Effective
January
2017

SCORPION®
RACING PRODUCTS

PERFORMANCE CATALOG

ROCKER ARMS
FUEL RAIL KITS
VALVE TRAIN STABILIZERS
LUBRICANTS & MORE

MADE IN AMERICA AND PROUD OF IT!

SHAFT MOUNT ROCKER ARMS

STUD MOUNT ROCKER ARMS

NEW ADJUSTABLE PEDESTAL MOUNT ROCKER ARMS

FUEL RAIL KITS

VALVE TRAIN STABILIZER KITS

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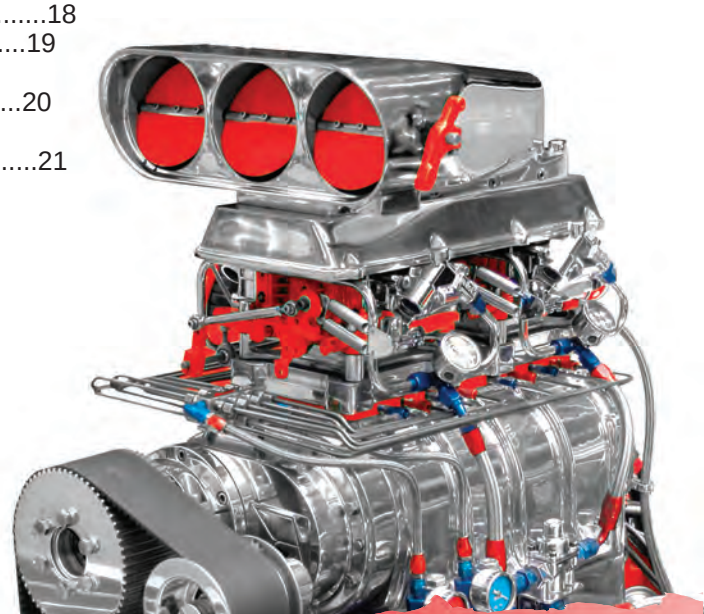


ROCKER ARMS FEATURES

THE BEST HIGH PERFORMANCE RACING ROCKER ARMS, AND THEY'RE MANUFACTURED RIGHT HERE IN THE USA. DON'T SETTLE FOR IMPORTED JUNK!

All Scorpion Stud Mount Roller Rocker Arms Feature: Needle Bearing Fulcrum and Roller Tip, Centerless Ground Trunnion, Centerless Ground Pin & Roller, Burr-Free Thru Hole in Trunnion, Large Machined Seat, Thick Walled Adjusting Nut, Pedestals Machined from Solid Steel, Black Oxide Coated Steel Parts, and 100% CNC Machined in the USA.

- Many ratios available
- Lightweight 7000 series aerospace-grade aluminum bodies for maximum strength and durability
- Clear 1.625" valve springs
- Full body design
- Anodized blue for additional protection and durability
- Exclusive LIFETIME WARRANTY on all series*

RACE SERIES

- Available ratios 1.6, 1.7 & 1.8 AMC
- Available ratios 1.3 thru 1.8 Chevy
- Available ratios 1.5 thru 1.83 Ford
- Available ratios 1.6 & 1.7 Oldsmobile
- Available ratios 1.5 & 1.65 Pontiac
- Handle .950" lift & 950 lbs. max open spring pressure
- Clear 1.625" valve springs
- 1.6" fulcrum width

LS RACE SERIES

- Available ratios 1.7 & 1.8 Chevy LS
- The only 'No Machining Required' kit in production
- Use standard length pushrods
- No need for valve cover spacers

NARROW BODY RACE SERIES

- Available ratios 1.5, 1.6 & 1.7
- Designed for center bolt valve covers on Chevy
- Must use a guide plate
- 1.2" fulcrum width

NARROW BODY SELF-ALIGNING RACE SERIES

- Available ratios 1.3 thru 1.7 Chevy
- The only one-piece nose roller on the market
- Designed for center bolt valve covers on Chevy
- Self-aligning eliminates the need for guide plate

ENDURANCE SERIES

Endurance Series rockers have Race Series features PLUS:

- Lighter weight for faster RPM gain - average 28 grams lighter than Race Series rocker arms
- Lower profile than Race Series rocker arms for better fitment under most stock valve covers
- Shorter polylocks than Race Series polylocks for better valve cover clearance
- Handle .750" lift & 750 lbs. max open spring pressure
- ***NEW*** Adjustable Pedestal Mount rocker arms

MARINE ENDURANCE SERIES

Marine Endurance Series rockers have all Endurance Series features but are shaped specifically for marine engine applications.

- Top rear corners angle-cut to clear marine style valve covers
- Developed, tested and proven in marine racing applications

ENDURANCE SERIES SHAFT MOUNT

- Many ratios available
- Fully radiused 7000 series aluminum rocker bodies
- All steel rocker parts made from ASTM-certified bearing quality steel
- 4140 heat treated steel stands
- .562" diameter centerless ground shafts
- .625" adjuster engagement
- Each lightened assembled shaft rocker weighs approximately 120 grams

NOTE: Please see page 20 for Tech Code explanations, for Tech Support and Returns information, and for answers to other frequently asked questions.

*SCORPION LIFETIME WARRANTY

Warranty is for products to be free from defects in material and workmanship. Scorpion warrants that when their products are properly installed in a correct application, they will be free from defect and will function as specified. This warranty will be void on all products that show evidence of misapplication, improper installation, abuse, lack of proper maintenance, negligence or alteration of original design. This warranty does not cover other components, labor or related expenses. Scorpion reserves the right to make necessary changes in its products at any time to improve product performance. These changes in products will be made without obligation to change or improve products that were previously manufactured. Warranty is only for the original purchaser and all returns must be accompanied by the original receipt.


Race Series 1.5


Endurance Series 1.5


Race Series 1.5


Endurance Series 1.5

Race Series vs. Endurance Series

Scorpion Racing Products offers you a choice for top quality roller rocker arms.

Made for the most demanding street and racing applications, Scorpion's Race Series and Endurance Series Roller Rocker Arms provide superior performance and more horsepower.

RACE SERIES
ROLLER ROCKER ARMS FEATURE:

- Full body design
- Many ratios available
- Clear 1.625" OD valve springs
- Handle .950" lift & 950 lbs max open spring pressure
- Aerospace-grade 7000 Series aluminum bodies
- Precision ground needle bearings
- Centerless ground fulcrum
- Roller tip and pin
- Anodized for additional protection and durability

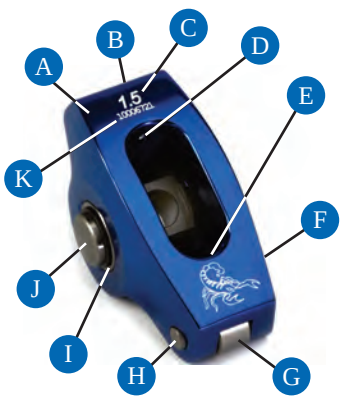
ENDURANCE SERIES
ROLLER ROCKER ARMS HAVE RACE SERIES FEATURES PLUS:

- Lighter weight for rapid RPM gain - 28 grams (average) lighter than Race Series rocker arms
- Lower profile than Race Series rocker arms for better fitment under most stock valve covers
- Shorter polylocks than Race Series rocker arms for better valve cover clearance
- Handle .750" lift & 750 lbs max open spring pressure

Applications: American Motors, Small & Big Block Chevy, Small & Big Block Ford, Oldsmobile, Pontiac

All Scorpion rocker arms are 100% CNC machined in the USA.

All Scorpion rocker arms have an exclusive LIFETIME WARRANTY.



WORLD'S BEST STUD MOUNT ROLLER ROCKER ARMS!

A 7000 Series high strength aluminum bodies
B Heat treated and polished 8620 steel pushrod seats
C Ratios from 1.3 to 1.83 with .100" and .150" offsets available
D Directed oiling from pushrod to trunnion bearings
E Directed oiling to nose wheel and valve spring
F Machined for 1.625" valve springs
G Heat treated and precision ground 8620 high carbon steel rollers
H Heat treated and precision ground high carbon chromium steel axles
I Full compliment, high load, USA-made bearings
J Heat treated and precision ground bearing quality steel trunnions
K Scorpion's LOT number, not the part number

- All steel rocker components made from bearing quality steel
- Exclusive LIFETIME WARRANTY
- 100% MADE IN THE USA!

SCORPION RACING PRODUCTS

RACE SERIES ROCKER ARMS

All Scorpion Rocker Arms Feature:

Lightweight 7000 Series Aerospace-grade Aluminum Bodies for Maximum Strength and Durability, Needle Bearing Fulcrum and Roller Tip, Centerless Ground Trunnion, Centerless Ground Pin & Roller, Burr-Free Thru Hole in Trunnion, Large Machined Seat, Thick Walled Adjusting Nut, Pedestals Machined from Solid Steel, Black Oxide Coated Steel Parts, Anodized for Additional Protection and Durability, 100% CNC Machined in the USA, Exclusive LIFETIME WARRANTY*.

RACE SERIES Rocker Arms feature:

- Full body design
- Handle .950" lift & 950 lbs. max open spring pressure
- Clear 1.625" valve springs
- 1.6" fulcrum width

NOTE: FOR ALL MIXED RATIO ROCKER ARM SETS
i = Intake
e = Exhaust

AMERICAN MOTORS

AMC V-8 / 5/16

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
1097	1.6	5/16 Pedestal	G
1104	1.7	5/16 Pedestal	G

Rockers for this engine also available in Endurance Series

AMC V-8 / 3/8

Part Number	Ratios	Stud	Tech Codes
1054	1.6	3/8	G

Rockers for this engine also available in Endurance Series

AMC V-8 / 7/16

Part Number	Ratios	Stud	Tech Codes
1055	1.6	7/16	G
1102	1.7	7/16	E, G
1103	1.8	7/16	E, G

Rockers for this engine also available in Endurance Series

CHEVROLET

Chevy V-6 200-262 / 7/16 - .150" Offset

Part Number	Ratios	Stud	Tech Codes
1048	1.55	7/16	C, E
1093	1.6	7/16	C, E
1049	1.65	7/16	C, E
1094	1.65i / 1.55e	7/16	C, E

Small Block Chevy V-8 265-400 / 3/8

Part Number	Ratios	Stud	Tech Codes
1004	1.3	3/8	I
1000	1.5	3/8	
1006	1.55	3/8	E
1002	1.6	3/8	E
1027	1.6i / 1.5e	3/8	E
1008	1.65	3/8	E
1029	1.65i / 1.5e	3/8	E
1025	1.7	3/8	E

Rockers for these engines also available in Endurance Series

Small Block Chevy V-8 265-400 / 3/8 - .150" Offset

Part Number	Ratios	Stud	Tech Codes
1010	1.5	3/8	A
1012	1.6	3/8	A, E
1043	1.6i / 1.5e	3/8	A, E
1031	1.65	3/8	A, E
1033	1.7	3/8	A, E

Small Block Chevy V-8 265-400 / 7/16

Part Number	Ratios	Stud	Tech Codes
1005	1.3	7/16	I
1001	1.5	7/16	
1007	1.55	7/16	E
1068	1.55i / 1.5e	7/16	E
1003	1.6	7/16	E
1028	1.6i / 1.5e	7/16	E
1009	1.65	7/16	E
1030	1.65i / 1.5e	7/16	E
1046	1.65i / 1.6e	7/16	E
1026	1.7	7/16	E
1047	1.7i / 1.6e	7/16	E
1072	1.7i / 1.65e	7/16	E

Rockers for these engines also available in Endurance Series

Small Block Chevy V-8 265-400 / 7/16 - .150" Offset

Part Number	Ratios	Stud	Tech Codes
1011	1.5	7/16	A
1013	1.6	7/16	A, E
1042	1.6i / 1.5e	7/16	A, E
1032	1.65	7/16	A, E
1082	1.65i / 1.6e	7/16	A, E
1034	1.7	7/16	A, E

Small Block Chevy V-8 AFR Eliminator Series 180-220cc / 3/8 & 7/16 - .100" Offset

Part Number	Ratios	Stud	Tech Codes
1110	1.5	3/8	A, E
1112	1.6	3/8	A, E
1143	1.6i / 1.5e	3/8	A, E
1111	1.5	7/16	A, E
1113	1.6	7/16	A, E
1142	1.6i / 1.5e	7/16	A, E

Big Block Chevy V-8 348-409 / 3/8

Part Number	Ratios	Stud	Tech Codes
1095	1.7	3/8	H
1041	1.75	3/8	H

Rockers for these engines also available in Endurance Series

Big Block Chevy V-8 396-502, Mark IV, Gen V, Gen VI, 8.1 Vortec / 7/16

Part Number	Ratios	Stud	Tech Codes
1039	1.5	7/16	H
1014	1.7	7/16	H
1015	1.75	7/16	H
1045	1.75i / 1.7e	7/16	H
1016	1.8	7/16	H
1040	1.8i / 1.7e	7/16	H
1064	1.8i / 1.75e	7/16	H

Rockers for these engines also available in Endurance Series

FORD

Ford I-6 240-300 / 5/16

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
1059	1.73	5/16 Pedestal	G

Ford V-6 3.8L / 8mm

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
1069	1.73	8mm Pedestal 8mm bolts	G

Rockers for this engine also available in Endurance Series

Small Block Ford V-8 289-302-351W / 5/16

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
1180	1.5	5/16 Pedestal	G
1021	1.6	5/16 Pedestal	G
1101	1.65	5/16 Pedestal	G
1022	1.72	5/16 Pedestal	G

Rockers for these engines also available in Endurance Series

Small Block Ford V-8 289-302-351W / 3/8

Part Number	Ratios	Stud	Tech Codes
1091	1.5	3/8	F
1017	1.6	3/8	F
1019	1.72	3/8	F
1071	1.72i / 1.6e	3/8	F

Rockers for these engines also available in Endurance Series

Small Block Ford V-8 289-302-351W / 7/16

Part Number	Ratios	Stud	Tech Codes
1080	1.5	7/16	
1018	1.6	7/16	
1085	1.6i / 1.5e	7/16	
1067	1.65	7/16	
1087	1.65i / 1.5e	7/16	
1020	1.72	7/16	
1070	1.72i / 1.6e	7/16	
1066	1.82	7/16	E

Rockers for these engines also available in Endurance Series

FORD RACE SERIES ROCKERS continued on the next page.

See pages 16-19 for Rocker Arms Installation Instructions

TECH CODES

- **A** 16-pc. rocker set contains 4 right offset intake, 4 left offset intake, and 8 straight exhaust rockers.
- **B** 16-pc. rocker set contains 8 right offset intake and 8 straight exhaust rockers.
- **C** 12-pc. rocker set contains 2 right offset intake, 4 left offset intake, and 6 straight exhaust rockers.
- **D** Must use factory rocker attaching screws.
- **E** Must check for pushrod to cylinder head clearance.
- **F** Will not fit factory bottle-neck studs.
- **G** Pushrod length will have to be checked upon assembly.
- **H** Set contains two rockers for cylinders #1 and #8 that are machined for valve cover clearance.
- **I** 1.3 Small Block Chevy and 1.5 Big Block Chevy rockers are intended for camshaft break-in use only. Pushrod to cylinder head clearance must be checked.

FORD RACE SERIES continued

Small Block Ford V-8 Sportsman / 7/16 - .150" Offset

Part Number	Ratios	Stud	Tech Codes
1061	1.65	7/16 'N' Head	B
1086	1.65i / 1.5e	7/16 'N' Head	B

Rocker for this engine also available in Endurance Series

Ford V-8 351C-351M-400 / Big Block 429-460 / 5/16

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
1024	1.73	5/16 Pedestal	G

Rockers for these engines also available in Endurance Series

Ford V-8 351C-351M-400 / Big Block 429-460

Part Number	Ratios	Stud	Tech Codes
1092	1.73	3/8	
1023	1.73	7/16	
1060	1.83	7/16	E

Rockers for these engines also available in Endurance Series

Big Block Ford V-8 429-460 / 5/16

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
1056	1.73	5/16 Pedestal	G

OLDSMOBILE

Oldsmobile V-8 / 5/16

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
1089	1.6	5/16 Pedestal	G
1096	1.7	5/16 Pedestal	E, G

Rockers for this engine also available in Endurance Series

Oldsmobile V-8 350-455 / 3/8

Part Number	Ratios	Stud	Tech Codes
1050	1.6	3/8	G
1100	1.7	3/8	E, G

Rockers for these engines also available in Endurance Series

Oldsmobile V-8 350-455 / 7/16

Part Number	Ratios	Stud	Tech Codes
1051	1.6	7/16	G
1081	1.7	7/16	E, G

Rockers for these engines also available in Endurance Series

PONTIAC

Pontiac V-8 350-455 / 7/16

Part Number	Ratios	Stud	Tech Codes
1052	1.5	7/16	F
1053	1.65	7/16	E, F

Rockers for these engines also available in Endurance Series

LS RACE SERIES

LS RACE SERIES Rocker Arms feature:

- Available ratios 1.7, 1.8 & 1.9 Chevy LS
- The only 'No Machining Required' kits in production
- Use standard length pushrods

CHEVROLET

Chevy V-8 LS1, LS2, LS6, LS364/400 / 8mm

Cathedral port heads. Non-adjustable.

No machining required. No need for valve cover spacers. Factory valve cover baffles may need to be removed.

Part Number	Ratios	Bolt	Tech Codes
1098	1.7 Pedestal	8mm	D
1099	1.8 Pedestal	8mm	D, E
1199	1.8i / 1.7e Pedestal	8mm	D, E

Chevy V-8 L92, LS3, LS9, LQ9 / 8mm

Rectangle port heads. Non-adjustable.

No machining required.

Part Number	Ratios	Bolt	Tech Codes
1062	1.7 Pedestal	8mm	
1063	1.8 Pedestal	8mm	E
1065	1.8i / 1.7e Pedestal	8mm	E

Chevy V-8 L92, LS3, LS9, LQ9 / 8mm

Trick Flow heads. Non-adjustable.

No machining required.

Part Number	Ratios	Bolt	Tech Codes
1162	1.7 Pedestal	8mm	
1163	1.8 Pedestal	8mm	E
1165	1.8i / 1.7e Pedestal	8mm	E

LS RACE SERIES continued

Chevy V-8 LS7 / 8mm
Rectangle port heads. Adjustable.
No machining required. Aftermarket valve covers or valve cover spacers may be required.

Part Number	Ratios	Bolt	Tech Codes
1190	1.8	8mm	
1191	1.9	8mm	E
1192	1.9i / 1.8e	8mm	E

NARROW BODY RACE SERIES

NARROW BODY RACE SERIES Rocker Arms feature:
- Available ratios 1.5 thru 1.7 Chevy
- Available ratios 1.6 & 1.72 Ford
- Designed for center bolt valve covers on Chevy
- Must use a guide plate
- 1.2” fulcrum width

CHEVROLET

Chevy V-6 / Vortec / 3/8

Part Number	Ratios	Stud	Tech Codes
1090	1.5	3/8	
1088	1.6	3/8	E

Small Block Chevy V-8 305-350 / Vortec / 3/8

Part Number	Ratios	Stud	Tech Codes
1037	1.5	3/8	
1038	1.6	3/8	E
1083	1.6i / 1.5e	3/8	E
1076	1.7	3/8	E

Rockers for these engines also available in Narrow Body Self-Aligning Race Series

FORD

Small Block Ford V-8 289-302-351W / 3/8

Part Number	Ratios	Stud	Tech Codes
1077	1.6	3/8	
1078	1.72	3/8	E

NARROW BODY SELF-ALIGNING RACE SERIES

NARROW BODY SELF-ALIGNING RACE SERIES Rocker Arms feature:
- Available ratios 1.3 thru 1.7 Chevy
- The only one-piece nose roller on the market
- Designed for center bolt valve covers on Chevy
- Self-aligning eliminates the need for guide plate

CHEVROLET

Chevy V-6 4.3 / Vortec / 3/8

Part Number	Ratios	Stud	Tech Codes
1073	1.5	3/8	G
1074	1.6	3/8	E, G

Small Block Chevy V-8 305-350 / Vortec / 3/8

Part Number	Ratios	Stud	Tech Codes
1079	1.3	3/8	I
1035	1.5	3/8	
1036	1.6	3/8	
1084	1.6i / 1.5e	3/8	
1075	1.7	3/8	E

Rockers for these engines also available in Narrow Body Race Series

See pages 16-19 for
Rocker Arms Installation Instructions

TECH CODES

B 16-pc. rocker set contains 8 right offset intake and 8 straight exhaust rockers.
D Must use factory rocker attaching screws.
E Must check for pushrod to cylinder head clearance.
F Will not fit factory bottle-neck studs.
G Pushrod length will have to be checked upon assembly.
I 1.3 Small Block Chevy and 1.5 Big Block Chevy rockers are intended for camshaft break-in use only. Pushrod to cylinder head clearance must be checked.

NOTE: When ordering any single rocker arm add “-1” to the end of the part number. For offset rockers specify “L” for Left offset rockers and “R” for Right offset rockers.

ENDURANCE SERIES ROCKER ARMS

ENDURANCE SERIES Rocker Arms have Race Series features PLUS:

- Lighter weight for faster RPM gain - average 28 grams lighter than Race Series rocker arms
- Lower profile than Race Series rocker arms for better fitment under most stock valve covers
- Shorter polylocks than Race Series polylocks for better valve cover clearance
- Handle .750" lift & 750 lbs max open spring pressure
- ***NEW*** Adjustable Pedestal Mount Rockers

AMERICAN MOTORS

AMC V-8 / 5/16 Non-Adjustable

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
3097	1.6	5/16 Pedestal	G

Rockers for this engine also available in Race Series

AMC V-8 / 5/16 Adjustable

Adjustable - ***NEW***

Part Number	Ratios	Stud	Tech Codes
3297	1.6	5/16 Pedestal	G

AMC V-8 / 3/8

Part Number	Ratios	Stud	Tech Codes
3054	1.6	3/8	G

Rockers for this engine also available in Race Series

AMC V-8 / 7/16

Part Number	Ratios	Stud	Tech Codes
3055	1.6	7/16	G
3102	1.7	7/16	G
3103	1.8	7/16	G

Rockers for this engine also available in Race Series

CHEVROLET

Small Block Chevy V-8 265-400 / 3/8

Part Number	Ratios	Stud	Tech Codes
3000	1.5	3/8	
3006	1.55	3/8	E
3002	1.6	3/8	E
3027	1.6i / 1.5e	3/8	E
3008	1.65	3/8	E
3029	1.65/1.5	3/8	E
3025	1.7	3/8	E

Rockers for these engines also available in Race Series

Small Block Chevy V-8 265-400 / 7/16

Part Number	Ratios	Stud	Tech Codes
3001	1.5	7/16	
3007	1.55	7/16	E
3068	1.55i / 1.5e	7/16	E
3003	1.6	7/16	E
3028	1.6i / 1.5e	7/16	E
3009	1.65	7/16	E
3030	1.65i / 1.5e	7/16	E
3046	1.65i / 1.6e	7/16	E
3026	1.7	7/16	E
3047	1.7i / 1.6e	7/16	E

Rockers for these engines also available in Race Series

Big Block Chevy V-8 348-409 / 3/8

Part Number	Ratios	Stud	Tech Codes
3095	1.7	3/8	

Rockers for these engines also available in Race Series

Big Block Chevy V-8 396-502, Mark IV, Gen V, Gen VI, 8.1 Vortec / 7/16

Part Number	Ratios	Stud	Tech Codes
3014	1.7	7/16	
3015	1.75	7/16	
3045	1.75i / 1.7e	7/16	
3016	1.8	7/16	
3040	1.8i / 1.7e	7/16	
3064	1.8i / 1.75e	7/16	

Rockers for these engines also available in Race Series

See pages 16-19 for
Rocker Arms Installation Instructions

CHRYSLER

Chrysler Magnum V-8 360 / 5/16 - *NEW*
Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
3300	1.6	5/16 Pedestal	G

FORD

Ford V-6 3.8L / 8mm Non-Adjustable
Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
3069	1.73	8mm Pedestal 8mm bolts	G

Rockers for this engine also available in Race Series

Ford V-6 3.8L / 8mm Adjustable
Adjustable - *NEW*

Part Number	Ratios	Stud	Tech Codes
3269	1.73	8mm Pedestal 8mm bolts	G

Small Block Ford V-8 289-302-351W / 5/16
Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
3180	1.5	5/16 Pedestal	
3021	1.6	5/16 Pedestal	
3101	1.65	5/16 Pedestal	
3022	1.72	5/16 Pedestal	

Rockers for these engines also available in Race Series

Small Block Ford V-8 289-302-351W / 5/16
Adjustable - *NEW*

Part Number	Ratios	Stud	Tech Codes
3280	1.5	5/16 Pedestal	G
3221	1.6	5/16 Pedestal	G
3201	1.65	5/16 Pedestal	G
3222	1.72	5/16 Pedestal	G

Small Block Ford V-8 289-302-351W / 3/8

Part Number	Ratios	Stud	Tech Codes
3091	1.5	3/8	F
3017	1.6	3/8	F
3019	1.72	3/8	F
3071	1.72i / 1.6e	3/8	F

Rockers for these engines also available in Race Series

Small Block Ford V-8 289-302-351W / 7/16

Part Number	Ratios	Stud	Tech Codes
3080	1.5	7/16	
3018	1.6	7/16	
3085	1.6i / 1.5e	7/16	
3067	1.65	7/16	
3087	1.65i / 1.5e	7/16	
3020	1.72	7/16	
3070	1.72i / 1.6e	7/16	
3066	1.82	7/16	E

Rockers for these engines also available in Race Series

Small Block Ford V-8 Sportsman / 7/16 - .150" Offset

Part Number	Ratios	Stud	Tech Codes
3082	1.5	7/16 'N' Head	B

Rockers for this engine also available in Race Series

Ford V-8 351C-351M-400 / Big Block 429-460 / 5/16
Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
3024	1.73	5/16 Pedestal	G

Rockers for these engines also available in Race Series

Ford V-8 351C-351M-400 / Big Block 429-460 / 5/16
Adjustable - *NEW*

Part Number	Ratios	Stud	Tech Codes
3224	1.73	5/16 Pedestal	G

Ford V-8 351C-351M-400 / Big Block 429-460

Part Number	Ratios	Stud	Tech Codes
3092	1.73	3/8	
3023	1.73	7/16	
3060	1.83	7/16	E

Rockers for these engines also available in Race Series

ENDURANCE SERIES ROCKERS continued on the next page.

TECH CODES

B 16-pc. rocker set contains 8 right offset intake and 8 straight exhaust rockers.
E Must check for pushrod to cylinder head clearance.
F Will not fit factory bottle-neck studs.
G Pushrod length will have to be checked upon assembly.

NOTE: When ordering any single rocker arm add "-1" to the end of the part number. For offset rockers specify "L" for Left offset rockers and "R" for Right offset rockers.

ENDURANCE SERIES continued

OLDSMOBILE

Oldsmobile V-8 / 5/16 Non-Adjustable

Non-adjustable. No machining required.

Part Number	Ratios	Stud	Tech Codes
3089	1.6	5/16 Pedestal	G
3096	1.7	5/16 Pedestal	E, G

Rockers for this engine also available in Race Series

Oldsmobile V-8 / 5/16 Adjustable

Adjustable - ***NEW***

Part Number	Ratios	Stud	Tech Codes
3289	1.6	5/16 Pedestal	G

Oldsmobile V-8 350-455 / 3/8

Part Number	Ratios	Stud	Tech Codes
3050	1.6	3/8	G
3100	1.7	3/8	E, G

Rockers for these engines also available in Race Series

Oldsmobile V-8 350-455 / 7/16

Part Number	Ratios	Stud	Tech Codes
3051	1.6	7/16	G
3081	1.7	7/16	E, G

Rockers for these engines also available in Race Series

PONTIAC

Pontiac V-8 350-455 / 7/16

Part Number	Ratios	Stud	Tech Codes
3052	1.5	7/16	F
3053	1.65	7/16	E, F

Rockers for these engines also available in Race Series

MARINE ENDURANCE SERIES ROCKER ARMS

MARINE ENDURANCE SERIES Rocker Arms have all Endurance Series features but are designed specifically for marine engine applications. Specific features include:

- Top rear corners angle-cut to clear marine style valve covers
- Developed, tested and proven in marine racing applications

CHEVROLET - MARINE

Big Block Chevy V-8 396-502, Mark IV, Gen V, Gen VI, 8.1 Vortec / 7/16

Part Number	Ratios	Stud	Tech Codes
4014	1.7	7/16	
4016	1.8	7/16	

TECH CODES

E Must check for pushrod to cylinder head clearance.
F Will not fit factory bottle-neck studs.
G Pushrod length will have to be checked upon assembly.

NOTE: When ordering any single rocker arm add “-1” to the end of the part number. For offset rockers specify “L” for Left offset rockers and “R” for Right offset rockers.


SCORPION
RACING PRODUCTS
BOSTON
Hilodon
BDS
Silver Lining Herbs
Miller Lite
14
BUEBA
LEAF
EXHAUST
SCORPION
RACING PRODUCT

Endurance Shaft

ENDURANCE SERIES
SHAFT MOUNT ROCKER ARMS
Race Proven Performance!

Give your engine the rock-solid valve control of Scorpion Racing Products Endurance Series Shaft Mount Rocker Arms.

Made for the most demanding racing applications, Scorpion Endurance Series Shaft Mount Rocker Arms smoothly transfer camshaft motion to the valve by properly positioning the rocker over the valve. The rockers are not mounted on separate studs so valve train stability, stiffness and geometry are improved considerably. And a stable valve train means much better performance and more horsepower.

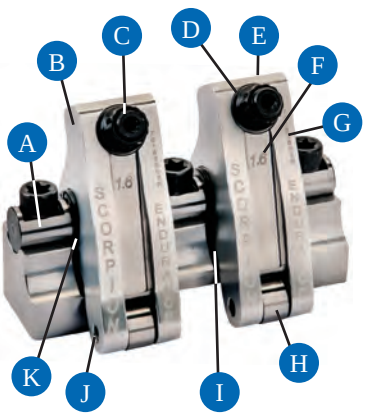
ENDURANCE SERIES SHAFT MOUNT ROCKER ARMS FEATURE:

- Fully radiused rocker bodies made from 7000 Series aluminum
- All steel rocker components made from ASTM-certified bearing quality steel
- 4140 heat treated steel stands
- 8620 high carbon heat treated steel roller tips
- .562-inch diameter centerless ground shafts
- .625-inch adjuster engagement
- Each assembled rocker weighs only 120 grams

See following page for ratios and cylinder head applications.

ALL HARDWARE INCLUDED IN ALL KITS

Scorpion Endurance Series Shaft Mount Rocker Arms are 100% CNC machined in the USA and have an exclusive LIFETIME WARRANTY!



SUPERIOR TECHNOLOGY GIVES YOU THE POWER TO WIN!

- A .562" heat treated and precision ground steel shafts*
- B 7000 Series high strength aluminum lightened bodies
- C Precision rolled thread adjusters
- D Formed threads in rocker bodies for added strength
- E .625" adjuster engagement
- F Ratios from 1.5 to 1.8
- G Scorpion's LOT number, not the part number
- H Heat treated and precision ground 8620 high carbon steel rollers
- I .250" thick rocker arm 'straps' for added strength
- J Heat treated and precision ground steel axles
- K Full compliment, high load, USA-made bearings

- All steel rocker components made from bearing quality steel
- 4140 heat treated steel stands
- Exclusive LIFETIME WARRANTY
- 100% MADE IN THE USA!

ENDURANCE SERIES SHAFT MOUNT ROCKER ARMS

PERFORMANCE & HORSEPOWER!

Give your engine the rock-solid valve control of shaft mount rocker arms. Made for the most demanding racing applications, Scorpion's Endurance Series Shaft Mount Rocker Arms smoothly transfer camshaft motion to the valve by properly positioning the rocker over the valve. Since the rockers are mounted on a stand, rather than on separate studs that may flex, valve train stability, stiffness and geometry are improved considerably. And a stable valve train means better performance and more horse-power potential!

NOTE: FOR MIXED RATIO SHAFT MOUNT ROCKERS
i = Intake
e = Exhaust
More mixed ratio shaft mount rocker sets are available.
Please call Scorpion Racing Products
Sales/Tech Support at 352-512-0800
to inquire about mixed ratio sets not listed here.

CHEVROLET

Small Block Chevy V-8 23º

Part Number	Ratios	Tech Code
3500	1.5 / 1.5	J
3501	1.55 / 1.55	J
3502	1.6 / 1.6	J
3503	1.65 / 1.65	J
3504	1.7 / 1.7	J
3505	1.75 / 1.75	J
3506	1.8 / 1.8	J
3513	1.55i / 1.5e	J
3508	1.6i / 1.5e	J
3520	1.6i / 1.55e	J
3525	1.65i / 1.5e	J
3526	1.65i / 1.55e	J
3527	1.65i / 1.6e	J
3528	1.7i / 1.5e	J
3532	1.7i / 1.55e	J
3522	1.7i / 1.6e	J
3534	1.7i / 1.65e	J
3537	1.75i / 1.5e	J
3538	1.75i / 1.55e	J
3539	1.75i / 1.6e	J
3540	1.75i / 1.65e	J
3541	1.75i / 1.7e	J
3543	1.8i / 1.5e	J
3544	1.8i / 1.55e	J
3545	1.8i / 1.6e	J
3546	1.8i / 1.65e	J
3547	1.8i / 1.7e	J
3548	1.8i / 1.75e	J

Small Block Chevy V-8 AFR Eliminator Series 23º 180cc-220cc

Part Number	Ratios	Tech Code
3900	1.5 / 1.5	J
3901	1.55 / 1.55	J
3902	1.6 / 1.6	J
3903	1.65 / 1.65	J
3904	1.7 / 1.7	J
3905	1.75 / 1.75	J
3906	1.8 / 1.8	J
3913	1.55i / 1.5e	J
3908	1.6i / 1.5e	J
3920	1.6i / 1.55e	J
3925	1.65i / 1.5e	J
3926	1.65i / 1.55e	J
3927	1.65i / 1.6e	J
3928	1.7i / 1.5e	J
3932	1.7i / 1.55e	J
3922	1.7i / 1.6e	J
3934	1.7i / 1.65e	J
3937	1.75i / 1.5e	J
3938	1.75i / 1.55e	J
3939	1.75i / 1.6e	J
3940	1.75i / 1.65e	J
3941	1.75i / 1.7e	J
3943	1.8i / 1.5e	J
3944	1.8i / 1.55e	J
3945	1.8i / 1.6e	J
3946	1.8i / 1.65e	J
3947	1.8i / 1.7e	J
3948	1.8i / 1.75e	J

See page 19 for Installation Instructions

TECH CODE

J Must check for pushrod to cylinder head clearance on all ratios. Aftermarket valve covers may be required or valve cover clearance may need to be increased. 1.5 ratio shaft mount rockers will require additional cylinder head clearance.

MISCELLANEOUS STUD MOUNT ROCKER PARTS

POLYLOCKS

For Scorpion rocker arms. Made from 4140 machined steel with black oxide finish.
Sold in sets of 4 pieces.

Part Number	Stud	OAL	OD
PL38-4	3/8 Race Series	1.200”	.600”
PL716-4	7/16 Race Series	1.200”	.600”
PL38SA-4	3/8 Narrow Body Self-Aligning Race	1.030”	.525”
PL38SH-4	3/8 Endurance Series ‘Short Polylock’	1.050”	.600”
PL716SH-4	7/16 Endurance Series ‘Short Polylock’	1.050”	.600”
VTS38S-4	3/8 VTS Nut ‘Stud Girdle’	2.100”	.600”/ .745”
VTS38L-4	3/8 VTS Nut ‘Stud Girdle’	2.625”	.600”/ .745”
VTS716S-4	7/16 VTS Nut ‘Stud Girdle’	2.100”	.600”/ .745”
VTS716L-4	7/16 VTS Nut ‘Stud Girdle’	2.625”	.600”/ .745”

ROCKER SHIMS

For Scorpion pedestal mount rocker arms.

Part #	Size	Quantity
3220SM	.020”	Set of 32

U-CHANNEL

For Scorpion pedestal mount rocker arms.

Part #	Quantity
UCHAN-8	Set of 8

PEDESTALS - 4140 Machined Steel

With black oxide finish for Scorpion pedestal mount rocker arms.

Part #	Size	Quantity
516PED-4	5/16” / 8mm	Set of 4

With black oxide finish for Scorpion Chevy L92, LS3 pedestal mount rocker arms.

Part #	Size	Quantity
L92PED-4	8mm	Set of 4

With black oxide finish for Scorpion Trick Flow L92, LS3 pedestal mount rocker arms.

Part #	Size	Quantity
TFL92-4	8mm	Set of 4

ATTACHING BOLTS - Grade 8 Steel

With black oxide finish for Scorpion AMC, Ford and Oldsmobile pedestal mount rocker arms.

Part #	Size	Quantity
516BLT-16	5/16-18 x 1.75”	Set of 16

With black oxide finish for Scorpion Chevy LS and L-92 pedestal mount rocker arms.

Part #	Size	Quantity
M8OD-16	8mm-1.25 x 50mm	Set of 16

CHEVY LS1 HARDWARE KIT

For Scorpion Chevy LS1 rocker arms.
Kit includes 16 Pedestals, 8 U-Channels, 16 Washers and 16 8mm Bolts - ***NEW***

Part #	Quantity
LS1H-1	1 kit

XTREME BREAK-IN LUBE & OIL ADDITIVE

- Critical high performance engine break-in protection
- Add to oil at every oil change to extend engine life and enhance performance
- Exclusive formula compatible with all petroleum, synthetic and blended oils

Part #	Size	Quantity
SRPXL4-1	4 fluid ounces	1 bottle
SRPXL8-1	8 fluid ounces	1 bottle

MISCELLANEOUS SHAFT MOUNT ROCKER PARTS

SHAFT

For Scorpion shaft mount rocker arms.
Set contains 1 Shaft and 4 Snap Rings.

Part #	Application	Quantity
SHF2301-1	Small Block Chevy 23º	1 set

STAND

For Scorpion shaft mount rocker arms.

Part #	Application	Quantity
STND2301-1	Small Block Chevy 23º	1 stand

SHAFT BOLTS

For Scorpion shaft mount rocker arms.

Part #	Size	Quantity
516SMR-6	5/16-18 x 1.25”	Set of 6

STAND BOLTS

For Scorpion shaft mount rocker arms.

Part #	Size	Quantity
716SMR-4	7/16-14 x 0.875”	Set of 4
716LSMR-4	7/16-14 x 1.625”	Set of 4

STAND SHIMS

For Scorpion shaft mount rocker arms.

Part #	Size	Quantity
.025SM	.025”	Set of 8
.050SM	.050”	Set of 8
.100SM	.100”	Set of 8

ROCKER ADJUSTER ASSEMBLY

For Scorpion shaft mount rocker arms.
Set contains 1 Washer, 1 Adjuster Nut and 1 Adjuster Seat.

Part #	Quantity
ADJSMR-1	1 assembly

CAMSHAFT & LIFTER INSTALLATION LUBRICANT

- Critical high performance engine break-in protection
- Exclusive formula compatible with all petroleum, synthetic and blended oils

Part #	Size	Quantity
SRPAL4-1	4 fluid ounces	1 bottle
SRPAL8-1	8 fluid ounces	1 bottle

HIGH PERFORMANCE FUEL RAIL KITS

More Volume = More Horsepower!

- Complete with mounting brackets and stainless steel hardware
- Custom-made tapered fuel fittings, includes Viton O-rings

Part Number	Application
7000	Chevrolet LS1 & LS6

TAPERED FUEL FITTINGS

Part Number	Application
FRF#6	#8 O-Ring to #6 Male Flare
FRF#8	#8 O-Ring to #8 Male Flare

VALVE TRAIN STABILIZER KITS

Valve Train Stabilizer ‘Stud Girdle’ Kits include VTS Polylocks made from precision-ground 4140 steel with black oxide finish. For stock stud spacing only.

Part Number	Application
9004	3/8 Small Block Chevy
9005	3/8 Small Block Ford
9001	7/16 Small Block Chevy
9002	7/16 Small Block Ford
9000	7/16 Big Block Chevy

INSTALLATION INSTRUCTIONS

STUD MOUNT ROCKER ARMS INSTALLATION INSTRUCTIONS

Please read these instructions and notes carefully and completely before beginning.

Removal of the OEM Rocker Arms:

This should be done one cylinder at a time *with extreme caution*. You *must* make sure each valve is completely closed before removing the rocker bolt. Failure to do so could result in damaging the threads. After removing the old rocker arms, closely examine the ends of your old pushrods for wear. Also check the pushrods for straightness. Scorpion recommends using new pushrods with new rocker arms to ensure proper mating of the pushrod end to rocker arm cup.

Trial Fitment:

Remove one rocker from the box for trial fitment on all valves. If you have a fitment issue, resolve it prior to installing all the rockers on the engine. Once you install all of the rockers they cannot be returned or exchanged. If you have any questions please contact Scorpion Technical Support at 352-512-0800.

Some areas to check would be:

1 - Pushrod length

2 - Interference between the rocker and any of the surrounding components (valve spring, retainer, rocker stud, valve cover, etc.)

3 - If other than stock ratio rockers are used check for pushrod to cylinder head and guide plate (if used) clearance. Also check that there is no spring bind, retainer to seal or piston to valve interference due to the added lift.

Installation Instructions:

You will install and adjust one rocker at a time and on one cylinder at a time always turning the engine *in the normal direction of rotation*. Rotate the engine until the exhaust pushrod is all the way down, continue rotating until it just starts to move upward. Stop, lubricate, install and adjust the intake rocker (see adjustment section below). Then rotate the engine until the intake valve is open and then just closes. Stop, lubricate, install and adjust the exhaust rocker. You will continue this procedure cylinder by cylinder. This procedure will work on any engine with a camshaft.

Adjustment Recommendations:

Hydraulic:

Turn the locking nut down with your fingers while lightly moving the pushrod up and down (using very slight pressure). When there is no more up and down pushrod movement that is "zero" lash. From there tighten the nut ¼ to 1 turn down (lifter preload) and lock the set screw in place. If it is an aftermarket cam and lifters follow the manufacturers' preload instructions. Do not go back and check your adjustment as it will seem loose due to lifter bleed down.

Mechanical:

The amount of valve lash used is determined by the cam lobe design and is not determined by the rocker. This means the only person that knows the correct valve lash on a particular mechanical flat tappet or mechanical roller cam is the camshaft manufacturer. After installing the rocker as outlined above use a feeler gauge to set the lash. Using the correct size feeler and another .002 thicker. After setting the lash to the correct setting, take the .002 thicker feeler and make sure it doesn't fit. The above engine positioning and this lashing procedure will ensure the lash is correct and repeatable. If using a valve train stabilizer (stud girdle) make sure correct lash is maintained after installation and there is no contact between the stabilizer and the rockers and the stabilizer nuts and the rockers.

Rocker Arm Adjusting Nuts:

The set screw locks the adjusting nut in place. Tightening the set screw while holding the nut with a wrench is the correct installation. After this is done you can lightly "bump" the wrench holding the nut to tighten the nut and help seat the set screw. Do not overtighten as the nut or stud can be damaged. While some people look for a torque setting on the set screw, the above is the accepted procedure. We do not recommend using thread locking compound on the set screw. If you are experiencing loosing of the adjusting nut it is usually caused by an irregular surface on the top of the rocker stud allowing the set screw to only contact a small area.

IMPORTANT:

• Any component changes to the valve train (camshaft, valve length, etc.) or machining to the engine block or cylinder heads will affect the results of this procedure.

• On engines that have aggressive camshafts, high spring loads and 5/16" diameter pushrods, Scorpion strongly suggests the use of .120" wall pushrods. .120" wall pushrods are also highly recommended for engines with 5/16" diameter pushrods over 8 inches in length. The added stiffness will produce power gains and increase stability and durability throughout the valve train.

NON-ADJUSTABLE PEDESTAL MOUNT ROCKER ARMS INSTALLATION INSTRUCTIONS

Please see specific instructions inside your rocker arms box.

Please read these instructions and notes carefully and completely before beginning.

Removal of the OEM Rocker Arms:

This should be done one cylinder at a time *with extreme caution*. You *must* make sure each valve is completely closed before removing the rocker bolt. Failure to do so could result in damaging the threads. After removing the old rocker arms, closely examine the ends of your old pushrods for wear. Also check the pushrods for straightness. Scorpion recommends using new pushrods with new rocker arms to ensure proper mating of the pushrod end to rocker arm cup. If your engine has factory rocker arm stands, the stands will not be used.

Trial Fitment:

Remove one rocker from the box for trial fitment on all valves. If you have a fitment issue, resolve it prior to installing all the rockers on the engine. Once you install all of the rockers they cannot be returned or exchanged. If you have any questions please contact Scorpion Technical Support at 352-512-0800.

Some areas to check would be:

1 - Pushrod length

2 - Interference between the rocker and any of the surrounding components (valve spring, retainer, rocker stud, valve cover, etc.)

3 - If other than stock ratio rockers are used check for pushrod to cylinder head and guide plate (if used) clearance. Also check that there is no spring bind, retainer to seal or piston to valve interference due to the added lift.

Installation Instructions:

Working on one cylinder at a time, watch the intake pushrod while rotating the engine *in the normal direction of rotation*. When the pushrod moves up and then all the way down (intake valve just closes) install the exhaust rocker. Make sure the radius on the pedestal mates with the radius on the rocker fulcrum - the flat on the fulcrum goes up against the head of the attaching screw. Lube with *Scorpion Cam & Lifter Installation Lubricant* (part numbers AL4-1 or AL8-1) and lightly snug the rocker arm attaching screw with your fingers until the up and down looseness of the rocker is taken up (zero lash). Setting your torque wrench to 18 to 20 ft.lbs., turn the screw until the torque is reached. The screw should turn one half to one full turn between zero lash and torqued. This will give the proper lifter preload. If there is less than one half turn, a longer pushrod is needed. If there is more than one turn, shimming of the rocker stand or a shorter pushrod is needed. Scorpion Racing Products offers shims in .020" thickness, part number 3220SM (32 pieces).

To install the intake rocker arm, rotate engine *in the normal direction of rotation* until the exhaust rocker just starts to move up (exhaust valve just starts to open). Now install the intake rocker arm using the same procedure as used on the exhaust rocker arm above. Continue cylinder by cylinder until your installation is complete.

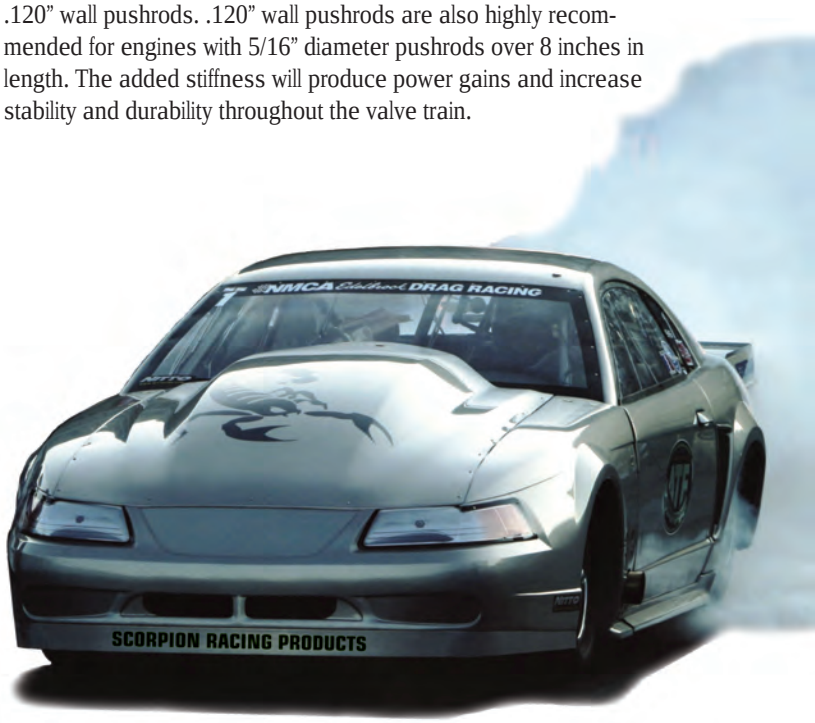
NOTE: Always use a quality assembly lube such as Scorpion Cam & Lifter Installation Lubricant (part numbers AL4-1 or AL8-1) on all moving parts.

IMPORTANT:

Due to attaching screw diameter, maximum open valve spring pressure is 420 lbs.

• Any component changes to the valve train (camshaft, valve length, etc.) or machining to the engine block or cylinder heads will affect the results of this procedure.

• On engines that have aggressive camshafts, high spring loads and 5/16" diameter pushrods, Scorpion strongly suggests the use of .120" wall pushrods. .120" wall pushrods are also highly recommended for engines with 5/16" diameter pushrods over 8 inches in length. The added stiffness will produce power gains and increase stability and durability throughout the valve train.



INSTALLATION INSTRUCTIONS

ADJUSTABLE PEDESTAL MOUNT ROCKER ARMS INSTALLATION INSTRUCTIONS

Please read these instructions and notes carefully and completely before beginning.

Removal of the OEM Rocker Arms:

This should be done one cylinder at a time *with extreme caution*. You *must* make sure each valve is completely closed before removing the rocker bolt. Failure to do so could result in damaging the threads. After removing the old rocker arms, closely examine the ends of your old pushrods for wear. Also check the pushrods for straightness. Scorpion recommends using new pushrods with new rocker arms to ensure proper mating of the pushrod end to rocker arm cup.

Trial Fitment:

Remove one rocker from the box for trial fitment on all valves. If you have a fitment issue, resolve it prior to installing all the rockers on the engine. Once you install all of the rockers they cannot be returned or exchanged. If you have any questions please contact Scorpion Technical Support at 352-512-0800.

Some areas to check would be:

1 - Pushrod length

2 - Interference between the rocker and any of the surrounding components (valve spring, retainer, rocker stud, valve cover, etc.)

3 - If other than stock ratio rockers are used check for pushrod to cylinder head and guide plate (if used) clearance. Also check that there is no spring bind, retainer to seal or piston to valve interference due to the added lift.

Checking for Pushrod Length:

Pushrod length is correct when the adjustment screw is out anywhere from one half to two turns from the adjuster being bottomed up into the rocker when the rocker is at the correct adjustment.
Forcibly bottoming the adjuster into the rocker or having the adjuster past two turns out could cause a failure.

Installation Instructions:

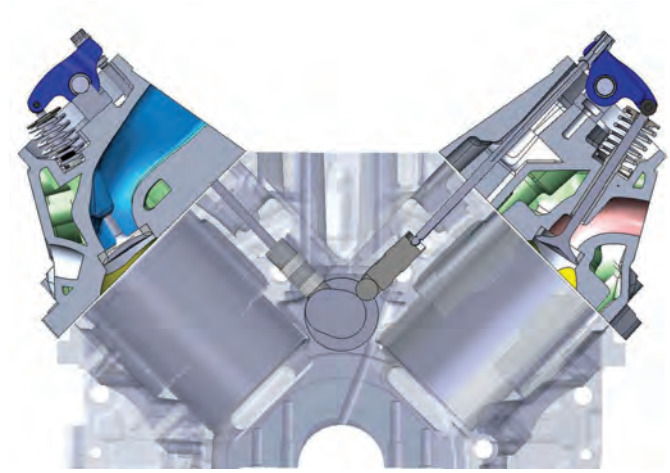
Lube all rocker arm components including the adjuster threads with the supplied high pressure lube. Working on one cylinder at a time, watch the intake pushrod while rotating the engine *in the normal direction of rotation*. When the pushrod moves up and then all the way down (intake valve just closes) install the exhaust rocker. Make sure the radius on the pedestal mates with the radius on the rocker fulcrum, the flat on the fulcrum goes up against the head of the attaching screw. Install and torque the attaching screw 18 to 20 foot pounds. *The attaching screw must not be installed or removed with valve spring load against it*.
At this point you can also perform your exhaust valve adjustment.

NOTE: Maximum adjuster locknut torque is 22 foot pounds.
To install the intake rocker arm, rotate engine *in the normal direction of rotation* until the exhaust rocker just starts to move up (exhaust valve just starts to open). Now install and adjust the intake rocker arm using the same procedure as used on the exhaust rocker arm above. Continue cylinder by cylinder until your installation is complete.

IMPORTANT:

Maximum valve lift is .650".
Due to 5/16" dia. attaching screw, maximum open valve spring pressure is 420 lbs.

- Any component changes to the valve train (camshaft, valve length, etc.) or machining to the engine block or cylinder heads will affect the results of this procedure.
- On engines that have aggressive camshafts, high spring loads and 5/16" diameter pushrods, Scorpion strongly suggests the use of .120" wall pushrods. .120" wall pushrods are also highly recommended for engines with 5/16" diameter pushrods over 8 inches in length. The added stiffness will produce power gains and increase stability and durability throughout the valve train.



SHAFT MOUNT ROCKER ARMS INSTALLATION INSTRUCTIONS

For Chevrolet, Small Block Chrysler, Ford, Oldsmobile and Pontiac applications.

Please read these instructions and notes carefully and completely before beginning.

Follow these instructions closely for easy installation.
If you have any problems please contact Scorpion Technical Support at 352-512-0800.

CAUTION: DO NOT install or remove these rockers with valve spring load present or damage may occur.

Installation Notes:

- Aftermarket valve covers may be necessary.
- Lube pushrods and adjusters with the provided Extreme Pressure Lube #3.
- Tighten all fasteners and adjuster nuts with a quality, calibrated torque wrench.
- Check cylinder head rocker stand bolt holes for proper threading and depth.
- Check head bolt or head stud / nut clearance to underside of rocker stand.
- Check cylinder head for pushrod clearance throughout the lift range.
- Due to the type of cylinder head and the components used, cylinder head machining may be necessary in some cases.

Installation Instructions:

1. Adjust Stand Height

The proper stand height is determined by the roller tip being centered on the valve tip. This can be accomplished by putting black marker on the valve tip and installing the rocker stand, pushrod and rocker assembly with no lash. Then rotate the engine so the valve travels though the lift cycle, remove the rocker to see the pattern left in the black marker. If the stand is too low the mark on the valve will be off center toward the intake manifold, so add shims accordingly. If the stand is too high the mark on the valve will be off center toward the exhaust port, so a longer valve, lash cap, or cylinder head machining would be necessary.

2. Attach Stand

The rocker stand mounting holes have a small amount of elongation. Loosely attach stand (with provided lube or sealant on the attaching screws) and rockers to obtain the best front to rear stand position. Remove rockers and torque stand (see included torque spec).

3. Adjust Pushrod Length

Pushrod length is correct when the adjuster is from ¼ to 2 turns out from the fully seated position. This is determined after rocker stand height is established. DO NOT use force when seating the adjuster.

4. Install Rocker Arms

Lube the adjusters and pushrods with the provided Extreme Pressure Lube #3. Lube the attaching bolts with 30-weight motor oil and torque to the proper spec. Install rockers one cylinder at a time with the lifters on the base circle of the camshaft and the adjusters turned up enough so there is no spring load on the rocker.

IMPORTANT: Torque Specifications

- 7/16-14, T50 six-lobe stand attaching bolts on aluminum heads 60-65 ft. lbs. with high quality moly lube or sealant
- 7/16-14, T50 six-lobe stand attaching bolts on cast iron heads 60-65 ft. lbs. with high quality moly lube or sealant
- 5/16-18, T45 six-lobe rocker shaft attaching bolts 24-26 ft. lbs. with 30-weight motor oil
- 12-point adjuster lock nuts 18 ft. lbs. minimum to 20 ft. lbs. maximum with the provided Extreme Pressure Lube #3

TECH CODES

The following Tech Codes are for the Scorpion Rocker Arms on pages 4 through 13 of this catalog. Hopefully this information will answer your questions, but please feel free to call our Sales Tech help line at **352-512-0800** if you have other questions about any topic not covered here.

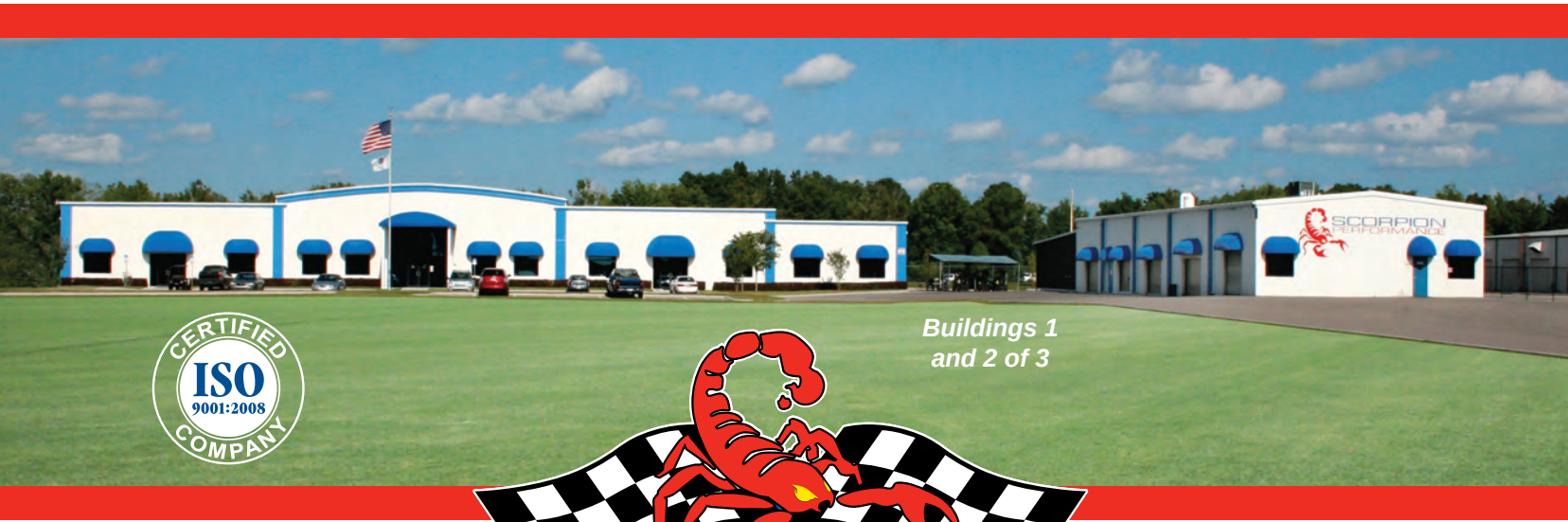
Tech Code	Explanation
A	16-pc. rocker set contains 4 right offset intake, 4 left offset intake, and 8 straight exhaust rockers.
B	16-pc. rocker set contains 8 right offset intake and 8 straight exhaust rockers.
C	12-pc. rocker set contains 2 right offset intake, 4 left offset intake, and 6 straight exhaust rockers.
D	Must use factory rocker attaching screws.
E	Must check for pushrod to cylinder head clearance.
F	Will not fit factory bottle-neck studs.
G	Pushrod length will have to be checked upon assembly.
H	Set contains two rockers for cylinders #1 and #8 that are machined for valve cover clearance.
I	1.3 Small Block Chevy and 1.5 Big Block Chevy rockers are intended for camshaft break-in use only. Pushrod to cylinder head clearance must be checked.
J	Must check for pushrod to cylinder head clearance on all ratios. Aftermarket valve covers may be required or valve cover clearance may need to be increased. 1.5 ratio shaft mount rockers will require additional cylinder head clearance.

TECHNICAL SUPPORT / PRODUCT RETURN PROCEDURE

We proudly stand behind our products. So, if you ever encounter any issues with any Scorpion products, please call our Technical Support line at **352-512-0800**. Many issues can be easily resolved over the phone, but if not, you will be advised to return your parts and will be issued a Return Goods Authorization (RGA) number. Write this RGA number on the outside of your package and also include it on a detailed written note explaining why you are returning the product. Please include your full name, a daytime telephone number and your return address on this note. Your address MUST be a street address that UPS can deliver to, not a PO box. Also, you must include your receipt from where the parts were purchased and the date of the purchase. Even though you phoned us you must still include a written note with the parts being returned. Failure to do this will delay the processing of your claim.

Thank you for your business.

All Scorpion products are run hard on our in-house dyno and are thoroughly race-tested before ever being offered for sale to the public.



Buildings 1 and 2 of 3

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