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INSTALLATION INSTRUCTIONS

Please follow these instructions to ensure the proper operation of your T & D MACHINE PRODUCTS Chrysler B-1 Rocker Arm Assembly.

1. CYLINDER HEAD INSPECTION AND CLEANING

Inspect the cylinder heads to be sure they are clean and free of any burrs that may interfere with the rocker stands. Inspect the tapped holes for proper thread depth. Minimum thread depth is $3/4$ ".

2. STUD INSTALLATION

Install the $3/8$ " studs in their respective positions, per Figure 1, and torque the studs to 60 inch-pounds. Install the $5/16$ " studs next, and torque them to 50 inch-pounds.

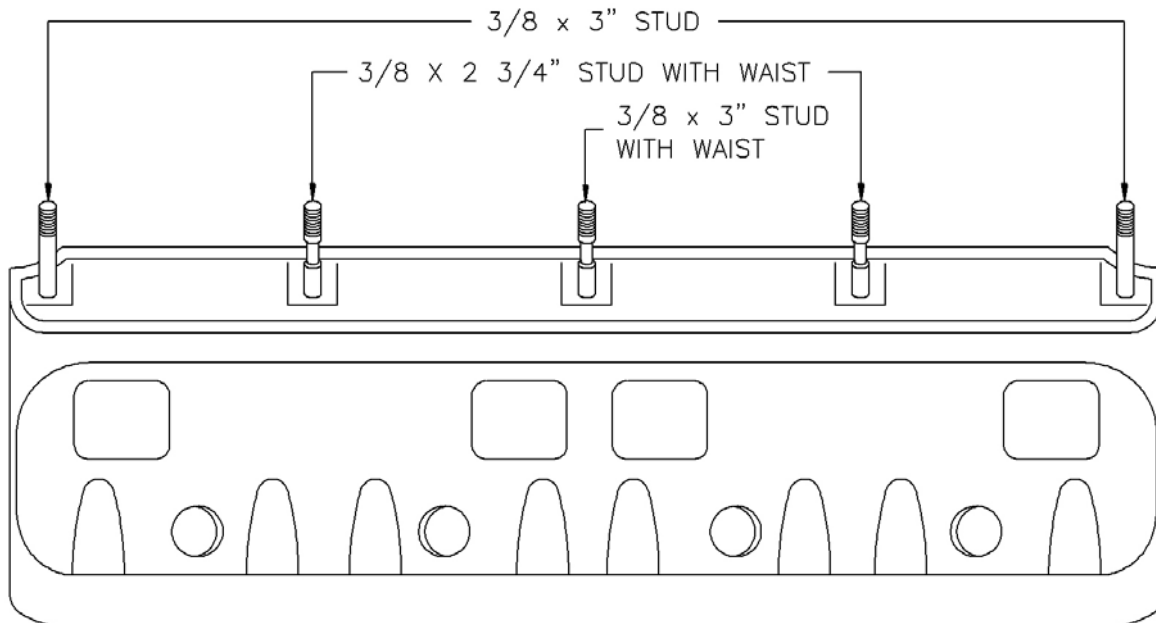


Figure 1 Stud Placement

P/N 05970

3. DETERMINE CORRECT PUSHROD LENGTH

Place the pushrod length checker into the lifter and install the rocker arm assemblies. Be sure the cam is rotated to the base circle. Seat the bottom of the adjuster screw up against the recess in the rocker arm and turn the adjuster screw clockwise one full turn down. This is the initial adjuster position. Adjust the pushrod length tool to the proper length, remove from the engine, and measure its overall length.

The rocker arm should not be operated with the adjuster screw more than one turn up or down, from the initial adjuster position. Doing so can cut off the flow of oil to the rocker arm.

4. FINAL ASSEMBLY

Place the rocker arm assemblies on the cylinder heads, making sure the intermediate stands that have the oil gallery are placed over the oil supply hole. Torque the 3/8" nuts to 25-30 foot-pounds and the 5/16" nuts to 20 foot-pounds. After all of the stands have been tightened down, set valve lash and torque the adjuster screw jam nut to 5/20 ft-lbs.