

WITH THE FACTORY ROCKERS REMOVED YOU CAN BEGIN WITH THE JESEL INSTALL. BEFORE INSTALLING THE TWO ROCKER STANDS (PER HEAD) 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. THE JESEL VIPER ROCKERS EASILY FIT UNDER THE FACTORY VIPER VALVE COVERS.

WITH BOTH OF THE STANDS IN PLACE (THERE ARE TWO STANDS PER HEAD), YOU CAN TORQUE THE BLT-21885 1” STAND BOLTS TO 45 LBS-FT WITH OIL ON THE THREAD PORTION OF THE BOLTS.
AT THIS TIME, CHECK THE PUSHROD LENGTH BY FOLLOWING THE INSTRUCTION SHEET INCLUDED WITH THE PUSHROD CHECKER KIT. WITH THE PROPER LENGTH DETERMINED, LUBRICATE THE TIPS AND INSTALL THE ROCKERS AND SHAFTS ON THE 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 THE CENTER 3/8” LOW-HEAD TORX SHAFT BOLT TO 45 TO 48 LBS-FT AND THE TWO OUTER 5/16” ARP 12 pt. SHAFT BOLTS TO 35 LBS-FT USING OIL ON THE THREADS OF THE BOLTS.

THE OPERATING RANGE FOR THE VALVE LASH ADJUSTER (CIRCLE) IS 1/4 TO TWO TURNS OUT FROM THE SEATED POSITION. ALL ROCKERS 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. JESEL ALSO CODES ALL ITS ROCKERS. AN EASY WAY TO DETERMINE WHAT RATIO THE ROCKER HAS IS TO LOOK AT THE LAST TWO DIGITS ON THE CODE. A 70 INDICATES A 1.70 RATIO ROCKER ARM.
**Viper GTS/RT10 Rocker Features**

*All Dodge Viper rockers come standard with a Shotpeened finish for improved strength, a Profiled Rocker Tail for reduced weight and improved valve cover clearance and a .187" Beam Mohawk Lightening Slot for the lightest and strongest body available. The rockers press onto a J2K three-piece shaft and incorporate .250" Needle-Bearing nose rollers for increased performance, reduced friction and extended valve guide wear.*

**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 seven cylinders following your engines firing order specs.

**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-

**1996 To Present Viper GTS Head**

*The 1996 to present Viper GTS uses a lighter cylinder head casting, which has been machined from the factory for reduced weight around the rocker arm bosses and in other areas throughout the head. JeSEL makes two different rocker arm kits, one for the 1992 to 1996 Heads (K2A-2034412) and one for the 1996 to present heads (K2A-2044412). The only difference between the two kits are slightly different stands. A quick way tell the difference between the two heads is the location of the Thermostat housing. The 1992 to 1996 (aluminum heavy-weight) has the housing at the back of the head while the 1996 to 2002 (Gen II) castings have the housing at the front of the block (P.N. 04763722AB).*

**Torque Specs:**

5/16" Shaft bolts=35 LBS-Ft.  
3/8" Shaft bolts=45 to 48 LBS-Ft.  
1" Stand bolts=45 LBS-Ft.  
Adjuster nut=20 LBS-Ft.

**Note:** All torque specs are with oil on the threads.

**Rocker Service Parts:**

Adj-20430  5/16-24 cup adjuster  
WSH-20670  Thrust washer  
Nut-24545  5/16 12 pt. adjuster nut  
BRG-20670  9/16" Rocker Body Bearing  
SFT-21500  J2K Rocker Arm Shaft
IN ADDITION TO THE DODGE VIPER GTS/RT 10 ROCKER ARM KIT, JESEL ALSO
OFFERS A SOLID-ROLLER LIFTER, WHICH CAN BE INSTALLED IN A FACTORY
BLOCK WITH NO MACHINE WORK REQUIRED. SIMILAR DESIGNS HAVE BEEN
RIGOROUSLY TESTED AND HAVE GONE THE DISTANCE OVER AND OVER
WITH TERRIFIC RESULTS AT THE 24 HOURS OF LE MANS, THE ROLEX 24
HOURS AT DAYTONA AND SEBRING 12 HOUR ENDURANCE RACES. SOME
UNIQUE FEATURES INCLUDE ON-CENTER PUSHROD LOCATIONS, A .905”
LIFTER BODY DIAMETER (OTHER DIAMETERS ARE AVAILABLE FOR PURPOSE-
BUILT RACING BLOCKS), HARD-COATED ALUMINUM LIFTER PISTONS FOR
IMPROVED LIFE, LONGER LIFTER BODIES FOR SMALL BASE-CIRCLE CAMS
AND RESTRICTED OIL HOLES, WHICH LIMIT OIL TO THE TOP OF THE ENGINE.
THEY ARE ALSO USED WITH THE OEM DOG BONE RETAINERS, WHICH EASES
THE INSTALLATION PROCESS CONSIDERABLY. CUSTOMERS HAVE A CHOICE OF
WHEEL DIAMETERS RANGING FROM EITHER A .785” WHEEL OR AN .820” WHEEL.

AVAILABLE DODGE VIPER GTS/RT 10 LIFTERS AND PART NUMBERS

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Wheel Diameter</th>
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<tbody>
<tr>
<td>LFD-46003L</td>
<td>VIPER EXHAUST LIFTER, .905” DIA</td>
<td>.785”</td>
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<tr>
<td>LFD-46003R</td>
<td>VIPER INTAKE LIFTER, .905” DIA</td>
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VALVETRAIN INNOVATION

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