Rocker Arm Installation Guide

Determine Correct Pushrod Length: To determine the correct pushrod length place a pushrod length checker into a lifter and install a rocker arm assembly. Be sure the cam is rotated to the case circle. Seat the bottom of the adjuster screw up against the recess in the rocker arm and turn the adjuster screw clockwise 1 ¼ turns down. This is the initial adjuster position. Adjust the pushrod length tool to the proper length with running valve lash, remove from the engine, and measure its overall length. This will be the length of the pushrods you will need.

Final Assembly: After all of the stand heights have been set, place a rocker and shaft back on the stand to assure good rocker to valve alignment. If the rocker-to-valve alignment is proper, begin the process of torquing everything, starting by aligning and tightening the stands, using the specifications listed below. It is highly recommended the Engine be oil primed until oil comes out of every rocker tip. Failure to do so can result in tip/adjuster/trunnion failure. If priming is not possible, we recommend to soak the rocker set in motor oil.

Important Torque Specifications: Using the proper torque specification for each application is extremely important. Should there be any discrepancy, refer to the cylinder head manufacturers torque specifications.

SAE Bolts

Rocker stand to head 7/16 – 14 Bolt:	45-50ft lbs w/o Helicoil
Use sealer on any bolts that protrude into runners	55-60 ft lbs w/Helicoil
Exhaust rocker stand to intake stand 5/16-18 bolt:	18-23 ft lbs **WITH RED LOCTITE**
Rocker arm to rocker stand 5/16 Stud & Nut or bolt:	18-23 ft lbs

Tips:

*Torque values will change depending on thread engagement.
*Always use the longest bolt possible without bottoming out.
*All studs into head or stand are hand tight with oil – no thread lock is necessary.
*All torque values are based on using standard oil for lubrication.