



## BUTCHER VADER CRANK INSTALL NOTES



**PLEASE READ BEFORE INSTALLATION!**



To achieve maximum performance and longevity of your crank, we highly suggest to line hone the block and use ARP main studs.

Be sure to scrub all oil holes and remove the rust prohibitor that was sprayed on the crank for protection before installation. Make it clean clean clean!

Set thrust to .005-.007".

Set bearing clearances for the mains at .0028-.0030". Check this preferably with dial bore gages.....not Plastigage.

Torque mains (if using ARP main studs) to 60 ft./pnds. These values are using ARP moly lube as thread lubricant.

The Butcher is balanced within .1 ounce/inches which is well below racing tolerances.

### VADER COATING

Your crank was also sprayed with our special thermal dispersant coating, VADER. Just what is it? We'll start off by saying heat transfers more rapidly when there is a large difference in temperature. This coating disperses heat by shedding oil from off of the component quicker. By shedding the oil more rapidly, cooler oil is splashed onto the part more frequently. If oil "sticks" to the part longer, it absorbs less heat and blocks cooler oil from contacting the hot surface.

We don't want that.

You have to remember...the longer hot oil sticks to the crank, the more the crank is going to increase in temperature. The hotter the crank becomes, the more its yield strength goes down. Heat beats up parts...heat likes your pocketbook. VADER will help prevent this from happening.

*That's it and enjoy!*



**Warranty Disclaimer: Due to the intended use, there is NO warranty stated or implied to Racing Components, as we have no control over their installation or use.**