

## JESEL J2K ROCKER ARM INSTRUCTIONS FOR GM LS1/LS6 K2A-2004409 (HYDRAULIC-ROLLER CAM) K2A-2004409T (SOLID-ROLLER CAM)

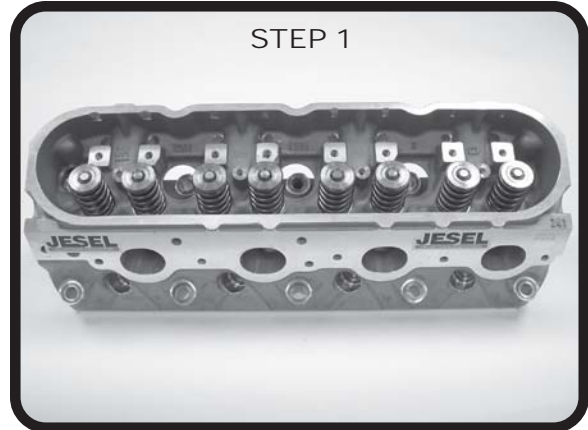
### JESEL J2K



GM LS1/LS6

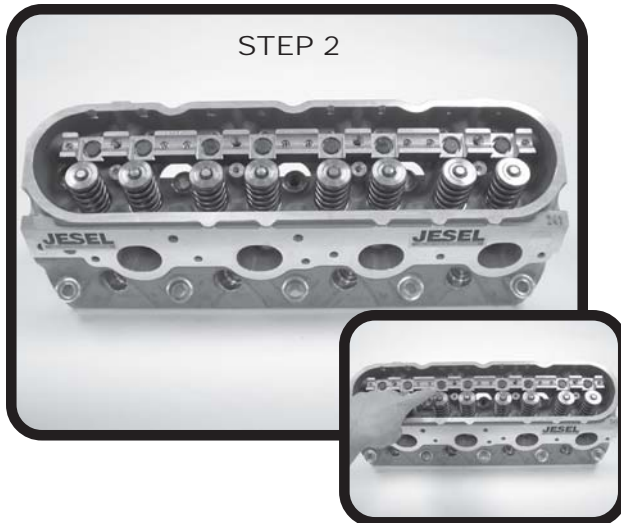
THE **JESEL J2K** ROCKER ARM KIT IS THE FINEST ROCKER ARM SYSTEM AVAILABLE FOR THE **GM LS1/LS6** CYLINDER HEADS. IT COMES STANDARD WITH A **MOHAWK SHOTPEENED BODY, NEEDLE-BEARING NOSE ROLLERS** AND A **PROFILED TAIL** FOR MAXIMUM ROCKER CLEARANCE. THIS KIT IS AVAILABLE WITH A **THREADED ADJUSTER** FOR SOLID-ROLLER CAMSHAFT APPLICATIONS OR A **PRESS FIT CUP ADJUSTER** FOR HYDRAULIC-ROLLER CAM APPLICATIONS.

### STEP 1



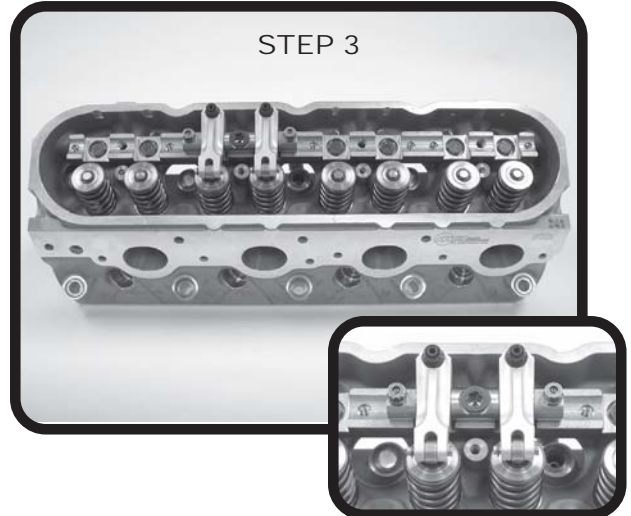
WITH THE FACTORY ROCKERS REMOVED YOU CAN BEGIN WITH THE **JESEL** INSTALL. BEFORE INSTALLING THE TWO ROCKER STANDS MAKE SURE ALL OF THE THREADS IN THE HEADS ARE CLEAN AND ARE IN GOOD CONDITION. THE ROCKERS CAN BE INSTALLED WITH THE ENGINE ASSEMBLED AND IN THE VEHICLE.

### STEP 2



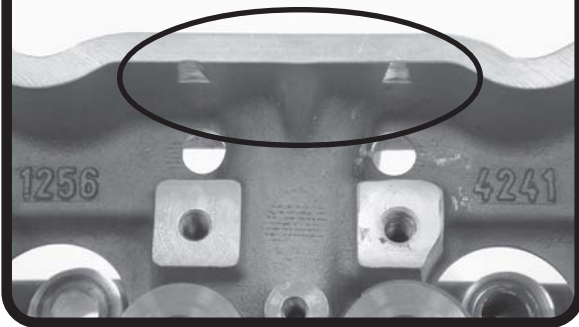
BOLT STAND TO HEAD MAKING SURE THE **JESEL LOGO AND PART NUMBER** IS FACING THE VALVE SPRINGS. THE **1" STAND BOLTS** GET TORQUED TO **22 TO 24 LBS-FT** AND SHOULD BE INSTALLED WITH **OIL ON THE THREADS**. IF A BOLT PROTRUDES THROUGH THE INTAKE PORT, SUPPLEMENT OIL ON THE THREADS WITH RTV SEALER TO PREVENT VACUUM LEAKS FROM OCCURRING. AT THIS TIME, CHECK THE PUSHROD LENGTH BY FOLLOWING THE INSTRUCTIONS INCLUDED WITH THE PUSHROD CHECKER KIT.

### STEP 3



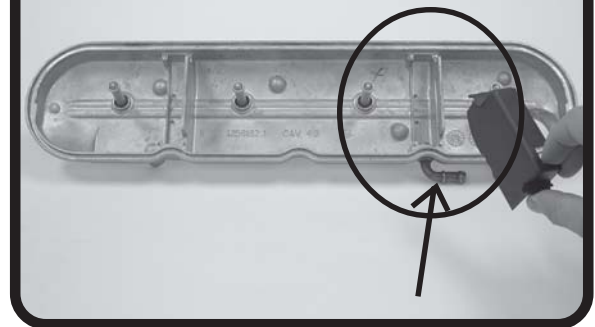
LUBRICATE PUSHROD TIPS AND INSTALL ROCKERS AND SHAFTS ON STANDS MAKING SURE THE CAM'S ON ITS BASE CIRCLE (THE LOBES ARE NOT OPENING THE VALVES). NEVER INSTALL OR REMOVE THE ROCKERS AND SHAFTS WHEN SPRING PRESSURE IS PRESENT OR SHAFT DAMAGE MAY OCCUR. TORQUE **CENTER 3/8" SHAFT BOLTS TO 45 TO 48 LBS-FT** AND THE **OUTER 5/16" SHAFT BOLTS TO 35 LBS-FT WITH OIL**.

#### STEP 4



DEPENDING ON THE THICKNESS OF THE MATERIAL AROUND THE VALVE COVER RAIL ON THE HEAD, A SLIGHT AMOUNT OF MACHINING MAY BE NECESSARY IN ORDER FOR THE ROCKER ARMS TO CLEAR THE HEADS. THIS CAN BE DONE VERY EASILY WITH A DIE GRINDER. IF THIS STEP IS NEEDED AND THE HEADS ARE ON THE ENGINE, TAKE CARE NOT TO ALLOW FILINGS TO ENTER THE ENGINE WHEN GRINDING.

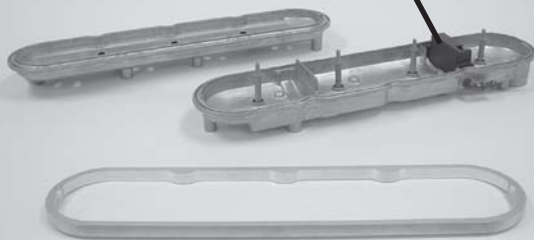
#### STEP 5



#### (VALVE COVER MODIFICATION)

THE OEM BAFFLES WILL NEED TO BE MACHINED IN ORDER TO FIT OVER THE **JESSEL** ROCKER STANDS. WHEN REMOVING THE BAFFLE, IT IS A GOOD IDEA TO INSTALL AN EXTERNAL BREATHER ON THE STEEL TUBE (**SEE ARROW**) SO ENGINE OIL DOES NOT WORK ITS WAY OUT OF THE VALVE COVER.

PLASTIC  
BAFFLE

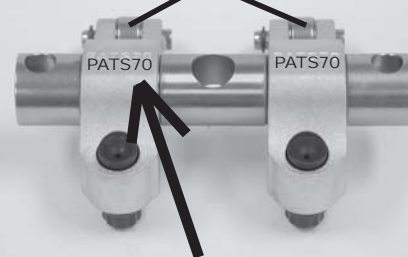


AFTERMARKET LS1 AND LS6  
VALVE COVER SPACERS

IF MACHINING THE OIL BAFFLE IS NOT AN OPTION, THERE ARE A SELECT FEW SUPPLIERS CURRENTLY OFFERING VALVE COVER SPACERS, WHICH RAISE THE COVERS. DEPENDING ON THE YEAR OF THE VALVE COVERS, A SLIGHT AMOUNT OF CLEARANCING MAY STILL BE NECESSARY. ANOTHER OPTION IS TALLER AFTERMARKET VALVE COVERS, WHICH ARE AVAILABLE FROM VARIOUS SOURCES.

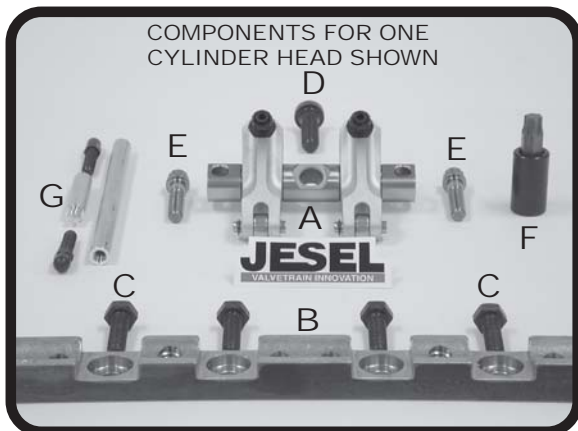
ROCKER ARM RATIO CODES

(NEEDLE-BEARING ROLLER TIP)



70=1.70 RATIO ROCKER

THE **LS1 AND LS6 J2K** ROCKER KITS HAVE CODES ON THEM, WHICH ARE ENGRAVED INTO THE BOTTOM OF THE ROCKER BODIES AND ARE USED FOR ROCKER IDENTIFICATION. THE LAST TWO DIGITS IN THE ROCKER CODE DESIGNATES THE RATIO. EXAMPLE:  
**70=1.70** RATIO ROCKER.



## KIT CONTENTS:

- A) 8-PRA-2004409** RKR PAIRS  
(HYDRAULIC-ROLLER CAM)  
OR...
  - A) 8-PRA-2004409T** RKR PAIRS  
(SOLID-ROLLER CAM)
  - B) 2-STN-23200** ROCKER STANDS
  - C) 17-BLT-21898** 1" STAND BOLTS\*
  - D) 9-BLT-21872** 3/8 X 1 1/4" SHAFT BOLTS\*
  - E) 17-BLT-21755** 5/16 X 1 1/4" SHAFT BOLTS\*
  - F) 1-TOL-19221** T50 TORX SOCKET
  - G) 1-TOL-29450** 4 pc. PUSHROD CHECKER
- \*=ONE EXTRA BOLT PROVIDED

## TORQUE SPECS:

5/16" SHAFT BOLTS=35 LBS-FT.  
 3/8" SHAFT BOLTS=45-48 LBS-FT.  
 1" STAND BOLTS=22-24 LBS-FT.  
 ADJUSTER NUTS=20 LBS-FT.  
 NOTE: ALL TORQUE SPECS ARE  
 WITH ENGINE OIL.

## ROCKER SERVICE PARTS:

- ADJ-20430**-LASH ADJUSTER  
(SOLID-ROLLER CAMS)
- ADJ-20255**-PUSHROD CUP  
(HYDRAULIC-ROLLER)
- NUT-24545**-ADJUSTER NUT
- BRG-20670**-ROCKER ARM BEARING

THE OPERATING RANGE FOR THE LASH ADJUSTER IS 1/4 TO TWO TURNS OUT FROM THE SEATED POSITION AND ARE SHIPPED FROM **JESEL** ONE FULL TURN OUT. IF ADJUSTER IS MORE THAN TWO TURNS OUT, USE A .050" LONGER PUSHROD AND A .050" SHORTER PUSHROD IF THE ADJUSTER IS LESS THAN 1/4 TURN FROM THE SEATED POSITION. (DO NOT MODIFY ADJUSTER COUNTERBORE).

## VALVE ADJUSTMENT: (FOR SOLID-ROLLER CAMS ONLY)

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 SEVEN CYLINDERS FOLLOWING THE CORRECT FIRING ORDER OF THE ENGINE.

## WARNING-DO NOT:

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

# NEW PRODUCTS FROM JESEL FOR GM LS1 AND LS6 ENGINES



(BLOCK MACHINING REQUIRED)

JESEL'S **LS1 AND LS6** BELT DRIVE SYSTEM IS DESIGNED TO BE THE MOST ACCURATE AND DURABLE CAMSHAFT DRIVE SYSTEM AVAILABLE AND IS BEING USED BY THE COUNTRY'S TOP CORVETTE AND F-BODY ROAD RACE TEAMS WITH TERRIFIC RESULTS. A **PATENTED HIGH TORQUE DRIVE REINFORCED BELT** OPERATES WITHOUT LUBRICATION AND SPINS WITH **LESS FRICTION** THAN CHAINS OR GEAR DRIVE SYSTEMS. ADDITIONALLY, THE RUBBER BELT WILL **ABSORB DESTRUCTIVE HARMONICS**, WHICH CAN SPELL DISASTER ON RACING ENGINES. SOME OF THE JESEL SPECIAL FEATURES INCLUDE **EXTERNAL AND ACCURATE CAM TIMING ADJUSTMENTS**, A **BILLET ALUMINUM UPPER PULLEY** WITH A HIGH TORQUE DRIVE TOOTH CONFIGURATION, AN ALLOY STEEL CRANK PULLEY AND GRADE 8 **ALLEN AND TORX HARDWARE**. NOTE: AN EXTERNAL OIL PUMP SYSTEM MUST BE USED WITH THIS KIT BECAUSE IT ELIMINATES THE FACTORY PUMP.



JESEL'S **LS1 AND LS6** SOLID-ROLLER LIFTERS HAVE GONE THE DISTANCE WITH VICTORIES AT THE 24 HOURS OF LE MANS, THE ROLEX 24 HOURS AT DAYTONA AND SEBRING 12 HOUR ENDURANCE RACES. SOME UNIQUE FEATURES ARE **CENTERED OR OFFSET PUSHROD LOCATIONS**, **.842" OR .937" BODY DIAMETERS**, **HARDCOATED ALUMINUM PISTONS**, LONGER LIFTER BODIES FOR SMALL BASE-CIRCLE CAMS AND **RESTRICTED OIL HOLES**, WHICH LIMIT OIL TO THE TOP OF THE ENGINE. THEY INCORPORATE THE **OEM LIFTER RETAINER** AND CAN BE USED WITH JESEL'S **BRONZE ROLLER LIFTER BUSHINGS**, WHICH ARE MADE OUT OF **A45 BRONZE** AND ARE AVAILABLE FOR **.842" AND .937" LIFTER DIAMETERS**. THERE IS ALSO A CHOICE OF WHEEL DIAMETERS AVAILABLE. THE **.842" LIFTER** IS AVAILABLE WITH A **.760" WHEEL** AND THE **.937" LIFTER** IS AVAILABLE WITH EITHER A **.785" OR .850" WHEEL**.

**JESEL**  
VALVETRAIN INNOVATION

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