

**CECO-Magnum Worthington UTC-SUTC Lifter Kit Installation,**  
**using OPTIONAL Fixture**

Prior to installing the CECO-Magnum Hydraulic Lifter, remove the Worthington OEM Lifter-Retainer Plate, tie-down bolts and nuts, and the OEM Lifter and discard. Thoroughly clean the aluminum dashpot and verify that the Dashpot & internal lifter-lock ring are in good condition. If not, replace with new or reconditioned parts from stock.

Insert the three hex extensions into fixture as shown and place a Star Lock Washer on each bolt & place the bolt and washer on hex extensions as shown (Figure 1)

Place the dashpot over the bolts as shown (Figure 2)

Place the lifter unit into dashpot as shown (Figure 3)

Confirm that lifter is seated on the internal locking in the dashpot (Figure 4)

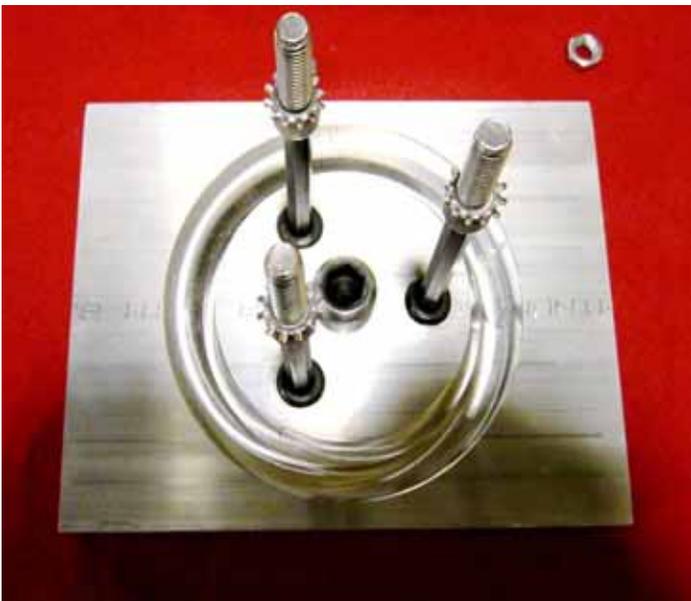


Fig 1 Place bolt and star washer onto hex extensions as shown



Fig 2 Slip Dashpot over bolts as shown



Fig 3 Slip lifter into Dashpot as shown



Fig 4 Lifter seated on internal lock ring in Dashpot as shown

**CECO-Magnum Worthington UTC-SUTC Lifter Kit Installation,**  
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**Continued**

Place the Thin Spacer Plate over the bolts as shown (Figure 1).

Place the Lifter Driver into the Lifter (Figure 2)

Place the Thick (3.8") Capture Plate over the bolts & Driver (Figure 3) Note: There will be a gap between the Driver-Capture plat and the Thin-Spacer plate of approximately 1/8" as shown in Figure 3.

Screw lock-nuts on bolts (deformed thread UP) and tighten evenly until the Driver-Capture plate bottoms out completely on the Thin-Spacer plate but do not over-tighten as shown (Figure 4) Note: The nuts should go about 1 1/2 to 2 threads past the end of the bolt as shown in Figure 4 .



Fig 1 Slip the Thin Spacer Plate (1/8") over bolts as shown



Fig 2 Place Driver into lifter as shown



Fig 3 Slip Driver-Capture Plate over bolts as shown



Fig 4 Screw lock-nuts on bolts (deformed thread UP) as shown

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**using OPTIONAL Fixture Continued**

Lift the Dashpot and remove the hex extension rods and replace the Dashpot into the fixture groove with the lifter resting on the Bleed-Stub as shown (Figure 1).

Using clean squirt can overfill the lifter thru the center hole with clean engine oil until the oil fills the lifter and relief cavity of the Driver-Capture plate thru the relief hole at the edge of the driver (use same oil as used in the engine, or motor oil compatible with your engine oil, such as 10W-30W) Note: whatever oil used initially will migrate to the crankcase, and be replaced shortly by the regular engine oil. (Figure 2)

Insert clean Bleed-wire thru center hole to open ball check, using light pressure, to allow oil to enter the lower chamber in the Hydraulic unit, while pumping the dashpot up and down with other hand as shown. The oil will drain from the chamber above the Lifter Driver as it fills the Hydraulic unit below and expels the air trapped in the lower chamber of the Hydraulic unit, so refill and re-bleed and check as needed until all of the air has been expelled from the Hydraulic unit. (Figure 3)

Remove the Bleed-Wire and try to plunge the dashpot using both hands. (Figure 4) Note: It should feel like it is "Locked". If not, add oil & repeat bleeding step using more pressure on the bleed wire to open the ball check.



Fig 1 Remove the hex rods and place onto fixture as shown



Fig 2 Overfill lifter & cavity thru center hole with clean oil



Fig 3 Insert clean bleed-wire into center hole to open ball check in the lifter unit below.



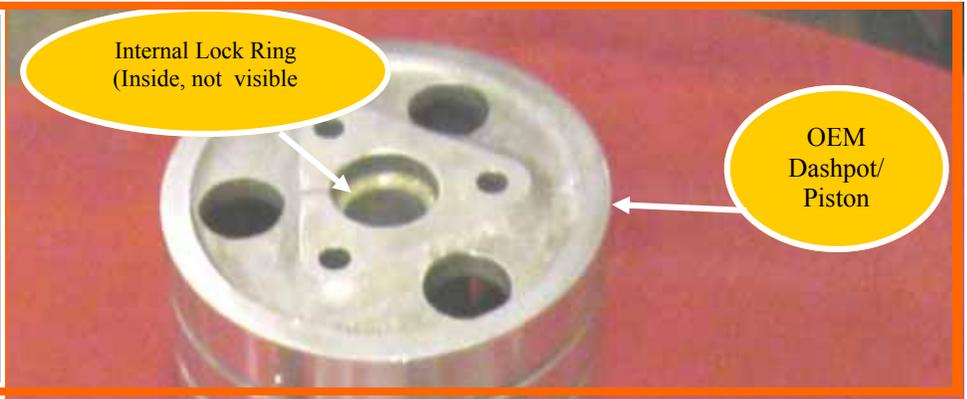
Fig 4 Verify that all air is removed from Hydraulic unit. If it is properly filled and bled, it will feel like it is stuck or locked up.

**Worthington UTC Dashpot/Piston  
(Not furnished in Kit)**

**Internal Lock Ring  
(Not furnished in Kit)**

Internal Lock Ring  
(Inside, not visible)

OEM  
Dashpot/  
Piston



**-Worthington UTC-SUTC  
CECO-Magnum Lifter Kit**

CECO-Magnum UTC-SUTC Lifter Kit consists of :

- One Hydraulic Lifter, One Lifter-Driver,
- One 1/8" Aluminum Spacer Plate,
- One 3/8" Aluminum "Driver-Capture" Plate,
- Three 3/8" X 1 1/4" Stainless Socket-Head Bolts,
- Three Stainless Star Lock Washers, and
- Three 3/8" Thin Locknuts with deformed Top Thread.

CECO-Magnum  
Lifter Kit Parts  
Included With Order



**OPTIONAL**  
**Can be ordered Separately**

CECO-Magnum Lifter Kit Assembly  
&  
Bleeding fixture, includes:

- One Aluminum Base (6x8) with Groove to fit Dashpot and drain hole to drain spilled oil and tie-down holes for mounting to table or cart. (not shown)
- Three 3/8" NPT plugs Fixed to Base
- Three 5/16 hex-drive extensions
- One lifter Bleed-Plunger seat (in center of base)

OPTIONAL Can be ordered seperately  
CECO-Magnum Lifter Kit Assembly & Bleeding Fixture

