

HYLIFT JOHNSON

A Division of Topline Automotive

Muskegon, USA



2013 Catalog and Tech

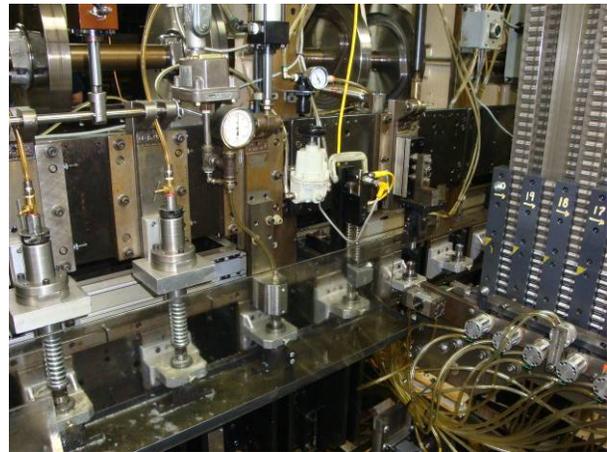
AMERICAN MADE FOR 70+ YEARS AND GOING STRONG!

Hy-Lift Johnson Inc:

We have been manufacturing lifters in Muskegon Michigan USA for over 70 years and some of our employees have been with us for over 50 of those years. We do all of the Design, Engineering, Manufacturing, Assembly and Testing in-house so we can control the quality of our product 100% and you can have 100% confidence in it. Our company is dedicated to the manufacturing of the best lifters available in our 167,000 sf facility in Muskegon. Our employees operate super precision grinding equipment as well as multi million dollar assembly machines that perform 20 quality checks on every hydraulic lifter. We also have a brand new 325,000 sf facility in Brooksville FL that we are expanding our new manufacturing too instead of following the acceptable practice of going overseas to save a dollar or less.



Hydraulic Flat Assembly Machine



Hydraulic Roller Assembly Machine



Body Machining, 1 of 40



Internal Grinding Machine, 1 of 21

Material:

Hy-Lift Johnson only uses castings and forgings of the highest quality material that are 100% made in the USA. Our casting supplier has been supplying us for more than 60 years. Yes we pay more for our material than others pay for their material made overseas but we know that our material is worth the extra money. We had casting suppliers from all over the world send us samples to test and evaluate. In the end none of them came close to the endurance of our American supplier. A lifter is only as durable as the material it is made from. It won't matter how much money you saved, how pretty it looked, or how shiny it was when you bought it, after it fails in your engine. Make sure you ask your Lifter supplier where their material came from. They might say that they are manufactured in the USA but if the material came from overseas you will end up getting what you paid for!



Raw Flat Lifter Castings



Raw Roller Lifter Forgings



These two lifters underwent the same endurance test. The lifter on the left was made from our USA material and Passed. The one on the right was made using overseas material and failed very early. Which one do you want in your Performance Engine?



Our Castings Being Poured in the USA

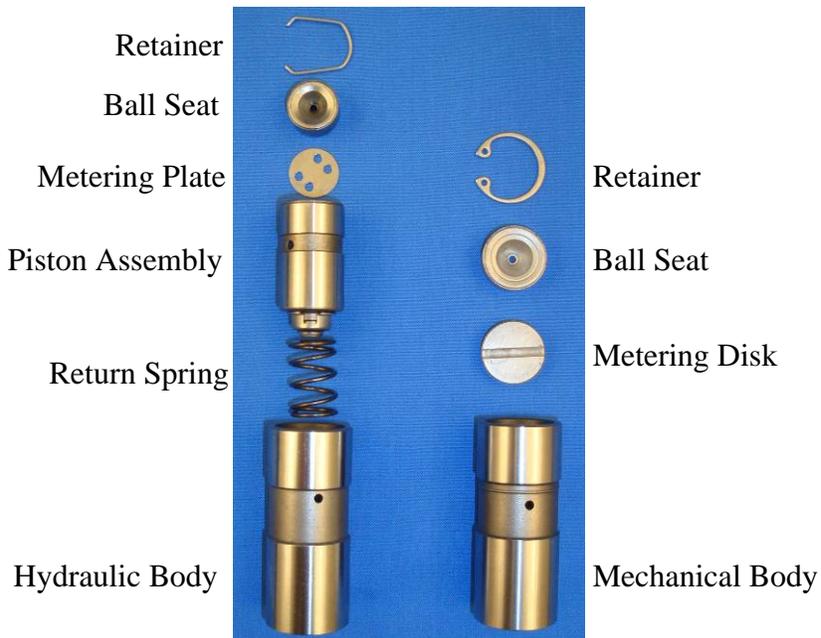
Lifter Tech:

There are two basic lifter designs, a **Flat Bottom** and a **Roller** Lifter. The Flat Bottom lifter requires the use of a specially developed material that will endure the constant wiping pressure of the rotating cam lobe. The Roller Lifter converts that wiping force into a rolling force using a roller bearing resulting in a design that has less friction and a wider acceptance range of camshaft lobe profiles. Within both of these designs there are Hydraulic and Mechanical versions. Depending on the engine's oiling system design, either type is capable of supplying oil to the upper valve train components.



Mechanical Lifters have no internal moving parts and have Zero effective loss in Camshaft Lobe Lift. This type of lifter requires there to be some initial valve lash to allow for thermal growth in the valve train. This valve lash will change over the life of the engine and usually has to be readjusted to maintain the correct amount designated by the engine manufacture.

Hydraulic Lifters have an internal piston assembly that is free to move within the outer body. This piston assembly moves to accommodate thermal growth and component wear to keep a net zero lash in the valve train. Once adjusted to the prescribed preload these usually never have to be adjusted again over the life of the engine.



Cam Face Crown and Finishes:

Hy-Lift Johnson Inc. has worked with all of the major OEM Camshaft manufactures and most of the performance Camshaft pioneers over the last 70 years on the proper Cam Face Crown and Finish. The Cam Face is not flat but actually has a spherical crown ground on it. This crown height varies from engine manufacture to engine manufacture but most are between 0.0015" to 0.0025" high. Some very high performance customers require a lower crown (0.0007" to 0.0012") to handle extreme loads but there is always some amount of crown. Our Testing and development on the Crown height and finish is extensive. We have the capability to offer any crown height as well as finish. Our grinding pattern has been developed after years of testing and it promotes the best oil propagation across the Cam Face needed for the best initial Camshaft Lobe to Lifter break-in possible. All of our Cam Face Profiles are ground and NOT polished. Some suppliers are taking inferior Cam Face surface finish and "hand polishing" them to a "mirror" surface to make them look good. The problem with hand polishing is that the polishing process removes more material from the edge of the Cam Face than it does from the center which alters the critical Crown profile and height. We hold our Cam Face Crown geometry to a maximum of 0.00040" and there is no way that kind of tolerance can be achieved by "hand polishing". Also the grinding pattern on the Cam Face is necessary to promote oil propagation to cool as well as lubricate the mating surfaces during the crucial initial break-in procedure. We can offer ground surface finishes to very close to a mirror without altering the Cam Face Crown and still retain some slight pattern to promote that needed oil propagation. So if you need to see yourself use the mirror in the bathroom and leave the Cam Face surface finish to the people who have been leading that field for 70+ years!



These two lifters were "hand polished" and sent to us to measure the Crown. Both failed our quality miserably for Crown Height (both were off our gage at over 0.0035") and squareness. You can even see how they removed extra material in the corner because the polishing removed more at the edge.



Our standard Ground Cam Face finish to promote crucial initial oil propagation for correct beak-in.



Our super fine ground Cam Face finish for special applications.

Hydraulic Lifters are great for a maintenance free valve train but do have some limitations. In some performance applications where higher valve spring pressure is required, a standard Hydraulic Lifter might not be able to handle the extra spring load resulting with the piston collapsing. The collapsing will cause a loss in valve lift and usually a ticking noise. We have three different types of Hydraulic Lifters to accommodate a wider range of performance requirements.

Types of Hydraulic Lifters:

OEM Design: These parts don't have any designation after their part number. So a standard part number will look like A-817. These Lifters are manufactured to be direct replacements of the Original equipment. They have the same range of Leak Down as was supplied to your car manufacture. These lifters are made with the widest Leak Down range of 10 to 120 seconds. The reason for this range is to ease manufacturing and reduce the cost of the part. We manufacture this type of parts to the same range as was supplied to the OEM with 90% of them being in the 20 to 80 second range.

"R" or Race Design: These parts have an "R" designation after their part number. So a Race Design part number will look like A-817R. These Lifters have a Leak Down on the lower end of the scale from 8 to 20 seconds. In the performance application these lifter will actually "Bleed" down and result in an effective loss of valve lift and duration at lower RPMs. These are also referred to as "Variable Duration" Lifters and will supply a better idle quality when using a performance cam while still getting the benefit of the upper end power over a stock cam. As the engine increases in RPM the Bleed down effect is reduced resulting in more duration and valve lift. These parts also have a positive retainer instead of the OEM wire clip design. Having lifters with a much smaller Leak Down range will also balance all of the cylinders to each other. Having one cylinder with lifters having a Leak Down of 80 seconds will react and produce a different power curve than the same cylinder with a 10 second Lifter. Some of our competitors just install a positive retainer in a standard OEM lifter and call it an "R", Race or Variable Duration Lifter, don't be fooled and make sure they are manufactured as Fast Leak Down lifters and not just stock lifters with a nice retainer.

"S" or Slow Design: These parts have an "S" designation after their part number. So a Slow Design part number will look like A-817S. These Lifters have a Leak Down on the upper end of the scale from 90 to 120 seconds. In a performance application these lifter will actually act like a mechanical lifter with very little effective loss of valve lift or duration at any RPM. These parts also have a positive retainer instead of the OEM wire clip design. Just like the "R" Lifters these have a much smaller Leak Down range that will also balance all of the cylinders to each other. These lifters are very hard to produce because the TOTAL clearance between the I.D. of the Body and the Piston assembly is reduced to less than 0.000120", or 1/30 of a human hair. These are like super heavy duty shocks and can handle higher spring pressures without collapsing like the standard and "R" lifters. The only draw back of this type of lifter is that if the valve train should "Float" because of reaching a higher RPM than the valve springs can handle these lifters will try to take up the excessive clearance causing the valve to hang open resulting in a loss of power. Because these are Hydraulic lifters there is no lash or additional adjustment needed and the full cam profile is translated to the valves. In testing, not only did these lifters result in more power and higher RPM reading over other Hydraulic lifters they also reduced valve train wear and failure compared to mechanical lifters.

Special Lifter Options:

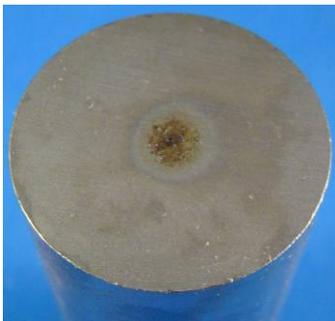
There isn't one perfect lifter for every application. Here at Hy-Lift Johnson Inc. we have worked with some of the best in the business to arrive at solutions to different problems. A lot of these advancements have worked their way to the everyday performance car enthusiast.

Material Option:

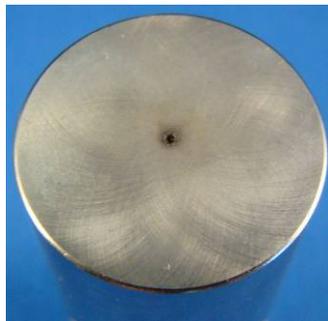
The material we use in our standard Lifters is superior to every other material tested. Still there are some applications that still needed a material with a higher endurance and that led to the development of our Type II material. Currently we use this material in our Light Weight Mechanical Lifters and our High Endurance Hydraulic Lifters.

Direct Oiling of the Cam Face:

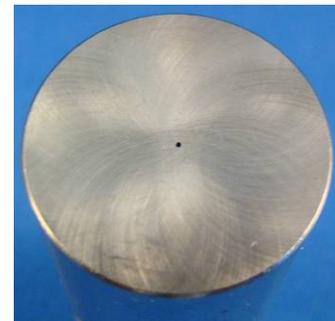
We offer direct oiling of the cam face on our Mechanical Lifters for all applications. This is denoted with a "E" designation after the part number like A-992E. We have the capability to make these oil supply holes from .004" to .032" in diameter. Our standard hole is 0.015" in diameter and EDM burned though the cam face BEFORE the cam face surface is ground. Burning the hole BEFORE the cam face is ground is very important because during the burning process a "recast" area is formed around the hole and needs to be ground off to prevent possible cam failure. This recast area is brittle and abrasive which could chip and/or create premature cam lobe failure.



Lifter Cam Face after the EDM oil hole burned showing the Recast area.



Competitors Lifter. The EDM hole is burned after the final Cam Face surface is ground and then buffed clean. Acid etching shows that a large recast area still remains.



Our Lifter. The Cam Face is finished ground after the EDM hole is burned. No recast material remains.

Lightweight design:

We offer a light weight design option for GM, Ford and Chrysler mechanical Lifters. Even though our standard mechanical Lifters are some of the lightest replacement lifters available we reduced their weight by another 20 grams. These Lifters are also made from our superior Type II material and designed to reduce valve train mass for High Performance applications.

OEM Design Roller Lifters:

Here at Hy-Lift Johnson Inc. we manufacture millions of roller lifters every year. Every lifter undergoes stringent quality requirements starting with the initial material through our final assembly. Since we produce so many lifters we are able to streamline our manufacturing to capitalize on efficiency of large scale production. All of our Roller Lifter bodies are produced from forged steel blanks. The tooling needed to produce our forgings is very expensive but the forging process produces a superior part and also save us time machining. The roller pocket is forged into the body as is most of the internal area. This reduces our manufacturing cost significantly while supplying our customer with a superior product. The roller bearing is completely supported unlike some competitors that use a fork design because they machine their parts from a solid bar.



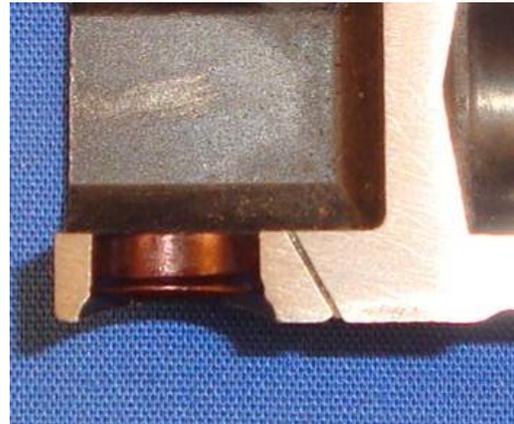
The part on the left is the initial piece of 0.900" diameter wire used to forge our bodies. The center part is the finished forging that was created from that same size piece of wire. So both of those pieces weigh the exact same amount. The part to the right is the finished forging cut to length and sectioned in half to show all of the features that are forged into our Roller body. The forging process produces grain flow of the material producing a stronger part than one made from a solid bar.

OEM Design Mechanical Roller Lifters:

We offer an alternative for the car enthusiast that wanted to upgrade his OEM Hydraulic Roller Camshaft to a mild performance Mechanical Roller Camshaft without the expensive aftermarket link bar Mechanical Roller Lifters. These lifters use the existing OEM anti rotation retainer as the original Hydraulic Lifters used.

Direct Shot (pat pend) Roller Lifters:

Hy-Lift Johnson introduces **Direct Shot** (pat pend) Bearing Oil injection system as an option to all of our roller Lifters, Identified by an “E” after the part number like A-2148E. Our system utilizes a proprietary oil band system that prevents debris from clogging up the oil supply hole. Our Oil Supply hole is located down from the Engine oil supply gallery where debris travels. This prevents pieces of debris from clogging up the 0.012” diameter oil supply hole. Other designs supply oil from the oil band area which is exposed to debris that might be in the oil system. Once the oil hole is clogged the benefits of this type of system are rendered useless. We also provide holes to each end of the bearing for extra reliability. Extreme engine testing has shown that our system has improved durability by as much as 300%.



Direct Shot Oiling System

delivers a constant supply of pressurized oil directly to where it is needed to the Roller Bearing.

OEM Deactivation Lifter Upgrades:

Hy-Lift Johnson Inc. now offers performance replacements to the OEM Deactivation Lifter systems for GM and Chrysler applications. The kit contains all the necessary items to replace the OEM Deactivation unit with our Performance Upgrade.



Hy-Lift Performance Upgrade for the GM Deactivation system



Hy-Lift Performance Upgrade for the Chrysler Deactivation system

Part Numbers and Applications

Hydraulic Flat Lifters

A-817	Chevy I4, I6, V6, and V8 Engines, 1955-1991
A-817R	Chevy I4, I6, V6, and V8 Engines, 1955-1991
A-817S	Chevy I4, I6, V6, and V8 Engines, 1955-1991
A-900	Ford I4, I6, V6, and V8 Engines, 1963-1997 Non FE Block
A-900R	Ford I4, I6, V6, and V8 Engines, 1963-1997 Non FE Block
A-900S	Ford I4, I6, V6, and V8 Engines, 1963-1997 Non FE Block
A-951	Pontiac I4, I6, V6, and V8 Engines, 1961-1985
A-951R	Pontiac I4, I6, V6, and V8 Engines, 1961-1985
A-951S	Pontiac I4, I6, V6, and V8 Engines, 1961-1985
A-969	Oldsmobile / Buick I4, I6, V6, and V8 Engines, 1967-1989
A969R	Oldsmobile / Buick I4, I6, V6, and V8 Engines, 1967-1989
A-969S	Oldsmobile / Buick I4, I6, V6, and V8 Engines, 1967-1989
A-976	Chrysler / AMC V8 Engines, 1968-1978 Narrow Oil Band
A-976R	Chrysler / AMC V8 Engines, 1968-1978 Narrow Oil Band
A-976S	Chrysler / AMC V8 Engines, 1968-1978 Narrow Oil Band
A-2011	Chrysler / AMC I6, V8 Engines, 1968-2004 Wide Oil Band
A-2011R	Chrysler / AMC I6, V8 Engines, 1968-2004 Wide Oil Band
A-2011S	Chrysler / AMC I6, V8 Engines, 1968-2004 Wide Oil Band
A-2083	Ford V6, and V8 Engines, 1952-1976 FE Block
A-2083R	Ford V6, and V8 Engines, 1952-1976 FE Block
A-2083S	Ford V6, and V8 Engines, 1952-1976 FE Block
A-2328R	Same as A-817R but Type II Material
A-2328S	Same as A-817S but Type II Material
A-2329R	Same as A-900R but Type II Material
A-2329S	Same as A-900S but Type II Material
A-2330R	Same as A-2011R but Type II Material
A-2330S	Same as A-2011S but Type II Material



Part Numbers and Applications

Mechanical Flat Lifters

A-840	GM Engines using Edge Orifice Metering
A-804E	GM Engines using Edge Orifice Metering with .015" Oil Hole
A-903	Ford V6, and V8 Engines, 1952-1976 FE Block
A-903E	Ford V6, and V8 Engines, 1952-1976 FE Block with .015" Oil Hole
A-992	Chevy, Olds and Buick I4, I6, V6, and V8 Engines, 1955-1991
A-992E	Chevy, Olds and Buick I4, I6, V6, and V8 Engines, 1955-1991 with .015" Oil Hole
A-998	Chrysler / AMC I6, V8 Engines, 1968-2004 with Oil Band
A-998E	Chrysler / AMC I6, V8 Engines, 1968-2004 with Oil Band and .015" Oil Hole
A-2000	Ford V6, and V8 Engines, 1952-1976 non FE Block
A-2000E	Ford V6, and V8 Engines, 1952-1976 non FE Block with .015" Oil Hole
A-2215	Pontiac I4, I6, V6, and V8 Engines, 1961-1985
A-2215E	Pontiac I4, I6, V6, and V8 Engines, 1961-1985 with .015" Oil Hole
A-2322	Same as A-2000 but Type II Material and Lightweight
A-2322E	Same as A-2000 but Type II Material, with .015" Oil Hole and Lightweight
A-2324	Same as A-998 but Type II Material and Lightweight
A-2324E	Same as A-998 but Type II Material, with .015" Oil Hole and Lightweight
A-2325	Same as A-992 but Type II Material and Lightweight
A-2325E	Same as A-992 but Type II Material, with .015" Oil Hole and Lightweight

OEM Style Hydraulic Roller Lifters

A-2148	GM I4, V6 and V8 SB Engines, 1984-2006
A-2148R	GM I4, V6 and V8 SB Engines, 1984-2006
A-2148S	GM I4, V6 and V8 SB Engines, 1984-2006
A-2148RE	GM I4, V6 and V8 SB Engines, 1984-2006 with Direct Shot Oiling
A-2148SE	GM I4, V6 and V8 SB Engines, 1984-2006 with Direct Shot Oiling



Part Numbers and Applications

OEM Style Hydraulic Roller Lifters cont.

A-2205	Ford V6 and V8 Engines, 1985-2007
A-2205R	Ford V6 and V8 Engines, 1985-2007
A-2205S	Ford V6 and V8 Engines, 1985-2007
A-2205RE	Ford V6 and V8 Engines, 1985-2007 with Direct Shot Oiling
A-2205SE	Ford V6 and V8 Engines, 1985-2007 with Direct Shot Oiling
A-2269	Chrysler V6, V8 and V10 Engines, 1985-2007
A-2269R	Chrysler V6, V8 and V10 Engines, 1985-2007
A-2269S	Chrysler V6, V8 and V10 Engines, 1985-2007
A-2269RE	Chrysler V6, V8 and V10 Engines, 1985-2007 with Direct Shot Oiling
A-2269SE	Chrysler V6, V8 and V10 Engines, 1985-2007 with Direct Shot Oiling
A-2279	Chevy Big Block V8 Engines, 1996-2013
A-2279R	Chevy Big Block V8 Engines, 1996-2013
A-2279S	Chevy Big Block V8 Engines, 1996-2013
A-2279RE	Chevy Big Block V8 Engines, 1996-2013 with Direct Shot Oiling
A-2279SE	Chevy Big Block V8 Engines, 1996-2013 with Direct Shot Oiling
A-2281	GM Small Block LS Engines, 1997-2013
A-2281R	GM Small Block LS Engines, 1997-2013
A-2281S	GM Small Block LS Engines, 1997-2013
A-2281RE	GM Small Block LS Engines, 1997-2013 with Direct Shot Oiling
A-2281SE	GM Small Block LS Engines, 1997-2013 with Direct Shot Oiling
A-2335	Chrysler Hemi, non Deactivating Lifter
A-2335R	Chrysler Hemi, non Deactivating Lifter
A-2335S	Chrysler Hemi, non Deactivating Lifter
A-2335RE	Chrysler Hemi, non Deactivating Lifter with Direct Shot Oiling
A-2335SE	Chrysler Hemi, non Deactivating Lifter with Direct Shot Oiling



OEM Style Mechanical Roller Lifters

A-2992	GM I4, V6 and V8 SB Engines, 1984-2006
A-2992E	GM I4, V6 and V8 SB Engines, 1984-2006 with Direct Shot Oiling

Part Numbers and Applications

OEM Style Mechanical Roller Lifters cont.

- A-2336 Chrysler Hemi, 2003 and up
A-2336E Chrysler Hemi, 2003 and up, with Direct Shot Oiling
- A-2337 Ford V6 and V8 Engines, 1985-2007
A-2337E Ford V6 and V8 Engines, 1985-2007 with Direct Shot Oiling
- A-2338 Chrysler V6, V8 and V10 Engines, 1985-2007
A-2338E Chrysler V6, V8 and V10 Engines, 1985-2007 with Direct Shot Oiling
- A-2339 GM Small Block LS Engines, 1997-2013
A-2339E GM Small Block LS Engines, 1997-2013 with Direct Shot Oiling

Retro-Fit Hydraulic Roller Lifters

- A-2340R Chevy Small Block, Verticle Bar
A-2340S Chevy Small Block, Verticle Bar
A-2340RE Chevy Small Block, Verticle Bar, with Direct Shot Oiling
A-2340SE Chevy Small Block, Verticle Bar, with Direct Shot Oiling
- A-2341R Chevy Big Block
A-2341S Chevy Big Block
A-2341RE Chevy Big Block, with Direct Shot Oiling
A-2341SE Chevy Big Block, with Direct Shot Oiling
- A-2342R Chevy Big Block, +.300
A-2342S Chevy Big Block, +.300
A-2342RE Chevy Big Block, +.300 and with Direct Shot Oiling
A-2342SE Chevy Big Block, +.300 and with Direct Shot Oiling
- A-2343R Ford Small Block
A-2343S Ford Small Block
A-2343RE Ford Small Block with Direct Shot Oiling
A-2343SE Ford Small Block with Direct Shot Oiling



Part Numbers and Applications

Retro-Fit Hydraulic Roller Lifters cont.

A-2344R Ford Big Block
A-2344S Ford Big Block
A-2344RE Ford Big Block with Direct Shot Oiling
A-2344SE Ford Big Block with Direct Shot Oiling

A-2345R Chrysler Small Block
A-2345S Chrysler Small Block
A-2345RE Chrysler Small Block with Direct Shot Oiling
A-2345SE Chrysler Small Block with Direct Shot Oiling

A-2346R Chrysler Big Block
A-2346S Chrysler Big Block
A-2346RE Chrysler Big Block with Direct Shot Oiling
A-2346SE Chrysler Big Block with Direct Shot Oiling

A-2347R Pontiac / Olds Engines
A-2347S Pontiac / Olds Engines
A-2347RE Pontiac / Olds Engines with Direct Shot Oiling
A-2347SE Pontiac / Olds Engines with Direct Shot Oiling

A-2348R GM Small Block LS Engines
A-2348S GM Small Block LS Engines
A-2348RE GM Small Block LS Engines with Direct Shot Oiling
A-2348SE GM Small Block LS Engines with Direct Shot Oiling



Retro-Fit Mechanical Roller Lifters

A-2360 Chevy Small Block, Verticle Bar
A-2360E Chevy Small Block, Verticle Bar, with Direct Shot Oiling

A-2361 Chevy Big Block
A-2361E Chevy Big Block, with Direct Shot Oiling

A-2362 GM Small Block LS Engines
A-2362E GM Small Block LS Engines with Direct Shot Oiling



Part Numbers and Applications

Retro-Fit Mechanical Roller Lifters cont.

A-2363	Ford Small Block
A-2363E	Ford Small Block, with Direct Shot Oiling
A-2364	Ford Big Block
A-2364E	Ford Big Block with Direct Shot Oiling
A-2365	Chrysler Small Block
A-2365E	Chrysler Small Block with Direct Shot Oiling
A-2366	Chrysler Big Block
A-2366E	Chrysler Big Block with Direct Shot Oiling
A-2367	Pontiac / Olds Engines
A-2367E	Pontiac / Olds Engines with Direct Shot Oiling

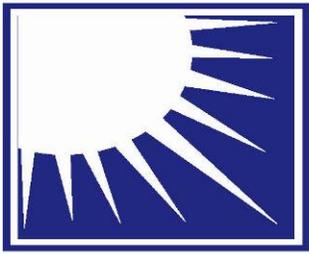


Tech Notes:

Hydraulic Lifters “Pump-up” and hold the valves open, is a misconception. The lifter will not pump up to hold the valves open, it is actually valve float. The lifter’s function is to take up any lash in the valve train system. When a valve floats because of inadequate valve spring pressure or harmonics the Lifter’s piston will adjust on the base circle of the cam to take up this clearance. Now when the Valve spring catches up to the rest of the valve train it will want to close the valve but won’t be able too because the Lifter has extended. This will hold the valve open and will result in a loss of power.

How much preload is right? The Hydraulic lifter only needs a small amount of preload. This preload is just to take up any lash in the system and then to remove any contact between the internal components of the lifter and the retaining ring. We only recommend .020” to .040” of preload on any of our lifters.

Short Travel Lifters function like mechanical lifters but they are much harder on the valve train components. These were developed because the standard hydraulic lifters couldn’t handle the higher spring pressures used in performance engines. These are usually made with a spacer to reduce the piston’s travel so the amount of valve lift loss is kept to a minimum. A mechanical lifter is installed with a small amount of lash to take up thermal growth in the valve train. This lash is taken up when the lifter starts up the cam lobe. There is no pressure being translated from the valve springs through the push rod at this point. This is a smooth transition to remove the lash before the valve starts to open. With the short travel lifter these are made to have no lash initially but they end up collapsing during the opening of the valve. The difference between these two is that when the short travel lifter collapses it is while there is a significant load from the valve spring translated down the push rod. This load is usually when the valve is almost completely open where the most pressure is on the lifter. When the lifter collapses it is bottoming out with a very heavy load on the piston. This acts like a hammer hitting the lifter and will send a shock wave to the mating Camshaft lobe’s surface. This shock load is detrimental to the mating surfaces and even worst when a roller lifter is being used. Tests have shown that these short travel lifters will reduce roller bearing life by as much as 70%. Our “S” lifters are designed to handle heavier Valve spring loads without losing valve lift or collapsing like inferior Short Travel Lifters will.



HYLIFT JOHNSON

A Division of Topline Automotive

Muskegon, USA



Hy-Lift Johnson Inc. has been the leading Lifter manufacturer for more than 70 years. We manufacture all of our Lifters in our 167,000 sf facility located Muskegon, MI. USA or in our brand new modern 325,000 sf facility in Brooksville, FL. USA. We are known in the Industry as the manufacturer of the Highest Quality Lifters for the widest range of OEM and Aftermarket applications. Because of this status we have seen a lot of lifters showing up in the industry that say they are made by us and look like ours but were made elsewhere. Some companies think they can steal a name and that alone will provide the quality, but at Hy-Lift Johnson Inc. we understand that it's all about the highest grade American materials, precision craftsmanship using the best equipment, and expert engineering. That is what created the name and the reputation in the first place. Make sure you are buying Lifters manufactured from the real company that has been in business for more than 70 years and not some fake!

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