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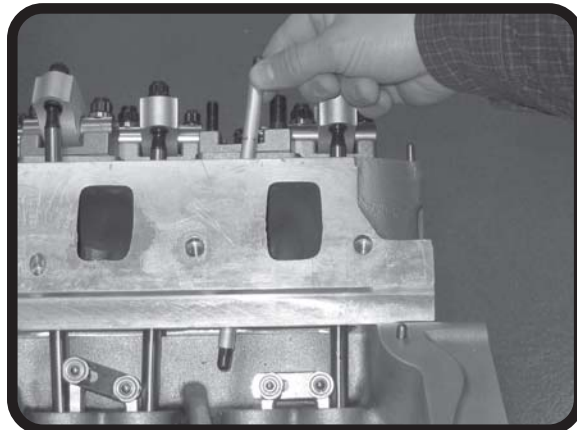
TOL-29400 AND TOL-29450

4 AND 5pc. PUSHROD LENGTH CHECKER INSTRUCTIONS



5pc.CHECKER SHOWN

THE JESEL PUSHROD LENGTH CHECKER TOOL IS A MODULAR 5 pc. OR 4 pc. KIT THAT CAN BE ADJUSTED FROM 6" TO 12" (5 pc.) AND 6" TO 9" (4 pc.). THIS TOOL IS USED TO ACCURATELY MEASURE THE PUSHROD LENGTH ONCE THE PROPER STAND HEIGHT HAS BEEN DETERMINED. **NOTE: NEVER ROTATE THE VALVETRAIN USING THE PUSHROD CHECKER TOOL.**



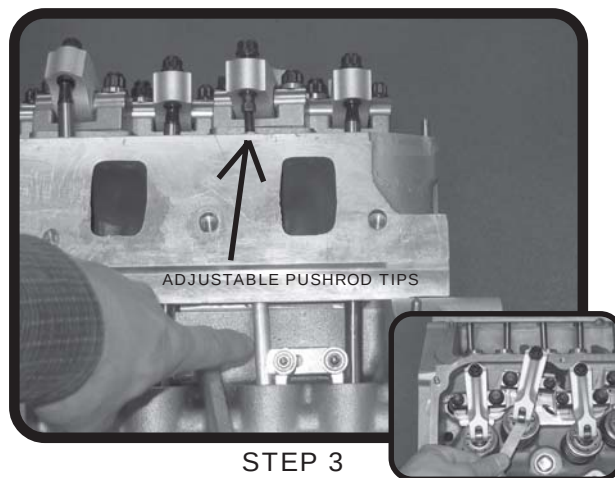
STEP 1

STARTING WITH THE NUMBER ONE CYLINDER, ROTATE THE ENGINE UNTIL EXHAUST LIFTER IS ON THE CAMS BASE CIRCLE (OPPOSITE FROM FULL LIFT). ASSEMBLE PUSHROD CHECKER TO THE DESIRED LENGTH, PLACE ONTO EXHAUST LIFTER AND BOLT ROCKER ARM TO STAND. CHECK FOR PUSHROD TO CYLINDER HEAD INTERFERENCE AND CORRECT IF AN OBSTRUCTION IS PRESENT.



STEP 2

LOOSEN THE ADJUSTER NUT AND BACK THE ADJUSTER UP INTO THE ROCKER ARM UNTIL IT BOTTOMS OUT IN THE BODY. TURN IT DOWN **ONE FULL TURN**. THIS IS THE IDEAL LOCATION FOR THE ADJUSTER (SEE PHOTO ON REVERSE SIDE). THE ADJUSTER CAN BE RUN FROM $\frac{1}{4}$ DOWN FROM SEATED TO 2 TURNS DOWN FROM SEATED POSITION. ALL JESEL ROCKERS ARE SHIPPED ONE TURN DOWN FROM THE FULLY SEATED POSITION.

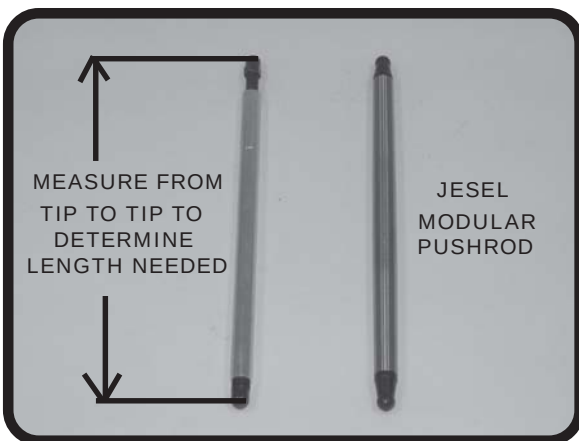


STEP 3

SCREW OUT THE ADJUSTABLE ENDS IN THE PUSHROD CHECKER UNTIL THE DESIRED LASH IS OBTAINED. REMOVE CHECKER AND MEASURE IT FROM TIP TO TIP TO DETERMINE THE PROPER LENGTH NEEDED. JESEL PUSHRODS ARE AVAILABLE IN $.050$ " INCREMENTS. REPEAT THE STEPS FOR THE INTAKE PUSHROD

BEFORE ORDERING PUSHRODS:

DUE TO VARIANCES IN ENGINE MACHINING PROCESSES AND CAMSHAFT GRINDS, IT IS NOT UNCOMMON FOR PUSHRODS TO VARY IN LENGTH FROM ONE BANK OR ONE CYLINDER TO ANOTHER. BEFORE ORDERING NEW PUSHRODS, CHECK THE PUSHROD LENGTH ON SEVERAL DIFFERENT CYLINDERS AND ON BOTH OF THE ENGINES CYLINDER HEADS TO DETERMINE THE SIZES.



STEP 4

AFTER THE PROPER LENGTH HAS BEEN OBTAINED, REMOVE AND MEASURE THE LENGTH OF THE CHECKER TO DETERMINE WHAT PUSHROD LENGTH YOUR APPLICATION WILL REQUIRE. **JESEL** OFFERS A HOST OF 5/16", 3/8" AND CUSTOM MODULAR TAPERED PUSHRODS TO TAILOR TO ALL RACING APPLICATIONS.

VALVE ADJUSTMENT:

1. ROTATE ENGINE UNTIL EXHAUST ROCKER BEGINS TO OPEN EXHAUST VALVE. SET INTAKE LASH TO THE DESIRED SPEC.
2. ROTATE ENGINE UNTIL INTAKE ROCKER BEGINS TO RETURN FROM ITS FULL LIFT POSITION. SET EXHAUST LASH TO SPEC.
3. REPEAT FOR THE REMAINING CYLINDERS FOLLOWING THE CORRECT FIRING ORDER OF YOUR ENGINE.

WARNING-DO NOT:

- LOOSEN SHAFT BOLTS UNDER SPRING LOADS-
- RUN PUSHROD ADJUSTER OUT PAST TWO TURNS-
- RUN WITH ROUGH OR DAMAGED PUSHROD TIPS-
- ALLOW PUSHRODS TO RUB AGAINST HEAD SURFACE-
- DEGREASE ROCKERS AND RUN WITHOUT LUBE-
- OVERTIGHTEN ADJUSTER NUTS-
- MODIFY ADJUSTER COUNTERBORE-



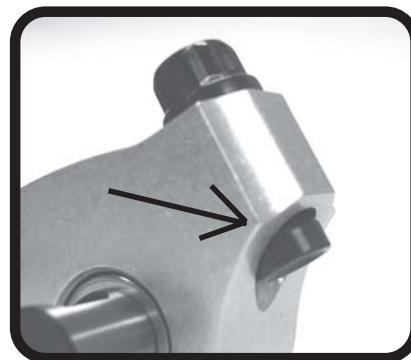
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TOL-29300 = 1/8" HEX ADJUSTER
TOL-29301 = 5/32" HEX ADJUSTER



TO EASE VALVETRAIN ADJUSTMENTS, **JESEL** OFFERS TWO DIFFERENT LASH ADJUSTING TOOLS, WHICH SIMPLIFY ADJUSTING VALVES CONSIDERABLY. IT COMBINES AN ALLEN WRENCH AND 12-PT. WRENCH WITH ONE SIMPLE TOOL. THIS TOOL HELPS PREVENT OVER TORQUING THE ADJUSTER NUT WHICH IS A COMMON CAUSE OF ROCKER ARM FAILURE.



THE PROPER OPERATING RANGE FOR THE ADJUSTER IS 1/4 TO TWO TURNS OUT FROM THE FULLY SEATED POSITION. **JESEL** SHIPS ITS ROCKERS WITH THE ADJUSTERS ONE FULL TURN OUT FROM THE FULLY SEATED POSITION.

NOTES:

1. (NEVER) ROTATE THE VALVETRAIN USING THE CHECKER PUSHROD
2. MAKE SURE PUSHRODS ARE CLEAN AND PROPERLY LUBRICATED BEFORE FINAL INSTALLATION
3. MAKE SURE THERE IS NO INTERFERENCE BETWEEN PUSHROD AND ENGINE BLOCK OR CYLINDER HEAD

TORQUE SPECS:

5/16" T45 SHAFT BOLT= 26-28 LBS-FT.
5/16" ARP 12-PT. SHAFT BOLT= 35 LBS-FT.
ADJUSTER NUT - 1/8" HEX= 25 LBS-FT.
ADJUSTER NUT - 5/32" HEX= 30 LBS-FT.