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DIY: Bleeding MKV hydraulic lifters/Lifter shim install

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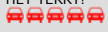
Thread Tools




02-28-2013, 02:19 AM

eurocars

HEY TERRY!





Drives: GTI


Join Date: Jan 2009

Location: Indianapolis

Posts: 12,087

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DIY: Bleeding MKV hydraulic lifters/Lifter shim install

I had never seen this done and didnt know how to do it until I poked around online for a few minutes. Its not hard but I figured a write-up wou and it would be nice to have a step by step for the MKV platform.

Once the camshafts are removed, you can access the lifters. They simply pull out of the holes they rest in.



http://golfmkv.com/forums/showthread.php?t=178306

Page 1 of 12



To separate the lifter from the arm, pull down on the tab that holds the lifter on, on the side closest to the lifter itself (left side of this picture)



Once you pry down on the tab, the lifter will separate from the arm:



To bleed the lifter, a paperclip can be stuck down the top of the lifter to unseat the check valve inside. It may take a bit of poking around, but it the lifter can be compressed.



Keep compressing it until you can compress the lifter without the assistance of the paperclip. You won't be able to compress it as far but you will compress it some. It may take as many as 10-15 compressions to fully bleed down.

Extended on top, vs compressed on bottom. Both with paperclip in the top. You can see the area near the clip is exposed in the first picture, and second:





The reason i'm bleeding these down is to make sure that my valves wont be stuck open due to retained oil pressure when I get my lifter shim



The shims are installed under the lifters in the head. They just drop into place:



Hope this helps others for future reference. Im sure this is not a DIY that will be referred to alot but I feel it can be helpful.

9.5:1 JE Pistons, DM Forged H-beams, Calico coated bearings, ARP hardware, HEP Stage 3 intake manifold, Clutchmasters fx72 AEM F/IC 6, FIC 1100CC aux injectors, RS4 primary injectors, APR Intercooler, FP HTA 3586R, Tail Q BOV, Tial 38mm wastegat low pressure fuel pump, APR HPFP, RS4 frv, VTA PCV, Turbosmart E-Boost2 EBC, Balance shaft delete, ETC



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02-28-2013, 08:57 AM

#2

The Fed

Old Guys Rule



Drives: 2007 GTI DSG APR S1
Join Date: Oct 2008
Location: Tampa Bay
Posts: 8,190



Nice write-up. I see you got about .035 more lift - did you do a before and after dyno or take VAG-COM air flow reading to calculate the improvement in HP/torque?

NRA Life Member

Last edited by The Fed; 02-28-2013 at 09:08 AM.

QUOTE

02-28-2013, 10:09 AM

#3

Savir04

Boost just kicked in yo!!



Drives: 07/CW/6MT/FSI
Join Date: Mar 2011
Location: MIAMI BEACH, FLORIDA
Posts: 766



This looks awesome, I really wish I could see the pictures....idk if its me, but all of the pictures are broken links

EDIT- nevermind..just checked on a diff computer and all pics work..

awsome write up OP...thnks

REVO STG 2 - N75 Relocation, N75/MBC Running Parallel, H&R Race Springs, GodSpeed FMIC, Forge Diverter Valve, Forge DV Spike Reduction Mod, PCV Dump, OEM MAF Housing On A 3 in Stick, A3 Throttle Pipe, Nue Speed Charge Pipe, 3in Catless DP Coupled To 3in Mandrel Bent Straight PIPE, Slotted Rotors, N2MB WOT Box, AutoTech Insert, Vag-Com, Revo SPS



QUOTE

02-28-2013, 12:26 PM

#4

eurocars

HEY TERRY!



Drives: GTI
Join Date: Jan 2009
Location: Indianapolis
Posts: 12,087

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Quote:

Originally Posted by **The Fed**
Nice write-up. I see you got about .035 more lift - did you do a before and after dyno or take VAG-COM air flow reading to calculate the improvement in HP/torque?

The shims are to take up lash for a higher redline. Lift is determined by the cam, which for now is staying stock.

9.5:1 JE Pistons, DM Forged H-beams, Calico coated bearings, ARP hardware, HEP Stage 3 intake manifold, Clutchmasters fx725 twin disc, AEM F/IC 6, FIC 1100CC aux injectors, RS4 primary injectors, APR Intercooler, FP HTA 3586R, Tail Q BOV, Tial 38mm wastegate, Bosch 044 low pressure fuel pump, APR HPFP, RS4 frv, VTA PCV, Turbosmart E-Boost2 EBC, Balance shaft delete, ETC

QUOTE

02-28-2013, 01:16 PM

#5

brokenparts

FIA GT Champion



Drives: 2007 gti
Join Date: Oct 2012
Location: hillsboro,or
Posts: 1,175



I imagine that the theory is true for these lifters as with Chevy lifters...

Make sure to prime them with oil before that cam starts turning!

QUOTE

06-03-2013, 07:16 PM

#6

The Fed

Old Guys Rule



Drives: 2007 GTI DSG APR S1
Join Date: Oct 2008
Location: Tampa Bay
Posts: 8,190



Quote:

Originally Posted by **eurocars***The shims are to take up lash for a higher redline. Lift is determined by the cam, which for now is staying stock.*

Just noticed your post. Were you getting float?

NRA Life Member

QUOTE

06-03-2013, 09:53 PM

#7

eurocars

HEY TERRY!



Drives: GTI
Join Date: Jan 2009
Location: Indianapolis
Posts: 12,087

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No, just put the shims in with the springs so I could hit 8500 rpm

9.5:1 JE Pistons, DM Forged H-beams, Calico coated bearings, ARP hardware, HEP Stage 3 intake manifold, Clutchmasters fx725 twin disc, AEM F/IC 6, FIC 1100CC aux injectors, RS4 primary injectors, APR Intercooler, FP HTA 3586R, Tail Q BOV, Tial 38mm wastegate, Bosch 044 low pressure fuel pump, APR HPFP, RS4 frv, VTA PCV, Turbosmart E-Boost2 EBC, Balance shaft delete, ETC

QUOTE

06-04-2013, 01:34 AM

#8

Kishon

Rally Car Newbie



Drives: '06 Mkv GTI 6MT
Join Date: Nov 2011
Location: South Africa
Posts: 303



My Car has the really loud ticking noises. All my buddies MKVGTI's isn't as loud as mine. They all say it's the lifters that are noisy and not the injectors. Do I need to replace them? Or should I do something like OP did?

'06 MKVGTI (BWA), 6MT, K&N Typhoon, Rev D DV, APR Stage 2, 3" Catless Downpipe

QUOTE

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