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Before installing Crane's Quick Lock valve train stabilizer, adjust all of the valves on one head. The long adjusting nuts go on the **intake** rocker studs and the short ones on the **exhaust** rocker studs. We recommend that when the proper adjustment is achieved, you should only tighten the allen set screw in the adjusting nut. You do not need to tighten the adjusting nut with a wrench after the set screws have been tightened with an allen wrench. Remember that the aluminum plates lock the rocker arm adjusting nuts.

After all valves are adjusted, install the valve train stabilizer as per drawing.

First, loosen the six locking bolts approximately 1/4". Place the VTS assembly over the adjusting nuts, with the Crane name facing up and the six bolt heads facing the exhaust side of the head. Push down on the center bar firmly while rocking each end until the bar won't go down any further. Tighten the six locking bolts until the bars are snug on the adjusting nuts. The

two stop bolts should now touch the center bar (arrow). The stop bolts are pre-set, but if they do not touch the center bar when the bolts are snugged down, they must be re-adjusted. The threads on the stop bolts have a plastic patch, which minimizes loss of adjustment while handling. Torque the six locking bolts to 15 ft/lbs. This must be done evenly so that equal pressure is on each adjusting nut. After this is done, you must re-check the valve settings again. If another adjustment is required, loosen only the two bolts that are holding that particular adjusting nut. Adjust the rocker arm and re-torque the bolts. The last step will be to re-torque all six bolts.

We highly recommend that the rocker arm adjustment should be checked three or four times before constant running (especially on a circle track application) is done. This will give all valve train components time to seat.

