

VelvaTouch™ Lifters

Velva Touch™ Hydraulic Lifter Kits are the world's only "engineered from scratch" lifter assembly and provide the ultimate (bar none) in total performance and precision for your street driven Harley®.

V Thunder's® patented Velva Touch™ lifter blocks replace and far outperform the stock aluminum lifter blocks; our lifter blocks are manufactured with a tough cast iron alloy to closely match expansion rates of our lightweight steel lifters so they can maintain precision tolerances even when the engine is hot. A patented oiling system provides each lifter with its own independent supply of oil to insure proper lubrication and enhanced tappet operation at low or high RPM ranges.

This blend of technology and precision manufacturing prevents improper bleed down that is often experienced with other so-called "performance" lifters. Our race engineered Velva Touch™ lifters have become the standard of the industry through the use of strict quality control, precision manufacturing, and the highest grade materials available.



LIFTER KITS				
V-THUNDER#	APPLICATION	YEAR	MODEL	ENGINE
KITS WITH CHROME LIFTER BLOCKS				
7500-KIT	Evolution-standard pushrods	1984-Present	Big Twins	Evo
7600-KIT	Evolution-Stroker pushrods*	1984-Present	Big Twins	Evo
8500-KIT	Shovelhead-standard pushrods	1966-1984	Big Twins	Shovel
8600-KIT	Shovelhead-Stroker pushrods*	1966-1984	Big Twins	Shovel
9400-KIT	Panhead-Stroker pushrods*	1948-1965	Big Twins	Pan
9500-KIT	Panhead-standard pushrods	1948-1965	Big Twins	Pan
KITS WITH BLACK LIFTER BLOCKS				
7000-KIT	Evolution-standard pushrods	1984-Present	Big Twins	Evo
7100-KIT	Evolution-Stroker pushrods	1984-Present	Big Twins	Evo
8000-KIT	Shovelhead-standard pushrods	1966-1984	Big Twins	Shovel
8100-KIT	Shovelhead-Stroker pushrods	1966-1984	Big Twins	Shovel
9000-KIT	Panhead-standard pushrods	1948-1965	Big Twins	Pan
9100-KIT	Panhead-Stroker pushrods	1948-1965	Big Twins	Pan

*Stroker pushrods are .250" longer than standard pushrods.

Tech tips

- Check to make sure that the screws that hold the lifters in the block are tight. Do not over tighten or you could distort the lifter bores.
- Trial fit the lifters in the engine, make sure the lifters are free in the bores after you tighten them down. If any of the lifters tighten up in the bores after you tighten them down, remove the nose cone and check to see if the blocks are touching the engine crankcase. If they are, remove the lifter blocks and clearance them with a die grinder.
- For street bikes, adjust the pushrod out 1 1/2 turns from zero lash. If you have a race bike, adjust the front pushrods 7 wrench flats and the rear 4 wrench flats.

HY-REV™ Hydraulic Lifters

Our new patented hydraulic lifters feature a unique anti-pump up race retainer designed to replace the stock spring retaining clip which precisely limits plunger travel. The race retainer allows the valve train to perform more like a mechanical system, allowing high RPM operation with the quiet precision of hydraulics. Its internal check valve allows for higher RPM operation while the oil metering design ensures uniform metering throughout the entire RPM range. The roller and axle are manufactured of bearing quality carbon/chromium steel which is through hardened for improved wear and greater load carrying capability. The pushrod seat is carbo-nitrided for severe service applications.

All of the lifters components are produced on state-of-the-art computer controlled machinery which holds the O.D. size, straightness and roundness tolerances to .0003", for the precise fit demanded of today's high performance engines. Proudly made in the United States, each lifter must pass a stringent quality control test to ensure proper manufacture and function.



HY-REV LIFTERS				
V-THUNDER#	DESCRIPTION	YEAR	MODEL	ENGINE
7400-1	HY-REV Anti Pump up Hydraulic Lifter	1984-Present	BIG TWIN	EVO
7400-4	HY-REV Anti Pump up Hydraulic Lifters - Set of Four	1984-Present	BIG TWIN	EVO
7410-1	HY-REV Anti Pump up Hydraulic Lifter	1991-Present	SPORTSTER	EVO
7410-4	HY-REV Anti Pump up Hydraulic Lifters - Set of Four	1991-Present	SPORTSTER	EVO

Tech tips

- When installing any hydraulic lifter, always clean the tappet screen which filters the oil to the lifters.
- After installing and adjusting the pushrods, always let the front lifters bleed down before rotating the engine to install the rear lifter blocks.