

A Hint or Two From Dave

On Changing Cams and lifter advice.

The procedure of changings cams is typically down without changings lifters, unless there was a pre existing problem with the lifters. I have seen this procedure done, and know of many others who simply received the cams and all was well.

There are a number of reasons why your lifters bled down and produced the racket you heard. If your mechanic did any combination of things he could have easily bled them down. Which is only a temporary problem, and usually will correct itself after running the bike long enough for the oil to warm up, and circulate back through the lifters.

In the process of installing the cams, the rockers base is removed, and the push rods are extracted, the lifters are also removed. Your mechanic should have bled the lifters before re-installing them. Putting all components back in the original position, maintains the same valve clearance, and an adjustment of the valves is not necessary. The critical part of assembling the engine to avoid lifter bleed down is bolting the rocker base back on. Because the Rocker base preloads the lifters, it is important to install each rocker base when the cylinder is at top dead center and the cam lobes are in the fully closed position. This way you are not forcing the rocker base down on lifters that are sitting on the high side of the cam.

One final note here.

The design of the hydraulic lifters is a very basic simple design. They rarely fail, and unless they have dirt in them which blocks the check valve, they are not the problem.