



Stud Mount Rocker Installation Instructions

Inspect your components: Check all components that are being reused for wear or damage.

Trial fitment: Remove one rocker from the box for trial fitment on all valves. If you have a fitment issue, resolve it prior to installing all the rockers on the engine. Once you install all of the rockers they cannot be returned or exchanged. If you have any questions please contact Scorpion Technical Support at 352-512-0800.

Some areas to check would be:

- 1) Pushrod length.
- 2) Interference between the rocker and any of the surrounding components (valve spring, retainer, rocker stud, valve cover, cylinder head, etc.).
- 3) If higher ratio rockers, check for pushrod to cylinder head and/or guide plate (if used) clearance. Also check that there is no spring bind, retainer to seal or piston to valve interference due to the added lift.

Positioning engine for rocker install and adjustment: You will install and adjust one rocker at a time and on one cylinder at a time always turning the engine in the normal direction of rotation. Rotate the engine until the exhaust pushrod is all the way down, continue rotating until it just starts to move upward. Stop, lubricate, install and adjust the intake rocker (see adjustment section below).

Then rotate the engine until the intake valve is open and then just closes. Stop, lubricate, install and adjust the exhaust rocker. You will continue this procedure cylinder by cylinder.

Adjustment recommendations:

Hydraulic:

Position engine as described above. Turn the locking nut down with your fingers while lightly moving the pushrod up and down (using very slight pressure). When there is no more up and down pushrod movement that is "zero" lash. From there tighten the nut $\frac{1}{4}$ to 1 turn down (lifter preload) and lock the set screw in place. If it is an aftermarket cam and lifters follow the manufacturers' preload instructions. Do not go back and check your adjustment as it will seem loose due to lifter bleed down.

Mechanical:

The amount of valve lash used is determined by the cam lobe design and is not determined by the rocker. This means the only person that knows the correct valve lash on a particular cam is the camshaft manufacturer.

After installing the rocker as outlined above use a feeler gage to set the lash. Using the correct size feeler and another .002" thicker. After setting the lash to the correct setting, take the .002" thicker feeler and make sure it doesn't fit.

The above engine positioning and this lashing procedure will ensure the lash is correct and repeatable.

If using a valve train stabilizer (stud girdle) make sure correct lash is maintained after installation of the stabilizer and there is no contact between the stabilizer and the rockers and the stabilizer nuts and the rockers.

Rocker arm adjusting nuts: The set screw locks the adjusting nut in place. Tightening the set screw while holding the nut with a wrench is the correct procedure. After this is done you can lightly "bump" the $\frac{5}{8}$ " wrench to tighten the nut and help seat the set screw into the top of the rocker stud. Do not overtighten as the nut or stud can be damaged. While some people look for a torque setting on the set screw, the above is the accepted procedure. We do not recommend using thread locking compound on the set screw. If you are experiencing loosening of the adjusting nut it is usually caused by an irregular surface on the top of the rocker stud allowing the set screw to only contact a small area.