

Enginetech Inc
Tech Assistance 800-410-3664 ext. 340 or 237

TECHNICAL BULLETIN	
	January 2000 TB 1758
Mfg:	CHRYSLER
Model:	LHS
Liter:	3.5L
V I N:	G
Year:	98-02

Removal & Replacement Of Rocker Arms & Shaft Assembly
On 1993-99 Chrysler 3.2 & 3.5L VIN J, F & G Engines

The AERA Technical Committee offers the following information on removal and replacement of rocker arms and shaft assembly for 1993-99 Chrysler 3.2 & 3.5L VIN J, F & G engines. Chrysler offers the following cautions to consider while working on these engines.

- A. To prevent air from entering lash adjusters, avoid turning rocker assembly upside down.
- B. Do not allow rocker arm assembly to rest on lash adjusters, as damage may occur to lash adjusters and/or plastic retainers.
- C. The rocker arm shafts are hollow and are used as lubrication oil passages. The rocker arm and shaft assembly on the right side of the engine has an oil passage hole from the cylinder head to the third rocker shaft support. The rocker arm and shaft assembly on the left side of the engine has an oil passage hole from the cylinder head to the second rocker shaft support.
- D. New dowel pins must be installed during assembly.
- E. Inspect all lash adjuster plastic retaining caps for proper retention before installation.

Removal:

- 1) Mark the rocker arm assembly and rocker arms before disassembly (Figure 1).
- 2) Remove rocker arm assembly bolts.
- 3) Remove rocker arm assembly (See above note A).
- 4) Remove dowel pin using a 4mm screw, nut, spacer and washer installed into the pin. (Figure 2) Tighten the screw into the pin, then loosen the nut on the screw. This will pull the dowel out of the shaft support. Do not reuse dowel pins. Remove the rocker arms and pedestals in order.

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- 5) Check the rocker arm mounting portion of the shafts for wear or damage. Replace if damaged or heavily worn.
- 6) Check shaft oil holes for clogging with a small wire, clean as required.

Assembly: (See C above)

- 1) Install the rocker arms, and pedestals onto the shaft so the notches on the rocker shafts face up. (Figure 1) Notches on the right bank face towards the rear of the engine. Notches on the left bank face towards the front of the engine.
- 2) Install dowel pins (Figure 3) Dowel pins pass through the pedestal into the exhaust rocker shafts. Dowel pins should be pressed in until they bottom-out against the rocker shaft in the pedestal, See above D.

Installation:

CAUTION: Rocker arm and shaft assembly can be installed either prior to or after (preferred) cylinder head installation, see note E above.

- 1) Rotate camshafts to the positions shown in Figure 4, which positions the lobes in a neutral position (no load on the valve). This will allow the rocker arm shaft assembly to be tightened into position with little or no valve spring load on it.
- 2) Install the rocker arm shaft assembly making sure that the identification marks face toward the front of the engine for the left head and toward the rear of the engine for the right head.
- 3) Tighten the rocker arm shaft assembly bolts in sequence to 275 in lbs. (31 Nm) as shown in Figure 5.

The AERA Technical Committee

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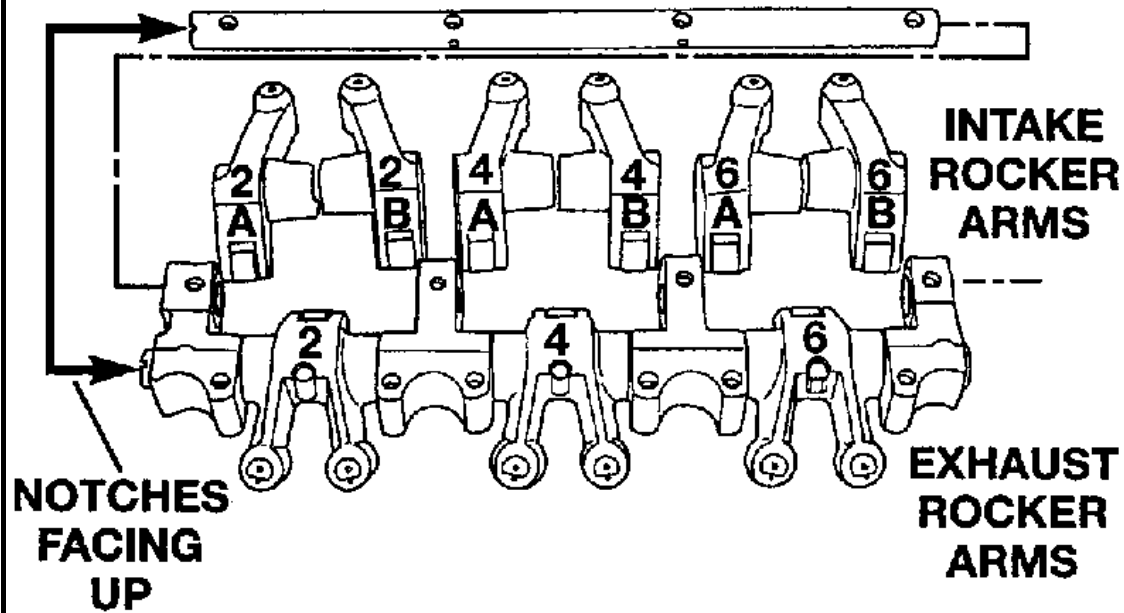
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Bulletin Diagram: TB 1758 Figure 1



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Bulletin Diagram: TB 1758 Figure 2

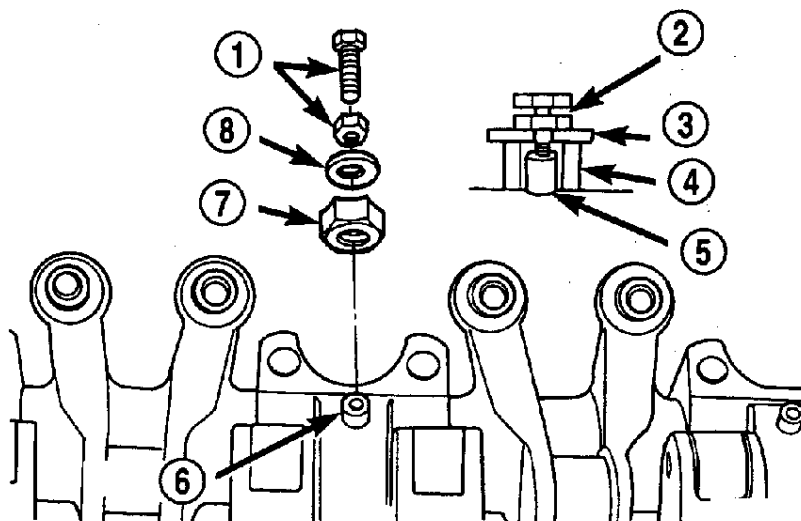


Fig Rocker Arms and Shaft—Disassembly

- 1 - 4mm SCREW AND NUT
- 2 - 4mm SCREW AND NUT
- 3 - WASHER
- 4 - SPACER
- 5 - DOWEL
- 6 - DOWEL
- 7 - SPACER
- 8 - WASHER

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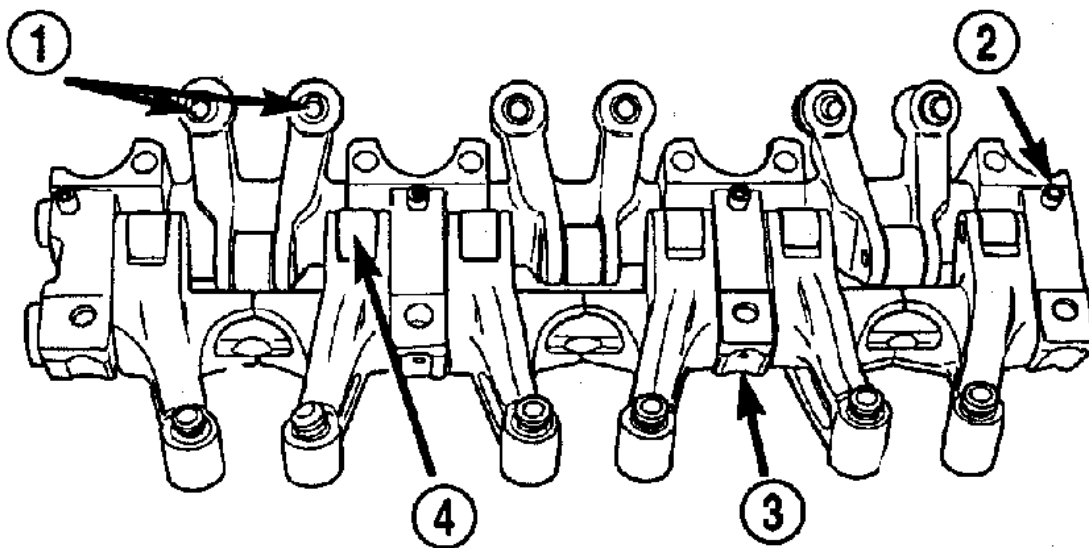


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Bulletin Diagram: TB 1758 Figure 3



3 Fig. Assemble Rocker Arms and Shaft

- 1 - HYDRAULIC LASH ADJUSTERS
- 2 - DOWEL PIN
- 3 - PEDESTAL
- 4 - ROLLER

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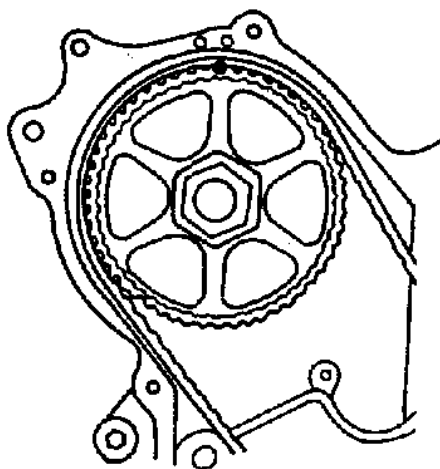
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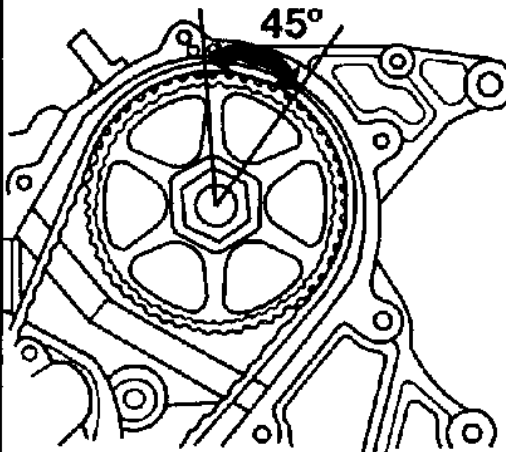
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Bulletin Diagram: TB 1758 Figure 4

**RIGHT SPROCKET
NEUTRAL POSITION
IS WITH THE TIMING
MARKS ALIGNED
WITH COVER**



**LEFT SPROCKET
NEUTRAL POSITION
IS AT 45° FROM
TIMING MARKS
ON COVER**



4 Fig. Camshaft Sprockets Neutral Position

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Bulletin Diagram: TB 1758 Figure 5

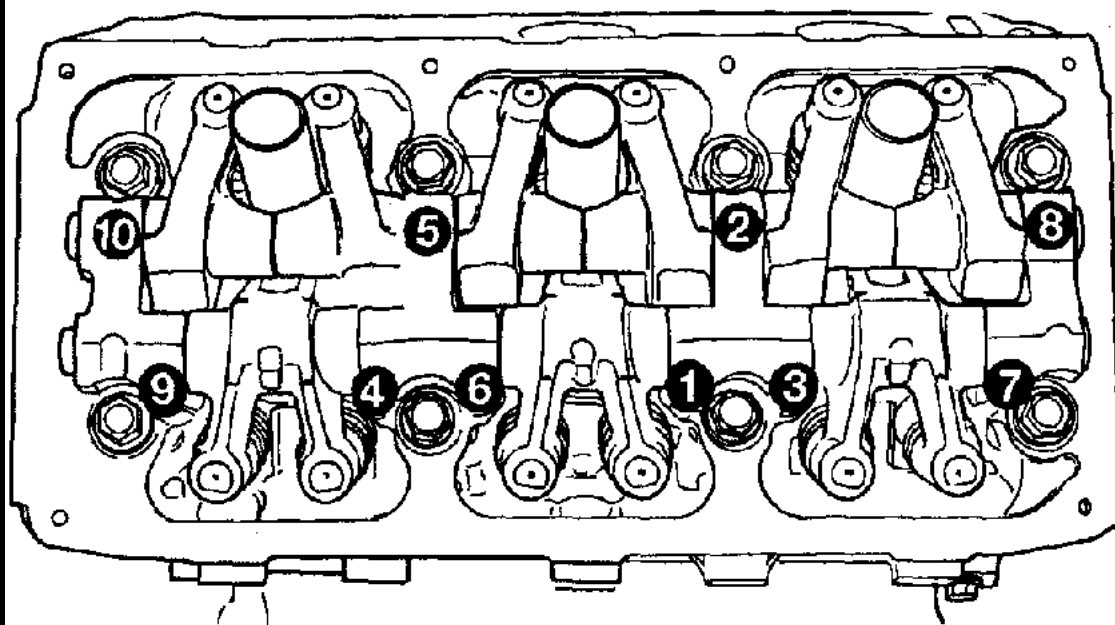


Fig. Rocker Arm and Shaft Assembly Tightening Sequence

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