



Zipper's Tapered Pushrod #403-088 Preparation and Adjustments

Introduction

Thank you for purchasing these components.

Please review these recommendations and procedures before installing these pushrods in an engine.

Preparation

- Separate the adjuster from the pushrod and inspect the internal oil passage for the presence of any foreign debris from the manufacturing process.
- Fill the adjuster with oil before installation.
- Lubricate pushrod contact points with assembly lube.

Adjusting the pushrod

We prefer adjusting the pushrod with a dry lifter - disassembling the entire lifter and removing all oil will allow full compression of the lifter *without damaging the valve*.

- Once the pushrod is in place and fully extended, make sure the lock nut is loose and shorten the pushrod by 4 flats or 2/3 of a turn for the proper lash.
- Make sure to tighten the lock nut to the pushrod at the top of the adjuster.

If adjusting the lifter while fully pumped up at zero lash with no pressure on the valve - lower the adjuster 22 flats (3-2/3 turns) and stop to allow the lifter to bleed down until you can spin the pushrod freely.

- Then lower the adjuster another 20 flats (3-1/3 turns). Lifter should now be bottomed out.
- After bleeding down, if you can spin the pushrod it is not fully on the bottom. If you need to go further to reach the bottom, **proceed carefully** to avoid damage to the lifter assembly.
- From the bottom of the lifter, shorten the pushrod by 4 flats (2/3 of a turn) of the adjuster and tighten the lock nut.

We recommend you perform this work before sealing the engine, with the rocker cover removed, so oil flow to the top end can be confirmed when the engine is started.