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## INSTALLATION INSTRUCTIONS

Please follow these instructions to ensure the proper operation of your T & D MACHINE PRODUCTS Chrysler Econo W-2/Chrysler 440 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.

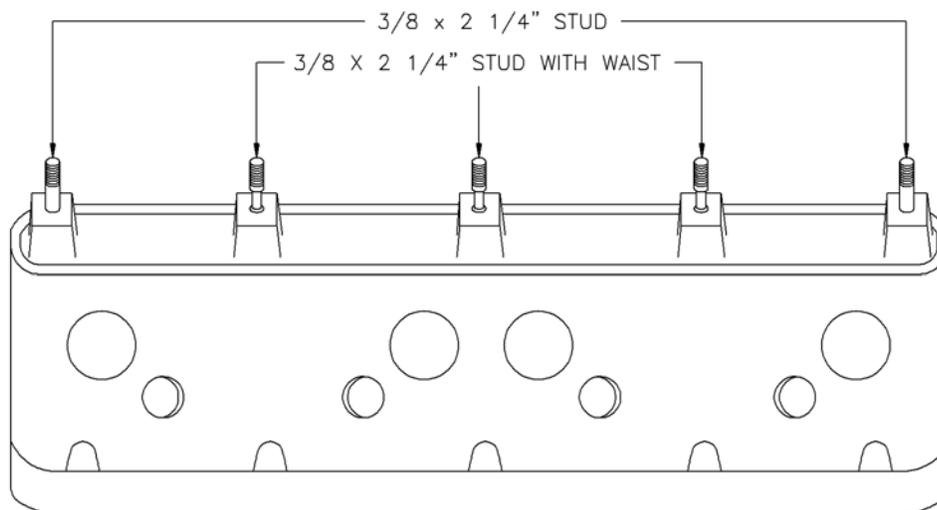


Figure 1 - Stud Placement

### 3. DETERMINE CORRECT PUSHROD LENGTH

Place a 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. Torque the 3/8" nuts to 35 foot-pounds. Check all of the pairs of rockers for proper side clearance and ease of rotation. If any of the pairs of rockers feel tight, check for interference between the pedestals and the side shims. Due to inconsistencies in casting, some grinding of the rocker pedestals may be necessary. After all of the stands have been checked and tightened down, set valve lash and torque the adjuster screw jam nut to 5/20 ft-lbs.

#### NOTE:

Due to the rocker system being oiled thru the shaft, provisions have been made in several parts of the assembly to provide maximum amounts of oil to the rocker arms. If the rocker system is dis-assembled for any reason, care must be taken to keep all of components oriented in the correct manner. Failure to do so can severely restrict oil to the rocker arms. If there are any questions concerning re-assembly, please call our tech line at the above number for assistance.

Also, these rocker arm assemblies have been designed to be used with valve tip that extends a minimum of 0.100" above the retainer. Use of a valve tip that is flush with the top of the retainer will interfere with the rocker arm and will keep the roller tip from contacting the valve stem.