



**INSTALLATION INSTRUCTIONS FEULING® ADJUSTABLE HP+® & RACE SERIES® PUSHROD NUTS**



**Twin Cam '99 – Present**

- #4065 HP+® SERIES 0.095" Wall Thickness
- #4070 RACE SERIES® 0.120" Wall Thickness

**Evolution Big Twins '84 – '99**

- #4077 HP+® SERIES 0.095" Wall Thickness
- #4080 RACE SERIES® 0.120" Wall Thickness

**FEULING® HP+® and RACE SERIES® pushrods can be used with factory pushrod tubes, if more clearance is desired for adjusting pushrods use an aftermarket lower pushrod tube kit.**

**IMPORTANT NOTICE**

This installation should be done by an experienced mechanic who has access to a factory service manual and all required tools.

**CAUTION**

Incorrect installation can cause engine damage not covered under warranty. Failure to install components correctly can cause engine seizure. Engine seizure may result in serious injury to motorcycle, operator, passenger, and/or others.

**IMPORTANT NOTICE**

Measure flywheel pinion shaft run out. Excessive pinion shaft run out will cause camplate and oil pump damage and or failure. Excessive pinion shaft run out will void manufacturer's warranty.

**CAUTION**

Removal of the rocker arms and or pushrods with the valve train loaded can damage rocker arms, push rods, bushings and or camplate. Rotate engine to TDC of compression stroke on the servicing cylinder.

1. Refer to the proper factory service manual for your model and year of engine, for removal of existing pushrods.
2. Clean and inspect each new Feuling® pushrod **including center oil hole**
3. See the instructions for your lifters for the proper adjustment. All Feuling® hydraulic lifters run best at .090" - .100" of Pre load.
4. Feuling® pushrods have 32 threads per inch and 1 full turn equals .031" of adjustment. When adjusting Feuling Pushrods on Feuling lifters from zero lash, 3 – 3 1/4 turns will put .093" – .100" of crush on the lifter. The loose jam nut tightens to the top, towards the rocker arm, see (figure 2).
5. Feuling® pushrods have 2 jam nuts – tighten one to the bottom (lifter side) and one to the top (rocker arm side).
6. We recommend starting from zero lash with a fully pumped up lifter and adjusting the pushrod longer crushing the lifter. We **DO NOT** recommend bottoming the lifter and adjusting backwards. To find zero lash it is best to have the rocker arm in hand to feel and verify zero lash position.
7. Wait for hydraulic lifters to bleed off before rotating engine over, this may take 10 – 15 minutes.

**FEULING® Pushrods have 32 threads per inch**

Distance per turn = .031"	3 – 3 ¼ Turns = .093" - .100"
Distance per wrench flat = .0052"	18 – 19 Flats = .093" - .100"

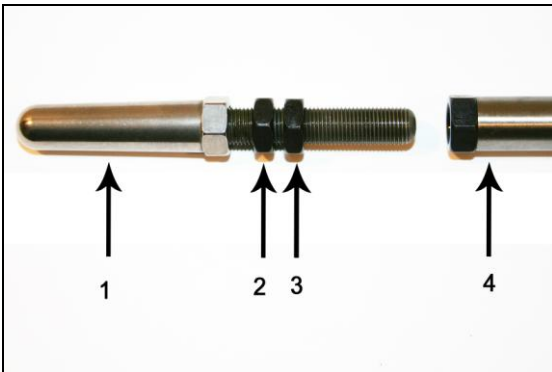


Figure 1



Figure 2

1. Pushrod Base
2. Jam nut – Lifter side
3. Jam Nut – Rocker Arm side
4. Pushrod tube

**JAM NUTS - Tighten one to the top and one to the bottom, for a secure lock to your adjustment**