



SCORPION

RACING PRODUCTS

PERFORMANCE CATALOG

Rocker Arms
Fuel Rail Kits
Valve Train Stabilizers
Lubricants
Apparel & More!



**MADE IN AMERICA
AND
PROUD OF IT!**

SHAFT MOUNT ROCKER ARMS



STUD MOUNT ROCKER ARMS



NEW ADJUSTABLE
PEDESTAL MOUNT
ROCKER ARMS

FUEL RAIL KITS

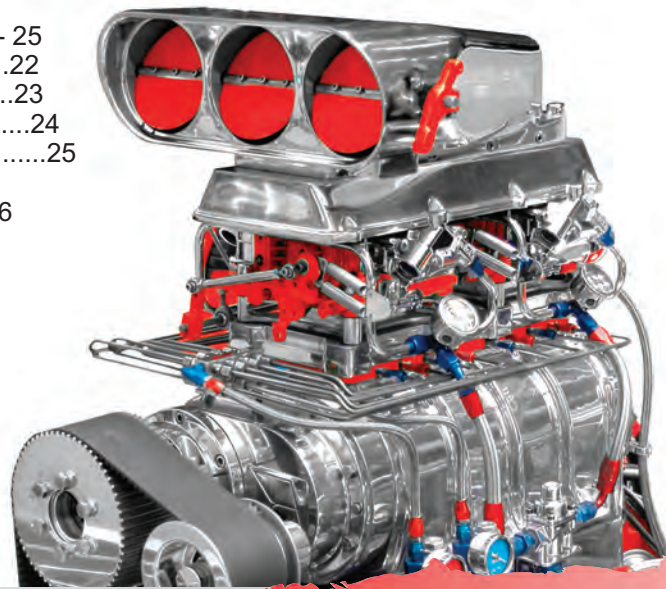


VALVE TRAIN STABILIZER KITS



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ROCKER ARMS FEATURES

THE BEST HIGH PERFORMANCE RACING ROCKER ARMS, AND THEY'RE MANUFACTURED RIGHT HERE IN THE USA. DON'T SETTLE FOR IMPORTED JUNK!

All Scorpion Stud Mount Roller Rocker Arms Feature:

Needle Bearing Fulcrum and Roller Tip, Centerless Ground Trunnion, Centerless Ground Pin & Roller, Burr-Free Thru Hole in Trunnion, Large Machined Seat, Thick Walled Adjusting Nut, Pedestals Machined from Solid Steel, Black Oxide Coated Steel Parts, and 100% CNC Machined in the USA.

- Many ratios available
- Lightweight 7000 series aerospace-grade aluminum bodies for maximum strength and durability
- Clear 1.625" valve springs
- Full body design
- Anodized blue for additional protection and durability
- Exclusive LIFETIME WARRANTY on all series*

RACE SERIES

- Available ratios 1.6, 1.7 & 1.8 AMC
- Available ratios 1.3 thru 1.8 Chevy
- Available ratios 1.5 thru 1.83 Ford
- Available ratios 1.6 & 1.7 Oldsmobile
- Available ratios 1.5 & 1.65 Pontiac
- Handle .950" lift & 950 lbs. max open spring pressure
- Clear 1.625" valve springs
- 1.6" fulcrum width

LS RACE SERIES

- Available ratios 1.7 & 1.8 Chevy LS
- The only 'No Machining Required' kit in production
- Use standard length pushrods
- No need for valve cover spacers

NARROW BODY RACE SERIES

- Available ratios 1.5, 1.6 & 1.7
- Designed for center bolt valve covers on Chevy
- Must use a guide plate
- 1.2" fulcrum width

NARROW BODY SELF-ALIGNING RACE SERIES

- Available ratios 1.3 thru 1.7 Chevy
- The only one-piece nose roller on the market
- Designed for center bolt valve covers on Chevy
- Self-aligning eliminates the need for guide plate

ENDURANCE SERIES

Endurance Series rockers have Race Series features PLUS:

- Lighter weight for faster RPM gain - average 28 grams lighter than Race Series rocker arms
- Lower profile than Race Series rocker arms for better fitment under most stock valve covers
- Shorter polylocks than Race Series polylocks for better valve cover clearance
- Handle .750" lift & 750 lbs. max open spring pressure
- **NEW** Adjustable Pedestal Mount rocker arms

MARINE ENDURANCE SERIES

Marine Endurance Series rockers have all Endurance Series features but are shaped specifically for marine engine applications.

- Top rear corners angle-cut to clear marine style valve covers
- Developed, tested and proven in marine racing applications

NEW ENDURANCE SERIES SHAFT MOUNT

- Chevy, Chrysler, Ford, Olds & Pontiac - Many ratios
- Fully radiused 7000 series aluminum rocker bodies
- All steel rocker parts made from ASTM-certified bearing quality steel
- 4140 heat-treated steel stands
- .562" diameter centerless ground shafts
- .625" adjuster engagement
- Each lightened assembled shaft rocker weighs approximately 120 grams

COMING SOON - STEEL ROCKERS!

NOTE: Please see page 26 for Tech Code explanations, for Tech Support and Returns information, and for answers to other frequently asked questions.

*SCORPION LIFETIME WARRANTY

Warranty is for products to be free from defects in material and workmanship. Scorpion warrants that when their products are properly installed in a correct application, they will be free from defect and will function as specified. This warranty will be void on all products that show evidence of misapplication, improper installation, abuse, lack of proper maintenance, negligence or alteration of original design. This warranty covers Scorpion parts only. It does not cover other components, labor or related expenses. Scorpion reserves the right to make necessary changes in its products at any time to improve product performance. These changes in products will be made without obligation to change or improve products that were previously manufactured. Warranty is only for the original purchaser and all returns must be accompanied by the original receipt.



Race Series vs. Endurance Series

Scorpion Racing Products offers you a choice for top quality roller rocker arms.
 Made for the most demanding street and racing applications, Scorpion's Race Series and Endurance Series Roller Rocker Arms provide superior performance and more horsepower.

RACE SERIES ROLLER ROCKER ARMS FEATURE:



- Full body design
- Many ratios available
- Clear 1.625" OD valve springs
- Handle .950" lift & 950 lbs max open spring pressure
- Aerospace-grade 7000 Series aluminum bodies
- Precision ground needle bearings
- Centerless ground fulcrum
- Roller tip and pin
- Anodized for additional protection and durability

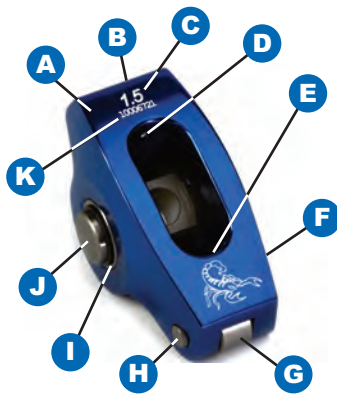
ENDURANCE SERIES ROLLER ROCKER ARMS HAVE RACE SERIES FEATURES PLUS:



- Lighter weight for rapid RPM gain - 28 grams (average) lighter than Race Series rocker arms
- Lower profile than Race Series rocker arms for better fitment under most stock valve covers
- Shorter polylocks than Race Series rocker arms for better valve cover clearance
- Handle .750" lift & 750 lbs max open spring pressure

Applications: American Motors, Small & Big Block Chevy, Small & Big Block Ford, Oldsmobile, Pontiac

**All Scorpion rocker arms are 100% CNC machined in the USA.
 All Scorpion rocker arms have an exclusive LIFETIME WARRANTY.**



WORLD'S BEST STUD MOUNT ROLLER ROCKER ARMS!

- | | |
|---|--|
| <p>A 7000 Series high strength aluminum bodies</p> <p>B Heat treated and polished 8620 steel pushrod seats</p> <p>C Ratios from 1.3 to 1.83 with .100" and .150" offsets available</p> <p>D Directed oiling from pushrod to trunnion bearings</p> <p>E Directed oiling to nose wheel and valve spring</p> <p>F Machined for 1.625" valve springs</p> <p>G Heat treated and precision ground 8620 high carbon steel rollers</p> | <p>H Heat treated and precision ground high carbon chromium steel axles</p> <p>I Full compliment, high load, USA-made bearings</p> <p>J Heat treated and precision ground bearing quality steel trunnions</p> <p>K Scorpion's LOT number, not the part number</p> <p>• All steel rocker components made from bearing quality steel</p> <p>• Exclusive LIFETIME WARRANTY</p> <p>• 100% MADE IN THE USA!</p> |
|---|--|



RACE SERIES ROCKER ARMS



All Scorpion Rocker Arms Feature:

Lightweight 7000 Series Aerospace-grade Aluminum Bodies for Maximum Strength and Durability, Needle Bearing Fulcrum and Roller Tip, Centerless Ground Trunnion, Centerless Ground Pin & Roller, Burr-Free Thru Hole in Trunnion, Large Machined Seat, Thick Walled Adjusting Nut, Pedestals Machined from Solid Steel, Black Oxide Coated Steel Parts, Anodized for Additional Protection and Durability, 100% CNC Machined in the USA, Exclusive LIFETIME WARRANTY*.

RACE SERIES Rocker Arms feature:

- Full body design
- Handle .950" lift & 950 lbs. max open spring pressure
- Clear 1.625" valve springs
- 1.6" fulcrum width

NOTE: FOR ALL MIXED RATIO ROCKER ARM SETS

i = Intake
e = Exhaust

AMERICAN MOTORS

AMC V-8 / 5/16

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
1097	1.6	5/16 Pedestal	G
1104	1.7	5/16 Pedestal	G

Rocker for this engine also available in Endurance Series

AMC V-8 / 3/8

Part Number	Ratios	Stud	Tech Codes
1054	1.6	3/8	G

Rocker for this engine also available in Endurance Series

AMC V-8 / 7/16

Part Number	Ratios	Stud	Tech Codes
1055	1.6	7/16	G
1102	1.7	7/16	E, G
1103	1.8	7/16	E, G

Rocker for this engine also available in Endurance Series

CHEVROLET

Chevy V-6 200-262 / 7/16 - .150" Offset

Part Number	Ratios	Stud	Tech Codes
1048	1.55	7/16	C, E
1093	1.6	7/16	C, E
1049	1.65	7/16	C, E
1094	1.65i / 1.55e	7/16	C, E

Small Block Chevy V-8 265-400 / 3/8

Part Number	Ratios	Stud	Tech Codes
1004	1.3	3/8	I
1000	1.5	3/8	
1006	1.55	3/8	E
1002	1.6	3/8	E
1027	1.6i / 1.5e	3/8	E
1008	1.65	3/8	E
1029	1.65i / 1.5e	3/8	E
1025	1.7	3/8	E

Rockers for these engines also available in Endurance Series

Small Block Chevy V-8 265-400 / 3/8 - .150" Offset

Part Number	Ratios	Stud	Tech Codes
1010	1.5	3/8	A
1012	1.6	3/8	A, E
1043	1.6i / 1.5e	3/8	A, E
1031	1.65	3/8	A, E
1033	1.7	3/8	A, E

Small Block Chevy V-8 265-400 / 7/16

Part Number	Ratios	Stud	Tech Codes
1005	1.3	7/16	I
1001	1.5	7/16	
1007	1.55	7/16	E
1068	1.55i / 1.5e	7/16	E
1003	1.6	7/16	E
1028	1.6i / 1.5e	7/16	E
1009	1.65	7/16	E
1030	1.65i / 1.5e	7/16	E
1046	1.65i / 1.6e	7/16	E
1026	1.7	7/16	E
1047	1.7i / 1.6e	7/16	E
1072	1.7i / 1.65e	7/16	E

Rocker for these engines also available in Endurance Series

Small Block Chevy V-8 265-400 / 7/16 - .150" Offset

Part Number	Ratios	Stud	Tech Codes
1011	1.5	7/16	A
1013	1.6	7/16	A, E
1042	1.6i / 1.5e	7/16	A, E
1032	1.65	7/16	A, E
1082	1.65i / 1.6e	7/16	A, E
1034	1.7	7/16	A, E

Small Block Chevy V-8 AFR Eliminator Series 180-220cc / 3/8 & 7/16 - .100" Offset

Part Number	Ratios	Stud	Tech Codes
1110	1.5	3/8	A, E
1112	1.6	3/8	A, E
1143	1.6i / 1.5e	3/8	A, E
1111	1.5	7/16	A, E
1113	1.6	7/16	A, E
1142	1.6i / 1.5e	7/16	A, E

Big Block Chevy V-8 348-409 / 3/8

Part Number	Ratios	Stud	Tech Codes
1095	1.7	3/8	H
1041	1.75	3/8	H

Rockers for these engines also available in Endurance Series

Big Block Chevy V-8 396-502, Mark IV, Gen V, Gen VI, 8.1 Vortec / 7/16

Part Number	Ratios	Stud	Tech Codes
1039	1.5	7/16	H
1014	1.7	7/16	H
1015	1.75	7/16	H
1045	1.75i / 1.7e	7/16	H
1016	1.8	7/16	H
1040	1.8i / 1.7e	7/16	H
1064	1.8i / 1.75e	7/16	H

Rockers for these engines also available in Endurance Series

FORD

Ford I-6 240-300 / 5/16

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
1059	1.73	5/16 Pedestal	G

Ford V-6 3.8L / 8mm

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
1069	1.73	8mm Pedestal 8mm bolts	G

Rockers for this engine also available in Endurance Series

Small Block Ford V-8 289-302-351W / 5/16

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
1180	1.5	5/16 Pedestal	G
1021	1.6	5/16 Pedestal	G
1101	1.65	5/16 Pedestal	G
1022	1.72	5/16 Pedestal	G

Rockers for these engines also available in Endurance Series

Small Block Ford V-8 289-302-351W / 3/8

Part Number	Ratios	Stud	Tech Codes
1091	1.5	3/8	F
1017	1.6	3/8	F
1019	1.72	3/8	F
1071	1.72i / 1.6e	3/8	F

Rockers for these engines also available in Endurance Series

Small Block Ford V-8 289-302-351W / 7/16

Part Number	Ratios	Stud	Tech Codes
1080	1.5	7/16	
1018	1.6	7/16	
1085	1.6i / 1.5e	7/16	
1067	1.65	7/16	
1087	1.65i / 1.5e	7/16	
1020	1.72	7/16	
1070	1.72i / 1.6e	7/16	
1066	1.82	7/16	E

Rockers for these engines also available in Endurance Series

FORD RACE SERIES ROCKERS
continued on the next page.

**See pages 22-25 for
Rocker Arms Installation Instructions**

TECH CODES

- A** 16-pc. rocker set contains 4 right offset intake, 4 left offset intake, and 8 straight exhaust rockers.
- B** 16-pc. rocker set contains 8 right offset intake and 8 straight exhaust rockers.
- C** 12-pc. rocker set contains 2 right offset intake, 4 left offset intake, and 6 straight exhaust rockers.
- D** Must use factory rocker attaching screws.
- E** Must check for pushrod to cylinder head clearance.
- F** Will not fit factory bottle-neck studs.
- G** Pushrod length will have to be checked upon assembly.
- H** Set contains two rockers for cylinders #1 and #8 that are machined for valve cover clearance.
- I** 1.3 Small Block Chevy and 1.5 Big Block Chevy rockers are intended for camshaft break-in use only. Pushrod to cylinder head clearance must be checked.

FORD RACE SERIES *continued*

Small Block Ford V-8 Sportsman / 7/16 - .150" Offset

Part Number	Ratios	Stud	Tech Codes
1061	1.65	7/16 'N' Head	B
1086	1.65i / 1.5e	7/16 'N' Head	B

Rocker for this engine also available in Endurance Series

Ford V-8 351C-351M-400 / Big Block 429-460 / 5/16

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
1024	1.73	5/16 Pedestal	G

Rockers for these engines also available in Endurance Series

Ford V-8 351C-351M-400 / Big Block 429-460

Part Number	Ratios	Stud	Tech Codes
1092	1.73	3/8	
1023	1.73	7/16	
1060	1.83	7/16	E

Rockers for these engines also available in Endurance Series

Big Block Ford V-8 429-460 / 5/16

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
1056	1.73	5/16 Pedestal	G

OLDSMOBILE

Oldsmobile V-8 / 5/16

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
1089	1.6	5/16 Pedestal	G
1096	1.7	5/16 Pedestal	E, G

Rockers for this engine also available in Endurance Series

Oldsmobile V-8 350-455 / 3/8

Part Number	Ratios	Stud	Tech Codes
1050	1.6	3/8	G
1100	1.7	3/8	E, G

Rockers for these engines also available in Endurance Series

Oldsmobile V-8 350-455 / 7/16

Part Number	Ratios	Stud	Tech Codes
1051	1.6	7/16	G
1081	1.7	7/16	E, G

Rockers for these engines also available in Endurance Series

PONTIAC

Pontiac V-8 350-455 / 7/16

Part Number	Ratios	Stud	Tech Codes
1052	1.5	7/16	F
1053	1.65	7/16	E, F

Rockers for these engines also available in Endurance Series

LS RACE SERIES



LS RACE SERIES Rocker Arms feature:

- Available ratios 1.7, 1.8 & 1.9 Chevy LS
- The only 'No Machining Required' kits in production
- Use standard length pushrods

CHEVROLET

Chevy V-8 LS1, LS2, LS6, LS364/400 / 8mm

Cathedral port heads. Non-adjustable.

No machining required. No need for valve cover spacers. Factory valve cover baffles may need to be removed.

Part Number	Ratios	Bolt	Tech Codes
1098	1.7 Pedestal	8mm	D
1099	1.8 Pedestal	8mm	D, E
1199	1.8i / 1.7e Pedestal	8mm	D, E

Chevy V-8 L92, LS3, LS9, LQ9 / 8mm

Rectangle port heads. Non-adjustable.

No machining required.

Part Number	Ratios	Bolt	Tech Codes
1062	1.7 Pedestal	8mm	
1063	1.8 Pedestal	8mm	E
1065	1.8i / 1.7e Pedestal	8mm	E

Chevy V-8 L92, LS3, LS9, LQ9 / 8mm

Trick Flow heads. Non-adjustable.

No machining required.

Part Number	Ratios	Bolt	Tech Codes
1162	1.7 Pedestal	8mm	
1163	1.8 Pedestal	8mm	E
1165	1.8i / 1.7e Pedestal	8mm	E

LS RACE SERIES *continued*

Chevy V-8 LS7 / 8mm

Rectangle port heads. Adjustable.

No machining required. Aftermarket valve covers or valve cover spacers may be required.

Part Number	Ratios	Bolt	Tech Codes
1190	1.8	8mm	
1191	1.9	8mm	E
1192	1.9i / 1.8e	8mm	E

NARROW BODY RACE SERIES



NARROW BODY RACE SERIES

Rocker Arms feature:

- Available ratios 1.5 thru 1.7 Chevy
- Available ratios 1.6 & 1.72 Ford
- Designed for center bolt valve covers on Chevy
- Must use a guide plate
- 1.2" fulcrum width

CHEVROLET

Chevy V-6 / Vortec / 3/8

Part Number	Ratios	Stud	Tech Codes
1090	1.5	3/8	
1088	1.6	3/8	E

Small Block Chevy V-8 305-350 / Vortec / 3/8

Part Number	Ratios	Stud	Tech Codes
1037	1.5	3/8	
1038	1.6	3/8	E
1083	1.6i / 1.5e	3/8	E
1076	1.7	3/8	E

Rockers for these engines also available in Narrow Body Self-Aligning Race Series

FORD

Small Block Ford V-8 289-302-351W / 3/8

Part Number	Ratios	Stud	Tech Codes
1077	1.6	3/8	
1078	1.72	3/8	E

NARROW BODY SELF-ALIGNING RACE SERIES



NARROW BODY SELF-ALIGNING RACE SERIES Rocker Arms feature:

- Available ratios 1.3 thru 1.7 Chevy
- The only one-piece nose roller on the market
- Designed for center bolt valve covers on Chevy
- Self-aligning eliminates the need for guide plate

CHEVROLET

Chevy V-6 4.3 / Vortec / 3/8

Part Number	Ratios	Stud	Tech Codes
1073	1.5	3/8	G
1074	1.6	3/8	E, G

Small Block Chevy V-8 305-350 / Vortec / 3/8

Part Number	Ratios	Stud	Tech Codes
1079	1.3	3/8	I
1035	1.5	3/8	
1036	1.6	3/8	
1084	1.6i / 1.5e	3/8	
1075	1.7	3/8	E

Rockers for these engines also available in Narrow Body Race Series

See pages 22-25 for
Rocker Arms Installation Instructions

TECH CODES

- B** 16-pc. rocker set contains 8 right offset intake and 8 straight exhaust rockers.
- D** Must use factory rocker attaching screws.
- E** Must check for pushrod to cylinder head clearance.
- F** Will not fit factory bottle-neck studs.
- G** Pushrod length will have to be checked upon assembly.
- I** 1.3 Small Block Chevy and 1.5 Big Block Chevy rockers are intended for camshaft break-in use only. Pushrod to cylinder head clearance must be checked.

NOTE: When ordering any single rocker arm add "-1" to the end of the part number. For offset rockers specify "L" for Left offset rockers and "R" for Right offset rockers.

ENDURANCE SERIES ROCKER ARMS



ENDURANCE SERIES Rocker Arms have Race Series features PLUS:

- Lighter weight for faster RPM gain - average 28 grams lighter than Race Series rocker arms
- Lower profile than Race Series rocker arms for better fitment under most stock valve covers
- Shorter polylocks than Race Series polylocks for better valve cover clearance
- Handle .750" lift & 750 lbs max open spring pressure
- **NEW** Adjustable Pedestal Mount Rockers

AMERICAN MOTORS

AMC V-8 / 5/16 Non-Adjustable

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
3097	1.6	5/16 Pedestal	G

Rockers for this engine also available in Race Series

AMC V-8 / 5/16 Adjustable

Adjustable - **NEW**

Part Number	Ratios	Stud	Tech Codes
3297	1.6	5/16 Pedestal	G

AMC V-8 / 3/8

Part Number	Ratios	Stud	Tech Codes
3054	1.6	3/8	G

Rockers for this engine also available in Race Series

AMC V-8 / 7/16

Part Number	Ratios	Stud	Tech Codes
3055	1.6	7/16	G
3102	1.7	7/16	G
3103	1.8	7/16	G

Rockers for this engine also available in Race Series

CHEVROLET

Small Block Chevy V-8 265-400 / 3/8

Part Number	Ratios	Stud	Tech Codes
3000	1.5	3/8	
3006	1.55	3/8	E
3002	1.6	3/8	E
3027	1.6i / 1.5e	3/8	E
3008	1.65	3/8	E
3029	1.65/1.5	3/8	E
3025	1.7	3/8	E

Rockers for these engines also available in Race Series

Small Block Chevy V-8 265-400 / 7/16

Part Number	Ratios	Stud	Tech Codes
3001	1.5	7/16	
3007	1.55	7/16	E
3068	1.55i / 1.5e	7/16	E
3003	1.6	7/16	E
3028	1.6i / 1.5e	7/16	E
3009	1.65	7/16	E
3030	1.65i / 1.5e	7/16	E
3046	1.65i / 1.6e	7/16	E
3026	1.7	7/16	E
3047	1.7i / 1.6e	7/16	E

Rockers for these engines also available in Race Series

Big Block Chevy V-8 348-409 / 3/8

Part Number	Ratios	Stud	Tech Codes
3095	1.7	3/8	

Rockers for these engines also available in Race Series

Big Block Chevy V-8 396-502, Mark IV, Gen V, Gen VI, 8.1 Vortec / 7/16

Part Number	Ratios	Stud	Tech Codes
3014	1.7	7/16	
3015	1.75	7/16	
3045	1.75i / 1.7e	7/16	
3016	1.8	7/16	
3040	1.8i / 1.7e	7/16	
3064	1.8i / 1.75e	7/16	

Rockers for these engines also available in Race Series

**See pages 22-25 for
Rocker Arms Installation Instructions**

CHRYSLER

Chrysler Magnum V-8 360 / 5/16 - **NEW**

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
3300	1.6	5/16 Pedestal	G

FORD

Ford V-6 3.8L / 8mm Non-Adjustable

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
3069	1.73	8mm Pedestal 8mm bolts	G

Rockers for this engine also available in Race Series

Ford V-6 3.8L / 8mm Adjustable

Adjustable - **NEW**

Part Number	Ratios	Stud	Tech Codes
3269	1.73	8mm Pedestal 8mm bolts	G

Small Block Ford V-8 289-302-351W / 5/16

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
3180	1.5	5/16 Pedestal	
3021	1.6	5/16 Pedestal	
3101	1.65	5/16 Pedestal	
3022	1.72	5/16 Pedestal	

Rockers for these engines also available in Race Series

Small Block Ford V-8 289-302-351W / 5/16

Adjustable - **NEW**

Part Number	Ratios	Stud	Tech Codes
3280	1.5	5/16 Pedestal	G
3221	1.6	5/16 Pedestal	G
3201	1.65	5/16 Pedestal	G
3222	1.72	5/16 Pedestal	G

Small Block Ford V-8 289-302-351W / 3/8

Part Number	Ratios	Stud	Tech Codes
3091	1.5	3/8	F
3017	1.6	3/8	F
3019	1.72	3/8	F
3071	1.72i / 1.6e	3/8	F

Rockers for these engines also available in Race Series

Small Block Ford V-8 289-302-351W / 7/16

Part Number	Ratios	Stud	Tech Codes
3080	1.5	7/16	
3018	1.6	7/16	
3085	1.6i / 1.5e	7/16	
3067	1.65	7/16	
3087	1.65i / 1.5e	7/16	
3020	1.72	7/16	
3070	1.72i / 1.6e	7/16	
3066	1.82	7/16	E

Rockers for these engines also available in Race Series

Small Block Ford V-8 Sportsman / 7/16 - .150" Offset

Part Number	Ratios	Stud	Tech Codes
3082	1.5	7/16 'N' Head	B

Rockers for this engine also available in Race Series

Ford V-8 351C-351M-400 / Big Block 429-460 / 5/16 Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
3024	1.73	5/16 Pedestal	G

Rockers for these engines also available in Race Series

Ford V-8 351C-351M-400 / Big Block 429-460 / 5/16 Adjustable - **NEW**

Part Number	Ratios	Stud	Tech Codes
3224	1.73	5/16 Pedestal	G

Ford V-8 351C-351M-400 / Big Block 429-460

Part Number	Ratios	Stud	Tech Codes
3092	1.73	3/8	
3023	1.73	7/16	
3060	1.83	7/16	E

Rockers for these engines also available in Race Series

ENDURANCE SERIES ROCKERS
continued on the next page.

TECH CODES

- B** 16-pc. rocker set contains 8 right offset intake and 8 straight exhaust rockers.
- E** Must check for pushrod to cylinder head clearance.
- F** Will not fit factory bottle-neck studs.
- G** Pushrod length will have to be checked upon assembly.

NOTE: When ordering any single rocker arm add "-1" to the end of the part number. For offset rockers specify "L" for Left offset rockers and "R" for Right offset rockers.

ENDURANCE SERIES continued

OLDSMOBILE

Oldsmobile V-8 / 5/16 Non-Adjustable
Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
3089	1.6	5/16 Pedestal	G
3096	1.7	5/16 Pedestal	E, G

Rockers for this engine also available in Race Series

Oldsmobile V-8 / 5/16 Adjustable
Adjustable - **NEW**

Part Number	Ratios	Stud	Tech Codes
3289	1.6	5/16 Pedestal	G

Oldsmobile V-8 350-455 / 3/8

Part Number	Ratios	Stud	Tech Codes
3050	1.6	3/8	G
3100	1.7	3/8	E, G

Rockers for these engines also available in Race Series

Oldsmobile V-8 350-455 / 7/16

Part Number	Ratios	Stud	Tech Codes
3051	1.6	7/16	G
3081	1.7	7/16	E, G

Rockers for these engines also available in Race Series

PONTIAC

Pontiac V-8 350-455 / 7/16

Part Number	Ratios	Stud	Tech Codes
3052	1.5	7/16	F
3053	1.65	7/16	E, F

Rockers for these engines also available in Race Series

MARINE ENDURANCE SERIES ROCKER ARMS



MARINE ENDURANCE SERIES Rocker Arms have all Endurance Series features but are designed specifically for marine engine applications. Specific features include:

- Top rear corners angle-cut to clear marine style valve covers
- Developed, tested and proven in marine racing applications

CHEVROLET - MARINE

Big Block Chevy V-8 396-502, Mark IV, Gen V, Gen VI, 8.1 Vortec / 7/16

Part Number	Ratios	Stud	Tech Codes
4014	1.7	7/16	
4016	1.8	7/16	

TECH CODES

- E** Must check for pushrod to cylinder head clearance.
- F** Will not fit factory bottle-neck studs.
- G** Pushrod length will have to be checked upon assembly.

NOTE: When ordering any single rocker arm add "-1" to the end of the part number. For offset rockers specify "L" for Left offset rockers and "R" for Right offset rockers.



Chevrolet



Chrysler



SHAFT ROCKERS - Race Proven Performance!

Give your engine the rock-solid valve control of Scorpion shaft mount rocker arms.

Made for the most demanding racing applications, Scorpion Endurance Series Shaft Mount Rocker Arms smoothly transfer camshaft motion to the valve by properly positioning the rocker over the valve. The rockers are not mounted on separate studs so valve train stability, stiffness and geometry are improved considerably. And a stable valve train means much better performance and more horsepower.

CHEVY, FORD, OLDSMOBILE & PONTIAC SHAFT MOUNT ROCKERS FEATURE:

- Fully radiused rocker bodies made from 7000 Series aluminum
- All steel rocker components made from ASTM-certified bearing quality steel
- 4140 heat-treated steel stands
- Heat treated 8620 high carbon steel roller tips
- .562-inch diameter centerless ground shafts
- .625-inch adjuster engagement
- Each assembled rocker weighs only 120 grams

See following pages for ratios and applications.

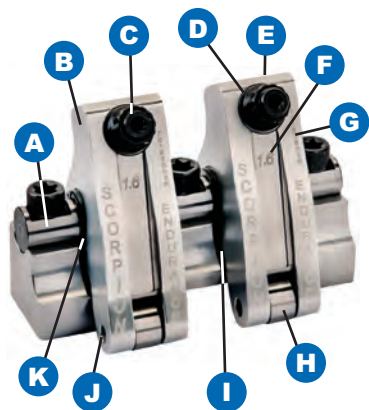
All Scorpion Shaft Mount Rocker Arms are 100% CNC machined in the USA and have an exclusive LIFETIME WARRANTY!

ALL
HARDWARE
INCLUDED IN
ALL KITS

CHRYSLER SHAFT MOUNT ROCKERS FEATURE:

- Rocker bodies made from 7000 Series aluminum
- Hardcoat anodized bodies impregnated with Teflon coating for outstanding shaft-to-rocker wear resistance - Big Block only
- All steel rocker parts made from ASTM-certified bearing quality steel
- 4140 heat-treated steel stands - Small Block only
- Hardened steel hold-downs and studs
- Hardened precision ground extra thick wall shafts with oil grooves and removable plugs
- .520" roller diameter
- Will handle up to 750 lbs. open spring pressure
- Will clear 1.625" springs without modifications
- Available with ball or cup adjusters

See following pages for ratios and applications.



SUPERIOR TECHNOLOGY GIVES YOU THE POWER TO WIN!

- A** .562" heat treated and precision ground steel shafts*
- B** 7000 Series high strength aluminum lightened bodies
- C** Precision rolled thread adjusters
- D** Formed threads in rocker bodies for added strength
- E** .625" adjuster engagement
- F** Ratios from 1.5 to 1.8
- G** Scorpion's LOT number, not the part number
- H** Heat treated and precision ground 8620 high carbon steel rollers
- I** .250" thick rocker arm 'straps' for added strength
- J** Heat treated and precision ground steel axles
- K** Full compliment, high load, USA-made bearings
- All steel rocker components made from bearing quality steel
- Chevy, Ford, Oldsmobile, Pontiac and Small Block Chrysler have heat-treated 4140 stands
- **Exclusive LIFETIME WARRANTY**
- **100% MADE IN THE USA!**

Endurance Shaft



ENDURANCE SERIES SHAFT MOUNT ROCKER ARMS



ENDURANCE SERIES SHAFT MOUNT Rocker Arms Provide Rock Solid Stability!

Give your engine the rock-solid valve control of shaft mount rocker arms. Made for the most demanding racing applications, Scorpion's Endurance Series Shaft Mount Rocker Arms smoothly transfer camshaft motion to the valve by properly positioning the rocker over the valve. Since the rockers are mounted on a stand, rather than on separate studs that may flex, valve train stability, stiffness and geometry are improved considerably. And a stable valve train means better performance and more horse-power potential!

NOTE: FOR MIXED RATIO SHAFT MOUNT ROCKERS
i = Intake
e = Exhaust

More mixed ratio shaft mount rocker sets are available.

CHEVROLET

Small Block Chevy V-8 23°

Part Number	Ratios	Tech Code
3500	1.5 / 1.5	J
3501	1.55 / 1.55	J
3502	1.6 / 1.6	J
3503	1.65 / 1.65	J
3504	1.7 / 1.7	J
3505	1.75 / 1.75	J
3506	1.8 / 1.8	J
3513	1.55i / 1.5e	J
3508	1.6i / 1.5e	J
3520	1.6i / 1.55e	J
3525	1.65i / 1.5e	J

Small Block Chevy V-8 23° *Continued*

3526	1.65i / 1.55e	J
3527	1.65i / 1.6e	J
3528	1.7i / 1.5e	J
3532	1.7i / 1.55e	J
3522	1.7i / 1.6e	J
3534	1.7i / 1.65e	J
3537	1.75i / 1.5e	J
3538	1.75i / 1.55e	J
3539	1.75i / 1.6e	J
3540	1.75i / 1.65e	J
3541	1.75i / 1.7e	J
3543	1.8i / 1.5e	J
3544	1.8i / 1.55e	J
3545	1.8i / 1.6e	J
3546	1.8i / 1.65e	J
3547	1.8i / 1.7e	J
3548	1.8i / 1.75e	J

Small Block Chevy V-8 AFR Eliminator Series 23° 180cc-220cc

Part Number	Ratios	Tech Code
3900	1.5 / 1.5	J
3901	1.55 / 1.55	J
3902	1.6 / 1.6	J
3903	1.65 / 1.65	J
3904	1.7 / 1.7	J
3905	1.75 / 1.75	J
3906	1.8 / 1.8	J
3913	1.55i / 1.5e	J
3908	1.6i / 1.5e	J
3920	1.6i / 1.55e	J
3925	1.65i / 1.5e	J
3926	1.65i / 1.55e	J
3927	1.65i / 1.6e	J
3928	1.7i / 1.5e	J
3932	1.7i / 1.55e	J
3922	1.7i / 1.6e	J
3934	1.7i / 1.65e	J
3937	1.75i / 1.5e	J
3938	1.75i / 1.55e	J
3939	1.75i / 1.6e	J
3940	1.75i / 1.65e	J
3941	1.75i / 1.7e	J
3943	1.8i / 1.5e	J
3944	1.8i / 1.55e	J
3945	1.8i / 1.6e	J
3946	1.8i / 1.65e	J
3947	1.8i / 1.7e	J
3948	1.8i / 1.75e	J

Big Block Chevy V-8

Part Number	Ratios	Tech Code
3604	1.7 / 1.7	J
3605	1.75 / 1.75	J
3606	1.8 / 1.8	J
3641	1.75i / 1.7e	J
3647	1.8i / 1.7e	J
3648	1.8i / 1.75e	J

Chevy V-8 LS1, LS2, LS6 Cathedral Port Heads

Part Number	Ratios	Tech Code
3800	1.7	J
3802	1.8	J
3847	1.8i / 1.7e	J

Chevy V-8 L92, LS3, LS9, LQ9

Part Number	Ratios	Tech Code
3892	1.8	J
3897	1.8i / 1.7e	J

Chevy V-8 LS7

Cylinder head machining is required.

Part Number	Ratios	Tech Code
3850	1.8	J
3852	1.9	J
3857	1.9i / 1.8e	J

CHRYSLER

Small Block Chrysler V-8 Edelbrock Performer RPM 5.2L, 5.9L Magnum

Part Number	Ratios	Tech Code
4310	1.5 / 1.5	J
4311	1.6 / 1.6	J
4312	1.6i / 1.5e	J

Big Block Chrysler V-8 OEM Style - .200" Offset with Ball Adjuster

Part Number	Ratios	Tech Code
4300-B	1.5 / 1.5	J
4302-B	1.6 / 1.6	J
4308-B	1.6i / 1.5e	J

Big Block Chrysler V-8 OEM Style - .200" Offset with Cup Adjuster

Part Number	Ratios	Tech Code
4300-C	1.5 / 1.5	J
4302-C	1.6 / 1.6	J
4308-C	1.6i / 1.5e	J

Big Block Chrysler V-8 Edelbrock Victor - .650" Intake & .200" Exhaust Offsets with Ball Adjuster

Part Number	Ratios	Tech Code
4301-B	1.5 / 1.5	J
4303-B	1.6 / 1.6	J
4309-B	1.6i / 1.5e	J

Big Block Chrysler V-8 Edelbrock Victor - .650" Intake & .200" Exhaust Offsets with Cup Adjuster

Part Number	Ratios	Tech Code
4301-C	1.5 / 1.5	J
4303-C	1.6 / 1.6	J
4309-C	1.6i / 1.5e	J

FORD

Small Block Ford V-8 Stock OEM 302-351W

Part Number	Ratios	Tech Code
4676	1.5 / 1.5	J
4677	1.6 / 1.6	J
4678	1.65 / 1.65	J
4679	1.7 / 1.7	J
4680	1.6i / 1.5e	J
4681	1.65i / 1.5e	J
4682	1.7i / 1.5e	J
4683	1.65i / 1.6e	J
4684	1.7i / 1.6e	J
4685	1.7i / 1.65e	J
4686	1.5i / 1.6e	J
4687	1.5i / 1.65e	J
4688	1.5i / 1.7e	J
4689	1.6i / 1.65e	J
4690	1.6i / 1.7e	J
4691	1.65i / 1.7e	J

FORD ENDURANCE SERIES SHAFT ROCKERS
continued on the next page.

TECH CODE

J Must check for pushrod to cylinder head clearance on all ratios. Aftermarket valve covers may be required or valve cover clearance may need to be increased. 1.5 ratio shaft mount rockers will require additional cylinder head clearance.

FORD ENDURANCE SERIES SHAFT *continued*

Small Block Ford V-8 AFR Renegade 165cc-220cc

Part Number	Ratios	Tech Code
4500	1.5 / 1.5	J
4501	1.6 / 1.6	J
4502	1.65 / 1.65	J
4503	1.7 / 1.7	J
4504	1.6i / 1.5e	J
4505	1.65i / 1.5e	J
4506	1.7i / 1.5e	J
4507	1.65i / 1.6e	J
4508	1.7i / 1.6e	J
4509	1.7i / 1.65e	J
4510	1.5i / 1.6e	J
4511	1.5i / 1.65e	J
4512	1.5i / 1.7e	J
4513	1.6i / 1.65e	J
4514	1.6i / 1.7e	J
4515	1.65i / 1.7e	J

Small Block Ford V-8 Brodix LH 17° BP LH F17 195cc/210cc

Part Number	Ratios	Tech Code
4516	1.5 / 1.5	J
4517	1.6 / 1.6	J
4518	1.65 / 1.65	J
4519	1.7 / 1.7	J
4520	1.6i / 1.5e	J
4521	1.65i / 1.5e	J
4522	1.7i / 1.5e	J
4523	1.65i / 1.6e	J
4524	1.7i / 1.6e	J
4525	1.7i / 1.65e	J
4526	1.5i / 1.6e	J
4527	1.5i / 1.65e	J
4528	1.5i / 1.7e	J
4529	1.6i / 1.65e	J
4530	1.6i / 1.7e	J
4531	1.65i / 1.7e	J

Small Block Ford V-8 Brodix ST 20° 5.0 Series ST 5.0, BP ST 5.0R

Part Number	Ratios	Tech Code
4532	1.5 / 1.5	J
4533	1.6 / 1.6	J
4534	1.65 / 1.65	J

Small Block Ford V-8 Brodix ST 20° 5.0, ST 5.0, BP ST 5.0R *Continued*

4535	1.7 / 1.7	J
4536	1.6i / 1.5e	J
4537	1.65i / 1.5e	J
4538	1.7i / 1.5e	J
4539	1.65i / 1.6e	J
4540	1.7i / 1.6e	J
4541	1.7i / 1.65e	J
4542	1.5i / 1.6e	J
4543	1.5i / 1.65e	J
4544	1.5i / 1.7e	J
4545	1.6i / 1.65e	J
4546	1.6i / 1.7e	J
4547	1.65i / 1.7e	J

Small Block Ford V-8 Brodix T1 20°, T1 F STD, T1 F STD X/STS, T1 F STD 214cc/225cc

Part Number	Ratios	Tech Code
4548	1.5 / 1.5	J
4549	1.6 / 1.6	J
4550	1.65 / 1.65	J
4551	1.7 / 1.7	J
4552	1.6i / 1.5e	J
4553	1.65i / 1.5e	J
4554	1.7i / 1.5e	J
4555	1.65i / 1.6e	J
4556	1.7i / 1.6e	J
4557	1.7i / 1.65e	J
4558	1.5i / 1.6e	J
4559	1.5i / 1.65e	J
4560	1.5i / 1.7e	J
4561	1.6i / 1.65e	J
4562	1.6i / 1.7e	J
4563	1.65i / 1.7e	J

Small Block Ford V-8 Dart Pro 1, Pro 1 CNC 165cc-220cc

Part Number	Ratios	Tech Code
4564	1.5 / 1.5	J
4565	1.6 / 1.6	J
4566	1.65 / 1.65	J
4567	1.7 / 1.7	J
4568	1.6i / 1.5e	J
4569	1.65i / 1.5e	J
4570	1.7i / 1.5e	J
4571	1.65i / 1.6e	J
4572	1.7i / 1.6e	J

**Small Block Ford V-8 Dart Pro 1, Pro 1 CNC
165cc-220cc *Continued***

4573	1.7i / 1.65e	J
4574	1.5i / 1.6e	J
4575	1.5i / 1.65e	J
4576	1.5i / 1.7e	J
4577	1.6i / 1.65e	J
4578	1.6i / 1.7e	J
4579	1.65i / 1.7e	J

**Small Block Ford V-8 Edelbrock E-CNC, E
289-351W**

Part Number	Ratios	Tech Code
4628	1.5 / 1.5	J
4629	1.6 / 1.6	J
4630	1.65 / 1.65	J
4631	1.7 / 1.7	J
4632	1.6i / 1.5e	J
4633	1.65i / 1.5e	J
4634	1.7i / 1.5e	J
4635	1.65i / 1.6e	J
4636	1.7i / 1.6e	J
4637	1.7i / 1.65e	J
4638	1.5i / 1.6e	J
4639	1.5i / 1.65e	J
4640	1.5i / 1.7e	J
4641	1.6i / 1.65e	J
4642	1.6i / 1.7e	J
4643	1.65i / 1.7e	J

**Small Block Ford V-8 Edelbrock E-Street
289-351W**

Part Number	Ratios	Tech Code
4580	1.5 / 1.5	J
4581	1.6 / 1.6	J
4582	1.65 / 1.65	J
4583	1.7 / 1.7	J
4584	1.6i / 1.5e	J
4585	1.65i / 1.5e	J
4586	1.7i / 1.5e	J
4587	1.65i / 1.6e	J
4588	1.7i / 1.6e	J
4589	1.7i / 1.65e	J
4590	1.5i / 1.6e	J
4591	1.5i / 1.65e	J
4592	1.5i / 1.7e	J
4593	1.6i / 1.65e	J
4594	1.6i / 1.7e	J
4595	1.65i / 1.7e	J

**Small Block Ford V-8 Edelbrock Performer,
Performer RPM 289-351W**

Part Number	Ratios	Tech Code
4596	1.5 / 1.5	J
4597	1.6 / 1.6	J
4598	1.65 / 1.65	J
4599	1.7 / 1.7	J
4600	1.6i / 1.5e	J
4601	1.65/1.5e	J
4602	1.7i / 1.5e	J
4603	1.65i / 1.6e	J
4604	1.7i / 1.6e	J
4605	1.7i / 1.65e	J
4606	1.5i / 1.6e	J
4607	1.5i / 1.65e	J
4608	1.5i / 1.7e	J
4609	1.6i / 1.65e	J
4610	1.6i / 1.7e	J
4611	1.65i / 1.7e	J

**Small Block Ford V-8 Edelbrock Performer
5.0L, 5.8L**

Part Number	Ratios	Tech Code
4612	1.5 / 1.5	J
4613	1.6 / 1.6	J
4614	1.65 / 1.65	J
4615	1.7 / 1.7	J
4616	1.6i / 1.5e	J
4617	1.65i / 1.5e	J
4618	1.7i / 1.5e	J
4619	1.65i / 1.6e	J
4620	1.7i / 1.6e	J
4621	1.7i / 1.65e	J
4622	1.5i / 1.6e	J
4623	1.5i / 1.65e	J
4624	1.5i / 1.7e	J
4625	1.6i / 1.65e	J
4626	1.6i / 1.7e	J
4627	1.65i / 1.7e	J

FORD ENDURANCE SERIES SHAFT ROCKERS
continued on the next page.

**See pages 22-25 for
Rocker Arms Installation Instructions**

TECH CODE

J Must check for pushrod to cylinder head clearance on all ratios. Aftermarket valve covers may be required or valve cover clearance may need to be increased. 1.5 ratio shaft mount rockers will require additional cylinder head clearance.

FORD ENDURANCE SERIES SHAFT *continued*

Small Block Ford V-8 Edelbrock Victor Jr. 20° 289-351W

Part Number	Ratios	Tech Code
4644	1.5 / 1.5	J
4645	1.6 / 1.6	J
4646	1.65 / 1.65	J
4647	1.7 / 1.7	J
4648	1.6i / 1.5e	J
4649	1.65i / 1.5e	J
4650	1.7i / 1.5e	J
4651	1.65i / 1.6e	J
4652	1.7i / 1.6e	J
4653	1.7i / 1.65e	J
4654	1.5i / 1.6e	J
4655	1.5i / 1.65e	J
4656	1.5i / 1.7e	J
4657	1.6i / 1.65e	J
4658	1.6i / 1.7e	J
4659	1.65i / 1.7e	J

Small Block Ford V-8 Edelbrock Victor 15° 302-351W

Part Number	Ratios	Tech Code
4660	1.5 / 1.5	J
4661	1.6 / 1.6	J
4662	1.65 / 1.65	J
4663	1.7 / 1.7	J
4664	1.6i / 1.5e	J
4665	1.65i / 1.5e	J
4666	1.7i / 1.5e	J
4667	1.65i / 1.6e	J
4668	1.7i / 1.6e	J
4669	1.7i / 1.65e	J
4670	1.5i / 1.6e	J
4671	1.5i / 1.65e	J
4672	1.5i / 1.7e	J
4673	1.6i / 1.65e	J
4674	1.6i / 1.7e	J
4675	1.65i / 1.7e	J

Small Block Ford V-8 Pro-Filer All American 20° 302-351W

Part Number	Ratios	Tech Code
4692	1.5 / 1.5	J
4693	1.6 / 1.6	J
4694	1.65 / 1.65	J

Small Block Ford V-8 Pro-Filer All American 20° 302-351W *Continued*

4695	1.7 / 1.7	J
4696	1.6i / 1.5e	J
4697	1.65i / 1.5e	J
4698	1.7i / 1.5e	J
4699	1.65i / 1.6e	J
4700	1.7i / 1.6e	J
4701	1.7i / 1.65e	J
4702	1.5i / 1.6e	J
4703	1.5i / 1.65e	J
4704	1.5i / 1.7e	J
4705	1.6i / 1.65e	J
4706	1.6i / 1.7e	J
4707	1.65i / 1.7e	J

Small Block Ford V-8 Trick Flow High Port 192cc-240cc

Part Number	Ratios	Tech Code
4756	1.5 / 1.5	J
4757	1.6 / 1.6	J
4758	1.65 / 1.65	J
4759	1.7 / 1.7	J
4760	1.6i / 1.5e	J
4761	1.65i / 1.5e	J
4762	1.7i / 1.5e	J
4763	1.65i / 1.6e	J
4764	1.7i / 1.6e	J
4765	1.7i / 1.65e	J
4766	1.5i / 1.6e	J
4767	1.5i / 1.65e	J
4768	1.5i / 1.7e	J
4769	1.6i / 1.65e	J
4770	1.6i / 1.7e	J
4771	1.65i / 1.7e	J

Small Block Ford V-8 Trick Flow Twisted Wedge 11R 190cc/205cc

Part Number	Ratios	Tech Code
4740	1.5 / 1.5	J
4741	1.6 / 1.6	J
4742	1.65 / 1.65	J
4743	1.7 / 1.7	J
4744	1.6i / 1.5e	J
4745	1.65i / 1.5e	J
4746	1.7i / 1.5e	J
4747	1.65i / 1.6e	J
4748	1.7i / 1.6e	J

**Small Block Ford V-8 Trick Flow Twisted Wedge
11R 190cc/205cc *Continued***

4749	1.7i / 1.65e	J
4750	1.5i / 1.6e	J
4751	1.5i / 1.65e	J
4752	1.5i / 1.7e	J
4753	1.6i / 1.65e	J
4754	1.6i / 1.7e	J
4755	1.65i / 1.7e	J

**Small Block Ford V-8 World Products Windsor Jr.
289-351W**

Part Number	Ratios	Tech Code
4708	1.5 / 1.5	J
4709	1.6 / 1.6	J
4710	1.65 / 1.65	J
4711	1.7 / 1.7	J
4712	1.6i / 1.5e	J
4713	1.65/1.5e	J
4714	1.7i / 1.5e	J
4715	1.65i / 1.6e	J
4716	1.7i / 1.6e	J
4717	1.7i / 1.65e	J
4718	1.5i / 1.6e	J
4719	1.5i / 1.65e	J
4720	1.5i / 1.7e	J
4721	1.6i / 1.65e	J
4722	1.6i / 1.7e	J
4723	1.65i / 1.7e	J

**Small Block Ford V-8 World Products Windsor Sr.
289-351W**

Part Number	Ratios	Tech Code
4724	1.5 / 1.5	J
4725	1.6 / 1.6	J
4726	1.65 / 1.65	J
4727	1.7 / 1.7	J
4728	1.6i / 1.5e	J
4729	1.65i / 1.5e	J
4730	1.7i / 1.5e	J
4731	1.65i / 1.6e	J
4732	1.7i / 1.6e	J
4733	1.7i / 1.65e	J
4734	1.5i / 1.6e	J
4735	1.5i / 1.65e	J
4736	1.5i / 1.7e	J
4737	1.6i / 1.65e	J
4738	1.6i / 1.7e	J
4739	1.65i / 1.7e	J

OLDSMOBILE

Oldsmobile V-8 Edelbrock Performer RPM

Part Number	Ratios	Tech Code
5500	1.5 / 1.5	J
5501	1.6 / 1.6	J
5502	1.65 / 1.65	J
5503	1.7 / 1.7	J
5504	1.6i / 1.5e	J
5505	1.65i / 1.5e	J
5506	1.7i / 1.5e	J
5507	1.65i / 1.6e	J
5508	1.7i / 1.6e	J
5509	1.7i / 1.65e	J
5510	1.5i / 1.6e	J
5511	1.5i / 1.65e	J
5512	1.5i / 1.7e	J
5513	1.6i / 1.65e	J
5514	1.6i / 1.7e	J
5515	1.65i / 1.7e	J

PONTIAC

Pontiac V-8 Edelbrock Performer RPM 389-455

Part Number	Ratios	Tech Code
5200	1.5/1.5	J
5201	1.6/1.6	J
5202	1.65/1.65	J
5203	1.7/1.7	J
5204	1.6i / 1.5e	J
5205	1.65i / 1.5e	J
5206	1.7i / 1.5e	J
5207	1.65i / 1.6e	J
5208	1.7i / 1.6e	J
5209	1.7i / 1.65e	J
5210	1.5i / 1.6e	J
5211	1.5i / 1.65e	J
5212	1.5i / 1.7e	J
5213	1.6i / 1.65e	J
5214	1.6i / 1.7e	J
5215	1.65i / 1.7e	J

**See pages 22-25 for
Rocker Arms Installation Instructions**

TECH CODE

J Must check for pushrod to cylinder head clearance on all ratios. Aftermarket valve covers may be required or valve cover clearance may need to be increased. 1.5 ratio shaft mount rockers will require additional cylinder head clearance.

MISCELLANEOUS STUD MOUNT ROCKER PARTS



POLYLOCKS

For Scorpion rocker arms. Made from 4140 machined steel with black oxide finish. Sold in sets of 4 pieces.

Part Number	Stud	OAL	OD
PL38-4	3/8 Race Series	1.200"	.600"
PL716-4	7/16 Race Series	1.200"	.600"
PL38SA-4	3/8 Narrow Body Self-Aligning Race	1.030"	.525"
PL38SH-4	3/8 Endurance Series 'Short Polylock'	1.050"	.600"
PL716SH-4	7/16 Endurance Series 'Short Polylock'	1.050"	.600"
VTS38S-4	3/8 VTS Nut 'Stud Girdle'	2.100"	.600"/ .745"
VTS38L-4	3/8 VTS Nut 'Stud Girdle'	2.625"	.600"/ .745"
VTS716S-4	7/16 VTS Nut 'Stud Girdle'	2.100"	.600"/ .745"
VTS716L-4	7/16 VTS Nut 'Stud Girdle'	2.625"	.600"/ .745"



ROCKER SHIMS

For Scorpion pedestal mount rocker arms.

Part #	Size	Quantity
3220SM	.020"	Set of 32

U-CHANNEL

For Scorpion pedestal mount rocker arms.

Part #	Quantity
UCHAN-8	Set of 8

PEDESTALS - 4140 Machined Steel

With black oxide finish for Scorpion pedestal mount rocker arms.

Part #	Size	Quantity
516PED-4	5/16" / 8mm	Set of 4

With black oxide finish for Scorpion Chevy L92, LS3 pedestal mount rocker arms.

Part #	Size	Quantity
L92PED-4	8mm	Set of 4

With black oxide finish for Scorpion Trick Flow L92, LS3 pedestal mount rocker arms.

Part #	Size	Quantity
TFL92-4	8mm	Set of 4

ATTACHING BOLTS - Grade 8 Steel

With black oxide finish for Scorpion AMC, Ford and Oldsmobile pedestal mount rocker arms.

Part #	Size	Quantity
516BLT-16	5/16-18 x 1.75"	Set of 16

With black oxide finish for Scorpion Chevy LS and L-92 pedestal mount rocker arms.

Part #	Size	Quantity
M8OD-16	8mm-1.25 x 50mm	Set of 16

CHEVY LS1 HARDWARE KIT

For Scorpion Chevy LS1 rocker arms.

Kit includes 16 Pedestals, 8 U-Channels, 16 Washers and 16 8mm Bolts - **NEW**

Part #	Quantity
LS1H-1	1 kit



MISCELLANEOUS SHAFT MOUNT ROCKER PARTS

SHAFTS

For Scorpion shaft mount rocker arms.

Set contains 1 Shaft and 4 Snap Rings.

Part #	Application	Quantity
SHF2301-1	Small Block Chevy	1 set
SHFLS1-1	Chevy LS1, LS2, LS6	1 set
SHFL92-1	Chevy L92, LS3, LS9, LQ9	1 set
SHFLS7-1	Chevy LS7	1 set
SHF4220 -1	Small Block Chrysler	1 set
SHF2220-1	Small Block Ford	1 set
SHF5220-1	Oldsmobile & Pontiac	1 set

SHAFT - Big Block Chrysler

For Scorpion shaft mount rocker arms.*

Extra thick wall centerless ground hardened shaft with oil groove.

Part #	Application	Quantity
SHF440-1	Big Block Chrysler	1 shaft

*Do not use with other brands of Chrysler shaft mount rocker arms that have needle bearings.

STANDS

For Scorpion shaft mount rocker arms.

Part #	Application	Quantity
STND2301-1	Small Block Chevy 23°	1 stand
STND2301B-1	Small Block Chevy AFR	1 stand
STNDLS1-1	Chevy LS1, LS2, LS6	1 stand
STNDL92-1	Chevy L92, LS3, LS9, LQ9	1 stand
STNDLS7-1	Chevy LS7	1 stand
STND4220-1	Small Block Chrysler	1 stand
STND2220-1	Small Block Ford	1 stand
STND5220-1	Oldsmobile & Pontiac	1 stand

SHAFT BOLTS

For Scorpion shaft mount rocker arms.

Part #	Size	Quantity
516SMR-6	5/16-18 x 1.25"	Set of 6

SHAFT HOLD-DOWNS

For Scorpion shaft mount rocker arms.

Part #	Application	Quantity
HD440-10	Big Block Chrysler	Set of 10

STAND BOLTS

For Scorpion shaft mount rocker arms.

Part #	Size	Quantity
716SMR-4	7/16-14 x 0.875"	Set of 4
716LSMR-4	7/16-14 x 1.625"	Set of 4

STAND SHIMS - Small Block Chevy

For Scorpion S.B. Chevy shaft mount rocker arms.

Part #	Size	Quantity
.025SM	.025"	Set of 8
.050SM	.050"	Set of 8
.100SM	.100"	Set of 8

STAND SHIMS - Chevy LS1, LS2, LS6

For Scorpion Chevy LS shaft mount rocker arms.

Part #	Size	Quantity
.025LS1	.025"	Set of 8
.050LS1	.050"	Set of 8
.100LS1	.100"	Set of 8

STAND SHIMS - Chevy L92, LS3, LS9, LQ9

For Scorpion Chevy LS shaft mount rocker arms.

Part #	Size	Quantity
.025L92	.025"	Set of 8
.050L92	.050"	Set of 8
.100L92	.100"	Set of 8

STAND SHIMS - Chevy LS7

For Scorpion Chevy LS shaft mount rocker arms.

Part #	Size	Quantity
.025LS7	.025"	Set of 8
.050LS7	.050"	Set of 8
.100LS7	.100"	Set of 8

STAND SHIMS - Ford

For Scorpion Ford shaft mount rocker arms.

Part #	Size	Quantity
.025SMF	.025"	Set of 8
.050SMF	.050"	Set of 8
.100SMF	.100"	Set of 8

STAND SHIMS - Small Block Chrysler, Oldsmobile & Pontiac

For Scorpion Small Block Chrysler, Oldsmobile and Pontiac shaft mount rocker arms.

Part #	Size	Quantity
.025SMOP	.025"	Set of 8
.050SMOP	.050"	Set of 8
.100SMOP	.100"	Set of 8

ROCKER ADJUSTER ASSEMBLY

For Scorpion shaft mount rocker arms.

Set contains 1 Washer, 1 Adjuster Nut and 1 Adjuster Seat.

Part #	Quantity
ADJSMR-1	1 assembly

BALL ADJUSTER ASSEMBLY

For Scorpion Chrysler shaft mount rocker arms.

Set contains 1 Washer, 1 Adjuster Nut and 1 Ball Adjuster.

Part #	Ball Size	Quantity
ADJSMB-1	5/16	1 assembly



HIGH PERFORMANCE FUEL RAIL KITS

More Volume = More Horsepower!

- Complete with mounting brackets and stainless steel hardware
- Custom-made tapered fuel fittings, includes Viton O-rings

Part Number	Application
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7000	Chevrolet LS1 & LS6
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TAPERED FUEL FITTINGS

Part Number	Application
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FRF#6	#8 O-Ring to #6 Male Flare
FRF#8	#8 O-Ring to #8 Male Flare



VALVE TRAIN STABILIZER KITS

Valve Train Stabilizer 'Stud Girdle' Kits include VTS Polylocks made from precision-ground 4140 steel with black oxide finish. For stock stud spacing only.

Part Number	Application
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9004	3/8 Small Block Chevy
9005	3/8 Small Block Ford
9001	7/16 Small Block Chevy
9002	7/16 Small Block Ford
9000	7/16 Big Block Chevy

CAMSHAFT & LIFTER INSTALLATION LUBE



Critical camshaft and lifter installation lubricant.

- Acts as a superior guard against initial engine start-up wear
- Maximum protection for cam lobes, lifters and distributor gear
- Clings to parts for an extended period of time prior to installation

Part Number	Size	Quantity
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AL4-1	4 fluid ounces	1 bottle
AL8-1	8 fluid ounces	1 bottle

XTREME BREAK-IN LUBE & OIL ADDITIVE



Critical high performance engine break-in protection. Exclusive formula compatible with all petroleum, synthetic and blended motor oils.

- Add to oil at every oil change to extend engine life and enhance performance

Part Number	Size	Quantity
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XL4-1	4 fluid ounces	1 bottle
XL8-1	8 fluid ounces	1 bottle

Note: Xtreme Break-In Lube & Oil Additive is NOT recommended for use in any vehicle that is equipped with a catalytic converter.

EXTREME PRESSURE LUBE #3



Anti-scoring lube for all rocker arms installation.

Part Number	Size	Quantity
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#3LUBE	.25 fluid ounces	1 packet
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T-SHIRTS, HATS, DECALS & BANNERS

T-SHIRTS

All Scorpion Racing Products T-shirts are 100% preshrunk cotton and feature a full color logo across the back and a smaller full color logo on the left front chest.

SHORT SLEEVE WHITE T-SHIRT

Part Number	Size
TSSWSML	Small
TSSWMED	Medium
TSSWLG	Large
TSSWXLG	X-Large
TSSW2XL	2X-Large
TSSW3XL	3X-Large

SHORT SLEEVE BLACK T-SHIRT

Part Number	Size
TSSBSML	Small
TSSBMED	Medium
TSSBLG	Large
TSSBXL	X-Large
TSSB2XL	2X-Large
TSSB3XL	3X-Large



FRONT

BACK

LONG SLEEVE WHITE T-SHIRT

Part Number	Size
TLSWSML	Small
TLSWMED	Medium
TLSWLG	Large
TLSWXL	X-Large
TLSW2XL	2X-Large
TLSW3XL	3X-Large

LONG SLEEVE BLACK T-SHIRT

Part Number	Size
TLBSML	Small
TLBMED	Medium
TLBLG	Large
TLBXL	X-Large
TLB2XL	2X-Large
TLB3XL	3X-Large



HATS

All Scorpion Racing Products hats are One-Size-Fits-Most with full color logo embroidered on front and adjustable strap on the back.

Part Number	Color
HATBLACK	Black
HATCAMO	Camo Mossy Oak® Break-Up® camo pattern with a patriotic American flag sandwich visor and American flag on the back strap.



DECALS

All Scorpion Racing Products decals are printed on durable long lasting vinyl with a crack and peel backing.

Part Number	Size
DECAL5	5" x 1.2"
DECAL12	12" x 3"



PERSONALIZED BANNERS

Banners on heavy-duty outdoor gloss banner vinyl with grommets and feature our logo and your logo & web URL.

Part Number	Size
BANNER6	6 ft. x 2 ft.
BANNER8	8 ft. x 3 ft.

INSTALLATION INSTRUCTIONS

STUD MOUNT ROCKER ARMS INSTALLATION INSTRUCTIONS



Please read these instructions and notes carefully and completely before beginning.

Removal of the OEM Rocker Arms:

This should be done one cylinder at a time *with extreme caution*. You *must* make sure each valve is completely closed before removing the rocker bolt. Failure to do so could result in damaging the threads. After removing the old rocker arms, closely examine the ends of your old pushrods for wear. Also check the pushrods for straightness. Scorpion recommends using new pushrods with new rocker arms to ensure proper mating of the pushrod end to rocker arm cup.

Trial Fitment:

Remove one rocker from the box for trial fitment on all valves. If you have a fitment issue, resolve it prior to installing all the rockers on the engine. Once you install all of the rockers they cannot be returned or exchanged.

Some areas to check would be:

- 1 - Pushrod length
- 2 - Interference between the rocker and any of the surrounding components (valve spring, retainer, rocker stud, valve cover, etc.)
- 3 - If other than stock ratio rockers are used check for pushrod to cylinder head and guide plate (if used) clearance. Also check that there is no spring bind, retainer to seal or piston to valve interference due to the added lift.

Installation Instructions:

You will install and adjust one rocker at a time and on one cylinder at a time always turning the engine *in the normal direction of rotation*. Rotate the engine until the exhaust pushrod is all the way down, continue rotating until it just starts to move upward. Stop, lubricate, install and adjust the intake rocker (see adjustment section below). Then rotate the engine until the intake valve is open and then just closes. Stop, lubricate, install and adjust the exhaust rocker. You will continue this procedure cylinder by cylinder. This procedure will work on any engine with a camshaft.

Adjustment Recommendations:

Hydraulic:

Turn the locking nut down with your fingers while lightly moving the pushrod up and down (using very slight pressure). When there is no more up and down pushrod movement that is "zero" lash. From

there tighten the nut $\frac{1}{4}$ to 1 turn down (lifter preload) and lock the set screw in place. If it is an aftermarket cam and lifters follow the manufacturers' preload instructions. Do not go back and check your adjustment as it will seem loose due to lifter bleed down.

Mechanical:

The amount of valve lash used is determined by the cam lobe design and is not determined by the rocker. This means the only person that knows the correct valve lash on a particular mechanical flat tappet or mechanical roller cam is the camshaft manufacturer. After installing the rocker as outlined above use a feeler gauge to set the lash. Using the correct size feeler and another .002 thicker. After setting the lash to the correct setting, take the .002 thicker feeler and make sure it doesn't fit. The above engine positioning and this lashing procedure will ensure the lash is correct and repeatable. If using a valve train stabilizer (stud girdle) make sure correct lash is maintained after installation and there is no contact between the stabilizer and the rockers and the stabilizer nuts and the rockers.

Rocker Arm Adjusting Nuts:

The set screw locks the adjusting nut in place. Tightening the set screw while holding the nut with a wrench is the correct installation. After this is done you can lightly "bump" the wrench holding the nut to tighten the nut and help seat the set screw. Do not overtighten as the nut or stud can be damaged. While some people look for a torque setting on the set screw, the above is the accepted procedure. We do not recommend using thread locking compound on the set screw. If you are experiencing loosening of the adjusting nut it is usually caused by an irregular surface on the top of the rocker stud allowing the set screw to only contact a small area.

IMPORTANT:

- Any component changes to the valve train (camshaft, valve length, etc.) or machining to the engine block or cylinder heads will affect the results of this procedure.
- On engines that have aggressive camshafts, high spring loads and 5/16" diameter pushrods, Scorpion strongly suggests the use of .120" wall pushrods. .120" wall pushrods are also highly recommended for engines with 5/16" diameter pushrods over 8 inches in length. The added stiffness will produce power gains and increase stability and durability throughout the valve train.



NON-ADJUSTABLE PEDESTAL MOUNT ROCKER ARMS INSTALLATION INSTRUCTIONS

Please see specific instructions inside your rocker arms box.

Please read these instructions and notes carefully and completely before beginning.

Removal of the OEM Rocker Arms:

This should be done one cylinder at a time with extreme caution. You must make sure each valve is completely closed before removing the rocker bolt. Failure to do so could result in damaging the threads. After removing the old rocker arms, closely examine the ends of your old pushrods for wear. Also check the pushrods for straightness. Scorpion recommends using new pushrods with new rocker arms to ensure proper mating of the pushrod end to rocker arm cup. If your engine has factory rocker arm stands, the stands will not be used.

Trial Fitment:

Remove one rocker from the box for trial fitment on all valves. If you have a fitment issue, resolve it prior to installing all the rockers on the engine. Once you install all of the rockers they cannot be returned or exchanged.

Some areas to check would be:

- 1 - Pushrod length
- 2 - Interference between the rocker and any of the surrounding components (valve spring, retainer, rocker stud, valve cover, etc.)
- 3 - If other than stock ratio rockers are used check for pushrod to cylinder head and guide plate (if used) clearance. Also check that there is no spring bind, retainer to seal or piston to valve interference due to the added lift.

Installation Instructions:

Working on one cylinder at a time, watch the intake pushrod while rotating the engine in the normal direction of rotation. When the pushrod moves up and then all the way down (intake valve just closes) install the exhaust rocker. Make sure the radius on the pedestal mates with the radius on the rocker fulcrum - the flat on the fulcrum goes up against the head of the attaching screw. Lube with Scorpion Cam & Lifter Installation Lubricant (part numbers AL4-1 or AL8-1) and lightly snug the rocker arm attaching screw with your fingers until the up and down looseness of the rocker is taken up (zero lash). Setting your torque wrench to 18 to 20 ft.lbs., turn the screw until the torque is reached. The screw should turn one half to one full turn between zero lash and torqued. This will give the proper lifter preload. If there is less than one half turn, a longer pushrod is

needed. If there is more than one turn, shimming of the rocker stand or a shorter pushrod is needed. Scorpion Performance offers shims in .020" thickness, part number 3220SM (32 pieces).

To install the intake rocker arm, rotate engine in the normal direction of rotation until the exhaust rocker just starts to move up (exhaust valve just starts to open). Now install the intake rocker arm using the same procedure as used on the exhaust rocker arm above. Continue cylinder by cylinder until your installation is complete.

NOTE: Always use a quality assembly lube such as Scorpion Cam & Lifter Installation Lubricant (part numbers AL4-1 or AL8-1) on all moving parts.

IMPORTANT:

Due to attaching screw diameter, maximum open valve spring pressure is 420 lbs.

- Any component changes to the valve train (camshaft, valve length, etc.) or machining to the engine block or cylinder heads will affect the results of this procedure.
- On engines that have aggressive camshafts, high spring loads and 5/16" diameter pushrods, Scorpion strongly suggests the use of .120" wall pushrods. .120" wall pushrods are also highly recommended for engines with 5/16" diameter pushrods over 8 inches in length. The added stiffness will produce power gains and increase stability and durability throughout the valve train.



INSTALLATION INSTRUCTIONS

ADJUSTABLE PEDESTAL MOUNT ROCKER ARMS INSTALLATION INSTRUCTIONS



Please read these instructions and notes carefully and completely before beginning.

Removal of the OEM Rocker Arms:

This should be done one cylinder at a time *with extreme caution*. You *must* make sure each valve is completely closed before removing the rocker bolt. Failure to do so could result in damaging the threads. After removing the old rocker arms, closely examine the ends of your old pushrods for wear. Also check the pushrods for straightness. Scorpion recommends using new pushrods with new rocker arms to ensure proper mating of the pushrod end to rocker arm cup.

Trial Fitment:

Remove one rocker from the box for trial fitment on all valves. If you have a fitment issue, resolve it prior to installing all the rockers on the engine. Once you install all of the rockers they cannot be returned or exchanged.

Some areas to check would be:

- 1 - Pushrod length
- 2 - Interference between the rocker and any of the surrounding components (valve spring, retainer, rocker stud, valve cover, etc.)
- 3 - If other than stock ratio rockers are used check for pushrod to cylinder head and guide plate (if used) clearance. Also check that there is no spring bind, retainer to seal or piston to valve interference due to the added lift.

Checking for Pushrod Length:

Pushrod length is correct when the adjustment screw is out anywhere from one half to two turns from the adjuster being bottomed up into the rocker when the rocker is at the correct adjustment.

Forcibly bottoming the adjuster into the rocker or having the adjuster past two turns out could cause a failure.

Installation Instructions:

Lube all rocker arm components including the adjuster threads with the supplied high pressure lube. Working on one cylinder at a time, watch the intake pushrod while rotating the engine *in the normal direction of rotation*. When the pushrod moves up and then all the way down (intake valve just closes) install the exhaust rocker. Make sure the radius on the pedestal mates with the radius on the rocker fulcrum, the flat on the fulcrum goes up against the head of the

attaching screw. Install and torque the attaching screw 18 to 20 foot pounds. *The attaching screw must not be installed or removed with valve spring load against it.*

At this point you can also perform your exhaust valve adjustment.

NOTE: Maximum adjuster locknut torque is 22 foot pounds.

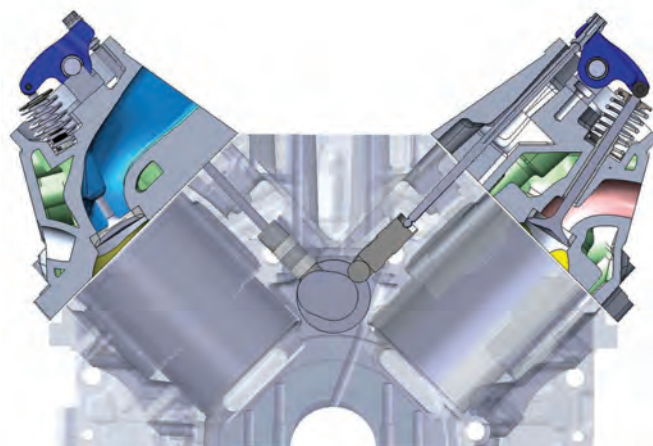
To install the intake rocker arm, rotate engine *in the normal direction of rotation* until the exhaust rocker just starts to move up (exhaust valve just starts to open). Now install and adjust the intake rocker arm using the same procedure as used on the exhaust rocker arm above. Continue cylinder by cylinder until your installation is complete.

IMPORTANT:

Maximum valve lift is .650".

Due to 5/16" dia. attaching screw, maximum open valve spring pressure is 420 lbs.

- Any component changes to the valve train (camshaft, valve length, etc.) or machining to the engine block or cylinder heads will affect the results of this procedure.
- On engines that have aggressive camshafts, high spring loads and 5/16" diameter pushrods, Scorpion strongly suggests the use of .120" wall pushrods. .120" wall pushrods are also highly recommended for engines with 5/16" diameter pushrods over 8 inches in length. The added stiffness will produce power gains and increase stability and durability throughout the valve train.





SHAFT MOUNT ROCKER ARMS INSTALLATION INSTRUCTIONS

For Chevrolet, Small Block Chrysler, Ford, Oldsmobile and Pontiac applications.

Please read these instructions and notes carefully and completely before beginning.

Follow these instructions closely for easy installation.

CAUTION: DO NOT install or remove these rockers with valve spring load present or damage may occur.

Installation Notes:

- Aftermarket valve covers may be necessary.
- Lube pushrods and adjusters with the provided Extreme Pressure Lube #3.
- Tighten all fasteners and adjuster nuts with a quality, calibrated torque wrench.
- Check cylinder head rocker stand bolt holes for proper threading and depth.
- Check head bolt or head stud / nut clearance to underside of rocker stand.
- Check cylinder head for pushrod clearance throughout the lift range.
- Due to the type of cylinder head and the components used, cylinder head machining may be necessary in some cases.

Installation Instructions:

1. Adjust Stand Height

The proper stand height is determined by the roller tip being centered on the valve tip. This can be accomplished by putting black marker on the valve tip and installing the rocker stand, pushrod and rocker assembly with no lash. Then rotate the engine so the valve travels through the lift cycle, remove the rocker to see the pattern left in the black marker. If the stand is too low the mark on the valve will be off center toward the intake manifold, so add shims accordingly. If the stand is too high the mark on the valve will be off center toward the exhaust port, so a longer valve, lash cap, or cylinder head machining would be necessary.

2. Attach Stand

The rocker stand mounting holes have a small amount of elongation. Loosely attach stand (with provided lube or sealant on the attaching screws) and rockers to obtain the best front to rear stand position. Remove rockers and torque stand (see included torque spec).

3. Adjust Pushrod Length

Pushrod length is correct when the adjuster is from $\frac{1}{4}$ to 2 turns out from the fully seated position. This is determined after rocker stand height is established. **DO NOT** use force when seating the adjuster.

4. Install Rocker Arms

Lube the adjusters and pushrods with the provided Extreme Pressure Lube #3. Lube the attaching bolts with 30-weight motor oil and torque to the proper spec. Install rockers one cylinder at a time with the lifters on the base circle of the camshaft and the adjusters turned up enough so there is no spring load on the rocker.

IMPORTANT: Torque Specifications

- 7/16-14, T50 six-lobe stand attaching bolts on aluminum heads 60-65 ft. lbs. with high quality moly lube or sealant
- 7/16-14, T50 six-lobe stand attaching bolts on cast iron heads 60-65 ft. lbs. with high quality moly lube or sealant
- 5/16-18, T45 six-lobe rocker shaft attaching bolts 24-26 ft. lbs. with 30-weight motor oil
- 12-point adjuster lock nuts 18 ft. lbs. minimum to 20 ft. lbs. maximum with the provided Extreme Pressure Lube #3

