

## INSTALLATION INSTRUCTIONS

Please follow these instructions to ensure the proper operation of your T & D MACHINE PRODUCTS Ford/Dart/TFS 302 Rocker Arm Assembly.

### 1. DETERMINE CORRECT STAND HEIGHT

Install the rocker stands on the cylinder head using the 7/16-14, 12 point attaching bolts. (NOTE: The Ford production 289/302 heads must have the stud holes drilled and re-tapped with 7/16-14 N.C. Threads. Dart 302 heads must have the pushrod holes opened up to provide proper pushrod clearance.) The stands are marked with a "SBF" on the lower left-hand corner. The stands should be placed on the head so that the stamped letters face the valve stem. Remove a rocker arm from one of the shafts and place that shaft on a stand. Take the shaft height gage supplied with the kit and place it on the valve stem as shown in Figure 1.

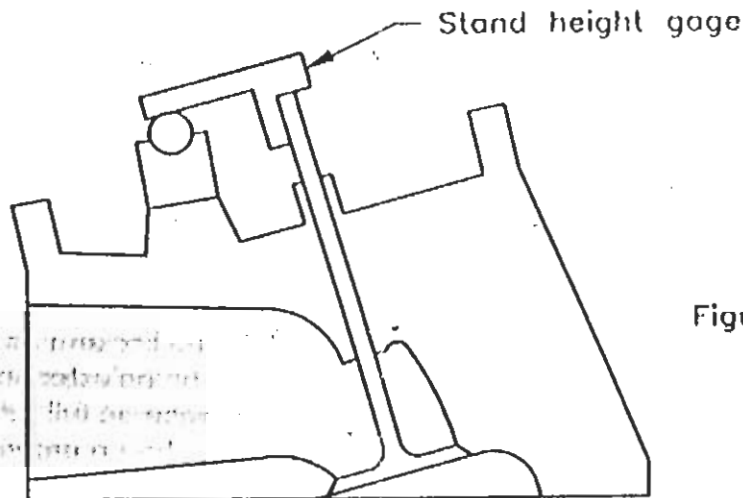


Figure 1

The gage should contact the top of the valve and the rocker shaft as shown in Figure 1 for optimum rocker geometry.

If the gage contacts the shaft before touching the top of the valve stem, as shown in Figure 2, remove a corresponding amount of material from the stud bosses on the cylinder head. This will lower the rocker stand on the cylinder head

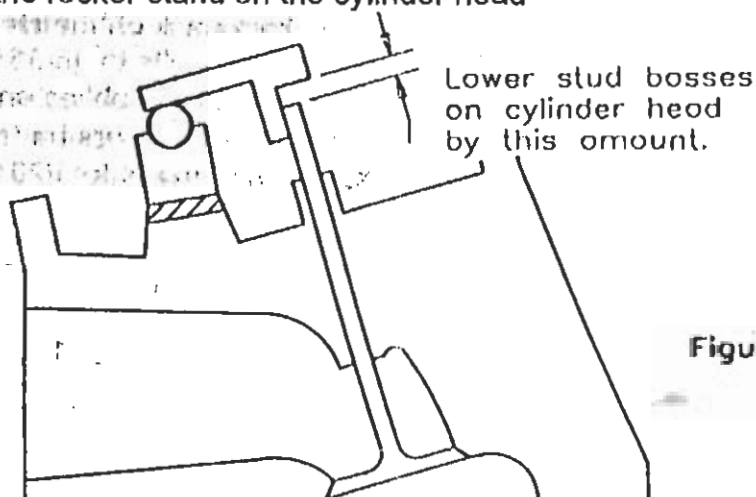


Figure 2

If the gage contacts the top of the valve stem and does not touch the rocker shaft, as shown in Figure 3, add a corresponding amount of shims between the stand and the cylinder head. This will raise the rocker stand and shaft to the correct height.

Add this amount  
of shims

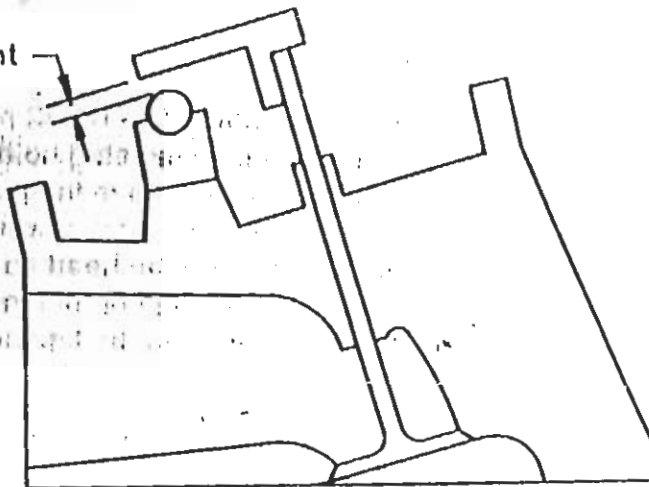


Figure 3

## 2. DETERMINE CORRECT PUSHROD LENGTH

Place the pushrod length checker into the lifter and install the rocker arm assembly. Be sure the cam is rotated to the base circle. Seat the bottom of the adjuster screw up against the recess in the rocker arm and turn the adjuster screw clockwise on full turn down. This is the initial adjuster position. Adjust the pushrod length tool to the proper length, remove from the engine, and measure its overall length.

The rocker arm should not be operated with the adjuster screw more than one turn up or down, from the initial adjuster position. Doing so can cut off the flow of oil to the rocker arm.

## 3. FINAL ASSEMBLY

After the stand heights have been set, place a pair of rockers back on the stand to assure good rocker to valve alignment and torque the stand attaching bolts to 55/65 ft-lbs. When the stands are tightened down, place the rocker arm and shaft assemblies on the stands and tighten the shaft hold down nuts to 25 ft-lbs. After all of the rockers have been tightened down, set valve lash and torque the adjuster screw jam nut to 5/20 ft-lbs.



4859 Convair Drive  
Carson City, Nevada 89706  
(775) 884-2292

## **COMPETITION ROCKER ARMS**

# **WARNING TO INSTALLER**

THE PRECISION ROLLER TIPS ON YOUR T&D SHAFT ROCKERS HAVE BEEN PACKED WITH A MOLYBDENUM BASED HIGH PRESSURE GREASE IN ORDER TO PROMOTE TROUBLE FREE BREAK IN. EXCESSIVE SOAKING AND/OR CLEANING IN SOLVENTS WILL REMOVE OR BREAK DOWN THIS LUBRICANT AND INCREASE THE POSSIBILITY OF SIEZURE OF THE TIP UPON INITIAL STARTUP. AS YOUR T&D SHIAFT ROCKERS ARE ASSEMBLED WITH GREAT ATTENTION PAID TO DETAIL AND CLEANLINESS, A MINIMAL AMOUNT OF CLEANING SHOULD BE REQUIRED. UNDER NO CIRCUMSTANCE ~~SHOULD~~ ROCKERS BE PERMITTED TO SOAK IN SOLVENT FOR EXTENDED PERIODS.

# **RETURN POLICY**

All returns must have an **Return Authorization Number** issued by T&D Machine Products and clearly marked on the outside of box and all associated paperwork.

All product returned more than 90 days from date of purchase will be subject to a 20% restock charge.

No returns will be permitted after one year from original purchase date