

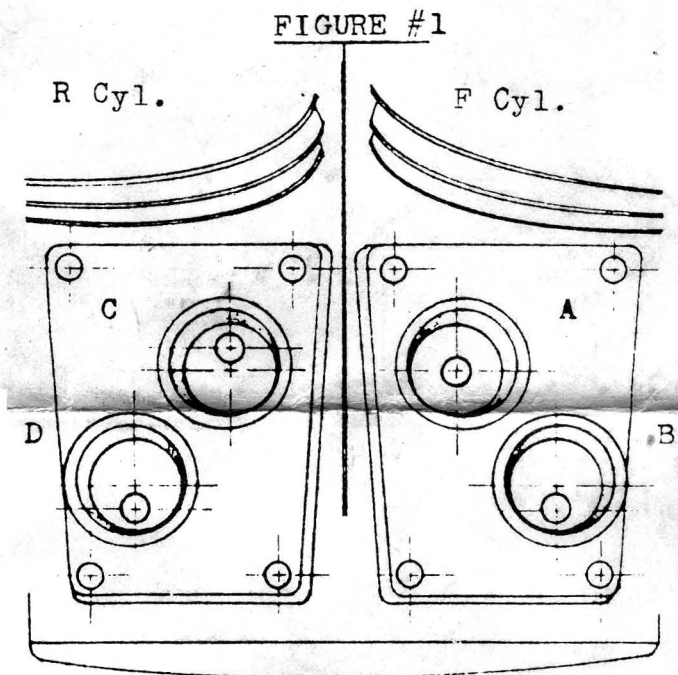
DUDLEY'S BASEMENT

107 SUFFOLK AVE. - CENTRAL ISLIP, N.Y. 11722

INSTALLATION DIRECTIONS

LIFTER DIRECTIONS Figure #1

Install Lifters as shown in Fig.#1. Make sure all ball-sockets are positioned as in diagram of Fig.#1. **IMPORTANT-** Front intake has ball socket in center of lifter. It goes in position A only. The other three are the same and can go in either position B, C or D with ball sockets in correct places as shown in positions of Figure #1.



PUSH ROD DIRECTIONS Figure #2

Thread adjuster into push rod up past threads as shown in position E of Fig.#2 Place nut (tapered end up), hold adjuster below nut, place into cover, Install. Holding adjuster below nut, turn push rod up. When threads come out of bottom of push rod, start nut as shown in position F of Fig.# 2. Adjust to a tight finger turn on lowest position of cam with engine cold.

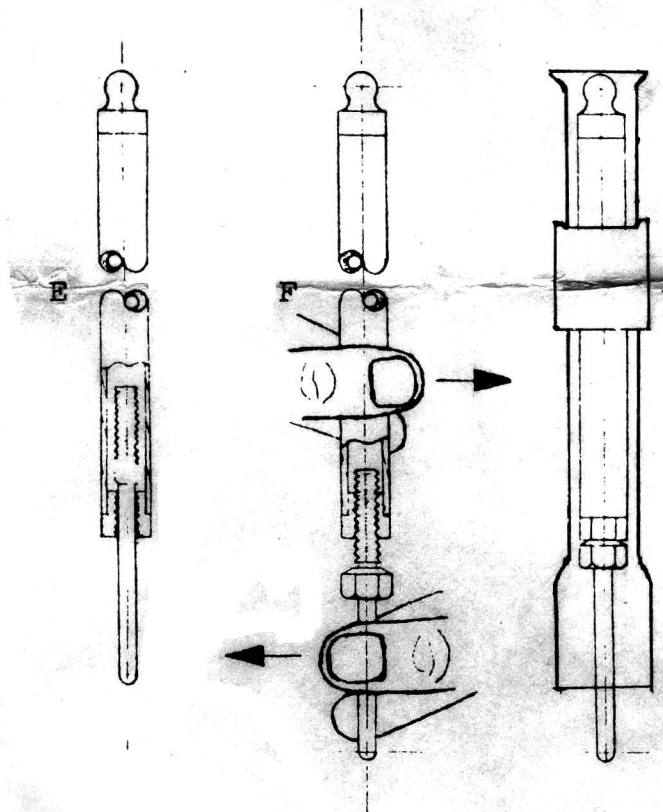
Rod cover must be separated at center before the bottom can be placed in tappet guide. To remove, cover must be risen from bottom first.

(Readjust when necessary.)

K I T--C O N T A I N S

- 4 - Lifters with Rollers
- 4 - Adjusting Screws to use with your Colony or Gary Bang Push Rods.

FIGURE # 2



This Firm Guarantees all parts of this kit to be free of defects in material and/or workmanship, or will be replaced free of charge. We shall have no liability for any special or consequential damages.

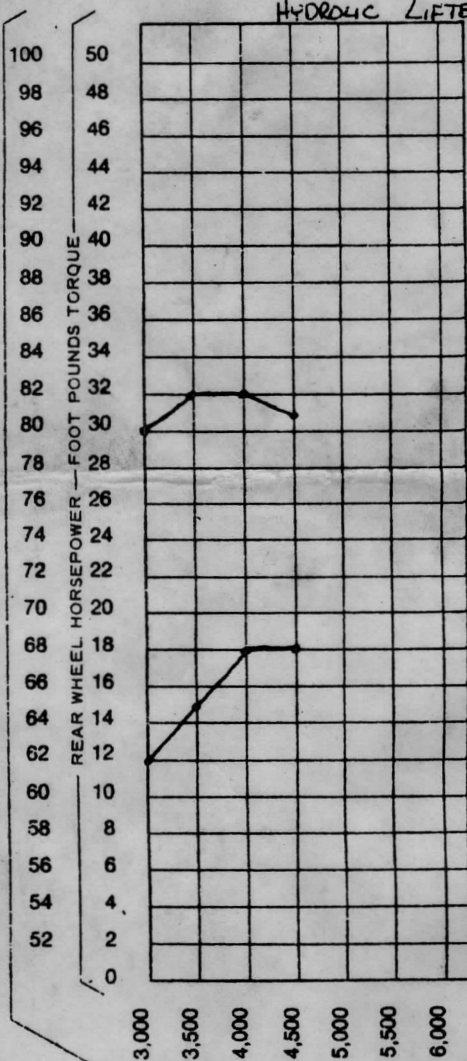
DUDLEY'S CORRECTIVE ENGINEERING

107 WEST SUFFOLK AVENUE
CENTRAL ISLIP, N.Y. 11722
(516) 348-9653

DYNO TEST REPORT

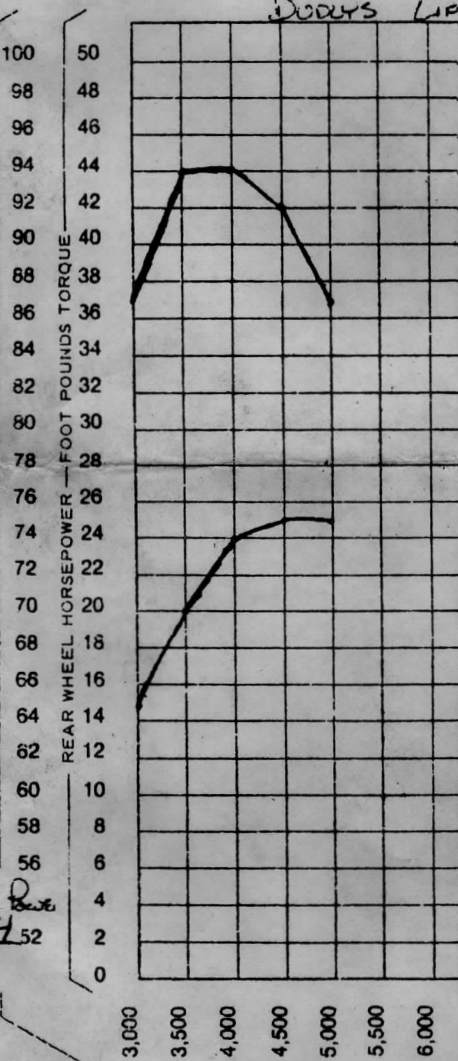
CUSTOMER NAME DUDLEY'S BASEMENT DATE 7-22-82
MAKE HARLEY-DAVIDSON MODEL 1975 - FLH DISP. 1300 C.C.
PLUG N124 JET SIZE 1.20 M.M. NEEDLE NA
TEMP. 80° ALT. 705' BARA. 30.02" AIR DENSITY 1.15 KG PER CUBIC METER
HEAD TEMP. _____ EXHAUST TEMP. _____

HYDRAULIC LIFTERS



	RWHP	TORQUE
10,000	_____	_____
9,500	_____	_____
9,000	_____	_____
8,500	_____	_____
8,000	_____	_____
7,500	_____	_____
7,000	_____	_____
6,500	_____	_____
6,000	_____	_____
5,500	_____	_____
5,000	_____	_____
4,500	<u>18</u>	<u>31</u>
4,000	<u>18</u>	<u>32</u>
3,500	<u>15</u>	<u>32</u>
3,000	<u>12</u>	<u>30</u>
2,500	_____	_____
2,000	_____	_____
MAX RWHP		<u>18</u>
@	<u>4500</u>	RPM
MAX TORQUE		<u>32</u>
@	<u>3500 - 4000</u> RPM	
REAR WHEEL BRAKE HPS		
TESTED BY:		<u>27.</u>

DUDLEY'S LIFTERS



ERS	RWHP	TORQUE
10,000	_____	_____
9,500	_____	_____
9,000	_____	_____
8,500	_____	_____
8,000	_____	_____
7,500	_____	_____
7,000	_____	_____
6,500	_____	_____
6,000	_____	_____
5,500	_____	_____
5,000	<u>25</u>	<u>37</u>
4,500	<u>25</u>	<u>42</u>
4,000	<u>24</u>	<u>44</u>
3,500	<u>20</u>	<u>44</u>
3,000	<u>15</u>	<u>37</u>
2,500	_____	_____
2,000	_____	_____
MAX RWHP <u>25</u>		
@ <u>5000</u> RPM		
MAX TORQUE <u>44</u>		
@ <u>3500 - 4000</u> RPM		
REAR WHEEL BRAKE HORSE P		
TESTED BY: <u>41.8</u>		

DUDLEY'S CORRECTIVE ENGINEERING

107 WEST SUFFOLK AVENUE
CENTRAL ISLIP, N.Y. 11722
(516) 348-9653

Dear Ladys and Gentleman,

I would like to take this opportunity to introduce you to our newest high performance product for Harley Davidsons, the 74 H.P. Lifter Kit. This newly designed lifter system eliminates valve float and increases Horse Power, R.P.M. and achieves a longer torque range for all around better performance. In the accompanying text you will see how this is accomplished along with a copy of the Dyno Test Report. It will be my pleasure to do business with you.

Sincerely,

James F. Best (Pres.)
Dudleys

FIGURE 1

Factory valve trains increased angle at Point-A promotes friction and resistance at Points-B & C, which decreases valve trains performance. Due to the fact they are pushed from the top.

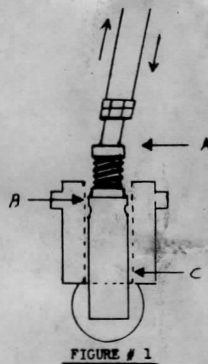


FIGURE 2

By decreasing the angle in the valve train and pushing the lifter from the bottom, the amount of friction and resistance is reduced. This reduction makes for a freer more efficient valve train.

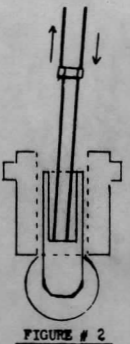


FIGURE 3

When a quality Hi-lift cam is installed and the stock lifters are retained, the bottom of the lifters hit. Thereby the front valve is held open until the rear lifter moves out of the way.

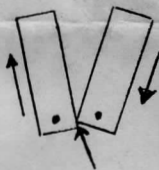
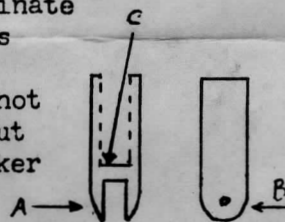


FIGURE 4

Our lifters are radiused to eliminate the problem of the lifter bottoms hitting, Points A and B. At Point C there is a hole that not only aids in oiling the roller but pulls heat and pressure from rocker box and push rod cover to keep performance at a high level.



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