



M-6268-F302/G302 Timing Chain Set INSTALLATION INSTRUCTIONS

NO PART OF THIS DOCUMENT MAY BE REPRODUCED WITHOUT PRIOR AGREEMENT AND WRITTEN PERMISSION OF FORD RACING PERFORMANCE PARTS.

Please visit www.fordracingparts.com for the most current instruction information

**!!! PLEASE READ ALL OF THE FOLLOWING INSTRUCTIONS CAREFULLY PRIOR TO INSTALLATION.
AT ANY TIME YOU DO NOT UNDERSTAND THE INSTRUCTIONS, PLEASE CALL THE FORD RACING
TECHLINE AT 1-800-367-3788 !!!**

INSTALLATION INSTRUCTIONS:

The M-6268-F302 HY-VO^R multi-index timing chain set features the strongest timing chain on the market. Installation notes are as follows:

- The M-6269-A351 steel thrust plate is recommended.
- Check crank sprocket to cam sprocket alignment. Race cranks usually have a generous fillet where the post meets the shoulder in front of # 1 main journal. Make sure the crank sprocket chamfer clears the fillet so the sprocket seats flush against the shoulder. Machine rear face of sprockets as necessary to correct misalignment greater than +/- .005".
- Check camshaft endplay. Spec is .003" - .006".
- A hardened dowel pin is supplied and recommended.
- The required dimensions of the crank sprocket result in minimal surface area in contact with the # 1 main journal shoulder. To prevent fretting at this interface the crank bolt must be torqued to 200 ft./lbs. min. with Loctite 262 (red). This 200 ft./lbs. is recommended with steel crankshafts only. Of course this makes removal of the bolt difficult. Some device to positively hold the flywheel (and the engine stand) will be required.
- Testing has not shown any need to balance the cam sprocket and fuel pump eccentric.
- Cam sprocket lightening holes are the engine builder's option. The sprockets are SAE 8620 steel hardened for wear resistance and strength. The machinist should use appropriate tools.

Replacement chains will be available under part number M-6268-G302.

Factory Ford shop manuals are available from Helm Publications, 1-800-782-4356