



Installation Instructions

## Adjustable Iron Rocker Arms

For Chrysler "LA" Engines

**For more information, see [www.cranecams.com](http://www.cranecams.com)**

Make sure there is no interference between the rocker arm body and the spring or retainer. If this should occur, it can be corrected by grinding a small amount of material off the rocker arm at the point of contact.

Each rocker arm should be coated inside with engine assembly lube (99008-1) and a small amount of oil before installing on shaft. The rocker shaft has a notch on one end. It is important that this notch goes to the front of the head on the left side (or driver's side) of the engine and to the rear of the engine on the right side. Both notches must face down toward the cylinder block. The bolts for the hold-down clamps for the rocker shaft should be torqued at 15 to 17 ft/lbs.

Before installing the adjusting screws into the rocker arms, coat the thread thoroughly with engine lubricating oil and install jam nuts. After installing adjusting

screws, check and clean any metal particles and chips from oil holes in rocker arms. To achieve correct valve adjustments, adjust lash to proper specifications, tighten jam nut securely while holding the adjuster screw securely, and re-check valve lash.

It would be good practice to coat the rocker shaft, rocker arm ends, rocker arm adjuster balls, pushrod ends and end of valve stem with a lubricant such as Crane Engine Assembly Lube (99008-1), which is used in cam installation. Before starting the engine, a liberal quantity of engine lubricating oil should be applied to the complete rocker assembly, valves and pushrods.

We highly recommend starting the engine with the valve covers removed to make sure each rocker arm is receiving oil. These rocker arms will not fit on Trans Am or W2 heads.

**CRANE CAMS, INC. 530 Fentress Blvd., Daytona Beach, FL 32114**

**[www.cranecams.com](http://www.cranecams.com)**

**Tech Line: (386) 258-6174**

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