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8.2 Litre Performance Parts  
Albuquerque, New Mexico  
[www.cad500parts.com](http://www.cad500parts.com)

### STAGE III 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. These exclusive, state of the art parts were engineered to help you take the performance and reliability of your Cad to a whole new level! For reference, these rockers are 1.72:1 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. If you have a hollow shaft, you need the instructions for the 'Stage IIIB' version.
- ⊕ Pre-oil rocker assemblies before installation.
- ⊕ Take special care to seat all of the pushrod balls (the bronze end, if so equipped) into the cups as you tighten the mounting fasteners.
- ⊕ Torque hold-down nuts to 35 Ft-Lbs. DO NOT OVER TORQUE!
- ⊕ Check the shaft end bolts to ensure that they are tight (25 Ft-Lbs).
- ⊕ Be sure to follow the firing order as you check the valve lash or 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 support girdle) and checking the contact pattern of the rocker on the valve stem tip. This is generally not necessary to worry about on street driven vehicles.
- ⊕ On hydraulic cams, adjust for a lifter preload of  $\pm .020$ "-.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 it should look about like a spark plug gap. This can be adjusted via shimming / milling the shaft support girdle, custom 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 geometry problem.
- ⊕ Use the stock Cadillac pushrods at 10.200", with 5/16 balls. If ordering your own custom pushrods, be sure to use the correct sized balls, with oil holes. Other ball sizes may damage the rocker arms. We have pushrods in stock at .030" and .050" longer than stock if you need them, but this is rare.
- ⊕ Check for pushrod to head clearance - we generally drill out the pushrod holes in the head to 9/16" or 5/8" before assembly of the heads, to eliminate the potential clearance problem ahead of time. If you have already assembled your heads, the rocker arm location (side-to-side) may be adjusted by shuffling the spacers, IF you have a problem.
- ⊕ Check for valve to piston clearance. This is difficult on an assembled engine, but these rockers increase the lift and speed of opening of the valves by about 5% over stock. Generally speaking, our 300 series and smaller cams are safe with all off-the-shelf and OE Cadillac pistons.
- ⊕ Thank you for choosing **Cad Company's** Best Engineered Parts for the Cadillac 472", 500, and 425" engines. Feel free to call with any questions or suggestions \_\_\_\_\_ ☺