



Rocker Lockers

For Sportsters (1986-2006)

All Big Twin Evo

MADE IN THE USA!

INSTRUCTIONS

(Please read all instructions before beginning install)

Parts Included:

- 4- Hardened Brass Precision Tapered Bushings
- 1- Washer
- 1- 5/16 Nut
- 1- Bolt
- 1- Teflon Centering Tool

Installations Steps:

These instructions are meant to be used in conjunction with your Service Manual, and are not meant to be a substitute for your Service Manual.

1. Remove your Rocker Cover, make sure your cams are on the base circle and that neither valve is open or under pressure. Refer to Service Manual. (Steps 1-4 are done on the front cylinder, then repeated for the rear cylinder)
2. Following the directions in your Service Manual, loosen all bolts holding down the Rocker Cover Inner. As outlined in your Service Manual.
3. **Installation:** Lift the Rocker Cover Inner off the top of the head and place it on your workbench. Cover the open rocker box with a clean towel.
 - **The Rocker Lockers go on the right side of the Rocker Cover Inner, looking forward, this is the carburetor/fuel injected (air cleaner) side. There are four Rocker Lockers in the kit, two for each cylinder, or one for each rocker arm shaft.**
 - **It is VERY IMPORTANT to make sure the notch in the rocker shaft is centered in the bolt hole, allowing the Rocker Locker to slide in. Use the included Teflon Centering Tool, inserting it into the bolt hole, with the tapered part facing the shaft. Gently tap it past the shaft. This will get the shaft notch centered in the bolt hole. Use a pair of pliers and pull the tool out, or tap it on out thru the bottom, using a bolt.**

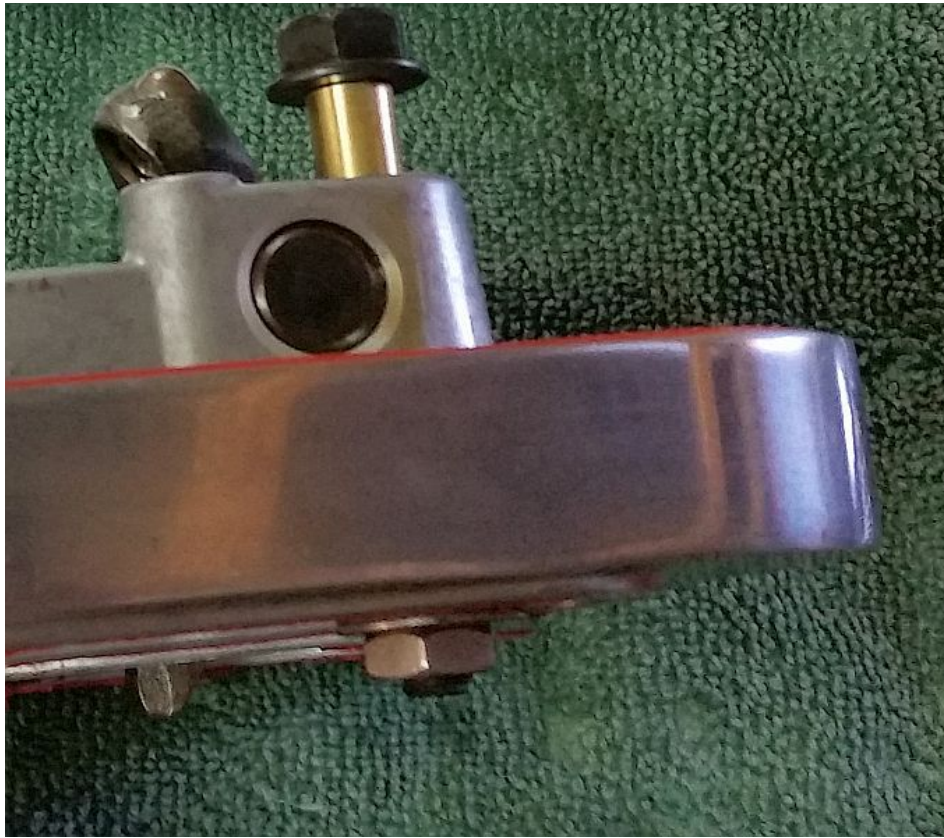
- **TIP:** Look into the bolt hole with a light, if any part of the shaft is still in the hole, the notch is not lined up correctly. Rocker Lockers cannot be installed without the notch being centered in the bolt hole.

Use the supplied bolt and the included 5/16 nut with a washer between the nut and support plate. (See Picture below) Remember, the Rocker Lockers are tapered, and will only go in one way, put the small end in the hole. Repeat the process on the 2nd rocker shaft.

Using the Teflon Centering Tool to line up the notch in the Rocker Shaft



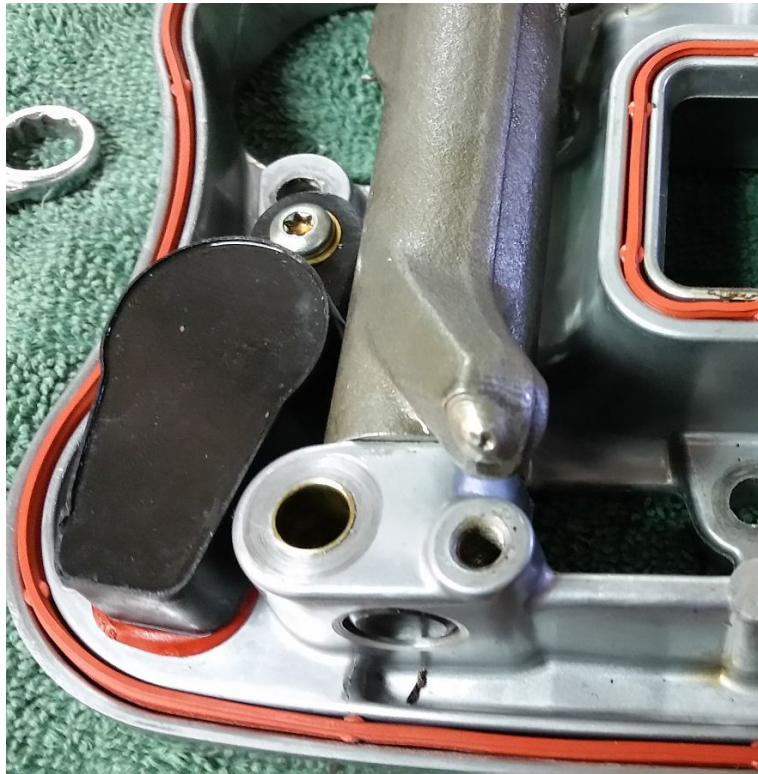
The Rocker Locker ready to be pressed into the Rocker Cover Inner by the bolt, washer, and nut set-up.



This photo shows the Rocker Locker being pressed into the Rocker Cover Inner by slowly turning the bolt with a wrench, while holding the nut stationary with another wrench.



Here, you can see the Rocker Locker fully pressed into the bolt hole, locking the Rocker Shaft in place. No more ticking from the Rocker Shaft rotating and hitting the bolt..



4. Before bolting the Rocker Cover Inner in place, use some q-tips to clean out the bolt holes in the head (compressed air will also work, but might be a bit messier than q-tips, if you use compressed air protect your eyes). You want to get rid of any debris and any oil that may be in the threads. Install/torque your Rocker Cover Inner & Rocker Cover according to your Service Manual instructions & specs.

Remember to allow 30 minutes for the lifters to bleed down before proceeding to the 2nd Cylinder

General Information:

- The Harley motor has a gap between the rocker arm shaft and the bolt that is supposed to lock it. This gap allows the shaft to rotate and hit the bolt causing a tick.
- The Rocker Lockers eliminate the gap, locking the shaft from turning and striking the bolt and eliminate that annoying tick.
- The Rocker Lockers also center the Rocker Cover Inner so that it is always located in the same position eliminating different wear patterns on the rocker arm/valve and a better alignment of the pushrod in the holes.
- Before installing the Rocker Locker, make sure the notch in the rocker shaft is centered in the bolt hole, using the included Teflon Centering Tool..
- The Rocker Lockers are tapered so that they lock themselves in and wedge the bolt/shaft in place.
- Rocker Lockers will not quiet noisy lifters, noisy chains, tensioners or bearings. Rocker lockers keep the shaft from rotating and hitting the cam plate bolt.

Important Notes:

- The rider's safety depends on the correct installation of this kit. Please do not attempt if you have any doubts of your ability to install.
- **Torque Values, cleaning threads out, & threadlocker are important, refer to your Service Manual.** Using compressed air to clean any debris or oil out of the threads is one option, another is to use some Q-tips to get the threads free of debris and oil. If you use compressed air protect your eyes.

- **Remember to give your lifters time to bleed down before rotating your motor or you can damage your valve train.** You should not have to remove your adjustable pushrods; however you might want to re-adjust them afterwards.
- It is recommended to use new Rocker base gaskets, get a new set prior to installation. The same applies to the Rocker Cover gaskets, however, with care, they can be reused.
- We are NOT responsible for any damage done to you or your bike as a result of the installation of this product.
- If you ever need to remove the lockers, just use a punch and tap them out, they are usually reusable.

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Note: The user shall determine suitability of this product for his or her use. The user shall assume all risk for damage and liability to the vehicle, and for compliance of any regulations and any incurred financial obligations for any reason.

Patent Pending

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