

Mopar with ball style adjustable rockers
(These instructions can be used with most OEM shaft rocker style design engines like
FE Fords etc.)

The instructions that follow assume the following:

- 1) The work has already been done regarding the geometry of the rocker arm to valve stem contact area
- 2) You already have an understanding of the difference between the heel and toe (lowest & highest point) of the cam lobe and how to determine when the lifter is at either one.
- 3) You possess a useable adjustable pushrod (length checker)

Depending on your application (hydraulic flat tappet cam, solid roller, etc) the one thing you may want to determine while you're figuring out your length is what diameter of pushrod you can fit in your engine. This will be useful when placing your order.

For a hydraulic application, place your rocker arm adjusting screw in a position that one thread is exposed out the bottom of the rocker arm. For a solid lifter application place your rocker adjusting screw in a position that two threads are exposed out the bottom of the rocker arm. If using an adjustable pushrod for determining length, consider that there are several types available. There are some with cups in the top, balls in the top and some with just flat screws in the top. Any of them will work.

The ball style or the flat style is the least confusing as you can accurately determine the length of pushrod you need. The measurement from end to end on either of these is the exact measurement to the inside of the cup. This length is what we call the effective length and is the best length to know.

The cup style will work as well but is not always as accurate unless either the cup depth is known or the physical measurement of the adjustable pushrod is taken with a corresponding size ball bearing placed inside the cup and the diameter of the ball is subtracted from the resulting measurement. By using this method, the final dimension is the actual length to the bottom of the cup which, again, is the effective length. The overall length is acceptable (the length from the lifter end to the top of the cup) but is not necessarily as accurate.

Anyway, use your adjustable pushrod and adjust it out in position just until all the play is gone from between the pushrod and lifter as well as pushrod to the rocker arm. Don't worry about the preload or lash for either hydraulic or solid applications as this has already been taken into consideration with the one or two thread exposure mentioned before.

Check a couple intakes and a couple exhausts on each side to measure for consistency. Once you are satisfied with your results, call us or print out our order form, fill it in to the best of your ability and mail it along with your adjustable pushrod to us and we'll take it from there.

As an aside, if you don't have an adjustable pushrod, but you *do* have a pushrod that is the correct style but the length is wrong (too short is easiest) you can still use that pushrod to determine your length. Place the short pushrod in position and adjust your rocker screw down into it until there is no play then count the number of turns you have to unscrew the rocker adjusting screw. If you measure the length of the pushrod you used and give us that length along with the number of turns you had to unscrew the rocker adjusting screw, we can interpolate the information to derive the correct length.

Lastly, in case you have access to neither of the above (adjustable pushrod or shorter than needed correct pushrod) there is still another option. You can use a piece of wooden dowel (5/16 is easiest). Sand one end into some semblance of a ball end (you just want to try to make sure the center of the dowel touches the bottom of the pocket in the lifter) and cut the top of square to the point it just touches the bottom of the ball on the rocker adjusting screw. If you cut it too short, no problem, do the same as above in the too short a pushrod scenario and run the rocker adjusting screw down until it touches then unscrew it again counting the number of turns until you get it back to the one or two threads you need to end up with.