



**DCR Cam Setting Fixture**- If you did not specify which camshafts you needed this tool to dial in then it is automatically setup for stock camshafts. This is noted in all product description.

**About:**

The DCR Cam Alignment Fixture puts the camshafts where they are meant to be by the camshaft master pre-machined dowel holes located on all camshafts between #1 and #2 cylinder. This is the most accurate way for producing the best wheel horsepower and torque curve by camshaft and crank centerline being dead on. This will rule out any difference in deck height from the block, head, and head gasket thickness no matter what!

This DCR fixture has eliminated Darrell Cox hours of camshaft degree time and guess work. It locks the camshaft in true centerline. Once locked in you loosen the cam gears adjustment screws and place dial indicator on fixture. Sweep in true TDC zero off of piston top and "bingo" it's done and dead on. Lock the cam adjusting screws down and torque to spec. Since the cams are locked into centerline via DCR Cam Alignment Fixture the crank is "swept" in with dial indicator on piston for true TDC while the cam gears float (adjustment bolts loosened for slots) on the stationary camshaft.

**How to:**

If replacing timing belt and or installing cam gears, do so as recommended by the manufacturer! Be sure to torque cam gear to camshaft bolts (18mm head) to 85ft lbs first! The DCR Cam Fixture can be used to hold cams while torque is applied but be sure to hold fixture down while doing so. **BE SURE THE TIMING BELT IS INSTALLED AND THE CORRECT TENSION IS SET ON BELT BEFORE PROCEEDING!!!** Remove valve cover and rotate crank to line cams up. Align the timing marks. Loosen cam gears and install DCR Fixture. Note that the dowels now supplied with your fixture are for either Stock OE Cams/BC/Crower or Crane Cams as there is a difference in the diameters in the dowel holes in the cams. The dowels provided by DCR for Crane Cams are labeled IN for Intake cam and EX for Exhaust cam as there is a difference in the diameters in the Crane intake and exhaust cams. Make sure you install correctly into IN or EX cam or they could seize into camshafts. If you need both sets from DCR to dial in all cams you can order the opposite pair extra for \$20. You will be required to slightly adjust cams by turning 18mm center bolt so that the dowel pins in fixture will set down all the way into cams. Remove #1 [spark plug](#). Install dial indicator with magnetic base onto DCR Fixture. Zero dial indicator off of #1 piston top by sweeping crank slightly back and forward repeating several times while looking for true zero TDC. This is when the dial indicator needle moves to one direction and stops before starting back the opposite direction. Do this several times to zero the back face of indicator and insuring absolute zero which is true TDC! Lock cam gears adjusting screws down to manufacturers torque specifications once true zero is established and you're done.

**DOUBLE CHECK EVERYTHING TO BE SURE THAT YOU'RE DONE. IF YOU NEED ANY ASSISTANCE EMAIL US AT: [jennifer@DarrellCoxRacing.com](mailto:jennifer@DarrellCoxRacing.com) or call us at 517-369-9636.**

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