

Instructions

LS1- LS6, Vortec V-8, 4800, 5300, 6000

Congratulations, you have just purchased the very best LS1-LS6 Vortec, 4800, 5300, 6000 rocker arm, money can buy. These rockers are designed and engineered by some of the best engine builders in the country. That is why you can just bolt them on. All the checking has been completed for you on your OEM application. You will not have to change pushrods or add guide plates, or rocker studs, not even valve cover spacers. These rockers use the factory bolts torque to factory specifications.

Removal of your OEM Rocker Arm

This should be done one cylinder at a time, with extreme caution. You must make sure the valve is completely closed before removing the rocker bolt. Failure to do so will result in stripping out the threads.

Installation Instructions for the LS1-LS6 and Vortec V-8

The first step is to make sure the pushrods are still in the middle of the lifter by spinning them, while lightly pressing down. Next you must lube the top of the pushrods with Moly Lube or oil.

Install rockers one cylinder at a time. You must rotate engine direction on #1 cylinder, until intake pushrods go completely up and just starts to return. This will ensure you are on the heel of the exhaust lobe of the cam, and ready to install your exhaust rocker arm.

Lube the pushrod seat in the rocker with Moly Lube or oil. Next place the ARP washer provided on the factory bolt, with the flat facing down. Lube the washer and threads with oil only (NO Moly Lube). Place the bolt through the rocker arm, the flat of the trunion must face up. Now place the pedestal over the bolt, with the radius matching the bottom of the trunion. Now lay the U Channel on the cylinder head. Place the flat of the pedestal in the U Channel. Screw the bolt down until no lash is felt. Spin pushrod to insure your in the pushrod seat. Now torque to factory specifications.

Note: the last ½ to full turn will be snug on lifters that are pumped up with oil. This is very common and no concern, torque to factory specifications.

Rotate the engine direction until exhaust rocker, starts to open exhaust valve this means the intake rocker is ready to be installed. Repeat same procedure as you did with exhaust. Place the ARP washer provided on the factory bolt, with the flat facing down.

Lube the washer and threads with oil only (NO Moly Lube). Place the bolt through the rocker arm, the flat of the trunion must face up. Now place the pedestal over the bolt, with the radius matching the bottom of the trunion. Now lay the U Channel on the cylinder head. Place the flat of the pedestal in the U Channel. Screw the bolt down until no lash is felt. Spin pushrod to insure your in the pushrod seat. Now torque to factory specifications.

Note: The most important thing to know is always do one cylinder at a time and turn engine rotation while installing. Follow directions closely and installation is easy. If you have any problems call our tech line. We will be glad to walk you through your installation.

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