

5. Remove rockers and measure the width of the contact patch. .060" [1.5mm] or less is the goal in most cases but the higher the valve lift the greater the width will be. In many instances .080" [2.0mm] or .090" [2.2mm] is quite acceptable.

The movement of the roller across the valve should be gradual and as even as possible. A wide patch and excessive lateral movement at the start of the valve opening indicates shaft position is too low, and a wide patch with excessive lateral movement toward full lift indicates shaft position is too high.

6. Once shaft height has been determined carefully check again for free operation and specified clearance in both, valve open and valve closed positions, paying special attention to the head of the mounting bolt and the internal machining of the rocker arm, as noted in drawings.
7. When checking for pushrod length and certainly in operation, it is most desirable to have adjusting screws no more than one and a half turns out from the fully backed off position.

NOTE: On single shaft applications, the shaft heights are usually set in-groups of inlet and exhaust. Twin shafts must be set in pairs, as shafts must remain parallel to head for correct operation.

FURTHER TECHNICAL TIPS

All rocker arms have a limit to their rotation, at some point the arm will hit on the stud, posilok, pedestal or head of the retaining bolt. It is vital to ensure the operating range of the rockers on each engine configuration is within these limits to avoid severe damage.

Poor quality aftermarket pushrods can burn up adjusters and pushrod ends, therefore it is advisable to ensure they have the correct shape and size on the ends. Bearing blue can be used to check that pushrod end matches rocker adjuster or cup. Swaged end one piece pushrods should be checked for binding in cup or adjuster at full lift, as they do not allow as much rotation as ball end pushrods.

On increased ratio rockers, the pushrod cup or adjuster is moved closer to the centre of the arm. This may require additional clearance in cylinder head pushrod holes and guide plates where fitted.

TORQUE SETTINGS

5/16" CAPSCREWS 25lb/ft

3/8" CAPSCREWS 35-40lb/ft

7/16" CAPSCREWS 50-55lb/ft

WITH UNDERSIDE OF CAPSCREW HEADS OILED

3/8" ADJUSTER LOCKNUTS 35lb/ft MAX

3/8" AND 7/16" POSILOKS set lash at .002" larger than required
tighten grub screw to 15lb/ft, then tighten grub screw and posilok nut
together to required lash.

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