

## Inspection & Adjustment of Solid Lifters:

### (1) Remove and inspect the bottom of your solid lifters:

Opel solid lifters are prone to wearing unevenly on their bottom surface, and becoming “dished” there.

Use a 15mm deep-socket, to unscrew and remove each rocker nut, then (one at a time) remove the rocker arm and bearing, then remove and inspect the bottom of each solid lifter.

Keep all hardware together in 8 separate baggies or boxes, with labels for cylinder number, and intake or exhaust valve (for later reinstallation). Keep the lifters in same order as removed. Resurface (at a machine shop) each “dished” solid lifter, if you plan to re-use your existing solid-lifter camshaft.

### (2) Notes:

On solid-lifter heads, a good idea is to also replace the 8 rocker nuts (and studs if needed), to assure they hold a consistent gap setting.

If camshaft has been removed, always re-install the camshaft prior to re-installing the solid lifters.

### (3) Re-install good used lifters, only in same lifter bores they came from

Coat new or resurfaced lifters with assembly lube or oil prior to installation.

If installing a new camshaft, always install with 8 new or re-surfaced solid lifters.

### (4) Install Rocker Arms, Rocker Arm Bearings, and Rocker Nuts

Reinstall this hardware on the same individual rocker studs they originally came from. Lightly oil rocker arm bearings.

### (5) Rotate Engine to TDC for the #1 Cylinder

See below diagram, to determine correct distributor setting for #1 TDC.

Another way to tell TDC, is the 2 valves are at the “top” of their travel length.

### (6) Pre-Adjust the 2 Valves for That Cylinder at TDC

Use 15mm deep-socket, to slowly tighten each of the 2 rocker nuts down, until you feel a moderate drag on your feeler gauge (when pulling the a .012” feeler gauge tip back and forth, within the gap between the bottom of the rocker arm and the top of the valve stem) for each of the intake and exhaust valves for that cylinder.

*(Not much turning is needed: About a 1/8 turn (~45 degrees) changed a solid lifter gap about .010”)*

### (7) Rotate Engine 90 degrees, to TDC for the #3 Cylinder & Pre-adjust its 2 Valves

### (8) Rotate Engine & Repeat Procedure, on the #4 and then the #2 Cylinder Valves

### (9) Install Valve Cover, then run engine until warm

Re-check each valve tip-to-rocker arm bottom gap, with .012” feeler gauge, to see that setting has not changed. If it has, readjust it, to the proper .012” gap setting.

Note: Some higher-performance camshafts, require a setting greater than .012”

Check the instructions that come with individual aftermarket camshafts, for its specified setting

Avoid buying or installing an aftermarket camshaft without knowing (or being provided) its adjustment & specifications!!

