



STUD MOUNT ROCKER ARM SYSTEM INSTALLATION INSTRUCTIONS

CHEVY, FORD, PONTIAC, AMC, OLDSMOBILE	
ITEM	QUANTITY
<i>Rocker Arms</i>	<i>16 each</i>
<i>Rocker Arm Polylocks</i>	<i>16 each</i>

Thank you for purchasing a Performance Quotient® product. **PRW** and **PQ²** Series Stud Mount Rocker Arm Systems are engineered and manufactured by PRW Industries, Inc. to maximize valvetrain efficiency for many popular Chevrolet and other GM, Ford, and Mopar performance aftermarket and racing cylinder heads.

PRW and PQ² Stud Rocker Arm System Preparation:

- 1) Confirm that all parts are included by comparing to the parts list.
- 2) Make certain that you have all the tools necessary to complete the project.
- 3) Assembly lube and/or lubricating oil should be readily available for installation.

PRW and PQ² Stud Rocker Arm System Installation:

Step 1: After removing the rockers and other components from the package thoroughly wash each piece with solvent, and then blow dry.

Step 2: Prior to installation, submerge the rockers in engine oil for approximately 30 minutes to insure the roller tip and fulcrum are properly lubricated.

Step 3: Install the push rods. Make sure the pushrod is properly seated in the lifter. Fill each pushrod with engine oil, one at a time, as you install each rocker arm. This is to insure immediate lubrication when the engine is started and help prevent any galling. Also, apply a little moly lube to each push rod tip and all rocker arm push rod seats.

Step 4: Place rocker arms on the rocker arm studs, making sure the flat side of the fulcrum is facing up.

Step 5: Check for clearances. Make sure the rocker does not touch the lower portion of the rocker arm stud, guide plate, or the stud boss. Also, check the clearance between the spring and the body of the rocker. This should be a minimum of 0.040". Normally, the smallest amount of clearance occurs when the valve is closed and the lifter is at base circle. Always hand turn the crank to verify there is proper clearance of the rocker arm throughout the entire travel of the valve.

Step 6: Hand turn crankshaft in the running rotation until the exhaust pushrods begin to move upwards. This will bring the lifter to base circle and allow the intake valve for that cylinder to be adjusted.

Step 7: For Intake Valves: Hydraulic Lifter Cams: Tighten the adjusting nut by hand until all slack between the rocker and pushrod is gone. Do this by turning the pushrod with your fingers as you tighten the polylock. Continue this until you feel a slight resistance in the spin of the pushrod. This process puts you at zero lash. At this point turn the polylock another ½ turn. Once adjusted hold the hex nut of the polylock and tighten the setscrew.
For Solid Lifter Cams: Consult your cam spec sheet for proper lash specifications. With the proper feeler gauge between the roller tip and valve, tighten the polylock until you feel a slight drag on the feeler gauge.

Step 8: Exhaust Valves: Hand turn the crankshaft until the intake pushrod has reached maximum lift and is between one half and two thirds of the way back down. The lifter is now at base circle enabling you to properly adjust the exhaust valve for that cylinder. Repeat step 7 for the remaining exhaust valves. When this is completed all the valves should be at proper pre - load position.

Step 9: Before installing the valve covers for the final time, check for proper clearance between rockers and valve covers. Then, pour a pint of engine oil over the rocker arms to insure proper lubrication. Finally, replace the valve covers on the heads.

Limited Warranty

Performance Quotient and PRW Industries, Inc. ("PRW") warrants that all of its products are free from defects in material and workmanship, and against excessive wear for a period of (1) one year from the date of purchase. This **limited warranty** shall cover the original purchaser.

PRW's obligation under this warranty is limited to the repair or replacement of its product. To make a warranty claim, the part must be returned within (1) one year of purchase to the address listed below, freight prepaid. Items covered under warranty will be returned to you freight collect.

It is the responsibility of the installer to ensure that all of the components are correct before installation. PRW assumes no liability for any errors relative to tolerances, component selection, or installation.

There is absolutely no warranty on the following:

- i. Any parts used in racing applications, or;
- ii. any product that was physically altered, improperly installed or maintained, or;
- iii. any product used in improper applications, abused, or not used in conjunction with the proper parts.