



MELLING SELECT PERFORMANCE

RETRO-FIT LIFTERS

Covering:

Small Block Chevy – Old and New Blocks

Big Block Chevy – Old and New Blocks

Ford – Windsor & Cleveland 351-400 & 302

(NOTE: 302 Requires Head Removal to Install Lifters)



RETRO-FIT LIFTERS

INFORMATION SHEET

1. THE BODY IS A COLD FORMED ALLOY STEEL.
2. THE BODY HAS AN .018 CASE HARDENED BODY.
3. THE O.D. IS TO OEM PRODUCTION SIZES. THIS WAS CHOSEN TO ENSURE PROPER OIL CONTROL IN THE ENGINE.
4. FOR SETTING THE PRE LOAD, WE DO NOT USE PART OF A TURN OR FULL TURN AFTER ZERO LASH BECAUSE THERE ARE SO MANY DIFFERENT THREAD SIZES USED ON THE ROCKER SYSTEM.
5. ALL LIFTERS COME WITH LEAK DOWN FLUID IN THEM. YOUR PACKAGING MUST ACCOMMODATE SOME OIL RESIDUE.

THIS IS WHAT WE RECOMMEND:

ZERO LASH; WE PREFER THE CUSTOMER USE THE FIRING ORDER OF THE ENGINE AND FOLLOW IT:

EXAMPLE: SET THE ENGINE ON # 1, THIS ENSURES THE LIFTERS ARE ON THE BASE CIRCLE OF THE CAM.

ROTATE THE PUSH ROD WHILE TIGHTENING THE ROCKER NUT UNTIL THE YOU FEEL DRAG ON THE PUSH ROD WHILE ROTATING. THIS WE WILL CALL ZERO LASH. NOW TURN THE ROCKER NUT DOWN THE FOLLOWING DISTANCE PER THE CHART:

CAST IRON HEAD / CAST IRON BLOCK .025"
ALUMINUM HEAD / CAST IRON BLOCK .035"
ALUMINUM HEAD / ALUMINUM BLOCK .045"

LET SAY THE STUD USED IS A 7/16 X 20
DIVIDE THE 20 INTO 1 = .050" PER TURN
1/2 TURN = .025", 3/4 TURN = .035", AND
7/8 TURN = .045".