

What type of oil should I use?

We recommend soaking the lifters in mineral based oil prior to installation as well as pre-lubing the engine prior to startup. After initial engine break-in, if you are going to use synthetic based oil, we highly recommend oils containing high zinc content formulated for racing applications. Synthetic oils formulated for street use are not recommended due to a lack of zinc content.

Do your lifters have a pressurized oiling circuit?

Yes, all of the lifters we manufacture since 1995 have an internal oiling circuit that feeds pressurized oil to the needle bearings in the roller insuring constant lubrication and elimination of any contaminants. There is also a feed hole that sprays oil to the outside diameter of the roller to help prevent cam lobe wear.

Should I be running oil restrictors?

No. Let the lifters be the restrictors. With the spring pressures and ratios being used in today's racing engines, the lifters need as much oil to them as they can possibly get. Whenever possible, we suggest plumbing the block so that oil is fed equally to the lifters through the front and rear of the oil galley. In the event that you are getting excessive oil to the top end, provisions should be made for better oil drain back to the pan; either by external scavenging lines or internal drains.

How much lifter-to-bore clearance should I be running?

For a cast iron or bronze bushed blocks, we recommend running $+.002''$ clearance cold. If you are running your lifters in an aluminum block without bushings, we recommend running $+.0012''$ clearance cold and preheating the block prior to startup.

What is the advantage to using a larger diameter roller?

The larger the diameter, the stronger the roller. This is due to an increased cross sectional area between the I.D. and the O.D. of the roller. Also, a larger diameter roller rotates slower and reduces the loads needed to open the valvetrain. You may have to adjust your cam specs when using a larger diameter roller due to an increase in duration. A larger diameter roller may allow you to get more aggressive with your opening ramp design.

Why are your lifters so expensive?

The cost is a result of the highest quality materials being produced in small, quality controlled lots held to tolerances as low as $.0001''$ of an inch. All components, with the exception of the needle bearings, are manufactured in our Lakewood, NJ facility on dedicated CNC machining centers and processed using the latest aerospace coatings and heat-treating procedures.

Why are your pushrod seats so low?

The closer the pushrod pivot point is to the bottom of the roller, the less leverage there is for the body to "rock" in the lifter bore. Think of it this way, if you're trying to tip something over, the higher you push, the easier it gets.

I don't see a snap ring holding in the axle. How is the axle held in?

All Jesel lifters feature an internal locking pin that secures the axle to the body. With our design, external snap rings and spirolocs that occasionally come loose causing severe engine damage is eliminated.