



PRW INDUSTRIES, INC.
193 WEST ORANGETHORPE AVENUE
PLACENTIA, CA 92870

TELE: (714) 792-1000
TECH: (888) 377-9779

SHAFT MOUNT ROCKER ARM SYSTEM INSTALLATION INSTRUCTIONS

SMALL BLOCK FORD SVO/OEM & AFTERMARKET CYLINDER HEADS

PN: 3330201 & 3330202 PARTS LIST	
ITEM	QUANTITY
<i>Rocker Arm Stands/Pedestals</i>	<i>2 each</i>
<i>Rocker Arms (Pairs)</i>	<i>8 each</i>
<i>5/16"-18 x .8200" Rocker Arm Stand Bolts, Low Head Torx, T45, for OEM-style Cylinder Heads</i>	<i>16 each</i>
<i>7/16"-14 x .8750 Rocker Arm Stand Bolts, Low Head Torx, T45, for Aftermarket-style Cylinder Heads</i>	<i>16 each</i>
<i>5/16" Rocker Arm Shaft Bolts</i>	<i>24 each</i>
<i>3/8" Valve Lash Adjusters</i>	<i>16 each</i>
<i>3/8" 12 Point Adjuster Nuts</i>	<i>16 each</i>
<i>Stainless Steel Adjuster Washers</i>	<i>16 each</i>
<i>Rocker Stand Shims (3 Thicknesses)</i>	<i>8 each</i>
<i>3/8" Drive Torx Drivers (T-45 & T-50)</i>	<i>1 each</i>
<i>Push Rod Length Checker</i>	<i>2 each</i>

Thank you for purchasing a Performance Quotient® product. PQ^2 Series Shaft 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. CNC machined billet steel pedestals, centerless ground steel alloy rocker shafts, PRW aviation quality fasteners, and needle roller bearings comprise the foundation of PQ^2 rocker arms and related systems.

PQ^2 Shaft Rocker Arm System Preparation:

Please read these instructions carefully before beginning your installation. Also, take a moment to review the limited warranty information. If there are any questions or problems during the installation, please do not hesitate to contact the PRW Customer Service Hotline at 1-888-377-9779, between the hours of 7 a.m. and 5 p.m. PST Monday through Friday.

- 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.

PQ^2 Shaft Rocker Arm System Installation:

Step 1: The rocker arm roller tips must be immersed in oil for at least 3 hours prior to installation. This will allow full lubricant penetration of the roller tip and axle. A disposable aluminum baking pan works well for this purpose.

NOTE: *It is critical to thoroughly pre-oil all shaft rocker components prior to use.*

Step 2: Thoroughly inspect cylinder head(s) to ensure that there are no obstructions that may impair the rocker stands from bolting into place on an even plane.

Step 3: If installed, remove any rocker arm studs from the cylinder heads. Inspect all rocker stud bolt holes to ensure that the threads have not been damaged during removal of the studs. Utilize a thread chaser to assure the threads are clean and to mount the rocker stands securely to the cylinder head.

Step 4: Verify that all rocker stand bolts can be threaded to operational depths through the rocker shafts and into the rocker arm stud holes, prior to applying torque to any of the rocker stand bolts. Confirm adequate depth for rocker stand bolts with calipers or depth gauge. Check rocker arm shaft bolts to be certain that none extend beyond the depth of the rocker arm stand when installed should be shortened using a bench grinder. Be sure to clean up any modified threaded bolt ends with a thread chaser after grinding.

Step 5:

OEM Ford Cylinder Head(s) – 5/16” Rocker Stand Bolts: The use of longer than stock valve stems are *NOT* recommended for use with 5/16” Rocker Stand bolts and SVO/OEM Ford cylinder heads. If longer than stock valve stem lengths are utilized, the cylinder heads should be machined to accept 7/16” rocker stand bolts to be used in conjunction with rocker stand shims necessary to correctly adjust valve train geometry. Shimming may not be required if cylinder heads are equipped with standard length intake and exhaust valves.

Aftermarket Cylinder Heads with 7/16” Rocker Stand Bolts: If longer than stock valve stems are being utilized, rocker stand shims will be required. If required, make certain to utilize four (4) equal thickness combinations of shims under each pair of rocker stud holes. Three (3) thicknesses of rocker arm pedestal shims are included (.100”, .050”, and .025”) and eight (8) each are included with each kit. Carefully inspect the rocker arm geometry to ensure that the roller tip is centered (or slightly over center) and nearly parallel to the valve spring retainer. Shims should be added under the rocker stand to raise the shaft proportionate to the added length of the valve stems.

Special Note: For valve lift greater than .650” for small block Chevy and Ford, the shaft height should be *lowered* by half the difference between actual lift. For less lift, the stand height should be *raised* by half the difference between the above noted lift and actual lift. (i.e. for a small block with .750” of valve lift, the rocker shafts should be .050” lower. For a small block with .600” of valve lift, the rocker stands should be .025” higher.).

Step 6: Torque the 5/16” or 7/16” rocker arm stand bolts to specifications provided on Page 4. Any bolts that thread into an intake runner should be coated with a thread sealant such as Loctite®.

Step 7: Install the rocker arms onto the rocker arm shaft one pair at a time. If pushrod length has already been determined and pushrods installed, back the adjusters out until the base of the adjuster seats against the rocker body. If pushrod length has not been verified, please refer to the **Section: Pushrods; Checking to Determine Proper Length** to ascertain the appropriate pushrod lengths. Once completed, install the pushrods, and continue Step 7 as detailed below.

Make certain that the number 1 cylinder is at TDC and the pushrods are properly seated in the valve lifter at one end and the valve lash adjuster at the other. The rocker arms should rest in the pedestal/stand without any pressure between the valve lash adjuster and pushrod. Install the 5/16” torx head bolts through the rocker shafts into the rocker stands; hand-tighten until snug and then torque to 25 lbs/ft. Upon installing the first pair of rocker arms, rotate the crankshaft 90 degrees and install the next pair of rockers. Follow the engine firing order until all rocker arms have been installed.

NOTE: *Never attempt to install or remove rocker arm shaft machine screws while valve spring pressure exerts a load. Attempting to do so may seriously damage the shaft or other component parts.*

Step 8: Place a few drops of oil on the valve lash adjuster threads prior to installation in each rocker arm. Tighten the adjuster against the pushrod by hand until bottomed out. Back the adjuster out 1 turn. Thread the adjuster nut onto the valve lash adjuster and tighten to 35 lbs/ft to seat the adjuster.

NOTE: It is critical that the adjuster is backed out one full turn before applying torque to the adjuster lock nut. Failure to do so may result in damage to the adjuster and rocker arm.

Step 9: Once the valve lash adjuster has been seated, loosen the adjuster nut and set the adjuster for valve lash. Retighten the adjuster nut to 25 lbs/ft.

NOTE: Do not run the rocker arm with the adjuster bottomed-out. Doing so will result in damage to the rocker arm and other engine components.

Step 10: Using a pump-style oil can against the oiling hole in the adjuster, pump the handle until oil comes out of the oil passage behind the rocker arm roller tip.

Pushrods; Checking to Determine Proper Length

1. With the number 1 cylinder at TDC (Top Dead Center) seat the provided pushrod length checkers in both exhaust and intake valve lifters.
 - a. The base circle may be different between the intake and exhaust camshaft profiles.
 - b. It is necessary to check both for proper individual pushrod length.
2. With the valve lifter on camshaft base circle and valve lash adjuster rotated clockwise 1 turn out from the seated position, install the rocker pair over the number one cylinder with the length checkers in place. You may wish to mark the checkers "I" and "E" (for intake and exhaust) to easily identify after removal.
3. Tighten the torx machine screws through the shaft and into the stand until snug.
 - a. Do not attempt to install or remove rocker arms under load.
 - b. To do so will likely result in serious damage to the rocker arm shaft, bearings, and/or the rocker body.
4. Adjust the pushrod length checkers to required fitment and proper length.
 - a. Remove the rocker pair from the stand and then remove the pushrod length checkers.
 - b. Record the lengths required for reference and order the appropriate quality Intake and Exhaust pushrods from your Racing and Performance parts dealer.

NOTE: Maximum recommended spring pressures for the PQ² Shaft Mount Rocker Arms are 275 lbs closed; and 700 lbs open. The rocker arms will clear up to 1.550" diameter valve spring. Pushrods selection is important; these are critical parts. High quality aftermarket 4130 chromoly steel pushrods are recommended. Custom length pushrods are readily available from PRW through your local dealer.

Post Installation Maintenance:

The synchronized oil system must be inspected periodically for obstructions that may prevent proper rocker arm oiling. After the valve has been adjusted to camshaft specifications, verify that the 12 pt adjuster nut has retained 25 lbs/ft torque.

NOTE: Severe engine damage may occur if the adjuster nut should come loose while the engine is operating.

TORQUE SPECIFICATIONS WITH OIL	
7/16" LHCS Rocker Stand Bolts	46-48 Lbs/Ft
5/16" LHCS Rocker Stand Bolts	25 min: 26-28 Lbs/Ft
5/16" Shaft Bolts	26-28 Lbs/Ft
3/8" 12 point Adjuster Nut	25 Lbs/Ft

WARNING:

- 1. Do not re-tap adjuster hole. Doing so may damage the rocker arm beyond repair!**
- 2. Do not over-tighten adjuster nuts or modify adjuster counterbore!**
- 3. Do not degrease rockers and/or run without proper lubrication.**
- 4. Do not run valve lash adjusting screw out past two threads from seated position!**
- 5. Do not allow pushrods to come in contact with cylinder head!**
- 6. Do not run with rough or damaged pushrod tips!**
- 7. Do not loosen shaft bolts under spring loads!**

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 has been physically altered, improperly installed or maintained, or;**
- iii. any product used in improper applications, abused, or not used in conjunction with the proper parts.**

There are no implied warranties of merchantability or fitness for a particular purpose and no warranties which extend beyond the description of the face hereof.

PRW will not be responsible for incidental and consequential damages, property damage or personal injury damages to the extent permitted by law. Where required by law, implied warranties or merchantability and fitness are limited for a term of (1) one year from the date of original purchase. This warranty may give you specific legal rights. You may also have other legal rights, which vary from state to state.

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FAX: (714) 792-1095
TECH: (888) 377-9779
WWW.PRW-USA.COM