

INSTALLATION INSTRUCTIONS

Double Springs

Before you are able to install our double valve springs the cylinder head must have the spring seats enlarged to a diameter of 1.250". We recommend not cutting the new seats any lower into the head than the original seats were.

Seat pressure with our double valve springs should be in the 100 to 120 lbs. range, as provided. This seems to work very well for street driven cars. Race cars with more radical cam grinds may require slightly higher seat pressure. (Remember after the first 4-6 hours of use there will be about a 10% loss in seat pressure). If you need shims, we recommend using VSI® shim #'s A-107 (.060"), B-107 (.030"), or C-107 (.015"). These should be available thru local auto parts stores.

Specifications: Installed height of 1.60" = 100-120 lbs., Valve lift of .375" = 200-220 lbs., Valve lift of .400" = 208-228 lbs., Valve lift of .425" = 212-232 lbs., Spring free length is 1.96" (older springs were 2.18", if you're replacing an existing set).

Aluminum Retainers

Do to the fact that aluminum is a softer metal, it is imperative that the ground ends of the valve springs be very smooth. If the spring ends are not totally smooth, the roughness will act like a mill and gradually wear away at the retainer surface. This can lead to premature failure.

We recommend polishing the ground end of the double valve springs. You can do this with a very fine abrasive wheel on a bench grinder or simply by using 400 grit sandpaper. (If you use sandpaper, lay it on a flat smooth surface and rub the spring back-and-forth).

Once the springs have been polished the retainers are ready to install (make sure they are clean and free of dirt and lint).

Steel Retainers

These retainers are made from chrome moly steel and are ready to install out of the package. Just make sure they are clean from dirt and lint.

