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## **General Installation Tips Stroker Cranks**

It is important to understand that you are making significant changes to your engine. Since all production engines vary from one to another, it is important to check the fit of your crank to insure that the crank and rod clear the cases before assembly. Sometimes there will be slight differences in cases, which may require slight modification of the cases. If you are not experienced with this, you should utilize the services of an experienced professional engine builder.

1. You should check for clearance between the big end of the connecting rod and the counterbalance, and all other components.
2. Before you install the head, be sure to check the piston-to-head clearance. It is also recommended that you "cc" the head so you know the exact compression ratio.
3. If included, install the adjustable cam sprocket on the intake cam. We suggest you set the cam timing at the stock position, and try other settings to alter the powerband to best suit your riding and application.
4. Since you are increasing the engine size, you will need to alter the carburetor jetting. It is not unusual for the engine not to start with stock jetting, due to it being excessively lean.