



1993-95 SVT Lightning 3/8" Stud Mount Rocker Arm Conversion Kit

This kit is designed to allow stud mounted, adjustable rocker arms to be installed on Ford 302-351W engines with 5/16" pedestal mount/bolt-down style heads (stock or aftermarket).

In addition to normal hand tools, you will need the following:

- 3/8" drive torque wrench
- Long handle Allen wrench
- Solvent & thread cleaner
- CCA-159-12, TFS-94000, or equivalent break-in additive

Once this kit is installed, you will be able to install your choice of 3/8 stud mount rockers, such as SCP-1017, SCP-1019, TFS-51400510, CCA-1704316, or CCA-1904316.



Most engines can reuse stock pushrods if they are in serviceable condition. Otherwise, CCA-782616 are acceptable replacements, as are any OEM length pushrods when used with stock heads. Aftermarket heads that may require different length pushrods will need to be measured using SVE-PTVTOOL.

Installation

1. Remove the stock rocker arm pedestal assemblies, pedestal guide channels and pushrods.
2. Clean pedestal mounting pad area and threaded holes of any oil or dirt. Failure to properly clean these areas can result in stud and/or pushrod damage.
3. Starting one cylinder at a time, place two guide plate units in a new channel and position over the mounting holes, with the pushrod openings over the pushrod holes in the cylinder head. Use one of the adjusting nuts included with your rocker arms to install the studs. Turn the set screw in the adjusting nut until it is flush with the top of the hex end. Install the adjusting nut until the set screw contacts the top of the stud. Apply the thread locking compound to the 5/16" threads on the cylinder head end of the stud and install through the guide plate and channel assembly, screwing them in to the cylinder head and finger tightening them only at this time.
4. Holding the hex of the adjusting nut with a box end wrench, tighten the set screw. Torque the set screw to 25 ft/lbs. Do not over tighten. Torque the stud into the head to 25 ft/lbs. Do not overtighten.
5. Holding the hex of the adjusting nut with a box end wrench so it cannot turn, loosen the set screw. Once loose, back off the two nuts by hand, making sure the stud doesn't turn. Repeat steps 3-5 on the second stud of the pair.
6. Repeat steps 1 through 5 for the remaining cylinders and allow the locking compound to cure for 4 to 6 hours before proceeding.
7. Inspect each of your pushrods for any burrs or a rough finish. Sand or polish them smooth to prevent premature bushing wear.
8. Install the guide plate bushings, using oil in the grooves to ease installation. Insert the pushrods through the bushings and into the lifters, making sure they go into the pushrod seats in the lifters.

(cont. on next page)

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Rocker Arm Adjustment

1. Working on one cylinder at a time, rotate the engine by hand until the exhaust pushrod starts to rise. You can now install the intake rocker arm and adjust it per your camshaft's specs.
 - If the pushrod does not fit into the rocker arm seat, move the bushing slightly until it fits. In the case of hydraulic lifters, we recommend you turn the adjusting nut down 1/2 to 1 turn after you have taken out all of the slack (zero lash). Once you have adjusted the lash, check for clearance between the underside of the rocker arm and the guide plate assembly.
 - If you do not have at least .030" clearance, you will need to install slightly longer pushrods to obtain the necessary clearance.
2. Adjust the exhaust rocker arm next. Continue to rotate the engine in the same direction until the intake valve has opened fully and almost returned to its seat. You can now install the exhaust rocker arm and repeat the adjustment procedure and check for proper clearance as outlined above.
3. Repeat adjustment steps 1 and 2 for the remaining cylinders.

Valve Cover Installation

1. Place the valve cover on the cylinder head without using a gasket and check for clearance with the new rocker arms or adjusting nuts. If the cover fits flush on the head, hold it in place by hand and rotate the engine. Do not start the engine. If interference is encountered it can often be corrected by modifying the valve cover or using double thickness gaskets. Check each valve cover separately since clearance may vary.
2. Pour the CCA-159-12, TFS-94000, or equivalent Break-In Additive on the guide plate bushings and rocker arm fulcrums, just before installing the valve covers and starting the engine.

Note: Periodically inspect the bushings for wear. Guide bushing wear is not expected unless rough or erratically shaped pushrods are used.

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