



**WHEN ALL ELSE FAILS, PLEASE READ THESE
ASSEMBLY INSTRUCTIONS FOR ALL YELLA TERRA™
ROLLER ROCKERS**

WARNING

THESE ROCKERS ARE DESIGNED TO FIT CATALOGUED APPLICATIONS, USING BASICALLY STANDARD COMPONENTS WITH MINIMUM ATTENTION TO FITMENT. HOWEVER AS WE HAVE NO CONTROL OVER ENGINE ASSEMBLY OR THE LARGE VARIETY OF AVAILABLE COMPONENTS, CAUTION MUST BE EXERCISED TO ENSURE FREE OPERATION AND CORRECT ROCKER GEOMETRY, FOR MAXIMUM BENEFIT FROM THESE PRODUCTS. FAILURE TO CARRY OUT THESE CHECKS VOIDS ANY IMPLIED OR EXPRESSED WARRANTY

STUD MOUNT ROCKER CHECKING PROCEDURE

Clearance and geometry checks cannot be properly carried out with hydraulic lifters fitted.

If hydraulic lifters are to be used then solid lifters of the same height will be required to perform the following checks.

First check for minimum .060" [1.5mm] clearance between larger than standard valve springs and retainers and front of rocker arm body.

NOTE: grinding or machining in this area can weaken arm and will void warranty.

It is desirable to have the least possible amount of roller movement across the valve tip as possible. This will provide maximum valve lift and minimum wear and side loading of the valves and guides.

To determine the roller movement across the valve tip, known as the "rocker strike" or "contact patch", apply a thin smear of bearing blue (Prussian blue) to the valve tip, fit rocker arm and set lash clearance. Engines fitted with hydraulic lifter cams set clearance to zero.

Rotate the engine by hand at least one full turn watching the roller movement across the valve, the roller should move forward across the tip until half lift and then back to its starting position at full lift.

The "rocker strike" or "contact patch" should be central on the valve unless non standard length valves are fitted due to the intersecting angles of the stud and valve centrelines.

Geometry can be changed by fitting different length pushrods or valve lash caps, shorter pushrods or lash caps will bring the starting point further back from the centre of the valve, longer pushrods will have the opposite effect.

Ideal geometry will have a strike area of approximately .060" [1.5mm] wide, central on the valve and have the major amount of roller movement at low lift where the spring pressure is least.

Before running the engine it is vital to ensure free operation and at least .060" [1.5mm] of clearance between arm and valve spring, retainer, base of rocker stud and back of posilok nut.

Clearance should be checked at both closed and fully open valve positions.

Special note for stud girdle applications

Posiloks must not exceed .560" diameter at base or damage to inner bearing cages will result.