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Crane aluminum rocker arms must be installed on the shafts furnished with the kit. Make sure the small oil feed holes in the new shafts face toward the cylinder heads and the valve springs so the bottom side of the rocker arm receives the oil first.

Install rocker arms in pairs as shown in Figure 1. Install the coil spring between each pair of rocker arms with a flat steel washer on both sides of each rocker arm.

There are 3 types of rocker shaft stands used with a Chrysler "B" engine, see Figure 2. The two aluminum bolt-on types require the use of spacer rings to properly center the rocker tip over the valve stem. These spacer rings are available from Crane on request.

The spacer rings are not used with cylinder heads having the rocker shaft supports cast as part of the heads. Install the rocker arms and coil springs and flat washers on the shafts and bolt the shaft down to the head using the proper clamp plates.

The flat steel washers must be used on each side of each rocker arm with either type stand.

STEP BY STEP ASSEMBLY PROCEDURE

1. Remove stock rocker arm assembly and pushrods. Loosen the rocker shaft bolts evenly so there won't be excessive pressure on either end.
2. Assemble rocker arms, washers and springs on shaft as per Figure 1. If this set is for a Stage IV or V application, the rocker arms with the greater offset are for the intake valves. Be sure to apply Crane Engine Assembly Lube (part number 99008-1) inside each rocker arm before installing on shaft.
3. Install the appropriate Crane pushrods as per your lifter type and block height. Refer to the Crane catalog for applications.
4. We recommend installing one side at a time. Make sure all adjusting screws (part number 99802) are loosened up. Install the rocker assembly on the head and make sure the rocker shaft saddle on the cylinder head is free of any dirt. Tighten the bolts down evenly and torque to 15-17 foot pounds.

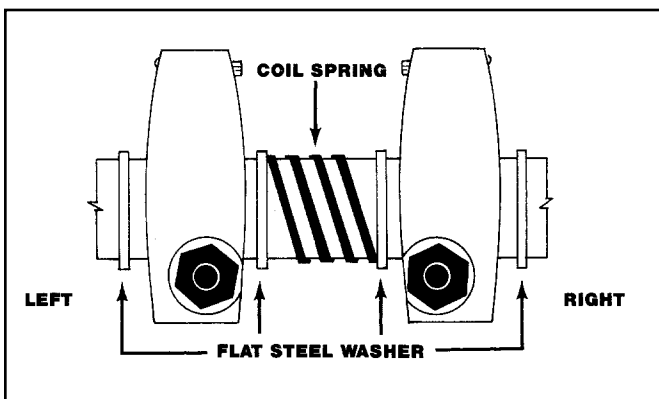


Figure 1

5. Turn all the adjusting screws down until the adjusting ball has just started to enter the pushrod cup. Do not tighten any further.
6. The simplest way to adjust valves and know they are correct is to remember these two steps. Set intake valve when exhaust starts to open. Set exhaust valve when intake is almost closed.
7. Adjust valves on one cylinder at a time. On a hydraulic cam rotate the engine until the exhaust valve starts to open. Now, set the intake valve by tightening down the adjusting screw until there is no end play in the pushrod. This is called zero clearance. Now tighten the adjusting screw one complete turn and tighten the lock nut. Now that the intake valve is set, rotate the engine until the intake pushrod is all the way up and continue to rotate the engine until it is almost all the way back down. Then adjust the exhaust valve using the same procedure as used to set the intake valve. Continue this process for each cylinder until all of the valves are properly adjusted. The one complete turn after pushrod end play is gone will assure you that the lifter plunger is approximately .030" below the snap ring when the engine is running. Acceptable preload tolerance is .020" to .060". When using our pushrods you must have the hydraulic lifter with the large pushrod seat.

MECHANICAL LIFTER OR ROLLER CAMSHAFT

The same procedure should be used with either a mechanical lifter or roller tappet cam, but instead of zero clearance you must use the valve lash clearance specified by the cam manufacturer.

Make sure you check the rocker arm to retainer clearance. There should be at least .040" to .050" clearance at the closest point under the rocker arm and the top of the retainer.

If you do not understand these instructions, please contact one of our Performance Consultants.

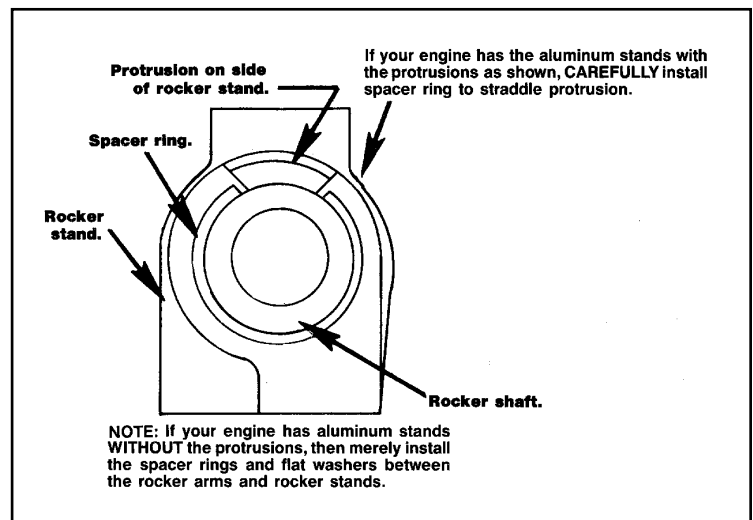


Figure 2