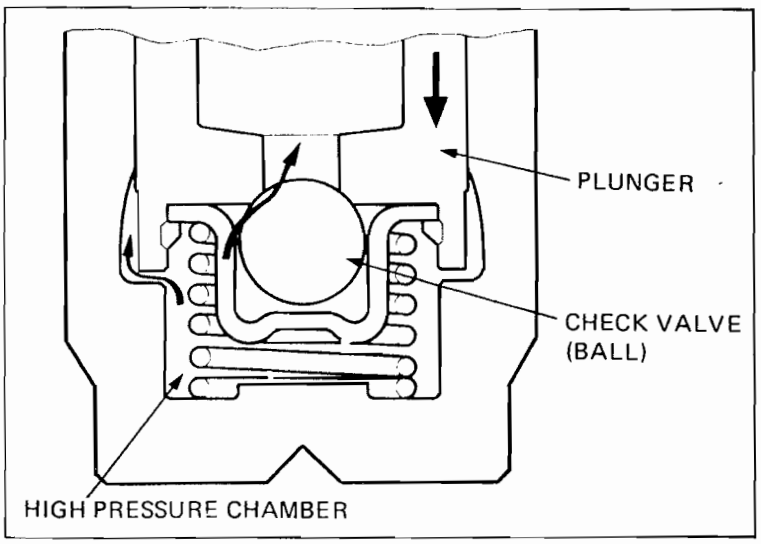
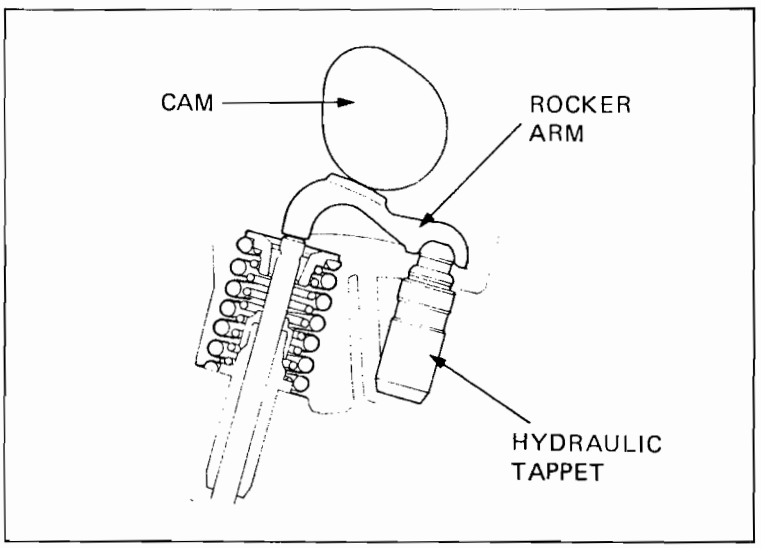
As the camshaft turns and pushes on the rocker arm slipper, the rocker arm pushes the tappet plunger down and oil pressure in the tappet high pressure chamber increases causing the check valve to close. During the short time it takes the check valve to close, a small amount of oil leaks out of the chamber causing the tappet to compress.



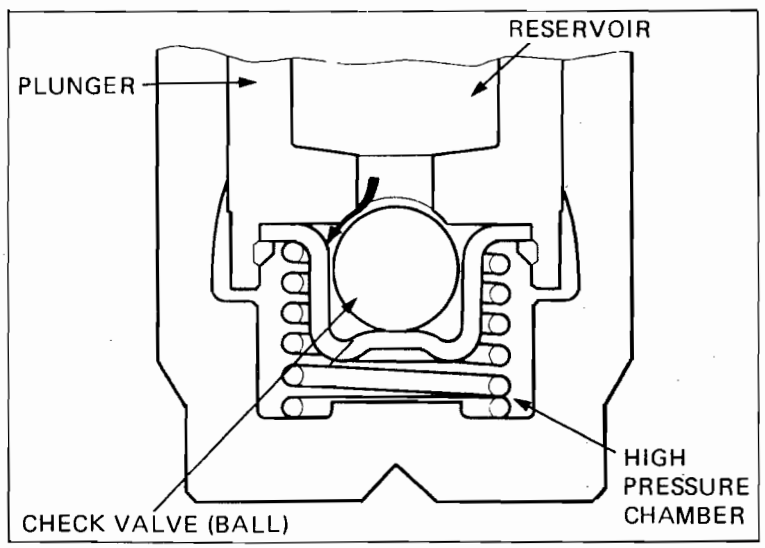
As the cam lobe continues to push on the rocker arm, oil pressure in the high pressure chamber increases rapidly (because the check valve is closed). The high oil pressure keeps the tappet from compressing any further which then allows the rocker arm to pivot and open the engine valve. As the cam lobe nears maximum lift, oil pressure in the high pressure chamber becomes high enough to cause a very small amount of oil to leak out of the high pressure chamber between the plunger and body. This allows the plunger to absorb the shock from the effects of the cam lobe reaching maximum lift.

After the cam lobe passes maximum lift, the engine valve springs force the engine valve to close.



When the valve closes completely, the plunger is pushed up by the spring in the high pressure chamber. Oil pressure decreases and as a result the check valve opens and allows oil to re-enter the high pressure chamber from the reservoir.

All of the above actions keep valve clearance at zero under all normal operating conditions.



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