DKS Cams Install Instructions

PLEASE READ BEFORE INSTALLATION!

You might have noticed a little bag of "shims" included with your cams. What's up with that? Let us explain…

In order to get increased lift and duration (changing the lobe profile) from stock grinds, the base circle of the cam is raised up in relation to the cam's centerline. When the base circle changes, in some cases, the lifter itself has to make up for that by increasing its height at the plunger. Now, if the height is *too* much, then the lifter will not be within its proper "window" of operation. The lifter's plunger itself has to be depressed just about half way of its total travel (at the cam's base circle) when the cams are installed and the cam caps are torqued down.

When you install the cams into your head and bolt the caps down, check this travel. If the cam's base circle has appeared to max out the lifters height (plunger not plunged at all), merely place one shim into the lifter's bores (do all 16 bores). This will increase the height of the lifter so that the rocker will be able to plunge the lifter's plunger down a little further.

One word of caution…you **DO NOT** want the plunger to be completely smashed all the way down at the cam's base circle! This possibly is lifting the valve already from off its seat and you won't have any compression at start up. **When the rocker is at the base circle of the cam**, you should be able to slightly wiggle the rocker. You should also be able to push down on the rocker and plunge the lifter down a bit. This will assure that everything is not too tight.

Just about every case we've run into needed these shims…but not all. It all depends on the installed height of the springs of that particular head, lifter bore depth, and possibly how many times the head has seen valve jobs.

The shims are included with these cams "just in case". They are around .030" thick.

Before installation, **bleed those lifters GOOD**! If you can't depress them all the way down with your fingers, then they aren't bled well enough for this installation.

Also be sure that you understand the relationship of what cam cap goes where on both the intake side and exhaust. They cannot be flipped (turned around) and they need to go in order. If you do not follow this, then the cam possibly could get seized up in the journals (because of binding) and cause many cuss words. Those caps are numbered and marked with an "arrow" for a reason!

Your cams were sprayed with an anti-rust inhibitor at time of shipping. That said, thoroughly clean each stick before installation! Next, smear high-pressure assembly lube on all cam lobes, journals, all cam journals within the head, and all cam caps for proper break-in!

Place cams in journals of head with roughly the cam's cam gear alignment dowel near the 12 o'clock position (for DSM). There is a "sweet spot" near this position so let the cam fall where it wants to. Also make sure that your crank is at TDC. Then torque cam caps to 16 ft/pnds starting with the middle cap and working your way outwards on both sides.

Once everything is all buttoned up, and you're ready to start the car, it would be a good idea to "prime" the head by disconnecting the coil pack and having a buddy crank the motor over till you see oil squirting from the rockers. You will be able to see this with the filler cap removed and looking in that way. Once you see fresh oil being pumped up over the rockers, then she's ready to put the fire to it.

Run car at 2000-2200 RPM for 15-20 minutes for the break-in period. Bump the throttle every minute or so up to 3000-3400 RPM. Avoid excessive cranking when starting or else all the lube will be squeezed off of the cam's lobes and hinder the break-in procedure!

If you have ANY DOUBT AT ALL with these instructions, then please contact us for help! Seriously!
darren@ffwdconnection.com

Thanks so much and happy boosting!