



KPMI TRIUMPH RACING TAPPET BLOCK INSTALLATION NOTES

Kibblewhite racing tappet blocks are made of mill certified 674 bronze and cast iron, are machined to accept higher cam lift (up to .450"), and are designed to outlast the original factory tappet blocks and produce more accurate valve timing. Both early (1946-1968) and late style (1968-1978) are available in both cast and bronze. A few things must be observed before, during, and after installation to take full advantage of the benefits of these high performance USA made parts.

INSTALLATION NOTES: PLEASE READ

These are externally the same dimension as the Triumph p/n 70-9353 exhaust block used from 1969 to 1982. There is a provision for a tappet oil feed as on the original 69-82 exhaust tappet block, However when also used for the intake side there are no problems.

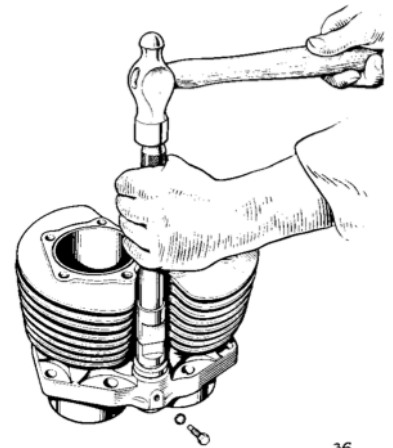
Use the correct O Ring on both top grooves, Triumph p/n 70-7563 or 70-8782.

We also suggest a thin bead of Hylomar AF or Hylomar M on the tappet block above the O Ring to insure a leak free seal.

Use the correct tool (p/n 61-6008) to install in block squarely. Pay attention to the sound if driving it in, when it bottoms out, stop.

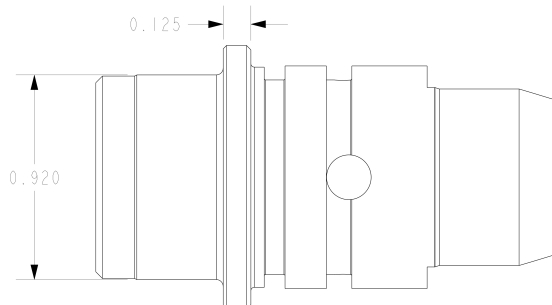
Please note that the tappet block bore is at a 3.5 degree angle towards the inside of the cylinder!

Warming the cylinder can make installation easier. Alignment of the tappet block is extremely important for camshaft longevity.



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***For Pre Unit and Unit engines until 1968 these tappet blocks are modified as follows:**



For all **1946-1968** models the upper body diameter is 0.920". (1969-on diameter is .984")

The shoulder is also machined FROM THE TOP SIDE so the flange thickness is .125".

Failure to use the correct tappet blocks and pushrods may result in excessive pushrod tube rubber crush.

The inner diameter of the tappet block bore is .3110" and may need additional clearance, please check to make sure the tappets are a good fit after installation. **If additional sizing is needed any method used for sizing valve guides may be employed.** It is also recommended that the tappet block retaining screws are sealed with a copper washer,

Triumph p/n 70-2441.