



FEULING®

M-EIGHT LIFTER CUFFS INSTALLATION INSTRUCTIONS



FITS: '17 – '26 M-EIGHT

PART #: 4030

IMPORTANT NOTICE:

This installation should be done by an experienced mechanic who has access to a factory service manual and all required tools.

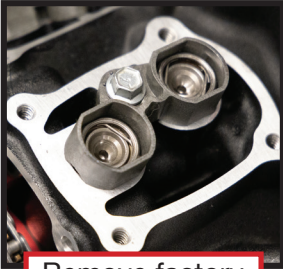
CAUTION:

Incorrect installation can cause engine damage not covered under warranty. Failure to install components correctly can cause engine seizure. Engine seizure may result in serious injury to motorcycle, operator, passenger, and/or others. Removal of the rocker arms and or pushrods with the valve train loaded can damage rocker arms, pushrods, bushings and/or camplate. Rotate engine to TDC of compression stroke on the servicing cylinder.



INSTRUCTIONS

1. Apply heat and/or penetrating lubricant to the factory lifter cuff bolts. Slowly remove bolts using hand tools to prevent breakage. Remove factory lifter cuffs and lifters.



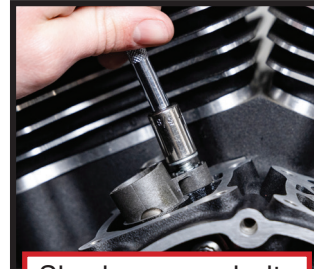
Remove factory lifter cuffs



Apply heat and penetrating lubricant to the factory lifter cuff bolts.



Slowly remove bolts using hand tools to prevent breakage



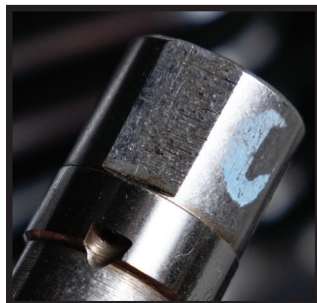
Remove factory lifter cuffs and lifters

2. Clean and remove old Loctite and gasket material from the lifter cuff threaded holes. Use scotchbrite or similar material to clean lifter block gasket surfaces.

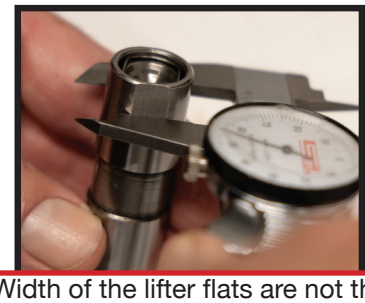


Cover lifter bores and passages when cleaning to prevent debris from falling inside.

3. Clean and inspect lifters/bore for any damage. Ensure lifter flats are smooth to prevent damage to new lifter cuffs. Test fit lifters into Feuling tappet cuffs. **Lifter should have a light slip to snug fit.** (Width of the lifter flats are not the same between lifter manufactures).



Note: Feuling Race Series lifters fit the best and most snug as they have precision machined flats.



Width of the lifter flats are not the same between lifter manufactures

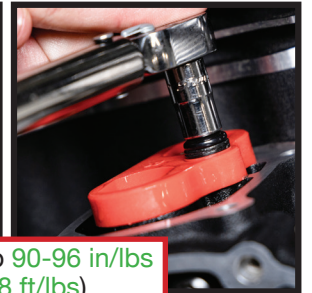
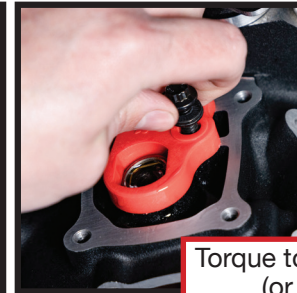
4. Pump up and lubricate lifters/bores. Install lifters into engine. Lubricate bores of lifter cuffs and place onto lifters. Center lifter cuffs to allow even clearance on the outside edges.



NOTE: M8 ENGINES
Face side oil feed holes
towards each other

Center lifter cuffs to
allow equal spacing on
outer edges

5. Use red Loctite on included ARP fasteners threads. Place wedge lock washer onto bolts. Apply moly fastener lube or oil to underhead bolt flange and torque to **90-96 in/lbs (or 8 ft/lbs)**. Check torque after 1-2 minutes of sitting. **(Do not over tighten, this will distort lifter cuff).**



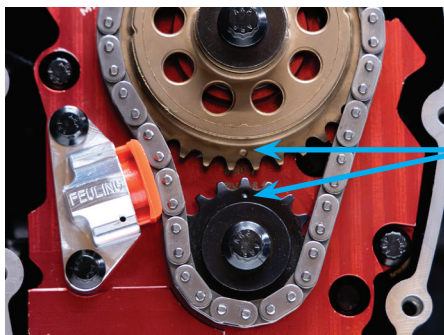
Torque to **90-96 in/lbs**
(or **8 ft/lbs**)

6. Place new lifter block gasket onto engine case. Install lifter blocks, pushrods, etc. per the factory service manual for your year and model.

Important Note: When installing /adjusting the pushrods, firmly press down on lifters to ensure they are sitting on the camshaft. These snug-fitting lifter cuffs may hold the lifter upward after the camshaft lobes rotate.



REAR TDCC

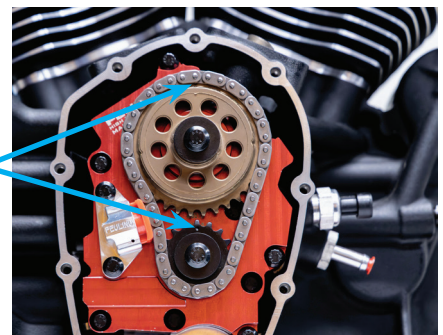


PRO TIP: FINDING FRONT & REAR TDCC

With the timing marks aligned, the rear cylinder is ready for assembly.

With the timing marks in this position, the front cylinder is ready for assembly.

FRONT TDCC



Note: With the cam cover off during top end assembly, you can easily rotate the engine and determine the stroke of the engine. This is a simple and precise way to determine which cylinder is on TDCC.

* STANDARD 1 YEAR WARRANTY:

- Warranty covers manufacture defects.
- Does not cover parts that have failed due to improper installation, maintenance, excessive crankshaft runout, or misuse.
- Does not cover any consequential damage resulting from a failure of a Feuling product.

* OPTIONAL 2 YEAR WARRANTY:

- Additional year warranty is only available if parts are installed by a professional installer.
- The online warranty form must be completed by the dealer prior to bike delivery.
- Oil tank must be dropped & cleaned.
- Crankshaft runout must be below 0.005"

NOTE: FOR FULL WARRANTY INFORMATION VISIT WWW.FEULINGPARTS.COM/WARRANTY

