

V-Twin Mfg.
Solid Pushrod Conversion Kit
VT Part No. 11-9534/7132-12

This is a custom application and rider safety depends on proper installation. This product should only be installed by a knowledgeable and trained motorcycle technician. V-Twin Mfg. accepts no responsibility for improper installation.

Note: All installation and adjustments must be made when engine is cold. Read instructions thoroughly and follow all recommended steps and procedures.

Caution: Failure to follow recommended steps and procedures may result in damage to engine components.

1. 1. Turn engine over by hand until tappets for front cylinder are at lowest points of travel in tappet block (valves closed). Like tappets in rear cylinder will be at highest points of travel (valves open). Tappets must always be in lowest positions when installing pushrods and making adjustments.
2. Remove old pushrods. Clean and inspect push rod cover assemblies. Bevel inside edges of top push rod tubes per diagram below and reassemble tubes using new gaskets coated with oil.
3. Check top pushrod cover tube inside diameters for sharp corners. Bevel corners with file or hand grinder. In instances where pushrods are made with 1/2" diameter tubing, sharp edges left on covers may rub pushrods.
4. With the Solid lifter conversion kits remove stock the H-D hydraulic units from tappet assemblies. Install V-Twin Mfg. adjusting units or adapters provided in kit. The V-Twin Mfg. adjusting unit-adapters are designed to fit tightly in the followers. Gently tap each one to insure it is fully bottomed in tappet. Be sure each tappet is at lowest point of travel when inserting unit-adapter. Occasionally, machining variations in cam follower will make fit too tight. Do not beat them in as damage to cam, tappet, bearings, etc. may result. Place the unit in drill press chuck, and use fine emery to remove enough material to achieve light hand press fit.
5. Place longest push rod in front exhaust position. Place next longest in rear exhaust position. The two shortest rods will be for the intakes. If a pushrod will not slip into place it may be necessary to slightly pry open the valve. If needed pop pushrod into place by prying gently with large screwdriver. This should only be done if amount needed is slight. Once in place, pushrod should roll freely until adjusted. Inspect pushrod ends to insure that
 - A. Cup end always goes up.
 - B. Large ball end always goes up.
 - C. Same size ball on each end goes either way.
 - D. Adjuster end always goes down. Be sure adjuster is screwed into pushrod all the way.
6. Adjusting Solid lifters: Remove free play by turning adjusting screw until pushrod can be rolled between fingers with slight drag. Tighten locking nut and recheck pushrod adjustment to assure that adjustment is still correct. Solid lifters should be checked and readjusted if needed after 200 miles.

Caution - Adjusting the push rods too loosely will result in too much clearance and excessive valve train noise. Adjusting the pushrod too tightly may result in damage to the valve train components.

7. Repeat all steps for rear cylinder.