



INSTRUCTIONS

SHAFT ROCKER SYSTEM INSTALLATION

Congratulations on your purchase of the BEST Shaft Rocker System on the market today! COMP Cams® strives to continually engineer and produce the finest racing components available. Therefore, we ask that you *please read the following instructions* to insure the longevity and continued performance of your Shaft Rocker System.

Prior to Installation:

- The Roller-Tips need to be submersed in oil for a minimum of 3 hours to allow full lubricant penetration of the roller tip and roller axle. We suggest using a household ice-tray for this purpose.
- *Everything must be pre-oiled! – Bearings, shafts, roller tips!*
- Please check your heads for any obstructions that may prevent the rocker stand(s) from bolting down evenly.
- Please inspect all stand bolt-holes to make sure that threads have not been damaged during removal of old rockers.

Installation:

- 7/16-14 stand bolts that have been provided should be torqued to 45 ft-lbs when tightening to head bolt-holes. We also recommend Loc-Tite® thread sealer if the bolt-hole goes into the intake runner – also check overall bolt length as some grinding may be necessary.
- The 5/16-18 Torx™ head bolts should be tightened to 25 ft-lbs.
- Place the rocker(s) onto the shaft with a shim on each side of the rocker and a lock ring placed on the outside of each shim. The shims prevent side pressure to the shaft bearings.
- Place a few drops of oil on the adjuster threads before installation. Tighten the adjuster by hand until bottomed out. Loosen the adjuster 1 turn and thread the adjuster nut on the adjuster. Tighten the adjuster nut 45 ft-lbs to seat the adjuster. *Do not torque the adjuster nut with the adjuster bottomed out!* Once seated, loosen the adjuster nut and set the adjuster for valve lash. Retighten the adjuster nut to 35 ft-lbs (recommended). *Do not run the rocker arm with the adjuster bottomed out!*
- Use a small oiling can and place the tip against the oiler hole in the adjuster. Oil it until oil comes out of the oiling hole behind the roller tip.

Post Installation:

- The Synchronized oil system must be checked periodically to prevent obstruction of the oiler hole.
- After the valve has been adjusted properly make sure that the 12 pt nut is tightened but do not over tighten.
***Severe engine damage may result if the nut comes loose during running!*
- *Never – Never – Never re-tap the 7/16-20 adjuster hole with any tap other than ours.* We offer the correct tap from the factory!

By their very nature, competition racing components are constantly pushed to extremes. While our products are engineered to withstand the rigors of intense racing, COMP Cams® can exercise no control over the installation nor the varying conditions in which our products are used. *There is absolutely no warranty or guarantee that is either written or implied. COMP Cams® will not be liable for any loss, damage, or injury – direct or indirect – arising from the use or misuse of our products.* Before using, the user shall determine the suitability of the product for its intended use, and the user shall assume all responsibility for use of any products purchased from COMP Cams®.