

The rocker arms/pins must be installed into the cylinder head before it is put onto the engine studs.

Intake side rocker pin  
(This end goes in first)

Exhaust side  
rocker pin

Note: The threaded ends of the rocker pins should be installed to the outside end. They are for removing the pins for future maintenance. (M8x1.25 thread pitch)



The 2 longer dowel pins supplied are for the cylinder head sealing surface. 2 of the 3 shorter pins are for the base sealing surface.

The last short pin is the cam sprocket locating pin.



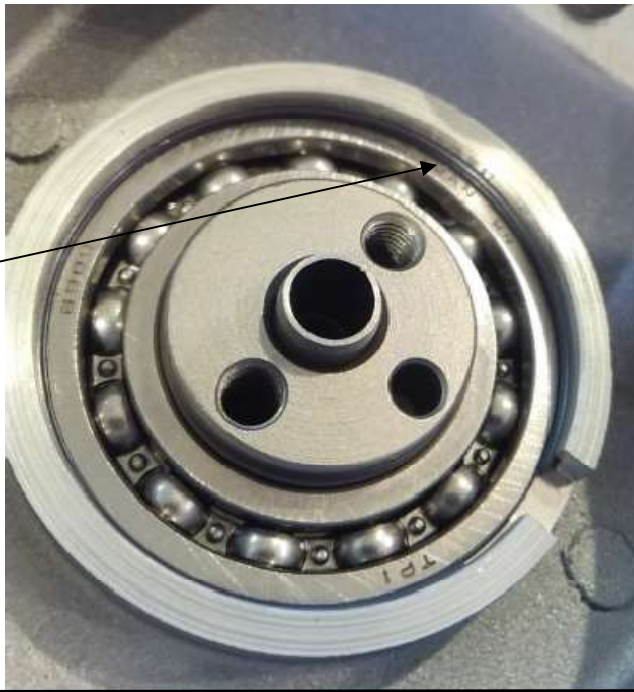
You may receive an extra rear cam bearing with the camshaft.

If one is installed into the head already it's not needed.



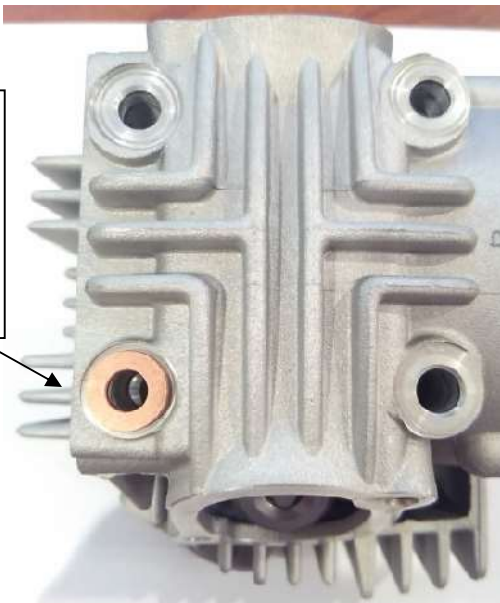


The "C" clip goes into this groove to hold the cam in place.



Lock the cam in this way and the lobes will be down/towards the piston for proper cam timing.

After you have set the cam timing and the cam gear is in place. This diamond shaped oil restrictor plate needs to be bolted down to 87 inch pounds (7ft-lbs). Blue lock tight is recommended.



Install the crush washer under the bottom left head stud nut. (This is the stud oil is pumped up)

