



Instruction Disclaimer

Dennis Kirk provides instructions to help our customers better understand how to install the products we sell. The instructions are exact copies of what the manufacturer includes with the product being sold.

That means the quality and accuracy of the instructions is solely dependent on what the manufacturer produces. We do our best to make the text legible and the pictures viewable. However, the end result depends largely on the quality of instructions the manufacturer provides.

Therefore, you will find that some instructions are not of the highest quality. Sometimes text is hard to read and pictures are not easy to see. At times you will find the overall look of the instructions to be less than professional. However, we feel it is better to provide what we have rather than provide nothing at all.

To the best of our knowledge the instructions and application information contained in the instructions is accurate. However, Dennis Kirk assumes no liability related to any errors that may be contained in the copy of the manufacturer's instructions we provide. Buyers are solely responsible to insure that product use is consistent with their application.

If you have any questions please contact us at customerservice@denniskirk.com or 800-969-7501 so we can further assist you regarding additional product information or any other business related questions.

Thank you for doing business with Dennis Kirk.

ANDREWS PRODUCTS
431 KINGSTON COURT
MOUNT PROSPECT, IL, 60056
847-759-0190 (PHONE)
847-759-0848 (FAX)

Installation instructions for adjustable pushrods (Shovel, Pan, Knuckle)

1. Remove stock pushrods first. This will require removal of cover tubes and retainer clips.
2. Adjust each pushrod to its shortest length by turning adjustment tip in as far as possible.
3. The two shortest pushrods are intakes, the longest pushrod is intended for the front exhaust and the remaining pushrod fits the rear exhaust.
4. With the new pushrods in place (and still adjusted short), rotate the engine so any one cam lobe is positioned at its lowest lift point. Then adjust pushrod tip longer to remove all slack. At this point, pushrod will be finger tight in the lifter.
5. The pushrod should now be snug (seated at both ends). For solid lifters, tighten locknut using two 7/16 inch wrenches. Do not exceed 15 ft. lbs. of torque!
6. For hydraulic lifters, turn adjustment screw longer by 3.5 to 4 full turns and then tighten locknut.
7. Repeat this procedure for the remaining three pushrods.
8. With all four pushrods correctly adjusted, engine should turn freely without any binding.

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