TM

Jan 2016

8.2 Litre Performance Parts
Albuquerque, New Mexico
www.cad500parts.com

Stage I Shaft Rocker Assembly

Congratulations … You are the proud owner of one of the best rocker arm assemblies available for the Cadillac 472/500/425 engine family. Though 'bulletproof' by design, special precautions should be taken to ensure a long and trouble free life for these assemblies. For reference, these rockers are 1.6:1 ratio, compared to the stock 1.65:1.
Please read all instruction thoroughly before installation - aluminum components and other parts may be damaged due to improper installation!

- These instructions are for the solid shaft version with mounting studs.
- Pre-oil rocker assemblies before installation.
- Take special care to seat all of the pushrod balls into the cups as you tighten the mounting fasteners.
- Check to see if there is any unthreaded area on the stud showing above the support stands, when the stands are against the head (or shims, if used). If there is, add washers (included) until there is not. Use at least 1 washer under the nut regardless. Not enough washers can cause a problem, too many cannot—if in doubt, add another.
- Torque nuts to 30 Ft-Lbs. DO NOT OVER TORQUE!
- Be sure to follow the firing order as you check the lifter preload (15634278), and check them when the lifter is on the base circle of the cam (all the way down).
- Rocker geometry is optimized by changing the installed height of the rocker shaft (via shimming or milling the supports) and checking the contact pattern of the rocker on the valve stem tip. This is generally not necessary to worry about, as (in most cases), it will be within acceptable range with stock valve stem height.
- On hydraulic cams, adjust for a lifter preload of ± .020"-.060". Lifter preload is the distance the piston inside the lifter is pushed down away from the retaining clip. Accurate measurement can be difficult, but a good rule of thumb on a street motor is that is should look about like a spark plug gap. This can be adjusted via shimming / milling the shaft supports, different length pushrods, or adjusting the valve stem height by grinding the seats or valve stem tips. In most cases, you can get the correct pre-load by shimming the whole rocker assembly, with no machine work, and without causing a significant change in geometry.
- The pushrods supplied (PN PR345), which are 9.990" long. The stock Cadillac pushrods are ~10.200". We also stock a 10.140" and 10.230" pushrod if needed. If ordering your own custom pushrods, be sure to use 5/16" balls with oil holes. Other sizes may damage the rocker arms.
- Check for pushrod to head clearance - we generally drill out the pushrod holes in the head to 9/16" or 5/8" before assembly, to eliminate the potential clearance problem ahead of time. This is generally not an issue, but it is something that should be checked during assembly. If you have already assembled your engine, the rocker arm location (side-to-side) may be adjusted by modifying the spacers, and this may solve a minor clearance problems.
- Thank you for choosing **Cad Company's** Best Engineered Parts for the Cadillac 472", 500, and 425" engines.