

Normal Corvair engines should not need periodic valve adjustment if they are either original or have been adjusted properly during service, such as a seal job. If hydraulic lifters are adjusted somewhere outside their range of automatic adjustment, they will either hold the valve open which causes a miss, or they will be noisy and not open the valve completely, which can also cause a partial miss. There are two generally accepted methods of adjusting valves. One is the method with 1/3 valve covers attached, lowered muffler, and engine on fast idle. The second is the method Chevrolet used when building new cars. Unless you have bad lifters (which should be replaced anyway), I much prefer the latter: cold adjustment.

Proceed: (heads properly torqued & no worn out or modified parts)

Remove distributor cap, rotate engine until rotor points near #1 wire and the pulley timing mark is at "O" on the tab. Adjust the following:

4 exhaust	1 intake
6 intake	1 exhaust
	3 intake
	5 exhaust

Rotate engine one revolution, rotor pointing towards #2 wire and the pulley timing mark is at "O" on the tab. Adjust the following:

2 intake	3 exhaust
2 exhaust	5 intake
4 intake	
6 exhaust	

The key to this being successful is the actual adjustment. Back the adjusting nut off until the rocker arm is loose (floppy). Make sure the push rod is in the center of the lifter and not on the edge. Tighten the nut slowly while gently wiggling the rocker arm between two fingers. When the rocker arm **just touches** the valve stem/pushrod and no longer wiggles easily is where you count the adjustment turn. **THE ROCKER ARM MAY STILL ROCK IF YOU TRY HARD – JUST LIGHTLY WIGGLE TO FIND THE ZERO ADJUSTMENT POINT.** If the lifter has lost its oil (gone flat), it is easy to push in on the pushrod and think that you have not tightened the nut enough. Remember to gently wiggle the rocker while tightening the nut until the arm just touches the stem and pushrod.

As a general rule, 1/4 turn from zero will work perfectly for all normal engines. The original GM lifters (no longer available) were Corvair specific and the shop manual specified 1 turn. Newer design lifters may not tolerate a full turn and even the GM design worked best with 1/4 - 1/2 turn.

When you finish all the adjustments, check your work by observing the number of threads showing above the nut. They should all be the same on one side although there may be a difference from side to side.