guideplate or head casting.

If all the pushrods and rocker arms are put on at the same time, sometimes the pushrod will jump out of the roller tappet seat or rocker arm seat when the engine is turned over, before they are adjusted, causing severe damage when the engine is started.

When using a cam with an extremely small base circle, make sure the guide bar does not hit the top of the lifter boss.

If these tappets are modified or changed in any way, the warranty is null and void.