

Your Worthington CAN run more dependably.

# **CECO** MAGNUM Hydraulic Lifter Kit



## **FOR WORTHINGTON UTC, SUTC, AND ML MODELS**

Internal oil reservoir ideal for cold startups

Easier to set than solid lifters

Easily rebuilt

CECO sells replacement parts

An affordable solution

No modification to the carrier/  
dashpot body required

Also available with full bleeding  
fixture

## **KIT INCLUDES:**

Hydraulic Lifter, and Lifter-Driver

1/8" Aluminum Spacer Plate

3/8" Aluminum "Driver-Capture" Plate

Three 3/8" X 1 1/4" Stainless  
Socket-Head Bolts

Three Stainless Star Lock Washers

Three 3/8" Thin Locknuts with  
Deformed Top Thread

Stainless Steel Fixture

3 Hex Extension Rods

Bleed-Wire

*See back for instructions*

For more information or a quote,  
call 800.879.2326 or 713.664.7333  
or email [cecosales@ceconet.com](mailto:cecosales@ceconet.com).

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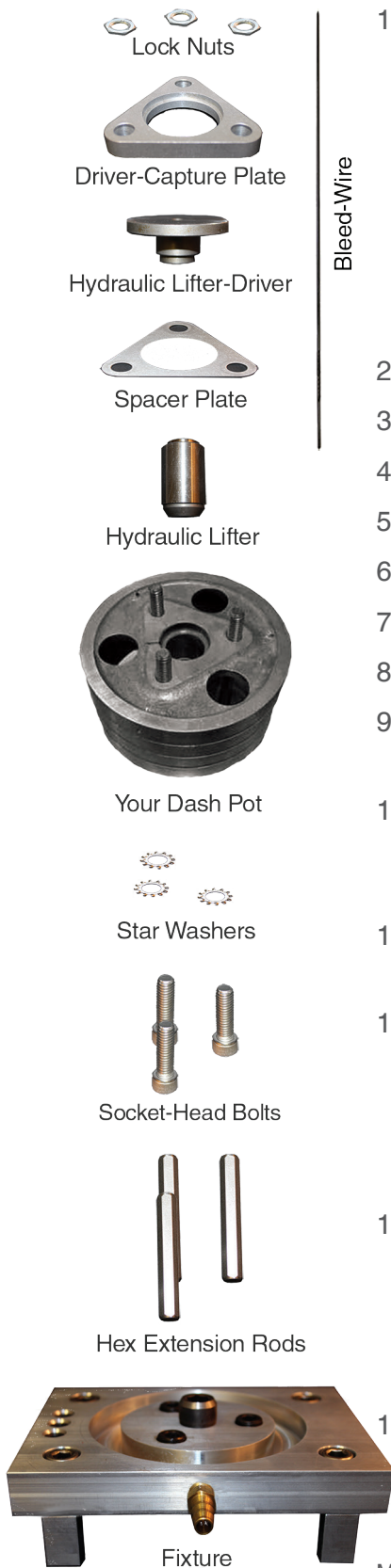
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## Installation Instructions



1. Prior to installing CECO-Magnum Hydraulic Lifter:
  - Remove & discard the following:
    - OEM Lifter
    - Retainer Plate
    - Tie-down bolts & nuts
  - Thoroughly clean aluminum dashpot. Verify dashpot & internal lifter-lock ring are in good condition.
  - If not, replace with new or reconditioned parts from stock.
2. Insert three Hex Extension Rods into fixture.
3. Place Star Lock Washer on each bolt.
4. Place socket-head bolt washers on Hex Extension Rods.
5. Place dashpot over bolts.
6. Place lifter unit into dashpot. Confirm lifter is seated on internal lock in dashpot.
7. Place Thin Spacer Plate over bolts.
8. Place Hydraulic Lifter Driver into Lifter.
9. Place Thick (.38") Driver Capture Plate over bolts & driver. *Note: There will be a gap between Driver-Capture plate & Thin-Spacer plate (approximately 1/8")*
10. Screw lock-nuts on bolts (deformed thread UP); tighten evenly until Driver-Capture Plate bottoms out completely on Thin-Spacer Plate. *Note: Do not over-tighten. The nuts should go approximately 1½ - 2 threads past end of bolt.*
11. Lift Dashpot & remove Hex Extension Rods; replace Dashpot into fixture groove with lifter resting on Bleed-Stub.
12. Using clean squirt can, overfill lifter thru center hole with clean engine oil until oil fills lifter & relief cavity & overflows out of driver. Use same oil as used in engine, or motor oil compatible with your engine oil, such as 10W-30W. *Note: Whatever oil used initially will migrate to crankcase, and be replaced shortly by regular engine oil.*
13. To allow oil to enter lower chamber in Hydraulic unit, insert clean Bleed-Wire thru center hole to open ball check using light pressure, while pumping dashpot up & down. Oil will drain from chamber above Lifter Driver as it fills Hydraulic unit below & expels air trapped in lower chamber of Hydraulic unit. Refill & re-bleed. Check as needed until all air is expelled.
14. Remove Bleed-Wire; plunge dashpot using both hands. *Note: It should feel like it is locked". If not, add oil & repeat bleeding step using more pressure on bleed wire to open ball check.*

More information at [http://www.tryceco.com/parts\\_repair/downloads/CECO\\_LifterWorthingtonUTC.pdf](http://www.tryceco.com/parts_repair/downloads/CECO_LifterWorthingtonUTC.pdf)