

Subject
Slave Piston Adjustment

Application
P-39E

Slave piston lash is critical and must be done with extreme care and the procedure must be followed exactly as written in order to attain the best performance.

1. Insert a .028" feeler gage between the slave piston link and the rocker arm. Turn the adjusting screw clockwise until the feeler gage is tight, then turn the adjusting screw one additional turn and wait one full minute. This will allow the oil to be purged from the internal check valve of the adjustment screw and allow the plunger time to compress.
2. Once the time has lapsed, slowly turn the adjusting screw counter clockwise until a slight drag is felt on the feeler gage. Try not to back the adjustment screw off too much or the plunger may try and extend causing a lash in excess of .028".
3. Hold the screw and torque the lock nut to 25 lbs. ft. (34 N•m). Do not exceed 25 lbs. ft. torque of the lock nut. Screw failure may result. Recheck clearance and readjust if necessary.
4. Repeat on the remaining cylinders with closed exhaust valves.
5. Rotate the crankshaft 360°, then adjust the remaining cylinders.
6. Double check all lock nuts for correct torque.
7. Reinstall valve covers.