

## Installation Instructions for JBR Aluminum Roller Rocker Arms for Triumph GT/TR-6 Engines

**Please read this instruction sheet in its entirety before starting this process. Failure to do so could result in severe damage to your engine and/or the rocker arms.**

It is strongly recommended that a NEW rocker arm shaft be used with these roller rockers. Installation of the roller rockers on a used rocker arm shaft may result in premature bushing wear. **All** sharp edges from the oil and mounting holes on the shaft must be removed before installing the rockers onto the shaft. Polish the shaft with #400 wet/dry sandpaper and oil before assembly and installation.

NOTE: Higher ratio Rocker Arms will decrease piston to valve clearance. These clearances should be re-checked **before** running the engine.

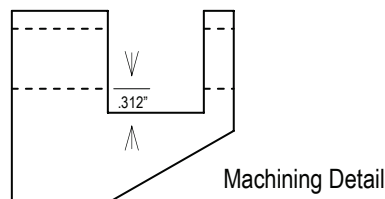
Check all valve stems for damage and/or excessive wear and repair as necessary. It is recommended that the valves be removed from the cylinder head and the tips be reground.

### ROLLER ROCKER ARM ASSEMBLY PROCEDURE

1. All components should be cleaned with a suitable solvent and thoroughly dried. Arrange the rockers in the appropriate order: (4-cyl.) EX-IN-IN-EX-EX-IN-IN-EX, (6-cyl.) EX-IN-IN-EX-EX-IN-IN-EX-EX-IN-IN-EX.
2. Place one (1) shim between the rocker arm and the separator spring. Failure to install this shim will result in damage by the separator spring to the side of the rocker arm. Additional shims may be needed between rocker arms and pedestals to position the rocker arm roller tip as close to the valve stem centerline as possible. (*note: if you are using late model end pedestals, they **must** be machined for additional clearance per the diagram below*)
3. It is recommended that the shimming for the rocker assembly be re-checked if this assembly is moved to a different engine.
4. Rocker arms are not supplied with adjusters or nuts. You may use the adjusters and nuts from your production rocker assembly. However, it is recommended that you use *NEW* adjusters and nuts.
5. Place the 5/16" washers supplied between the nut and the rocker arm to prevent the nut from digging into the aluminum rocker.
6. After the assembly has been installed on the engine, check the following: (1) Rocker arm to valve spring retainer clearance with valve in the closed position, (2) Pushrod cup to rocker arm clearance with the valve at full lift, and (3) Rocker arm to valve cover clearance.
7. Set valve lash to your cam grinder's specifications. These roller rocker arms do not affect valve lash settings.
8. Oil the complete assembly liberally and install valve cover.
9. Start the engine and allow it to warm-up completely to normal operating temperature and re-lash the valves while the engine is hot. Due to the expansion characteristics of the aluminum rocker arms, it is imperative valve lash be checked and reset while they are HOT.

**Thank you for purchasing JB Racing Roller Rocker Arms. GOOD LUCK AND GOOD RACING**

Late Model End Pedestals  
The rocker arm clearance slot must be increased to 0.312" below the shaft bore. Re-check to ensure adequate clearance has been achieved before final assembly.



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