



COMPRESSOR  
PARTS & REPAIR

## Features & Benefits

A complete pushrod

- **Requires no modification or fabrication of existing pushrod ~ Not merely fitted to existing rod, but replaces old pushrod**

Easily installed

- **Takes in or out quickly, readily adjustable**

Working wear parts slip out easily for checking or replacement

- **Easy to maintain or rebuild ~ No need for presses, drills or lathes**

Only wear parts need replacement

- **Saves 70 to 90 percent - Eliminates time of costly factory rebuild, freight charges**

Highly visible setting and checking area

- **Reduces operator error - Lessens tendency to overlook needed adjustment**

Only 1 screw adjustment

- **Simplifies adjustment**

## Contact Us Now!

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Form 1097, January 2010

Maximize engine performance

# Hydraulic Pushrod

Available for Clark, Cooper, Ingersoll-Rand, LeRoi, White Superior, Worthington, Waukesha



**The only complete pushrod on the market!**

The hydraulic lifter is a small but vital factor in maximizing engine performance. While solid pushrods require a valve clearance that creates a destructive lash, the CECO Magnum hydraulic lifter is a zero lash compensator, making optimum engine performance possible.

CECO Magnum has revolutionized the world of hydraulic lifters with a totally new concept. While other hydraulic lifters have resulted in complex designs and taken away the convenience of rebuilding in the field, our lifter is easily installed and virtually "Maintenance Free." It also allows quick, simple field replacement of inexpensive working parts and is the only complete pushrod on the market today.

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**Easy to install - maintenance-free!**

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*Delivering superior products and services to the gas transmission, gas processing & petrochemical industries since 1964.*

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## COMPRESSOR PARTS & REPAIR

### Features & Benefits

Larger, self-contained oil reservoir

- **Should never need refilling and will not be contaminated by, or run out of oil from engine lubricating system**

Working parts are precision, hardened steel

- **Maintenance reducing reliability with less down time**

Case hardened adjusting screw and polished ball

- **Less friction and longer life**

Optional bronze filled insert

- **Reduces friction, wear and requires no oiling**

No rubber or plastic seals in working parts

- **No "O" rings or seals to melt or break under pressure**

A shock reducing design

- **No valve train maintenance or wear problems.**
  - **Valve and camshaft life increase dramatically**
  - **Cushioned valve train**

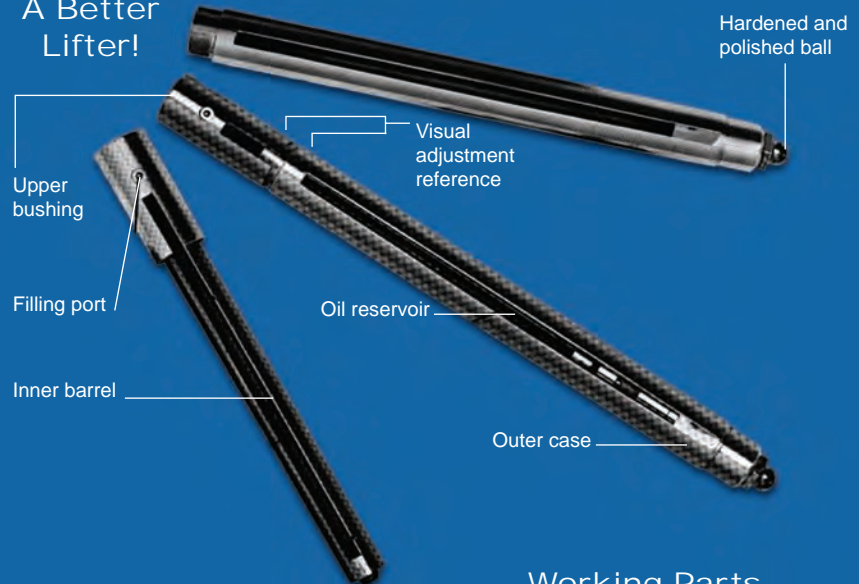
Proper valve seating

- **Higher efficiency with cooler, longer life valve**

Less adjustment required

- **Lessens operator neglect or "setting" discomfort**

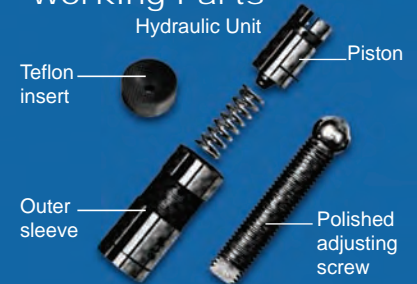
### A Better Lifter!



The Magnum is designed specifically for each engine application, and is furnished with a hardened, ground and polished ball pushrod-adjusting screw.

The CECO Magnum works equally well on two-cycle or four-cycle engines where space and adaptation permit. (Note: two-cycle engines must have some means of controlling gas flow to each cylinder, otherwise the engine cannot be balanced properly; i.e. gas balance valves).

### Working Parts



### Operation

The CECO Magnum hydraulic lifters are simple to operate and should give long and trouble-free service, requiring little maintenance or attention. Observe the standard list of "don'ts" if CECO Magnum lifters are to function properly:

1. Don't ever try to collapse a hydraulic lifter while the engine is running.
2. Don't try to balance the engine by adjusting the hydraulic lifter.
3. Do be certain upon installation that the lifter oil reservoir is full.
4. Don't worry!

### Maintenance

1. The CECO Magnum pushrod is virtually Maintenance Free<sup>SM</sup>, and seldom needs disassembly.
2. For external wash down do not submerge.
3. Do not invert after filling. Storage during engine overhaul should be in upright position.
4. If inadvertent abuse may have contaminated oil supply, then the lifters should be cleaned and refilled with new oil.
5. Specific instructions pertaining to a particular engine or application (i.e. type or weight of oil), will be furnished by your CECO representative with the delivery of your lifters.

### Caution

The hydraulic units (piston and chamber) used in these pushrods are made in matched sets and must not be interchanged during routine maintenance of the pushrod. All other parts are interchangeable. The outer tube is made of thin wall aluminum for purposes of heat conductivity and weight considerations. It should not be clamped in a vise or otherwise subjected to unnecessary abuse during handling. This same caution applies to the lip of the cap. When clamping is necessary, do so only on the bottom 2" of the pushrod. The pushrod is solid in that area.