Installation Guide for 20518

Aluminum Stud Girdle

Installation

1. Clean and inspect all parts.

2. Back the set screw in the rocker arm adjuster (Rocker Loc) all the way to the top of the hex end. This will provide the proper room to set the lash on the valve.

   Note: All rocker arm adjusters must be checked for proper clearance between the "base" or "shank" of the Rocker-Locs and the inside of the upper rocker arm pivot slot. Clearance between the "base" or lower portion of the rocker arm adjuster and the inside radius of the upper rocker arm pivot slot is critical to the proper operation of the valve train. Rockers must maintain full range of motion without any binding or interference between the rocker body and rocker arm adjusters.

   Additional Clarification: Before installing this aluminum stud girdle, please check to confirm that the "base" of the stud girdle rocker arm "adjusters" (RockerLocs included with this product) fit inside the upper rocker arm pivot "slot" and move "freely" in your rocker arm.

3. **Canted Valve Engines – Big Block Chevy** Due to the complex valve arrangement, the installation procedure is a little different than other girdles. After all rocker arms are in place, check to be sure that the flat side of the rocker arm trunnion is facing up for the RockerLoc to sit on. The BB Chevy (BBC) design requires patience to install (particularly during the first installation); so please follow the instructions carefully.

   At this point, install only two RockerLocs in the center stud locations on the top row of BBC rocker arm studs. These are the studs for the intake and require the longer RockerLocs.

4. **Canted Valve Engines – Big Block Chevy** Without using force, slide the stud girdle onto two of the top row of RockerLocs (Make sure the machined side is facing up). Move the stud girdle down until the bottom row of studs is centered in the bottom row of holes. Then slide the remaining RockerLocs through the bottom holes and thread them onto the studs.

   Note that the angled holes in the stud girdle may require movement of the stud girdle up and down so that the lower row of RockerLocs will line up with their corresponding studs. Once the bottom row of RockerLoc threads are started, install the remaining two intake RockerLocs to complete the installation. At this point it may be necessary to wiggle the stud girdle to line up all of the RockerLocs. Using this technique, they should all start and go on correctly.

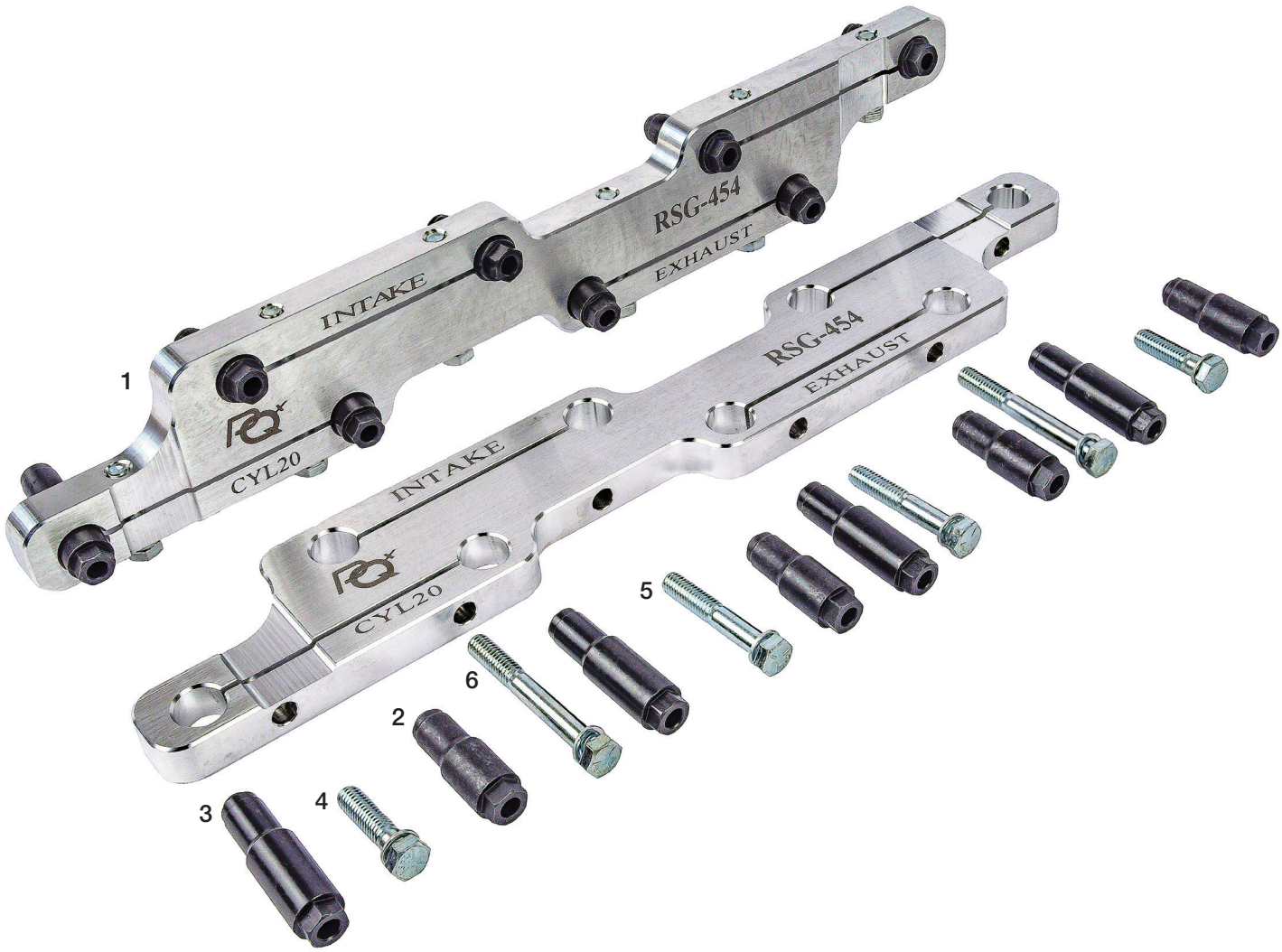
5. With all of the RockerLocs installed and hand tight on the rocker arm, gently move the stud girdle up or down to make sure it is centered on the RockerLocs. When this is done, lightly snug up the through bolts that are located on the sides of the stud girdles.

6. Next, you must check the clearances between the rocker arms, stud girdle, and RockerLocs. With an eye on the pushrod side of the rockers, rotate the engine through at least two complete revolutions to make sure the stud girdle is not too far down on the RockerLocs. The rocker arm must never come in contact with the bottom side of the stud girdle. It is also recommended that you check the slot in the top of the rocker arms to ensure there is no contact between the rocker arms and the sides of the RockerLocs.

7. Check your camshaft installation instructions to obtain the specified setting for your valve lash and adjust accordingly. (Note that the stud girdle is not meant to keep the Rocker-Locs from rotating. It is designed to minimize rocker stud flexing. It is imperative that the RockerLocs and set screws are properly installed. If not, they will not stay tight and the end result will be improper adjustment).

8. Finally, check the valve cover and stud girdle clearance. The stud girdle should not interfere with the valve cover. If you find any contact between these two parts you may need to purchases a different set of valve covers.

Parts List



1	(2) Stud Girdles [1 per cylinder head]	4	(4) Bolts [short]
2	(8) Rocker Locs [short]	5	(4) Bolts [medium]
3	(8) Rocker Locs [long]	6	(4) Bolts [long]